



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.

Chapter 2

ZONING AND DEVELOPMENT REGULATIONS



MANCHESTER

Community Plan
Update

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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

Zone	Density	Minimum Lot Size
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

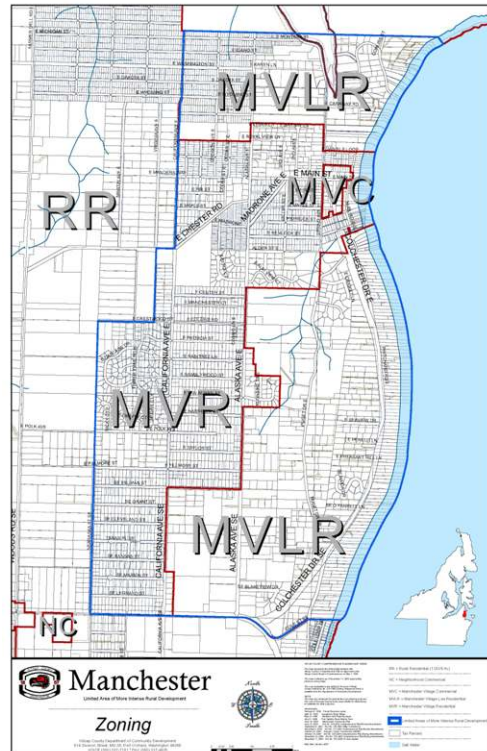
The Manchester Village contains two residential designations; Manchester Village Residential and Manchester Village Low Residential (that were established in the 2002 Plan). The zoning in each residential designation recognizes the existing pattern and intensity of development of its area. The complete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



MANCHESTER

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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

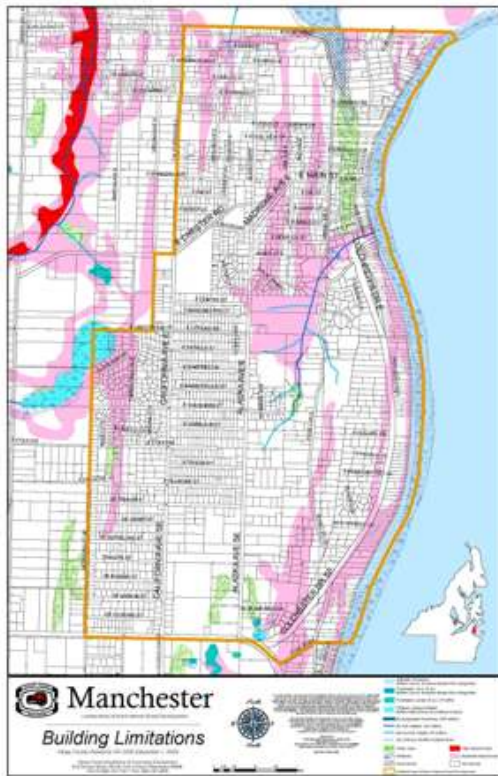
Streams: The primary stream located within the Manchester Village boundary is Duncan Creek. This creek is fed by several springs and a small wetland located in the middle of the Manchester Village and exits to Puget Sound just south of downtown. Washington State Department of Fish and Wildlife has designated 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.

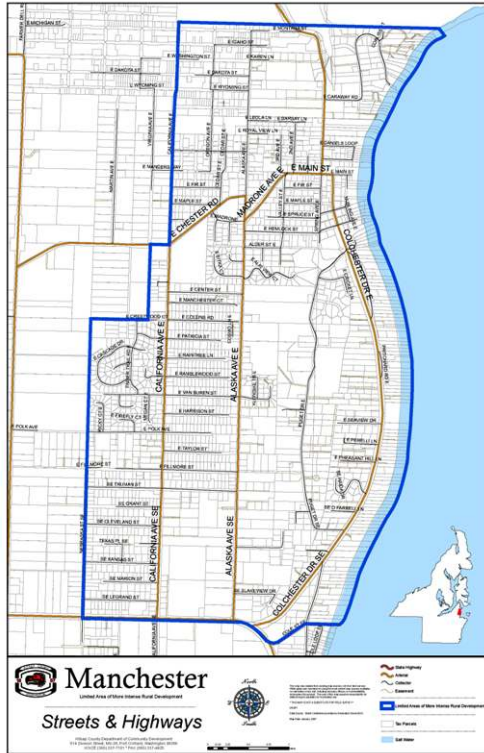
Alaska Avenue E. is a two-lane roadway, running from Mile Hill Drive in the south to dead end at Montana St. in the north. Alaska Avenue is classified as an urban collector. The posted speed limit is 35 mph.

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 3rd 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	0.86	D	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	1.00	F	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



MANCHESTER

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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

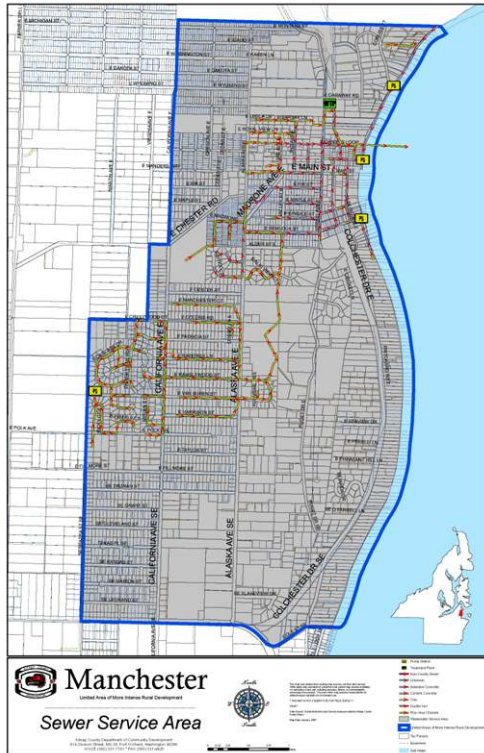
Main Street Extension and Polk Street Extension – 1994

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

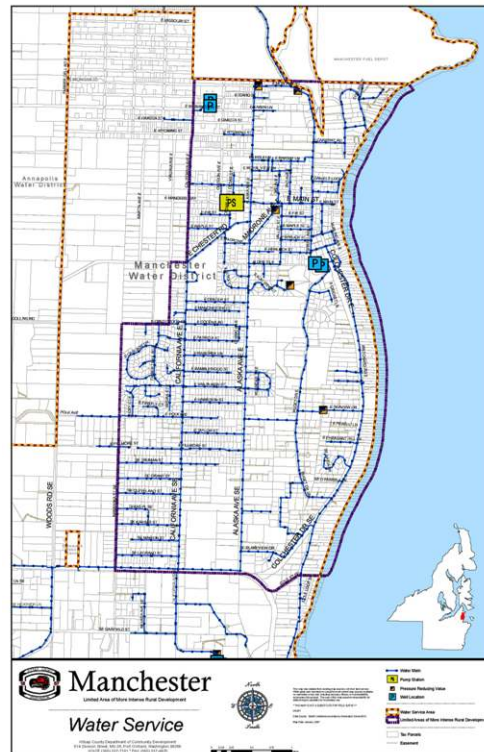
Customers of the Manchester Water District receive their water from deep-aquifer wells (groundwater). The District serves the areas of Manchester, South Colby, Harper and Southworth (generally south of Beaver Creek Road, west of Long Lake Road and north of Sedgwick Road in unincorporated South Kitsap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

	MVC	MVR	MVLR
Maximum Impervious Surface Coverage	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 6th 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 Hilldale 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.