KITSAP COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT

619 DIVISION STREET MS-36, PORT ORCHARD WASHINGTON 98366-4682
(360) 337-5777 FAX (360) 337-4415 HOME PAGE - www.kitsapgov.com/dcd/

NOTICE OF ADMINISTRATIVE DECISION

May 18, 2016

TO: Interested Parties and Parties of Record
RE: Project Name: Uhaul Moving and Storage Center
Application: Conditional Use Permit
Permit Number: 15 03733

Enclosed is the Administrative Decision issued by the Kitsap County Department of Community Development (DCD) for the above referenced application.

THE DECISION OF THE DEPARTMENT IS FINAL, UNLESS APPEALED TO THE KITSAP COUNTY HEARING EXAMINER ON OR BEFORE 14 DAYS FROM THE DATE OF DECISION PER KITSAP COUNTY CODE 21.04.290.

The written appeal shall be made on, or attached to, an appeal form found on DCD's website: http://www.kitsapgov.com/dcd/forms/DocumentLibrary/applications/Appeals.pdf.

Please note affected property owners may request a change in valuation for property tax purposes, notwithstanding any program of revaluation. Please contact the Assessor's Office at 360-337-5777 to determine if a change in valuation is applicable due to the issued Decision.

The complete case file is available for review at the Department of Community Development; if you wish to view the case file or have other questions, please contact Constance Blackburn at cblackburn@co.kitsap.wa.us or (360) 337-5777. Please note DCD is open Monday to Thursday from 8:00am to 4:00pm and on Friday from 9:00am to 1:00pm except holidays.

Cc Applicant and/or Rep:
Amerco Real Estate Company: carlos_vizcarra@uhaul.com
Zulema Longoria: zulema_longoria@uhaul.com
PBG LLC: pbg.engr@yahoo.com

Cc Interested Parties:
Allison Satter: Allison.Satter@ci.bremerton.wa.us
Abby Henning: abby@futurehomesbremerton.com
Nancy and Juan Rubi: nanrubi@comcast.net

KITSAP COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT
614 DIVISION STREET, MS-36, PORT ORCHARD, WASHINGTON 98366-4682 **Larry Keeton, Director**
(360) 337-5777 FAX (360) 337-4415 HOME PAGE www.kitsapgov.com/dcd/

STAFF REPORT
And Decision
Administrative Conditional Use Permit

Date: May 18, 2016

Application Date: September 16, 2015
Complete Date: September 17, 2015

Project: U-Haul Moving and Storage Center Site Expansion

Type of Application: Administrative Conditional Use Permit

Planning File Number: 15 03733

Project Request:
The applicant is proposing the expansion of an existing storage facility to include a U-Haul Moving and Storage Center, a 3-story climate controlled self-storage facility (47,883 sf) and attached warehouse 3,962 sf). The building construction will be concrete tilt-up panels, with pre-finished metal panels, clear, tempered storefront glass, galvanized roofing and a metal canopy. The hours of operation will be Monday through Saturday 8:00 am to 6:00 pm, and Sunday 9:00 am to 5:00 pm. The U-Haul moving and storage center will also rent trucks, vans and trailers for either in-town or cross country.

The Review Authority is Kitsap County, consistent with Title 21 Kitsap County Code (KCC) for Type-II permits. The County reviewed the application for consistency with the requirements of KCC Section 17.355, Commercial Zones, to ensure the applicant has demonstrated the development satisfies height, lot, sign, parking, and landscaping requirements, as well as KCC chapter 17.420 decision criteria for ACUP's.

Decision Summary: Approval, subject to conditions.

Project Location:
4107 State Hwy 16 West, Gorst WA,
in South Kitsap County

Assessor's Account #: 4539-000-008-0004

Applicant' and Owner of Record:
Zulema Longoria, Authorized Agent
Amerco Real Estate Company
2727 N. Central Avenue, 5N
Phoenix, AZ 85004

Project Engineer:
Han Phan, P.E.
PBG LLC
2727 N Central Avenue
Phoenix, AZ, 85004

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

Pursuant to Washington Administrative Code 197-11-355, the Responsible Official signed a Mitigated Determination of Nonsignificance on April 22, 2016 and the appeal period ended on May 6, 2016 with the following information:

SEPA Comments:
This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

COMMENTS:
1. *The SEPA comment period previously occurred with the Notice of Application dated September 23, 2015.*
2. *There were public comments related to traffic and stormwater concerns, addressed as conditions in this decision.*

CONDITIONS:
1. *The proposal will be conditioned for Stormwater control pursuant to KCC Title 12 Storm Water Management (Stormwater Manual) and low impact standards in the adopted Gorst Subarea Plan.*
2. *The proposal will result in moderate adverse impacts from site development activity, increased traffic to and from the site, and increased impermeable surfaces.*

The proposed development is required to adhere to all fire safety, stormwater and environmental regulations in the Kitsap County Code (KCC), Title 14, 12 and 19 respectively to mitigate potential impacts.

MITIGATION:

1. *Pursuant to SEPA Substantive Authority (KCC 18.04.200.D.3), the following traffic mitigation is required, as detailed in item 17 of the January 19, 2016 Kitsap County Development Engineering Memorandum:*

    1. *Per the Gorst Subarea Plan, frontage improvements consisting of vertical curb, gutter and sidewalk shall be constructed along the property frontages of State Highway 3 and State Highway 16. The Site Development Activity Permit shall include a sidewalk design that meets the requirements of WSDOT.*

    2. *Sidewalk ramps shall conform to the current requirements of the Americans with Disabilities Act per WSDOT standard plans at the time of construction.*

    3. *The property owners shall be responsible for maintenance of all landscaping within the existing and proposed right-of-way including any structures other than roadway, storm drainage facilities, and traffic signage. Maintenance shall include, but not be limited to, mowing of lawn areas. A note to this effect shall appear on the face of the accepted construction plans. In addition, Development Services and Engineering reserves the right to require that covenants be recorded to address special maintenance requirements depending on final design.*

    4. *Before SDAP acceptance, the applicant shall submit a set of drawings to the Washington State Department of Transportation for review. The applicant shall notify Development Services and Engineering in writing when the plans have been submitted to WSDOT. Development Services and Engineering shall coordinate with WSDOT to determine if WSDOT has any comments to the submittal, but responsibility for obtaining concurrence from WSDOT lies with the property owner.*

    5. *Final plan approval will require documentation of WSDOT approval for impacts to and any required mitigation on SR 3 and SR 16. WSDOT point of contact is Dale Severson at (360) 357-2736:*

        Washington State Department of Transportation
        Olympic Region Development Services Attn: Dale Severson
        PO Box 47440
        Olympia, WA 98504-7440

Site Characteristics:
The subject property is triangle-shaped, flat and approximately 1.4 acres in size. The parcel is currently occupied by five one-story buildings with 212 storage units and a manager's office. The estimated existing total is 35,000 square feet, which was formerly called Bayview Mini Storage. The self-storage facility and warehouse

will be constructed within an open area abutting the intersection of State Highway 3 and State Highway 16. In addition to the current structures, a portion of the property has been improved with asphalt paved parking area and some landscaping.

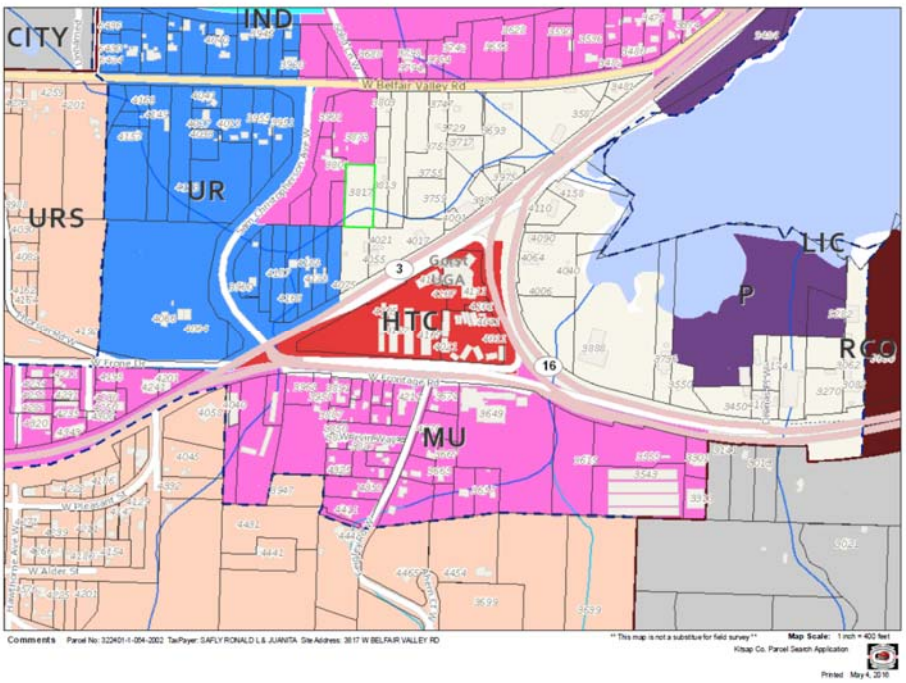
Existing Zoning and Comprehensive Plan Designation:

The Comprehensive Plan designation for the development site is Commercial and zoned Highway/Tourist Commercial (HTC), within the Gorst Subarea which is in the Bremerton Urban Growth Area (UGA). The HTC zone is designated high intensity commercial. The intent of the zone is to provide for shopping and service needs for the traveling public and intended to allow high density residential (10 to 30 dwelling units per acre). The following are the minimum lot standards for the HTC zone per KCC Chapter 17.355 Commercial Zones and as outlined in Gorst Subarea Plan, per Kitsap County Code (KCC) Section 17.382.070:

Minimum Lot Area = N/A
Minimum Lot Width = N/A
Minimum Lot Depth = N/A

Maximum Height = 35 feet (may be increased to 65', subject to South Kitsap Fire and Rescue review)
Minimum Density = 10 dwelling units/acre
Maximum Density = 30 dwelling units/acre

Minimum Setbacks =20 feet front yard setback
=10 feet side yard
=10 feet rear yard



Gorst Zoning Map

Per the Use KCC Use Table 17.381.040(B), the proposed storage self-service warehouses are permitted as an industrial use, reviewed through Administrative Conditional Use Permit

Gorst Design Standards

The project site is located within the Gorst Subarea Plan, adopted December 2013. The subarea plan is based on the characterization of the 6,570 acre Gorst Creek watershed. The plan guides mitigation to habitat, and water quality as it relates to land use activities. The design districts outline the design intent, and the principles for environmental standards, development incentives, structure design, orientation, and off-street parking and pedestrian access. Except for Highway Tourist Commercial and Industrial zones, the Gorst Subarea Plan provides incentives for reduction of impervious coverages.

Surrounding Land Use and Zoning:

Abutting property to east is zoned HTC. The zoning north of State Highway 3 is Urban Restricted and Low Intensity Commercial and south of State Highway 16 is Mixed-Use Commercial zone is currently developed with residential and commercial uses.

Public Utilities and Services:

Water:	Bremerton Water District
Power:	Puget Sound Energy
Sewer:	City of Bremerton Public Works
Police:	Kitsap County Sheriff
Fire:	South Kitsap Fire and Rescue District #7
Schools:	South Kitsap School District #402

Policies and Regulations Applicable to the Subject Proposal:

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

The following are polices from the Land Use Element of the Comprehensive Plan and the Gorst Subarea Plan that apply to the development proposal:

LU-57 Encourage Non-motorized and pedestrian linkages.

LU-82 Encourage commercial areas to be compact to encourage pedestrian and non-motorized travel and transit use.

LU-84 Provide development standards that identify appropriate uses, site size, building heights, setbacks, access, landscaping and signage and account for potential environmental impacts through physical buffers and screening for different types of commercial development.

LU-87 Control the number and size of signs associated with commercial uses to maintain a sense of visual order.

T-11 Provide transportation system that allows people to get to and from their destination in an acceptable time period via alternative mode options.

Gorst Subarea Plan

UGA -6 Provide incentives and regulations that reduce impervious surfaces, promote natural and distributes stormwater echniques and incorporate native and naturalized vegetation.

UGA -7 When ever practicable, require low impact development measures such as infiltration for new developmemt and redevelopment. Where impracticable, stormwater detention may be allowed.

UGA -20 Improve safety and circulation, and improve transportation mode choices including transit, bicycle, pedestrian, and automobiles.

Kitsap County Code (KCC)

Road Standards, Title 11
Stormwater Drainage, Title 12
Zoning, Title 17, (February 15, 1999 as amended)
- Chapter 110 Definitions
- Chapter 355 Highway/Tourist Commercial Zone
- Chapter 382 Density, Dimensions and Design
- Chapter 385 Landscaping
- Chapter 400 Land Use Review
- Chapter 420 Administrative Conditional Use Permit
- Chapter 435 Off-Street Parking and Loading
- Chapter 446 Signs
- Chapter 520 Appeals
- Chapter 525 Revocations of Permits or Variances

KCC, State Environmental Policy Act, Section 18.04
Critical Areas Ordinance, Title 19
Kitsap County Land Use and Development Procedures, Title 21,
Kitsap County Comprehensive Plan

Transportation:

The project receives access from State Highway 3 to the north and State Highway 16 to the south. The majority of the vehicle traffic will utilize the north and south entrances. State Highway 3 and State Highway 16 have federal functional classification as principal arterials. State Highway 3 is a multi-lane state-route that

usually runs north and south. The existing road conditions are more consistent with a rural design. The lane widths are approximately 12 feet, paved shoulders, without sidewalks, and with a posted speed of 40 mph. The Gorst Subarea Plan sets out design standards for public road improvements per Chapter 10.100 streetscape guidelines. Development Services and Engineering has reviewed the project proposal and has issued conditions of preliminary approval consistent with KCC Title 11, Road Standards, dated April 20, 2016.

Kitsap Transit:
Kitsap Transit is generally a transportation mode used by riders in urban growth areas; in rural areas critical connections are required with other transportation facilities. Kitsap Transit does not currently define a bus route adjacent to the subject property. Transit riders currently make north–south connection via Kitsap Transit Foot Ferry, and not through Gorst urban growth area. Traditionally, customers only use their own vehicles, and not transit, to transport items for storage, to and from the storage facility.

Storm Drainage:
The runoff on the existing site sheet flows northerly onto State Highway 3. Stormwater will tie into the existing collection and conveyance system. The applicant is proposing an onsite pervious pavement driving area and concrete pavement parking area. The rooftop runoff is proposed to be collected and conveyed to a rock trench/swale to promote infiltration and will be connected to the existing roadway storm system for excess runoff. The proposed driving areas will be pervious pavement to allow infiltration as much as possible, with an underdrain connecting to the proposed outlet drainage system (for excess runoff), then to the same existing roadway storm system on State Highway 3. The proposed improvements add 27,527 square feet of new and replaced impervious area. The applicant is proposing water quality treatment for 5,000 square feet of driveway area. An additional sand layer is proposed below the pervious pavement for water quality treatment. Development Services and Engineering has reviewed the project proposal and has issued conditions of preliminary approval consistent with KCC Title 12, Storm Drainage Manual, dated April 20, 2016.

Sewage Disposal
Public sewer has been proposed for this project. A sewer Availability Agreement has been executed with City of Bremerton dated August 24, 2015.

Administrative Conditional Use Permit Analysis

The application is reviewed for consistency with Kitsap County Code (KCC) Chapter 17.420 Administrative Conditional Use Permit, to determine if the applicant has demonstrated the development is physically suitable for the site, and compatible with the character for existing and future permitted uses.

KCC Section 17.382.030 Design Standards

The development must also meet the following requirements of Section 17.382.030 Design Standards:

Building Height, Buffering, and Screening Modification: The director may increase or decrease landscaping, screening and setbacks to minimize conflicts.

Staff Comment: The proposed architecture and landscaping will be consistent with the existing built environment. The expansion will be consistent with existing building setback lines.

Exterior Lighting in Urban Developments:
If artificial outdoor lighting is necessary, the lighting should be arranged so that light is fully shielded from the side view, directed downward, and away from adjacent residential properties.

Staff Comment: The storage facility will likely incorporate new lighting and additional light impacts will be moderate.

Screening of equipment, storage, and refuse areas:

1. The roof-mounted HVAC equipment shall not be visible from abutting lots or roadways.

   Staff Comment: It appears the architecture for the new retail spaces will be consistent with existing design by incorporating tall parapets so the roof mounted HVAC equipment will not be visible from the roadway or at pedestrian level.

2. Locate service areas, outdoor storage areas, and intrusive features away from neighboring properties.

   Staff Comment: Currently vehicles are stored out in the open. The applicant is proposing all indoor storage and not any outdoor storage of vehicles, which is consistent with this requirement.

3. The project will be required to comply with all county solid waste standards and provide concurrence from Waste Management as part of the Site Development Activity Permit process.

   Staff Comment: The storage facility expansion will require the use of existing or construction of new solid waste handling facilities. The location and size of the solid waste enclosures will be reviewed by the County and coordinated review with Waste Management for accessibility through the Site Development Activity Permit.

Access and Circulation

1. Safe pedestrian access and handicap access shall be required on-site from public rights-of-way to minimize pedestrian and vehicular conflicts. The applicant has proposed some changes to perimeter sidewalks and access from the parking lots to building.

   Staff Comment: During land use and civil plan review the applicant needs to demonstrate there will not be potential conflicts between pedestrian and vehicular circulation on and off-site. The development is required to have unobstructed access and separated pedestrian movement along the property frontage on State Highway 3 and State Highway 16. In addition, the pedestrian access needs to be in

compliance with standards for barrier-free access per the IBC Sections 1105, 1106 and other State and Federal ADA requirements.

2. Development is limited to one ingress/egress per 300-lineal feet along a public arterial. Small parcels that provide less than 200 feet of road frontage shall be limited to one parking lane and exit.

   Staff Comment: The applicant is not proposing new vehicular access to the site. The project will include the use of existing driveway approaches on the north, south and east sides of the development.

Signs permitted according to KCC Chapter 17.446.
The applicant is required to apply for sign permits in accordance KCC Section 17.446 Signs.

Staff Comment: There are no specific sign proposals through the ACUP. The applicant will be required to apply for sign permits and signage will not be installed until after building occupancy. The sign code requires one sign per road frontage and wall mounted sign area will be calculated based on wall area.

Off-street parking and loading per KCC Chapter 17.435.
The project is required to provide adequate off-street parking consistent with the standards in KCC Chapter 17.435 Off-street Parking, Loading, and KCC Section 17.382.030 Design Standards.

The above chapter for Off-street parking requirements require one space per 3,000 square feet of gross floor area. The improvements include the construction of a new 47,863 square foot three-story storage facility and a 3,962 square foot attached warehouse for a total of 51,825 square feet. The existing storage building total approximately 35,000 square feet. The applicant includes 17 existing off-street parking spaces, 16 spaces are required and 16 spaces are proposed and one off-street loading space for the warehouse.

Staff Comment: The off-street parking ratio is consistent.

Landscaping provided per KCC Chapter 17.385.
KCC requires that a minimum of 15% of the total site area be landscaped to the standards in the Chapter KCC 17.485 Landscaping. The applicant states 28.5% (17,825 square feet) of the site will be landscaped.

Staff Comment: During the review of the Site Development Activity Permit, the applicant will be required to include a landscape plan showing how all disturbed areas will be replanted and include a plant schedule with required spacing and sizes (ground cover, shrubs, and trees). Landscaping in the State right-of-way does not count towards the required amount of landscaping.

Gorst Subarea Plan Design Standards

The Design Guidelines apply to all new proposed development or significant redevelopment within the Gorst Subarea. The Department shall apply guidelines to a

remodel or expansion of existing development to an extent that is proportional to the scope of the proposal.

Section 10.130 Major Commercial Corridors

The Major Commercial Corridor guidelines apply to at-grade portions of SR 3 and SR 16 within the Gorst UGA. State Highways 3 and 16 are both have a principal arterial Federal Functional Classification with heavy vehicular traffic. The intent of these guidelines is to mitigate the negative impacts of such traffic on the pedestrian environment, and to promote a more coordinated and attractive character of development along these corridors.

A. Roadway

Design of the vehicle roadway will vary based on the applicable WSDOT 4 to 6 lanes wide with a median or center lane.

B. Street Frontage

The street frontage is required to prioritize pedestrian safety and comfort while maintaining vehicle access to adjacent properties. The curb zone should be a minimum of 6 feet wide. The curb zone may be occupied by a landscaped planter strip, or planter strip.

Sidewalk The sidewalks shall be a minimum of 5 to 8 feet wide. The sidewalk shall be paved and unobstructed.

Transitional Zone where building facades abut, or within 2 feet of the right-of-way, a paved minimum 2-foot transition zone allows people to pause in front without obstructing the sidewalk.

C. Building Frontage

Where buildings are within 10 feet of the right-of-way, the design of the building frontage should receive special attention. Design element should be provided to encourage pedestrian activity and contribute to a varied and interesting streetscape.

Weather Protection: Commercial or mixed use buildings weather protection provided along at least 40%.

Fences, Walls and Planters: Fences walls and planters are allowed up to 42 inches.

Applicant: The project is located within the HTC zone, a use permitted through ACUP. Since this is an existing mini-storage business located within a mixed commercial and industrial corridor, the warehouse is consistent with the character and intent of the underlying zone.

Staff Comments: The project is permitted conditionally and fronts on two high volume roadways that are maintained by WSDOT. The project is subject to standards in the Gorst Subarea Plan that requires sidewalks 5 to 8 feet wide along the property frontage. These sidewalks provide a critical pedestrian access to the signalized intersection located on the west side of the property, and where pedestrians cross SR-3.

Section 10.220 Commercial

The commercial design guidelines apply to highway oriented and stand–alone commercial uses, which include auto sales and service and offices use, as well as small, light-scale light industrial uses. These uses characterize much of the non-residential development in the Gorst Subarea. The intent of the guidelines is to ensure that commercial development contributes to an attractive and inviting streetscape and minimizes conflicts between pedestrians and vehicles. The guidelines recognize the importance of maintaining vehicle accessibility but seek to mitigate some of the negative impacts of the automobile –oriented development on the pedestrian environment.

Applicant: A pedestrian entrance from the sidewalk is not necessary or practical since the typical customer would not drop-off or pickup stored items on-foot. Although pedestrian traffic is minimal for this use, the design includes inviting landscapes and directional signs to provide both pedestrian and vehicle safety.

Staff Comments: Staff concurs with the above statement regarding storage facility customers. However, the customer access does not preclude the need for sidewalks along the property frontage for the general public use.

A. Building Orientation

Commercial building should be oriented toward the public right-of-way to define and strengthen the realm and avoid the uncoordinated and confusing pattern of development that occur with auto oriented uses. Building entrances should be towards the street.

Applicant: The main building entrance has been oriented toward State Highway 16 and avoids any uncoordinated or confusing patterns of development.

Building Frontage - No less than 65% of the building frontage should located within the minimum/maximum setback allowable in the zone.

Applicant: The proposed development meets the setback requirements for the new building.

Building Entrances - Primary entrances should be oriented toward the public-right-of-way, not the off-street parking. Secondary entrances may be provided that are oriented toward the off-street parking.

Applicant: The main building entrance has been oriented toward SR-16 which is the safest and most clearly delineated traffic route.

Staff Comments: The proposed building orientation is consistent with the above standard.

B. Building Facade

The commercial building facades should use design elements that create a safe, functional, and interesting environment.

Applicant: The proposed building is designed with a series of windows and paint patterns that break-up the long expansive walls. Since our site is surrounded by busy highways, it creates a challenge in providing a pedestrian appeal.

Ground Floor Transparency – For ground floor retail, glazing should occupy 50% of the street facing building frontage between 2 and 10 feet above grade of the right-of-way.

Applicant: The proposed building is for self-storage warehouse and not a ground floor retail business. The ground floor houses a series of self-storage units that customers can rent to store their household good. Windows on the ground floor will jeopardize the security of the storage.

Building Articulation – Unbroken wall planes of greater than 30 feet along the street facing the building frontage should be avoided.

Applicant: We have provided a building with a facade that is stepped horizontally and works with our interior functions. Other architectural elements adding visual interest include architectural door panels, windows, earth tone colors and a diamond pattern to reduce vertical scale of the building.

Blank Walls – Blank walls greater than 30 feet along street facing frontage should be avoided.

Applicant: The proposed building is located in a triangular site with two frontages. The shape of the parcel lends itself to a building design that steps horizontally and reflects the character of the site adjacent highways.

Staff Comments: The design standards are to address building facades to address proposed suburban commercial retail uses, and not self-storage.

C. Parking and Vehicular Access

Commercial buildings should be primarily oriented to the public right-of-way and conducive to pedestrian activity. Off-street parking areas, driveways, and curb cuts should to be designed to be minimally disruptive.

Applicant: The proposed building is located on a site with two driveways and curb cuts that meet the standards.

Staff Comments: The applicant is not proposing any significant changes to the vehicular ingress and egress movement.

Location parking – Where ever practical, the parking should be located to the

side and rear of a building. No more than 50% of the street frontage of any site may be occupied by parking or driveways.

Applicant: Our site is triangular with frontages on two sides on two sides as such it is impossible to meet this requirement.

Curb Cuts – Curb cuts should be minimized to ensure continuity of sidewalks and minimize conflicts between pedestrians and vehicles.

Applicant: The proposed building is located on a site that has existing driveways and curb cuts that meet the standards of this requirements.

Shared Driveway – Driveways should be shared between two or more building site wherever practicable, as a means of limiting curb cuts.

Applicant: The proposed building is located on a site that has existing driveways and curb cuts that meet the standard.

Staff Comments: The storage facility also receives access near the convenience store/fueling station to the east.

Shared Parking – Parking should be shared between two or more building site wherever practicable.

Applicant: Sufficient parking exists at adjacent businesses.
Pedestrian Accessibility – Parking areas and driveways should be designed to provide pedestrian accessibility (from public sidewalk) through the parking area to the building.

Applicant: Parking for this development is located on the side of the building with pedestrian accessibility adjacent to the parking area. This standard is met.

Staff Comments: For security purposes the storage facility is not consistent with typical commercial retail uses with shared off-street parking.

Project Site Data		
	Existing	**Proposed**
Impervious Area.	23,852 sf	26,215 sf
Landscaping		17,825 sf
Parking Spaces	17	16
Lot Coverage	35,000 sf	54,923 sf

Staff Communication:

Document	Dated or date stamped
Kitsap Public Health District	No Comments
Engineering	April 20, 2016
Determination of Nonsignificance	April 22, 2016
County Fire Prevention Bureau:	September 21, 2015

(For all other documents and reports, see the project file which is the public record for

the Administrative Conditional Use Permit.)

Public Comments:
The County gave proper public notice consistent with Title 21 of the Kitsap County Code. To date, the County has received one written public comment from an adjacent property owner. Their concerns involve the lack of screening of the existing storage yard, additional vehicular and pedestrian traffic, increase in noise, and reduction in property values.

The Department has reviewed the U-Haul storage expansion and found the project is consistent with Comprehensive Plan policies and the implementation regulations in the KCC Title 17 Zoning and consistent with the Gorst Subarea Plan.

Site Plan Review Findings:
Staff has reviewed the Kitsap Mall expansion Administrative Conditional Use Permit application against the requirements in KCC 17.382.030 Design Standards and satisfies the criteria set forth in KCC Section 17.420.040(A). Findings on each criterion are hereby made as follows:

1. As found above, the proposal is consistent with the Commercial designation of the Kitsap County Comprehensive Plan.

   Applicant states the expansion addresses the public need for economic growth and fulfills the intent of the comprehensive plan as Silverdale is a regional economic center.

2. The proposal complies with applicable requirements of Title 17 KCC, assuming compliance with conditions of approval.

3. The U-Haul Self-storage facility expansion in the HTC Zone will not be materially detrimental to existing or future uses of property in the immediate vicinity for other uses.

   <u>Staff Comment</u>: The largest potential impacts are traffic and off-street parking. The applicant provides sufficient off-street parking to meet future demand. The applicant has demonstrated that existing peak hour vehicle trips will not impact levels of service at intersections.

4. The proposal is compatible with and incorporates specific features, conditions, or revisions that ensure it responds appropriately to the existing character, appearance, quality or development, and physical characteristics of the subject property and the immediate vicinity.

   <u>Staff Comment</u>: As proposed, the project will be compatible with the HTC zoning, and physical characteristics of the development site. The off-street parking and landscaping will be consistent with the neighborhood character.

Land Use Decision:
Based upon the above findings, it is recommended that the Kitsap Mall Expansion and Administrative Conditional Use Permit request be **approved**, subject to the following conditions:

Land Use Conditions:

1. All Building permits will be subject to impact fees pursuant to Kitsap County Code.

2. The Landscape Plan shall meet the minimum Code requirements including sizes, spacing, irrigation, and treatment of landscape beds, consistent with Section17.385.

3. Landscaping shall be installed and maintained in conformance with the requirements of Kitsap County Code (KCC) 17.385. Landscaping shall be installed and inspected prior to requesting a final inspection, or guaranteed by means of an assignment of funds or bonded in the amount of 150 % of the cost of installation.

4. Wheel stops and/or curbing in all parking areas shall be required to prevent potential damage to landscaping. Wheel stops and/or curbing shall be depicted on the Site Development Activity Permit (SDAP).

5. Any and all signage design and location (including exempt signs) shall comply with KCC 17.446, and be reviewed and approved by the Department of Community Development prior to installation. Signage will require a separate permit.

6. Show pedestrian access via a sidewalk or pedestrian path that minimizes conflicts between pedestrian and vehicular circulation, in compliance with KCC 17.382.030 Design Standards. Pedestrian access must comply with standards for barrier-free access per IBC Sections 1105, 1106 and other State and Federal requirements.

7. Land use approval is limited to the uses proposed by the applicant on the approved site plan and the SEPA Environmental Checklist. Any modifications or expansion of the project will be subject to further review pursuant to the requirements of the appropriate sections of the Kitsap County Code.

8. This Administrative Conditional Use Permit approval shall automatically become void if no development permit application is accepted as complete by the Department of Community Development within three years of the Notice of Decision date or the resolution of any appeals.

9. The authorization granted herein is subject to all applicable federal, state, and local laws, regulations, and ordinances. Compliance with such laws, regulations, and ordinances is a condition to the approvals granted and is a continuing requirement of such approvals. By accepting this/these approvals, the applicant represents that the development and activities allowed will comply with such laws, regulations, and ordinances. If, during the term of the approval granted, the development and activities permitted do not comply with such laws, regulations, or ordinances, the

applicant agrees to promptly bring such development or activities into compliance.

10. The recipient of any Administrative Conditional Use Permit shall file a Notice of Land Use Binder with the County Auditor prior to any of the following: initiation of any further site work, issuance of any development/construction permits by the County, or occupancy/use of the subject property or buildings thereon for the use or activity authorized. The Notice of Land Use Binder shall serve both as an acknowledgment of an agreement to abide by the terms and conditions of the administrative conditional use permit and as a notice to prospective purchasers of the existence of the permit. The Binder shall be prepared by the Department and recorded at the applicant's expense. The applicant shall provide recorded copies of the Binder to the Department immediately after recording. The Binder shall be recorded within 30 days of notification from the Department that the Binder is ready to be recorded.

11. The applicant shall adhere to all applicable Kitsap Public Health District requirements.

Fire Conditions

The Fire Marshal's Office has reviewed the above project for fire protection purposes and requires the following conditions as an element of the land use approval:

12. Fire apparatus access roads are required and must be maintained. Any proposed revision to these roads must be submitted to, reviewed and approved by the Kitsap County Fire Marshal's Office, per IFC 503, Amended by Kitsap County. Access roads shall comply with the following:

    a. Unobstructed width of 20 feet and height of 13 feet 6 inches.

    b. Designed and maintained to support a 60,000 pound fire apparatus and be provided with an all-weather driving surface.

    c. Dead end access roads exceeding 150 feet in length shall be provided with an approved turnaround.

    d. Inside turning radius shall be a minimum of 25 feet.

    e. Access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of the structure, as measured by an approved route around the exterior of the structure or facility.

    f. Road shall not be more than 12% grade.

13. Fire flow in the amount of 4750 gpm @ 20 psi for a minimum of 2 hours is required for the project. This is based on the proposed building of 51,845 square feet and constructed of Type II-B construction. A reduction in required fire flow of

up to 75% as approved for commercial buildings is allowed when the building is provided with an approved automatic fire sprinkler system. The resulting fire flow shall not be less than 1500 gpm. Any changes to the structure will require a recalculation of fire flow, per IFC 508.5, Amended by Kitsap County.

14. Water line size and location and the location of fire hydrants must be shown on SDAP plans. A letter of water availability indicating available fire flow from the water purveyor is required to be submitted to the Kitsap County Fire Marshal's office prior to the approval of any building permits.

15. A minimum 2 of hydrants are required and should be placed no more than 400 feet from each other, up to 600 feet if protected by a fire sprinkler system for commercial building. One hydrant shall be within 50 feet of the fire department connection (FDC), per IFC 508.5.1 Amended by Kitsap County.

16. A 3-foot clear space shall be maintained around the circumference of fire hydrants, per IFC 507.5.5

17. Automatic fire sprinklers will be required for this project. A fire alarm shall be installed to monitor the fire sprinkler system.

18. Fences and gates require co-approval by the Fire Code Official and the local Fire District. If approved, each fence or gate shall provide a clear width of 20 feet when open. Gates may be chained and locked only if they are equipped with a Rapid Access padlock. Electric gates shall be provided with a Rapid Access key-operated switch. Authorization/purchase forms may be obtained from the local Fire District. All gates that cross access roadways shall be signed “NO PARKING TOW AWAY ZONE”.

19. A rapid access secured key box (Knox box) will be required for buildings with a fire alarm, fire sprinkler or other fire protection system because immediate access is necessary for lifesaving and firefighting purposes. The owner or occupant will be required to provide keys to gain access to all portions of the building, including sprinkler system control valves and fire alarm panels. The key box should be located adjacent to the main entrance or as approved by the Fire Code Official. An application for a key box must be obtained from the local Fire District. Multiple key boxes may be required for large structures or facilities, depending on operational considerations. The Fire District shall identify the required model for the applicable structure. Where fire hydrants are subject to impact by a motor vehicle, guard posts or other approved means shall comply with Section 312, per IFC 507.5.6

Engineering Conditions

Development Service and Engineering accepts the concepts contained in this preliminary submittal and requires the following conditions as an element of the land use approval:

GENERAL

20. Construction plans and profiles for all roads, storm drainage facilities and appurtenances prepared by the developer's engineer shall be submitted to Kitsap County for review and acceptance. No construction shall be started prior to said plan acceptance.

STORMWATER

21. The information provided demonstrates this proposal is a *Major Development* as defined in **Kitsap County Code Title 12,** and as such will require a Site Development Activity Permit **(SDAP)** from Development Engineering.

22. Stormwater quantity control, quality treatment, and erosion and sedimentation control shall be designed in accordance with **Kitsap County Code Title 12** effective at the time the Administrative Conditional Use Permit application was deemed complete, September 16, 2015. The submittal documents shall be prepared by a civil engineer licensed in the State of Washington. The fees and submittal requirements shall be in accordance with Kitsap County Ordinances in effect at the time of SDAP application.

23. The site plan indicates that greater than 1 acre will be disturbed during construction. This threshold requires a National Pollutant Discharge Elimination System (NPDES) Stormwater Construction permit from the State Department of Ecology. More information about this permit can be found at: http://www.ecy.wa.gov/programs/wq/stormwater/construction/ or by calling Josh Klimek at 360-407-7451, email joshklimek@ecy.wa.gov. This permit is required prior to issuance of the SDAP.

24. The application indicates that a significant quantity of grading material will be exported from the site. Prior to issuing the SDAP an approved fill site(s) must be identified. Any fill site receiving more than 150 cubic yards of material must obtain an SDAP. Fill sites receiving 5,000 cubic yards or more must have an engineered SDAP.

25. The application indicates that a significant quantity of grading material will be exported from the site. Typically this means five or more trucks leaving the site per hour. Because of this a vehicle wheel wash must be included as an element of the siltation erosion control plan.

26. During the construction of the proposed permeable pavement and infiltration facilities, the Project Engineer shall provide an inspection to verify that the facilities are installed in accordance with the design documents and that actual soil conditions encountered meet the design assumptions. The Project Engineer shall submit the inspection report properly stamped and sealed with a professional engineer's stamp to Development Services and Engineering.

27. The design of the infiltration facilities will be in accordance with Section 7.3.4 of the Kitsap County Stormwater Design Manual.

28. The infiltration facilities shall remain off line until the drainage areas are stabilized

and the water quality treatment facility is adequately established. Temporary erosion and sedimentation ponds shall not be located over infiltration facilities.

29. The owner shall be responsible for maintenance of the storm drainage facilities for this development following construction. Before issuance of Occupancy Permits for this development, the person or persons holding title to the subject property for which the storm drainage facilities were required shall record a Declaration of Covenant that guarantees the County that the system will be properly maintained. Wording must be included in the covenant that will allow the County to inspect the system and perform the necessary maintenance in the event the system is not performing properly. This would be done only after notifying the owner and giving him a reasonable time to do the necessary work. Should County forces be required to do the work, the owner will be billed the maximum amount allowed by law.

30. Kitsap County will not be responsible for any damage to any private roads, tracts, and/or easement areas that may occur during routine maintenance activities and that in Kitsap County's judgment occur, in whole or in part, because of any construction materials or techniques, or any maintenance materials or techniques. This includes, but is not limited to, damage to pavement or vegetated areas caused by maintenance trucks.

TRAFFIC AND ROADS

31. Submit an Application for Concurrency Test (KCPW Form 1601) as required by Chapter 20.04.030, Transportation Concurrency, of the Kitsap County Code. The KCPW 1601 form reserves road capacity for the project.

32. Per the Gorst Subarea Plan, frontage improvements consisting of vertical curb, gutter and sidewalk shall be constructed along the entire property frontages of State Highway 3 and State Highway 16. The Site Development Activity Permit shall include a sidewalk design that meets the requirements of WSDOT.

33. Sidewalk ramps shall conform to the current requirements of the Americans with Disabilities Act per WSDOT standard plans at the time of construction.

34. The property owners shall be responsible for maintenance of all landscaping within the existing and proposed right-of-way including any structures other than roadway, storm drainage facilities, and traffic signage. Maintenance shall include, but not be limited to, mowing of lawn areas. A note to this effect shall appear on the face of the accepted construction plans. In addition, Development Services and Engineering reserves the right to require that covenants be recorded to address special maintenance requirements depending on final design.

35. Before SDAP acceptance, the applicant shall submit a set of drawings to the Washington State Department of Transportation for review. The applicant shall notify Development Services and Engineering in writing when the plans have been submitted to WSDOT. Development Services and Engineering shall coordinate with WSDOT to determine if WSDOT has any comments to the submittal, but responsibility for obtaining concurrence from WSDOT lies with the property owner.

36. Final plan approval will require documentation of WSDOT approval for impacts to

and any required mitigation on SR 3 and SR 16. WSDOT point of contact is Dale Severson at (360) 357-2736:

Washington State Department of Transportation
Olympic Region Development Services Attn: Dale Severson
PO Box 47440
Olympia, WA 98504-7440

SOLID WASTE

37. Prior to SDAP approval, Waste Management (360) 674-3166 shall be contacted for information on implementing the solid waste/recycling storage requirements influenced by the service provider (e.g. dumpster size and location) for the project. Pay particular attention to the access requirements of collection trucks. Documentation shall be provided from the solid waste/recycling service provider that their requirements for this project have been met.

38. The SDAP submittal shall show solid waste dumpster location, method for securing the enclosure gates in an open position and pad sizes on the civil plans submitted for approval. Details of the enclosure, including interior dimensions, building materials and lighting must be included with the civil plans prior to final approval. These details may be architectural drawings attached to the civil plans. Provided area must accommodate a minimum 6-yard dumpster.

39. The SDAP submittal shall show that at least 150 square feet of exterior recyclable materials storage space for the project. Describe collection containers and show their locations, method for securing the enclosure gates in an open position and pad dimensions on the civil plans submitted for approval. Details of the enclosure, including interior dimensions, building materials and lighting must be included with the civil plans prior to final approval. These details may be architectural drawings attached to the civil plans.

OTHER

40. If rock/retaining walls are proposed in the final design, the following condition applies. Construction of rock walls or other retaining facilities that exceed four feet in height shall require a building permit.

41. If rock/retaining walls are proposed in the final design, the following condition applies. Rock and retaining walls shall meet all applicable setback requirements of KCSDM 11.4.4.

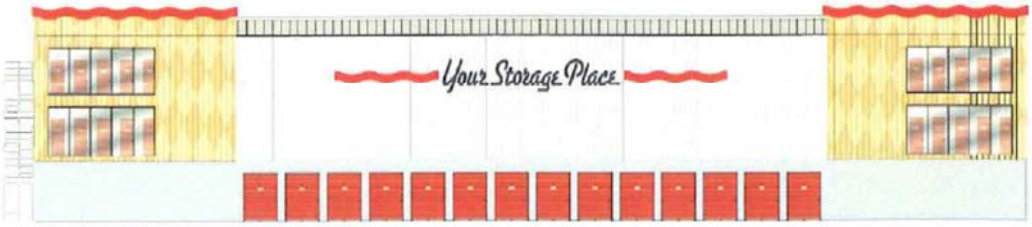
(See Attached Site Plan Below)

This Administrative Decision is issued on _____. This Decision of the Director of the Kitsap County Department of Community Development may be appealed to the Kitsap County Hearing Examiner, pursuant to Section KCC 21.04.290 Appeals. An appeal must be filed with the Department of Community Development within 14 days after this decision is mailed.

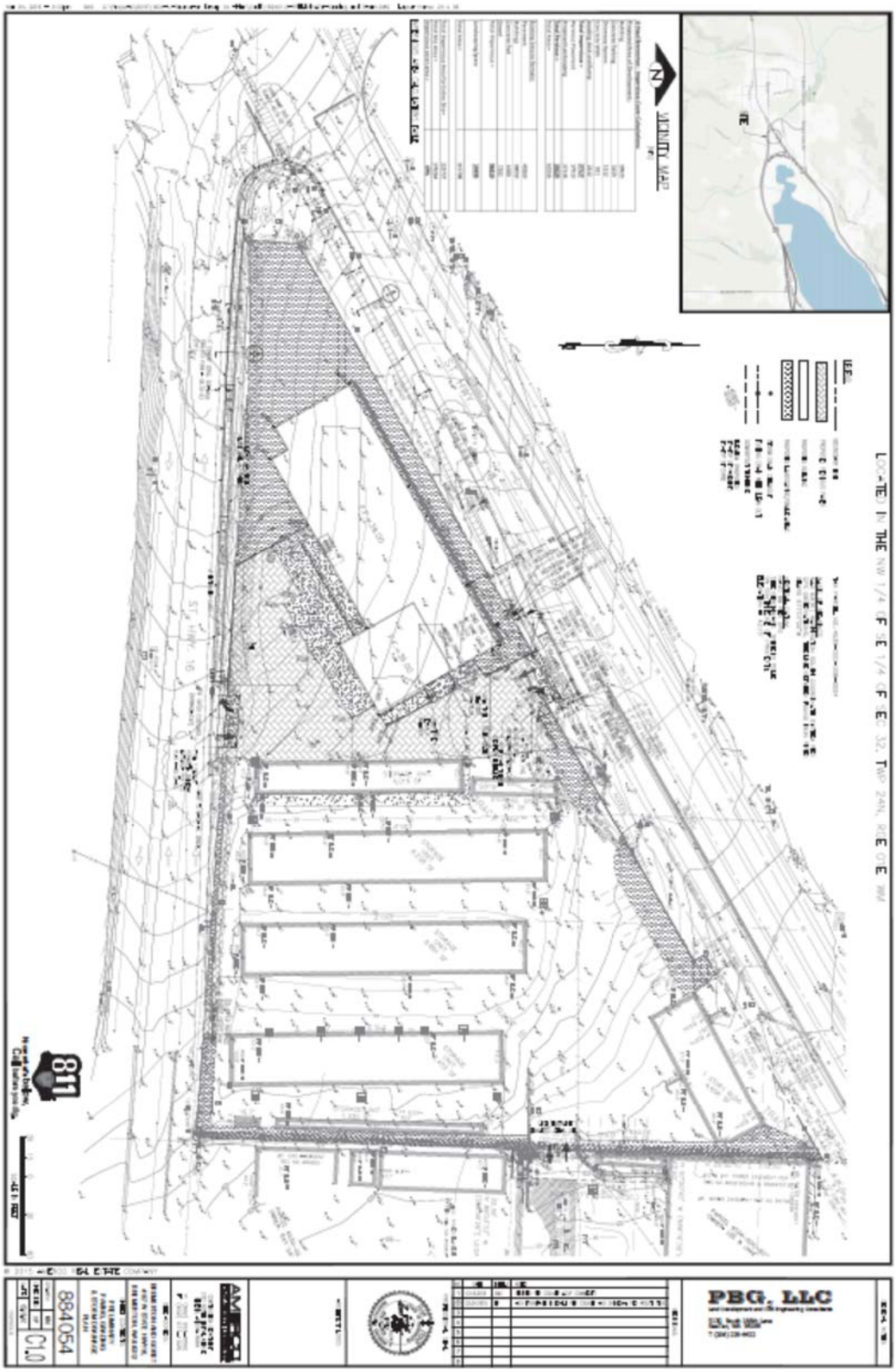
cc:
XX Applicant: Zulema Longoria
XX Engineer: Han Phan, PE
XX Interested Parties:
XX DCD Staff Planner: Jeff Smith
XX DCD DSE Supervisor / Manager Shawn Alire
XX Dale Severson
XX City of Bremerton Planning Director

Proposed Architectural Elevations

SOUTH ELEVATION / CONCEPTUAL IMAGING



NORTH ELEVATION / CONCEPTUAL IMAGING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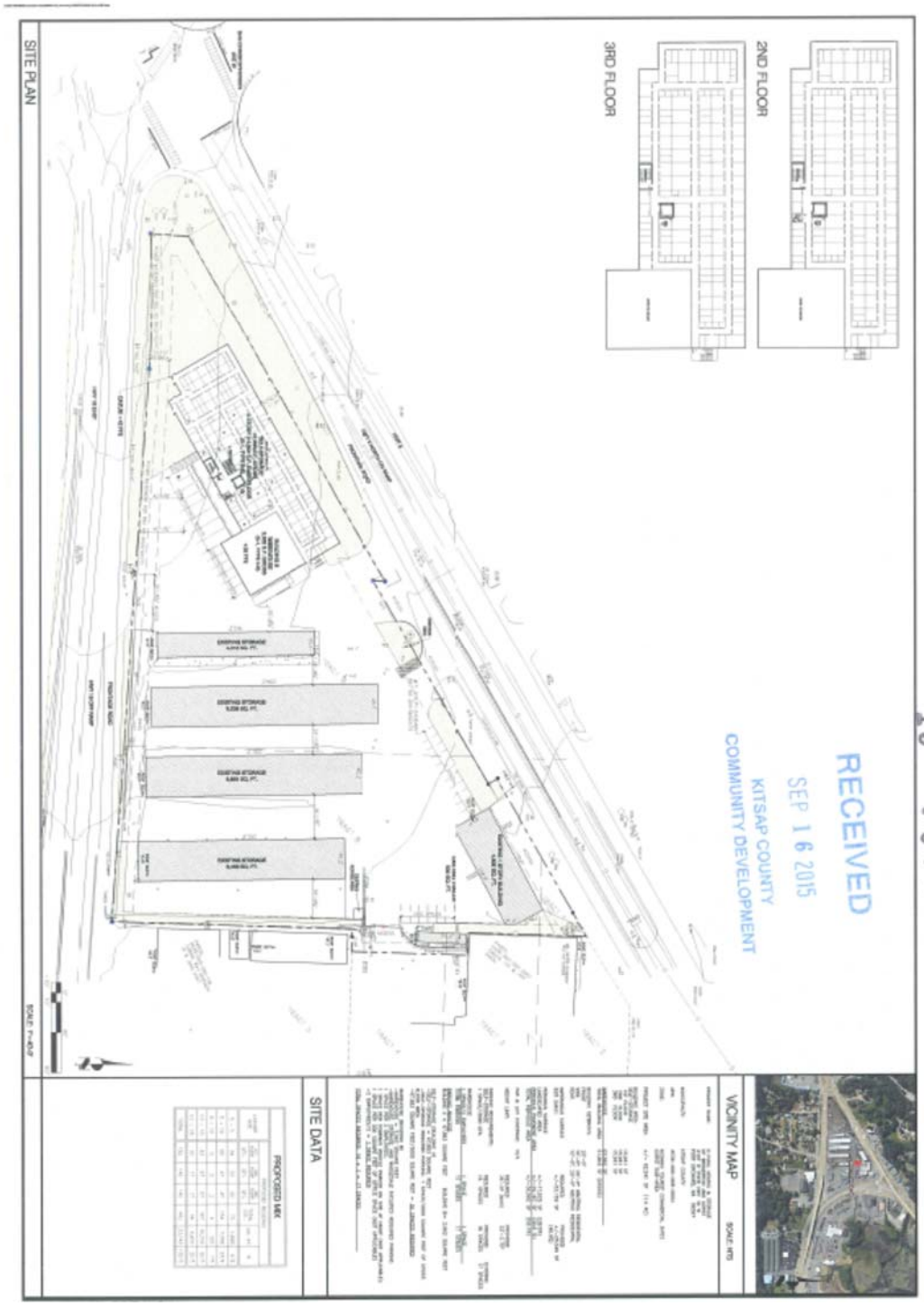
2ND FLOOR
3RD FLOOR
RECEIVED
SEP 16 2015
KITSAP COUNTY
COMMUNITY DEVELOPMENT
15 03733
VICINITY MAP
SITE DATA
SITE PLAN