



# Manchester

Community Plan Update



Kitsap County  
Department of Community Development  
December 31, 2007

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# **MANCHESTER COMMUNITY PLAN**

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# Chapter 1

## INTRODUCTION



MANCHESTER

Community Plan  
Update

Kitsap County  
Department of  
Community  
Development

September, 2007

The Manchester Community Plan, hereafter called the Plan, was developed as a continuation of the Kitsap County Comprehensive Plan and as a model for grassroots planning. Manchester was previously identified in the 1998 Kitsap County Comprehensive Plan as a candidate for designation as an area of more intensive rural development.

In developing the original 2002 Manchester Community Plan, a 40+ member Manchester Community Committee was employed to discuss and make recommendations on issues such as stormwater mitigation, natural systems protections, view blockage concerns, public infrastructure availability and infill development standards and took place from 1999-2002. Through Community Committee meetings, the vision, goals and policies of this Plan were determined. Their direction developed a Plan that meets the community's needs in accordance with the goals of the Growth Management Act without necessitating any additional capital improvements.

In 2006, the 2002 Manchester Community Plan goals and policies were adopted into the 2006 Kitsap County Comprehensive Plan. On February 26, 2007, the Board of Commissioners signed Resolution 040-2007 stating that Department of Community Development staff could work on textual review and revisions to the Kitsap County Comprehensive Plan and Development Regulations related to the Limited Area of More Intensive Rural Development (LAMIRD) at Manchester.

## **1.1 HISTORY OF MANCHESTER**

First established in the 1860s and 1870s, logging, milling, agriculture and an extensive water transportation system have shaped the character of what was originally known to settlers as Brooklyn. This small waterfront community was renamed Manchester in 1892 after the active seaport in England, with hopes for the same prosperity.

Much of the property within downtown Manchester was platted and sold to a variety of interested parties in the early 1900's. Nearly all of these tiny lots had beautiful views of the Cascade mountain range, Mt. Rainier and the Puget Sound. Throughout the early-to-mid 1900's, employment was dominated by a growing naval presence in Kitsap County as well as a thriving maritime industry.

As Kitsap County grew in the 1950s, 60s and 70s, people discovered the beautiful views located in Manchester and began extensive development of the hillside near downtown. This development expanded to include dense plats along Alaska and California Avenues.

Manchester is a quaint, quiet town with a population of approximately 4,600. The community consists of a small variety of commercial businesses and services, the Manchester Library, the Manchester Post Office, two public docks, single-family residences with a handful of multifamily dwelling units.

## **1.2 PURPOSE OF THE COMMUNITY PLAN**

Adopted by the Washington State Legislature in 1990, the Growth Management Act (GMA) required most counties and cities in the state to adopt "comprehensive plans" to guide growth and development for the next 20 years. In essence, a comprehensive plan serves as a "blueprint" for how a community would like to grow and change over time. Comprehensive plans contain goals, policies and implementing strategies designed to provide direction for future decision-making.

Kitsap County adopted its original Comprehensive Plan in 1998 (Comprehensive Plan) and adopted an update of that plan in December, 2006. Kitsap County also issued a Rural Issue Paper Appendix as part of the 1998 Kitsap County Comprehensive Plan regarding rural LAMIRD designation. This Manchester Community Plan partially implements the Comprehensive Plan and those documents by addressing the specific issues and features of a limited geographic area, and provides more detailed policies and implementation strategies that are tailored to the geographic area. The plan also identifies the Manchester community as a Limited Area of More Intense Rural Development (LAMIRD), under the Washington State Growth Management Act.

### Limited Areas of More Intensive Rural Development

In 1997, the Washington State Legislature adopted changes to the GMA with Engrossed Senate Bill (ESB) 6094, defining areas of more intensive rural development. Among the changes were new definitions for rural character, rural development and rural services; all of which were not previously defined in the GMA. A new option, added for designation of lands within the "Rural Element," was referred to as "Limited Areas of More Intensive Rural Development" or LAMIRDs. The GMA now includes specific criteria for the recognition of these areas pursuant to RCW 36.70A.070(5) and as is applicable to Manchester as a "Type 1" LAMIRD under that legislation.

## **1.3 VISION FOR THE MANCHESTER VILLAGE**

The Manchester Community Plan is a statement of the community values and aspirations for the future. This is an effort to recognize what originally attracted visitors in the past combined with a phasing process of improvements to enhance the atmosphere and visual character of the area.

When posed with the question, "What would the perfect Manchester look like?" residents envisioned a village center that acts as a social center with restaurants and cafes, augmented by a food or general store to provide basic needs. It would strive to maintain the small-town charm and quaintness that Manchester currently offers. Of parallel importance is the preservation of the spectacular views of the Puget Sound, the cosmopolitan city of Seattle, Cascade mountain ranges, and the breathtaking view of Mount Rainier. Residents wish to maintain and enhance their high quality of life as well as the quality of the natural environment. Protection of wetlands, streams and wildlife habitat is highly emphasized. This can be accomplished by permitting growth that provides infrastructure enhancements and environmental protections while maintaining Manchester's Village atmosphere for visitors and a safe and inviting home for residents.

## **1.4 PUBLIC PARTICIPATION**

(For information on public participation for the original 2002 Plan, please see Appendix C). On February 26, 2007, the Board of County Commissioners adopted Resolution 040-2007 which allowed Department of Community Development staff to work with the Manchester Community in order to update their plan.

Monthly Community Plan meetings commenced in January 2007 and continued through August 2007. During meetings the community group was broken into sub-committees by individual interest (many citizens were on more than one sub-committee). The community group worked with Department of Community Development staff to update the different chapters, including: Zoning and Development Regulations, Natural Systems, Parks and Public Facilities, Transportation and Public Infrastructure. Sub-committees also met outside of the larger meetings when necessary. Public outreach included two mailings to all property owners inside the Manchester LAMIRD, newspaper notices and articles and a continually updated website. See Appendix D for the public participation program.

For information on public participation for the original 2002 Plan, please see Appendix C.

## **1.5 DESIGNATION AS A RURAL VILLAGE AND THE LIMITED AREA OF MORE INTENSE RURAL DEVELOPMENT (LAMIRD)**

In accordance with the GMA [RCW 36.70A.070(5)(d)], the County, as part of the mandatory rural element portion of its Comprehensive Plan, designated LAMIRDs. The Comprehensive Plan identified potential candidate areas as limited areas of more intensive rural development. This list is included on pages 72 and 75 of the Rural and Resource Lands chapter of the 1998 Kitsap County Comprehensive Plan (amended June 10, 2002, December 8, 2003 and October 25, 2004). Manchester was identified as a Rural Village through the adoption of the Manchester Community Plan in 2002.

## **1.6 DEFINITION AND CHARACTERISTICS**

A "Rural Village" is a predominantly built, mixed-use rural environment, which includes residential, commercial, industrial, community and recreational uses. It often contains a broad mix of land use and densities, including some urban densities, with varying parcel sizes throughout, and is served by public sewer and water.

## 1.7 THE MANCHESTER VILLAGE BOUNDARY

In order to determine the boundary for the Manchester Village, guidance was taken from the GMA, the Washington State Department of Community Trade and Economic Development and the Kitsap County Comprehensive Plan. Significant elements from these documents were utilized to develop general guidelines for determining the Manchester Village boundary as a Type 1 LAMIRD per RCW 36.70A.070 (5)(d)(i).

These elements include:

- Identify residential parcels that were platted prior to July 1, 1990, according to chapter 36.70A RCW, particularly noting those then at urban densities of less than 3 units/acre;
- Identify all commercial, industrial and community services platted prior to July 1, 1990;
- Identify existing structures;
- Identify the existing public services, ie, water and sewer;
- Address: (a) the need to preserve the character of existing natural neighborhoods and communities, (b) physical boundaries such as bodies of water, streets and highways, and land forms and contours, (c) the prevention of abnormally irregular boundaries, and (d) the ability to provide public facilities and public services in a manner that does not permit low-density sprawl; and
- Identify critical areas (i.e., wetlands, areas of geological concern, frequently flooded areas, fish and wildlife conservation areas, critical aquifer recharge areas or wellhead protection zones and resource lands).

The approved outer boundary of the Manchester Village is generally described as follows (please see Appendix D for boundary map of Manchester Village):

Extending west from Puget Sound along the south line of the Manchester Fuel Depot to California Ave. the western boundary turns south on California Ave. down to E. Chester Rd. then jogging west for approximately 500 feet, where it continues south on Virginia Ave. E. to E. Crestwood Ct. From there, the boundary jogs west for approximately 1,000 feet to Nebraska Ave., where it continues south to Mile Hill Dr. On Mile Hill Dr., the southern boundary continues east until intersecting with Cole Street Loop, where it follows Cole St. Loop to the Puget Sound. The Puget Sound acts as the natural eastern boundary of the Manchester Village.

The area along the shoreline south of the boundary was considered for inclusion but these properties were considered to be in Colby rather than Manchester. The densely platted, but largely undeveloped, properties northwest of the boundary were excluded because they contained a large number of critical area constraints. While Manchester State Park and the Manchester Fuel Depot are associated with Manchester, they provided a sensible northern boundary to the Village.

The logical outer boundary of the Manchester LAMIRD remains the same as originally established in 2002.

## **1.8 GOAL AND POLICY**

**Goal PP-1 Increase public participation in the implementation of the Manchester Community Plan.**

Policy PP-1 Encourage the creation of a Manchester Citizen Advisory Committee to represent the citizens of Manchester in furthering of the Plan's goals and policies.

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# Chapter 2

## ZONING AND DEVELOPMENT REGULATIONS



MANCHESTER

Community Plan  
Update

Kitsap County  
Department of  
Community  
Development

September, 2007





## 2.1 HISTORIC ZONING

Prior to the adoption of the 2002 Plan, properties within the Manchester Village had a variety of different zoning designations. These designations included Residential 3 Homes Per Acre (R-3), Residential 5 Homes Per Acre Mobile Home (R-5 MH), Rural Residential (RR), Business General (BG) and Neighborhood Commercial (NC). The densities and minimum lot sizes of these designations are shown in Table Z-1.

**Table Z-1. Historic Zoning Densities and Lot Sizes**

<b>Zone</b>	<b>Density</b>	<b>Minimum Lot Size</b>
R-3	3 Dwelling Units/1 Acre	.33 acre (14,520 sq. ft.)
R-5 MH	5 Dwelling Units/1 Acre	.20 acre (8,712 sq. ft.)
RR	1 Dwelling Unit/5 Acres	5 acres (217,800 sq. ft.)
BG	N/A	N/A
NC	N/A	N/A

The variety of zoning designations combined with the extensive platting of Manchester at the beginning of the 1900's, created a mixture of development patterns throughout the Manchester Village. The 2002 Plan created zoning designations that provided consistent and predictable regulations for sensible development. The 2007 Manchester Plan Update continues to build consistent and predictable regulations.

## 2.2 RESIDENTIAL ZONING

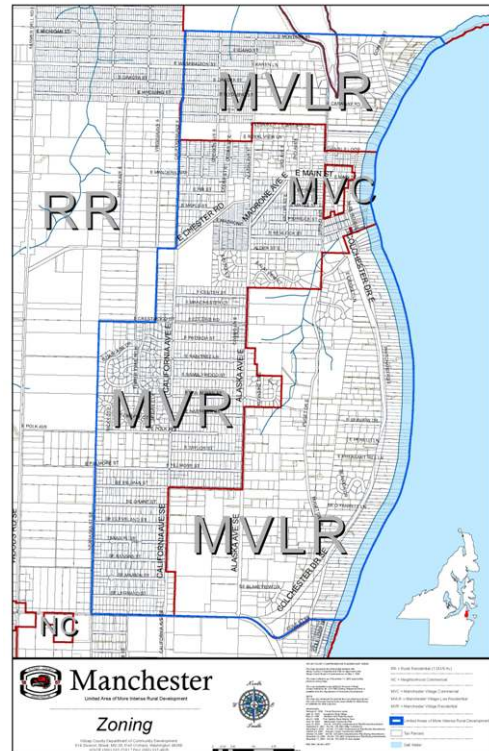
The Manchester Village contains two residential designations; Manchester Village Residential and Manchester Village Low Residential (that were established in the 2002 Plan). The zoning in each residential designation recognizes the existing pattern and intensity of development of its area. The complete list of zoning requirements and allowed uses are shown in Appendix B.

## 2.2.1 MANCHESTER VILLAGE RESIDENTIAL (MVR)

This designation is applied to areas within the Manchester Village where the platting of parcels was most intense, primarily along Alaska and California Avenues and in the downtown area. The average size for currently developed lots in these areas is just over .25 acres (10,890 square feet). To acknowledge this historic development, the 2002 Plan set both minimum developable and minimum divisible lot sizes at .25 acres. The lot requirements and setbacks for this zone are shown in Table Z-2.

## 2.2.2 MANCHESTER VILLAGE LOW RESIDENTIAL

This designation is applied to areas within the Manchester Village where historic platting has resulted in a variety of densities. Individual short plats over the years created areas without consistent lot sizes. This development pattern is due to the changing zoning through different planning processes and a lack of available services such as sewer and water. The average size for currently developed lots in these areas is just over .50 acres (21,780 square feet), though several vacant smaller lots currently exist. To acknowledge these existing smaller lots, this designation's minimum developable lot size is set at .25 acre.



The minimum divisible lot size for MVLR is .50 acres. To develop lots smaller than .50, a property owner could cluster their development (see Clustered Development, below), which would allow lots as small as .25 acres with a prescribed amount of open space. The lot requirements and setbacks for this zone are shown in Table Z-2.

TABLE Z-2	Manchester Sub-Area		
	Standard	MVC (47)	MVLR
Minimum Density (du/acre)	5	NA	NA
Base / Maximum density (du/acre)	24 (15)	2 (15)	4 (15)
Minimum lot size (39)*	NA	21,780 s.f. 10,890 with clustering (12)	10,890 s.f.* (12)
Maximum lot size (39)	NA	NA	NA
Minimum Lot width (feet)	NA	60 (12)	60 (12)
Minimum Lot depth (feet)	NA	60 (12)	60 (12)
Maximum height (feet) (40)	28 (13)	35 (14)	35 (14)
Maximum Impervious Surface Coverage	50% for residential properties less than or equal to .50 acres 40% for residential properties greater than or equal to .51 acres (16)	50% for residential properties less than or equal to .50 acres 40% for residential properties greater than or equal to .51 acres. (16)	50% for residential properties less than or equal to .50 acres 40% for residential properties greater than or equal to .51 acres. (16)
Maximum Lot Coverage	NA	NA	NA
Setbacks Generally (34)(38)			
Front (feet) (41)(42)(43)	NA	20	20
Side (feet) (42)(43)	N/A	5	5
Rear (feet) (42)(43)	N/A	5	5

\*Minimum lot size refers to the size for *newly-created* lots. In the MVR zone, the minimum lot size that can be developed will depend upon the date the lot was created, the size of the lot, and the ownership status. Please see section 2.2.3 regarding Legal Nonconforming Lots. For further information, please see Kitsap County Department of Community Development Brochure #37.

### **2.2.3 LEGAL NONCONFORMING LOTS**

Lots currently exist within the Manchester Village that do not meet the minimum requirements of these residential zones (Contact the Department of Community Development for brochures which provide further information on legal nonconforming lots). These lots are considered legally nonconforming and are addressed as follows:

**Legal Nonconforming Lots in Single Ownership:** If a single lot of record, legally created before the adoption of the 2002 Manchester Community Plan, is less than 8,712 square feet in size or does not meet the dimensional requirements of its zone, the lot may be occupied by any use allowed within the zone subject to all other requirements of this chapter.

**Legal Nonconforming Lots in Common Ownership:** Contiguous lots of record held in common ownership, each lot legally created before adoption of the Manchester Community Plan, must be combined to meet the minimum lot requirements of its zone if one or more of the lots is less than 8,712 square feet in size or does not meet the dimensional requirements of its zone and, at the time of adoption of the Manchester Community Plan (March 18, 2002), either 1) a residential structure encumbered more than one of the contiguous lots or 2) two or more of the contiguous lots were vacant. If one or more of the lots is sold or otherwise removed from common ownership after the adoption of the Manchester Community Plan, it will not be considered to meet the minimum lot requirements for legal non-conforming lots in single ownership. Property with two contiguous lots legally created before adoption of the Manchester Community Plan with a residential structure entirely on one lot may develop the second lot consistent with applicable zoning.

For further clarification on legal nonconforming lots or to obtain relevant brochures, please contact the Department of Community Development at (360) 337-7181 or visit the web domain <http://www.kitsapgov.com/dcd/forms/default.htm>

### **2.2.4 CLUSTERED DEVELOPMENT**

The Manchester Village historically developed in densely platted rectangles with little or no open space. It is this lack of open space combined with the removal of natural vegetation that has contributed to stormwater problems. To encourage the retention of vegetated open space in the Manchester Village, the Plan will create a density bonus for clustered development.



As an incentive to cluster, developers leaving 40% of their property in open space will be allowed an extra lot for every five lots they cluster. For example, a property owner with 5 acres in the Manchester Village Low Residential zone (.50 acre minimum divisible lot size), would normally only be able to subdivide into 10 parcels. With clustered development, however, the owner would leave 40% of the five gross acres in open space and be allowed to subdivide the remaining land into 12 lots, each at the .25-acre minimum developable lot size. The public is guaranteed a portion of private land that will be protected from clearing and in exchange the property owner is allowed two additional lots.

Cluster Development that includes the creation of open space will require the formation of a Homeowners Association and conditions, covenants and restrictions (CC&Rs) that mandate a vote of a simple majority to address any maintenance, repairs or hazards that the majority feels should be addressed. Also, the Homeowners Association shall provide for proportional payment and collections of funds for maintenance, repairs or hazards and further providing a method of collection if one or more parties do not pay their prorated share. During permit review, the Homeowner's Associate agreement will be reviewed by Kitsap County.

### **2.2.5 BOUNDARY LINE ADJUSTMENTS**

A boundary line adjustment should not assist in the creation of any lot that is more non-conforming than previously existed. (Please see section 1.3 regarding character).

### **2.2.6 GOALS AND POLICIES**

**Goal RZ-1 Protect and enhance the Manchester Village character.**

**Goal RZ-2 Provide zoning that is consistent with Manchester's existing built environment and lot sizes that allow for financially viable sewer extensions.**

**Goal RZ-3 Encourage property owners to cluster all newly subdivided lots.**

## **2.3 COMMERCIAL ZONING**

### **2.3.1 MANCHESTER VILLAGE COMMERCIAL**

This designation is applied to areas where historic commercial development occurred and/or where future development is acceptable. The commercial uses in this zone are of modest intensity and are consistent with the Neighborhood Commercial (NC) land use designation in the Comprehensive Plan. Such uses could include restaurants, dry cleaners, video stores, professional services, laundromats and/or specialty stores.

Through the 2002 Plan, there was a Manchester Design Charrette on the area of 'downtown' Manchester which was designated Neighborhood Commercial in the 1998 Comprehensive Plan. The design team felt the size of this designation too large for the current or future population of Manchester. They developed a range of alternate commercial boundaries showing how each could accommodate businesses suitable for Manchester.

Using the results of this process, the MVC designation was applied generally to the area between Daniels Loop on the north, Spring Street on the west, Spruce Street on the south and Puget Sound on the east, EXCEPT most properties abutting Denniston Lane.

Within this designated area, parking is a major concern. The area is only partially developed and parking is typically scarce on most weekends throughout the summer (see Section 6.2 for a greater description of the public facilities requiring parking in the MVC district). The Manchester Boat Dock launch facility is the only one in the greater area and is subject to intense seasonal use. Parking is compounded by the lack of a greater amount of the longer vehicle and trailer parking spaces, and users often resort to parking wherever there is adequate space, often regardless of whether the property being used is private or not. Additionally, Pomeroy Park is the only park and sandy beach of its kind in the greater area and also receives intense use from people who drive to the destination. As the area continues to develop, the frequency of this problem will increase, if no action is taken.

It is generally understood that as the area continues to develop, the frequency of private parking problems will decrease with code-required on-site parking (or other mechanisms showing dedicated parking). This is asserted because prior commercial buildings and improvements to the area were either not required to provide on-site parking or the on-site capacity was not verified or enforced, and it is anticipated older structures will redevelop (most believe it is a matter of when, not if) thus being required to provide dedicated parking. Nonetheless, due to the public facilities parking and general overflow parking shortage, this plan recommends that the issue of parking be addressed through a comprehensive parking analysis and study, to be initiated prior to 2010.

To encourage two-story mixed-use development, the height restriction on commercial or mixed-use properties within this zone will be set at 28 feet/two stories, to be measured from the average grade at the foundation to the structures highest point.

To accommodate properties in this zone with existing residential-only uses, such properties will be allowed to rebuild, remodel or add on, but when doing so must meet all

the requirements of the Manchester Village Residential zone.

Please see the Manchester Design Standards (Appendix A of this document) for further development regulations and guidelines pertaining to the Manchester Village Commercial Zone.

### **2.3.2 GOALS AND POLICIES**

**Goal CZ-1 Encourage mixed-use development within the commercial zone.**

Policy CZ-1 Allow structures within the Manchester Village Commercial zone to achieve a height of 28 feet with a limit of 2 stories.

**Goal CZ-2 The Manchester Community Council will facilitate a MVC parking analysis and study**

Policy CZ-2 Conduct an analysis to understand what the actual use and impact of the public facilities are.

Policy CZ-3 Conduct an assessment to forecast additional impact and use, as well as needs for overflow parking.

Policy CZ-4 Evaluate the Port Authority's ability to provide parking needs.

Policy CZ-5 Advertise Manchester's 'walk-a-bility' to discourage local driving to the MVC district.

Policy CZ-6 Evaluate innovative methods and funding opportunities (including grants) to address parking needs.

Policy CZ-7 Dedicate a community committee to analyzing issues and providing recommendations.

### **2.4 RESIDENTIAL VIEW PROTECTION**

One of Manchester's unique features is its expansive views of many scenic areas. From many properties in Manchester, views of Mt. Rainier, the Cascade Mountain Range, Puget Sound and the Seattle skyline are clearly visible. These views are of great value and importance to the Manchester community. These views have been impacted over the years by new building construction and the growth of view-obstructing vegetation. In an effort to reduce the future impacts of these obstructions, the Plan proposes regulations restricting the height of new residential construction and restricts the planting of row trees and other vegetation in a way that will significantly impact existing views.

### 2.4.1 VIEW PROTECTION OVERLAY ZONE

Within the Manchester Village Boundary, a View Protection Overlay Zone (VPOZ) was established in 2002. Contained within this Zone are all properties between the U.S Naval Fuel Depot to the north, the westerly properties abutting Alaska Avenue to the west, Mile Hill Drive to the south and Puget Sound to the east. The following regulations will only apply to the residentially zoned properties located within the VPOZ.

### 2.4.2 HEIGHT RESTRICTIONS

In the past, many lots in Manchester have had their views significantly impacted by construction built to the County's then existing 35-foot height restriction. These impacts have been exacerbated by property owners building at their properties' highest points. Adjacent neighbors have seen their views blocked, often in their entirety, by this kind of construction. This plan continues to support a lower height restriction while encouraging property owners to build as far down their slope as possible. Please contact the Department of Community Development for brochures on determining height within the View Protection Overlay Zone.



Within the view protection overlay, the maximum height shall be 28 feet. Height shall be measured from the average elevation of the property's buildable area to the structure's highest point. Buildable area is considered all portions of the property except wetlands and/or geologically hazardous areas. Properties within the view protection overlay zone may build as high as 35 feet under the following circumstances:

- a. There is no existing view of downtown Seattle, the Cascade Mountains, Mt. Rainier or the Puget Sound from the subject property or any adjacent property; or
- b. The owners of all adjacent properties approve the building height prior to building permit issuance; or
- c. It can be explicitly shown that the structure will not cause the blockage of existing views from any of the adjacent properties.

### 2.4.3 VEGETATION RESTRICTIONS

While new construction usually only impacts adjacent properties, the impacts of certain kinds of vegetation are often much greater. Many trees and large shrubs can grow significantly higher, blocking the views of numerous property owners upslope. The impact is heightened when these trees and shrubs are planted in rows. But, while these trees obstruct views, they also provide significant wildlife habitat and reduce stormwater volumes.



To balance these issues, the 2002 Plan set a vegetation restriction on row trees and shrubs. After the adoption of the 2002 Plan, newly planted row trees (three or more) and shrubbery such as hedges may not be maintained in a way that significantly impacts existing views from neighboring properties. All vegetation prior to March 18, 2002 is exempt from this restriction.

While this regulation will not remove all instances of new vegetation blocking existing views, it will reduce their frequency.

#### **2.4.4 GOALS AND POLICIES**

**Goal VP-1      Protect Manchester’s existing views of Mt. Rainier, the Cascade Mountain Range, Puget Sound and the Seattle skyline.**

**Goal VP-2      Encourage development that creates the least impact to existing views.**

# Chapter 3

## NATURAL SYSTEMS



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### **3.1 CRITICAL AREAS**

There are four types of critical areas located within the Manchester Village: Wetlands, Geologically Hazardous Areas and Fish and Wildlife Conservation Areas (streams and shorelines). Each type is strictly regulated by the Kitsap County Code, Title 19, Critical Areas. Each is described below.

#### **3.1.1 WETLANDS**

The Manchester Village contains several wetlands scattered around the boundary. The largest is located just south of Little Clam Bay and stretches along the east side of Beach Drive. Other smaller mapped wetlands can be found near Mile Hill Drive on either side of Alaska Avenue, and in the headwaters of Duncan Creek. While several wetlands have been mapped by Kitsap County, there are nearly as many that remain unmapped. The documentation of these unmapped wetlands would help protect these resources from damage.

The wetlands within the Manchester boundary provide wildlife habitat and contribute to the healthy hydrology of the area. These wetlands also hold significant amounts of water that if displaced would further add to the stormwater problems in the Manchester Village.

#### **3.1.2 GEOLOGICALLY HAZARDOUS AREAS**

Geologically hazardous areas include steep slopes (over 30%) and unstable soils. These areas exist along portions of the Manchester Village shoreline, along Duncan Creek, in the northwest and southeast corners of the boundary and on the eastside of Alaska Avenue. Due to erosion concerns, development of these areas must be carefully regulated to protect wildlife in Duncan Creek and along the shoreline. Developing in or near these areas increases the likelihood of landslides destroying property and injuring citizens. To protect wildlife and decrease the likelihood of landslide, comprehensive geotechnical reports are required for all such development. (Please see Kitsap County Code 19.400).

#### **3.1.3 FISH AND WILDLIFE HABITAT CONSERVATION AREAS**

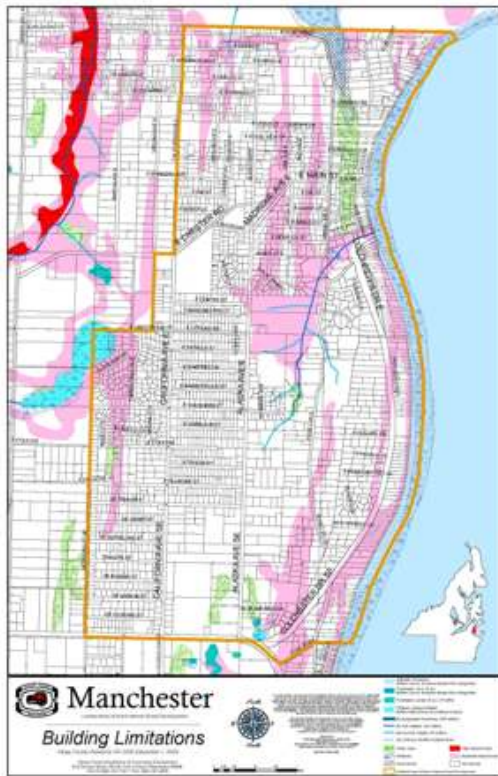
Streams: The primary stream located within the Manchester Village boundary is Duncan Creek. This creek is fed by several springs and a small wetland located in the middle of the Manchester Village and exits to Puget Sound just south of downtown. Washington State Department of Fish and Wildlife has designated this stream Type 3 fish-bearing and it is protected by development requirements such as buffers and setbacks. As Duncan Creek and its wetland headwaters act as part of Manchester hydrology, their protection is of importance to public as well as private wells.

Shorelines: The shorelines of the Manchester Village provide important habitat for many species of fish and wildlife. Salmon, smelt, osprey and eagles all utilize this shoreline for food and shelter. This habitat helps make Manchester unique and the protection of these species is of great importance.

Since development is not prohibited along these shorelines, the least invasive methods

should be utilized. Traditional rock and concrete bulkheads should be replaced if possible by those more environmentally-friendly and others only allowed in high erosion areas where existing homes are endangered. A reduction in the use of fertilizers and pesticides by shoreline property owners is another opportunity to diminish environmental impacts. Such methods allow for shoreline development in these areas while maintaining this vital habitat.

The Kitsap County Shoreline Management Master Program developed in 1999 set shoreline designations and development requirements for Kitsap County shorelines. In this program the Manchester Village shoreline has been designated Urban in downtown Manchester and Semi-Rural in the remainder. The zoning classifications and densities along the Manchester shoreline are consistent with the Program's policies for these designations.



Several nearshore-dependent species have been listed as under the Federal Endangered Species Act. These include Puget Sound Chinook (threatened), Puget Sound Steelhead (threatened), Coastal-Puget Sound Bull Trout (threatened), Puget Sound Coho (species of concern) and Puget Sound Orca (endangered). The critical habitat designation for these species includes the entire Manchester Village shoreline.

### 3.2 CRITICAL AQUIFER RECHARGE AREAS

Water is an essential life-sustaining element. Manchester's drinking water comes from groundwater supplies in aquifers. Critical Aquifer Recharge Areas are very important to shallow and deep aquifer recharge. The Manchester Village contains both Category I and Category II Critical Aquifer Recharge Areas. Category I Critical Aquifer Recharge Areas are those areas where the potential for

certain land use activities to adversely affect groundwater is high. Category II Critical Aquifer Recharge Areas are areas that provide recharge effects to aquifers that are current or potentially will become potable water supplies and are vulnerable to contamination based on the type of land use activity.

The protection of recharge areas for principal aquifers is of great importance to the quality and quantity of groundwater in aquifers. Pollutants such as agricultural waste, petroleum products and septic system effluent can infiltrate into the groundwater, contaminating public and private wells. Development within these areas should be closely regulated to safeguard against harmful discharge into the groundwater.



**character of the Manchester Village.**

Policy NS-4 Monitor and publicize the quality of the treated sewage effluent from the Manchester sewage treatment plant.

Policy NS-5 Coordinate with Port of Manchester to achieve a balanced use of their public shoreline facilities to create minimal environmental impact.

**Goal NS-3 Preserve and enhance air quality for the benefit of all species and inhabitants of Manchester.**

Policy NS-6 Increase opportunities for multimodal transportation options in the Manchester Village.

Policy NS-7 Encourage the replanting of native tree and plant species on all properties, especially those publicly-held.

**Goal NS-4 Educate the public on issues of wildlife habitat, critical area and shoreline protection, stormwater management and air quality.**

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# Chapter 4

## TRANSPORTATION



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## 4.1 EXISTING INFRASTRUCTURE AND SERVICES

Below are the existing facilities and services available within the Manchester Village boundary and in surrounding areas.

### 4.1.1 FERRY FACILITIES

*Washington State Ferries* provides walk-on and vehicle service to Vashon Island and Fauntleroy / West Seattle from the Southworth ferry terminal located at the intersection of S.E. Southworth Drive and S.E. Sedgwick Road, at Point Southworth. Approximately twenty-six ferry trips are scheduled daily Monday through Friday, with 24 trips per day on weekends. U-Park System operates a parking lot at the terminal, which provides 340 paid parking stalls, including carpool and handicapped spaces.



*Kitsap Transit* provides daily passenger-only ferry service from two Port Orchard locations to downtown Bremerton. Ferry service from the dock in downtown Port Orchard is provided during daytime hours, seven days a week, every 30-minutes. A paid parking lot is operated by the City, and provides approximately 115 stalls. About 75 free short-term parking spaces are also available. Ferry service from the Annapolis dock, located on Beach Drive just east of Port Orchard, is provided on weekdays only, also at 30-minute headways during daytime hours. Seventy-four paid parking stalls are provided and operated by Kitsap Transit at the Annapolis ferry dock.

### 4.1.2 ROADS

*Mile Hill Drive* is classified as an urban minor arterial. It runs east/west from Bethel Avenue to a Y-intersection, where it turns into Colchester Drive S.E. and S.E. Southworth Drive. In the Manchester vicinity it has a three-lane cross-section, with paved shoulders. The posted speed limit is 45 mph.

*Beach Drive* is a two-lane urban minor arterial, which runs east/west from the Port Orchard boat launch to Wynn Jones Road where it runs north/south to E. Main Street in Manchester. The posted speed limit is 25 mph in the Manchester downtown area, and 35 mph north of Manchester and into Port Orchard.

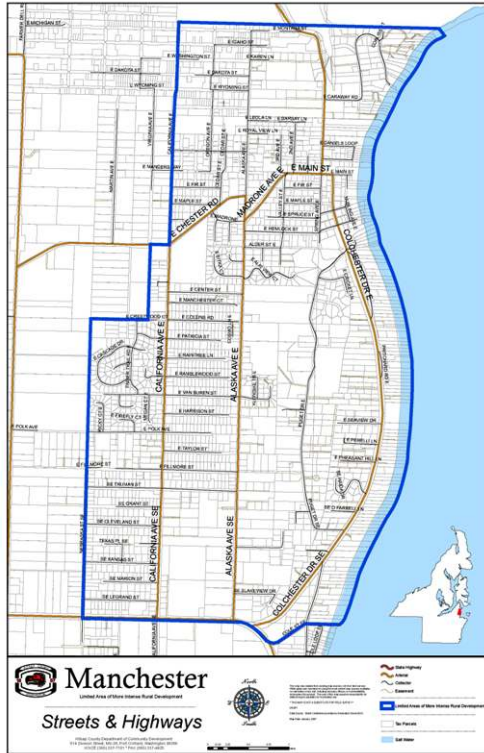
*Alaska Avenue E.* is a two-lane roadway, running from Mile Hill Drive in the south to dead end at Montana St. in the north. Alaska Avenue is classified as an urban collector. The posted speed limit is 35 mph.

*California Avenue* is classified as an urban collector that connects to Garfield Avenue SE and Locker Road SE in the south, crosses Mile Hill Drive, and links to the east-west collector Chester Road, then north to E. Grandview Street. It is a two-lane roadway. The posted speed limit is 35 mph.

*E. Chester Road* is a two-lane roadway classified as an urban collector, and is the primary east-west route through Manchester. It runs from Woods Road in the west,

crosses California Avenue and ends at Alaska Avenue. Chester Road provides a connection to Downtown Manchester via Madrone Avenue and Main Street to the east. The posted speed limit is 30 mph.

*Madrone Avenue* is a two-lane urban collector that connects to Chester Road on the west, crosses Alaska Avenue, and continues to Main Street on the east. It is a two-lane roadway. The speed limit is 25 mph.



*Main Street* is a two-lane urban collector from 3<sup>rd</sup> Ave on the west to Beach Drive, then is classified as an urban minor arterial to Colchester Drive, then is classified as a local access road to its terminus at the boat launch and dock. The short section of Main Street, from Beach Drive to Colchester Drive, is the connection that completes the primary north-south route through Manchester. The speed limit is 25 mph.

*Colchester Drive* is classified as an urban minor arterial. It is a two-lane roadway, which runs from the Y intersection at Mile Hill Road and S.E. Southworth Drive north to E. Main St. Posted speed limits are 40 mph for most of the road, but 25 mph in the downtown area.

#### 4.1.3 NON-MOTORIZED FACILITIES

These facilities are typically located along roadways as bike lanes, walkways, paths or as separated mixed-use facilities, and provide opportunities for both recreational and commuter users.

The east side of California Avenue has a small paved walkway from Mile Hill Drive to the Manchester Elementary School. The east side of Colchester Drive also has paved shoulders to accommodate bicycles and pedestrian activity and is considered a portion of the Mosquito Fleet Trail.

The Mosquito Fleet Trail is a planned facility that connects the docks of the historic Mosquito Fleet Ferry System, from Southworth to Kingston, with a fully connected bicycle and pedestrian trail system. The route runs through Manchester via Colchester Drive and Beach Drive. This program is currently unfunded and not anticipated to be funded within the 5-year planning horizon.

#### **4.1.4 WATER FACILITIES**

The Port of Manchester's facilities include a single-lane boat launch, a moorage dock (moorage allowed from 6:00 AM to 10 PM), a fishing dock, a public restroom and Pomeroy Park, a community park and beach adjacent to the boat launch. Additional undeveloped park property is located at Haida Drive. The Port has two parking lots; one located next to the launch and another adjacent to the Manchester Library. Combined, these lots have the parking capacity for 21 truck and trailer combinations and 25 passenger vehicles.

#### **4.1.5 TRANSIT SERVICES**

Kitsap Transit provides bus, vanpool and ACCESS services to the Manchester area. Currently, Route #86 has two stops in central Manchester, one at the Post Office on Colchester and the other on the corner of Alaska Avenue and Madrone Avenue. There are also a number of stops on California Avenue and Colchester Drive. This route delivers passengers to a variety of locations between the Port Orchard and Southworth Ferry Terminals. Kitsap Transit's fleet of vanpool vehicles are available for groups of five or more. Vanpools provide the flexibility of serving a number of businesses with a number of different pick-up points. Kitsap Transit also serves the disabled or elderly through their ACCESS shuttle program. These shuttles are specially designed for the needs of their clientele providing home to destination service. Worker driver buses also serve the area.

The nearest Park & Ride facilities are located at the Southworth and Annapolis ferry docks, and at Harper Church on SR 166 just west of Southworth.

### **4.2 TRAFFIC ANALYSIS**

#### **4.2.1 METHODOLOGY**

Level of service (LOS) designations are qualitative measures of congestion that describe operational conditions within a traffic stream and take into consideration such factors as volume, speed, travel time, and delay. LOS is represented by letter grades, A through F. LOS A through C imply traffic flows with minimal delay, while LOS D and E imply conditions that approach capacity, and LOS F implies unstable flow with potential for substantial delays (Transportation Research Board 2000). The characteristics of the six LOS designations for roadway segments and intersections are summarized below. The LOS scale has been adopted by the Institute of Transportation Engineers, the Transportation Research Board, and by most jurisdictions throughout the country.

## 4.2.2 LOS DESCRIPTIONS FOR ROADWAYS

**A** - Describes primarily free flow operations at average travel speeds, usually about 90% of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.

**B** - Represents reasonably unimpeded operations at average travel speeds, usually about 70% of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

**C** - Represents stable conditions; however, ability to maneuver and change lanes in mid block location may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free flow speed for the arterial class. Motorists will experience appreciable tension while driving.

**D** - Borders on a range in which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40% of free flow speed

**E** - Characterized by significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

**F** - Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with resultant high approach delays. Adverse progression is frequently a contributor to this condition.

Kitsap County uses traditional engineering methodology to evaluate LOS of roadway segments, which are sections of roadway located between major intersections. Roadway travel volumes are compared to roadway capacity to develop a ratio known as volume-to-capacity (V/C). The volume-to-capacity ratios relate directly to measures of level of service. Table T-1 shows the relationships between LOS and V/C ratios on a roadway segment.

The maximum theoretical vehicle-carrying capacity of a roadway is determined to be approximately 18,000 to 22,000 vehicles per lane per day. There are, however, many factors that can reduce the actual capacity of particular roadway segments. These factors include lower posted speeds, the presence of driveways or cross-streets, narrow lane widths, and pedestrian activity. The placement of traffic signals can also lower the capacity of a roadway segment.

**Table T-1. LOS and V/C Comparison**  
**Level of Service    Volume-to-Capacity Ratio**

A	≤ 0.60
B	0.60 to 0.69
C	0.70 to 0.79
D	0.80 to 0.89
E	0.90 to 0.99
F	≥ 1.00

### 4.2.3 LEVEL OF SERVICE STANDARDS

The county has adopted LOS D ( $V/V \leq 0.89$ ) as the minimal standard for roadways within the urban growth area, and LOS C ( $V/C \leq 0.79$ ) for rural roadways. While roadways within Manchester may be functionally classified as urban (under federal guidelines), for LOS purposes, all roadways outside of county designated urban growth areas are considered rural for planning purposes. All roadways in the Manchester area are considered to be rural in nature (minimum LOS of C). Kitsap County currently has LOS standards only at the roadway segment level. Intersection LOS standards have not yet been adopted.

#### Existing Conditions

Average Daily Traffic (ADT) volumes collected over the past two years were used for analysis of existing conditions. Only summer time counts were used.

Based on the existing roadway conditions and daily traffic volumes, most roadway segments providing access to the area under normal conditions presently operate at or better than the acceptable Level of Service standards for Kitsap County roadways (Table T-2). Mile Hill Drive (west of California Ave) is the exception. This section of roadway is currently operating at Level of Service “D” with a V/C ratio of 0.86.

**Table T-2, Existing LOS and V/C Comparison**

Roadway	Count Date	Existing				County Standard	
		Volume	Capacity	V/C Ratio	LOS	V/C	LOS
Alaska Ave (N of Mile Hill)	2007	2,071	9,600	0.22	A	0.79	C
Beach Dr (N of Main)	2005	1,410	11,700	0.12	A	0.79	C
California Ave (N of Mile Hill)	2005	4,263	9,600	0.44	A	0.79	C
Chester Rd (E of Woods)	2007	1,512	9,600	0.16	A	0.79	C
Colchester Dr (S of Hemlock)	2006	2,182	11,700	0.19	A	0.79	C
Madrone Ave (E of Alaska)	2006	2,276	9,600	0.24	A	0.79	C
Mile Hill Dr (E of California)	2005	9,055	15,300	0.59	A	0.79	C
Mile Hill Dr (W of California)	2006	13,211	15,300	<b>0.86</b>	<b>D</b>	0.79	C
Southworth Dr (S of Colchester)	2005	5,647	14,600	0.39	A	0.79	C

#### **4.2.4 FUTURE CONDITIONS**

Forecasts of future (2025) traffic volumes, based on land use and population projections, were modeled during the countywide Comprehensive Plan update in 2006. State and County roadway improvements, which are expected to be completed prior to 2025, were taken into account. The widening of Mile Hill Drive, Bethel Road, Sedgwick Road (SR-160) and the new Tacoma Narrows Bridge are among those projects. A complete listing of these improvements is located in the Kitsap County Comprehensive Plan. Forecast 2025 volumes and levels of service are shown in Table T-3.

Based on forecasted 2025 traffic volumes and roadway conditions, most roadways are expected to operate at acceptable levels of service, again with the exception of Mile Hill Drive – West of California Avenue. It is proposed in the Kitsap County Comprehensive Plan (2006), that Mile Hill Drive be widened to 4-lanes in order to accommodate forecasted traffic.

**Table T-3, Future (2025) LOS and V/C Comparison**

Roadway	2025				County Standard	
	Volume	Capacity	V/C	LOS	V/C	LOS
Alaska Ave (N of Mile Hill)	2,769	9,600	0.29	A	0.79	C
Beach Dr (N of Main)	1,410	11,700	0.12	A	0.79	C
California Ave (N of Mile Hill)	5,959	9,600	0.62	B	0.79	C
Chester Rd (E of Woods)	1,623	9,600	0.17	A	0.79	C
Colchester Dr (S of Hemlock)	3,932	11,700	0.34	A	0.79	C
Madrone Ave (E of Alaska)	3,061	9,600	0.32	A	0.79	C
Mile Hill Dr (E of California)	9,467	15,300	0.62	B	0.79	C
Mile Hill Dr (W of California)	15,331	15,300	<b>1.00</b>	<b>F</b>	0.79	C
Southworth Dr (S of Colchester)	8,070	14,600	0.55	A	0.79	C

### **4.3 CURRENT SCHEDULED AND COMPLETED IMPROVEMENTS**

#### **4.3.1 KITSAP COUNTY TRANSPORTATION IMPROVEMENT PROGRAM**

The Kitsap County Six-Year Transportation Improvement Program (2007-2012) includes the following roadway improvements, which are now completed, in the Manchester area.

*Mile Hill Drive* was widened to three lanes between Long Lake Road and Colchester Drive. New traffic signals were installed at the intersection of Long Lake Road and at California Avenue. Construction was completed in the Spring of 2007.

No additional transportation improvements are planned for the Manchester area at this time.

#### **4.3.2 THE MOSQUITO FLEET TRAIL PLAN**

The Mosquito Fleet Trail is a planned facility that connects the docks of the historic Mosquito Fleet Ferry System. The plan includes Beach and Colchester Drives as a primary corridor of the Mosquito Fleet Trail, which extends from the Southworth Ferry, north through Manchester along Colchester and Beach Drives later terminating in Kingston. A separated path is envisioned for the trail segment along Colchester. This program is currently unfunded and not anticipated to be funded within the 5-year planning horizon.

### **4.4 FINANCIAL PLAN FOR TRANSPORTATION IMPROVEMENTS**

All transportation improvements need specific funding sources for their development. All improvements necessitated within the Manchester Sub-Area may be funded through any of the following sources: County Road Levy, Local Option Motor Vehicle Fuel Tax, Local Option Motor Vehicle License Fee, Impact Mitigation Fees, Transportation Benefit Districts or County Road Improvement Districts. Each of these sources is discussed at length in the Transportation Chapter of the Kitsap County Comprehensive Plan (2006).

## 4.5 GOALS AND POLICIES

The goals and policies provide the framework for short-range and long-range transportation planning and implementation decisions required of Kitsap County.

**Goal T-1 Encourage street designs and development patterns that accommodate pedestrians, vehicles, transit users and bicyclists in a balanced way.**

Policy T-1 Within the transportation section the term “walkway” shall be understood to mean “sidewalk or walkway” within the Manchester Commercial District, with walkways mandatory if either property adjacent has already incorporated walkways, or if properties on both sides within 100 feet have incorporated walkways. All walkways shall be fully consistent with the Americans with Disabilities Act.

Policy T-2 Directional signage for public facilities shall be sized and located to be easily read from an approaching vehicle and pedestrians. All rules and regulations pertaining to prohibitions and recommended behavior shall be clearly posted in locations that sustain appropriate compliance.

Policy T-3 All future County projects along Beach Dr., Colchester Dr., Chester Rd., Main Street, Madrone Street, Alaska Avenue and California Avenue, shall include continuous 6-foot paved walkways for pedestrian use. These walkways shall be coordinated with the Mosquito Fleet Trail Plan as necessary.

Policy T-4 Developments abutting County rights-of-way within the Manchester Village Commercial District boundary shall require walkway construction.

Policy T-5 Developers shall install walkways on all interior roadways in all new developments of four (4) or more parcels. These walkways or walkways should be on the uphill side of the street when possible to allow for grassy swales to filter pollutants.

**Goal T-2 Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.**

Policy T-6 The County shall facilitate the development of the Mosquito Fleet Trail improvements within the Manchester Village Boundary, if funding is available.

Policy T-7 Transit travel should be facilitated in all ways reasonable. Encourage the expansion of Kitsap Transit’s route #86 to increase trip frequency within the Manchester Village Boundary. Bus Stops should be limited to areas where traffic in either direction is not inhibited (e.g., where at least an 8-



foot shoulder exists).

Policy T-8 Provide sufficient flexibility in the funding process to maximize the ability for local government to develop partnerships with the private sector to optimize funding sources for transportation projects.

**Goal T-3 Provide the citizens the opportunity to participate in the development of transportation planning policy.**

Policy T-9 Encourage citizen participation, organizations or individuals, in County transportation planning efforts within the Manchester Village.

Policy T-10 Include a Manchester Planning Committee in the Kitsap County Public Works planning process to provide input for and act on all public works plans that affect the Manchester LAMIRD.

**Goal T-4 Establish minimum level of service standards for transportation facilities in accordance with the requirements of the Growth Management Act.**

Policy T-11 Transportation improvements shall be available to support planned growth at adopted levels of service concurrent with development.

**Goal T-5 Reduce accidents and potential accidents by providing a safe transportation system through good design practices.**

Policy T-12 Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements during the transportation planning process.

Policy T-13 All parking lots in the Commercial District should incorporate separate entrance and exit lanes where possible.

**Goal T-6 Minimize negative environmental impacts by the transportation system.**

Policy T-14 Maintain environmental standards and mitigation requirements that are the same or higher than those placed upon the private sector.

**Goal T-7 Protect existing private residential lanes from commercial traffic impacts.**

**Goal T-8 Increase available parking in the Manchester Village Commercial district.**

Policy T-15 Encourage all new development in the Manchester Village Commercial district to provide parking consistent with the Manchester Design Standards (Appendix A).

# Chapter 5

## PUBLIC INFRASTRUCTURE



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## **5.1 SEWER**

### **5.1.1 HISTORIC SEWER PROVISION**

Established in 1963, Kitsap County Sewer District #3 adopted a Comprehensive Sewer Plan in 1964 that outlined the requirements for a wastewater treatment plant and collection system to serve the Manchester area. In 1967 the District formed Utility Local Improvement District (ULID) No. 1, which financed the construction of this treatment plant and collection system to be completed in 1969.

In 1976, the District transferred the system to Kitsap County. The County currently operates and maintains the treatment plant, 5 pump stations, and approximately 53,600 lineal feet of sewer mains.

The original wastewater treatment plant was a primary treatment facility capable of treating 160,000 gallons of sewage per day. In 1985, the Washington State Department of Ecology issued an administrative order requiring that the Manchester plant achieve compliance with secondary treatment standards. Funded with the aid of an Environmental Protection Agency grant, Phase 1 of the plant upgrade was completed in 1991. The Phase 1 improvements provided secondary treatment for 230,000 gallons-per-day (GPD) of sewage.

A second upgrade, identified as Phase 2 in the 1988 facility plan and its 1996 addendum, provided improvements to increase the maximum monthly flow capacity to 460,000 GPD, twice the Phase I capacity. This expansion was completed in 1998.

The initial wastewater distribution system served the waterfront properties from the Fuel Depot to approximately 400 feet south of Hemlock Street. It also serves the Fuel Depot, the commercial District and adjacent residential areas. In 1978 the EPA Lab and Manchester State Park were added to the service area. Under a HUD Block Grant, sewer service was extended to Megan Heights. Subsequent developer extensions expanded the service area to include the following developments:

Bayview Tracts – 1978/79

Ahtna Terrace – 1979

Plum Tree – 1982

Harrison Street, Van Buren Street, and Le Chateau – 1981

Manchester Court – 1984

East View Estates – 1989

Collins Road, Raintree Lane, Harbor Vista, and Good Hoem (S.P. #5235) – 1992

City Sights – 1993

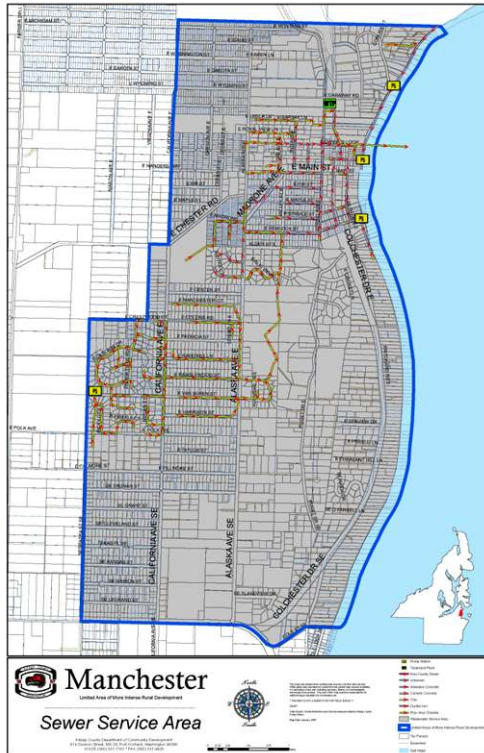
Main Street Extension and Polk Street Extension – 1994

Allman Extension (Alaska Ave) – 1995

Local Improvement District #8, completed in 2007, extended the wastewater collection system to 37 lots along Colchester and Miracle Mile Drive.

## 5.1.2 EXISTING CONDITIONS

The existing treatment plant operates efficiently and effectively, discharging an effluent that meets Kitsap County's National Pollution Discharge Elimination System Permit from the Department of Ecology. Older portions of the collection system receive seasonal infiltration and inflow (I&I) of surface and ground water. The County conducts a routine program of I&I reduction; grouting and replacing pipes, as required.



The County currently has 889 Equivalent Residential Units (ERU) connected to its system. The average flow in 2006 was 228,751 GPD or approximately 100 gallons per person per day.

Kitsap County Code addresses wastewater collection and treatment systems within Kitsap County and charges for sanitary sewage service.

## 5.1.3 CAPACITY ANALYSIS

The Manchester Wastewater Treatment Plant is designed to treat up to 460,000 gallons per day with the potential to be re-rated to 650,000 GPD. Assuming 100 gallons per citizen per day, the existing treatment plant could support a population of 6,500.

There are 889 Equivalent Residential Units (ERU's) currently on sewer, which when multiplying these ERU's by the average household size of 2.5 yields a population of approximately 2,223. Using the same calculation, there are 1,049 existing ERU's within the proposed Manchester boundary that are not currently connected to sewer, which represents a population of approximately 2,623. The total estimated population based on ERUs is approximately 4850.

To assess the number of additional ERU's that the Manchester Village can accommodate under the land use regulations of this Plan, a land capacity analysis was completed. Using the County's Geographic Information System, this analysis compiled the amount of vacant and underutilized acreage available within the Manchester Village. Underutilized land is defined as any properties that are developed at a density less than that set by this Plan. Reduction factors were then applied this total of vacant and underutilized acreage. These reduction factors subtract out the amount of acreage encumbered by critical areas or needed for future rights-of-way and public facilities. This analysis indicated 595 additional ERU's could be accommodated within the proposed Manchester boundary at full build-out. These ERU's represent a population of approximately 1,487. Total future population of the Manchester Village with the above assumptions would be 6,333 (Table PI-1).

Table PI-1. Manchester Sewer Capacity Calculations

	EXISTING CONDITIONS		FUTURE
	Sewer	Off-Sewer	
ERU's	889	1,049	595
Population*	2,223	2,623	1,487
Total Future Population: 6,333			
6,500 (Existing Plant Capacity)** – 6,333 (Future Population) = 167 (Excess Capacity)			

\* Population calculated by multiplying ERU's by the Kitsap County's average household size (2.5).

\*\* Assumes Manchester average of 100 GPD per person.

This analysis concludes that if even every lot allowed under this Plan was developed and each was connected to the current sewer plant, there would still be available sewer capacity. No expansion of the existing sewer treatment plant or any other capital improvements would be necessary.

Any new distribution lines would need to be funded through mechanisms such as developer extensions or formation of a Local Improvement District's (LIDs). A LID requires a petition with signatures representing ownership of more than 51% of the land area within the boundary of the proposed LID. If a LID petition successfully passes, only those residents within the LID boundary would be assessed the new sewer costs.

#### 5.1.4 GOALS AND POLICIES

**Goal S-1 Provide the availability of sewer service to all residents within the Manchester Village boundary without expansion of the existing sewer treatment plant.**

Policy S-1 Prohibit the expansion of the current sewer treatment plant beyond 650,000 gallons-per-day, until such time it can be demonstrated an expansion is warranted.

**Goal S-2 Encourage expansion of the existing sewer distribution system to all properties within the Manchester Village boundary.**

Policy S-2 Require all new construction and remodel projects involving an increase in sewage beyond the existing capacity of the septic system to connect to sewer if within 200 feet of an existing line.

Policy S-3 Encourage property owners on shorelines or near other critical areas to connect to the sewer system

## 5.2 WATER

### 5.2.1 HISTORIC WATER PROVISION

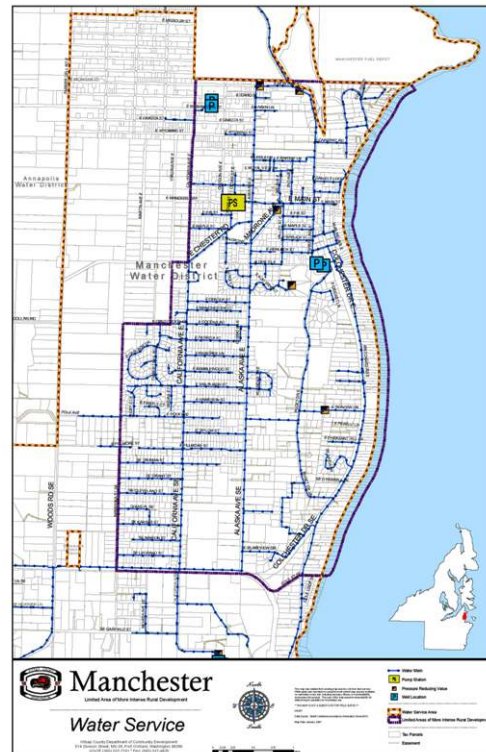
Customers of the Manchester Water District receive their water from deep-aquifer wells (groundwater). The District serves the areas of Manchester, South Colby, Harper and Southworth (generally south of Beaver Creek Road, west of Long Lake Road and north of Sedgwick Road in unincorporated South Kitsap County).

Manchester Water District is a community water district that was formed in 1942 under Title 57 of the Revised Code of Washington (RCW). The District is governed by an elected three-member Board of Commissioners and staffed by eight employees.

Water is supplied by 11 wells located throughout the District. Water is withdrawn and distributed through a distribution system that consists of over 32 miles of water main, 11 pumping stations, 3 booster stations, and 5 reservoirs. The District provides fire protection through more than 360 public and private fire hydrants.

The District delivered over 220 million gallons of water in 2006. To ensure necessary water quantity to satisfy peak demands, fire protection usage, and power outages, the District maintains 3.2 million gallons in storage at reservoirs located throughout the District.

The District treats its water by injecting chlorine at selected well sites throughout its service area to provide a barrier of protection against bacterial growth in the distribution system. Chlorine is also used to offset the unpleasant taste and odor from naturally occurring hydrogen sulfide present in some wells. In addition, the District fluoridates its water. All treatment is continuously monitored and meets or exceeds state and federal standards for drinking water.



### 5.2.2 EXISTING CONDITIONS

The District completed assessments on all wells to determine their susceptibility to contamination. These assessments were submitted to the Washington State Department of Health (WSDOH) to be reviewed and rated. After this review, the WSDOH rated three wells as moderately susceptible and the remaining wells as low. No wells are currently rated with a high susceptibility to contamination.

Additionally, the District has a “Well Head Protection Program”. The goal of this program is to identify appropriate recharge areas for existing and future wells, identify potential contaminants located in those areas and implement actions to protect these areas. The

Well Head Protection Program indicates there are few potential contaminants located within those areas. Of those identified, almost all are of a low risk level (ponds, septic systems and lawns).

In November 2000, the Manchester Water District updated a Developer's Extension Agreement. Upon approval by the Board of Commissioners, extensions to the District's water system may be made pursuant to an agreement between the developer and the District. All extensions are further subject to compliance with applicable state laws, county ordinances, resolutions, rules and regulations of the District.

### **5.2.3 ANALYSIS**

The Manchester Water District has water rights from the Washington State Department of Ecology for 4,494 Equivalent Residential Units (ERU's). Of these ERUs, 3,125 are currently in use, leaving 1,369 ERUs available for future development. The land capacity analysis described in the sewer section of this chapter indicates that if every property within the Manchester Village Boundary is developed to the maximum density allowed by this Plan an additional 595 ERUs could be developed. The Manchester Water District's current capacity far exceeds the needs of the Manchester Village at full development. Any needed capacity or distribution system expansions can be completed through developer extensions and independent Local Improvement Districts (LIDs).

Any further information or details regarding the water system in Manchester can be obtained by contacting the District or consulting its Comprehensive Water System Plan and/or the Kitsap County Coordinated Water System Plan.

## **5.3 STORMWATER**

### **5.3.1 HISTORIC CONDITIONS**

Manchester is located on the east slope of a hill that reaches approximately 400 feet above Puget Sound. The hillside was originally covered with forests and a variety of vegetation typically found in the Puget Sound Lowlands. Historically precipitation evaporated, was transpired by trees or soaked into the ground. The limited amount of surface water runoff generated in the original forested environment was carried to small streams by many shallow swales and larger ravines. The main stream still in existence in the Manchester area is Duncan Creek.

### **5.3.2 EXISTING CONDITIONS**

The natural runoff condition has been severely altered by removal of the forest canopy and construction of impervious surfaces associated with roads, businesses and residences. To allow for development of these heavily platted lots created in the early 1900's, natural drainage systems have been channeled, re-routed or eliminated and many wetlands drained and filled. The historical lack of a coordinated infrastructure plan combined with the subsequent development of this platted land have resulted in stormwater problems such as nuisance flooding, and the erosion of drainage ways and steep slopes.

Land use practices also generate more pollution than the natural condition. This pollution becomes entrained in rain runoff as it travels across developed land. This phenomenon results in reduced water quality in the surrounding creeks, streams and Puget Sound.

### **5.3.3 MITIGATION FOR EXISTING STORMWATER IMPACTS**

Given the density of land segregation in the Manchester area, improved stormwater management practices will be an important factor in future planning efforts. In November 1999, the county completed the Manchester Area Drainage Improvements Preliminary Design Report. This report identified areas within the Manchester Village boundary suffering from stormwater impacts and presented preliminary conceptual solutions for them. These include:

\_\_\_Alaska Avenue Regional Detention Pond: This pond was constructed in 2002. It is located on Alaska Ave. near Van Buren St. It provides stormwater mitigation for properties off Alaska and California Avenues that drain to Duncan Creek.

\_\_\_Alaska Avenue East Puget Sound Pipeline: Construct a direct discharge pipeline to convey stormwater runoff from the Alaska Avenue East, Duncan Creek and Colchester Drive East study areas to the Puget Sound.

\_\_\_Vertical and horizontal realignment of Virginia Avenue. This will realign the road around two natural depressions and raise the road above the 100 year flood elevation.

\_\_\_Ricky Court Detention and Conveyance Improvements: Construct a detention facility east of Ricky Court and replace existing conveyance along East Cascade Drive and Ricky Court East.

\_\_\_Virginia Avenue: This project requires a new road vertical alignment to reduce localized flooding.

Other projects included within the report will be considered for design and construction as funding becomes available.

### **5.3.4 REDUCTION STRATEGIES**

While the Preliminary Design Report addresses existing stormwater problems, it does not detail future impacts of new development. Limiting the impervious surface allowed for new development can reduce these impacts.

To combat the growing stormwater problems from this development pattern, an impervious surface limit of 40% was placed on all new development in Suquamish area several years ago.

A similar strategy was implemented by the 2002 Manchester Community Plan and remains in effect. The percentage of allowed impervious surface is dependent on lot size and shown in Table SW-1.



**Table SW-1**

	<b>MVC</b>	<b>MVR</b>	<b>MVLR</b>
<b>Maximum Impervious Surface Coverage</b>	50% for residential properties less than or equal to .50 acres	50% for residential properties less than or equal to .50 acres	50% for residential properties less than or equal to .50 acres
	40% for residential properties greater than or equal to .51 acres	40% for residential properties greater than or equal to .51 acres.	40% for residential properties greater than or equal to .51 acres.
	(16)	(16)	(16)

*\* Does not apply to shoreline lots regulated by the Shoreline Management Master Program. All properties within the Manchester Village must also meet all the requirements of the Stormwater Management Ordinance (199-1996).*

Due to the Plan’s height restrictions, smaller lots are allowed increased impervious surface to allow more flexibility in building configuration. These regulations apply to all new development, remodels and additions. Impervious surfaces include structures, driveways, walkways, and decks.

**5.3.5 GOALS AND POLICIES**

**Goal SW-1 Support development of a comprehensive approach to stormwater management that encourages coordination between Transportation, Wastewater, Stormwater and private development projects.**

Policy SW-1 Review all new developments to ensure that the projects are coordinated with on-going regional stormwater system planning and meet the requirements of applicable stormwater regulations.

Policy SW-2 Use structural and non-structural methods to enhance runoff quality and control runoff rates.

Policy SW-3 Involve the Manchester Village community in the assessment and prioritization of stormwater capital facility projects.

Policy SW-4 Schedule the capital facilities projects identified in the Manchester Area Drainage Improvements Preliminary Design Report for construction by 2022.

Policy SW-5 Continue to identify areas needing improved stormwater infrastructure within the Manchester Village.

**Goal SW-2 Encourage stormwater management systems that utilize and preserve natural drainage systems such as streams and construct facilities that complement these systems by taking advantage of opportunities for filtration, infiltration, and flow control where**

**feasible and reasonable.**

- Policy SW-6 Preserve stream and natural drainage systems.
- Policy SW-7 Identify the remaining areas of the natural drainage system in the County's Geographical Information System (GIS) as critical drainage areas
- Policy SW-9 Encourage the use of permeable surfaces and other Low Impact Development technologies in building construction and property development.

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# Chapter 6

## PUBLIC FACILITIES AND PARKS



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## 6.1 EXISTING PUBLIC BUILDINGS

### Fire Station No. 9

Fire Station No. 9 is located at 7433 SE Mile Hill Drive on the south boundary of the Manchester Village approximately 1.2 miles from downtown Manchester. Fire Station No. 9 is part of Fire District No. 7 and is staffed completely by volunteers on an on-call basis. The station houses two fire engines and an air support unit. There is currently a greater than average response time, so the station plans to expand in order to accommodate the density of population and call activity in the area. They plan to seek public approval through an initiative to increase revenue before they will be able to purchase neighboring property or property elsewhere in Manchester.

### Manchester Elementary School

Manchester Elementary is located at 1901 California East on the west boundary of the Manchester Community approximately 0.7 miles from downtown Manchester.

Manchester Elementary is part of South Kitsap School District No. 402. The school



provides Kindergarten through 6<sup>th</sup> Grade education. The school was first occupied in January 1979 and then expanded in 1989. The present capacity for Manchester Elementary is 550 students in the main building (15 classrooms) and 5 portables (7 classrooms). School enrollment for the 2006-2007 school year was 485 students. Students are accepted from the following geographic boundaries: Colchester Drive, south to Mile Hill Road, north to Woods Road, north to Hildale Rd., west to

Beach Drive including the tip of the peninsula. There are no future plans at this time to expand the school or construct additional schools in the area. Also on Manchester Elementary's 13.3 acres are recreational facilities that include soccer and softball fields, nature trails, a playground with play structures, a covered basketball court, and an indoor gymnasium. There are no future plans at this time to expand the school or construct additional schools in the area.

Key issues identified by Principal A.J. Callan include the following:

\_\_\_ Congestion – Heavy traffic flows are created in the morning and afternoon hours due to the combination of school bus service and parents dropping off and picking up their children. Traffic flow is particularly an issue around California and Chester streets.

\_\_\_ Pedestrian Safety – There is very little room for the children to walk and there is no separation between them and the traffic. The majority of these children travel along California Ave. There are currently no crossing guards to oversee these students.

## Post Office

The post office is conveniently located in downtown Manchester at 2325 Colchester Drive East. The building has been leased at its current location since 1988. The post office offers 695 postal boxes, which are at full capacity. Peak hours tend to be around mid-morning and in the evening when most users return from work. There is currently only one entrance that opens towards Colchester Drive. No expansion or renovations are planned; however, users have stated the preference for an additional access point. If an additional access were provided, a looped drive-through a mail drop could be provided, allowing for a smoother traffic flow during peak hours.



Any changes would require approval by the property owner, the United States Postal Service and Kitsap County. Federal and State grants should be explored to fund these improvements.

## Manchester Library

The public library is located on Port of Manchester property at 8067 East Main Street in the heart of downtown Manchester. The library was built through a combination of donations, door-to-door solicitations, a rummage sale and a small loan. Through a collaboration of community efforts, the group was able to afford the \$1,800 facility. Doors opened in October 1954, making it the only free regional library unit of the Kitsap Regional Library south of Port Orchard. Currently, the Friends of the Manchester Library raise \$20,000 annually to provide operating funds for the building. They host book sales, plant sales and organize an annual Father's Day Salmon Bake. Kitsap Regional Library provides books and pays staff to operate the library. The library also serves as a community center with a capacity of 23 in the library and 33 in the community center.



## Church

Manchester Community Church is located at 7545 East Madrone, approximately 0.5 miles from downtown Manchester. The church grounds include three buildings, large parking lot, and outdoor basketball court.

## Private School

Manchester Christian Academy is located at 7545 East Madrone, approximately 0.5 miles from downtown Manchester. The Academy currently has 25 students and accepts students from both inside and outside the Manchester Village boundary.

## 6.2 PUBLIC RECREATIONAL FACILITIES

### Manchester Boat Dock

Located at the foot of Main Street, major improvements were completed in 1999 to provide one low tide boat launch, an additional dock and an asphalt paved parking area.



The additional parking provides for 10 vehicle/trailer spaces, 7 single vehicle spaces and 1 handicapped vehicle/trailer space. The fishing Pier, as designated by Kitsap County, extends 180 feet into Puget Sound. Boats can moor at the pier during the day, but are prohibited moorage from 10 PM to 4 AM.

There are currently no utilities at the launch or the pier, though a floodlight and a handicapped-accessible portable are available for community benefit. A fully equipped handicapped accessible restroom is located in

the launch area parking lot and is opened during daylight hours only.

### Pomeroy Park

Located at the east end of Main Street adjacent to the Manchester Boat Dock, Pomeroy Park has beach access to Puget Sound. The land was purchased from the Pomeroy estate with Port of Manchester funds and a grant from the State of Washington Interagency Committee for Outdoor Recreation. It is a small landscaped park that was expanded in 1996. It includes eight picnic tables (one located under a covered shelter) and two benches. A full service, handicapped accessible restroom is located in the boat launch parking lot. The Park has amazing views of Seattle and is open during the day and closed from sunset to sunrise.

Security for the park is provided by a letter of agreement between the Port of Manchester and the Kitsap County Sheriff's office.



### Colchester/Haida Property

This parcel is located on the shoreline side of Colchester Dr. about 0.5 miles out of downtown Manchester and is currently owned by the Kitsap County Department of Public Works. Although this property's main use is for current and future stormwater drainage. In the future, it is a goal of the Manchester community to use this parcel as Kitsap County park.

## Manchester State Park

Originally constructed as a harbor defense station, Manchester State Park covers 111 acres north of the Manchester Fuel Depot. The park includes 3,400 feet of saltwater shoreline and provides camping facilities. Other activities include hiking along 1.9 miles of trails, fishing, diving and bird watching. The park also includes 36 unsheltered picnic tables and two small picnic shelters. One large sheltered picnic shelter is also available by reservation. The park is open year round from 8:00 AM to dusk.



## Mosquito Fleet Trail Plan

Created to service the County's recreational and non-motorized transportation needs, this system of lanes and off-road trails runs from Kingston to Southworth. A portion of this system includes improvements to downtown Manchester and Colchester Drive. A combination of bike lanes and separated paths are the primary proposals through these areas. The master plan for this system breaks the project into portions and each is prioritized for funding. The downtown Manchester and Colchester Drive improvements are both in the top of the priority list.

## Manchester Baseball Park

Designated as "Future Home of South Kitsap Eastern Little League", the Manchester Baseball Park is located at the entrance to Manchester State Park on Beach Drive East. There are currently four fields at the park, owned and operated by the South Kitsap Eastern Little League. These fields were completed during the first phase of development for the park. Phase two will add two more fields and a clubhouse. Phases three and four will each add two additional fields.



### 6.3 MEETING FACILITIES

Three facilities are available for rent within the Manchester Village boundary.

Facility	Location	Meeting Accommodations
Manchester Elementary	1901 California East <i>Phone: 876-7369</i>	Available after School Hours by Appointment Large Meetings Small Meetings
Manchester Library	8067 East Main <i>Phone: 871-3921</i>	Available by Appointment Small Meetings

### 6.4 GOALS AND POLICIES

**Goal PF-1 Ensure public participation for all future improvements to public facilities and parks within the Manchester Village LAMIRD**

Policy PF-1 Develop strategies for upholding the private property rights of the beachfront owners while accommodating the public's interest in experiencing the waterfront, views and recreation.

**Goal PF-2 Maintain current public facilities.**

Policy PF-2 Coordinate with the Friends of the Manchester Library, the Manchester Foundation Board and the Port of Manchester Commissioners concerning any development plans for public facility improvements and additions.

**Goal PF-3 Provide and encourage facilities that serve the variety of ages and needs of Manchester Residents.**

**Goal PF-4** Facilitate the planning and construction of a community center within the Manchester village boundary.

**Goal PF-5 Expand walking and biking paths.**

Policy PF-4 Develop public right-of ways for the purpose of creating trails and providing foot access along and between the main thoroughfares

Project PF-1 Create a walk-a-bility map of the Manchester LAMIRD

**Goal PF-6 Encourage the MCC to work with the Manchester Port District to improve property owned by the Port District and to complete policies PF-5 through project PF-5**

- Policy PF-5 Provide amenities to encourage adults and children to use Pomeroy Park
- Project PF-2 Make a bike rack, playground equipment and kayak launching area available for public use, provided through grants.
- Project PF3 Install durable, aesthetically pleasing structures (picnic tables, benches, designated fire pits or barbeques, etc).
- Policy PF 6 Work with the Manchester Port District to improve Pomeroy Park.
- Project PF 4 Improve plantings and vegetation.
- Project PF 5 Improve placement and consistency of signage throughout Port District property.
- Goal PF-7 Work with the Kitsap County Department of Public Works, the Department of Community Development and the Kitsap County Parks Department to use the Colchester/ Haida property as park property.**
- Policy PF 7 If established as a park, create a stewardship committee for the park.
- Project PF 7 Create a development plan for the Colchester/Haida parcel which could include a trail, picnic tables, bike racks and proper signage.
- Policy PF 8 Incorporate the Colchester/Haida property into the Mosquito Fleet Trail.

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# Chapter 7

## GLOSSARY OF TERMS



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## 7.1 GLOSSARY OF TERMS

**Aquifer** – A water-bearing layer of permeable rock, sand, or gravel.

**Best management practices** – A physical, structural, or managerial practice that has gained general acceptance for its ability to prevent or reduce environmental impacts.

**Bicycle lane** – A clearly marked land of travel for bicycles on the side of a street or roadway, separated from the automobile lanes by painted strips, curbs or buttons.

**CAO** – Critical Areas Ordinance

**Capacity** – The ability to contain, absorb or receive and hold employment, residential development, vehicles, sewage, etc.

**Clustered housing** – A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation and common open space.

**Concurrency** – The principle of ensuring that adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of “adequate public facilities” and of “available public facilities” as defined in WAC 365-195-210.

**Critical aquifer recharge areas (CARA)** – Areas that are susceptible to contamination to a current or future potable water supply aquifer (Chapter 19.600, KCC).

**Critical areas** – Areas such as wetlands, aquifer recharge areas, fish and wildlife habitat, frequently flooded areas, geologically hazardous areas, and rare or endangered plant habitat.

**Density** – The number of families, persons or housing units per unit of land, usually expressed as "per acre." There are several different ways of measuring density, including:

Net density – Units per net residential, commercial or industrial development site area; and

Gross density – Units per gross site area before dedication, covenants or designation of a portion of the site as unbuildable or open space.

**Easement** – A right or privilege that a person may have on another's land, such as a right-of-way.

**Ecology** – The Washington Department of Ecology.

**Environmental Impact Statement** – A document detailing the expected environmental impacts of a proposed action.

**Environmentally sensitive areas (ESAs)** – Those areas, designated, mapped and regulated by environmentally sensitive area regulations. These areas have existing site

conditions that require development standards to minimize specific on-site and off-site adverse environmental impacts including stream siltation, hill-slides, and reduction of wildlife habitat. ESAs include wetlands, riparian corridors, steep slopes, slide-prone areas, areas subject to liquefaction during seismic events, hazardous waste sites, floodplains, and wildlife habitat areas.

**Erosion hazard areas** – Areas that because of natural characteristics, including vegetative cover, soil texture, slope gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion.

### **Equivalent Residential Unit-**

**Growth Management Act (GMA)** – Washington State House Bill 2929, adopted in 1990, and set forth in the Revised Code of Washington (RCW) at Chapter 36.70A. The GMA established statewide planning requirements relating to, among other topics, comprehensive plans, urban growth areas (UGAs), and environmentally sensitive areas or "critical areas."

**Habitat** – The place or type of site where a plant or animal naturally or normally lives and grows.

**Housing type** – Different varieties of dwelling units, including – single-family detached; single-family attached (i.e., duplexes); townhouses; multi-family apartments and condominiums; accessory dwelling units; and manufactured homes.

**Housing unit** – A housing unit is a house, apartment, manufactured home, a group of homes, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters.

**Infill development** – Development consisting of either construction on one or more lots in an area that is mostly developed, or new construction between two existing structures.

**KCC** – Kitsap County Code.

**Level of service (LOS)** – An established minimum capacity of public facilities or services that must be provided to meet current or projected demand; a qualitative measure describing the operational conditions within the traffic stream, and their perception by motorists and passengers.

**Limited Area of More Intense Rural Development (LAMIRD)** - This designation is consistent with the 1997 amendment to GMA and is subject to a number of guidelines and criteria (RCW 36.70A.070(5)(d)). These amendments provide an opportunity to help reconcile the County's historical land use pattern within the parameters of GMA.

**Mitigation** – The process of avoiding, reducing, or compensating for the environmental impact(s) of a proposal (see WAC 197-11-768).

**Mixed-use** – the presence of more than one category of use in a structure; for example, a mixture of residential units and offices in the same building.

**Mode** – Types of transportation available for use, such as a bicycle, an automobile, or a bus.

**Multi-modal** – Referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.

**Multi-family dwelling or housing** – A structure or portion of a structure containing 3 or more dwelling units, including units that are located one over the other.

**Non-motorized mode** – Any mode of transport that utilizes a power source other than a motor. Primary non-motorized modes include walking and bicycling.

**On-street parking** – Parking spaces located in the public right-of-way.

**Open space** – Land or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and structuring urban development and form.

**Overlay zone** – A zoning district that encompasses one or more underlying zones and that imposes additional requirements above that required by the underlying zone (e.g., a special height limitation applied to a portion of a view protection overlay zone).

**Park-and-ride lot** – A parking lot where transit riders can leave their vehicles and ride a bus or other mode of public transport to another location.

**Pedestrian orientation** – An area where the location and access to buildings, types of uses permitted on the street level, and storefront design, are based on the needs of customers on foot.

**Policy** – An agreed course of action adopted and pursued by decision-makers to achieve one or several goals and objectives and which is used as a guide for formulating programs.

**Public facilities** – Any use of land, whether publicly or privately owned, for transportation, utilities, or communication, or for the benefit of the general public, including streets, schools, libraries, fire and police stations, municipal and county buildings, powerhouses, recreational centers, parks and cemeteries.

**RCW** – Revised Code of Washington.

**Right-of-way** – Land in which the state, county, or a city owns the fee simple title or has an easement dedicated or required for a transportation or utility use. The right-of-way is the right to pass over the property of another. It refers to a strip of land legally established for the use of pedestrians, vehicles or utilities.

**Riparian areas** – Lands situated along the banks of streams, rivers and lakes.

**Runoff** – Water from rain, snowmelt, or irrigation that flows over the ground surface and returns to streams.

**Sediment** – The fine grained material deposited by water or wind.

**Seismic hazard areas** – Areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

**Special needs housing** – Housing that is provided for low income or indigent persons and, where applicable, their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in order to sustain appropriate housing on a permanent, long-term or transitional basis.

**State Environmental Policy Act (SEPA)** – Enacted in 1971, and codified in Chapter 43.21C RCW, SEPA provides the framework for agencies to consider the environmental consequences of a proposal before taking action. It also gives agencies the ability to condition or deny a proposal due to identified likely significant adverse impacts. The Act is implemented through the SEPA Rules, Chapter 197-11 WAC (Washington Administrative Code).

**Streetscape** – The visual character of a street as determined by elements such as structures, access, greenery, open space and view.

**Sub-Area Plan** – A coordinated policy statement governing a portion of a county or city that is adopted under the Washington State Growth Management Act (GMA). A document or series of documents prepared by a professional planning staff and planning commission that sets forth guidelines and policies for the future development of a community. Such a plan should be the result of considerable public input, study, and analysis of existing physical, economic, environmental and social conditions, and a projection of likely future conditions.

**Surface water** – Streams, rivers, ponds, lakes or other waters designated as “waters of the state” by the Washington State Department of Natural Resources (WAC 222-16-030).

**Urban Growth Area (UGA)** – An area where urban growth will be encouraged. Counties establish UGAs under the Washington State Growth Management Act (GMA). Consistent with the GMA, all growth outside of UGAs must be rural in nature.

**WAC** – Washington Administrative Code.

**Watershed** – The region drained by or contributing water to a stream, lake or other body of water.

**Wetland or wetlands** – Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and under normal circumstances to support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. Wetlands may include artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or city (RCW 36.70A.030).



**WSDOT** – Washington State Department of Transportation

**Zoning** – The process by which a county or municipality legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction.

# Appendices

## **Manchester Design Standards Amendments to Kitsap County Zoning Code 2002 Public Participation History Maps**



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Appendix A

**MANCHESTER  
DESIGN STANDARDS**

for the Manchester  
Village Commercial  
District

Adopted with the  
2007 Manchester Community Plan  
December 2007

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## **INTRODUCTION: THE CHARACTER OF MANCHESTER**

Manchester is a unique blend of village amenities and residential homes in a rural, seaside setting that extends from the shoreline uphill into the wooded areas of South Kitsap County. Generations have enjoyed beautiful sweeping views of Seattle, the islands and mountain vistas and from many homes one can watch the rolling waves, pleasure and fishing boats, ferries and naval ships that frequent Puget Sound. Local fishermen and boaters come to enjoy the Puget Sound through the Port of Manchester where they can launch their boats or relax at Pomeroy Park. Returning salmon from many small streams and creeks in the area make Manchester a busy fishing and boating community, the home to a growing population of eagles and a vital part of the Puget Sound eco-system.

The residents of Manchester village are a mixture of people of all ages and income levels who embrace the importance of maintaining the strong sense of neighborhood and community that define Manchester. They enjoy a lifestyle that fosters outdoor and family activities and can safely walk, jog and bicycle throughout the village. Living in rural Manchester one will witness deer, coyote, fox, pheasant, peacocks, raccoons, herons and eagles. Preserving the habitat for the wildlife, as well as the residents, is of utmost importance for the community.

The character of Manchester lies not just in its houses or its buildings but in the spirit of the people who have chosen to make it home. It is not a bedroom community of a metropolitan city. It is its own unique statement of a village with a strong sense of preserving the lifestyle it offers.

These design standards were specifically formulated to preserve and enhance the local businesses, while maintaining the rural village atmosphere, that serve the residents and are part of the neighborhood in the services and support that they provide to the community. Most of the businesses are located in the downtown area (i.e. the Manchester Village Commercial (MVC) zone)—the zone of application for the Design Standards. It is bounded by Daniels Loop to the north, the rear lot-lines of the parcels abutting the eastern side Colchester Avenue to the east, East Spruce Street on the south and Spring Avenue to the west (see Appendix D of the 2007 Manchester Community Plan for maps and aerial pictures of Manchester and the MVC district). The design standards were also written to complement and augment the plans for the larger Manchester Community Plan—to maintain the community vision, values, and aspirations for the future. The standards recognize what originally attracted visitors in the past and promotes improvements to enhance the atmosphere and visual character of the area—they permit growth that provides infrastructure enhancements and environmental protections while maintaining Manchester's Village atmosphere for visitors and a safe and inviting home for residents.

## CHAPTER 1: PURPOSE OF DESIGN STANDARDS FOR THE MANCHESTER VILLAGE COMMERCIAL (MVC) ZONE

### Intent:

*The purpose of design standards for the downtown commercial district of Manchester is to protect investment in development, rehabilitation and restoration of commercial buildings and to encourage better design and site planning throughout the MVC district.*

Specifically, the design standards are intended to:

1. Maintain an interesting and economically viable downtown area.
2. Retain and refine Manchester's small-town appeal.
3. Preserve and enhance Manchester's quality of life,
4. Preserve and enhance Manchester's environmental quality and natural setting.
5. Rehabilitate structures within the MVC zone wherever possible.
6. Preserve and enhance Manchester's outstanding views of Puget Sound and surrounding marine atmosphere for the enjoyment of present and future generations of residents and visitors.
7. Explore ways to enhance the physical appearance of the Manchester downtown area.
8. Encourage compatibility of development with both community and neighborhood characteristics.
9. Encourage a design and scale of new commercial development that is generally in character with the existing neighborhood and community development.
10. Preserve and enhance the historic character and heritage of Manchester.
11. Improve the appearance of Manchester through good community design and planning.

## CHAPTER 2: GENERAL PROVISIONS

### I. Flexibility in Administration

Because these standards cannot encompass every possible scenario that may arise, the Director of Kitsap County Department of Community Development (Director), or his/her designee, is authorized to make determinations on development applications that may vary from the written standards so long as the determination meets the purpose and intent of the *Manchester Design Standards*, the *Manchester Sub-area Plan*, and the *Kitsap County Comprehensive Land Use Plan*.

## II. **Applicability**

The Kitsap Department of Community Development (Department) shall review all plan proposals that require site plan review, minor site plan review, or building permit which affects any exterior facade on any structure or building within the commercial district.

## III. **Minor Changes -- Not Applicable.**

Minor changes for the purposes of design review are defined as meeting the following criteria: (1) Changes in roofing and siding materials where there is no change to the structure or height of the building; (2) fences; (3) changes in paving involving the removal of concrete or asphalt and replacement with natural stone, brick or plantings and are 100 square feet or less in area; or (4) changes to the exterior of a building that cannot be seen from a public or private street or an alley.

For minor changes no design review is required. For changes and construction that are not minor in nature, the applicable standards are:

- A. For all existing structures in the design districts with exterior improvements or additions or both valued at less than 50 percent of the replacement value of the structure, only the new portion(s) of the structure and associated site improvements are subject to the design standards
- B. For all existing structures in the design districts with exterior remodels greater than 50 percent of the current replacement value of the structure, the standards apply to the entire structure and associated site improvements.

## IV. **Mandatory Standards and Permissive Guidelines.**

- A. **Mandatory:** The obligatory application of design standards. The words "will," "must," and "shall" indicate a mandatory standard. In these Design Standards, mandatory requirements are identified as "standards."
- B. **Permissive:** An official recommendation indicating how something should be done or what sort of action should be taken in a particular circumstance but falls short of being proscriptive or mandatory. Words such as "could," "can," "may", and "should" indicate a preference, but not a requirement. In these Design Standards, permissive statements are identified as "Guidelines."
- C. **Variances:** Conditions and procedures for applying for, and granting, variances to the provisions of these design standards are described in the Kitsap County Code (KCC) 17.455.010 'Director Authority' and 17.500.010 'Variances'.



## CHAPTER 3: SITE PLANNING

### Intent:

*The intent of Site Planning is to promote development that is functional, visually coherent, and visually compatible with the predominant character of existing structures. Development that will also achieve a high-quality appearance, generally enhance the Manchester community, and achieve the plan overall objectives of the Manchester Design Standards.*

### I. Building Location and Orientation

#### A. Standards

1. Buildings, trees and landscaping, shall be visually dominant, rather than visual dominance by parking lots and free-standing signs.
2. Buildings shall be oriented towards the primary street frontage and public paths and walkways.
3. Buildings in the Manchester Commercial Village zone shall be oriented to provide functional outdoor spaces, greenbelt areas, and parking spaces that will enhance the use of the village as the commercial core.
4. Structures will maintain continuity between developments by relating the building and use to the street frontage and doing so in a manner that will encourage and accommodate pedestrians.
5. Pedestrian access to the building shall be visually and functionally clear and should offer a convenient alternative to walking through driveway entrances and exits.

#### B. Guideline

1. People traveling along arterial streets should be able to see storefronts, windows, merchandise, and other aspects of business activity.

### II. Setbacks

#### A. Standards

1. Where properties front one or more streets, new buildings shall be located no less than 20 feet from the primary street frontage. Accessory and secondary buildings need not comply with the maximum setback standards where a primary building occupies the available street frontage.
2. Building setbacks shall be treated as pedestrian-oriented spaces and landscaped in accordance with Chapter Six, Landscape Design. Front setbacks shall also allow parallel or diagonal parking consistent with a parking plan for the Manchester Village to be developed.

### **III. Adjacent Properties**

#### **A. Standards**

1. Landscaping and screening will be planted along property lines adjacent to incompatible uses. Incompatible uses include, but are not limited to, outdoor storage areas adjacent to a residentially-zoned property, boundary lines between zones, and parking lots adjacent to single-family residences. The screening must conform to the requirements of Chapter Six, Landscape Design. If changes in topography between the residential and adjacent property are sufficiently great, then modifications to the above screens options may be allowed with County approval of a variance.
2. Arrange artificial outdoor lighting so that the light is directed away from adjoining properties. Lighting shall be directed down to the area intended to be illuminated and shall not exceed more than one foot-candle of illumination leaving the property as measured by a light meter.
3. Ensure construction, site development and operations meet the requirements of the Kitsap County Noise Ordinance (KCC Title 10).
4. Incorporate dust, soil erosion, and stormwater control measure as required by the Kitsap County Stormwater Management Ordinance. A Site Development Activity Plan (SDAP) for all major construction in the MCV is required.
5. The setback of new buildings shall allow for Americans with Disabilities Act (ADA)-compliant walkways with remaining width of walkway used for landscaping design.

#### **B. Guidelines**

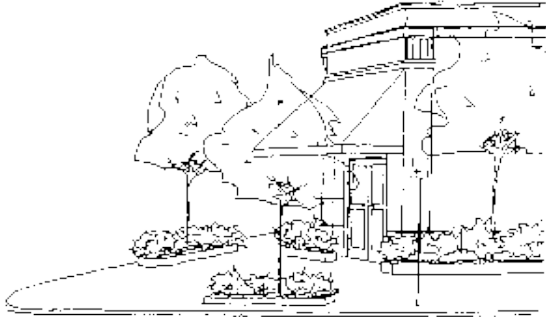
1. During construction, consider ways to minimize impact upon neighboring properties.
2. Where appropriate, integrate outdoor storage areas and loading facilities into the site design to minimize their size, reduce visual impact, and to allow for pedestrian and vehicular circulation between sites.

### **IV. Corner Lots**

#### **A. Standards**

1. When new development or major remodels of existing buildings are located at a corner intersection, open spaces shall incorporate outdoor spaces at or near the intersection corner.
2. All construction of new buildings or major remodels of existing buildings that are located on properties at corners are required to employ one or more of the following design elements or treatments to the building corner facing the intersection:

- a. A pedestrian-oriented open space in addition to the otherwise required setback.
- b. A building entrance, lobby, atrium, or pedestrian pathway at the corner.
- c. Buildings on corner lots shall be oriented toward the primary intersection and the primary and secondary street frontages, while parking and vehicular access shall be located away from the primary intersection corners.



Use corner entrance, signage, and landscaping to accentuate a corner site.

- 3. Developments at intersections shall emphasize its unique aspect with two or more of the following methods:
  - a. Placement of the primary entry.
  - b. Articulation at a minimum of 30 feet intervals.
  - c. Towers.
  - d. Plazas.
  - e. Distinctive roof forms.
  - f. Other architectural features.

## CHAPTER 4: PARKING & PEDESTRIAN AMENITIES

### Intent:

*To minimize the impact of parking on the building's relationship to the street and pedestrian-orientation and the character of the neighborhood. To balance the needs of both the automobile and pedestrians by having street parking areas and parking lots designed to minimize breaks in the pedestrian environment and the visual continuity of the streetscape.*

## **I. Parking; General Provisions**

### **A. Standards**

1. Except as provided herein, KCC Title 17.435 'Off-Street Parking and Loading' is incorporated by reference.
2. For these purposes, on-street parking shall include parking in right-of-ways (eg, parallel parking, diagonal parking); off-street parking shall include parking outside of right-of-ways, including parking in front setbacks (eg, parallel or diagonal parking directly adjacent to a right-of-way); and parking areas shall include parking lots and parking congregation that is not within or directly adjacent to right-of-ways.

## **II. Parking; On-street**

### **A. Standards:**

1. Variation in the standards for on-street parking is allowed for ADA requirements if such a location meets ADA design standards and would better serve the public than off-street ADA parking.
2. On-street parking and parking directly adjacent to right-of-ways (eg, parking in a front setback) shall be designed to minimize breaks in the pedestrian environment and the visual continuity of the streetscape.

### **B. Guidelines**

1. Adjacent developments are encouraged to link parking areas and access ways to promote combining of shopping trips and pedestrian activity and to reduce redundant driveways.
2. Low impact development (LID) techniques for stormwater management should be used wherever possible.

## **III. Parking, Off-Street Parking and Maneuvering Areas; General Provisions**

### **A. Standards**

1. A paving material that is different in color or texture from that of vehicular areas shall delineate pedestrian travel ways and shall be clearly marked.
2. Parking lots and maneuvering areas shall be densely screened from public view at the same elevation and shall include landscaping and buffering as specified in KCC Title 17.

3. For parking lots and maneuvering areas that contain more than 20 parking spaces, pedestrian connections, except as walkways cross vehicular travel lanes, shall be clearly defined in a combination of two or more of the following ways:
  - a. A six inch vertical curb in combination with a raised walkway.
  - b. A trellis, special railing, bollards, or other architectural features to accent the walkway between parking bays.
  - c. Contrasting paving, such as concrete, or LID materials, in an asphalt area.
  - d. A continuously landscaped area that is a minimum three feet wide on at least one side of the walkway.
  - e. Where walkways abut a public right-of-way or driving aisles, the landscape area shall be provided between the walkway and the public right-of-way or driving aisle.
4. ADA-accessible connections shall be provided from ADA parking stalls to the main pedestrian walking routes and building entrances.
5. Pedestrian walkways within parking and maneuvering areas shall be a minimum five-foot width of clear, unobstructed passage.
6. Pedestrian walkways shall link the main entrance of the building and the associated vehicular parking spaces so as to encourage its use by pedestrians.
7. Off-street parking lots and maneuvering areas shall not be located between a building and the street frontage.
8. Parking and maneuvering areas shall be designed to allow pedestrians to safely move from their vehicles to the buildings.
9. Parking lots and maneuvering areas shall be screened from public view at the same elevation and shall include landscaping and buffering as specified in KCC Chapter 17.
10. For new construction, required parking lots and maneuvering areas shall be located to the side or rear of the proposed structures to minimize visibility, and shall be densely screened or buffered by a landscape planting strip.
11. In the event that a proposed development includes multiple structures, parking and maneuvering areas are be permitted in front of the internal buildings.

**B. Guidelines**

1. For parking areas greater than twenty spaces, corridors within the parking and maneuvering areas lots should channel pedestrians from the car to the perimeter walkway(s) of the lot.

#### **IV. Parking and Maneuvering Areas, Lighting**

##### **A. Standards**

1. Lighting used in parking and maneuvering areas shall not exceed a maximum of 15 feet in height.
2. No more than one foot-candle of light shall leave the property line as measured by a light meter.
3. In addition to these standards, the provisions of KCC Titles 17.435 'Off-street Parking and Loading' and 17.455 'Interpretation and Exceptions' shall apply by reference.

##### **B. Guidelines**

1. The parking and maneuvering area lighting should be appropriate to create adequate visibility at night and evenly distributed to increase security.
2. All lighting should be glare-free and shielded from the sky and adjacent residential properties and structures, either through exterior shields or through optics within the fixture.

#### **V. Parking and Maneuvering Areas; Fencing, Screening and Buffering**

##### **A. Standards**

1. Fencing around parking lots and maneuvering areas shall be allowed if the following conditions are met:
  - a. All screen fencing shall not exceed a maximum height of six feet, and any portion higher than three feet must be 75 percent transparent.
  - b. If an alternative fence material is used, such as masonry, wrought iron, or wood, the fence must be 75 percent transparent.
2. Screening walls or fences located across a street or adjacent to a residential designation shall include one or more of the following:
  - a. Arbor or trellis structure with climbing vines.
  - b. Architectural detailing, contrasting materials, or other special interests to reduce the perception of bulk and mass.
3. Walls and raised planters shall not exceed a maximum height of three feet, unless all of the following are provided:
  - a. An increased buffering or screening treatment that does not create a safety hazard.
  - b. The portion of treatment that is above three feet in height has a minimum transparency of 75 percent.

- c. The portion of wall or landscape treatment that is above three feet in height provides added visual interest or patterning, detail, and character suitable to the character of the development.
4. Where walls are provided, landscape planting strips shall be a minimum width of five feet and shall be located adjacent to the public right-of-way.
5. Chain link fencing without vinyl cladding, powder coating or similar coating over the galvanized metal coating shall not be used to screen or enclose parking along a public sidewalk.
6. The use of razor, ribbon or barbed wire is prohibited.
7. Chain link fencing, with or without coating, shall not be used on any street frontage, adjacent to a public sidewalk or adjacent to a residential designation.
8. For safety and security surveillance purposes, all plant material used for parking lot screening shall be selected and managed to provide unobstructed views of at least 75 percent transparency between three and eight feet above the ground.
9. All parking areas shall employ wheel stops.
10. For all other landscaping requirements, see Chapter 6 'Landscaping'.

## **CHAPTER 5: ARCHITECTURAL AND BUILDING DESIGN**

### **Intent:**

*To maintain and refine the Manchester community ambiance and rural setting through incorporation of design features that will promote architectural compatibility and comfortable amenities in building design; to help define the character of the streetscape by encouraging the greatest amount of visual interest or patterning along the ground level of buildings facing streets; and to accentuate the natural environment.*

### **I. General Provisions:**

#### **A. Standards:**

1. Exterior building design and detail on all elevations visible from adjacent properties or a public right-of-way shall be complementary with regard to color, types of materials, architectural form, and detailing to achieve harmony and continuity of design.
2. Building plans and specifications must promote the small-town, rural atmosphere of the Manchester community through architectural scale, roof form, building details, and materials.

3. All walls, rear and side facades visible from public streets or neighboring properties shall be designed with detailing the same as the principle facades of the building to maintain compatibility.

**B. Guidelines:**

1. Preferable design characteristics are:
  - a. Steepened rooflines or appearance of steepened rooflines with a minimum pitch of 3:12.
  - b. Multiple gables
  - c. Dormer windows
  - d. Multiple-paned windows
  - e. Front porches and/or covered walkways
  - f. Corner and window trim details

**II. Building Height and View Protection**

**A. Standards:**

1. The maximum allowable building height in the Manchester downtown commercial zoning district (MVC) shall be twenty-eight feet, or two stories, whichever is less.
2. For purposes of this section, underground parking and basements are not counted as a story if at least 80 percent of the floor is contained underground.

**III. Pedestrian Scale**

**A. Standards:**

1. For all new development or major renovation, include at least three of the following design elements or techniques:
  - a. Sculptural, mosaic, or other architectural details.
  - b. Transparent window areas or window displays at or below eye level along at least 50 percent of the length of the ground floor facade for retail.
  - c. Windows of retail shops shall be at street level.
  - d. Pedestrian weather protection.
  - e. Decorative light fixtures.
  - f. Decorative building materials, including decorative masonry, shingles, brick, or stone.
  - g. Individualized patterns or continuous wood details such as fancy butt shingles in a geometric pattern, decorative moldings, brackets, wave trim or latticework, ceramic tile, stone, glass block, or similar materials.



- h. Other materials with decorative or textural qualities as approved.
  - i. Gable or hipped roof.
  - j. Building articulation, with upper story set back at least ten feet from the face of the building.
  - k. Decorative artwork.
  - l. A porch, covered entry, or other building element that defines an outdoor space, such as trellis, overhang, or canopy. Entries should include weather protection, planters or building facade artwork.
  - m. Awnings or overhangs.
2. Ground-floor, street-facing facades of commercial and mixed-use buildings shall incorporate at least five of the following elements:
- a. Lighting or hanging baskets supported by ornamental brackets.
  - b. Medallions.
  - c. Belt courses.
  - d. Plinths for columns.
  - e. Kick plate for storefront window.
  - f. Projecting sills.
  - g. Tile work.
  - h. Pedestrian scale sign(s) or sign(s) painted on windows.
  - i. Planter boxes.
  - j. An element not listed here that meets the intent of this chapter.
3. Walls twenty or more feet in length facing streets or visible from residential areas where windows are not provided shall have architectural treatment.
4. Code-required elements, such as parapet walls and screen walls shall be treated as integral parts of the architecture.
5. At least four of the following elements shall be incorporated into any ground-level, street-facing facade:
- a. Masonry (except flat concrete block).
  - b. Concrete or masonry plinth at the base of the wall.
  - c. Belt courses of a different texture and color.
  - d. Projecting cornice.
  - e. Projecting metal canopy.

- f. Decorative tile work.
- g. Trellis containing planting.
- h. Medallions.
- i. Change of paint color.
- j. Opaque or translucent glass.
- k. Artwork.
- l. Vertical articulation.
- m. Lighting fixtures.
- n. Recesses.
- o. An architectural element not listed above that meets the intent of this chapter.

#### **IV. Architectural Design**

##### **A. Guidelines**

1. For all new buildings, to reduce the perception of scale and bulk, there should be at least three of the following features along the facades visible from the public right-of-way and pedestrian routes:
  - a. Upper story setback.
  - b. Building articulation with design elements such as the following:
    - i. Repeating window patterns.
    - ii. Including a porch, patio, deck, or covered entry.
    - iii. Including a balcony or bay window.
    - iv. Changes in roofline by alternating dormers, stepped roofs, gables or other roof elements.
    - v. Changing materials or modules.
  - c. Provide a lighting fixture, trellis, trees or other landscape feature.
  - d. Substantial landscaping or pedestrian-oriented open spaces along the building facade.
  - e. Avoid long or continuous wall planes over 20 feet. Buildings should exhibit more detail and elements appropriate for close-range pedestrian view.

#### **V. Building Materials**

##### **A. Standards**

1. Use durable exterior materials.
2. There shall be no highly reflective or glossy materials.

3. If sheet materials, such as composite fiber products or metal siding, are used as a siding material over more than 25 percent of a building facade, materials with a matted finish in a color specified in the building materials section shall be used, including:
  - a. Visible window and door trim painted or finished in a different but complementary color.
  - b. Corner and edge trim that covers exposed edges of the siding material.
4. Flat, non-decorative concrete blocks (concrete masonry units or “cinder blocks”) are prohibited as a showing, exterior material.
5. The following materials, if used in locations visible to a public street or adjacent properties, shall not be used on building exteriors:
  - a. Smoked or mirrored glass.
  - b. Corrugated fiberglass.
  - c. Chain-link fences in front yards.
  - d. Synthetic materials with reflective surfaces, including galvanized steel and gloss vinyl siding.
6. All vents, gutters, downspouts, flashing, electrical conduits, and exterior appurtenances shall match or complement the color of the adjacent surface.
7. Address numbers shall be a minimum of four inches and a maximum of eight inches in height and readable to the public from the street fronting the property.

**B. Guidelines**

1. Materials should be those typically used in the Northwest including:
  - a. Bevel or lap siding.
  - b. Rock, stone, and brick material.
  - c. Architectural shake-style roofing
  - d. Non-reflective metal roofs.
  - e. Cedar shingles.

**VI. Colors**

**A. Guidelines**

1. Building colors should be complementary with adjacent buildings as well as natural and topographic features in the vicinity. Colors that emphasize earth tones typical of the Manchester area are encouraged. Bright colors should be minimized or used for minor architectural accents rather than on major portions of the building.

## **VII. Building and Mechanical Equipment Areas**

### **A. Standards**

1. All rooftop mechanical and electrical equipment shall be completely screened from view from adjacent public streets and adjacent properties.
2. All screening walls/parapets shall be constructed and designed of materials compatible to that of the primary structure and shall be incorporated into the design of the structure.
3. Metal screening walls are prohibited.
4. Appurtenances such as heating and air conditioning equipment, and coolers shall be screened entirely from adjacent public streets and properties and shall be designed and finished to match adjacent building materials.
5. In addition to design elements, landscape materials shall be incorporated to provide additional screening or softening of equipment areas.

### **B. Guidelines**

1. Refuse, recycling and storage areas should be located to the rear or side of the property and away from adjacent streets and residential property.
2. Service and loading areas should be located to the rear or sides of buildings away from adjacent streets.
3. Screen plumbing vents, heating, ventilation or air conditioning equipment, and other building equipment from public view at the same elevation, whenever feasible.
4. Mechanical appurtenances should be located within the structure.

## **CHAPTER 6: LANDSCAPE DESIGN**

### **Intent:**

*To incorporate landscaping into new development and major renovation design to soften the manmade environment, provide vegetative buffers, open space, and to mitigate any unavoidable loss of existing native vegetation.*

### **I. General Provisions**

#### **A. Standards**

1. Any unavoidable loss of existing native vegetation shall be mitigated by:
  - a. Providing visual screens and barriers as a transition between differing land uses.

- b. Planting plant species that are low maintenance, non-invasive and limited in height and growth patterns.
  - c. Providing visual relief from parking areas and integrating new landscaping into the natural environment by facade plantings and sidewalk tree grates at the pedestrian scale.
  - d. Providing appropriate physical separation between vehicular and pedestrian traffic.
- 2. Use planting strips or planting areas as barriers and screens to separate incompatible land uses or specific activities and to provide visual relief from parking areas and buildings.
- 3. Plantings shall not visually block lines of sight for vehicles, pedestrians, adjacent properties or signage.
- 4. Increased areas of permeable surfaces shall be provided to allow for infiltration of surface water into groundwater resources, reduce the quantity of stormwater discharge and to improve the quality of stormwater discharge.
- 5. A landscape and irrigation plan shall be submitted at the time a site plan proposal is submitted for review to the Department.
- 6. Where applicable, the most current standards of KCC Section 17.385 'Landscaping' are herein incorporated by reference.

**B. Guidelines**

- 1. The preferred method of landscaping is to incorporate and preserve existing trees and shrubs, topography and other existing natural features into the project design.
- 2. Decorative landscaping should act as a focal setting for signs, special site elements and pedestrian areas.
- 3. Coordinate the selection of plant material to provide a succession of blooms, seasonal color, and a variety of textures.
- 4. Landscaping should be designed to create a definition between public and private spaces.
- 5. Landscaping should be designed to provide a transition between built structures (vertical planes) and the site (horizontal planes).
- 6. Planting areas should be a mix of evergreen and deciduous shrubs whose height and width will be proportionate to the area being planted and be maintained at a height of 28 feet or less.
- 7. Trees, shrubs, ground covers, and grasses that are native to the Puget Sound region and that are appropriate to the conditions of the site are preferred.
- 8. Decorative landscaping should be used as a focal setting for signs, special site elements, and pedestrian areas. The area may be planted with trees, shrubs, ground cover, grasses, or cultivated flowerbeds.

9. Use plant materials as visual barriers or to add ambiance to special site elements for pedestrians, such as seating areas. Additions such as sculpture, artwork and site furniture are encouraged.
10. Landscape materials should be in scale with the area.
11. Where applicable, the most current guidelines of Section 17.385 (Landscaping) of the Kitsap County Code are herein incorporated by reference.

## **II. Parking Area Landscaping**

### **A. Guidelines**

1. Integrating interior surface parking area landscaping with required biofiltration swales is recommended.
2. Incorporating or protecting natural features, including wetlands, significant trees and vegetation, and slopes is preferred.
3. Preserving views is recommended.
4. Creating an extension of, or connection to, a local park or regional bicycle and pedestrian trail system is recommended.

## **CHAPTER 7: SIGNAGE**

### **Intent:**

*To provide a means of disseminating useful information to residents and visitors in a manner that is user-friendly, attractive, and compatible with the appearance of commercial Manchester.*

## **I. General Provisions**

### **A. Standards**

1. The current standards of KCC Section 17.445 'Signs' are herein incorporated by reference.
2. A signage plan shall be submitted for review and approval at the time the building permit or SDAP application is submitted.
3. Neon lighting shall not be installed or shown on the exterior of any building.
4. Building-mounted signs shall be perpendicular to or flat against the building, integrating the sign with the building design and be no more than three feet in height.
5. "A-board" or freestanding open signs shall be limited to one sign per business entrance and located so as not to obstruct pedestrian circulation on public walkways.

6. Animated signs or signs illuminated by any intermittent, flashing, or scintillating light are not permitted except for time and temperature displays.
7. Audible signs are prohibited, except as mandated or encouraged by the ADA.
8. Permanent banners, flags, or pennants are not permitted.
9. Background colors (ie, colors that are not part of lettering, graphics, or decoration) shall be complementary with the building's color.
10. All personal, political, and event signs shall be removed within fourteen days after the event.
11. Unless associated with a specific event or date, vinyl banners are not permitted.

**B. Guidelines:**

1. Signs should be as simple as possible, relying on symbols whenever possible to avoid needless complexity.
2. Where multiple businesses operate from a central location, group signage is encouraged to avoid proliferation of signs.

## **CHAPTER 8: LIGHTING**

**Intent:**

*To provide a suitable level of illumination for pedestrian walkways and building entries, minimize deleterious effects of lighting and adjacent properties, and to provide increased nighttime security throughout the MVC zone.*

### **I. General Provisions**

**A. Standards**

1. In all zones, artificial outdoor lighting shall be arranged so that light is directed away from adjoining properties and so that no more than one foot candle of illumination leaves the property boundaries.
2. Exterior direct lighting shall be directed downward to the area to be illuminated.
3. The maximum height for freestanding light fixtures is fifteen feet.
4. Exterior mercury vapor light fixtures are not permitted.
5. Back-lit awnings or awnings using a translucent fabric to illuminate entrances are not permitted.

**B. Guidelines:**

1. All exterior lighting fixtures should incorporate cutoff shields to prevent spillover into residential areas.
2. Lighting from buildings should be an attractive and integrated feature of streetscape lighting.

**CHAPTER 9: UTILITIES; SOLID WASTE, REFUSE & RECYCLING AREAS; SERVICE AREAS**

**Intent:**

*To minimize the negative visual, noise and other effects typically associated with solid waste and refuse recycling, storage and pick-up, and service areas.*

**I. Refuse Disposal and Service Areas**

**A. Standards:**

1. Every parcel with a structure shall provide a trash receptacle on the premises or provide for access to a shared facility.
2. Locate service areas (loading docks, trash dumpsters, compactors, recycling collection centers, mechanical equipment, and storage yards) so as to have the least negative visual, auditory (noise), or physical impact on the street environment and adjacent residentially zoned properties.
3. When refuse, recycling, and service areas are visible from a walkway or adjacent properties, the elements must be densely screened or fenced. Provide trash and recycling receptacles that comply with adopted Kitsap County Public Works standards and are sufficient size to accommodate all of the trash and recyclables generated. All receptacles shall be screened on three sides with a fence or dense landscaping.
4. Ensure architectural consistency between the design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point and the design of the primary structure(s) on the site.
5. Solid waste, recycling and storage areas shall be located to the rear or side of the structure, designed with materials to complement the structure.
6. Solid waste and recycling storage areas shall not be located in any setback or open space, greenway or pedestrian area.



## **II. Loading and Unloading Areas**

### **A. Standards:**

1. Service and loading areas, other than short-duration delivery and pick-up services, shall be located to the rear or sides of buildings and away from adjacent streets.
2. Service and loading areas shall be screened to minimize their visibility from public view.
3. Loading and unloading spaces shall be located such that interference with traffic on streets and or internal driveways is minimized.
4. In the event that a loading dock is necessary to support the proposed use, the dock shall be located to the rear of the structure and shall not be visible from any street or residentially developed or residentially zoned property.
5. Loading and unloading areas shall be screened from the view of any street and any residentially-developed or residentially-zoned property.

## **III. Utilities**

### **A. Guidelines**

1. Eliminate overhead wires and poles whenever possible.
2. When planned projects such as street redesign, placement of water, sewer lines or other major construction that would require the removal of overhead wires and poles, coordinating meetings should be held by the project manager with the utility companies to discuss and plan for the burying of utility facilities so as to eliminate overhead wires and poles.

## **CHAPTER 10: OUTDOOR STORAGE AND SEASONAL SALES**

### **Intent:**

*Areas associated with outdoor sales and storage may exert visual and noise impacts on the surrounding community and, as such, they shall be mitigated or, in some instances, minimized.*

## **I. General Provisions**

### **A. Standards**

1. Outdoor storage areas or outdoor sales areas in front of commercial establishments shall not be visible from the street, except that:
  - a. Outdoor sales areas are permitted if the merchandise and supporting equipment and accessories are moved in each day at the close of business hours.

- b. Outdoor sales are permitted if the sales are done in areas that conform to pedestrian-oriented space standards and reasonable visual compatibility with the surrounding adjacent properties. Examples include garden shop or nursery displays of plants, outdoor art galleries, and models of completed home construction projects.
2. Open storage of bulk materials, such as topsoil or peat, shall not be visible from the street or adjacent properties.

## II. Seasonal Inventory and Sales

### A. Standards:

1. Non-enclosed areas for the storage and sale of seasonal inventory shall be screened with walls, fences or dense landscaping.
2. Materials, colors, and designs of screening walls, fences, and covers shall be complementary to those used as predominant materials and colors on the buildings

## APPENDIX: DEFINITIONS

In administering these Design Standards, any words, phrases or terms which require definition and are not defined below, shall be defined with reference to Section 17.110 of the Kitsap County Code. In the event a definition of a word, phrase or term is not found in this ordinance, or in Section 17.110, the ordinary, common meaning of the term shall be used as found in the most current version of *Webster's Dictionary*.

**ADA Compliant:** The physical conditions or "accessibility" of physical places as required to comply with the provisions of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101 et seq.)

**Bollard:** A post for guiding traffic; a strong, heavy, usually concrete post marking the edge of an area such as sidewalks on street corners that traffic must keep off.

**Low Impact Development (LID):** A land planning and engineering design approach to replicate the predevelopment hydrologic regime of urban and developing watersheds. The primary goal of LID is to mimic a site's predevelopment hydrology infiltration, filtration, storage, evaporation, and detainment of runoff close to its source. Examples of LID site design include diverting runoff from impervious surfaces such as bioretention areas, rain gardens or green roofs, use of porous and pervious pavement materials, minimal foundation development and nondisturbance and retention of native vegetation on site.

**Pedestrian-oriented Facade:** The ground floor frontage of a building design that offers an interesting appearance to attract pedestrian interest in the locality and that encourages pedestrian access.

**Pedestrian-oriented Space:** The area between a building and a public street that promotes visual and pedestrian access onto the site and that provides amenities and landscaping to enhance the public's use of the space for passive activities, such as resting, reading, picnicking, and window shopping. The area should be visible from the public right-of-way and accessible to pedestrians, including those with handicaps.

**Scale, Human or Pedestrian:** The harmonious relationship of building parts to one another and to the human figure in its size, reach, and visual line of sight. The most human scale is achieved when the building height-to-street width ratio is between 1:2 and 1:3. Typically, width is measured horizontally between opposing building fronts. Height is measured from the sidewalk to the building eaves.

**Screening, Dense:** Trees which are planted or growing closely together which combine to block views by using building materials or landscaping to insure at least 80 percent opacity.

**Sign:** "Sign" means a collection of letters, numbers or symbols which calls attention to a business, product, activity, person or service. Balloons or balloon type devices in excess of five cubic feet, or flown more than 20 feet in elevation measured from grade, or taller than 20 feet in height measured from mean grade are considered signs for the purposes of [the Manchester Village Commercial district]. (KCC Section 17.110.675)

**Directional sign:** A single-faced or double-faced sign not exceeding two feet by three feet (six square feet) in surface area per side designed to guide or direct pedestrian or vehicular traffic to an area, place or convenience on the premises upon which the sign is located, e.g., entrance and exit signs and/or other similarly worded signs when used for the sole purpose of controlling mobile and pedestrian traffic.

**Ground sign:** A freestanding sign that is less than five feet in height.

**Incidental sign:** A small sign, emblem, or decal informing the public of goods, facilities, or services available on the premises, e.g., a credit card sign or a sign indicating hours of business. Such signs shall not exceed 12 inches by 18 inches in size.

**Projecting sign:** A sign, other than a flat wall sign, which is attached to and projects 12 inches or more from a building wall or other structure not specifically designed to support the sign.

**Wall sign:** A sign attached, painted onto, or erected parallel to and extended not more than one foot from the facade or face of any building to which it is attached and supported throughout its entire length, with the exposed face of the sign parallel to the plane of said wall or facade. It is not to extend above the lowest point of a roof surface or the top of the building parapet or whichever is higher.

**Unreasonable Obstruction of View:** The loss of twenty percent (20 percent) or more of the horizontal view from the primary living or entertaining area or other significant portion of the complainant's real property.

**Unreasonable Obstruction of Sunlight:** The loss of a portion of direct or indirect sunlight in an amount of twenty percent (20 percent) or more in a primary living or entertaining area, or other significant portion of the complainant's real property.

**View:** For the Manchester Village Commercial district, a view is defined as a scene or vista located from the viewing property which includes marine waters, the Cascade or Olympic Mountains, or the Seattle skyline. A view shall not include vacant land that is developable under County codes. A view may extend in any horizontal direction and shall be considered as a single view, even if broken into segments by trees, foliage, structures or other obstruction.

## APPENDIX B: AMENDMENTS TO ZONING CODE

### MANCHESTER RURAL VILLAGE

#### Sections:

<b>17.321C.010</b>	<b>Purpose.</b>
<b>17.321C.020</b>	<b>Uses.</b>
<b>17.321C.040</b>	<b>Height Regulations.</b>
<b>17.321C.050</b>	<b>Lot Requirements.</b>
<b>17.321C.060</b>	<b>Off Street Parking Requirements.</b>
<b>17.321C.080</b>	<b>Impervious Surface Limits.</b>
<b>17.321C.100</b>	<b>Access Prohibition.</b>
<b>17.321C.110</b>	<b>Sewer Connections.</b>
<b>17.321C.010</b>	<b>Purpose.</b>

The May 7, 1998 Comprehensive Plan stated that the county could use Limited Areas of More Intensive Rural Development (LAMIRDs) to reconcile historical land development patterns, and Manchester was identified as a candidate for this designation. As result of a public planning effort, the Manchester Community Plan was initially developed in 2002, setting specialized goals and policies for the Manchester Village. This subchapter establishes development regulations to implement these goals and policies. In addition to these regulations, the policies and goals of the *Manchester Community Plan* are incorporated herein by reference, and application within the Manchester LAMIRD must also be able to demonstrate compliance with the *Manchester Community Plan*. In the event of a conflict between the requirements of these regulations for the Manchester Rural Village and any other statute, rule, ordinance or regulation, the more restrictive requirement shall govern.

(Ord. 267 (2002) § 3 (part), 2002)

#### **17.321C.020**      **Uses.**

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040(D), Rural Sub-Areas Use Table.

(Ord. 367 (2006) § 31, 2006: Ord. 267 (2002) § 3 (part), 2002)

#### **17.321C.040**      **Height regulations.**

Height requirements shall be in accordance with Chapter 17.382 and Table 17.382.090, Rural Sub-Areas Density and Dimensions Table.

(Ord. 367 (2006) § 33, 2006: Ord. 267 (2002) § 3 (part), 2002)

**17.321C.050 Lot requirements.**

Lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.090, Rural Sub-Areas Density and Dimensions Table.  
(Ord. 367 (2006) § 35, 2006: Ord. 267 (2002) § 3 (part), 2002)

**17.321C.060 Off-street parking requirements.**

The off-street parking requirements for commercial uses within the Manchester Village are identical to those found in Chapter 17.435 of this code, except as follows:

A.Retail stores generating little automobile traffic, such as appliance, furniture, hardware or repair stores -- one (1) parking space per 450 square feet of gross floor area;

B.Retail and personal service establishments generating heavy automobile traffic, such as department, drug and auto parts stores, supermarkets, ice cream parlors, bakeries and beauty and barber shops -- one (1) parking space per 225 square feet of gross floor area;

C.Drive-in and fast food restaurants -- one (1) parking space per 125 square feet of gross floor area with a minimum of five, provided, drive-in window holding and stacking area shall not be considered parking places;

D.Restaurants, Drinking Establishments.

1.If under 4,000 square feet of gross floor area -- one (1) parking space per 300 square feet of gross floor area;

2.If 4,000 or more square feet of gross floor area -- sixteen (16) parking spaces, plus one (1) parking space per each additional 150 square feet of gross floor area over 4,000 square feet;

E.Medical and dental office or clinic -- one (1) parking space per 300 square feet of gross floor area;

F.Bank, professional office (except medical or dental) -- one (1) parking space per 500 square feet of gross floor area.

(Ord. 367 (2006) § 36, 2006: Ord. 267 (2002) § 3 (part), 2002)

**17.321C.080 Impervious surface limits.**

Impervious surface limits shall be in accordance with Chapter 17.382 and Table 17.382.090, Rural Sub-Areas Density and Dimensions Table.  
(Ord. 367 (2006) § 37, 2006: Ord. 267 (2002) § 3 (part), 2002)

**17.321C.100 Access prohibition.**

Commercial properties are prohibited from using private residential roadways for vehicular or pedestrian access through commercial properties is prohibited.  
(Ord. 267 (2002) § 3 (part), 2002)

**17.321C.110          Sewer connections.**

All new development within two hundred feet of existing sewer lines must be connected to sewer to develop. Additions or remodels to existing structures involving an increase in sewage flow beyond the existing capacity of the septic system constitute new development.  
(Ord. 267 (2002) § 3 (part), 2002)

Chapter 17.381 ALLOWED USES

Chapter 17.381.040 D. Rural Sub-Areas.

MANCHESTER RURAL VILLAGE ZONING			
Use	MVC (50)	MVLR	MVR
<b>RESIDENTIAL USES</b>			
Accessory dwelling units (1)	X	C	C
Accessory living quarters (1)	X	P	P
Accessory use or structure (1) (17) (18)	ACUP	P	P
Adult Family Home	ACUP	X	X
Bed and breakfast house	ACUP C (34)	ACUP C (34)	ACUP C (34)
Caretaker's dwelling	X	X	X
Convalescent home or congregate care facility	ACUP	X	X
Cottage housing developments	X	X	X
Dwelling, duplex	X	P (3)	P (3)
Dwelling, existing	P	P	P
Dwelling, multi-family	X	X	X
Dwelling, single-family - attached	P (26)	P	P
Dwelling, single-family - detached	P (26)	P	P
Home business (1)	X	ACUP	ACUP
Hotel/Motel	C	X	X
Manufactured homes	X (43)	P (43)	P (43)
Mixed use development (44)	ACUP	X	X
Mobile homes	X (43)	X (43)	X (43)
Residential care facility	X	X	X



MANCHESTER RURAL VILLAGE ZONING			
Use	MVC (50)	MVLR	MVR
<b>COMMERCIAL / BUSINESS USES</b>			
Accessory use or structure (1) (17)	ACUP	P	P
Adult entertainment (1)	X	X	X
Ambulance service	X	X	X
Auction house	X	X	X
Auto parts and accessory stores	ACUP	X	X
Automobile and equipment rentals	X	X	X
Automobile service and repair and car washes	X	X	X
Automobile service station (6)	X	X	X
Automobile, recreational vehicle or boat sales	X	X	X
Boat/marine supply stores	ACUP	X	X
Brew pubs	X	X	X
Clinic, Medical	ACUP	X	X
Conference Center	X	X	X
Custom art and craft stores	ACUP	X	X
Day-care center (14)	C	C	C
Day-care center, family (14)	C	C	C
Drinking establishments	C	X	X
Engineering and construction firms	ACUP	X	X
Espresso stands	ACUP	X	X
Farm and garden equipment and sales	X	X	X
Financial, banking, mortgage and title institutions	ACUP	X	X
General office and management services - less than 2,000 s.f.	ACUP	X	X
General office and management services - 2,000 to 4,999 s.f.	ACUP	X	X
General office and management services - 5,000 to 9,999 s.f.	ACUP	X	X
General office and management services - 10,000 s.f. or greater	CUP	X	X

MANCHESTER RURAL VILLAGE ZONING			
Use	MVC (50)	MVLR	MVR
<b>COMMERCIAL / BUSINESS USES</b>			
General retail merchandise stores - less than 5,000 s.f.	ACUP	X	X
General retail merchandise stores - 5,000 to 9,999 s.f.	ACUP	X	X
General retail merchandise stores - 10,000 to 24,999 s.f.	X	X	X
General retail merchandise stores - 25,000 s.f. or greater	X	X	X
Kennels or Pet Day-Cares (1)	X	C	C
Kennels, hobby	X	P	P
Laundromats and laundry services	C	X	X
Lumber and bulky building material sales	X	X	X
Mobile home sales	X	X	X
Nursery, retail	ACUP	C	C
Nursery, wholesale	ACUP	C	C
Off-street private parking facilities	ACUP	X	X
Personal services - skin care, massage, manicures, hairdresser/barber	ACUP	X	X
Pet shop - retail and grooming	ACUP	X	X
Research Laboratory	X	X	X
Restaurants	ACUP	X	X
Restaurants, Drive-In	X	X	X
Restaurants, High-turnover	C	X	X
Temporary offices and model homes	X	ACUP	ACUP
Tourism facilities, including outfitters, guides, and seaplane and tour-boat terminals	X	X	X
Transportation terminals	X	X	X
Veterinary clinics/Animal hospitals	ACUP	X	X

<b>MANCHESTER RURAL VILLAGE ZONING</b>			
<b>Use</b>	<b>MVC (50)</b>	<b>MVLR</b>	<b>MVR</b>
<b>RECREATIONAL / CULTURAL USES</b>			
Accessory use or structure (1) (17)	ACUP	P	P
Amusement centers	C (11)	X	X
Carnival or Circus	C (11)	X	X
Club, Civic or Social (12)	ACUP	ACUP	ACUP
Golf courses	X	C	C
Marinas	ACUP	X	X
Movie Theaters, indoor	C	X	X
Movie Theaters, outdoor	C	X	X
Museum, performing arts theaters, galleries, aquarium, zoo, historic or cultural exhibits	ACUP	X	X
Parks and open space	P	P	P
Race track (auto or motorcycle)	X	X	X
Recreational facilities, private	C	C	C
Recreational facilities, public	C	C	C
Recreational vehicle camping parks	X	X	X
<b>INSTITUTIONAL USES</b>			
Accessory use or structure (1) (17)	ACUP	P	P
Government/Public structures	ACUP	C	C
Hospital	X	X	X
Places of worship (12)	ACUP	C	C
Private or Public Schools (20)	ACUP	C	C
Public facilities and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots(16)	ACUP	C	C

MANCHESTER RURAL VILLAGE ZONING			
Use	MVC (50)	MVLR	MVR
<b>INDUSTRIAL USES</b>			
Accessory use or structure (1) (17)	ACUP	P	P
Air pilot training schools	X	X	X
Assembly and packaging operations	X	X	X
Boat Yard	X	X	X
Cemeteries, mortuaries, and crematoriums (10)	X	C	C
Cold storage facilities	X	X	X
Contractor's storage yard (21)	X	C	C
Fuel distributors	X	X	X
Helicopter pads (13)	X	X	X
Manufacturing and fabrication, light	X	X	X
Manufacturing and fabrication, medium	X	X	X
Manufacturing and fabrication, heavy	X	X	X
Manufacturing and fabrication, hazardous	X	X	X
Recycling centers	X	X	X
Rock crushing	X	X	X
Slaughterhouse or animal processing	X	X	X
Storage, hazardous materials	X	X	X
Storage, indoor	X	X	X
Storage, outdoor	X	X	X
Storage, self-service	X	X	X
Storage, vehicle and equipment (1)	X	X (18)	X (18)
Top soil production, stump grinding	X	X	X
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	X	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X	X
Warehousing and distribution	X	X	X
Wrecking yards and junk yards (1)	X	X	X

MANCHESTER RURAL VILLAGE ZONING			
	MVC (50)	MVLR	MVR
<b>RESOURCE LAND USES</b>			
Accessory use or structure (1) (17)	ACUP	P	P
Aggregate extractions sites	X	X	X
Agricultural uses (15)	X	P	P
Aquaculture practices	X	C	C
Forestry	X	P	P
Shellfish/fish hatcheries and processing facilities	X	X	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	X	P (2)	P (2)

**17.381.050 Footnotes for zoning use table.**

A. Where noted on the preceding use tables, the following additional restrictions apply:

1. Subject to 17.381.060, Provisions applying to special uses.
2. Minimum setbacks shall be 20 feet from any abutting right-of-way or property line; provided, however, advertising for sale of products shall be limited to two on-premise signs each not exceeding six square feet.
3. Duplexes require double the minimum lot area required for the zone.
4. No greater than two acres for the purpose of construction and maintenance of a timber management road system, provided the total parcel is at least twenty acres.
5. Provided public facilities do not inhibit forest practices.
6. Where permitted, automobile service stations shall comply with the following provisions:
  - a. Sale of merchandise shall be conducted within a building except for items used for the maintenance and servicing of automotive vehicles;
  - b. No automotive repairs other than incidental minor repairs, battery, or tire changing shall be allowed;
  - c. The station shall not directly abut a residential zone; and
  - d. All lighting shall be of such illumination, direction, and color as not to create a nuisance on adjoining property or a traffic hazard.
7. In Rural Wooded (RW), Rural Protection (RP), or Rural Residential (RR) zones:
  - a. Animal feed yards and animal sales yards, shall be located not less than two hundred feet from any property line; shall provide automobile and truck ingress and egress; and shall also provide parking and loading spaces so designed as to minimize traffic hazards and congestion. Applicants shall show that odor, dust, noise, and drainage shall not constitute a nuisance, hazard, or health problem to adjoining property or uses.
  - b. All stables and paddocks shall be located not closer than fifty feet to any property line. Odor, dust, noise, flies, or drainage shall not be permitted to create or become a nuisance to surrounding property.
8. An animal hospital or veterinary clinic shall not be located within fifty feet of a lot line in the rural protection (RP) or rural residential (RR) zones. In addition, the applicant shall show that adequate measures and controls shall be taken to prevent offensive noise and odor.
9. Animal hospitals or veterinary clinics are allowed, provided a major part of the site fronts on a street and the director finds that the proposed use will not interfere with reasonable use of residences by reason of too close proximity to such residential uses, or by reason of a proposed exterior too different from other structures and character of the neighborhood. All activities shall be conducted inside an enclosed building.
10. A cemetery, crematorium, mausoleum, or columbarium shall have its principal access on a county roadway with ingress and egress so designed as to minimize traffic congestion, and shall provide required off-street parking spaces. No mortuary or crematorium in conjunction with a cemetery is permitted within 100 feet of a boundary street or, where no street borders the cemetery, within 200 feet of a lot in a residential zone.

11. A circus, carnival, animal display, or amusement rides may be allowed through administrative review in all industrial zones and any commercial zones except neighborhood commercial (NC) for a term not to exceed ninety days, with a written approval of the director. The director may condition such approval as appropriate to the site. The director's decision may be appealed to the hearing examiner.

12. All buildings shall be setback a minimum of thirty feet from a side or rear lot line. There shall be no external evidence of any incidental commercial activities taking place within the building. All such uses shall be located on a county roadway determined to be adequate by the county engineer, and be able to provide access without causing traffic congestion on local residential streets. Any such use shall not be materially detrimental to adjacent (existing or potential) residential development use due to excessive traffic generation, noise, or other circumstances.

13. Public use airports and heliports are allowed only within the airport (A) zone established by this title. Heliports for the purpose of medical emergency facilities are permitted in all zones subject to a conditional use permit. All private landing strips, runways, and heliports shall be so designed and oriented so that the incidents of aircraft passing directly over dwellings during their landing or taking off patterns is minimized. They shall be located so that traffic shall not constitute a nuisance to neighboring uses. The proponents shall show that adequate controls or measures will be taken to prevent offensive noise, vibrations, dust, or bright lights.

14. Day-care centers shall have a minimum site size of ten thousand square feet and shall provide and thereafter maintain outdoor play areas with a minimum area of seventy-five square feet per child of total capacity. A site-obscuring fence of at least four feet in height shall be provided, separating the play area from abutting lots. Adequate off-street parking and loading space shall be provided.

15. The number of animals on a particular property shall not exceed one large livestock, three small livestock, five ratites, six small animals, or twelve poultry

a. per 40,000 square feet of lot area for parcels one acre or smaller or for parcels five acres or smaller located within two hundred feet of a lake or year round stream, provided that when no dwelling unit or occupied structure exists within 300 feet of the lot on which the animals are maintained the above specifications may be exceeded by a factor of two;

b. per 20,000 square feet of area for parcels greater than one acre, but less than or equal to five acres, not located within two hundred feet of a lake or year round stream, provided that when no dwelling unit or occupied structure exists within 300 feet of the lot on which the animals are maintained the above specifications may be exceeded by a factor of two.

No feeding area or structure or building used to house, confine or feed livestock, small animals, ratites, or poultry shall be located closer than one hundred feet to any residence on adjacent property located within a rural wooded (RW), rural protection (RP), rural residential (RR) zones, or within two hundred feet of any residence on adjacent property within any other zone; provided, a pasture (greater than 20,000 square feet) shall not be considered a feed area.

16. The erection, construction, alteration, or maintenance of overhead or underground utilities by a public utility, municipality, governmental agency, or other approved party shall be permitted in any zone, provided that any permanent above-ground structures not located within a right-of-way or easement shall be subject to the review of the director. Utility transmission and distribution lines and poles may exceed the height limits otherwise provided for in this title. Water towers, which exceed thirty-five feet in height, solid waste collection, transfer and/or handling sites, in any zone shall be subject to a conditional use permit. These provisions do not apply to wireless communication facilities, which are specifically addressed in Chapter 17.470.

17. For waterfront properties, accessory structures such as docks, piers, and boathouses may be permitted in the rear yards, shorelands or tidelands subject to the following limitations:

- a. All requirements of the Kitsap County Shoreline Management Master Program must be met;
- b. The deck of any dock shall not be any higher than five feet above the ordinary high water line;
- c. The building height of any boathouse shall not be greater than fourteen feet above the ordinary high water line;
- d. Covered structures must abut or be upland of the ordinary high water line; and
- e. No covered structure shall have a width greater than twenty-five feet or twenty-five percent of the lot width, whichever is most restrictive.

18. One piece of heavy equipment may be stored in any single-family zone provided that it is either enclosed within a permitted structure, or screened to the satisfaction of the director.

19. All development within the Silverdale Downtown Design District boundary must be consistent with the Silverdale Downtown Design Guidelines.

20. Site plans for public schools shall include an area identified and set aside for the future placement of a minimum of four portable classroom units. The area set aside may not be counted towards meeting required landscaping or parking requirements.

21. Outdoor Contractor's Storage Yards accessory to a primary residence shall be limited to not more than ten heavy equipment vehicles or heavy construction equipment. The use shall be contained outside of required setbacks within a contained yard or storage building. The storage yard and/or building shall be screened from adjacent properties with a rural character screening buffer or a twenty-five-foot minimum width native buffer that provides functional screening. Minimum lot size shall be 100,000 square feet.

22. Stump grinding, soil-combining and composting in Rural Protection and Rural Residential zones must meet the following requirements:

- a. The subject property(s) must be 100,000 square feet or greater in size;
- b. The use must take direct access from a county-maintained right-of way;
- c. A 50-foot natural vegetation buffer must be maintained around the perimeter of the property(s) to provide adequate screening of the use from neighboring properties;
- d. The subject property(s) must be adjacent to an industrial zone or a complimentary public facility such as a sewage treatment plant or solid waste facility;



- e. The proposed use must mitigate noise, odor, dust and light impacts from the project; and
  - f. The use must meet all other requirements of this title.
23. Home businesses located in the forest resource lands (FRL) must be associated with timber production and/or harvest.
  24. Mobile homes are prohibited, except in approved mobile home parks.
  25. All uses must comply with the TDO's of Section 17.321B.020.
  26. Within the MVC zone, a new single-family dwelling may be constructed only when replacing an existing single-family dwelling. All replacement single-family dwellings and accessory structures within the MVC zone must meet the height regulations, lot requirements, and impervious surface limits of the MVR zone.
  27. Subject to the Temporary Permit provisions of Chapter 17.455.
  28. Allowed only within a commercial center limited in size and scale (e.g., an intersection or "corner" development).
  29. The Bethel Road Corridor Development Plan sets forth policies and regulations for development within the Highway Tourist Commercial Zone located along the Bethel Corridor in South Kitsap from SE Ives Mill Road to the Port Orchard City limits. Development within the Bethel Road Corridor Highway Tourist Commercial Zone shall be conducted in a manner consistent with the policies and regulations of the Land Use Element of the Bethel Road Corridor Development Plan.
  30. The Design Standards for the Community of Kingston sets forth policies and regulations for properties within the downtown area of Kingston. All development within this area must be consistent with these standards. A copy of the Design Standards for the Community of Kingston may be referred to on the Kitsap County web page or at the Department of Community Development front counter.
  31. Uses "Permitted" only if consistent with an approved master plan pursuant to Chapter 17.415. Where a master plan is optional and the applicant chooses not to develop one, all uses shown as "permitted" require an Administrative Conditional Use Permit.
  32. For properties with an approved master plan, except as described in 17.370.025, all uses requiring a conditional use permit will be considered "permitted" uses.
  33. Must be located to serve adjacent industrial uses.
  34. Bed and breakfast houses with one to four rooms require an Administrative Conditional Use Permit; Bed and breakfast houses with five or more rooms require a Hearing Examiner Conditional Use Permit. Bed and breakfast houses serving meals to patrons other than overnight guests require a Hearing Examiner Conditional Use Permit.
  35. Use may not occupy more than 25 percent of the site area.
  36. Requires a Hearing Examiner Conditional Use Permit when abutting SVR or SVLR zone.
  37. Permitted only within a mixed use development or office complex.
  38. Customer service-oriented uses over 5,000 square feet are prohibited.
  39. For the purpose of construction and maintenance of a timber management road system.
  40. Self storage facilities must be accessory to the predominant residential use of the property, sized consistently for the number of lots/units being served and may serve only the residents of the single-family plat or multi-family project.

41. Approval process for uses shown as “Reserved” to be determined by a future development agreement to be approved by the Board of County Commissioners.
42. All business, service repair, processing, storage, or merchandise display on property abutting or across the street from a lot in any residential zone, shall be conducted wholly within an enclosed building unless screened from the residential zone by a site-obscuring fence or wall.
43. Where a family member is in need of special, frequent and routine care and assistance by reason of advanced age or ill-health, a manufactured home or mobile home may be placed upon the same lot as a single-family dwelling for occupancy by the individual requiring or providing such special care subject to the following limitations:
- a. Not more than two individuals shall be the recipients of special care;
  - b. No rent, fee, payment or charge in lieu thereof may be made for use of the single-family dwelling or manufactured/mobile home as between the recipients or providers of special care;
  - c. The manufactured/mobile home must meet the setback requirements of the zone in which it is situated;
  - d. A permit must be obtained from the director authorizing such special care manufactured/mobile home. Such permit shall remain in effect for one year and may, upon application, be extended for one-year periods provided there has been compliance with the requirements of this section;
  - e. The manufactured/mobile home must be removed when the need for special care ceases; and
  - f. Placement of the manufactured/mobile home is subject to applicable health district standards for water service and sewage disposal.
44. Certain development standards may be modified for mixed use developments, as set forth in Section 17.382.035 and Chapter 17.400 of this code.
45. New or expanded commercial developments that will result in less than 5,000 gross square feet of total commercial use within a development site or residential developments of fewer than 4 dwelling units are permitted outright outside of the Silverdale UGA.
46. Allowed only as an accessory use to a park or recreational facility.
47. As a Hearing Examiner Conditional Use, UM and UH zones adjacent to a commercial zone may allow coordinated projects that include commercial uses within their boundaries. Such projects must meet the following conditions:
- a. The project must include a combination of UM and/or UH and commercially-zoned land;
  - b. The overall project must meet the density required for the net acreage of the UM or UH zoned land included in the project;
  - c. All setbacks from other residentially-zoned land must be the maximum required by the zones included in the project;
  - d. Loading areas, dumpsters and other facilities must be located away from adjacent residential zones; and
  - e. The residential and commercial components of the project must be coordinated to maximize pedestrian connectivity and access to public transit.

48. Within Urban Growth Areas, all new residential subdivisions, single-family or multi-family developments are required to provide an urban level of sanitary sewer service for all proposed dwelling units.
49. Mixed use development is prohibited outside of urban growth areas.
50. The 2007 Manchester Community Plan, Appendix A – Manchester Design Standards set forth policies and regulations for properties within the Manchester Village Commercial (MVC) district. All development within the MVC district must be consistent with these standards.

**Chapter 17.382      DENSITY, DIMENSIONS, AND DESIGN**  
**Chapter 17.382.090      Rural Sub-Areas Density & Dimensions Table.**

TABLE	Manchester Sub-Area		
Standard	MVC (47)	MVLRLR	MVR
<b>Minimum Density (du/acre)</b>	5	NA	NA
<b>Base / Maximum density (du/acre)</b>	24 (15)	2 (15)	4 (15)
<b>Minimum lot size (39)</b>	NA	21,780 s.f. 10,890 with clustering (12)	10,890 s.f. (12)
<b>Maximum lot size (39)</b>	NA	NA	NA
<b>Minimum Lot width (feet)</b>	NA	60 (12)	60 (12)
<b>Minimum Lot depth (feet)</b>	NA	60 (12)	60 (12)
<b>Maximum height (feet) (40)</b>	28 (13)	35 (14)	35 (14)
<b>Maximum Impervious Surface Coverage</b>	50% for residential properties less than or equal to .50 acres  40% for residential properties greater than or equal to .51 acres  (16)	50% for residential properties less than or equal to .50 acres  40% for residential properties greater than or equal to .51 acres.  (16)	50% for residential properties less than or equal to .50 acres  40% for residential properties greater than or equal to .51 acres.  (16)
<b>Maximum Lot Coverage</b>	NA	NA	NA
<b>Setbacks Generally (34)(38)</b>			
<b>Front (feet) (41)(42)(43)</b>	NA	20	20
<b>Side (feet) (42)(43)</b>	N/A	5	5
<b>Rear (feet) (42)(43)</b>	N/A	5	5

**17.382.110      Footnotes for tables.**

A. Where noted on the preceding tables, the following additional provisions apply:

1. Except for those buildings directly associated with timber production and harvest.

\*\*\*\*

3. Properties within the urban restricted (UR) zone may subdivide at densities below the minimum required for the zone under the following circumstances:

- a. The reduced density provides a greater protection for critical areas or environmentally sensitive areas; and
- b. The intent of the short subdivision or subdivision is to keep the property in the ownership of the immediate family members.

\*\*\*\*

6. Building replacements and remodels shall not create in excess of a total of forty percent impervious surface for lot area or more than the total existing impervious surface area, whichever is greater.

\*\*\*\*

10. Uses allowed through the conditional use process shall provide minimum side setbacks of 10 feet and minimum rear setbacks of 20 feet.

11. Any newly created lot within the Suquamish Rural Village shall be subject to Chapter 16.48 of this code, Short Subdivisions, and must meet the lot requirements below:

a. Lot Requirements.

Minimum Lot Size: 21,780 square feet

Minimum Lot Width: 100 feet

Minimum Lot Depth: 100 feet

b. Setbacks.

Front: 20 feet

Side: 5 feet

Rear: 5 feet

12. Nonconforming Lots in Single Ownership. If a single lot of record, legally created before the adoption of the Manchester Community Plan, is less than 8,712 square feet in size or does not meet the dimensional requirements of its zone, the lot may be occupied by any use allowed within the zone subject to all other requirements of this chapter.

Nonconforming Lots in Common Ownership. Contiguous lots of record held in common ownership, each lot legally created before adoption of the Manchester Community Plan, must be combined to meet the minimum lot requirements of its zone if one or more of the lots is less than 8,712 square feet in size or does not meet the dimensional requirements of its zone and, at the time of adoption of the Manchester Community Plan (March 18, 2002), either 1) a residential structure encumbered more than one of the contiguous lots or 2) two or more of the contiguous lots were vacant. If one or more of the lots is sold or otherwise removed from common ownership after the adoption of the Manchester Community Plan, it will not be considered to meet the minimum lot requirements for non-conforming lots in single ownership. Property with two contiguous lots legally created before adoption of the Manchester Community Plan with a residential structure entirely on one lot may develop the second lot consistent with applicable zoning.

13. Residential and commercial structures within the MVC zone may not exceed 28 feet. Commercial or mixed-use structures within the MVC zone may not exceed two stories, excluding completely underground structures used solely for parking.

14. Within the view protection overlay, the maximum height shall be 28 feet. Height shall be measured from the average elevation of the property's buildable area to the structure's highest point. Buildable area is considered all portions of the property except wetlands and/or geologically hazardous areas. Properties within the view protection overlay zone may build as high as 35 feet under the following circumstances:

- a. There is no existing view of downtown Seattle, the Cascade Mountains, Mt. Rainier or the Puget Sound from the subject property or any adjacent property; or
  - b. The owners of all adjacent properties approve the building height prior to building permit issuance; or
  - c. It can be explicitly shown that the structure will not cause the blockage of existing views from any of the adjacent properties.
15. Clustering residential development is encouraged in all development. When clustering development, if a property owner designates 40% of the gross acreage as naturally vegetated open space, he or she may create one additional lot for every five lots clustered. The additional lot may not reduce the naturally vegetated open space to an amount less than 40% of the gross acreage of the development.
16. All properties within the Manchester Village must also meet the requirements of the Storm Water Management Ordinance, Chapters 12.04 through 12.32 of this code. The use of pervious materials and other new technologies may be used in the construction of these areas and structures to reduce the impervious surface calculation.
17. A greater height may be allowed as set forth below and in accordance with the procedures in Title 21 of this code. Such approval must be consistent with the recommendations of the fire marshal/fire district and compatible with surrounding uses and zones. Such approval shall result in a decrease in building coverage, an increase in public amenities, and/or a more creative or efficient use of land. The maximum building height approved by the director shall not exceed:
- a. In the UM, NC, and P zones: 45 feet.
  - b. In the UH, HTC, and RC zones: 65 feet.
  - c. In the BP, BC, and IND zones: 50 feet.
  - d. In the Mixed Use zone:
    - i. Within Silverdale, the maximum height shall be consistent with the design guidelines;
    - ii. Along the Highway 303 corridor, the maximum height shall be 65 feet;
    - iii. Along Perry and National Avenues, the maximum height shall be 45 feet.
18. Density based on net acreage of the property(s) after the removal of critical areas.
20. The minimum lot width within the ULID #6 Sub-Area shall be 40 feet.
- \*\*\*\*
21. 20 feet when abutting a residential zone.
- \*\*\*\*
26. No service road, spur track, or hard stand shall be permitted within required yard areas that abuts a residential zone.
27. Wherever an industrial zone abuts a residential zone, a fifty-foot landscaped setback area shall be provided with plantings, as approved by the director. No structures, open storage, or parking shall be allowed. The plan for landscaping may be approved only if the landscaping is designed to preserve the quality of the residential zone. The minimum lot setback shall be 50 feet for any yard abutting a residential zone unless, based upon a site-specific determination, berming and landscaping or other screening approved by the director is provided, which will effectively screen and buffer the industrial activities from the residential zone which it abuts, in which case the minimum setback may be 25 feet. These setbacks are the minimum setbacks required and may be increased by the director to ensure adequate buffering and compatibility between uses.
- \*\*\*\*

34. Development abutting a street for which a standard has been established by the Kitsap County Arterial Plan shall provide a special setback from the centerline of said street or a distance adequate to accommodate one-half of the right-of-way standard established by the arterial plans for the street. The building setback required by the underlying zone shall be in addition to the special setback and shall be measured from the edge of the special setback line. The special setback area shall be treated as additional required yard area and reserved for future street widening purposes.

\*\*\*\*

38. Cornices, canopies, eaves, belt courses, sills or other similar architectural features, or fireplaces may extend up to twenty-four inches into any required yard area. For setbacks along shorelines, see Chapter 17.450.

39. Unless otherwise stated in this title, if a lot of record, which was legally created as of May 10, 1999, is smaller in total square footage than that required within the zone, or if the dimensions of the lot are less than that required within the zone, said lot may be occupied by any use allowed within that zone subject to all other requirements of the zone. Unless specifically stated within this title, where two or more contiguous lots which are nonconforming to the lot size or dimensions of the zone and are held in common ownership, said lots shall be considered separate legal nonconforming lots and each may be occupied by any use permitted within the zone subject to all other requirements of the zone. If a lot of record was lawfully occupied by two or more single-family residences (excluding accessory dwellings) as of May 10, 1999, the owner of such a lot may apply for a short plat approval in order to permit the segregated sale of such residences, even though some or all of the resulting new lots will have lot areas or dimensions less than required for the zone in which they are located. All other provisions of the Short Subdivision Ordinance (Chapter 16.48 of this code) shall apply to the application.

40. Height limitations set forth elsewhere in this title shall not apply to the following: barns, silos, or other farm buildings and structures, provided they are not less than fifty feet from every lot line; chimneys, spires on places of worship, belfries, cupolas, domes, smokestacks, flagpoles, grain elevators, cooling towers, solar energy systems, monuments, fire house towers, masts, aerials, elevator shafts, and other similar projections, and outdoor theater screens, provided said screens contain no advertising matter other than the name of the theater. The proponent seeking exception to the height limitation shall certify that the object being considered under this provision will not shade an existing solar energy system which, by the determination of the director, contributes substantially to the space or water-heating requirements of a building.

41. The following exceptions apply to front yard requirements:

- a. If there are dwellings on both abutting lots with front yards less than the required depth for the zone, the front yard for the lot need not exceed the average front yard of the abutting dwellings.
- b. If there is a dwelling on one abutting lot with a front yard less than the required depth for the zone, the front yard need not exceed a depth of half-way between the depth of the front yard on the abutting lot and the required front yard depth.
- c. If a modification to the front-yard requirement is necessary in order to site dwellings in a manner that maximizes solar access, the director may modify the requirement.
- d. On lots with multiple front yards, the front yard setback(s) in which the lot does not receive access may be modified by the director. Based upon topography, critical areas or other site constraints, the director may reduce these front yard setbacks to a minimum of twenty feet for properties requiring fifty feet and five feet for properties requiring twenty feet. The director may not modify front yard

setbacks from county arterials or collectors. Such reductions shall not have an adverse impact to surrounding properties.

42. The following exceptions apply to historic lots:

a. Building setback lines that do not meet the requirements of this title but were legally established prior to the adoption of this title shall be considered the building line for alterations, remodels, and accessory structures on the lot or parcel, providing that no structure or portion of such addition may further project beyond the established building line.

b. Any single-family residential lot of record as defined in Chapter 17.110 that has a smaller width or lot depth than that required by this title, or is less than one acre, may use that residential zoning classification that most closely corresponds to the dimension or dimensions of the lot of record, for the purpose of establishing setbacks from the property lines.

43. Any structure otherwise permitted under this section may be placed on a lot or parcel within a required yard area, if the director finds that such a location is necessary because existing sewer systems or roadways make compliance with the yard-area requirements of this title impossible without substantial changes to the site.

44. Outside of the Silverdale Sub-Area, densities required only with mixed use development.

(Ord. 382 (2007) § 1, 2007: Ord. 381 (2007) § 4, 2007: Ord. 367 (2006) § 106 (part), 2006)

47. The 2007 Manchester Community Plan, Appendix A-Manchester Design Standards set forth policies and regulations for properties within the Manchester Village Commercial district (MVC). All developments within the MVC district must be consistent with these standards.



## APPENDIX C: 2002 PUBLIC PARTICIPATION HISTORY

### The Manchester Community Committee

The Manchester Community Plan was initiated to be a model example of grassroots planning in Kitsap County. Generally, community-planning projects consist of 12-15 interested community members selected from a variety of interest groups, ages, ethnicity and gender. This plan took a different approach and welcomed any and all interested community members, resulting in a group of 40. Committee members served as a liaison between the general public, Kitsap County and other stakeholder groups. Final recommendations provided by the Manchester Committee would be directed to the Planning Commission, followed by final approval by the Board of County Commissioners.

The committee met twice a month from January 2000 to March 2001. The first meetings consisted of envisioning the “perfect Manchester” in 20 years and what it would take to accomplish this vision. The committee then worked together to delineate a logical outer boundary for the Manchester Village and develop the Plan’s goals and policies for achieving this vision.

To facilitate decision-making and encourage equal participation from all 40 members, the group evolved into five working groups based on the Plan elements. These working groups, or sub-committees, worked on the specifics of the complex topics listed below:

\_\_ **Commercial Land Use** - reviewed the existing neighborhood commercial boundary, the appropriate commercial uses and what future businesses would be desirable. Revisions to parking requirements and preliminary work on commercial design guidelines were also a focus.

\_\_ **Residential Land Use** - established minimum lot sizes, regulations for nonconforming lots and determined allowable uses within each zone. Recommendations for view protection regulations and impervious surface limitations were also made.

\_\_ **Transportation** - reviewed the existing transportation network to determine existing deficiencies and prioritize areas of improvement. Improvements included strategies for managing vehicle and local fuel truck traffic, as well as techniques for improving the appearance and pedestrian safety of highly traversed corridors.

\_\_ **Public Facilities** - inventoried existing public facilities and infrastructure and developed goals, policies and recommendations for future additions and improvements. The recommendations also included a proposed impervious surface limitation, sewer connection mandates and stormwater monitoring mechanisms.

\_\_ **Natural Systems** - identified critical areas within Manchester that add to the unique character of the area and developed goals, policies and recommendations for preserving and improving the Manchester’s biological resources. Recommendations for existing and potential community park locations were also proposed.

All goals and policies within this Plan reflect the recommendations of the Manchester Community Committee to achieve this vision of the Manchester Village.

## Open House Forums

Three open house meetings were held throughout the project in an effort to educate a wide spectrum of the general public on the Committee's ideas and progress. The first, a kick-off meeting took place in November 1999. Its intent was to introduce the community planning process to the residents and stakeholders, and to solicit members for the Manchester Committee.

The second, held in August 2000, updated the community on the plan's progress. Its goal was to gather input on several design options, the proposed outer boundary, the proposed commercial boundary and future development guidelines then being explored by the Manchester Committee.

A final open house was held in June 2001 to present and discuss the components of the Draft Manchester Community Plan.

## Manchester Design Charrette

In July 2000, Professor Kasprisin and a team of three graduate students from the University of Washington Design and Urban Planning program were invited to partake in an intense three-day effort to assist Manchester in developing a common vision and offer a number of conceptual design possibilities to portray the community's vision for the future. A community design charrette was selected as the process by which to achieve this goal.

A "charrette" is a planning and/or design tool that takes abstract community ideas and depicts them in documented illustrations. The majority of work is performed on-site allowing team members to have access to both the site conditions and citizens. Its mission is to provide citizens with direct access to an objective design team; and, prepare ideas and recommendations for a continuing citizen dialogue. Interviews, surveys, meetings, public awareness sessions, design visualizations are all a part of an interactive design process which concluded with a community open house to present the recommendations to the community. The Manchester Committee used the recommendations as one set of options for furthering the plan's progress.

## APPENDIX D: MAPS

Map 1: Building Limitations

Map 2: Building Footprints (Current)

Map 3: Comprehensive Plan

Map 4: Historical Buildings

Map 5: Aerial Photography

Map 6: Current Land Use

Map 7: Parks

Map 8: Building Footprints (Pre-1990 Development)

Map 9: Sewer Service Area

Map 10: Shoreline Master Plan

Map 11: Streets and Highways

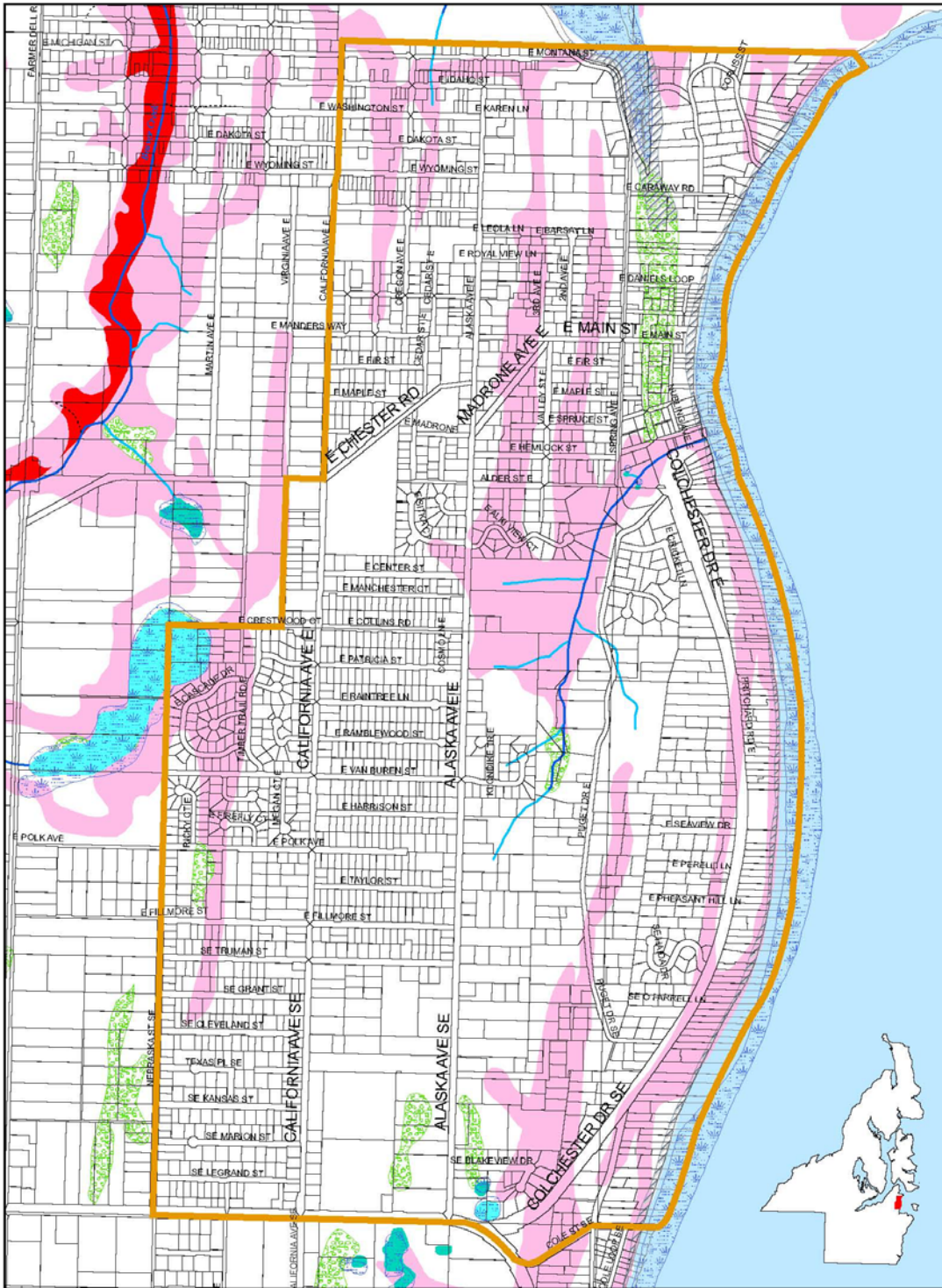
Map 12: Updated Land Capacity Analysis

Map 13: View Protections

Map 14: Water Service

Map 15: Zoning

Map 16: Manchester Village Commercial Boundary



# Manchester

Limited Area of More Intense Rural Development

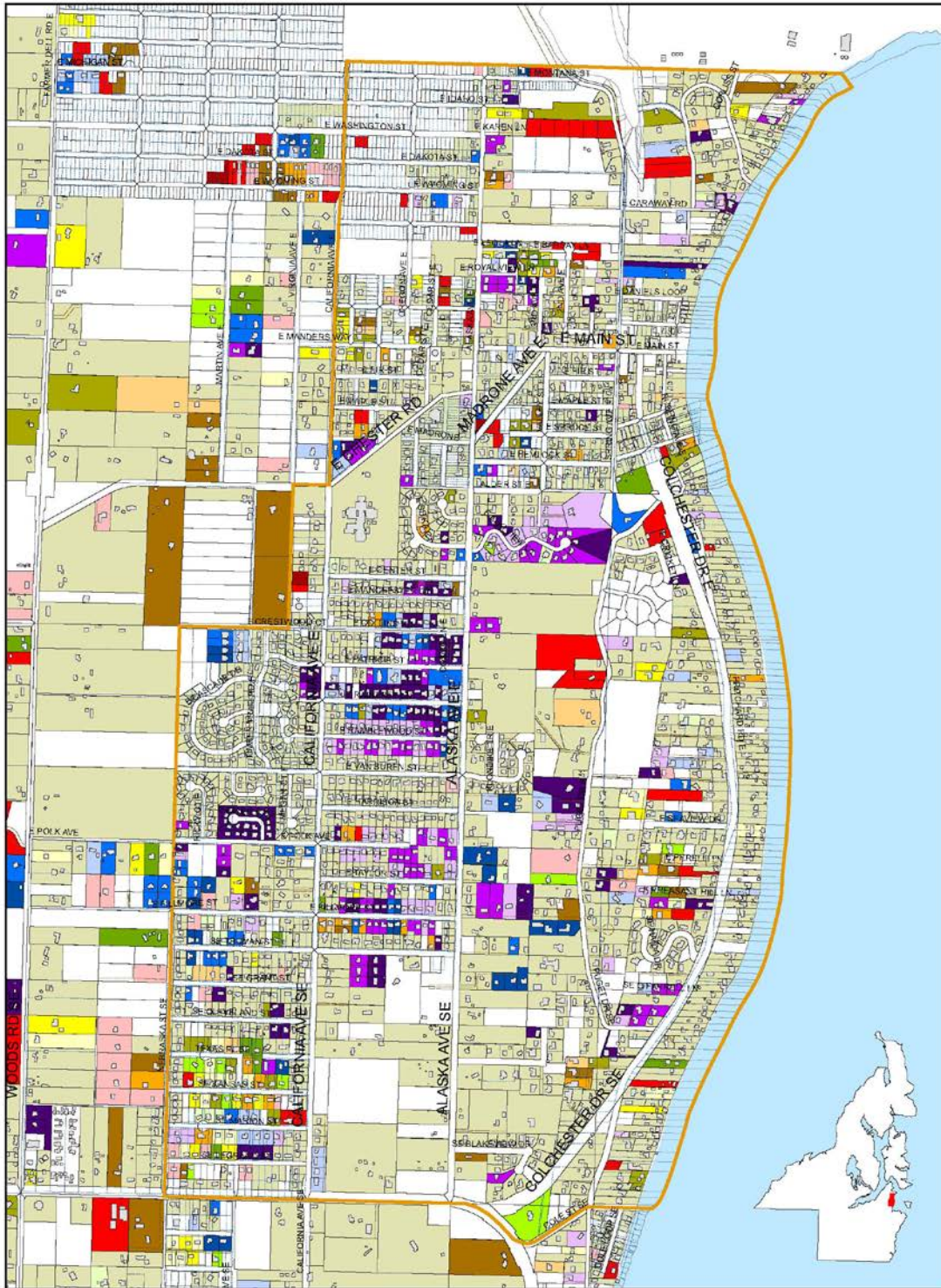
## Building Limitations

Kitsap County Ordinance 351-2006 (December 1, 2005)

Kitsap County Department of Community Development  
 614 Division Street, MS-36, Port Orchard, Washington 98386  
 VOICE (360) 337-7161 FAX (360) 337-4925



- Saltwater Shorelines  
 Buffers vary by Shoreline Master Plan Designation
- Freshwater (over 20 ac)  
 Buffers vary by Shoreline Master Plan Designation
- Freshwater (under 20 ac) 35' buffer
- Wetland, Untyped Habitat  
 Buffers determined once wetland is typed
- (S) Designated Shorelines, 200' buffers
- (F) Fish Habitat, 150' buffers
- (N) Non-Fish Habitat, 50' buffers
- (U) Unknown Buffers undetermined.
- Hydraulic Soils
- Wetlands
- Flood Zones
- Limited Areas of More Intense Rural Development
- High Hazard Areas
- Moderate Hazard Areas
- Tax Parcels



# Manchester

Limited Area of More Intense Rural Development

## Building Footprints

Ketchikan County Department of Community Development  
 814 Division Street, MS-36, Port Orchard, Washington 98159  
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\* THIS MAP IS NOT A SUBSTITUTE FOR A FIELD SURVEY \*

Map Data: Building Footprints created by Alaska Coastal Information Technology Center  
 and data obtained by the Alaska Coastal Assessment  
 Web Date: January, 2007

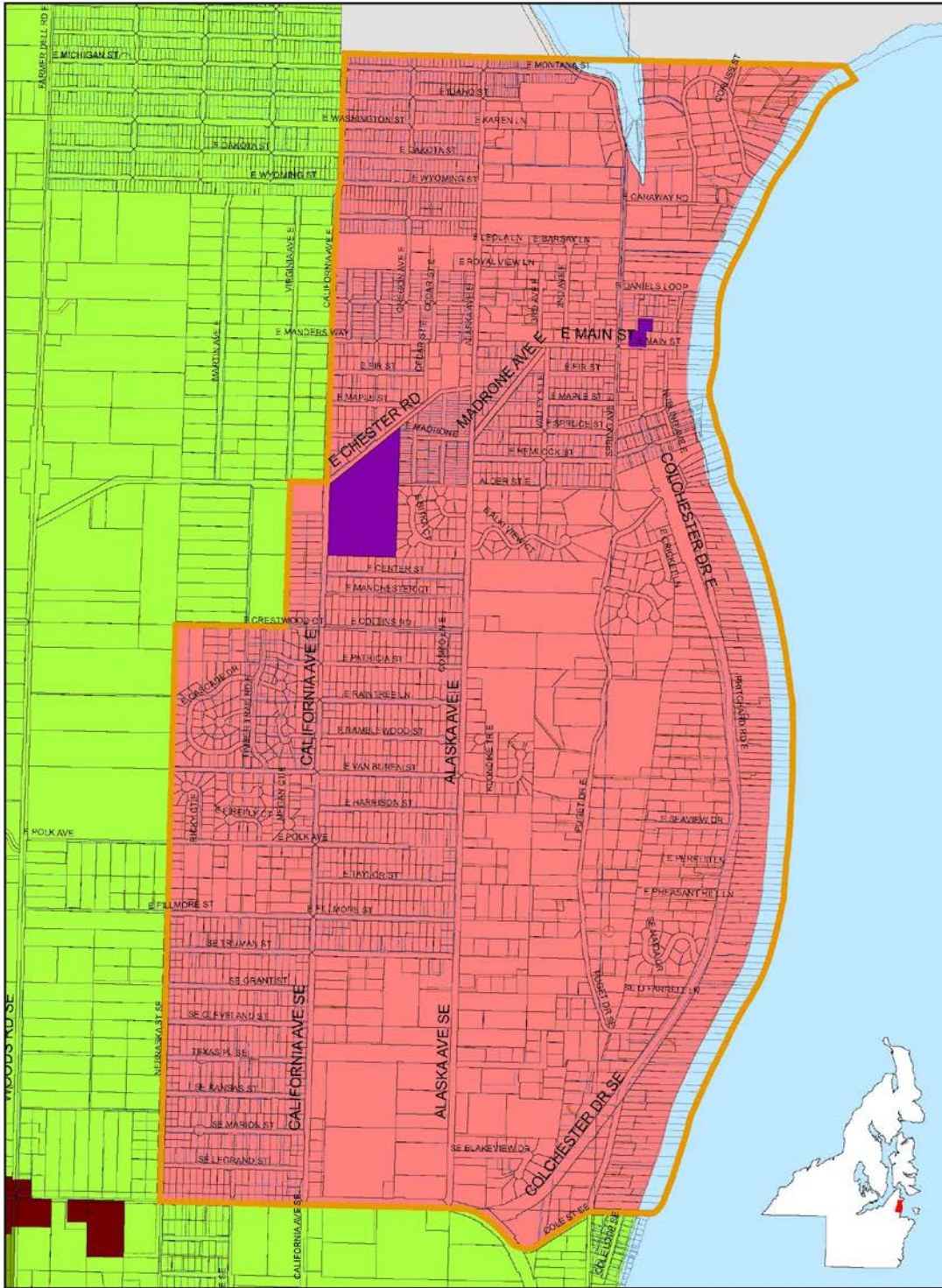


**YEAR BUILT**

- 1987
- 1988
- 1989
- 1990
- 1991
- 1992
- 1993
- 1994
- 1995
- 1996
- 1997
- 1998
- 1999
- 2000
- 2001
- 2002
- 2003
- 2004
- 2005
- 2006
- 2007

**Legend**

- Boundary of sub-area
- Boundary of Limited Area of More Intense Rural Development
- Map Feature
- Post Office
- Railroad
- State Water



# Manchester

Limited Area of More Intense Rural Development

## Comprehensive Plan Land Use Map

Kitsap County Department of Community Development  
014 Division Street, MS-30, Port Orchard, Washington 98365  
VOICE (360) 537-7181 • FAX (360) 537-4325



### Adopted Comprehensive Plan and Ordinance

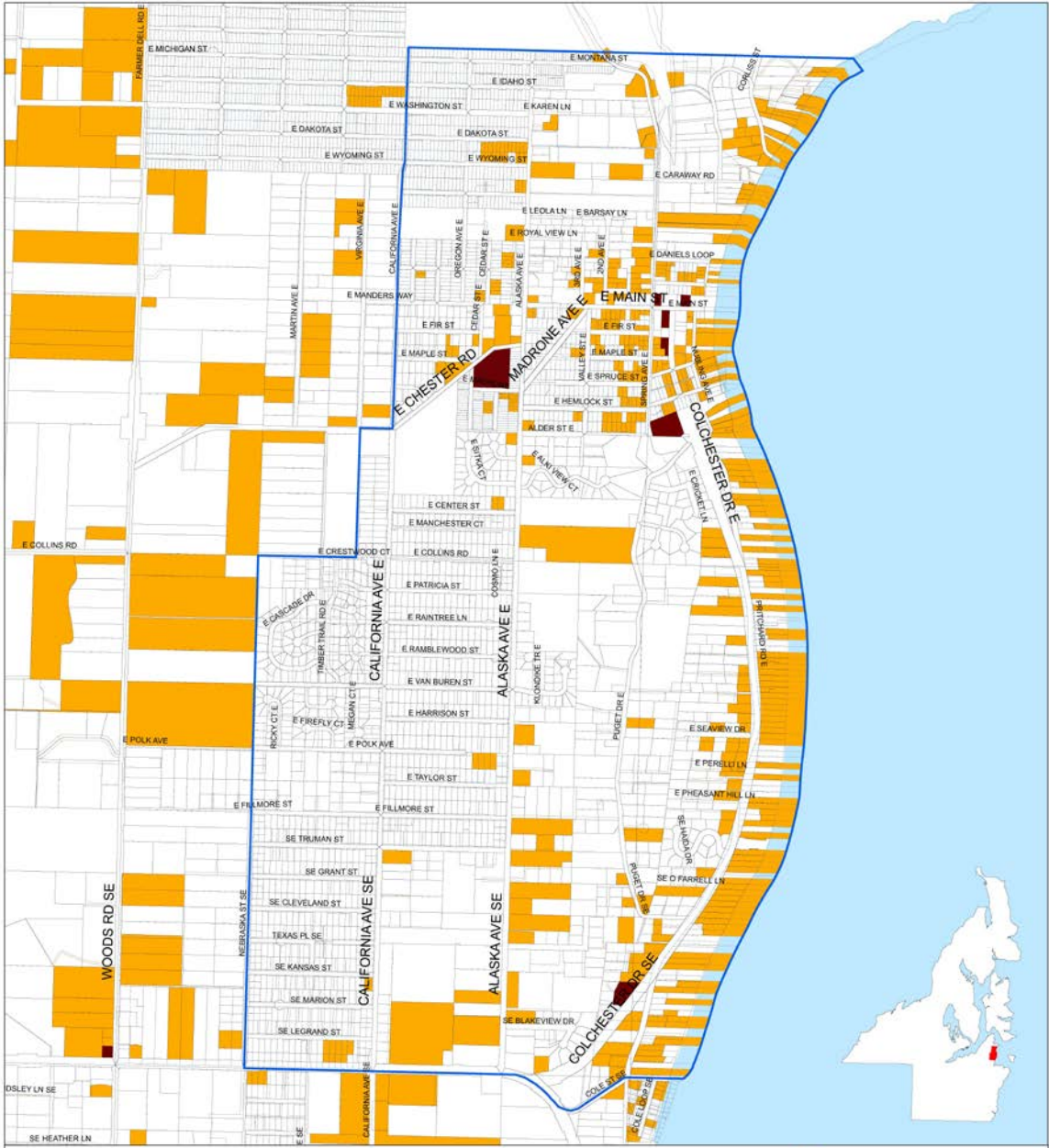
This map represents the land use plan for the City of Manchester as approved by the Kitsap County Board of Commissioners for adoption to the State of Washington pursuant to the Kitsap County Growth Management Act (RCW 36.70A) on July 2, 2003. The plan is subject to the provisions of the Growth Management Act and the Kitsap County Comprehensive Plan. The map was prepared by the City of Manchester and is subject to change without notice.

Adopted: 1998  
Amended: 1999  
April 15, 2003  
May 12, 2003  
August 27, 2003  
January 16, 2004  
June 18, 2004  
December 8, 2004  
December 8, 2005  
October 24, 2006  
December 22, 2006  
December 11, 2008

Amended: 1999  
February 19, 2003  
March 10, 2003  
April 27, 2003  
June 18, 2003  
December 8, 2003  
December 8, 2004  
October 24, 2006  
December 22, 2006  
December 11, 2008

Map Date: January, 2007

- Rural Residential
- Rural Protection
- Rural Commercial
- Limited Area of More Intense Rural Development
- Public Facility
- Military
- Salt Water
- Limited Areas of More Intense Rural Development
- Tax Parcels



# Manchester

Limited Area of More Intense Rural Development

## Historical Buildings

Kitap County Department of Community Development  
 614 Division Street, MS-36, Port Orchard, Washington 98366  
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 Not Built, provided by Kitsap County Assessor  
 Map Date: August, 2007



- Residential  
Includes duplex and single family
- Commercial Service  
Includes churches, utilities, and commercial businesses
- Limited Areas of More Intense Rural Development
- Tax Parcels
- Easement
- Plat Line
- Salt Water



# Manchester

Limited Area of More Intense Rural Development

## Aerial Photography

Kitsap County Department of Community Development  
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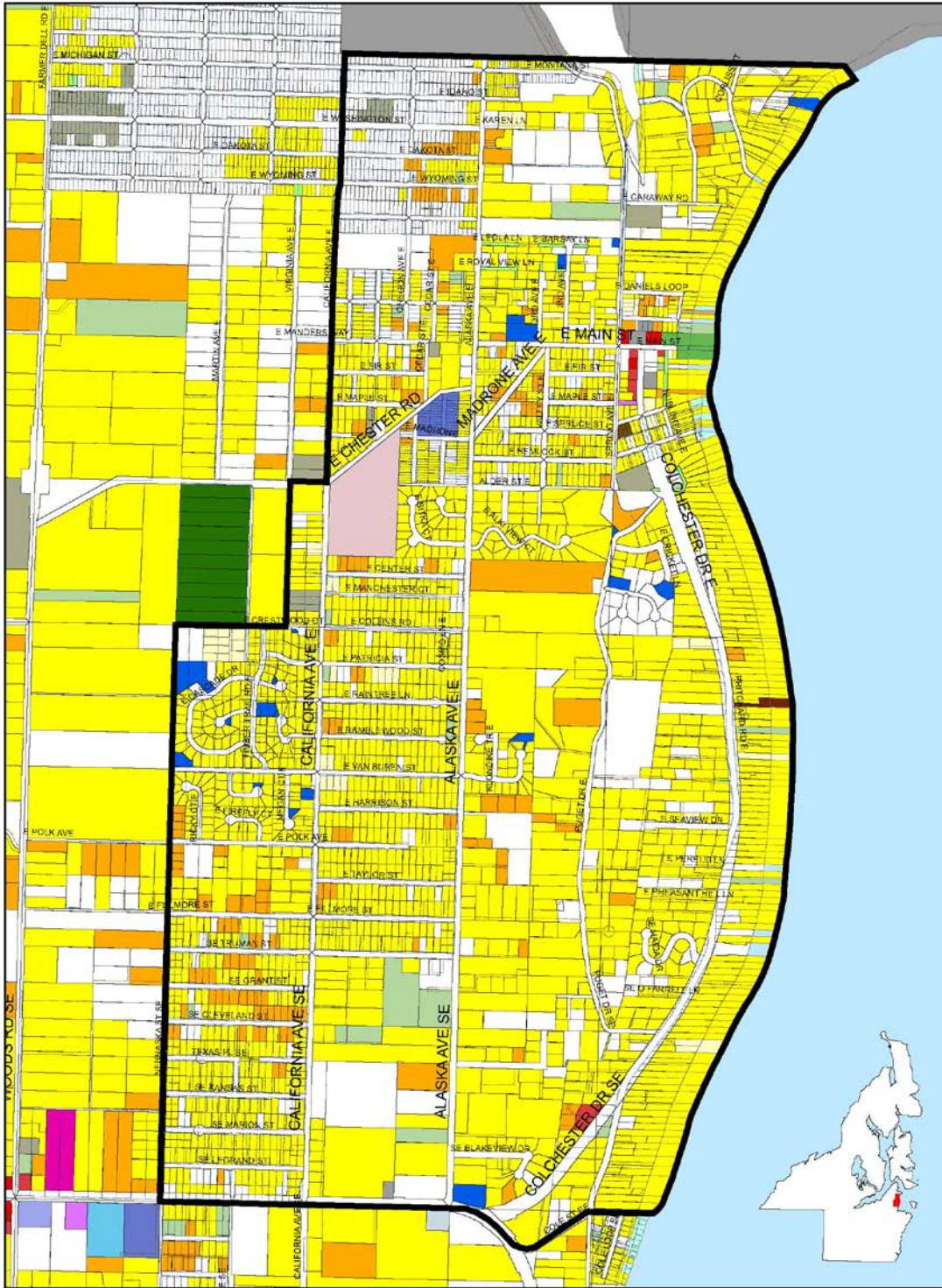
\* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY \*\*

DRAFT

Map Date: January, 2011

- Tax Parcels
- Limited Areas of More Intense Rural Development





# Manchester

Limited Area of More Intense Rural Development

## Current Land Use

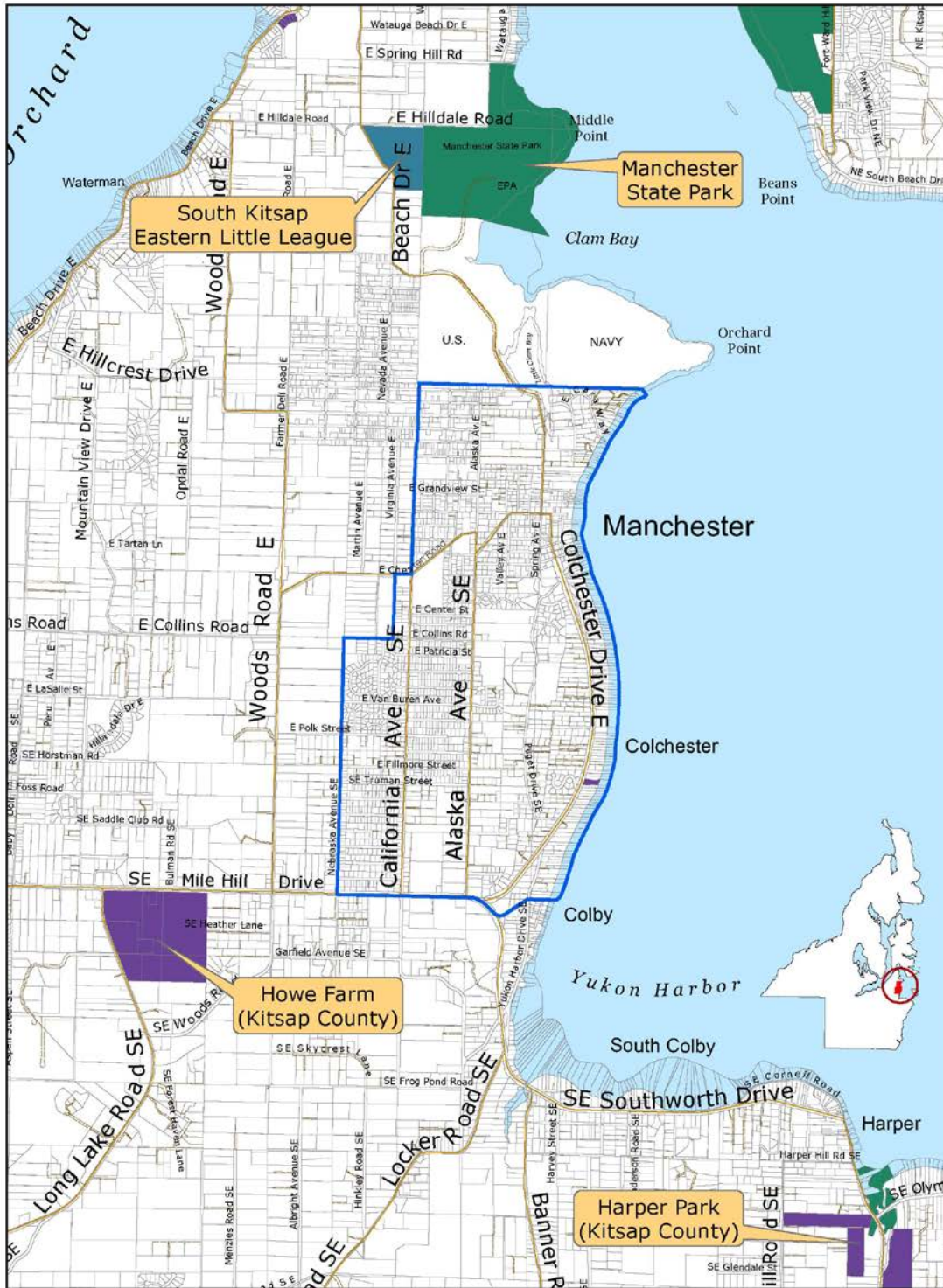
Kitsap County Department of Community Development  
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 PHONE: (206) 337-7191 FAX: (206) 337-4925



This map was created using the following information:  
 - Aerial photography from 2005  
 - GIS data from the Kitsap County Department of Community Development  
 - Public Works Department  
 - Other public and private sources  
 - Kitsap County GIS Department  
 - Date: January 2007



- |  |                       |             |
|--|-----------------------|-------------|
| Single Family Residence                        | Light Industrial      | The Parcels |
| Multi-Home                                     | Med/Cal/Dental Office | Easement    |
| Quater   | Milking               | Plat, etc   |
| Triplex  | School                |             |
| S-B Units                                      | Church                |             |
| Mobile Home Community                          | Park                  |             |
| Spools and Garages                             | Veterans Service      |             |
| Cabin  | Vacant Land           |             |
| Transportation                                 | Common Area           |             |
| Utilities                                      | Tobacco               |             |
| Commercial - Retail                            | Open Space Timber     |             |
| Commercial - Services                          | Haz. Assigned         |             |
| Cemetery                                       | Sw/Over               |             |
| Limited Area of More Intense Rural Development |                       |             |



# Manchester

Limited Area of More Intense Rural Development

## Parks

Kitsap County Department of Community Development  
 814 Division Street, MS-35, Port Orchard, Washington 98385  
 PHONE: (360) 337-7181 FAX: (360) 337-4925

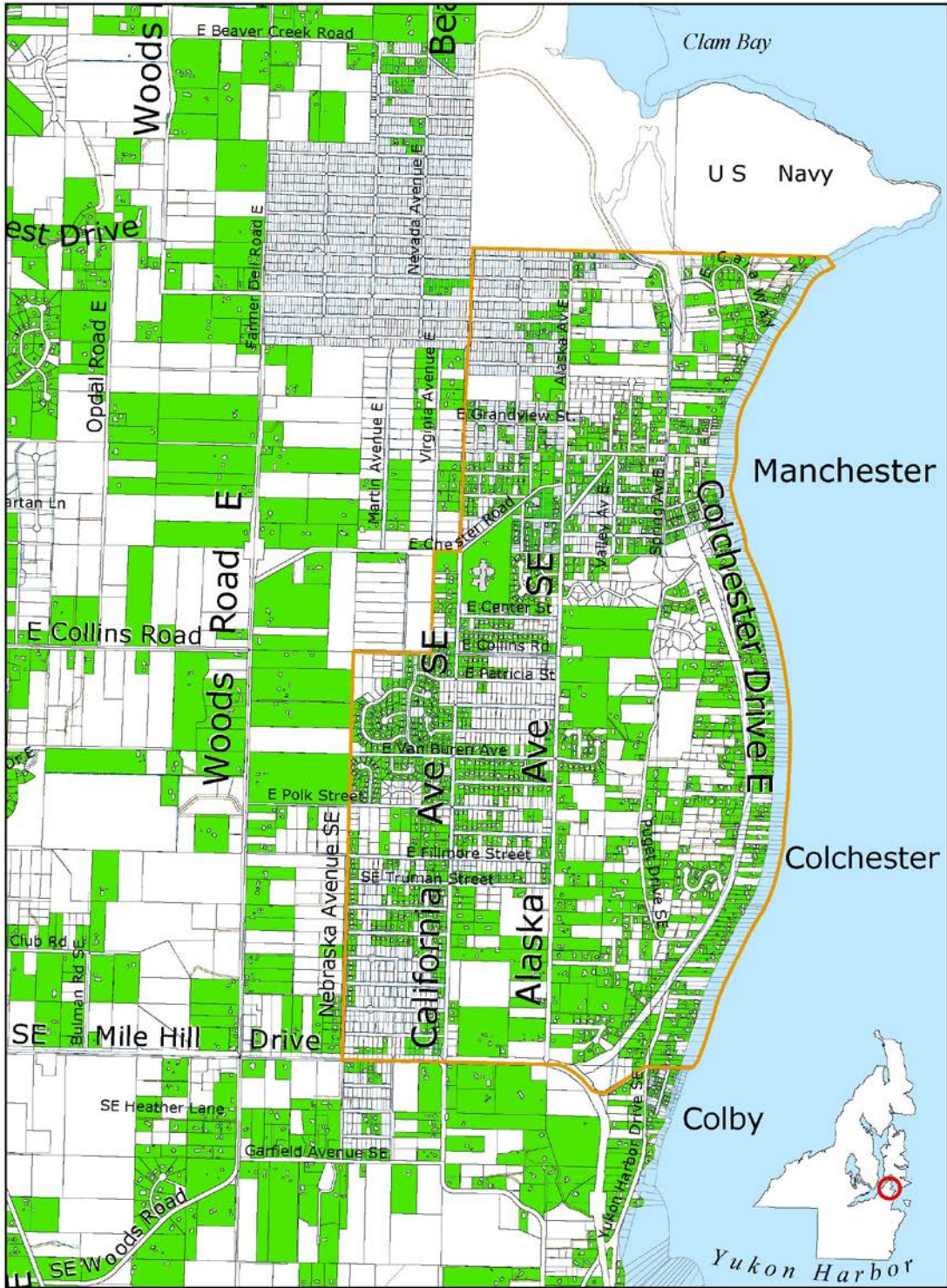


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\* This map is not a substitute for field inspection.

City of Manchester  
 Planning Department  
 814 Division Street  
 Port Orchard, WA 98385

- Parcel Ownership**
- Kitsap County
  - Private
  - State
- Other Features**
- Tax Parcels
  - Easement
  - State Highway
  - Arterial
  - Limited Areas of More Intense Rural Development



# Manchester

Limited Area of More Intense Rural Development

## Building Footprints pre-1990 Development

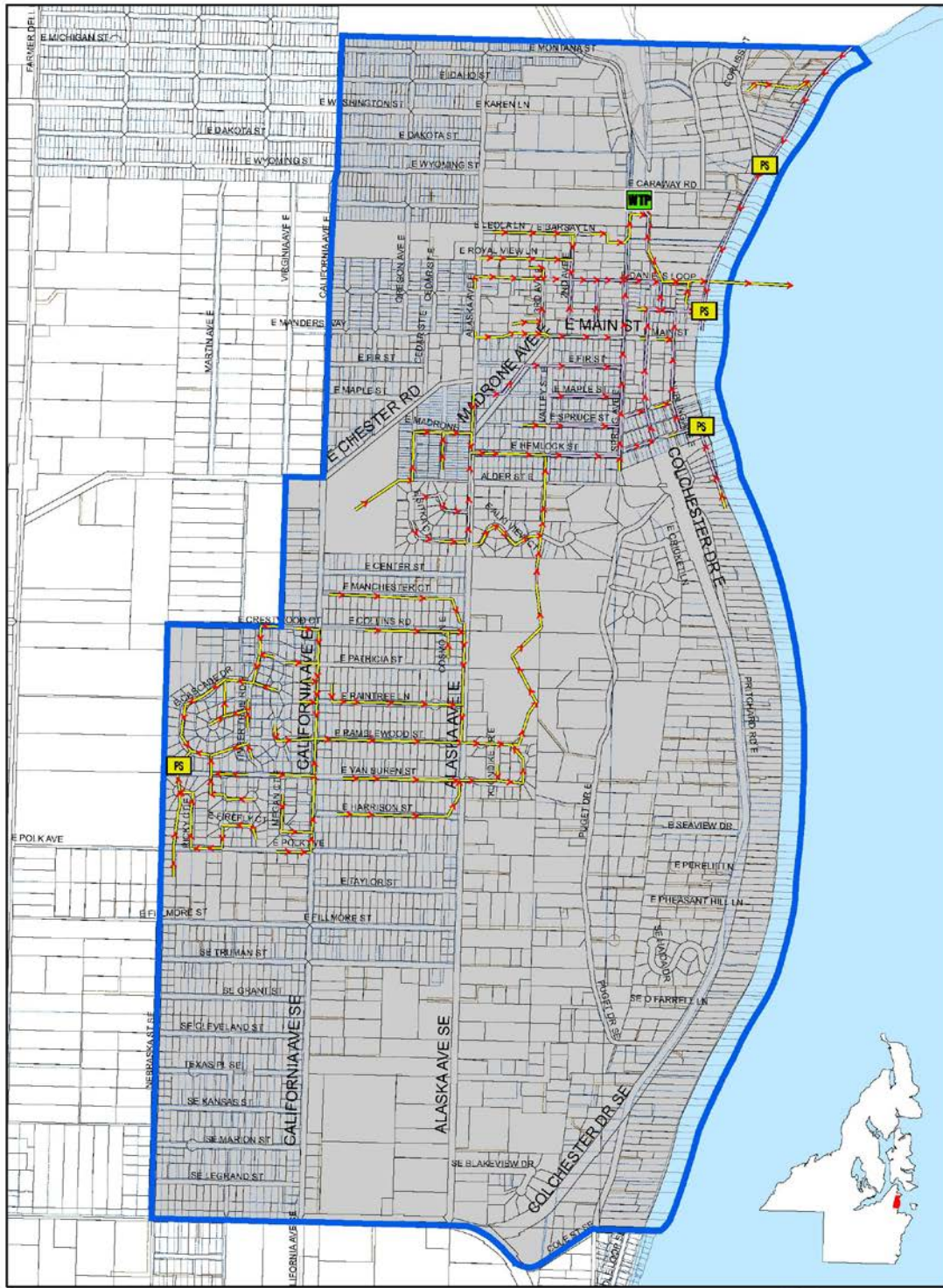
Alaska County Department of Community Development  
 814 Division Street, MS-36, Fort Ordland, Washington 98599  
 VOIC: (360) 337-7161 • FAX: (360) 337-4826



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Map Data: Building Footprints, Plat-Line, Easement, Tax Parcels, Salt Water. Web Date: January, 2007.

- Building Footprints
- Limited Areas of More Intense Rural Development
- Pre-1990 Development
- Plat-Line
- Easement
- Tax Parcels
- Salt Water



# Manchester

Limited Area of More Intense Rural Development

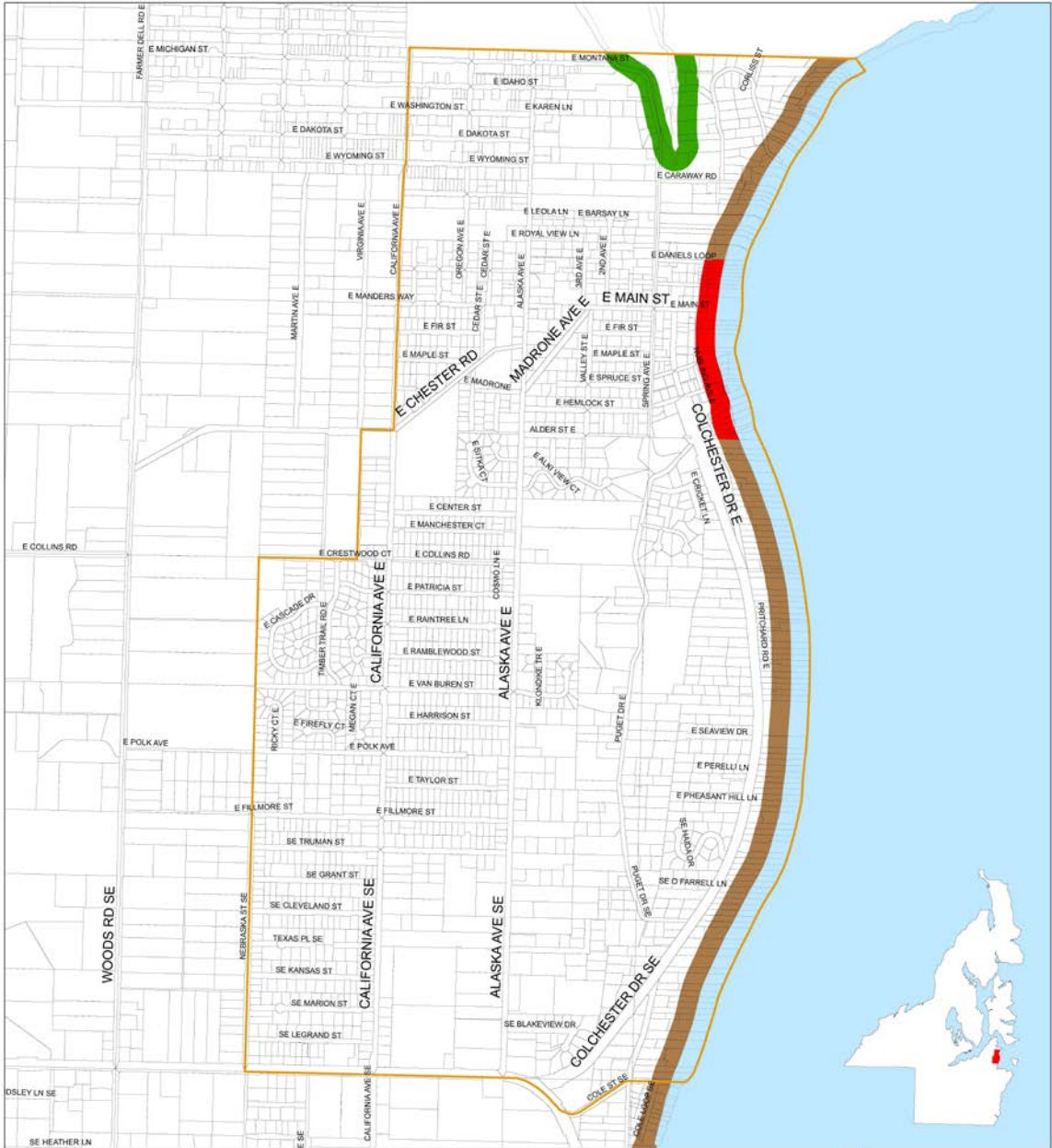
## Sewer Service Area

Kitsap County Department of Community Development  
 814 Division Street, MS-35, Port Orchard, Washington 98385  
 PHONE: (206) 337-7181 FAX: (206) 337-4925



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 \* This map is not a substitute for field surveys.  
 © 2007  
 Kitsap County Department of Community Development  
 8/2007/MS-35  
 Map last updated: 2007

- Pump Station
- Treatment Plant
- Kitsap County Sewer
- Uncollected
- Advertiser Conduit
- City
- Ductile Iron
- Poly Vinyl Chloride
- Wetweather Service Area
- Limited Area of More Intense Rural Development
- Tax Parcels
- Easement
- Salt Water



# Manchester

Limited Area of More Intense Rural Development

## Shoreline Master Plan Land Use Map

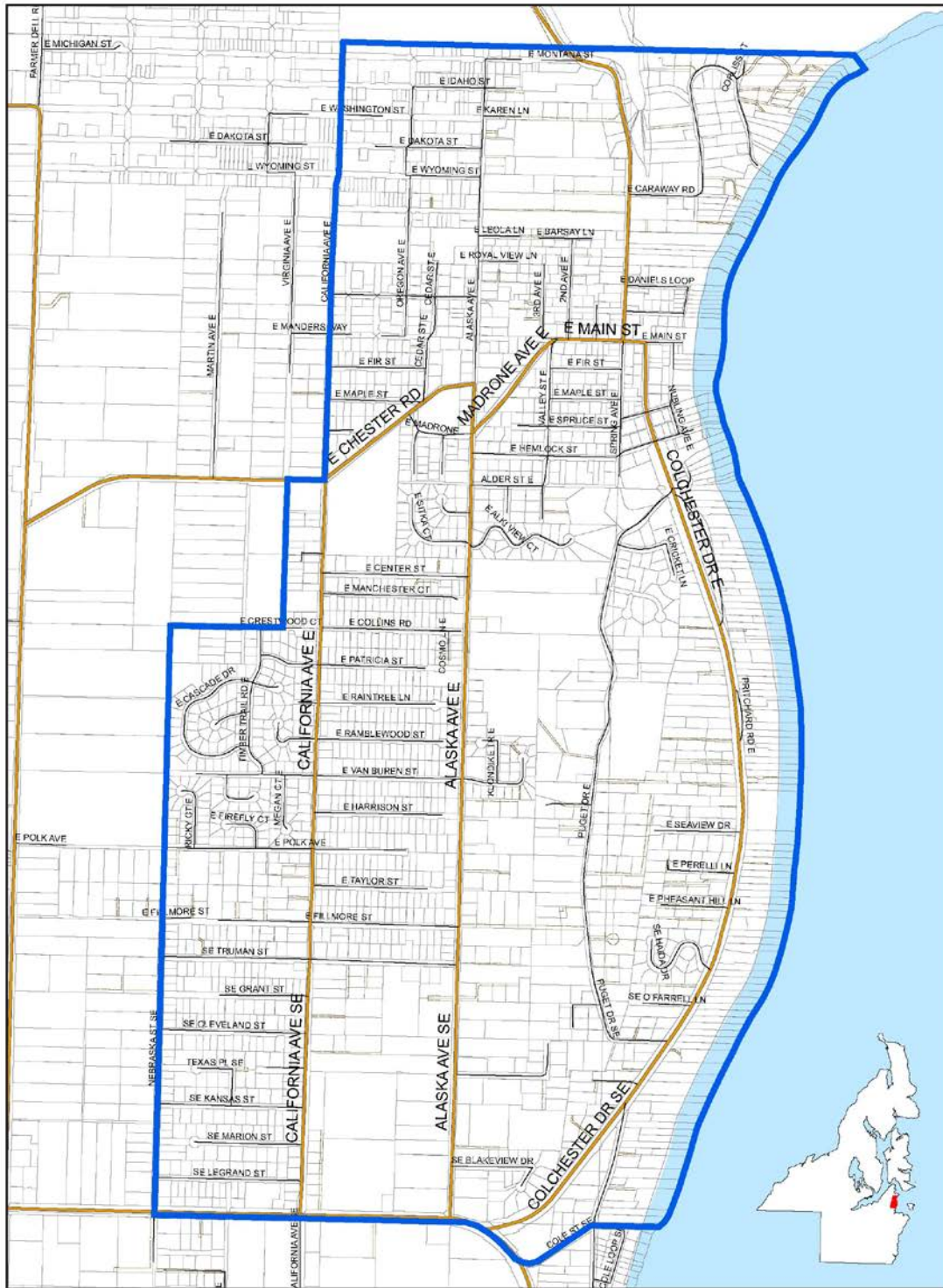
Kitsap County Department of Community Development  
614 Division Street, MS-36, Port Orchard, Washington 98366  
VOICE (360) 337-7181 \* FAX (360) 337-4925



Alaska County Commission Planning Staff Report  
This map was prepared for the City of Manchester, Washington, by the Alaska County Commission Planning Staff Report. The map was prepared for the City of Manchester, Washington, by the Alaska County Commission Planning Staff Report. The map was prepared for the City of Manchester, Washington, by the Alaska County Commission Planning Staff Report.



- **Conservancy**  
The objective of the conservancy environment is to protect, conserve and manage existing natural resources and valuable history and cultural assets. This designation includes a combination of environmental benefits to riparian habitat and environmentally sensitive areas. A sub-environment has been designated for Conservancy areas, which are publicly owned and dedicated for use and enjoyment as a park, recreational site or open space.
- **Semi-Rural**  
The goal of the semi-rural environment is to provide a multiple use alternative area of which the scale of uses fall between that of the rural and urban environments. Current aspects of the natural environment will be retained in conjunction with permitted uses.
- **Urban**  
The goal of the urban environment is to ensure optimum utilization of urbanites within urban areas. Such areas require management for recreation and development to enhance and maintain a multiplicity of urban uses on the shoreline.
- **Salt Water**
- Limited Areas of More Intense Rural Development**
- Tax Parcels**



# Manchester

Limited Area of More Intense Rural Development



## Streets & Highways

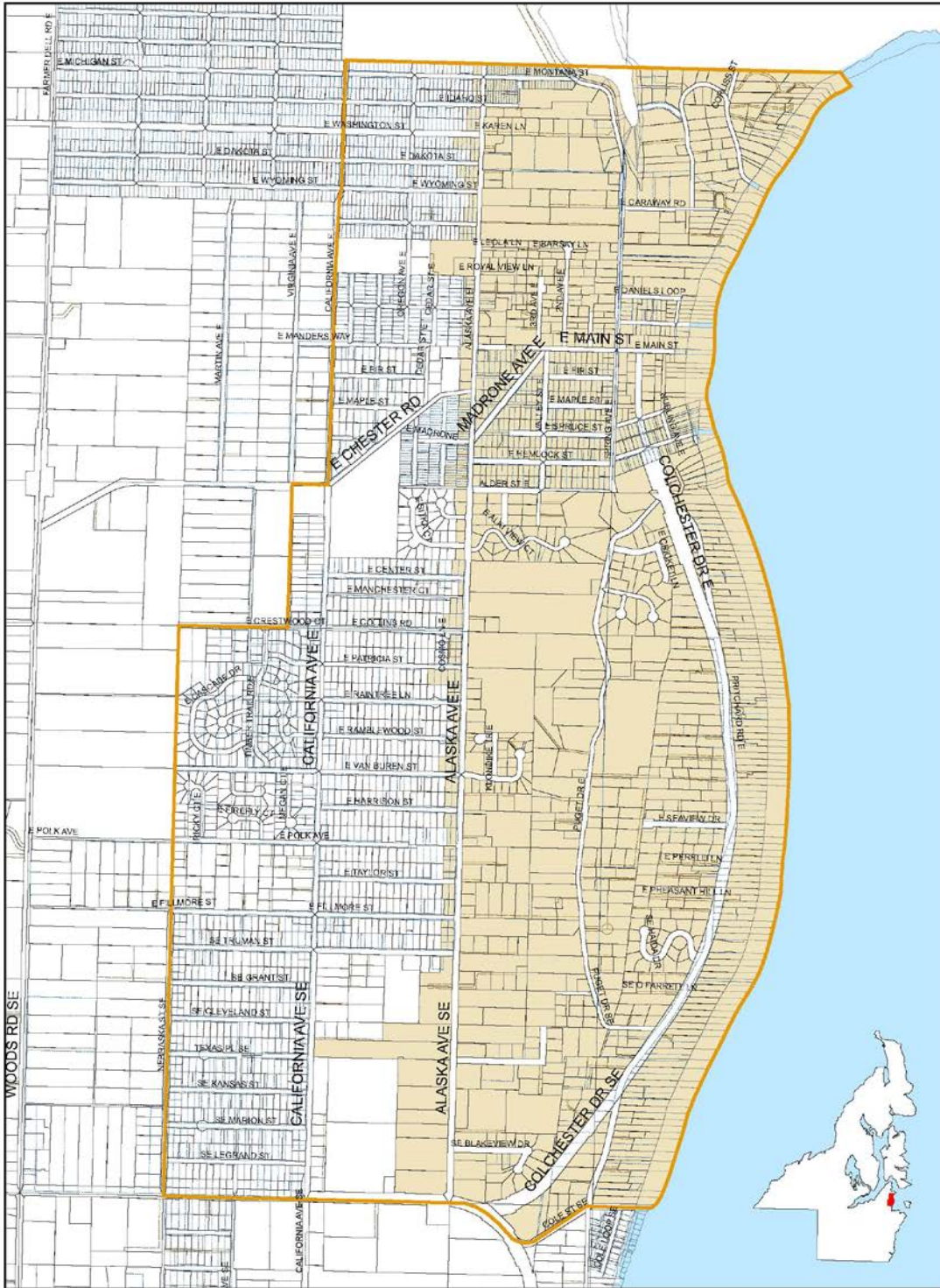
Kitsap County Department of Community Development  
 814 Division Street, MS-35, Port Orchard, Washington 98385  
 PHONE: (206) 337-7181 FAX: (206) 337-4925



- State Highway
- Arterial
- Collector
- Easement
- Limited Areas of More Intense Rural Development
- Tax Parcels
- Salt Water

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# Manchester

Limited Area of More Intense Rural Development

## View Protection

Kitsap County Department of Community Development  
 014 Division Street, MS-30, Port Orchard, Washington 98365  
 VOICE (360) 537-7181 \* FAX (360) 537-4322



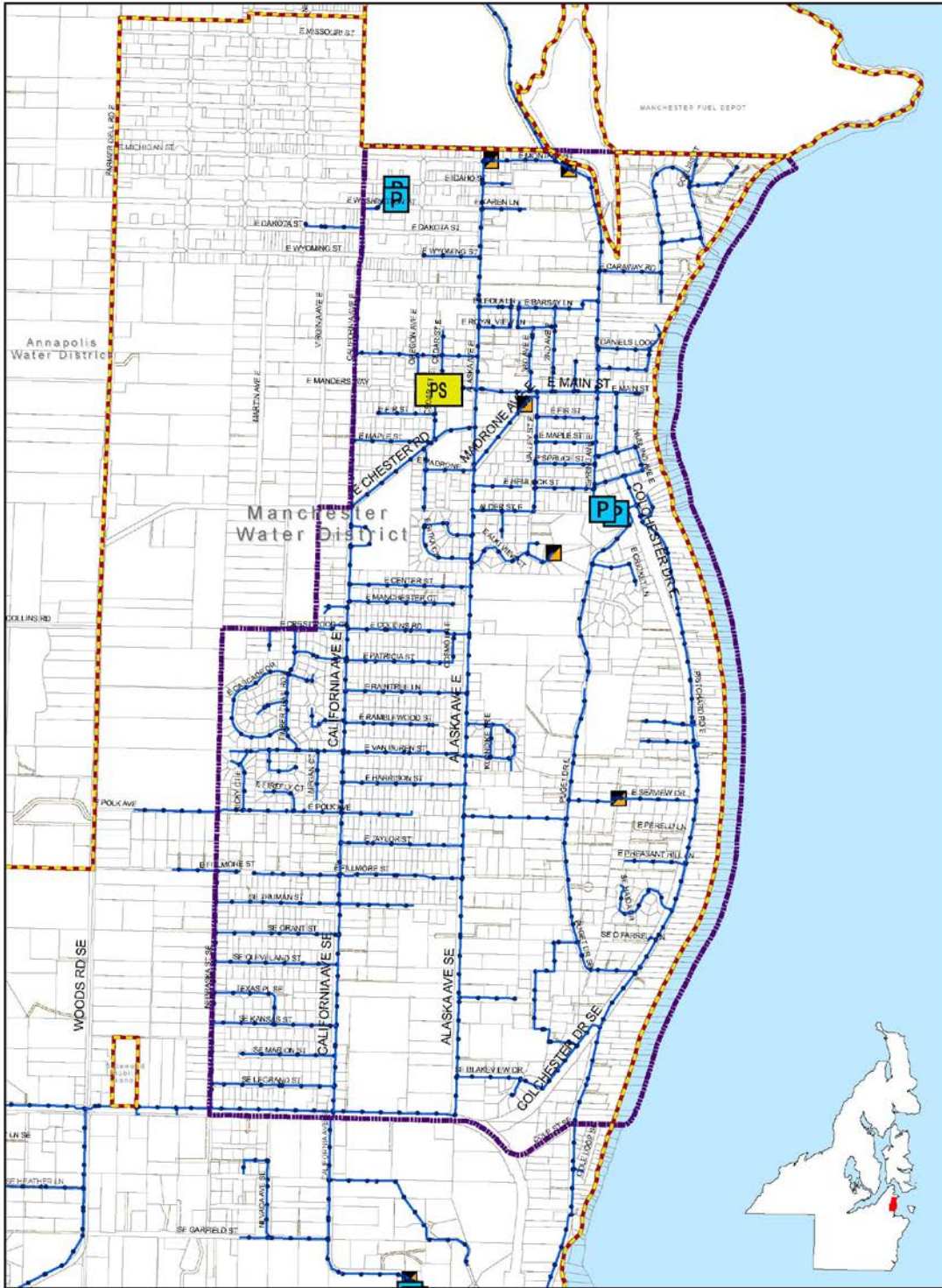
This map was produced using the most current, official parcel maps of Kitsap County, Washington, as of the date of publication. It is not intended to be used for any other purpose, and the user of this product shall be responsible for verifying the accuracy of the information shown on this map. The user of this map assumes responsibility for obtaining the necessary data for the information shown on this map.

\* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY \*  
 DRAFT  
 Data Source: Survey and Easement Regulations of the Manchester Community Map, March 15, 2012  
 Map Date: January, 2017



- View Protection Parcels
- Limited Areas of More Intense Rural Development
- Tax Parcels
- Plat-Line
- Easement
- Salt Water





# Manchester

Limited Area of More Intense Rural Development

## Water Service

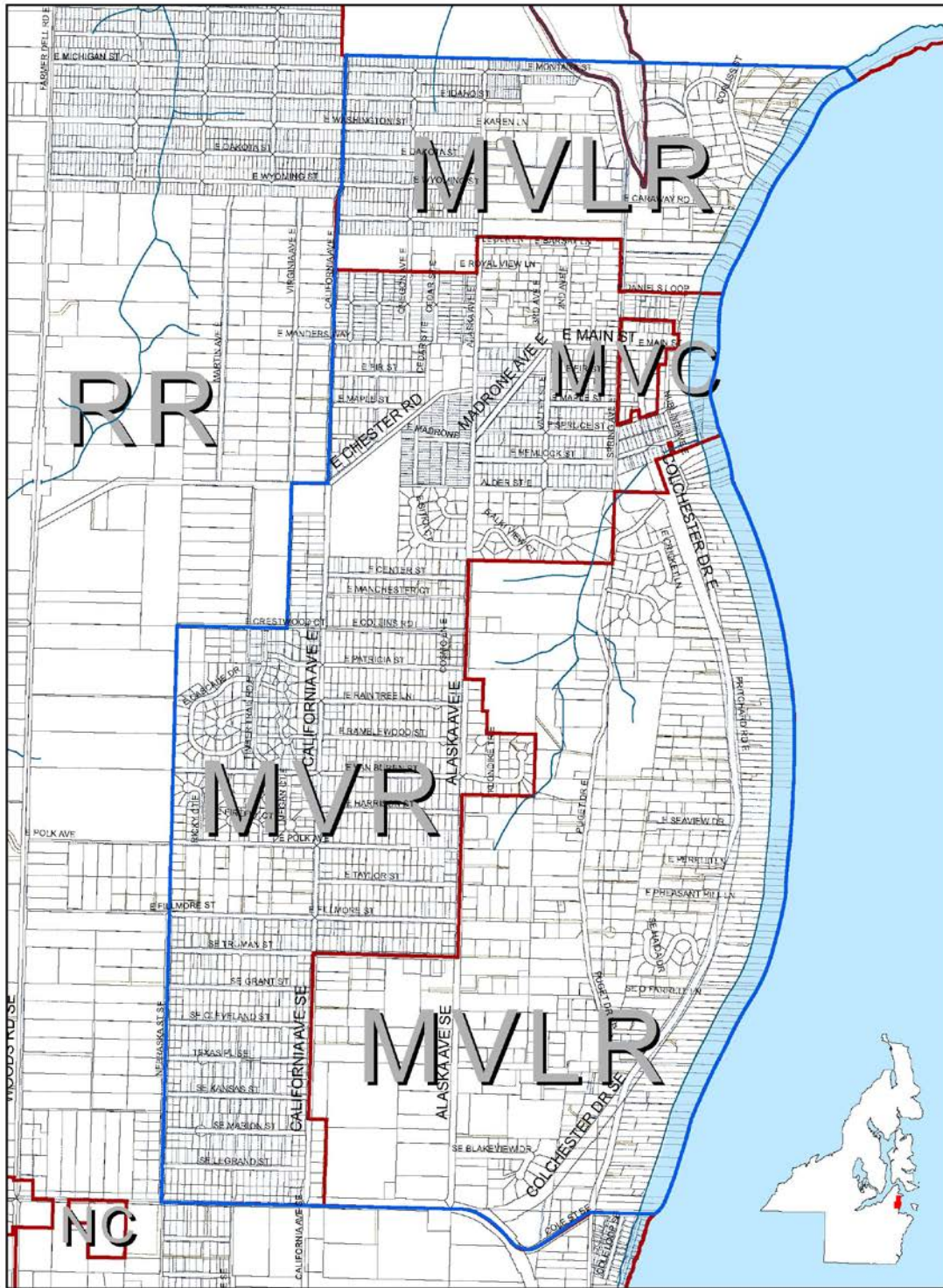
Kings County Department of Community Development  
 814 Division Street, MS-35, Port Orchard, Washington 98385  
 PHONE: (206) 337-7181 FAX: (206) 337-4925



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DATE: 01/15/2011  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

- Water Main
- Pump Station
- Pressure Reducing Valve
- Well Location
- Water Service Area
- Limited Areas of More Intense Rural Development
- Tax Parcels
- Easement



# Manchester

Limited Area of More Intense Rural Development



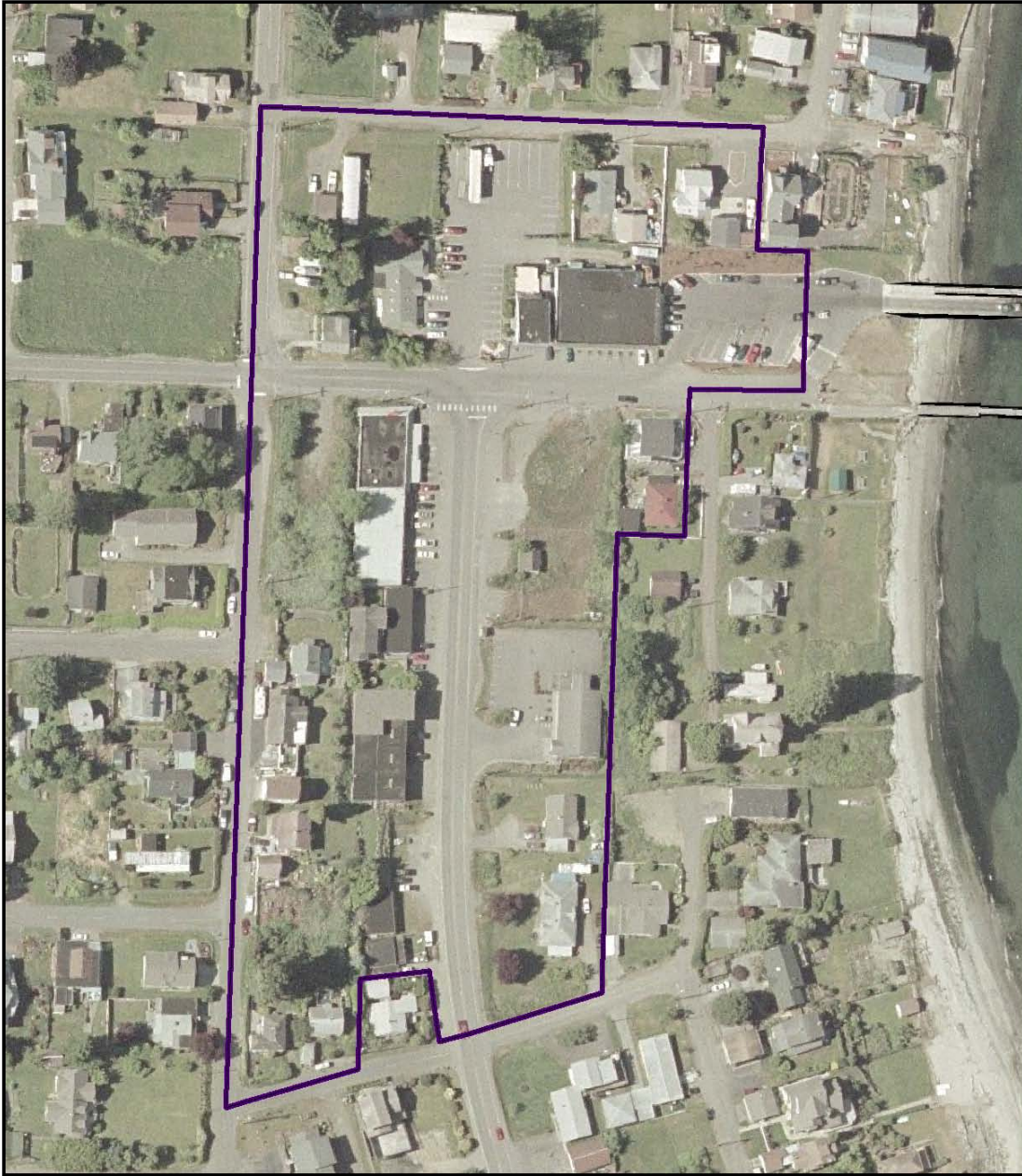
**OFFICE OF COMMUNITY DEVELOPMENT & LAND USE SERVICES**  
 Planning and zoning for the City of Manchester, Washington  
 814 Division Street, MS-35, Port Orchard, Washington 98385  
 PHONE: (206) 337-7181 FAX: (206) 337-4925

- RR = Rural Residential (1 DU/Ac)
- MNC = Neighborhood Commercial
- MVC = Manchester Village Commercial
- MVL = Manchester Village Low Residential
- MVR = Manchester Village Residential
- Limited Areas of More Intense Rural Development
- Tax Parcels
- Salt Water

## Zoning

Kitsap County Department of Community Development  
 814 Division Street, MS-35, Port Orchard, Washington 98385  
 PHONE: (206) 337-7181 FAX: (206) 337-4925





Kitsap County Department of Community Development  
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# Manchester

Limited Area of More Intense Rural Development

## *Manchester Village Commercial*

