

FINAL



KITSAP COUNTY COMPREHENSIVE PLAN 2016-2036

June 2016





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Kitsap County Mission



Kitsap County government exists to protect and promote the safety, health and welfare of our citizens in an efficient, accessible and effective manner.

Kitsap County Vision Statement



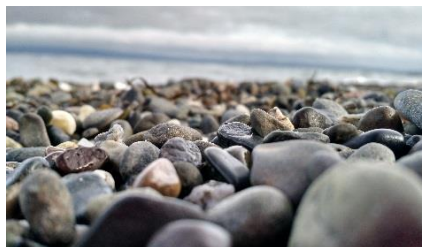
Effective and Efficient County Services - County government continuously assesses its purpose, promotes and rewards innovation and improvement, fosters employee development and uses effective methods and technologies to produce significant positive results and lasting benefits for citizens.

Thriving Local Economy - A well-educated workforce and strategic investment in county infrastructure prompt businesses to expand or locate in Kitsap County, creating well-paying jobs and enhancing our quality of life.

Safe and Healthy Communities - People are protected and secure, care about their neighborhoods and are proud of where they live, work and play.

Inclusive Government - County government conducts all activities in a manner that encourages citizen involvement, enhances public trust and promotes understanding.

Protected Natural Resources and Systems - Education, land use planning and coordinated efforts assure that the forests, clean air and water that Kitsap is known for are sustained for the benefit of current and future generations.





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Community Groups

Suquamish Citizens Advisory Committee
Central Kitsap Community Council
Kingston Citizens Advisory Council
Manchester Citizens Advisory Committee
Illahee Neighborhood Group
Keyport Neighborhood Group



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Executive Summary



The Washington State Growth Management Act requires cities and counties to periodically update their Comprehensive Plans. The Kitsap County Comprehensive Plan 2016-2036 (the Plan) serves as the policy document that helps guide decisions on services for a wide range of critical County programs, such as building roads, providing land for housing, and protecting the environment.

This Plan is released concurrently with the Supplemental Environmental Impact Statement (SEIS) and the Capital Facilities Plan (CFP). The Plan describes how residents would like the County to look in the future. This document includes Guiding Directives, Goals and Policies, and Strategies for the following seven elements; Land Use, which includes rural and resource lands, Economic Development, Environment, Housing and Human Services, Transportation and Capital Facilities and Utilities. The Plan elements are organized and presented in the following manner:

- **Discussion:** Discussion text provides an overview and description of the element of the Plan featured in the chapter.
- **Guiding Directives:** Guiding directives for elements of the Plan are the County's guidance policy directives on how growth management planning will occur. These guiding directives establish overarching practices carried forward from the existing Plan and explain the section's importance to planning Kitsap County's future. These directives are from previously adopted planning efforts that require recognition as ongoing policy for guidance purposes. They complement the Plan's updated goals and policies. This section also reiterates applied sections of the Growth Management Act, provisions under which policies have already been developed.
- **Goals and Policies:** Goals provide guidance to the County for land use development and/or preservation, while policies direct how these goals may be accomplished.
- **Strategies for Implementation:** Strategies are descriptions of how and when certain actions will be prioritized. Many strategies are tied with budget decisions and other annual program plans. Strategies from non-County plans may be considered, adopted, or not implemented dependent on priorities and available resources. These strategies are categorized by: Projects and Programs; Partnerships; Measuring, Monitoring and Evaluation; Public Participation; and Finance and Budget.
- **Supporting Documents:** Technical documents developed and referenced for the Plan include the Buildable Lands Report, the Supplemental Environmental Impact Statement, and the Capital Facilities Plan. Appendix D contains tables reflecting unincorporated urban growth area targets and capacities.

The Plan emphasizes growth and future development in a sustainable manner. Kitsap County Leadership and staff have used a very inclusive approach to planning and decision-making that

clearly outlines restoration and protection of the natural environment. The Plan through Guiding Directives, Goals, Policies and Strategies demonstrates the County's deep commitment to maintaining and restoring ecosystems via habitat conservation, restoration of waterways, and reduction of greenhouse gas emissions. The Plan also establishes broad requirements that support and encourage that a healthy environment is intact for residents now and in the future. The Plan was updated based on residential and employment targets that align with VISION 2040. Through the targeting process staff identified the housing units needed in Unincorporated Kitsap County through 2036. The Plan considers affordable housing issues for this planning period. Residential and employment targets were also identified for the County's designated regional growth center of Silverdale. More specifically the Plan addresses each of the important policy areas in VISION 2040:

- habitat protection
- water conservation
- air quality
- climate change

The Plan takes environmental protection very seriously, including the idea of the environment as an asset. The County, through the Plan, promotes environmentally sound development methods, such as low-impact landscaping. The Plan also focuses on encouraging compact urban development and includes design guidelines for mixed-use and transit-oriented development, while also prioritizing funding and investments to the Silverdale Regional Center. In the Plan the Housing and Human Services element, is committed to expanding housing production at all income levels to meet the diverse needs of current and future residents. The Plan supports an economic development element in Chapter 2 that clearly supports job creation, creating great communities, and maintaining a high quality of life. The transportation element in Chapter 5 directly recognizes the importance of cleaner and more sustainable mobility, with Goals and Policies supporting complete streets, green streets, and thoughtful design. The Plan also supports multi-modal transportation and an emphasis of moving people, not necessarily cars. The County also supports important transportation lines with coordinated transportation planning via partnerships with cities and neighboring counties, including, but not limited to level-of-service standards and concurrency provisions. The Plan also continues the County's commitment to conservation methods in the provision of public services. The Plan addresses local implementation actions in VISION 2040 in the Land Use Strategies section and references the VISION 2040 in that section as well.

Why a Comprehensive Plan?



The Washington State Growth Management Act RCW 36.70A was implemented in 1990. The main focus was to encourage wise land use and reduce the occurrences of sprawl.

“The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public’s interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning. Further, the legislature finds that it is in the public interest that economic development programs be shared with communities experiencing insufficient economic growth.”

The Required elements of the Plan include Land Use, Housing, Capital Facilities, Utilities, Transportation, Rural and Economic Development. Optional Elements included in this plan are Parks and Recreation, and Environment. This Plan outlines the Kitsap County’s efforts to meet the requirements of the Washington State Growth Management Act in the coming 20 years.

Comprehensive Plan 2016-2036 Vision



■ **County Government.** County government that is accountable and accessible; encourages citizen participation; seeks to operate as efficiently as possible; and works with citizens, governmental entities and tribal governments to meet collective needs fairly while respecting individual and property rights.

■ **Urban Areas.** Healthy urban areas that are the region's centers for diverse employment and housing opportunities, all levels of education, and civic and cultural activities.

■ **Rural Areas.** Rural areas and communities where unique historical characters, appearances, functions, and pioneering spirits are retained and enhanced. Natural resource activities, such as forestry, agriculture, and mining continue to contribute to the rural character and economy. Rural recreation opportunities are enhanced, including equestrian facilities, trails, and others.

■ **Economic Development.** A stable, prosperous and diversified economy that provides living wage jobs for residents, supported by adequate land for a range of employment uses and that encourages accomplishment of local economic development goals.

■ **Environment.** Natural ecosystems including interconnected wetlands, streams, wildlife habitat, and water quality that are rehabilitated, protected and enhanced and that allow for flexible and innovative development to meet environmental and growth goals. In developed areas, the growth pattern supports conservation of non-renewable energy and minimizes impacts on air quality and climate.

■ **Housing and Human Services.** Residential communities that are attractive, affordable, diverse, and livable supported by appropriate urban or rural services. A variety of housing choices are available, meeting a full range of resident income levels and preferences. Residents are able to walk or use multi-modal transportation options between neighborhoods and to community destinations. Policy guidance or program support for the county's most at-risk populations.

■ **Open Space.** An open space network – including greenbelts, wildlife habitat, forested areas, and active and passive parks – that is accessible, interconnected, provides opportunities for recreation and defines and distinguishes urban and rural areas.





■ **Transportation.** An efficient, flexible, and coordinated multi-modal transportation system – including roads, bridges and highways, ferries, transit, and non-motorized travel – that provides interconnectivity and mobility for county residents and supports our urban and rural land use pattern.

■ **Public Services and Facilities.** Public services and facilities – including, but not limited to, parks and recreation, law enforcement, fire protection, emergency preparedness, water/sewer, roads, transit, non-motorized facilities, ferries, stormwater management, education, library services, health and human services, energy, telecommunications, etc. – are provided in an efficient, high-quality and timely manner by the County and its partner agencies. Public services and facilities are monitored, maintained and enhanced to meet quality service standards.

*Would you like to be
more involved?*



*Sign up for updates at
<http://www.kitsapgov.com>
You can learn about activities
involving the County.*

Chapter 1 - Land Use



Discussion

The Land Use Chapter plays the central role of guiding urban, rural and resource land use patterns and decisions for the unincorporated portions of Kitsap County. In keeping with state law, the County fulfills this responsibility of shaping land use primarily by regulatory means such as zoning, subdivision, critical areas and shoreline ordinances.

Due to the integral nature of land use and other elements of the Kitsap County Comprehensive Plan (the Plan), land use goals and policies relate directly to all other chapters of the Plan.

The Plan directs future residential and employment growth within the unincorporated portions of the county. Future population growth is accommodated by the capacity of residential units. As part of this Plan, a land capacity analysis was conducted to determine the capacity for new residences and the associated population, as well as employment capacity for the unincorporated county.



The intent of goals and policies regarding population projections and distributions is to establish the growth forecasts to be used for planning purposes, and the specific growth targets for each Urban Growth Area. Designated Urban Growth Areas are intended to accommodate the majority (76 percent) of 20 years' population growth, based on official growth management forecasts adopted by the State of Washington Office of Financial Management.

The County and its cities select a specific growth forecast through adoption of the Countywide Planning Policies (CPPs). These county-level forecasts are distributed among jurisdictions in the region through a cooperative process. The Kitsap Regional Coordinating Council (KRCC) – comprised of participating elected officials of the region's governmental entities – is the body charged with making recommendations for such allocations.

Kitsap County is in a unique position within the Puget Sound area. To the east across the Puget Sound is the highly developed urban area of King County and Seattle. To the west across the Hood Canal is rural Jefferson County. Many Kitsap County residents consider themselves as sandwiched between two extremes: Urban and Rural. While Kitsap County has urban and rural areas, in a regional



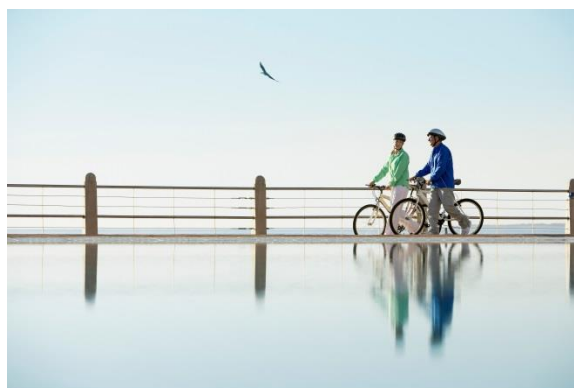
perspective Kitsap County exists in the middle. The key to maintaining Kitsap's character is to preserve existing open space in rural areas, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

Land Use Guiding Directives

The Land Use guiding directives, goals, and policies guide urban and rural land use for unincorporated Kitsap County. In keeping with state law, this chapter is responsible for guiding land use primarily through implementing development regulations, such as zoning, subdivision, critical areas and shoreline standards. Land Use goals and policies in this Comprehensive Plan form an integral basis for other comprehensive plan elements including; *Economic Development, Environment, Housing and Human Services, Transportation, Parks and Recreation, and Capital Facilities*. Specifically impacted are urban and rural residential development, commercial development, industrial and business lands, open space and greenways, historic preservation, and drainage, flooding and stormwater management. Guiding directives in this element provide a path to:

- maintain consistency with the Washington State Growth Management Act,
- maintain consistency with the Puget Sound Regional Council Planning Policies,
- maintain consistency with the Kitsap Countywide Planning Policies,
- direct the majority of growth toward urban areas,
- provide greater distinction between urban and rural areas,
- guide land use patterns to allow for efficient provision of urban services such as sewers and transportation systems,
- preserve open space, and recognize historical and archaeological resources to be preserved for future generations and,
- ensure compatibility between adjacent zones.

The goals and policies recognize the County residents' desire for healthy urban areas that are the region's centers for diverse employment, housing opportunities, educational opportunities for K-12, technical training and college level instruction, and civic and cultural activities. The goals and policies also recognize that rural areas and communities have unique historical characters, appearances, and functions that should be retained and enhanced. Natural resource activities, such as forestry, agriculture, and mining continue to contribute to the rural character and economy, and are also guided by goals and policies in this chapter.



Technical documents used in development of Chapter 1 (Land Use) include the Buildable Lands Report (land capacity analysis).

Beyond the technical documents used to prepare the Plan extensive research on past and future population projections was completed. According to the Washington Office of Financial Management (OFM), between 2006 and 2012 the Kitsap County resident population grew by 10,451 persons. The majority of this growth occurred in incorporated cities.

Countywide, including cities, Urban Growth Areas and rural areas, the existing residential buildable land supply can accommodate a total of approximately 113,252 persons. The planned countywide population growth forecast is 80,483 persons for 2036.

In 2013, Kitsap County adopted new residential growth projections through 2036. The current target is focused on directing 76 percent of growth into the Urban Growth Areas and the remaining 24 percent into the rural areas. Once the 76 percent target is reached, it is reset to 84 to 16 Urban Growth Area to rural respectively.

Cities and Urban Growth Areas (UGAs) have a combined residential buildable land capacity sufficient to accommodate approximately 86,237 persons. The planned incorporated city and Urban Growth Area share of the forecast population growth is 60,266 persons for and the 2012 to 2036 period. They also have a combined commercial/industrial buildable land supply that meets the forecast for the 2016-2036 planning horizon, as adopted in the Kitsap Countywide Planning Policies. The land capacity results for unincorporated UGAs under the Comprehensive Plan Update are based on the updated future land use plan, but show similar results as those reported in the 2014 Buildable Lands Report. Unincorporated UGAs targets and capacities are further described in Appendix D.

The Growth Management Act provides that, “Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest or mineral resources. The rural element shall permit appropriate land uses that are compatible with the rural character of such lands and provide for a variety of rural densities and uses and may also provide for clustering, density transfer, design guidelines, conservation easements and other innovative techniques that will accommodate appropriate rural uses not characterized by urban growth” (RCW 36.70A.070(5)).



While managing growth, Kitsap County recognizes that the rural character of County is the primary reason many residents decide to make their homes here. Defining this character is an important step in preserving it. Kitsap County’s rural area consists of differing natural features, landscape types and land uses. Rural land uses consist of both dispersed and clustered residential developments, farms, wooded lots, and small and moderate-scale commercial and industrial uses that serve rural residents as their primary client. Rural landscapes encompass the full range of natural features, including forested expanses, pastures, cropland, rolling meadows, ridge lines and valley walls, distant vistas, streams and lakes, shorelines and other sensitive areas.

As per the Growth Management Act, the rural area of Kitsap County is much less developed than the urban areas. This allows for the natural landscape to predominate over the built environment. Kitsap County has a maximum density in the rural area of one dwelling unit per five acres. This zoning allows for large amounts of undeveloped land and for the protection of critical areas and rural character. The County also has an adopted Critical Areas Ordinance (CAO). The CAO protects the wetlands, fish and wildlife conservation areas, geologically hazardous areas, frequently flooded areas, and critical aquifer recharge areas. Kitsap County has five adopted zoning classifications in the rural areas that are intended to prevent the inappropriate conversion of undeveloped land. Further, the provision of urban level of governmental services to the rural area is restricted.

For County residents, the term rural also defines a philosophy of living and a quality of life. This quality of life includes a sense of quiet, community and a slower pace of life. Rural characteristics include the abundance of trees, access to recreation, views of water and mountains, and a quiet, unregimented atmosphere. The elements of rural character also include the dynamic natural systems abundant in Kitsap County which can be vulnerable to human and natural change.



The intent of resource lands goals and policies is to direct the use of lands that contain commercial quality resources, such as for forestry, agriculture, mineral extraction, and aquaculture. These resource-based uses are often intermixed or occur together with residential development within the County's rural areas. Resource lands are identified on the Land Use Map with the Forest Resource designation or Mineral Resource Overlay. Forest Resource designation primarily focuses on lands that have commercial forestry resources. This designation of resource lands and activities is intended to help keep these lands available for commercially significant resource production and to help maintain these sectors of the local economy. The Forest Resource designation is implemented by the Forest Resource zone.

General Land Use Goals and Policies

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

Land Use Policy 1. Establish specific development standards for medium- and high-density developments to ensure compatibility adjacent to existing low-density neighborhoods.

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

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

Land Use Policy 4. Minimize new one-story commercial development through zoning and design standards.

Land Use Policy 5. Examine incentives for infill development.

Land Use Policy 6. Where appropriate, encourage mixed use, high density uses, and Transit Oriented Development (TOD) to reduce reliance on the Single Occupancy Vehicle (SOV).

Land Use Policy 7. Facilitate mixed use development in commercial designations.

Land Use Policy 8. Create performance standards for commercial and industrial areas that reflect impact of use for zoning purposes.

Land Use Policy 9. Continue to review and assess data for application of reasonable measures. Monitor the effectiveness of adopted reasonable measures in one-year intervals with the publication of the Buildable Lands Report.

Land Use Policy 10. Measure, adopt and implement reasonable measures if the Buildable Lands Report finds inconsistencies in planned growth.

Land Use Policy 11. In accordance with Kitsap County Health District and Washington State

Did You Know?



Land use decisions help determine the look and feel of a neighborhood. They also can directly and indirectly impact residents' lives including a sense of community, economic development and health.

requirements, require connection to a public sewer system for new or extensively remodeled development located within 200 feet of the public sewer system, and within an urban growth area.

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

Land Use Policy 12. Review spatial requirements and proximity as considerations when requiring new development to provide connectivity to existing trails, paths and sidewalks and seek locations and means to expand existing trail system.

Land Use Policy 13. Examine health and equity impacts of land use decisions to all populations.

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



Land Use Goal 3. Support more dense residential areas with access to transportation, urban amenities, goods and services, physical activity and healthy foods.

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

Land Use Policy 16. Promote housing preservation and development in areas that are already well-served by schools, public transportation and commercial facilities, and have adequate infrastructure to support alternative modes of transportation.

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

Land Use Policy 18. Encourage new opportunities for and preservation of existing public waterfront access, especially in support of the National Water Trails system.

Land Use Goal 4. Coordinate with other jurisdictions, tribal governments, agencies, special districts, and property owners to ensure coordinated and compatible land use planning and utilize Urban Growth Area Management Agreements with cities, as feasible.

Land Use Policy 19. Coordinate with the Puget Sound Regional Council, the Kitsap Regional

Coordinating Council and other jurisdictions not included in these groups, on Land Use / Zoning policy.

Land Use Policy 20. Work with port districts to understand Land Use / Zoning designation needs and encourage new opportunities for and preservation of existing public waterfront access.

Land Use Policy 21. Coordinate with service providers, agencies, local jurisdictions, County departments and the public, to ensure appropriate zoning.

Land Use Policy 22. Preserve and protect features of historic, archaeological, cultural, scientific and educational value or significance through coordination and consultation with the appropriate local, state and federal authorities, affected Indian tribes, and property owners, through non-regulatory means.

Land Use Goal 5. Encourage urban-rural distinction with cities. Facilitate and encourage incorporation or annexation with associated cities of urban areas over the 20-year planning period and ensure compatibility of development with future planned uses within the unincorporated Urban Growth Area consistent with the Urban Growth Area Management Agreement process called for in the Countywide Planning Policies.



Land Use Policy 23. Address the issues related to the association of unincorporated Urban Growth Areas with their corresponding incorporated cities, consistent with the CPPs. The following unincorporated Urban Growth Areas are currently associated: Poulsbo (City of Poulsbo), East Bremerton (City of Bremerton), West Bremerton (City of Bremerton), Gorst (City of Bremerton), Puget Sound Industrial Center, Urban Growth Area (City of Bremerton), ULID No. 6/McCormick Urban Growth Area (City of Port Orchard) and South Kitsap/Port Orchard (City of Port Orchard).

Land Use Policy 24. Establish a planning process, concurrent with the determination of Urban Growth Area association, within each unincorporated Urban Growth Area that abuts an incorporated area, with the goal of improving consistency between city and County plans, zoning and development regulations, as well as providing efficient delivery of urban services. The goals and procedures of the process should be described in an Urban Growth Area Management Agreement between the County and the city associated with the Urban Growth Area.

Land Use Policy 25. Considering the fact Central Kitsap Urban Growth Area is unassociated with a

city, work with the City of Bremerton on an agreement to associate the Central Kitsap Urban Growth Area.

Land Use Policy 26. Include the following components in each Urban Growth Area Management Agreement:



- Specification that the city’s zoning code; densities; development, subdivision, environmental and construction standards; and levels of service shall apply to the entire Urban Growth Area unless mutually agreed otherwise by the city and the County.
- Confirmation that the city’s comprehensive plan should reflect land use and capital facilities planning for the entire Urban Growth Area. This should include agreement regarding the operation and maintenance of County-owned public facilities such as parks and other community buildings.
- Identification of the responsibility and mechanisms for comprehensive plan amendments, zoning changes and development applications within the Urban Growth Area.
- Identification of the services to be provided, the service provider and the terms of services. All service providers should be included in Urban Growth Area planning.
- Provisions on revenue sharing.
- Description of the city’s pre-annexation planning to ensure logical and coordinated boundaries which shall include:
 - ◆ Conditioning City service extensions upon actual annexation for properties contiguous to the City boundary or to agreements of no protest to future annexation for properties not contiguous.
 - ◆ Offering pre-annexation agreements to property owners interested in annexation and needing assurances from the City about service, planning, or other issues.
 - ◆ Plans for tiering and/or phasing of infrastructure development, appropriate to the individual Urban Growth Area.
 - ◆ City priorities for City-led annexation efforts as appropriate.
- Other issues as appropriate for specific Urban Growth Area Management Agreements.
- Perform post-annexation reviews and evaluate accomplishment of the pre-annexation plan goals.

Land Use Policy 27. Enter into discussions with jurisdictions having any newly incorporated areas to address the logical transfer of jurisdiction, including the issues of infrastructure provision, ownership and maintenance; revenue sharing; and regional planning.

Land Use Goal 6. Direct development to designated Urban Growth Areas consistent with projected population growth, Growth Management Act and Countywide Planning Policies while considering development patterns that reduce sprawl, use urban land more efficiently, and that incorporate feasible, innovative and sustainable practices.

Land Use Policy 28. Evaluate the assumptions contained in the County's Land Capacity Analysis for consistency with Countywide Planning Policies.

Land Use Policy 29. Through application of Growth Management Act goals, increase density in urban areas and limit sprawl in rural lands.

Land Use Policy 30. At mid-point of Comprehensive Plan, i.e. 4-year cycle, assess the Land Use Map and docket for Site Specific Amendments.

Land Use Policy 31. Maintain consistency with Countywide Planning Policies regarding growth targeting.

Land Use Policy 32. Explore the creation of incentives and streamlined administrative processes for new short plats in high priority areas to be identified within the Urban Growth Areas as a Reasonable Measure.

Land Use Goal 7. Utilize Low Impact Development (LID) site planning principles to minimize loss of native forest soil cover and minimize imperviousness to reduce stormwater runoff and improve water quality where soil conditions are suitable.

Land Use Policy 33. Recognize and adopt Western Washington Phase II Municipal Stormwater National Pollutant Discharge Elimination System Permit requirements for low impact development.

Land Use Goal 8. Encourage development and use of regional stormwater facilities where feasible and consistent with the County's adopted Stormwater



Comprehensive Plan.

Land Use Policy 34. As part of periodic updates to the County’s Stormwater Comprehensive Plan, the County will identify basins and sub-basins that may be suitable for development of regional stormwater facilities. Regional facilities may be proposed in other locations by either the County or developer, subject to review and approval by the County Public Works Director and a determination that the regional facility is consistent with applicable County goals and policies.

Land Use Policy 35. New development or redevelopment projects that are located within a basin that drains to an existing or proposed regional stormwater facility, may be required to contribute toward the cost of planning, designing, constructing and maintaining that facility in lieu of building onsite improvements. The amount of the contribution will be proportionate to the amount of stormwater being added by the property relative to the capacity of the regional facility.

Land Use Policy 36. The County may enter into Latecomer Agreements with developers for recovery of their costs for capital improvements which benefit other parties in accordance with State law. The County may add an administrative charge for this service.

Land Use Goal 9. Promote food security, food systems, local food production, and public health by encouraging locally based food production, distribution, and choice through urban agriculture, community gardens, farmers markets, and food access initiatives.

Land Use Policy 37. Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities.

Land Use Policy 38. Support the development and adoption of joint-use agreements on publicly-owned sites or institutional facilities to allow gardens, distribution and sales.

Land Use Policy 39. Prioritize underserved communities, including communities with “food deserts” e.g. lack of grocery stores, as areas for potential locations for community gardens, farmers markets, and local food access programs.

Land Use Policy 40. Consider allowing alternative retail models including pop-ups and mobile markets.

Land Use Goal 10. Maintain sufficient industrial land area in the Urban Growth Areas for future industrial use.

Land Use Policy 41. When updating code pertaining to industrial lands ensure industrial lands uses are a priority in order to prevent commercial encroachment.

Land Use Goal 11. Consider the strategies and recommendations of the 2015 Naval Base Kitsap Joint Land Use Study (JLUS).

Land Use Policy 42. Review and consider the Joint Land Use Study recommendations, as recommended by the Joint Land Use Study Implementation Committee.

Land Use Policy 43. Participate in the Joint Land Use Study Implementation Committee.

Land Use Policy 44. Discourage the siting of incompatible uses near military bases that would affect the installations' abilities for military readiness and proposed future expansion.

Land Use Policy 45. Establish a list of recognized military "centers".

Land Use Policy 46. Recognize and consider the Manchester Fuel Depot freight route when new development and traffic improvements are proposed.

Land Use Goal 12. Ensure that land use decisions comport with Growth Management Act requirements concerning general aviation airports.

Land Use Policy 47. Discourage the siting of incompatible uses near airports.

Land Use Policy 48. Land use decisions near or within the operating envelope of an airport must not compromise air safety.

Land Use Policy 49. Consult with the owners and operators of general aviation airports prior to changing comprehensive plan or development regulations that will affect the use.

Learn More



*Visit <http://compplan.kitsapgov.com>
to learn more about land use
planning.*

Rural Land Use Goals and Policies

Land Use Goal 13. Protect Kitsap County's unique rural character.

Land Use Policy 50. Limit the designated rural area to low residential densities that can be sustained by minimal infrastructure improvements, cause minimal environmental degradation, and that will not cumulatively create the future necessity or expectation of urban levels of service.

Land Use Policy 51. Permit residential uses in rural areas consistent with the planned rural character of the surrounding area.

Land Use Policy 52. For Type I Limited Area of More Intensive Rural Development (LAMIRD), allow for limited areas of more intensive rural development, including necessary public facilities and public services to serve the limited area as follows: Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads development and in accordance with Growth Management Act Requirements.

Land Use Policy 53. Outside of the Type III Limited Area of More Intensive Rural Development (LAMIRD), limit development only to that which serves rural residential or resource needs and does not draw population from Urban Growth Areas. This policy is implemented through Comprehensive Plan Land Use designations, zoning designations, and zoning code provisions.

Land Use Policy 54. In accordance with RCW 36.70A.070(5)(c):

- to preserve rural character of the County, emphasize controlling rural development; assuring visual compatibility of rural development with the surrounding rural area,
- reduce the inappropriate conversion of undeveloped land into sprawling, low-density development in the rural area,
- protect critical areas, as provided in RCW 36.70A.060, and surface water and groundwater resources, and,
- protect against conflicts with the use of agricultural, forest, and mineral resource lands designated under RCW 36.70A.170.

This policy is implemented through Comprehensive Plan Land Use designations, zoning designations, and zoning code provisions.

Land Use Policy 55. Encourage development practices and design standards for the rural area, such



as minimizing changes in grade from pre-development site conditions in order to maximize native vegetation retention.

Land Use Goal 14. Foster rural businesses and business opportunities on designated commercial and industrial lands in the rural area, while balancing protection of rural character.

Land Use Policy 56. Consider existing, isolated areas of generally small-scale commercial or industrial activity for designation as a Type III Limited Area of More Intensive Rural Development (LAMIRD).

Land Use Policy 57. Unlimited expansion of commercial and industrial uses in the rural areas is not appropriate. Accordingly, only limited new commercial and industrial uses will be permitted in the rural areas. Such commercial and industrial uses must be consistent with Growth Management Act and Comprehensive Plan requirements for rural areas, preserve Kitsap County's rural character, and shall not allow urban-type uses or services.

Land Use Policy 58. Encourage business growth in existing LAMIRDs while limiting business growth outside of LAMIRDs so as to not impact the rural character.

Land Use Policy 59. Allow or conditionally allow home-based cottage-type businesses and industries in the rural areas that do not negatively affect rural level of service or rural character.



Land Use Policy 60. When considering public spending for facilities and services within the rural area give priority to the following:

- Maintaining existing facilities and services that protect public health and safety.
- Upgrading facilities and services when needed to support planned rural development at rural service level standards but which do not create capacity for urban growth.

Land Use Policy 61. Re-examine and, if appropriate, adopt or amend criteria used to determine if land meeting Growth Management Act designation criteria as Agricultural Resource Land exists within the county.

Land Use Policy 62. Explore creation of a "no-net-loss" policy for agricultural lands.

Land Use Policy 63. Foster agriculture opportunities by promoting flexibility in development regulations.

Land Use Policy 64. Continue regulatory and non-regulatory preservation of historic or working farm land, particularly through tax policy, conservation easements, Transfer of Development Rights (TDR), Purchase of Development Rights (PDR), innovative design criteria and the establishment of a small farms institute, to encourage small farms. Some historic Kitsap County working farms should be preserved for food and fiber production, educational and scenic purposes.

Land Use Policy 65. The Kitsap County Agricultural Strategic Plan and Inventory shall be the basis for Kitsap’s food system, including agriculture, policies and programs developed by the County. Agricultural mapping detailed in the plan shall be maintained and refined.

Land Use Policy 66. Allow agricultural activities and practices from cultivation to harvest as well as on-farm value-added processing within the Rural Wooded, Rural Protection and Rural Residential zoning districts or the Farming Focus Areas identified in the Agricultural Strategic Plan and Inventory.

Land Use Policy 67. Permit all agricultural uses as defined KCC 17.110.050 and agricultural activities as defined in Revised Code of Washington 7.48.310 in the Rural Wooded, Rural Protection and Rural Residential zoning districts.

Land Use Policy 68. Slaughtering facilities, meat packing or commercial feed lots shall be limited to the Farming Areas identified in the Agricultural Strategic Plan and Inventory.

Land Use Policy 69. Develop and adopt criteria for permitting temporary farm worker housing standards and policies to allow for construction of farm worker housing and infrastructure.

Land Use Policy 70. Consider procedures to notify neighboring landowners about approved agricultural uses in the Rural Wooded, Rural Protection and Rural Residential zoning districts.

Land Use Policy 71. Coordinate with federal, state and local governments, community groups, and private landowners to promote long-term preservation of farmlands.

Land Use Policy 72. Develop regulations that permit appropriate farm-related activities secondary to primary farm operations in Rural Wooded, Rural Protection and Rural Residential zoning districts. This



includes, but is not limited to, farm infrastructure buildings, commercial activities in conjunction with adding value to products grown on the farm (on-farm processing, community kitchens), farm stands and sales, and other essential farm support activities.

Land Use Policy 73. Develop and promote incentives for continued rural and resource uses, including but not limited to a Transfer of Development Rights program, an expedited agricultural activity permit review program, and educational and agritourism activities.

Land Use Policy 74. Recognize recreational equine activities and animal grazing uses as compatible uses with agricultural uses and activities because of their economic contribution to the County’s agricultural industry and for preserving large parcels of land for other agricultural uses.

Land Use Policy 75. Review and amend development regulations to consider impacts of non-farm-related commercial or industrial uses to the Farming Areas identified in the Agricultural Strategic Plan and Inventory.

Land Use Policy 76. Water is an agricultural necessity. Develop and adopt policies with appropriate local, county and state agencies to promote viable coordinated water resources for greater accessibility to water rights for agriculture usage.

Resource Land Use Goals and Policies

Land Use Goal 15. Develop strategies for future use and compatibility for properties used for minerals.



Land Use Policy 77. Require that all plats, short plats, development permits, and building permits issued for development activities on, or within five hundred feet of, lands designated as mineral resource lands, contain a notice that the subject property is within or near designated mineral resource lands on which a variety of commercial activities may occur that are not compatible with residential development for certain periods of limited duration. The notice for mineral resource lands shall also inform that an application might be made for mining-related activities, including mining, extraction, washing, crushing, stockpiling, blasting, transporting, and recycling of minerals.

Land Use Policy 78. Kitsap County should determine if adequate mineral resources are available for projected needs from currently designated mineral resource lands.

Land Use Policy 79. Coordinate with the Washington State Department of Natural Resources (DNR) to ensure that future reclamation plans are consistent with the comprehensive planning for

the site and surrounding area, as well as any permits issued by the Department of Natural Resources.

Land Use Goal 16. Develop a strategy for use and compatibility of properties used for timber production.

Land Use Policy 80. Maintain and enhance the continuation of forestry lands and forestry through tax policy, conservation easements, purchase of development rights, Transfer of Development Rights (TDR), and clustering incentives.

Land Use Policy 81. Coordinate with the Department of Natural Resources (DNR), Tribal governments, community groups, and private forest landowners to promote long-term preservation of forest lands.

Land Use Policy 82. Allow the use of normal Best Management Practices within the designated Forest Resource Lands and Rural Wooded area, provided all applicable environmental laws and regulations are followed.

Land Use Policy 83. Allow industrial uses associated with forestry activities in the Mineral Resource overlay.

Land Use Policy 84. Develop and promote incentives for continued rural and resource uses, and, as appropriate, preservation including but not limited to a Transfer of Development Rights (TDR) program.



Land Use Policy 85. Require that all plats, short plats, development permits, and building permits issued for development activities on, or within five hundred feet of, lands designated as forest resource lands contain a notice that the subject property is within or near designated forest resource lands on which a variety of commercial activities may occur that are not compatible with residential development for certain periods of limited duration.

Land Use Goal 17. Develop and maintain adequate rural and urban facilities and services that support local agriculture.

Land Use Policy 86. Partner with appropriate local, county, tribal and state agencies to promote viable coordinated water resources for greater accessibility to water rights for agriculture usage.

Land Use Policy 87. Develop strategies for water collection, storage and reuse.



Land Use Policy 88. Consider and identify current and potential economic opportunities and benefits to agriculture and agricultural-related businesses for the enjoyment of residents and visitors.

Land Use Strategies

Strategy 1 – Regional Emphasis

Supports policies 19-27

- Partnerships: Ensure continued coordination with cities, tribes and other government agencies in the Kitsap Regional Coordinating Council and other jurisdictions.
- Partnerships: Ensure continued coordination in Puget Sound Regional Council for Land Use guidance and consistency with Vision 2040.
- Partnerships: Ensure continued participation with stakeholders that participate in protecting and restoring Puget Sound.
- Partnerships: Continue to bolster relationships with neighboring counties surrounding the Puget Sound.

Strategy 2 – Focus on Community Development

Supports policies 18, 28-32 39-40

- Partnerships: Ensure continued participation of Kitsap County’s Comprehensive Plan Internal Review Team, such as Public Works and other Kitsap County Staff, in implementation of Plan goals and policies.
- Partnerships: Work with Kitsap Economic Development Alliance (KEDA) to ensure continued participation in the implementation of Kitsap County’s Comprehensive Plan.
- Partnerships: Work with public school districts to ensure continued understanding of their anticipated land use plans.
- Partnerships: Work with Kitsap Public Health District to ensure continued participation in the implementation of Kitsap County’s Comprehensive Plan.
- Partnerships: Work with Kitsap Transit to ensure continued participation in the implementation of Kitsap County’s Comprehensive Plan.
- Partnerships: Work with other civic and business organizations in implementing the land use goals and policies.
- Measuring, Monitoring and Evaluation: Conduct an annual land use survey using a random sample of Kitsap County.
- Measuring, Monitoring and Evaluation: Review effectiveness of infill strategies annually.
- Finance and Budget: Consider ways to use crowd sourcing for special projects, for example in public private improvement projects.
- Public Participation: Identify underserved communities and target public participation opportunities for those communities regarding land use decisions.
- Public Participation: Promote measures providing opportunities for community input from the highly impacted segment of the Kitsap County community when determining potential population, health, and equity impact of planning decisions.
- Public Participation: Ensure enhanced public participation for the community in all aspects of comprehensive planning, including plan and development regulation amendments and implementation.

- Measuring, Monitoring and Evaluation: Land Use Strategy -- On a periodic basis review no-net-loss of agriculture lands regarding consistency with PSRC Vision 2040
- Measuring, Monitoring and Evaluation: On a periodic basis review efforts to transition UGAs to cities regarding consistency with PSRC Vision 2040

Strategy 3 – Recognize Diversity in Land Uses

Supports policies 50-55, 37, 38, 41-49, 56-69

- Partnerships: Meet annually with Naval Base Kitsap to implement the Joint Land Use Study (JLUS) findings.
- Projects and Programs: Create policies and programs supporting Kitsap County's local food system based on the Kitsap County Agricultural Strategic Plan.
- Projects and Programs: Partner with the U.S. Department of Defense to recognize diverse land use opportunities within Kitsap County and to ensure compatible uses in the vicinity of local military installation.
- Projects and Programs: Create a Public Facilities zone.
- Projects and Programs: Consider establishing a historic review board for Kitsap County.
- Measuring, Monitoring and Evaluation: Geo-analyze rural lands to determine appropriate zoning.
- Measuring, Monitoring and Evaluation: Analyze rural lands to determine appropriate zoning based on prime soils for agriculture or timber.
- Finance and Budget: Explore methods to efficiently update resource lands information.

Strategy 4 – (Zoning Code) Review and Revision

Supports policies 19-21, 24, 26, 53, 66, 67, 70, 72

- Projects and Programs: Develop a proactive code update process to ensure effective implementation of the Comprehensive Plan.
- Projects and Programs: Apply lean process strategies to on-going code updates.
- Public Participation: Develop an interactive public internet portal linking the Comprehensive Plan to implementing code and maps.

Strategy 5 – Continuous Improvement

Supports policies 22, 33-36, 73-88

- Programs and Projects / Measuring, Monitoring and Evaluation: Assign staff to work on National Pollutant Discharge Elimination System (NPDES) Phase II permit and prepare biannual reports on progress.
- Measuring, Monitoring and Evaluation: Annually monitor and report on adopted reasonable measures.
- Measuring, Monitoring and Evaluation / Public Participation: Expand reporting on land use decisions for internal use and public education.
- Finance and Budget: Seek opportunities for federal and nonprofit grants to develop innovative land use practices.

- Public Participation: Continue to use and expand the GOVDelivery list to share meetings minutes, reports, and news regarding land use issues with the public.

References

- Buildable Lands Report
http://www.kitsapgov.com/dcd/community_plan/blr%202014/BLR_2014.htm
- Joint Land Use Study
<http://compplan.kitsapgov.com/Pages/JLUS.aspx>
- Puget Sound Regional Council Vision2040
<http://www.psrc.org/growth/vision2040>
- Puget Sound Clean Air Agency
<http://www.pscleanair.org/Pages/default.aspx>

Chapter 2 - Economic Development



Discussion

Kitsap County is an integral part of the Central Puget Sound Regional Economy (Region), one of the most diverse, innovative, and competitive regional economies in the world; known around the globe as The Greater Seattle Market.

The Region is comprised of four counties, (Snohomish, King, Pierce and Kitsap), surrounding the Central Puget Sound, and is charged by the Economic Development Agency of the U.S. Department of Commerce to jointly plan for transportation, land use, and economic development needs of the Region.

The region's economy is highly diverse and home to 15 economic clusters (a geographic concentration of interconnected businesses and organizations), of which 11 are present in Kitsap County. Kitsap is home to approximately 7.4 percent of the Region's population and 5.5 percent of its workforce. On a per capita basis Kitsap contributes above its size, and significantly to the overall competitiveness of the Region. Kitsap is a recognized leader in several key economic sectors: defense; advanced manufacturing (maritime and aerospace); technology (information and communication technology, e-commerce, cyber security and clean tech); health care; business services; specialty foods; and, tourism.



Kitsap is home to the second largest industrial complex in the Pacific Northwest – the Puget Sound Naval Shipyard and Intermediate Maintenance Facility – where over 20,000 employees, (the vast majority of which are civil servant employees of the US Department of Defense) repair, rebuild, and maintain the US Navy's modern fleet. In addition, thousands of highly skilled enlisted personnel, civilian defense employees, and defense contractors support Naval Base Kitsap's (NBK) other missions at NBK Bangor Submarine Base, NBK Keyport Undersea Warfare Center, Manchester Fuel Depot, and Naval Hospital Bremerton. Many major multi-national defense contractors (Northrup Grumman, Raytheon, Lockheed Martin, General Dynamics, SAIC, and BAE) maintain significant operations in Kitsap in support of Naval Base Kitsap's large, diverse and complex mission through a substantial concentration of engineering and technical competencies.



Overall, the defense sector accounts for nearly 50 percent of Kitsap’s economic output and workforce. As a result of Naval Base Kitsap’s large, complex, and longstanding presence in Kitsap, as well as the diversification and leveraging of this defense legacy, our local economy ranks high within the Region in several essential economic development indicators: workforce educational attainment; engineering talent; development of intellectual property; per capita economic output; employment levels; and, median household incomes.

Kitsap’s economic vitality is also closely tied to its proximity and connectivity to the Greater Seattle market’s center of commerce and robust industry supply chain. Kitsap is well connected to the Region via four Washington State Ferry routes (transporting over ten million passengers, and 1.5 million vehicles annually), as well as State Route 305, 3 and 16 connecting Kitsap to the I-5 corridor via the eight-lane Tacoma Narrows Bridge. Travel times from most Kitsap communities to the centers of commerce in Everett, Seattle, Tacoma or SeaTac International Airport is accessed via highway and/or ferry boat. Kitsap’s strategic location in the heart of the Central Puget Sound also positions it to serve as the eastern flank of the West Sound Economy and the bridge between the more rural Olympic Peninsula and the more densely populated cosmopolitan market of Greater Seattle. Kitsap is home to a fulltime equivalent workforce of approximately 110,000 people. Approximately 45,000 Kitsap residents commute from Kitsap to other counties for work each day, mainly to King, Pierce and Snohomish counties, while approximately 20,000 workers commute into Kitsap from surrounding counties. However, a large portion of these Kitsap resident commuters enjoy substantial earnings that are spent locally, adding to the vibrancy of Kitsap’s economy.

In terms of comprehensive planning to retain, expand and strengthen Kitsap’s economic future, it is imperative that our community continue to provide strong support of Naval Base Kitsap and its diverse missions. To do so, we must continue to advance our strengths (and mitigate any weaknesses) in delivering top flight education and workforce training programs critical to developing and attracting the human capital essential to competing in the 21st Century’s knowledge based economy.

Our economic future is also dependent upon the availability and maintenance of strong infrastructure in transportation (roads, bridges, ferries, rail, and air) energy, communications, water and waste water; industrial and commercial land; as well as sustaining the incredible natural environment and balanced quality of life Kitsap citizens so enjoy.

Did You Know?



The defense industry encompasses technology, advanced manufacturing, engineering, ship building and repair, aerospace and more in Kitsap County.



Kitsap County also has abundant natural beauty, miles of shoreline and many acres of forest lands. These areas are valuable for the habitat they provide, for contributing to the scenic beauty of the area as well as an economic value as they attract tourists to the many nationally recognized parks and trails.

City, Special Purpose Districts, and County governments must collaborate to encourage sustainable economic development supporting family wage job opportunities and economic diversification and vitality that leverage the Region's strengths and global brand, while ensuring the protection of our natural resources and environment and promoting a balanced and healthy quality of life.

Did You Know?



Kitsap is home to the headquarters of many businesses with global impact including; SAFE Boats, ATS and Watson Furniture. See a list of Kitsap County's top employers at <http://kitsapeda.org/key-industries>.

Economic Development Guiding Directives

Kitsap County recognizes that adequate land use planning, efficient regulatory processes, solid infrastructure, and environmental protections are key to a stable, prosperous and diversified economy that can provide a setting for Kitsap businesses to grow, living-wage jobs for residents and retain and encourage new businesses to locate in the County. At this time the following industry sectors highlight economic development, either for longevity or potential for growth. An important directive in this effort is the encouragement of expansion/recruitment of these recognized industries:



- Advanced Manufacturing
 - Aerospace
 - Maritime
 - Original Equipment Manufacturers (OEMs), e.g., office furniture and equipment, medical devices, fishing and sporting goods, and energy efficient products
- Clean Technology
 - Architectural and engineering services
 - Consulting
 - Research and Development
 - Energy distribution
- Information Technology
- Healthcare
- Military (Defense)
- Regional Retail
- Construction
- Business Services
 - Finance and Insurance
 - Advertising and Marketing
 - Legal Services
 - Property Management
- Food Processing
- Tourism (including ecotourism and agritourism)

The County continues to encourage economic development while at the same time avoiding concentrating industrial and commercial uses in environmentally sensitive areas and maintaining a high quality of life to attract desired businesses.

Economic growth is also supported in efforts to revitalize the county's cities/urban cores by attracting commercial and housing development to generate additional demand for the services in urban areas. Recognition of economic development in rural villages and rural commercial and industrial areas continues to be vital to the area economy.

The policies in this section and related code assist in expanding the county's business and jobs base to promote a healthy and diverse economy, while assuring an adequate mix and supply of land to facilitate employment growth within all business sectors.

Kitsap County also recognizes the importance of agricultural activities to the food system and local economy. As such, educational opportunities that support farming are crucial to strengthening the food system. Kitsap County is committed to promoting food security, food systems, food economy, and public health by encouraging locally based food production, distribution, and choice through urban agriculture, community gardens, farmers markets, and food access initiatives. Lack of food related processing and distribution has created many gaps in Kitsap County's food system. In order to improve the food sectors economic viability Kitsap County will enhance local and regional aggregation and distribution by increasing, and where necessary, creating, food processing infrastructure.

Healthy partnerships and regular communication among government, private corporations, and nonprofit entities are also part of the broader County mission in order to implement economic development goals and to provide cost-effective capital improvements.

Economic Development Goals and Policies

Economic Development Goal 1. Promote a healthy and diverse economy that provides for a strong and diverse tax base, encourages business formation, retention, and expansion; creates industrial and professional business and employment opportunities to attract new business to the County.

Economic Development Policy 1. Kitsap County will work to invest adequate funding for long-term economic development. Seek a cooperative partnership among the County, cities, tribal governments, port and other local districts, the Kitsap Economic Development Alliance (KEDA), and the private sector, to share in the investments relating to industrial, commercial, and technology business retention, expansion, startup and recruitment activities. The partnership should encourage that each agency work to improve its business retention, expansion, startup and recruitment activities.

Economic Development Policy 2. Develop partnerships and cooperative efforts among government, private corporations, individual and nonprofit entities to plan, finance and implement economic development goals and to efficiently provide cost-effective capital improvements that are needed by commerce and industry.

Economic Development Policy 3. Provide a diverse mix and appropriate range of commercial, industrial and business land uses that will encourage economic activity capable of providing living-wage jobs and reasonably scaled to the needs of the community.

Economic Development Policy 4. Cooperate and coordinate efforts of the local government staff and resources to ensure that plans are implemented in a timely manner.

Economic Development Policy 5. Work with the official county tourism agency, port districts, private sector, other qualified tourism related entities and user groups to identify current and potential visitor and event amenities and services.

Economic Development Policy 6. Develop partnerships to facilitate collaboration among government, private, nonprofit and individual entities to support tourism development, strategies and programs.

Would you like to be more involved?

■ ■ ■ ■

There are many active civic groups promoting businesses in the area including Chambers of Commerce and interest groups involving specific markets such as tourism and culinary specialists.

Economic Development Goal 2. Support and develop new methods of insuring sustainable business development that create living wage jobs and economic opportunities consistent with local and regional plans.

Economic Development Policy 7. Encourage full utilization and development of industrially and commercially zoned areas.

Economic Development Policy 8. Promote revitalization within existing developed industrial and commercial areas.

Economic Development Policy 9. Encourage mixed use developments within commercial districts that will enhance the visual, economic, and environmental quality of these areas and improve the transition between commercial and residential districts.

Economic Development Policy 10. Develop standards for industrial and commercial development that identify appropriate site size for different types of areas, appropriate types of uses, and standards for design that encourage attractive and efficiently functioning areas.

Economic Development Policy 11. Recognize a wide variety of cultural, tourism, and active recreational programs with regional and neighborhood facilities, providing well-rounded recreational and tourism opportunities.

Economic Development Policy 12. Continue to develop, revise and provide for periodic review of development standards, the zoning code and related ordinances to build a streamlined, understandable, consistent and predictable building, land use and development application procedure.



Economic Development Policy 13. Work with nonprofit groups that support industry sectors identified by the Kitsap Economic Development Alliance and the Puget Sound Regional Council.

Economic Development Policy 14. Recognize the importance of excellent schools as a method to attract and retain businesses and educate a skilled workforce.

Economic Development Goal 3. Provide for the location and design of targeted sector industry needs, transportation, port district activities as well as tourism and visitor amenities, commerce and other developments that are dependent upon a shoreline location and/or use, when the shoreline can accommodate such development.

Economic Development Policy 15. Support development of enterprise areas that stimulate economic development for investors who launch businesses in port and waterfront properties.

Economic Development Policy 16. Continue to work with port districts, and recognize their role as one of Kitsap's important contributors to the County's economic vitality.



Economic Development Policy 17. Develop a Memorandum of Understanding between the County and the Port Districts in Unincorporated Kitsap County to establish guidelines to promote cooperation in achieving the economic goals of the Ports and the County.

Economic Development Policy 18. Recognize the value of water-related activities as designated by the Shoreline Master Program.

Economic Development Policy 19. Support development of tourism related activities along the shoreline compatible with the Shoreline Master Program.

Economic Development Policy 20. Support growth in the maritime industry, one of the County's important industry sectors.

Economic Development Policy 21. Consider and identify the vital connection between protection of Kitsap County's rural character, environmental assets and environmental benefits and economic opportunities.

Economic Development Policy 22. Support tourism to enhance the local economy.

Economic Development Policy 23. Foster at local regional, state, and national levels, an environment in which Kitsap supports tourism activities.

Economic Development Goal 4. Support the further development of the Technology sector and business technology use in Kitsap County.

Economic Development Policy 24. Support plans that evaluate and recommend changes that accommodate technology infrastructure for business growth.

Economic Development Policy 25. Support the technology sector with workforce development programs and policies that meet the needs of technology and technology led businesses.

Economic Development Policy 26. Support growth of technology entrepreneurship through creative and collaborative efforts by individuals, business and organizations.



Economic Development Policy 27. The County recognizes Internet Service connectivity is a valuable utility for both the urban and rural residents.

Economic Development Policy 28. The County will continue to support and encourage private sector Internet Service Providers to offer service in urban areas while also establishing the authority for agencies like KPUD to provide retail broadband service to urban and rural “under-served” residents.

Economic Development Policy 29. The County recognize Internet Service connectivity is a valuable utility for both the urban and rural residents.

Economic Development Policy 30. The County will continue to support and encourage private sector Internet Service Providers to offer service in urban areas while also establishing the authority for agencies like KPUD to provide retail broadband service to our rural “under-served” residents.

Economic Development Goal 5. Support the local food economy.

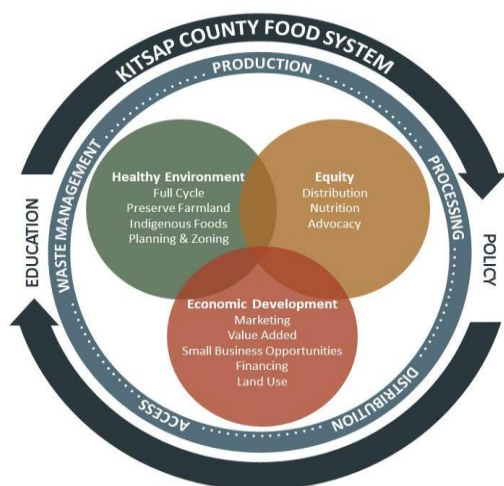
Economic Development Policy 31. Expand the county’s capacity to produce, process, distribute and access local foods.

Economic Development Policy 32. Support, including agro-tourism and value-added programs that will stimulate economic growth.

Economic Development Policy 33. Strengthen the rural and urban economies through organizational partnerships that support food system education.

Economic Development Policy 34. Promote inter-agency and intergovernmental cooperation to expand community gardening opportunities.

Economic Development Policy 35. Strengthen the food value chain by supporting new congregation and distribution opportunities such as farm stands, farmer’s markets, and food hubs.



Economic Development Policy 36. Support retail sales and local food economy by encouraging locally based food production, distribution, and choice through the support of community gardens, school gardens, farm-to-school programs, farmers or public markets, and other small-scale, collaborative initiatives.

Economic Development Policy 37. Support economic development opportunities related to local urban and rural agriculture. Assess and plan for community-supported agriculture programs, local food processing, wholesaling, and distribution facilities to connect local agriculture to markets such as retailers, restaurants, schools, hospitals, and other institutions.

Learn More



Defined as the path that food travels from field to fork or from farm to table, a food system is a network, typically comprising food production, processing, distribution, access and waste management. These integrated elements enhance the community’s livability. Regional food networks can increase access to healthy and nutritious foods. As seen in the circular figure left, a functioning food system provides the education necessary to create supportive policies. A coordinated food system supports the three tiers of sustainability: a healthy environment, equitable access, and economic viability. This path will increase Kitsap County’s self-sufficiency now and into the future.



Economic Development Policy 38. Foster urban agriculture opportunities by promoting flexibility in development regulations.

Economic Development Policy 39. Review and revise conditional use regulations to create a more agriculture-supportive climate.

Economic Development Policy 40. Assess whether publicly owned properties / facilities that may be currently underutilized could be made available for one or more facets of the food system loop.

Economic Development Strategies

Strategy 1 – Business Climate

Supports policies 1-30

- Partnerships: In partnership with other jurisdictions, ports and agencies, review Buildable Lands Report in terms of targeted industry sector growth and utilize land use map for future growth, development and re-development.
- Partnerships: Continue to strengthen partnerships to improve and expand healthy local food access.
- Finance and Budget: Continue multi-agency and jurisdiction with private sector funding of designated ADO (Associate Development Organization), i.e. Kitsap Economic Development Alliance (KEDA) that is the economic development agency for all jurisdictions, with planned increases as deemed necessary to maintain and/or create programs for business growth in the county.
- Program and Projects: Utilizing the ADO and other partner agencies and organizations, update, revise or create policies and programs as warranted to support target industry sectors.



Strategy 2 – Food Policy Council

Supports policies 31-40

- Work cooperatively to encourage affordable land for farmers through a range of potential innovations and new business models.
- Foster consistency of food policy across jurisdictions.
- Promote marketing opportunities across the food system.
- Raise the level of county-wide public awareness and understanding of Kitsap County agriculture, including its ecological, economic, open space and cultural value, and its importance to local food security.
- Assess opportunities to reduce regulatory burdens and related expenses through means, such as, streamlining of taxation exemption processes.
- Develop and adopt a Right-to-Farm ordinance.
- Encourage locally based food production, distribution, and choice through the support of community gardens, school gardens, farm-to-school programs, farmers or public markets, and other small-scale, collaborative initiatives.
- Educate the agricultural community of the importance of business and succession planning,

and provide resource assistance.

- Promote youth engagement in agricultural activities.
- Foster, at the local, regional and federal level, a culture in which Kitsap supports food system activities.
- Engage decision makers, agencies, tribal governments and the public through collaboration with agricultural associations, producers, processors and distributors to promote the food system.
- Consider allowing alternative retail models including pop-ups and mobile markets.
- Increase market opportunities for producers including the use of community gathering places as venues for local food sales.
- Encourage establishment of sustainable community processing centers.
- Expand distribution to retail and wholesale buyers to improve consistency in food quantity, quality and availability (e.g., food hubs).
- Encourage partnerships that support opportunities for local and regional marketing, distribution and sales.
- Promote institutional procurement that favors local and regional food sourcing by county, school and other governmental agencies and local employers.
- Create and update a county-wide food assessment.
- Work with nonprofit partners and local food system members to support processing both on and off farms.

References

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<http://kitsapeda.org/wp-content/uploads/2015/03/2015-KEDA-Work-Plan.pdf>
- PSRC Industry Clusters
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- Olympic Consortium Workforce Development
<http://www.kitsapgov.com/hs/olympdev/jtWorkSource.htm>

Chapter 3 – Environment



Discussion

Kitsap County recognizes the importance of protecting the natural environment, while providing for the needs of the growing number of residents and businesses that call this place home. Intact ecosystems, forest lands, shorelines, freshwater systems, and other critical areas all make up the natural environment of Kitsap County. Human-well-being depends on a healthy, natural environment to provide for clean air, clean water, food and overall high quality of life. The quality and abundance of Kitsap County’s natural environments are well documented and are what define Kitsap County as the “natural side of Puget Sound.”

Since the last Comprehensive Plan update and with a keen eye on planning for the future, Kitsap County has placed a higher priority on environmental sustainability in public policy. A community that embraces sustainability must continually improve the relationship between the developed and natural environment. This includes managing the natural environment as an essential asset alongside other assets like roadways, buildings, capital facilities and revenue. The natural environment provides services and economic benefits which require planning, coordination, monitoring, and supportive fiscal policies and strategies. The County’s formal participation in the Puget Sound Partnership and the adoption of actions at the local level to restore and protect Puget Sound is an example of policy and practice for a sustainable environment.



Environment Guiding Directives

- Kitsap County protects the natural environment in part through its adopted Critical Areas Ordinance (CAO), Shoreline Master Program (SMP) and Stormwater Ordinance.
- The goals and policies of the SMP are hereby incorporated by reference in this update to the Comprehensive Plan.
- In addition to adopted regulations, Kitsap County provides measurable environmental results in protecting and restoring ecological functions and values, including ensuring adequate consideration of anadromous fisheries and recovery of endangered salmon stock.
- Kitsap County is an active participant in the state-federal Puget Sound Partnership (PSP) and is involved in identifying and prioritizing local actions to recover Puget Sound and its shellfish, habitat and water quality.
- Kitsap County continues to carry out its programs under the “Water as a Resource” policy (Kitsap County Resolution 109-2009) that cooperatively addresses water as a resource not a waste stream. The policy supports and is in keeping with continuing the Comprehensive Plan Internal Review Team as a vital coordinating body.
- Kitsap County’s programs that affect and address public water supply work in partnership to provide for protection of the quality and quantity of groundwater.
- Kitsap County works with area Tribes and with other involved groups and agencies to protect important natural environments that are priority tribal treaty rights.



A growing array of tools and strategies exist to help Kitsap County with sustainable development, as well as for environmental protection and restoration. Other tools, strategies and practices are needed, especially related to integrating natural features into the built environments and to address the impacts of climate change.

Key elements of the natural environment in the County are regulated as critical areas, including geologically hazardous areas, critical aquifer recharge areas, wetlands, frequently flooded areas, and fish and wildlife habitat conservation areas. These elements are defined, mapped and regulated in the Kitsap County Critical Areas Ordinance (CAO). This Chapter conveys these concepts and provides the goals, direction and path for the future of sustaining natural environments in Kitsap County.

Environment Goals and Policies

Environment Goal 1. Formally treat natural environments, including forest lands, shorelines, freshwater systems, intact ecosystems, and other critical areas, as an essential asset that is planned for, managed, and invested in to meet the needs of current and future generations.

Environment Policy 1. Working in cooperation with applicable Internal Review Team members and the Board of County Commissioners, adopt a mechanism to acknowledge Kitsap County’s natural environment and the need to manage it as an essential asset. Mechanisms may include but are not limited to plans, ordinances, resolutions and/or official policy directives.

Environment Policy 2. Establish a formal mechanism to coordinate, prioritize actions, report on and continually improve processes to treat the natural environment as an essential asset. Leverage established programs in land use, transportation, economic development and other areas to achieve managing the natural environment as an essential asset.

Environment Policy 3. Identify, document, and evaluate how the natural environment is measured or categorized in land use, transportation, stormwater utility, parks and other County plans.

Environment Policy 4. Use the Internal Review Team or other entities to develop and implement climate change adaptation strategies that create more resilient communities against negative impacts of climate change such as changes in storm frequencies and intensities and other impacts not currently planned for which may affect citizens and infrastructure. This may include actions to protect public health, safety, economy, utility assets, water resources and habitat, in balance with other Growth Management Act required elements.

Environment Policy 5. Support projects that increase air quality, reduce carbon emissions, or reduce climate change impacts

Environment Policy 6. Work toward the implementation of life cycle cost analyses in County projects and programs to ensure the most efficient and effective use of the natural environment and of public financial resources.

Environment Policy 7. Regularly review relevant codes, development regulations and implementing programs to assure that the natural environment is being managed as an essential

Learn More



To learn more about environmental restoration programs, please call Kitsap County at 360-337-5777.

asset. Adaptive management strategies will be part of this regular review.

Environment Goal 2. Coordinate with internal and external partners on natural environment management and recovery.

Environment Policy 8. Use the Internal Review Team or establish other formal coordination for natural environments across all County programs that supplies data, analysis and support for managing natural environments as a County essential asset.

Environment Policy 9. Provide regional leadership with cities, tribes, and County-wide programs to identify priority environmental issues that affect the Kitsap Peninsula.

Environment Policy 10. Coordinate the County’s goals and priorities on environment essential asset management planning with the Puget Sound Partnership, Puget Sound Regional Council, the West Sound and Hood Canal Lead Entities for Salmon Recovery, Recreation and Conservation Office, Tribes and other regional coordinating bodies as appropriate.

Environment Policy 11. Identify areas of joint interest among County programs, state agencies, tribes, conservation land trusts, and federal departments, including Defense, which may facilitate partnerships in data sharing, funding and stewardship for the environment.

Environment Policy 12. Continue to consult Puget Sound Regional Council and Puget Sound Clean Air Agency for guidelines on carbon emissions.

Environment Goal 3. Reduce the risk of damage to life, property and the natural environment through appropriate regulatory and incentive-based approaches in land use, transportation and development engineering programs.

Environment Policy 13. Use the best scientific information available to direct how functions and values of critical areas are preserved or enhanced.

Environment Policy 14. Explore opportunities for creating additional mitigation banks in Kitsap County.

Environment Policy 15. Maintain, and periodically review and revise, scientifically sound maps and

Would you like to be more involved?

■ ■ ■ ■

There are citizen committees and volunteer groups who assist with environmental restoration. Please call Kitsap County at 360-337-5777 to learn how to get involved.

data to provide optimal information during the development review process and planning efforts, as well as information regarding barriers to fish passage and other inventory items.

Environment Policy 16. Train staff on the use of emerging best practices in the area of sustainable land use practices, including green building and site design, and create awareness of these preferred practices through the use of pilot programs, model ordinances, education, and incentives, while in balance with other Growth Management Act required elements.

Environment Policy 17. Safeguard the quality and quantity of long-term water supplies by identifying and protecting critical aquifer recharge areas, and utilizing Low Impact Development (LID) site planning principles to the greatest extent possible for reducing stormwater runoff.

Environment Policy 18. Compensatory mitigation shall be the last option of resort in mitigation sequencing, following documentation of avoidance and minimization of any impact to the natural environment that triggers compensatory mitigation. Replacement of altered or displaced natural environments (including critical areas and buffers) must be mitigated either on-site, within the watershed, or service area as defined through an approved mitigation bank or in-lieu fee program.

Environment Policy 19. Explore the possible use of tax incentives to protect beneficial open space, forestry, and agriculture areas through agreed commitments with willing landowners.

Environment Goal 4. In support of, and not as a substitute for, the above goals, the County will continue to provide opportunities for stewardship, education and public dialogue regarding the management and protection of the natural environment.

Environment Policy 20. Provide education to County residents and businesses about the functions and benefits of a healthy ecosystem. This may be through, but not limited to, support of existing efforts with County partners and encouragement of an open public dialogue on natural environment management.



Environment Policy 21. Support and coordinate voluntary stream, wetland and shoreline restoration and preservation efforts.

Environment Policy 22. Engage in environmentally preferable purchasing practices and support product stewardship to reduce waste to landfill and carbon emissions.

Environment Policy 23. Coordinate and share data with conservation land trusts and other



voluntary organizations to identify and preserve priority areas for environmental protection and preservation.

Environment Policy 24. Consider and identify the vital connection between protection of Kitsap County's rural character, environmental essential assets and environmental benefits and economic opportunities.

Did You Know?



Salish Sea Orca depend on healthy salmon from Kitsap streams.

Environment Strategies

Strategy 1 – Ecosystem services and life-cycle cost analysis

Supports policies 1-3, 6, 12, 17

- Programs or Projects: Develop a framework to determine life-cycle costs for the natural environment. This includes methods to identify, describe, and evaluate the quantifiable services provided by intact natural environments.

Strategy 2 – Calibration of ecosystem service valuation for urban and rural lands.

Supports policies (3, 4, 15, 19)

- Programs or Projects, Finance and Budget, Measuring, Monitoring, and Evaluation: Evaluate the various Comprehensive Plan designations and adopted zoning density needs and, utilizing the framework noted above, identify and evaluate the bulk and dimension of ecosystem services as calibrated for more urban versus rural scenarios.

Strategy 3 – Ensure that the functions of the natural environment receive first consideration in planning and review.

Supports policies 2, 8, 12, 15-19

- Programs or Projects, Partnerships: Coordinate an improved development planning and review system that maintains the functional values of the natural environment with other Growth Management Act standards for land use, housing, and economic development, and considers other regional planning efforts such as the Puget Sound Partnership Implementation Strategy for the recovery of Puget Sound.

■

Strategy 4 – Compliance reporting for FEMA

Supports policies 1, 3, 7, 15

- Programs or Projects, Measuring, Monitoring, and Evaluation: Submit required annual report to Federal Emergency Management Agency regarding Kitsap County's status on review of projects for compliance with the National Flood Insurance Program (NFIP) Biological Opinion Puget Sound, as well as progress towards achieving programmatic compliance.

Strategy 5 – Develop monitoring program to report on changes to natural environments.

Supports policies 1, 2, 7, 15, 18

- Measuring, Monitoring, and Evaluation: Develop a monitoring program to systematically produce annual reports on the quantitative changes to natural environments based on land cover changes, development projects constructed, types and bulk of mitigation, or other appropriate metrics and the net result for natural environmental essential asset management.

Strategy 6: Create an adaptive management plan.

Supports policies 7, 15-17

- Programs or Projects: Create an adaptive management plan with benchmarks based on the consistent measures of the above mentioned monitoring program. As threshold benchmarks are realized, assess whether changes are warranted to development standards or other environment or land use classifications.

Strategy 7: Coordination on conservation and restoration strategies.

Supports policies 1, 4, 8-11, 19-24

- Programs or Projects, Finance and Budget, Participation: Convene the Internal Review Team and other entities to strategize on prioritization, funding and regulatory and non-regulatory incentives to acquiring, restoring and managing public lands for conservation purposes.



References

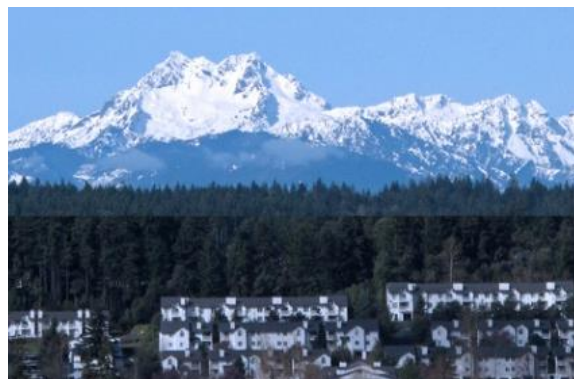
- Shoreline Master Program
<http://www.codepublishing.com/wa/kitsapcounty/html/Kitsap22/Kitsap22.html>
- Critical Areas Ordinance
http://www.kitsapgov.com/dcd/lu_env/cao/cao.htm
- Water as a Resource
www.kitsapgov.com/sswm/pdf/Water_resource_policy.pdf

Chapter 4 - Housing and Human Services



Discussion

Everyone matters in Kitsap County. As part of the Comprehensive Plan, the County will work to provide policy guidance for assistance to the most at-risk residents, while directing funding to programs that support these populations. As part of this effort, the County will consider and review a housing first model for support for the most at-risk residents. The County also strives to provide policy direction to facilitate adequate housing for all economic segments of the county. Part of this effort includes intergovernmental



coordination to make the most efficient use of resources to provide housing while avoiding concentrating housing in environmentally sensitive areas and protecting natural systems adequately to ensure long-term viability of groundwater supplies and maintain a high quality of life.

Kitsap County has had stable population growth over the past two decades. Much of the growth is driven by the County's location in the Central Puget Sound and its relative proximity to jobs in King, Pierce and Snohomish Counties. This said, Kitsap County has also increased its job base over the past two decades as well.

Kitsap County's housing stock continues to be mainly single-family detached housing with the largest amount of multi-family housing in Bremerton and unincorporated Kitsap County.

Statistics from the U.S. Census bureau comparing housing stock between the 2000 and 2010 censuses show that a majority of Kitsap County residents are homeowners. U.S. Census and ongoing real estate research efforts show that the price of owning a home, after the housing crash of 2008 is now again rapidly increasing. Affordable housing for first time homebuyers, in particular, is declining in Kitsap County. The county has a large percentage of renters and homeowners earning less than the county median and paying more than 30 percent of their income for housing, meeting the definition of cost-burdened households.

Kitsap County is projected to gain an additional 80,438 residents by 2036, for a total population at approximately of 335,000 persons. This implies a need for approximately 34,000 new housing units by 2036.

It is a vision of the County to allow flexible development standards for housing being proposed in

the vicinity of critical areas to reach both goals of meeting housing targets and environmental protection. The County also seeks to allow diversity of housing stock to include provision of energy efficient housing types that conserve non-renewable energy and helps minimize impact on air quality and climate.



In the coming years the County will work to develop design guidance to create and maintain attractive housing stock while encouraging integration of affordable housing in new development and working to permit housing in areas with adequate public facilities and services.

Throughout the 20-year plan period the County will continue to partner with and encourage developers to provide for open space, in association with new housing developments. Integration of housing and open space will be a priority to be located near new employment opportunities.

This Comprehensive Plan also seeks to:

- promote the development of housing that contributes to healthy urban areas that attract existing and future residents,
- provide policy guidance and assistance to property owners of historical and culturally significant housing to encourage preservation of those resources within the county,
- encourage housing growth and rehabilitation sufficient to meet the needs of the growing Kitsap County economy,
- encourage growth of housing in areas with sufficient public facilities and capacity in place, as well as,
- require upgrades to public services and facilities where new housing is planned and services and facilities will not meet standards with new growth.

In an effort to meet these challenges Kitsap County and the City of Bremerton, Washington have prepared a Consolidated Plan in order to implement our community's federal program funds from the U.S. Dept. of Housing and Urban Development (HUD). These funds are Community Development Block Grant (CDBG) and Home Investment Partnership Program (HOME). This plan is for the period of January 1, 2016 to December 31, 2020. Kitsap County is designated as an Urban County and receives a direct allocation of CDBG funds.

The City of Bremerton receives a direct CDBG allocation, and works in partnership with the Kitsap County Consortium to administer HOME funds. The City of Bremerton receives its share of HOME funds based on a percentage allocation determined by HUD. The Consolidated Plan follows



requirements of the U.S. Department of Housing and Urban Development (HUD), and uses HUD's format and data tables required for plans adopted after November 15, 2012. The purpose of this plan to evaluate community needs and set goals for the five-year plan period. Through a Community Needs Assessment, Housing Market Analysis and with community input, the County and City of Bremerton have developed a Strategic Plan. The Strategic Plan outlines the priorities and goals which guide the allocation of funds over the five year period. The County and City will each develop an Action Plan annually which will include projects awarded funds through an annual application process. These projects will address the priorities and goals over the 5-year period. Community Development Block Grant (CDBG) and Home Investment Partnership Program (HOME) funds will be used over the next five years to address the needs outlined in the Strategic Plan. HUD's objectives guiding the proposed activities are to 1. Provide decent affordable housing; 2. Create suitable living environments; and 3. Create economic opportunities. (The following link will be included in the plan) http://www.kitsapgov.com/hs/block_grant_program/Plans.htm

Housing and Human Services Guiding Directives

Healthy and vibrant residential communities are attractive, affordable, diverse, and supported by appropriate services. Strong neighborhoods include a variety of housing choices that meet the full range of resident income levels, backgrounds and preferences. In urban areas residents are able to walk to community destinations to comfortably and safely shop, work and interact with neighbors and friends. These community values are further supported by recognizing:

- Safe, affordable, and appropriate housing is a fundamental need for all citizens in Kitsap County.
- Housing, transportation, economic development, and social services are all closely linked.
- Provide sufficient development capacity in existing zones to accommodate additional housing units for projected population growth.
- Vital neighborhoods create connections between people, stabilize families, and support local businesses.
- Appropriately sited and designed housing located near jobs, schools, and services can help reduce the negative impacts of traffic and commuting.
- Many citizens are supported by social services, which should be accessible to all who need them.

The County encourages and supports a diverse and integrated mix of housing that includes housing for all ages, family types, household sizes, backgrounds, ethnicities, and incomes. Homelessness and housing instability affects many people in our community and has a detrimental effect on these individuals as well as on our community as a whole. While market forces will provide a mix of housing types and styles that will meet the housing needs of a portion of the population, and the market will encourage the redevelopment of some housing under the current regulatory environment, housing across the spectrum of ownership, type and affordability is needed throughout the County.

The County strives to provide essential human services that address individual and community needs, to preserve the rights and dignity of the recipients of those services, and to promote the health and well-being of all Kitsap residents. Thousands of Kitsap County residents benefit from services provided by the Department of Human Services directly or through the Department's contractors. These services assist many of the community's most vulnerable populations including the low-income elderly, disabled Veterans, disadvantaged youth and the developmentally disabled.



Housing and Human Services Goals and Policies

Housing and Human Services (Housing, Human Svcs) Goal 1. Make homelessness rare, brief, and one-time in Kitsap County.

Housing, Human Svcs Policy 1. Expand and commit public resources to create a mix of housing alternatives and services for people experiencing homelessness.

Housing, Human Svcs Policy 2. Remove regulatory barriers to alternative housing models for people experiencing homelessness.

Housing, Human Svcs Policy 3. Create additional permanent supportive housing units and expand service options for Kitsap residents who have significant barriers to independent, stable housing.

Housing, Human Svcs Policy 4. Support programs that address contributing factors to homelessness (e.g., poverty, mental illness, substance abuse disorders, and people exiting from institutional care to homelessness).

Housing and Human Services Goal 2. Increase affordable housing units and ensure that a broad range of housing types are available.

Housing, Human Svcs Policy 5. Use regulatory strategies to incentivize and provide flexibility for development of affordable and special needs housing.

Housing, Human Svcs Policy 6. Analyze and implement new funding opportunities and sources to support the development of additional affordable housing.

Housing, Human Svcs Policy 7. Adopt regulatory changes to allow non-traditional housing types.

Housing, Human Svcs Policy 8. Wherever possible and appropriate utilize unused County properties for affordable housing.

Did You Know?



The Kitsap WorkSource office helps residents find jobs at no cost. Businesses can also utilize service at no cost to find employees.

Housing and Human Services Goal 3. Preserve existing affordable housing inventory.

Housing, Human Svcs Policy 9. Support programs and regulations that encourage the rehabilitation of deteriorating housing.

Housing, Human Svcs Policy 10. Preserve existing subsidized housing units with expired affordability restrictions that are at risk of being converted to market-rate housing.

Housing and Human Services Goal 4. Ensure that all people have fair and equal access to housing and services.

Housing, Human Svcs Policy 11. Promote fair housing to ensure that all residents of Kitsap County have an equal and fair opportunity to obtain safe and sanitary housing suitable to their needs and financial resources, regardless of race, religion, gender, sexual orientation, age, national origin, family status, income, disability, or other protected class.

Housing, Human Svcs Policy 12. Identify and remove regulatory barriers that limits access to or the provision of a diverse affordable housing supply.

Housing, Human Svcs Policy 13. Identify and remove impediments to creating housing for harder to house populations.

Housing, Human Svcs Policy 14. Disperse affordable housing opportunities throughout the County.

Housing and Human Services Goal 5. Increase support, referral, and connections to social services.

Housing, Human Svcs Policy 15. Support existing programs and develop new and innovative programs that provide human services and links to housing.

Housing, Human Svcs Policy 16. Ensure that all residents have an equal and fair opportunity to access human services, regardless of race, religion, gender, sexual orientation, age, national origin, family status, income, disability, or other protected class and ensure services are accessible via public transportation.

Housing, Human Svcs Policy 17. Work with partner agencies and provide support to programs



that assist the low-income elderly and residents with qualifying disabilities.

Housing, Human Svcs Policy 18. Work with partner agencies to provide services to area Veterans.

Housing, Human Svcs Policy 19. Continue to support services for Kitsap area disadvantaged youth with job training and job placement.

Housing, Human Svcs Policy 20. Continue to promote workforce development.

**Housing and Human Services Goal 6.
Integrate affordable housing and human
services planning with transportation,
workforce development, and economic
development efforts.**

Housing, Human Svcs Policy 21. Ensure coordination and consistency between Kitsap County policies and other housing and human services planning efforts and documents, including the Consolidated Plan, the Kitsap Homeless Housing Plan, the Area Plan on Aging, and others.

Housing, Human Svcs Policy 22. Cooperate with other jurisdictions and entities and support their efforts to plan and develop housing and human services.

Housing, Human Svcs Policy 23. Promote housing preservation and development in areas that are already well-served by schools, public transportation, commercial facilities, and have adequate infrastructure to support alternative modes of transportation.

Learn More



*Learn more about housing and
human services programs in Kitsap
County at
[http://www.kitsapgov.com/hs/default
.htm](http://www.kitsapgov.com/hs/default.htm)*

Housing and Human Services Strategies

Strategy 1 – Regulatory Changes

Supports policies 2, 3, 5, 7, 9-14

Research, evaluate and implement the most effective regulatory tools and incentives e.g. inclusionary zoning, impact fees, and others, to encourage affordable housing development and alternative housing types e.g. tiny houses, Housing First units, micro units, boarding houses, Single Residence Occupancy units (SROs), and others.

- Partnerships: County elected officials and staff (including Department of Community Development), affordable housing providers, private housing developers/builders, Navy housing providers, social service agencies, land owners and real estate professionals.
- Public Outreach: Kitsap County stakeholder outreach tools, form new Affordable Housing Task Force.
- Finance and Budget: Board of Commissioners and County staff time.
- Project Selection: Affordable Housing Task Force to make recommendations to the Board of Commissioners for regulatory changes.
- Monitoring: Establish baseline of affordable housing units; list of proposed prioritized changes with milestones; implementation of recommendations; track changes in the production of new affordable units.



Strategy 2 – Development and expansion of financial resources

Supports policies 1, 6

Research, evaluate and implement new mechanisms for additional local funding for affordable housing and homeless housing and services.

- Partnerships: County elected officials and staff, affordable housing developers, social service agencies, private foundation/funders, citizens.
- Public Outreach: Kitsap County stakeholder outreach tools.
- Finance and Budget: Board of Commissioners and County staff time, community volunteer time.
- Project Selection: Staff and stakeholder recommendations to the Board.
- Monitoring: Establish baseline of current financial resources; produce analysis of options; implementation of recommendations; track changes in new funding availability.

Strategy 3 – Implement the Homeless Housing Plan

Supports policies 4, 10, 15, 21

Implement the strategies and action steps identified in the Kitsap Homeless Housing Plan.

- Partnerships: County elected officials and staff, social service agencies (Kitsap Continuum of Care Coalition), faith based organizations, elected officials, Tribes, Federal and State Agencies, housing developers, foundations, people experiencing homelessness, citizens.
- Public Outreach: Kitsap County stakeholder outreach tools in addition to community engagement strategies and action steps identified in the Kitsap Homeless Housing Plan.
- Finance and Budget: Board of Commissioners and County staff time, more money and resources.
- Project Selection: Projects and programs identified in the Kitsap Homeless Housing Plan, through existing County processes.
- Monitoring: Identification and implementation of initial and subsequent action steps, performance indicators listed in Kitsap Homeless Housing Plan.

Strategy 4 – Analysis of Impediments and Fair Housing Plan

Supports policies 11-13

Analyze impediments (including regulatory barriers) to fair housing and develop and implement a Fair Housing Plan.

- Partnerships: County, Cities, Housing Authorities, housing providers, HUD.
- Public Outreach: Create new Working Group, Kitsap County stakeholder outreach tools.
- Finance and Budget: Board of Commissioners and County staff time, agency staff time.
- Project Selection: Projects and programs identified in the Fair Housing Plan.
- Monitoring: Implement action steps and measure progress using identified indicators included in the Fair Housing Plan.

References

- 2016-2019 Draft Kitsap County Aging and Long Term Care Area Plan
<http://www.kitsapgov.com/altc/>
- Housing and Homelessness Program Overview
http://www.kitsapgov.com/hs/housing/housing_grant.htm
- The Block Grant Program – Consolidated Plan
http://www.kitsapgov.com/hs/block_grant_program/cdbg.htm
<http://www.kitsapgov.com/hs/commission/ccy.htm>
- Developmental Disabilities Program
<http://www.kitsapgov.com/hs/devdis/devdisabl.htm>
- Veterans Assistance Program
<http://www.kitsapgov.com/hs/veterans/VA.htm>
- Substance Abuse Prevention
<http://www.kitsapgov.com/hs/substanceabuse/substanceabuseprevention.htm>

Chapter 5 - Transportation



Discussion

Similar to the other elements in the Comprehensive Plan, the transportation element impacts the quality of life, economic development and public safety of the residents of Kitsap County. Because of this the County continues to provide direction for citizen participation to guide future transportation planning and design decisions.

The Transportation goals and policies guide future transportation planning and design decisions for unincorporated Kitsap County. In keeping with state law and regional organizations, this chapter is responsible for guiding transportation primarily through level of service standards coordinated with Kitsap County jurisdictions, and the Puget Sound Regional Council (PSRC) and the Peninsula Regional Transportation Planning Organization (PRTPO).

Transportation Guiding Directives

Transportation goals and policies in this Comprehensive Plan are an integral part of the other elements including: *Land Use, Economic Development, Environment, Housing and Human Services, Parks and Recreation, and Capital Facilities.*

Important directives for this element include a focus on these issues:

- establish a seamless multi-modal regional transportation system through intergovernmental coordination,
- avoid concentrating people and commercial/industrial areas in sensitive areas, to minimize need for development of transportation systems in such areas,
- emphasize moving people rather than vehicles through support of high capacity transit,
- continue to pursue Growth Management Act requirements of concurrency, and,
- maximize the efficiency of existing transportation corridors before creating new ones.

The goals and policies recognize the County residents' desire for an efficient, flexible, and coordinated multi-modal transportation system—including roads, bridges and highways, ferries, transit and non-motorized travel, that provides interconnectivity and mobility and; preserves our urban and rural land use character through design standards.



Technical documents used in development of Chapter 5 (Transportation) include the Capital Facilities Plan, transportation system inventory, reasonable measures included in the Supplemental Environmental Impact Statement, and review of all amendments to the Washington State Growth Management Act.

Transportation Goals and Policies

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

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

Transportation Policy 2. Approve site design that is supportive of transit services and its patrons.

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

Transportation Policy 4. Identify specific transportation corridors and alignments for public roads, transit and future light rail (fixed guideway) service, pedestrian and bicycle facilities, and water routes and establish a Corridor Monitoring Program to manage and improve transportation corridors and strive to achieve a Washington State Department of Transportation “target zero goal” of zero traffic deaths or serious injuries by 2030.



Transportation Policy 5. The Kitsap County Comprehensive Plan will be consistent with state plans; inventory, needs identification and funding, assumptions, state policies, essential public facilities and freight.

Transportation Policy 6. Prioritize maintenance, preservation and operation of existing transportation infrastructure in a safe and usable state.

Transportation Goal 2. Encourage efficient multi-modal transportation systems based on regional priorities, and in coordination with state, county, tribal, and city comprehensive plans.

Transportation Policy 7. Review and consider signal timing, phasing, and progression to give transit travel an advantage in designated locations.

Transportation Policy 8. Preserve the county’s existing aviation facilities such that they are able to

retain and augment their role in the regional, national and international transportation system. Cooperate with entities within the county to establish an air transportation system appropriate to serve the residents, businesses and military activity within the community.

Transportation Policy 9. Cooperate with federal, state, local and tribal jurisdictions to mitigate inter-jurisdictional traffic impacts.

Transportation Policy 10. Encourage all jurisdictions in Kitsap County to use the Kitsap Transportation Analysis Zone (TAZ) structure for modeling purposes and population and employment allocations.

Transportation Policy 11. Encourage the consolidation of access on the Kitsap County arterial system.

Transportation Policy 12. Measure impacts on the network at the site-specific level (area of influence), and also periodically monitors the cumulative effect at the countywide level.

Transportation Policy 13. Monitor baseline capacities on arterials network.

Transportation Policy 14. Develop and adopt intersection Level of Service (LOS) standards.

Transportation Goal 3. Provide a transportation system that will expand and improve multi-modal transportation service for economic development and effective and appropriate routes for commerce and national defense.

Transportation Policy 15. Coordinate with businesses to minimize through-truck traffic on the local road network.

Transportation Policy 16. Ensure that necessary rights-of-way for transportation improvements will be obtained prior to or at the time of up-zoning property.

Transportation Policy 17. Explore partnership with United States Navy regarding use of existing rail line.

Transportation Goal 4. Ensure that the public has the opportunity to participate in transportation planning decisions and has the understanding of their choices and

Did You Know?



Kitsap Transit's Long Range Transit Plan identifies transit service corridors where more frequent transit service will be placed. Visit <http://www.kitsaptransit.org> for more information.

the implications of their decisions.

Transportation Policy 18. Engage citizen advisory committees and citizens, and encourage public participation followed by providing feedback to participants.

Transportation Policy 19. Continue to solicit public input into the Transportation Improvement Plan Process followed by providing feedback to participants.

Transportation Goal 5. Provide opportunities for people to make choices among alternative modes of travel with an emphasis on moving people rather than vehicles, and maximize opportunities for non-motorized travel.

Transportation Policy 20. Design roadways that can accommodate and enhance use by public transportation.

Transportation Policy 21. Support Transportation Demand Management/ Transportation Systems Management strategies to incentivize walking, bicycling and transit use.



Transportation Policy 22. Educate residents on the impacts of Single Occupancy Vehicle and ways to reduce trips.

Transportation Policy 23. Promote frequent High Capacity Transit as an alternative to the Single Occupancy Vehicle to the greatest extent feasible.

Transportation Goal 6. Design a multi-modal transportation system that supports and enhances neighborhood identities.

Transportation Policy 24. Develop and apply context sensitive roadway design standards that enhance neighborhood identities but do not infringe on the safety of motorized and non-motorized traffic.

Transportation Policy 25. Incorporate and follow the Kitsap County Complete Streets guidance into future transportation planning and private development requirements.

Transportation Goal 7. Avoid first, minimize second, and then mitigate negative environmental or use impacts due to additions to or improvements to the transportation system whether upland or on shoreline. Plan, locate and design

transportation systems and essential utility facilities along shoreline areas where they will have the least possible adverse effect on shoreline ecological functions and/or processes and existing or planned water-dependent uses.

Transportation Policy 26. Develop requirements for traffic impact studies that identify ways to mitigate development-related transportation impacts in accordance with the State Environmental Policy Act (SEPA).

Transportation Policy 27. Encourage use of innovative fuel systems.

Transportation Policy 28. Encourage travel patterns and mode choices through commute trip reduction.

Transportation Policy 29. Plan for and mitigate the impacts of climate change, and extreme weather events, and natural/human-made disasters on the transportation system.

Transportation Policy 30. Retain or replace native vegetation as possible when developing transportation projects.

Transportation Policy 31. Identify habitat connectivity in priority areas.

Transportation Policy 32. When evaluating zone changes consider noise compatible development along state highways.

Did You Know?



Kitsap Transit is working closely with local planners to incorporate design elements in projects that make using transit easier.

Transportation Goal 8. Coordinate with Washington State Department of Transportation and Kitsap Transit to ensure that the marine transportation system meets commuter, commercial, industrial and recreational demands in the most efficient and reliable manner possible.

Transportation Policy 33. Coordinate with Washington State Department of Transportation and Kitsap Transit to integrate ferry service access with County roads.

Transportation Policy 34. Explore and evaluate costs and benefits of foot ferries as a complement to existing public transportation system in partnership with Kitsap Transit and Washington State Ferries.

Transportation Goal 9. Develop a system of non-motorized transportation facilities that are constructed primarily within the right-of-way of existing and proposed public streets or roads.

Transportation Policy 35. Explicitly link land use and transportation planning decisions to non-motorized planning documents.

Transportation Policy 36. Maximize the opportunity for non-motorized travel, including development of corridors that are safe for all ages.

Transportation Policy 37. Establish standards for connectivity of bicycling and walking networks.

Transportation Policy 38. Assign priorities to the implementation of bicycle facilities and/or pedestrian facilities designated in the non-motorized plan.

Transportation Policy 39. Develop a pedestrian and Americans with Disability Act transition plan.

Transportation Goal 10. Develop funding strategies and financing plan to meet transportation needs identified in this comprehensive plan.

Transportation Policy 40. Develop and maintain an equitable system of transportation impact fees.

Transportation Policy 41. Allocate a proportion of the transportation budget for pedestrian and bicycling facilities.

Transportation Strategies

Strategy 1 – Focus on Safety

Supports policies 1-13, 38-39

- Finance and Budget: Kitsap County receives state gas tax and property tax revenues as well as discrete sources of state funding such as the Transportation Improvement Board, Bridge, Safety, Safe Route to Schools and Safety Grants. Public Works recognizes and pursues these essential funding sources and is constantly seeking to actively write applications for these funds.
- Finance and Budget: Secure financial capacity to improve services and facilities.

Strategy 2 – Improve Level of Service

Supports policies 14, 18-23

- Partnerships: Form partnerships with the community, local governments, and local developers to foster transit orientated design in new projects to improve access to transit.
- Measuring, Monitoring and Evaluation: Utilize collective data from county departments and community organizations to evaluate access to, and impact of, multi-modal transportation options for all residents.
- Measuring, Monitoring and Evaluation: Kitsap County Public Works regularly monitors its Level of Service (LOS) on road segments as part of its concurrency program. The department is committed to pursuing methods to measure LOS at intersections, for non-motorized facilities and for the overall county road network.
- Measuring, Monitoring and Evaluation: Develop service improvements based upon measured performance and measured demand.

Would you like to be more involved?



Citizens can comment on transportation ideas by visiting http://www.kitsapgov.com/pw/sixyear_tip.htm

Strategy 3 – Grow Non-Motorized Access and Reduce Dependence on Single Occupancy Vehicles

Supports policies 35-3, 419

- Measuring, Monitoring and Evaluation: Kitsap County is committed to improving roads, non-motorized connections and safety funding that support the redevelopment of regional and local centers, thus encouraging growth in these centers and limiting the effect of urban sprawl in it more rural and sub-urban areas.
- Measuring, Monitoring and Evaluation: The County is committed to protecting the environment and limiting the effects that increased automobile usage has on air quality, climate change, wildlife, shorelines and water quality. Through proactive Stormwater programs such as storm water parks, rain gardens and filtration systems the county has committed to improving the water quality in Puget Sound.

- **Measuring, Monitoring and Evaluation:** Kitsap County is within an Air Quality Attainment area and is not eligible for Congestion Management, Air Quality funds, which are managed by the PSRC. However, the county recognizes the importance of maintaining favorable air quality emissions and as road improvement projects are proposed, air quality modeling is a part of the analysis of the project. This also pertains to storm water quantity and quality. The county will continue to pursue opportunities to monitor water quality via its participation in the Puget Sound Partnership.

Strategy 4 – Coordinate with Neighboring Jurisdictions

Supports policies 8, 9, 11, 17, 33

- **Partnerships:** Kitsap County is home to two Tribal governments, the Suquamish Tribe located in the community of Suquamish, and the Port Gamble/S'Klallam Tribe. The County is responsible for the roads within the Tribal borders and works with Tribal staff on issues of maintenance, improvements, non-motorized connections and safety. The county welcomes this strategic partnership and will continue to engage Tribal staff in matters pertaining to the reservations.
- **Partnerships:** Kitsap County is a major contributor to the success of the KRCC work program and supports efforts to identify and fund regional and local projects for the county, participating jurisdictions and ports within the county borders. The county will continue to participate in efforts to engage and support inter-jurisdictional cooperation to provide all of the county's residents a safe and reliable transportation network for all modes of travel.
- **Programs and Projects:** Implement service improvements to facilitate travel within the County and outside the County where demand is projected.
- **Finance and Budget:** The County will continue to pursue funding opportunities through PSRC for regional projects that support Regional Centers (Silverdale and Bremerton) and Manufacturing Centers (Bremerton National Airport area).

Strategy 5 – Recognize Changing Land Use and Demographic Trends

Supports policies 7-13, 16, 17, 33, 36

- **Public Participation:** Kitsap County has long recognized the need for residents to be able to express their desires with regard to the development of the transportation network. Public Works regularly engages the citizens through several Citizen Advisory Committees as well as engaging their input into the Transportation Improvement Program process. Public Works is committed to continuing this effort through these forums and individually through its Outreach Coordinator, whose mission is to inform the public well in advance of project design to minimize impacts of construction projects to the extent possible.
- **Partnerships:** The County will continue to participate in efforts to engage and support inter-jurisdictional cooperation to provide all of the county's residents a safe and reliable transportation network for all modes of travel.
- **Increase department collaboration** between Departments of Community Development and Public Works for prioritization and integration of Level of Service into Transportation

Improvement Program process.

- For public works project prioritization County staff will seek guidance from the Capital Facilities Plan if there is a short fall in project funding including such things as reevaluating the land use element or reviewing the concurrency ordinance.

References

- Kitsap County Non-Motorized Facility Plan
<http://www.kitsapgov.com/pw/bikeplan.htm>

Chapter 6 - Parks, Recreation and Open Space



Discussion

Kitsap County's Park and Open Space system currently includes 74 sites totaling 7,279 acres. These include a range of park types and classifications:

- Heritage Parks, at least 450 acres in size, to accommodate both active and passive recreation while providing open space and preservation. Parks in this category are managed and maintained by formal park stewardship groups;
- Regional parks (primarily waterfront parks) which draw people from more than a five mile distance;
- Community parks, which draw people from the immediate community;
- Natural resource areas, preserved for their habitat values, and;
- Partnership properties, which are generally smaller and have limited, if any, active use and/or are used and managed primarily by other parties. Partnership properties constitute about one-quarter of the Department's sites and six percent of the land area.



Nearly two-thirds of all park and open space acreage is within six heritage parks. These heritage parks have become the foundation of Kitsap County's park system. They are large enough to remain primarily undeveloped natural areas, with trails and environmentally sensitive areas preserved or enhanced. These heritage parks may have enough land to appropriately accommodate active use areas to meet current and future needs.

The Kitsap Forest and Bay Project is currently a high priority for Kitsap County. Moving forward Kitsap County will continue to utilize partnerships to the greatest extent feasible. One such partnership is with Forterra and the Port Gamble/S'Klallam and Suquamish Tribes and is unprecedented locally. The large tracts of forestland contain ecologically important streams, wetlands and forest habitat, over two miles of shorelines, and tidelands. There are areas for open space, water access and public use, including key trail sections identified by North Kitsap Trails Association. The project is unique in that it brings many partners to the table including a private landowner, conservancy and trails groups, local government and both the Port Gamble S'Klallam and Suquamish tribes. Kitsap County, in partnership with Forterra and the Tribes has acquired a real estate option on these properties for near-term acquisition

Parks, Recreation, and Open Space Guiding Directives

The Parks, Recreation, and Open Space goals and policies guide future planning and design decisions for unincorporated Kitsap County's passive and active parks. This chapter guides how and where opportunities for recreation are defined and distinguished in urban and rural areas.

Parks, Recreation, and Open Space goals and policies in this Comprehensive Plan are an integral part of the other elements including: *Land Use, Economic Development, Environment, Housing and Human Services, Transportation, and Capital Facilities and Utilities.*



Focusing on the inter-related nature of Parks and Open Space to other Comprehensive Plan elements provide the guidance to do the following:

- provide parks, recreation and open space facilities and services in an efficient and economical manner,
- manage and maintain park and open space lands, working with cities and other communities for park and open space acquisition projects,
- incorporate a network of trails and greenways through the County to connect population and employment centers, schools, and public facilities,
- manage parks when in proximity to new and existing housing,
- manage environmental values, and,
- identify lands for possible acquisition

The goals and policies recognize the County residents' interest in promoting pedestrian and bicycling through the provision of bicycle and walking trails in parks systems as well as the desire to institute management programs for habitat value, forest health, groundwater recharge, and safety for the County Heritage parks.

Technical documents used in development of Chapter 6- Parks, Recreation, and Open Space include the Buildable Land Report, reasonable measures included in the Supplemental Environmental Impact Statement, and review of all amendments to the Washington State Growth Management Act.

Parks, Recreation and Open Space Goals and Policies

Parks Goal 1. Provide regional parks, and open space to meet active and passive regional recreational needs, as well as the needs of wildlife.

Parks Policy 1. Continue acquisition of lands having characteristics providing opportunities for varied uses.

Parks Policy 2. Develop County park facilities to accommodate specialized activities, large special events, and athletic tournaments.

Parks Policy 3. Continue to support and maintain parks advisory board to include community involvement and conduct public outreach.

Parks Policy 4. Create new and foster current partnerships with local, state and federal government agencies and local and national organizations.

Parks Policy 5. Develop and redevelop County parks to accommodate multiple uses.

Parks Policy 6. Develop and redevelop County parks to provide equity of service and activities offered for all age groups.

Parks Policy 7. Develop and redevelop County parks in a manner that allows all-weather activity.

Parks Policy 8. Develop and redevelop certain County parks to become “destination parks”.

Parks Policy 9. Identify new and preserve existing open space in rural areas.

Parks Policy 10. Identify open space corridors and potential open space areas within and between urban growth areas.

Parks Policy 11. Support development of a regional trail system throughout the County and recognize that trails, when built, must be sensitive to impact on natural environment.

Did You Know?



Through the Forest Stewardship Plan, Kitsap County will realize the full range of benefits and values of the

North Kitsap Heritage Park in a manner consistent with the County’s overarching goal of a growing community where natural resources and systems are sustained for the benefit of current and future generations.

Parks Policy 12. Kitsap County shall incorporate the Local Habitat Assessment completed by Washington State Department of Fish and Wildlife to assist in identifying crucial corridor areas that may not necessarily be identified in the Shoreline Master Program or the Critical Areas Ordinance.

Parks Policy 13. When implementing the Parks, Recreation and Open Space Plan ensure that coordination with Washington State Department of Fish and Wildlife and local Tribes occurs to ensure protection of treaty reserved natural and cultural resources.

Parks Policy 14. Kitsap County’s Parks Department will strive to decrease conflict between wildlife and humans and decrease impact on habitat by improving identification of protected areas.

Parks Policy 15. Kitsap County Parks Department will continue to improve educational efforts regarding the importance of limiting contact with wildlife and the value of habitat preservation.

Parks Policy 16. Locate trail corridors to also serve wildlife when possible.

Parks Policy 17. Ensure that the County’s Parks, Recreation, and Open Space Plan is consistent with habitat inventories and habitat protection and restoration programs.

Parks Policy 18. Consider and identify opportunities to increase public access and foster environmental and economic benefits associated with Kitsap Peninsula National Water Trails and designation as part of the National Water Trails System.

Parks Policy 19. Work with qualified tourism and business entities to consider and identify current and future opportunities for public access to natural recreation assets and potential economic benefits that respect county goals and policies.

Parks Goal 2. Provide appropriate and necessary funding and resources to support the management and maintenance of parks, facilities, and open space lands of the highest quality possible.

Parks Policy 20. Provide visitor accommodations including trailheads, parking and restrooms.

Parks Policy 21. Establish stable funding sources to support the County's parks system.

Parks Policy 22. Provide funding to institute a formal, ongoing capital maintenance program.



Parks Policy 23. Facilitate partnerships to promote and maintain neighborhood and pocket parks. Encourage homeowner associations and property owners to work with parks agencies and land trusts to effectively maintain buffers and open space within and around developments, and form partnerships with community groups to effectively maintain natural areas and trails.

Parks Policy 24. Implement the adopted Parks, Recreation and Open Space Plan to plan, acquire, and develop open space, greenways, and wildlife habitat to the greatest extent possible with funds provided.

Parks Policy 25. Recognize parks as an important component of Kitsap County’s economy.

Parks Goal 3. Establish a land acquisition strategy including the necessary funding that will facilitate a more efficient service delivery model.

Parks Policy 26. Purchase lands along the lower mainstream of Chico Creek Watershed as recommended in the Chico Creek Main stem Restoration Plan.

Parks Policy 27. Work towards acquiring trail corridors to connect parks, schools, residential and urban areas.

Parks Policy 28. Develop a land acquisition method that requires a review process for the acquisition of land that is not adjacent to present land holdings or planning areas.

Parks Policy 29. Coordinate with Transfer of Development Rights (TDR) program, as needed, for the development of non-motorized trails in rural areas through acquisitions or easements.

Would you like to be more involved?

■ ■ ■ ■

The Kitsap County Park Volunteer program is dedicated to preserving, protecting, and restoring the natural and cultural resources within Kitsap County Parks for current and future generations. Volunteers are encouraged to work as a team with the Kitsap County Parks Department to contribute to the quality of the parks, facilities, and programs that serve our entire community. Please email parks@co.kitsap.wa.us to learn more about getting involved!

Parks Goal 4. Provide physical and visual public access opportunities and space for diverse forms of water-oriented recreation in such a way that private property rights, public safety, and shoreline ecological functions and processes are protected in accordance with existing laws and statutes.

Parks Policy 30. Prioritize acquisition of properties that provide access to public tidelands, to maximize public access.

Parks Policy 31. Support and promote the Kitsap Peninsula Water Trail.

Did You Know?



Kitsap County Parks are a great place to hold events, such as weddings or birthday parties. Please visit

<http://www.kitsapgov.com/parks/> for more information.

Parks Recreation and Open Space Strategies

Strategies

- For information on strategies, please see pages 23-33 of the 2012 Parks and Recreation Open Space Plan. http://www.kitsapgov.com/parks/Parks/Pages/PROS_Plan.htm

References

- 2012 Parks and Recreation Open Space (PROS) Plan
http://www.kitsapgov.com/parks/Parks/Pages/PROS_Plan.htm
- Parks and Recreation 6-year Capital Facilities Plan CFP
http://www.kitsapgov.com/parks/Parks/Pages/Planning_Capital_Projects.htm
- Newberry Hill Heritage Park Master Plan
http://www.kitsapgov.com/parks/Parks/Pages/heritageparks/newberry_hill.htm
- South Kitsap Regional Park Plan
http://www.kitsapgov.com/parks/Parks/Pages/communityparks/sk_community_park.htm
- Forest Stewardship Plan
http://www.kitsapgov.com/parks/Parks/Pages/Planning_Capital_Projects.htm

Chapter 7 - Capital Facilities and Utilities



Discussion

Public services and facilities – including, but not limited to, parks and recreation, law enforcement, fire protection, emergency preparedness, water/sewer, roads, transit, non-motorized facilities, ferries, stormwater management, education, library services, health and human services, energy, telecommunications, etc. – are provided in an efficient, high-quality and timely manner by the County and its partner agencies. Public services and facilities are monitored, maintained and enhanced to meet quality service standards. For more information please see the Capital Facilities Plan.



Capital Facilities and Utilities Guiding Directives

The Capital Facilities and Utilities goals and policies guide planning, funding and project decisions for unincorporated Kitsap County. In keeping with state law, this chapter guides capital facilities planning. Specific level of service standards and forecasting future needs and other criteria for public facilities can be found in the draft Capital Facilities plan.

Capital Facilities and Utilities goals and policies in this Comprehensive Plan are an integral part of the other elements including: *Land Use, Economic Development, Environment, Housing and Human Services, Parks and Recreation, and Transportation*. Specifically impacted are public service and facilities – including but not limited to, parks and recreation, law enforcement, fire protection, emergency preparedness, water/sewer, roads, transit, non-motorized facilities, ferries, stormwater management, education, library services, health and human services, energy, and telecommunications.

Focusing on these issues provide the guidance to do the following:

- capital facilities plans should cover the 20-year planning horizon and address the entire Urban Growth Area,
- financial plans should address at minimum a 6-year period and funding sources should be specific, providing for fair distribution of costs between new and existing development,
- existing un-served areas in the Urban Growth Area must be addressed as well as new Urban Growth Area expansion areas,
- consideration of operating and maintenance costs before acquiring new facilities, and,

- working toward the implementation of life cycle cost analyses in County projects and programs to ensure the most efficient and effective use of the natural environment and of public financial resources.

Technical documents used in development of Chapter 7 - Capital Facilities include the inventory of current public capital facilities in the Capital Facilities Plan, reasonable measures included in the Supplemental Environmental Impact Statement, level of service standards, concurrency requirements, and review of all amendments to the Washington State Growth Management Act.

Capital Facilities (CapF) and Utilities Goals and Policies

CapF and Utilities Goal 1. Define types of public facilities, establish standards for levels of service for each type of public facility and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations, with a plan to repair or replace existing public facilities as necessary.

CapF and Utilities Policy 1. Coordinate provision of utilities with future development by designating appropriate sites for utility facilities and ensuring their availability.

CapF and Utilities Policy 2. Create a method to measure and monitor level of service for the County population.

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

CapF and Utilities Policy 3. Recognize the established requirements for concurrency as defined in WAC 365-196-840.

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

CapF and Utilities Goal 3. Coordinate capital improvements with land development. Manage the land development process to ensure that all development receives public facility levels of service equal to, or greater than the adopted standards by implementing the schedule of capital improvements in the Capital Facilities Plan.

CapF and Utilities Policy 5. Continuously review stormwater regulations and design manuals to ensure that Kitsap County is meeting the most up-to-date Best Management Practices and changes in state and federal stormwater regulations.

CapF and Utilities Policy 6. Inventory drainage basins through the Stormwater Division of Public

Did You Know?



Sewer Treatment plants discharge 80 percent of the dissolved nitrogen load into the Puget Sound during the summer months. These loads further exacerbate low dissolved oxygen problems in low circulation areas of the Puget Sound. Removing nitrogen via advance sewer treatment processes like those recently completed at the Central Kitsap Treatment Plant lower our negative impact on the environment.

Works to investigate existing and future stormwater drainage problems.

CapF and Utilities Policy 7. Apply the Urban Industrial designation in areas most conducive to industrial development; e.g., few or no natural limitations to development, reasonable accessibility to major streets and highways, available services and facilities.

CapF and Utilities Policy 8. In accordance with Kitsap County Health District and Washington State requirements, require connection to a public sewer system for new or extensively remodeled development located within 200 feet of the public sewer system, and within an urban growth area.

CapF and Utilities Policy 9. Ensure that development regulations allow timely development of utility facility additions and improvements.

CapF and Utilities Policy 10. Coordinate collection, integration and maintenance of Geographic Information System (GIS) utility data among utility providers to ensure consistent and up-to-date information on facility locations and capacities.

CapF and Utilities Goal 4. Provide adequate public facilities by constructing needed capital improvements. Maintain a financially feasible schedule of capital improvements in the Capital Facilities Plan.

CapF and Utilities Policy 11. Only provide public facilities or accept provision of public facilities by others in cases where the County or other providers are able to pay for subsequent annual operating and maintenance costs of the facility.

CapF and Utilities Policy 12. Address fiscal issues including tax revenue sharing and the provision of regional services.

CapF and Utilities Policy 13. Facilitate and encourage incorporation or annexations through the development of interlocal agreements.

CapF and Utilities Policy 14. Kitsap County, along with cities and special purposes districts, should develop long-term funding strategies that include, but are not limited to, the following funding options:

- Existing development;
 - ◆ pays for the capital improvements that reduce or eliminate existing deficiencies, some or all of the replacement of obsolete or worn out facilities, and may pay a



- ◆ portion of the cost of capital improvements needed by future development, and, payments may take the form of user fees, charges for services, special assessments and taxes.

■ Future development pays its fair share of the capital improvements needed to address the impact of its development, and may pay a portion of the cost of the replacement of obsolete or worn out facilities. Upon completion of construction, "future" development becomes "existing" development and contributes to paying the costs of the replacement of obsolete or worn out facilities as described in this policy. Future development's payments may take the form of, but are not limited to;

- ◆ voluntary contributions for the benefit of any public facility,
- ◆ impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, future payments of user fees, charges for services special assessments, and,
- ◆ taxes.

■ Future development does not pay impact fees for the portion of any public facility that reduces or eliminates deficiencies existing at the time of approval.

■ Both existing and future development may have part of their costs paid by grants, entitlements or public facilities from other levels of government and independent districts.

■ Reassess the allocation of existing funding sources and prioritize capital facility expenditures.

Did You Know?

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Kitsap County has adopted a resolution recognizing water as a resource.

CapF and Utilities Policy 15. The estimated costs of all needed capital improvements should not exceed conservative estimates of revenues from sources that are available to the County under current law.

CapF and Utilities Goal 5. Provide adequate public facilities to Urban Growth Areas.

CapF and Utilities Policy 16. Require urban-level sanitary sewer service or equivalent service in all Urban Growth Areas. Update county-owned and operated sewer facility plans to include, not only capacity demand and needs, but also future major collection or conveyance systems for the 2036 planning horizon (existing and projected).

CapF and Utilities Policy 17. Prioritize the Urban Growth Areas in Kitsap County expenditures for public services and facilities as an incentive to encourage development, to make urban areas desirable places to live and to use existing infrastructure more efficiently and cost effectively.

CapF and Utilities Policy 18. Negotiate Urban Growth Area Management Agreements with municipalities and other providers of public facilities to coordinate planning for and development

of the Urban Growth Area.

CapF and Utilities Policy 19. Consider appropriate land use and zoning map amendments if funding for capital facilities falls short of expectations or if levels of service cannot be adjusted to compensate for any shortfall.

CapF and Utilities Policy 20. Set aside appropriate spaces for satellite offices for Kitsap County Sheriff's Office.

CapF and Utilities Goal 6. Provide public services and capital facilities necessary to support planned urban growth at adopted levels of service for the 2036 planning horizon.

CapF and Utilities Policy 21. On a yearly basis propose any capital facilities or utilities Comprehensive Plan changes in the annual Docket and consider Plan amendments and related amendments to regulations consistent with RCW 36.70A.130.



CapF and Utilities Policy 22. Allow for amendments to the Land Use Map, Plan policies, and implementing regulations consistent with Growth Management Act, Countywide Planning Policies, applicable plan policies and other requirements of federal, state and/or local laws. Specifically, evaluate the use of alternative sewage treatment techniques in areas within the Urban Growth Area that contain a significant concentration of critical areas, topographic challenges or critical aquifer recharge areas.

CapF and Utilities Goal 7. Integrate social, educational and cultural components in public facilities when possible.

CapF and Utilities Policy 23. Continue to support public art through the Arts Ordinance.

CapF and Utilities Goal 8. Ensure utilities are provided in an efficient, coordinated and timely manner between Utility providers to meet the needs of the County's future population.

CapF and Utilities Policy 24. Encourage the designation and development of utility corridors and facilities in a manner consistent with the needs and resources of Kitsap County.

CapF and Utilities Policy 25. Encourage siting of large, above ground utilities (e.g. antennas, towers) in industrial or commercial areas or along appropriate transportation and utility corridors.

CapF and Utilities Policy 26. Encourage the use of alternative sanitary sewer techniques within Urban Growth Areas, such as package plants, membrane and drip systems and/or community drainfields, in areas where public sewer system may be more than 200 feet away. The use of these alternative sanitary sewer techniques for new development shall also achieve minimum urban densities of the applicable zone.

CapF and Utilities Policy 27. Minimize the visual impact of utility facilities on view corridors, vistas and adjacent properties by developing design standards for cellular towers, antennas and other types of utility facilities.

CapF and Utilities Goal 9. Maintain and enhance utility service quality.

CapF and Utilities Policy 28. Repair or replace obsolete or worn out facilities, eliminate existing deficiencies, and meet the needs of future development and redevelopment as indicated by previously issued and new development permits.

CapF and Utilities Goal 10. Minimize environmental impacts of utility facilities and operations.

CapF and Utilities Policy 29. Consider the impacts of sewer plans on groundwater quality and quantity.

CapF and Utilities Policy 30. Participate in regional efforts to achieve Total Maximum Daily Loads (TMDLs) for local water bodies as required by the Clean Water Act. Take steps to reduce nonpoint sources of pollution to Puget Sound and other water bodies to achieve compliance.

Did You Know?



Did you know traditional development practices create up to 30 times the runoff volume as a natural forest watershed? Low Impact Development techniques in appropriate areas, are designed to help development better mimic natural watershed water cycles.

CapF and Utilities Policy 31. Evaluate, minimize, and mitigate unavoidable impacts to groundwater quality and quantity during the planning and development review process. Consider the cumulative impacts of existing and future capital facilities and utilities development on groundwater quantity and quality. Ensure proposed plans and project design address the extent of and mitigate for the recharge-limiting effect of impermeable surfaces and other factors affecting groundwater quantity and quality.

CapF and Utilities Policy 32. Consider the impacts of septic systems on groundwater quality and quantity.

CapF and Utilities Policy 33. Support Kitsap Public Health District efforts to identify and correct failing on-site sewage systems.

CapF and Utilities Policy 34. Use watershed and basin plans as a means to reduce stormwater impacts and nonpoint pollution to develop long-term plans for development and stormwater controls at the watershed level, and to coordinate with neighboring jurisdictions.

CapF and Utilities Policy 35. Encourage the use of underground utilities, and coordinate utility placement with road improvements.

CapF and Utilities Goal 11. Support cost-effective energy conservation and promote energy conservation.

CapF and Utilities Policy 36. Support renewable energy incentives to businesses and groups for a comprehensive renewable energy effort.

CapF and Utilities Policy 37. Encourage alternative energy production as appropriate in urban areas that are consistent with urban character.

CapF and Utilities Policy 38. Encourage alternative energy production as appropriate in rural areas that are consistent with rural character.

CapF and Utilities Goal 12. Support efforts through private and public organizations to extend high-tech services including telecommunications.

CapF and Utilities Policy 39. Support the extension of fiber optic cable in Kitsap County.

Did You Know?



Wastewater treatment plants and industrial facilities discharge millions of gallons per day to Puget Sound. Some of that water can be recycled and used for other purposes to reduce our demand for limited groundwater supplies.



Capital Facilities and Utilities Strategies

- For information on strategies, please see Capital Facilities Plan Draft. Please find copy at <http://compplan.kitsapgov.com>

Chapter 8 - Subarea Plans

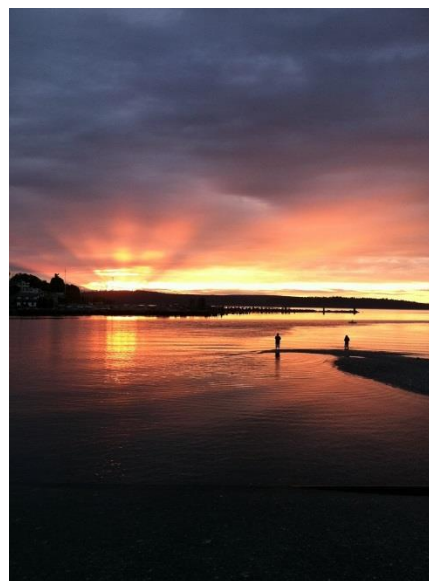


Suquamish



Vision for Suquamish

Suquamish is a rural, historic waterfront community on the Port Madison Indian Reservation, which is defined by strong natural borders in northeast Kitsap County. The Port Madison Indian Reservation is located on the western and northern shore of Port Madison Bay. The reservation also fronts Agate Pass on the western side. Bainbridge Island is located on the eastern side of the Pass. The Agate Pass Bridge connects Bainbridge Island with the Reservation on the Kitsap Peninsula.



Increased growth pressures are threatening the Suquamish Village's natural boundaries. Increased development was beginning to exceed the capacities of the infrastructure systems. Transportation infrastructure and drainage systems were no longer adequate, open space diminished and the rural character of the town changed. Tribal members living in Suquamish and non-Indian residents who moved to Suquamish for its rural qualities and remote location found their chosen lifestyle at risk. However, any vision for Suquamish must balance the preservation of the rights of Tribal members and of non-Indian property owners to enjoy the reasonable use of their land. The Suquamish Village will make its visitors feel welcome, but not rely solely on tourism as a mechanism for economic health. Economic and cultural diversity shall be celebrated and enhanced for the benefit of all residents of Suquamish. The Suquamish Village's native Indian history and presence shall be enhanced and remain a visible part of the Suquamish experience.

The downtown should remain the heart of Suquamish where residents and visitors will gather together to celebrate traditions and experience daily living. Suquamish will offer small business districts for small-scale neighborhood convenience stores or public services.

It shall become a community where one can enjoy its open spaces and recreational opportunities as well as safe and pleasurable walks, which link the neighborhoods to each other and to the commercial districts. The Suquamish Rural Village shall welcome all social and economic groups. It shall provide a sense of community, and the Tribe and the County shall work cooperatively.

Suquamish Goals and Policies

Capital and Economic Development

Suquamish Goal 1. Establish a Kitsap Regional Library Extension.

Suquamish Policy 1. Examine prospective locations for a Kitsap Regional Library (KLR) extension in coordination with KRL, Kitsap County, and the Suquamish Tribe to establish a library with suitable amenities (Wi-Fi, computer access, and other access).

Suquamish Goal 2. Provide Transportation Improvements that Enhance Economic Development.

Suquamish Policy 2. Conduct studies to maximize the effectiveness of Suquamish downtown parking, traffic, land use and potential aesthetics.



Suquamish Goal 3. Establish a Suquamish Aesthetic beneficial to Economic Development.

Suquamish Policy 3. Determine what a Suquamish downtown (Augusta Avenue and Suquamish Way) aesthetic would look like (signage, street lights, storefronts, public art, etc.) and further define action required to achieve that aesthetic to include:

- Signage to meet the Suquamish aesthetic, including welcoming sign and street signs.
- Implement utility improvements, including street lighting that would support economic development.
- Examine the feasibility and implement appropriate trash can placement (and supporting solid waste removal).

Suquamish Policy 4. Collaborate with Suquamish Tribal Government, Port Madison Enterprises, and other business district interests to examine and support zoning and construction encouraging first floor storefronts with affordable second floor living options.

Suquamish Goal 4. Support Information Sharing and Information Access in Suquamish.

Suquamish Policy 5. Examine, and if feasible implement, a Public Wi-Fi access capability.

Transportation (Roads, Walkability, and Bicycling)

Suquamish Goal 5. Evaluate changes for Augusta and Suquamish Way to allow for safe and effective access to businesses.

Suquamish Policy 6. Examine, and if feasible implement, a three lane corridor along Augusta Avenue starting at NE Geneva Street and continuing up Suquamish Way to Division [in vicinity of the Suquamish Village] to enhance current and future Suquamish economic development and access.

Suquamish Goal 6. Improve parking to support safe business access.

Suquamish Policy 7. Improve parking along, or in vicinity of, Augusta Avenue starting at NE Geneva Street and continuing up Suquamish Way to Division to enhance current and future Suquamish economic development and access.

Suquamish Goal 7. Develop walkways, crosswalks and bicycle routes that enhance the walkability, safety and economic development of Suquamish.

Suquamish Policy 8. Provide walkways and crosswalks extending on Augusta Avenue from NE Geneva Street to Suquamish Way to enhance current and future Suquamish economic development and access.

Suquamish Policy 9. Examine, and if feasible implement, walkways and crosswalks on Division Ave NE and NE McKinstry St. (starting at Suquamish Way) to provide a safe and walkable access to the Sports Court Park and the historically significant Old Man House Park.

Suquamish Policy 10. Provide a pedestrian connection between Suquamish and the network of trails within the Cowling Creek Preserve, which with additional development could serve as a bike route bypassing a portion of Miller Bay Road with no shoulders.

Suquamish Policy 11. Examine, and if feasible implement, paving the shoulders of Miller Bay Road from NE Geneva St. to Gunderson Rd. thereby providing the first/only safe route for walkers, joggers or bicyclists to enter and depart Suquamish to the north towards Kingston.

Suquamish Goal 8. Evaluate road safety improvements in and around Suquamish.

Suquamish Policy 12. Examine, and if feasible implement, speed controls and widening/paved shoulders on NE Columbia Street to increase safety as the alternate northern route out of Suquamish.

Suquamish Policy 13. Examine, and if feasible, due to existing zoning and road width constraints, implement one-way traffic options on Geneva and Center Streets.

Parks and Open Space

Suquamish Goal 9. Coordinate efforts among the community, the Suquamish Tribe and the County to maintain existing Parks within and surrounding Suquamish to their fullest potential.

Suquamish Policy 14. Where consistent with CFP resurface the Sport Court at NE Division Ave and McKinstry St. for increased safety and use.

Suquamish Policy 15. Provide and enhance access and kayak launches at appropriate County rights of way throughout Suquamish (i.e., Hemphill Rd. terminus, or southwest terminus/right of way NE Angeline Rd.)

Suquamish Policy 16. Improve park maintenance.

Suquamish Policy 17. Examine and if feasible implement watering capability to Angeline Park and the Sports Park for maintenance of the plant beds.

Suquamish Policy 18. Implement upgrades and improvements to the Angeline Park playground.



Suquamish Goal 10. Partner with the Suquamish Tribe to discover new opportunities for desired Parks/Open Spaces.

Suquamish Policy 19. Examine, and if feasible create, an off-leash dog park.

Suquamish Policy 20. Examine, and if feasible create, a Skateboard park.

Suquamish Policy 21. Examine, and if feasible create, a Community Garden.

Suquamish Goal 11. Public Restrooms.

Suquamish Policy 22. Collaborate with Suquamish Tribal Government to establish public restrooms near the Suquamish Dock.

Stormwater and Sewer

Suquamish Goal 12. Continue Suquamish Stormwater and Sewer Improvements.

Suquamish Policy 23. Support development of a comprehensive and natural approach to stormwater management to implement projects to control flows, reduce flooding, and enhance water quality. The Suquamish Community Advisory Committee will examine, and if feasible support and endorse community concerns as they arise.

Kingston



Vision for Kingston

Kingston is located on Appletree Cove, known for its sweeping views of Puget Sound and the Cascade and Olympic mountain ranges. It is bordered by Port Gamble S'Klallam tribal land to the north, and rural residential properties to the south and west, with Puget Sound to the east. The community retains an authentic small-town character with multi-generational gathering places and businesses. The waterfront encompasses a large marina, public beach access and a major terminal for Washington State Ferries that is a key transportation link between the Seattle metropolitan area and the Olympic Peninsula.

The Kingston Urban Growth Area, the northernmost in Kitsap County, was established in May 1998 through adoption of the Kitsap County Comprehensive Plan, encompassing 1,400 acres. Kingston's defined areas include Old Town, adjacent to the marina and ferry terminal; the Village Green district; and Lindvog Commercial, encompassing the uptown area along State Route 104.



The vision of Kingston focuses on the continued preservation and protection of open space, forests and critical habitat areas in the surrounding sensitive environment. Maintaining and improving public facilities for sewer and other utilities, stormwater management and emergency services is also envisioned. Guiding the preservation and development of diverse housing types for all incomes and ages will maintain an inclusive community. The Kingston community values its shoreline, parks and schools with interconnected systems of pedestrian and bicycle trails. Additional non-motorized facilities such as sidewalks, bike lanes and safe routes to schools will increase the health and safety of the community.

Kingston has a population of over 2,200. More than a third of its households have children under the age of 18 and 26 percent age 60 years or over. The median household income is estimated at \$73,000. County support of local economic development and vitality, and in managing the impact of regional transportation, is vital to Kingston's vision. Improved street aesthetics and parking facilities will create more walkability and encourage pedestrian-oriented, accessible retail shops. Kingston will continue to be a welcoming, family friendly community that values a healthy and sustainable environment; quality education and recreational resources for all ages; partnerships with the S'Klallam and Suquamish tribes; and an efficient, safe and enhanced infrastructure that supports measured growth of healthy neighborhoods and businesses.

Kingston Goals and Policies

Economic Development

Kingston Economic Development Goal 1. Within the Kingston Urban Growth Area, support the establishment of locally-owned businesses, cottage industries and home businesses.

Kingston Policy 1. Encourage the development of state-of-the-art telecommunication infrastructure to serve the Kingston Urban Growth Area.

Kingston Policy 2. Continue to allow home office businesses within the Urban Village Center zone.

Kingston Policy 3. Collaborate with the Kingston Chamber of Commerce, the Kitsap Economic Development Alliance (KEDA), Public Utilities District, and the Port of Kingston and other organizations to foster and promote an information system infrastructure and promote a business atmosphere that encourages and supports technology-based industry.

Kingston Economic Development Goal 2. Support the maintenance of local businesses.

Kingston Policy 4. Investigate feasibility of using a rolling type "multi-year" permit process for event venues for appropriate locations.

Kingston Policy 5. Work to streamline regulations to encourage agritourism.

Kingston Policy 6. Encourage compact residential development in the downtown core as defined by Urban Village Center and other relative commercial zones.

Kingston Policy 7. Encourage development that build projects compatible with Kingston's current design.

Kingston Policy 8. Encourage small business development and business incubators.

Kingston Economic Development Goal 3. Support tourism to enhance the local economy.

Kingston Policy 9. Support the development of bed and breakfasts and small lodging venues in the Kingston area.

Kingston Policy 10. Facilitate the development entry/exit signage consistent with area identity.

Kingston Policy 11. Facilitate the development of a downtown way-finding system consistent with area identity.

Kingston Policy 12. Foster partnerships with the North Kitsap Tourism Coalition, Visit Kitsap, the Port of Kingston, the Kingston Chamber of Commerce, the Greater Kingston Economic Development Committee and other organizations to promote tourism and business development.

Environment

Kingston Environment Goal 4. Protect and work to restore wildlife habitat, marine shorelines, and other natural areas around Kingston.

Kingston Policy 13. Support community work with non-profit groups to acquire land for conservation and preservation of wildlife habitat.



Kingston Policy 14. Participate in the West Sound Watersheds Council and support Puget Sound Salmon Recovery programs.

Kingston Policy 15. As feasible, acquire shoreline property and investigate easements in Kingston for public stewardship and habitat protection.

Kingston Environment Goal 5. Coordinate an integrated network of spaces that could expand recreational opportunities for both residents and visitors, and takes advantage of Kingston's visual amenities and natural environment.

Kingston Policy 16. As feasible, work with non-profit groups to acquire land for open space conservation and trails network.

Parks, Trails and Open Space

Kingston Parks, Trails and Open Space Goal 6. Encourage participation of community organizations and residents in the planning, development and authorized use of parks, community facilities, libraries and senior centers.

Kingston Policy 17. Consult with the community organizations and residents concerning the disposition or repurposing of public land and facilities that have parks, trails and recreation

potential.

Kingston Policy 18. Coordinate with other local jurisdictions, community organizations and residents in developing long range plans, budgets and usage regulations for public facilities, parks and open space.

Kingston Parks, Trails and Open Space Goal 7. Pursue the creation of a more walkable community by supporting development of pedestrian pathways, sidewalks and trails that connect people to places.

Kingston Policy 19. Kingston Policy 19. As feasible, support recommendations identified in the Kitsap County Non-Motorized Facility Plan.

Kingston Policy 20. Coordinate with state, Tribal, and non-governmental groups and Kingston residents to acquire land for trails, community connectors and open space corridors.

Kingston Policy 21. Coordinate maintenance and operation support for parks, trails and open space with other jurisdictions and supporting community groups.



Kingston Policy 22. Encourage Kingston residents to review budgets for Parks, Recreation and Open space for the Kingston area.

Kingston Policy 23. Coordinate with the local jurisdictions, state agencies, and community groups to create and enhance water related recreation, facilities and public access.

Kingston Policy 24. Safety and security shall be considered when reviewing plans for trails, pathways, and greenways to connect parks, shoreline and recreational resources throughout the Kingston area.

Kingston Policy 25. Encourage the establishment of a trails system sign program that identifies access points and destinations.

Kingston Parks, Trails and Open Space Goal 8. Create bicycle routes, multiuse pathways, and bike storage facilities to provide safe, secure and efficient bicycle connections for commuter, visitor, fitness and recreational riders.

Kingston Policy 26. Consult and coordinate with Kingston area community groups to define, and prioritize Kingston area bike routes.

Kingston Policy 27. Ensure that local bike routes connect with regional bike routes.

Kingston Policy 28. Support and promote the Kitsap Peninsula Water Trail.

Kingston Policy 29. Coordinate with state agencies and community organizations to ensure that public use of tidelands and public waterfront property protects water quality and sensitive areas while also allowing for public recreation.



Kingston Parks, Trails and Open Space Goal 9. Provide and maintain Parks and Fields and community facilities to support sports, recreational, educational, and social activities for the community.

Kingston Policy 30. Consult with state agencies and local jurisdictions to provide parks, open space, fields, and facilities that support active and passive recreation.

Kingston Policy 31. Encourage public participation in development of plans for maintenance and operation for parks, open space, fields, and facilities in the Kingston area including volunteer efforts.

Kingston Policy 32. Encourage public participation of community organizations and residents in the planning, development, operation, authorized use and maintenance of parks, trails, community facilities, libraries, sports fields and senior centers.

Transportation

Kingston Transportation Goal 10. Work with WSDOT to attempt to reduce traffic issues.

Kingston Policy 33. Encourage WSDOT to reduce the back up of queued ferry traffic in downtown Kingston and optimize the use of the ferry holding lot.

Kingston Policy 34. Encourage WSF to provide a third overflow ferry boat during periods of high ferry demand and ferry wait times.

Kingston Policy 35. Encourage WSDOT to pursue the rerouting of ferry traffic to the present outbound ferry traffic lane and investigate of the feasibility of using the current WSDOT parking lot as auxiliary holding area.



Kingston Transportation Goal 11. Enhance the aesthetic values of the streetscape in Kingston as identified in the Kingston Complete Streets study.

Kingston Policy 36. Within the Kingston Urban Growth Area, ensure the design standards are followed.

Kingston Policy 37. Consider updating the Kingston Design Standards with focus on aesthetics of streets, sidewalks, and associated amenities.

Kingston Transportation Goal 12. Work to improve safety for pedestrians, bicycles, and vehicles within the Kingston Urban Growth Area.

Kingston Policy 38. Encourage connectivity between developments.

Kingston Policy 39. Coordinate with WSF to improve pedestrian and bicycle access to the ferry dock.

Kingston Transportation Goal 13. Work to ensure that an appropriate balance of long-term and short-term parking is available in the downtown area.

Kingston Policy 40. Through public-private and public-public partnerships, review the existing public parking availability, and accessibility within Kingston.

Kingston Policy 41. After public parking availability and accessibility study is complete, consider updates or changes to parking requirements relating to occupancy in the Kingston Urban Growth Area.

Kingston Policy 42. As feasible implement incentive based parking programs within the Urban Village Center Zone, such as shared-use parking and on street parking.

Community

Kingston Community Goal 14. Formalize Kingston community identity.

Kingston Policy 43. Locate community-oriented public facilities within the Urban Growth Area.

Kingston Policy 44. Work with the community to consider preservation and highlighting of the historic features and characteristics of Kingston in community planning and development, and design standards.

Kingston Policy 45. Preserve the small town character of the Kingston Urban Growth Area in community planning and development.



Kingston Policy 46. Work with Kingston Community Advisory Council to support ongoing efforts to provide severe weather shelter services and/or warming station in public buildings.

Land Use

Kingston Land Use Goal 15. Involve the Kingston community input when proposing development regulations.

Kingston Policy 47. Review mixed use standards for Urban Village Center and amend as necessary.

Kingston Policy 48. Increase residential density allowance in Urban Village Center.

Kingston Policy 49. Support the community to the extent feasible in their aspiration to identify view corridors while balancing the rights of private property owners.

Kingston Land Use Goal 16. Apply Kingston Design Standards in the permitting process.

Kingston Policy 50. Explore new code provisions to support redevelopment.

Kingston Policy 51. Update Kingston Downtown Design Standards to address ongoing public input.

Kingston Policy 52. Prioritize the required infrastructure to encourage urban medium and high density residential uses near commercial areas and public spaces.

Manchester



Vision for Manchester

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.



Manchester Goals and Policies

Public Participation

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

Manchester Policy 1. Use the Manchester community website and vehicles such as: Manchester Days, community activities (such as tree lighting) and the Manchester Community Association's educational programs.

Zoning and Development Regulations

Manchester Goal 2. Maintain and manage growth, density, zoning, and land use consistent with the requirements and policies of the Manchester LAMIRD.

Manchester Policy 2. Maintain maximum height limits feet consistent with Manchester view protection overlay.

Manchester Policy 3. Maintain and enforce existing code regarding legacy and nonconforming lots, according to Section 2.2.3 that gives the definition of the nonconforming lots in the Manchester Plan Update found on the Kitsap County Official website.

Manchester Policy 4. Review cluster development as it applies to the Manchester LAMIRD.

Manchester Policy 5. Protect Manchester's existing views including but not limited to Mt. Rainier, the Cascade Mountain Range, Puget Sound and the Seattle skyline by addressing vegetation height and density regulations.



Environment

Manchester Goal 3. Protect and enhance the shoreline resources that add to the unique character of the Manchester LAMIRD.

Manchester Policy 6. Coordinate with Port of Manchester to achieve a balanced use of their public shoreline facilities to create minimal environmental impact.

Manchester Policy 7. Educate the public on issues of wildlife habitat, critical area and shoreline protection, stormwater management and air quality.

Manchester Policy 8. Create a plant list that includes native, water retaining, non-invasive, and height-limited vegetation, to encourage replanting native tree and plant species on all properties.



Transportation

Manchester Goal 4. Provide the citizens the opportunity to participate in the development of transportation planning policy regarding street designs and development patterns that accommodate pedestrians, vehicles, transit users and bicyclists in a balanced way.

Manchester Policy 9. All future County projects including but not limited to Beach Dr., Colchester Dr., Chester Rd., Main Street, Madrone Street, Alaska Avenue and California Avenue, should include continuous paved walkways for pedestrian use. These walkways should be coordinated with the Mosquito Fleet Trail Plan and/or the non-motorized trail plan.

Manchester Policy 10. Involve the Manchester Community Advisory Committee in the Kitsap County Public Works transportation improvement planning (TIP) process to provide input for and act on all public works plans that affect the Manchester LAMIRD.

Manchester Goal 5. Encourage the use of good design practices to reduce accidents and potential accidents by providing a safe transportation system.

Manchester Policy 11. Any traffic analysis done in the LAMIRD should be conducted during peak traffic hours and peak recreational hours, or as applicable to the specific proposal.

Manchester Policy 12. All parking lots in the Commercial District should incorporate separate entrance and exit lanes where possible.

Manchester Policy 13. Increase available parking in the Manchester Village Commercial district by ensuring all new development in the Manchester Village Commercial district provides parking consistent with the Manchester Design Standards (see Appendix A in the Manchester Community Plan).

Capital Facilities and Utilities**Manchester Goal 6. Provide the availability of sewer service to all residents within the Manchester LAMIRD boundary without expansion of the existing sewer treatment plant.**

Manchester Policy 14. Provide education to property owners on benefits to having sewer connection.

Manchester Goal 7. Ensure expansion of the existing sewer distribution system to all properties within the Manchester LAMIRD boundary through the formation of utility local improvement districts (ULIDs).

Manchester Policy 15. Require property owners on shorelines or near other critical areas to connect to the sewer system as required by the Kitsap Public Health District, if their current system has failed.

Manchester Goal 8. Support development of a comprehensive approach to stormwater management that encourages coordination between Transportation, Wastewater, Stormwater and private development projects.

Manchester Policy 16. Involve the Manchester community in the assessment and prioritization of stormwater capital facility projects.

Manchester Policy 17. Continue to identify areas needing improved stormwater infrastructure within Manchester.

Manchester Goal 9. Ensure 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.

Manchester Policy 18. Require the use of permeable surfaces and other Low Impact Development technologies in new building construction and property development.

Manchester Policy 19. Mitigate impacts of stormwater management regulations on private property owners by hosting meetings with the community when new regulations are proposed.

Manchester Policy 20. Determine cumulative impacts of development on surrounding properties, and minimize negative consequences of stormwater runoff on properties.

Manchester Goal 11. Work with Kitsap Public Health District and Kitsap Sewer Utility to establish clear communication between government agencies as it relates to septic and sewer issues.

Public Facilities and Parks

Manchester Goal 12. Ensure public participation for all future improvements to public facilities and parks within the Manchester LAMIRD.

Manchester Policy 21. Develop strategies for upholding private property rights while accommodating the public’s interest in experiencing the waterfront, views and recreation.

Manchester Goal 13. Maintain current public facilities.

Manchester Policy 22. Coordinate with the Friends of the Manchester Library, the Manchester Foundation Board, and the Port of Manchester Commissioners and Kitsap County concerning any development plans for public facility improvements and additions.



Manchester Goal 14. Plan for a community center within Manchester.

Manchester Policy 23. Continue working with groups, agencies, non-profits and citizens to secure funding and land for a future community center building.

Manchester Goal 15. Expand walking and biking paths.

Manchester Policy 24. Develop public right-of ways for the purpose of creating trails and providing foot access along and between the main thoroughfares to connect with Mosquito Fleet Trail and Kitsap Peninsula Water Trails.

Manchester Policy 25. Create a walkability map of the Manchester LAMIRD.

Silverdale Sub Area Plan



Vision for Silverdale Sub Area

Land Use - Within the Urban Growth Area, Silverdale has a mix of residential development, commercial centers and light industrial areas that serve the housing and employment needs of the community. These areas are integrated with the natural amenities of the landscape including the striking views of mountains and water, and access to open space, maintaining Silverdale's high quality of life. Community gathering places including meeting spaces and connecting sidewalks, which provide local shopping, services and opportunities for recreation, are interspersed throughout the area and are connected through pedestrian-friendly trail and path systems. Through the application of urban design guidelines, the unique characteristics of existing districts are preserved and identities for new development are fostered.

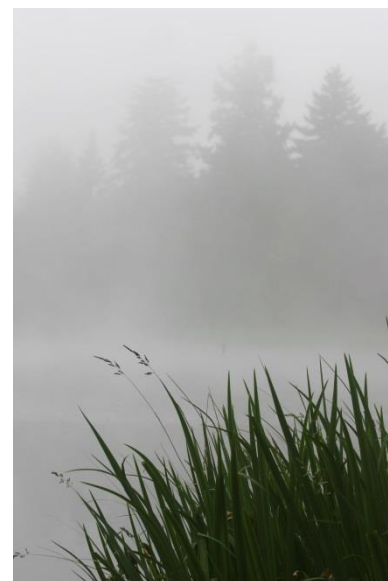
Economic Development - Our status as a regional retail and service center is complemented by the expansion and diversification of our economic base, particularly through expansion of businesses, as well as through development of educational opportunities.

Transportation - We have a transportation system that will properly support community and residential needs. We have a multimodal circulation system; it accommodates transit, bicycles, pedestrians and autos. There are many options for getting into, out of and moving within the urban growth area, and bypassing the urban core. Downtown circulation is improved, we have a walkable environment and our grid system is expanded.

Housing - Our community provides a wide choice of housing types and prices -- accommodating a diversity of lifestyles and incomes. New residential development is centered in mixed income neighborhoods that are safe and secure. Each neighborhood has a character of its own and includes a mix of uses that provide opportunities for localized services and recreation close to home. We respect existing neighborhoods; their character is key to the long-term sustainability.

Governance - Within the 20-year planning horizon, Silverdale may be a self-governing city.

Social Capital - We have diverse opportunities for arts, recreation, entertainment, leisure activities and culture; activities we can "do" are continuously being created.





Capital Facilities - We have the public facilities to support a vibrant and growing city.

Natural Environment - We have tremendous natural resources and amenities. We are sensitive to our existing natural systems— maintaining, protecting and conserving them in a way that is sensitive to their environmental functions, particularly Dyes Inlet watersheds and water quality and aquifer recharge areas. We are rich in significant, pristine resource areas.

Silverdale Sub Area Plan Goals and Policies

Land Use

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

Silverdale Policy 1. Monitor land supply over time to ensure a continued adequate supply of residential, commercial and industrial designated land to meet Silverdale’s population and employment targets and to meet the needs of unexpected growth.

Silverdale Policy 2. In establishing and modifying land use designations, provide for a balanced and complete community.

Silverdale Policy 3. Incorporate reasonable measures that are appropriate to the Silverdale area to help focus growth in the urban growth area. These measures could be incentives, standards, policies, and/or regulations. In this Sub-Area Plan, incorporated reasonable measures include:

- Inclusion of an economic development plan element intended to encourage employment and related housing/population growth in the Urban Growth Area;
- Support the Silverdale Regional Plan goals and Policies.



Silverdale Policy 4. In areas where pedestrian and/or bicycle activity is desired, such as in Old Town, in new mixed use centers, and within residential neighborhoods, provide a balance of roads, sidewalks, trails, landscaping, crosswalks, to increase opportunities for walking and bicycling.

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

Silverdale Goal 2. Provide land availability for public and private community gathering places and diverse opportunities for arts, recreation, entertainment, leisure activities and culture.

Silverdale Policy 6. Support design standards that encourage provision of plazas, greens or other informal public meeting spaces with new development and redevelopment.

Silverdale Policy 7. Preserve and enhance the natural and aesthetic qualities of shoreline areas and riparian creek corridors while allowing reasonable development to meet the needs of property owners.

Economic Development

Silverdale Goal 3. Enhance the status of Silverdale as a regional retail and service center.

Silverdale Policy 8. Develop and implement an economic development program that encourages the location of businesses in the downtown core and actively seeks opportunities to strengthen the regional role of the retail and service center.

Silverdale Policy 9. Encourage the cooperation and collaboration of agencies and interested groups in marketing the Silverdale areas to attract new business.

Silverdale Policy 10. Encourage and support tourism activity and amenities as a significant contributor to the Silverdale economy.

Silverdale Goal 4. Achieve diversification of Silverdale's economic base, particularly through expansion of businesses and higher educational opportunities.

Silverdale Policy 11. Facilitate the diversification and growth of the Silverdale area economic base through a range of appropriate commercial land use designations, adequate land supply, improved transportation infrastructure, active business recruitment, and business friendly policies and regulations.

Silverdale Policy 12. Actively recruit educational institution to the Silverdale area.

Silverdale Policy 13. Identify and encourage business opportunities that may benefit from the geographic proximity of existing military facilities.

Silverdale Goal 5. Support and coordinate economic expansion through efficient use of land and provision of capital facilities.

Silverdale Policy 14. Encourage full use and development of designated commercial and industrial areas prior to expanding those areas. Promote revitalization within existing developed areas to take

advantage of the investment in existing buildings and infrastructure.

Silverdale Policy 15. Provide incentives for re-use or redevelopment of existing commercial facilities in preference to building of new space.

Silverdale Policy 16. Provide adequate transportation infrastructure to serve a diverse range of commercial activity including retail, and tourism.

Silverdale Policy 17. Work to meet unique transportation needs of new or growing businesses.

Silverdale Goal 6. Support commercial development and redevelopment that complements and is compatible with the larger Silverdale community.

Housing

Silverdale Goal 7. Promote and protect the long-term viability, safety, character and identity of existing neighborhoods.

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

Silverdale Policy 19. Work with neighborhoods to identify key landmarks, boundaries, gathering places, significant natural features, existing and potential pedestrian routes, neighborhood gateways, and other features that help identify and establish their unique character.

Transportation

Silverdale Goal 8. Develop and maintain a street and transportation system that effectively addresses the travel needs of the community and is consistent with the overall goals of the community.

Silverdale Policy 20. Consider an extension or road improvement to provide ease of access to north Silverdale to Highway 3.

Silverdale Policy 21. Develop and maintain performance standards, including operational level of service (LOS) standards for roadways and critical intersections within Silverdale.

Silverdale Goal 9. Develop a circulation plan that meets the needs of increased traffic and emergency access throughout the Silverdale community while maintaining the importance of neighborhood quality and safety.

Silverdale Policy 22. Develop a plan of priorities and circulation for the effective movement of goods and services in the commercial districts and within residential neighborhoods, as appropriate.

Silverdale Policy 23. Develop an effective system of neighborhood traffic control to facilitate access while maintaining requisite safety for pedestrians, residents and normal local traffic.

Silverdale Goal 10. Work with transit providers to develop programs, routes and schedules that better accommodate a larger number of citizen moves.

Silverdale Policy 24. Identify the effective use of public transit in the design Silverdale districts and surrounding areas; especially the implementation of point-to-point shuttles and loop service, and service to high priority destinations.

Silverdale Policy 25. Consider location of Park-and-Ride lots or similar facilities when making land use designations.

Silverdale Policy 26. Develop priorities for Transportation Demand Management and Commute Trip Reduction, considering the home to work flow path for Silverdale workers.

Silverdale Goal 11. Improve safety and circulation for bicyclists and pedestrians.

Silverdale Policy 27. Establish priorities for completion of sidewalks and bicycle lanes in the design district areas.

Silverdale Policy 28. Develop design standards for establishing pedestrian and non-motorized access that connect surrounding areas to the Silverdale Regional Center.

Silverdale Policy 29. Develop and implement an off-street pathways plan for Silverdale to include walking paths, bicycle paths, and the trails system.

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

Silverdale Goal 12. Ensure that transportation facilities necessary for future growth are provided concurrent with growth and coordinated with the overall land use plan for Silverdale.

Silverdale Policy 31. Develop and maintain an effective multimodal transportation system for

Silverdale and the surrounding areas.

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

Silverdale Goal 13. Locate, design and construct transportation connections to the Greaves Way that facilitate coordinated access to commercial, business center and industrial zoned lands.

Silverdale Policy 33. Locate and develop connector roads for Greaves Way that provide access to surrounding properties. Coordinate with property owners on alignment alternatives and roadway design.

Silverdale Policy 34. To maximize the use of Greaves Way, connector roads shall be delineated to provide free-flowing, multi-modal access to the commercial, industrial and business properties in the area.

Silverdale Policy 35. Establish connector roads' location and design through amendments to the Silverdale design standards or Kitsap County Code. Such amendments shall allow for flexibility if property ownership is consolidated and an alternate location and/or design will meet the intent of the connector road system.

Silverdale Policy 36. The connector roads shall be funded by private property owners or new development. Funding of these roadways may include, but is not limited to, County Road Improvement Districts (CRID) and individual developer construction. If public funding is available for the development of this roadway network, monies and project scope should be identified in the 6-year Transportation Improvement Plan.

Silverdale Goal 14. Effectively coordinate with neighboring jurisdictions to establish and maintain an effective transportation system for Kitsap County and the West Sound region.

Silverdale Policy 37. Develop procedures for effective inter-jurisdictional coordination.

Capital Facilities

Silverdale Goal 15. Provide a park, recreation and open space system that enhances the quality of life for residents and visitors to the Silverdale community.

Silverdale Policy 38. Update the Kitsap County Greenway Plan to identify key pedestrian trails and greenways needed to link destinations in Silverdale.

Silverdale Policy 39. Ensure that stormwater facilities provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, wetlands, lakes and Dyes Inlet.

Silverdale Goal 16. Provide efficient and convenient solid waste and recycling services to the Silverdale community through effective coordination with service providers.

Silverdale Policy 40. Coordinate with private solid waste collection services to ensure adequate service capacity for planned growth.

Silverdale Policy 41. Encourage programs for yard and food waste composting, waste recycling, and reuse of building materials.

Silverdale Regional Center



Vision for Silverdale Regional Center

The Silverdale Regional Center Plan (Plan) will guide the evolution of the Silverdale Regional Center from a collection of strip malls and office buildings into a more livable, sustainable and balanced mixed use urban area serving everyday essentials to residents, employees and visitors. A regional growth center designation is acquired through the Puget Sound Regional Council and must include:

- ◆ A vision for the center that describes the role (economic, residential, cultural, etc.) of the center within the county and region;
- ◆ Clearly identifies the area designated as a regional growth center;
- ◆ Describes the relationship of the center plan to the County's Comprehensive Plan, PSRC Vision 2040, and countywide planning policies; and
- ◆ Includes a market analysis of the regional growth center's development potential.

Significant housing and job population increases over the next 20 years will drive this transformation. A key component of the Plan is channeling anticipated growth of Silverdale Urban Growth Area into the Silverdale Regional Center. This will protect the character and scale of Silverdale's existing neighborhoods and create a vibrant urban community with convenient access to commercial activities and increase the number of jobs in the Silverdale core.

A Green Corridor Network linking major destinations, community and neighborhood parks, riparian corridors, tree lined streets, active and passive plazas and other shared urban spaces, is fundamental to the Silverdale Regional Center's livability. Connectivity will be achieved by incentivizing mixed use developments and providing easy, safe and enjoyable pedestrian and vehicle connections to retail shopping, major public facilities, open space and other neighborhoods. A vibrant retail core and strong residential community can be sustained and enhanced by making pedestrian circulation a priority.

The Urban Community, Connectivity & Mobility, Environment, Economic Development and Housing Elements in this Plan lay the groundwork for urban density development that creates a sense of place, promotes an active transportation system for pedestrians, cyclists, transit and cars, and protects and includes the natural environment - all without sacrificing Silverdale's existing character and





vitality. The Silverdale Regional Center's growth and transformation will not happen overnight. Amenities, such as the Green Corridor Network and capital investments in parks and transportation, will encourage and support the redevelopment of the Silverdale Regional Center.

Silverdale Regional Center Goals and Policies

Urban Community

Vision: Inspire a healthy, inter-connected urban community where pedestrians are priority, buildings and open space are openly inter-related, the site and design makes a positive contribution to the public realm, and ultimately, people are drawn to live, work and play.

SRC Urban Community Goal 1. Create a compact, visually attractive, mixed use, urban community that prioritizes pedestrian safety and comfort and enhances the quality of life for all who live, work, or visit the Silverdale Regional Center.

SRC Policy 1. Meet the Puget Sound Regional Council requirements necessary to maintain the Regional Growth Center Designation for Silverdale.

SRC Policy 2. Adopt and update development and design standards to promote pedestrian oriented development that ensures quality urban development.

SRC Policy 3. Support redevelopment that is consistent with the Silverdale Regional Center Plan and related development and design standards.



SRC Policy 4. Enhance the public perception of the Central Kitsap Community Campus (Campus) as a destination in the community by supporting mixed use development within it and pedestrian, bicycle, and transit connections to other public and private destinations within the Silverdale Regional Center.

SRC Policy 5. Allow increased heights and densities and parking requirement reductions as incentives to provide frontage improvements, additional open space, multi-family or affordable housing, rooftop gardens, and energy and environmental design certifications.

SRC Policy 6. Incorporate pedestrian, bicycle, and gathering space amenities into both site and building design elements.

SRC Policy 7. Reduce the trip generation rate for projects that achieve urban densities or include bicycle facilities.

SRC Urban Community Goal 2. Create a Green Corridor Network (see Green

Corridor Network Map) with a web of interconnected parks, open space, and non-motorized trail systems that serve the needs of all Silverdale residents.

SRC Policy 8. Identify the Campus as a centralized destination in the community with regards to the Green Corridor Network and give priority to transportation projects that enhance multi-modal connectivity to the Campus.

SRC Policy 9. Incorporate the needs and locations of vulnerable populations when making decisions with regards to the Green Corridor Network.

SRC Policy 10. Improve the existing Clear Creek Trail network by supporting a public/private partnership to increase connectivity to surrounding uses. The trail shall be identified as key component of the Green Corridor Network infrastructure.

SRC Policy 11. Improve the Non-motorized Routes and Parks. The expanded and improved system shall increase mobility within Silverdale, provide transportation benefits, emphasize recreational benefits and connect to the larger, regional land and water trail systems.

SRC Policy 12. Re-prioritize park, open space and trail projects to ensure that Kitsap County invests in the Green Corridor Network.

SRC Policy 13. Promote the development of Complete Streets and Green Streets throughout Silverdale.

SRC Policy 14. Integrate natural features such as wetlands, riparian corridors and hillside views into site design as amenities and protect them as environmental resources.

SRC Policy 15. Support development that includes low maintenance landscaping installations.

SRC Policy 16. Develop mechanisms to maintain landscaping to ensure the long term success of the Green Corridor Network as Silverdale moves from a suburban to urban development pattern.

Urban Community Goal 3: Establish development standards based on urban, rather than suburban, densities and needs.

SRC Policy 17. Reduce parking requirements and increase building coverage allowance for developments that provide structured parking or support mixed use development.

SRC Policy 18. Incentivize underground parking and bicycle facilities for new development or re-development projects.

SRC Policy 19. Require an increased percentage of windows on the building story at street level.

SRC Policy 20. Require that buildings be brought closer to the movement zone.

Urban Community Goal 4: Measure progress towards implementing the Silverdale Regional Center Plan by regularly monitoring the type and amount of new development, capital investment and other mitigation measures and improvements made to accommodate growth.

SRC Policy 21. Following Silverdale Regional Center Plan adoption, prepare and present a five-year Silverdale Regional Center Monitoring Report to the Board of County Commissioners for review and consideration. The report shall provide statistical analysis of land and infrastructure development trends and patterns within the Silverdale Regional Center relative to the goals and policies of the Silverdale Regional Center Plan. The report may recommend changes to plans, policies and ordinances.

Connectivity and Mobility

Vision: Create a more efficient multi-modal transportation system that supports an increasing number of people living, working, and visiting Silverdale and increases the ability to access destinations without the need for a personal automobile.

SRC Connectivity and Mobility Goal 5: Reduce the share of trips made by single occupancy vehicles (SOV).

SRC Policy 22. Commit to local and regional transit that is supportive of a non-motorized component mode split.

SRC Policy 23. Create urban centers that link with a high-capacity transit system, busses and other transit modes.



SRC Policy 24. Implement transportation demand management and commute trip reduction strategies.

SRC Policy 25. Promote transit ridership to reduce greenhouse gas emissions.

SRC Policy 26. Collaborate with Kitsap Transit to improve the speed and reliability of transit service in Silverdale.



SRC Policy 27. Expand the system of dedicated transportation facilities for pedestrians and bicyclists Non-motorized Routes and Parks that improve safety, comfort, and usability.

SRC Policy 28. Implement actions to recognize Silverdale as a Bicycle Friendly Community.

SRC Policy 29. Maintain a seamless, safe and convenient pedestrian and bicycle network.

SRC Policy 30. Collaborate with Kitsap Transit to provide an alternative to SOV trips, including commute trip reduction, shared-vehicles (i.e. Zip Cars) and Bike Share.

SRC Connectivity and Mobility Goal 6: Create a street system that supports the land use and transportation vision for the re-development of Silverdale.

SRC Policy 31. Modify the Transportation Improvement Program (TIP) to increase the potential for implementing projects located within the Silverdale Regional Center.

SRC Policy 32. Establish a preferred block length and apply it to new development or re-development projects.

SRC Policy 33. Improve all modes of transportation within the Silverdale Regional Center and provide transitions to regional connections.

SRC Policy 34. Develop a hierarchy of importance for circulation facilities. Give strong consideration to:

- Character and aesthetics in the design and implementation of all street projects;
- Integration of open space and landscaping, including street trees;
- Sidewalk standards that promote pedestrian functionality and avoid obstructions;
- Protected, designated bicycle facilities;
- Ample curb space for future or expanded bus stops;

- Environmentally sensitive practices, including natural drainage systems, where appropriate; and
- On-street parking.

SRC Policy 35. Establish and adopt criteria to prioritize the required improvements when circulation facilities are not able to be built in accordance with the specifications. In some cases, there may be extraordinary financial or physical barriers that require deviation from the Standards. Examples include critical areas, mature trees/landscaping, a building within the desired Right of Way, or the County's inability to acquire Rights-of-Way at a reasonable cost.

SRC Policy 36. Interconnect all modes of transportation within the Silverdale Regional Center circulation network.

SRC Policy 37. Invest private and public funds in architecture and circulation facility design that supports transit choices such as transit facing entries, weather protection and pedestrian connections between buildings and community spaces, and transit stop spacing that supports fast, efficient transit.

SRC Policy 38. Design and construct circulation facilities and streetscapes to be an inviting pedestrian environment that supports an urban community and a variety of transportation choices.

SRC Policy 39. Improve circulation and access for persons with disabilities.

SRC Connectivity and Mobility Goal 7: Invest strategically in transportation to achieve goals and policies within the Silverdale Regional Center Plan.

SRC Policy 40. Increase the percentage of annual transportation funding dedicated to sidewalks, trails and bike lanes by shifting funding from SOV motorized facilities.

SRC Policy 41. Support a variety of mobility options to and from other communities.

SRC Policy 42. Consider the health and equity impacts on vulnerable populations, including low-income, children and those with disabilities when locating facilities within the Active Transportation System.

SRC Connectivity and Mobility Goal 8: Pursue the adoption of funding mechanisms to incentivize and support transit and multi-modal transportation trips.

SRC Policy 43. Modify impact fees to insure that development in the Silverdale Regional Center contributes its fair share to multi-modal transportation improvements.

SRC Policy 44. Pursue a County Road Improvement District (CRID) and Utility Local Improvement District (ULID) options for the Silverdale Regional Center.

SRC Connectivity and Mobility Goal 9: Improve mobility for all modes of transportation and create a gateway at Silverdale's urban growth area or regional center edges.

SRC Policy 45. Partner with Washington State Department of Transportation (WSDOT) and local property owners to improve connections between arterial streets and state highways.

SRC Policy 46. Create a wayfinding signage program with a priority on gateway signage.

Environment

Vision: Build a community that draws nature into this developing urban community, creates landscapes that restore both nature and human activity, and cares for and preserves the natural environment for ourselves and future generations.

SRC Environment Goal 10: Improve stormwater quality and management.

SRC Policy 47. Coordinate stormwater detention and treatment as part of the larger regional stormwater system.

SRC Policy 48. Incentivize development that improves stormwater quality and runoff flow control beyond minimum standards.

SRC Policy 49. Protect healthy stands of prominent trees and plant trees within the Green Corridor Network to improve the tree canopy and aid in stormwater management in Silverdale.

SRC Environment Goal 11: Enhance wetlands and the riparian corridors to improve environmental functions and fish and wildlife habitat.

SRC Policy 50. Incentivize the restoration or rehabilitation of wetlands and riparian corridors as part of new development or re-development.

SRC Policy 51. Encourage the development of boardwalks or walking paths in riparian corridors.

SRC Policy 52. Connect natural areas to stream corridors and open spaces outside the Silverdale Regional Center.

SRC Environment Goal 12: Create a sustainable community, consistent with Kitsap County's Comprehensive Plan Sustainability Policies.

SRC Policy 53. Support projects that increase air quality, reduce carbon emissions, or reduce climate change impacts.

SRC Policy 54. Establish a Sustainability Building Strategy for Silverdale. Maintain innovation as a keynote to the County's sustainability efforts.

SRC Policy 55. Encourage buildings and infrastructure in the public and private sectors which:

- Use less energy and have a lower climate impact;
- Use recycled water to reduce consumption of potable water;
- Are less toxic and healthier;
- Incorporate recycled, third party green certified, and locally produced materials;
- Reduce stormwater runoff;
- Provide wildlife habitat; and
- Use green building technologies, products, and processes.

SRC Environment Goal 13: Develop greenhouse gas emissions reduction ratio targets and achieve them through land use, transportation, and commercial and residential building construction and site development strategies.

SRC Policy 56. Pursue an Energy and Climate Plan for Silverdale.

SRC Policy 57. Emphasize mixed-use development in the Silverdale Regional Center so that people live in close proximity and have convenient access to goods and services, preferably within walkable distances.

SRC Policy 58. Support the development of community gardens as a valid replacement for an open space requirement.

SRC Policy 59. Support a multi-modal transportation system so that all people who live and work in the SRC have a variety of convenient low- or no-emission transportation options.

SRC Policy 60. Establish a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.

SRC Policy 61. Work with Puget Sound Energy to expand participation in the Green Power Program.

SRC Environment Goal 14: Develop Creek restoration, revitalization plans, and a

Green Corridor Network plan in to guide new development and redevelopment.

SRC Policy 62. Retain existing trees in critical areas and their buffers, along designated pedestrian corridors and in other urban green spaces. Plant new trees consistent with the Silverdale Regional Center policies and standards recognizing their micro-climate, urban design and livability benefits.

SRC Policy 63. Collaborate with property owners to ensure the completion of creek restoration or revitalization plans.

SRC Policy 64. Develop management and implementation plans for the Green Corridor Network, including creek and trail restoration that actively addresses the current issues of garbage and safety on existing trail systems.

SRC Environment Goal 15: Improve and expand the use of Transfer of Development Rights (TDR) to locate density adjacent to urban services while preserving open space or farming and forest lands.

SRC Policy 65. Identify the Silverdale Regional Center as a receiving site for the Transfer of Development Rights (TDR) program.



Economic Development

Vision: Foster re-development through processes that balance flexibility and predictability, effective use of financial incentives, and cultivation of public/private partnerships that result in mutually beneficial solutions.

SRC Economic Development Goal 16: Maintain Silverdale’s economic engine by accommodating and attracting a majority of anticipated job and housing growth for the Silverdale Urban Growth Area in the Regional Growth Center.

SRC Policy 66. Pursue a Planned Action Environmental Impact Statement (PEIS) for the Silverdale Regional Center.

SRC Policy 67. Support the development of wayfinding signage program.

SRC Policy 68. Phase development so that transportation, open space, and other infrastructure are in place or committed to serve the needs of growth.

SRC Policy 69. Invest in infrastructure to encourage new development or re-development.

SRC Policy 70. Require conduit and/or fiber to be installed as part of all street and utility projects that are at least one block in length.

SRC Economic Development Goal 17: Educate the public about the benefits associated with the Silverdale Regional Growth Center planning efforts.

SRC Policy 71. Complete a market analysis for the Silverdale Regional Center.

SRC Policy 72. Work with the Kitsap Economic Development Alliance to promote the Silverdale Regional Growth Center as a desirable destination to live, work, and play.

Housing

Vision: Nurture a community that accommodates a diversity of income levels, activities, amenities, open spaces, gathering places, recreation and mobility options that all contribute to a self-sustaining community where people aspire to live, work and play.

SRC Housing Goal 18: Locate a majority of Silverdale Urban Growth Area housing growth in the Silverdale Regional Growth Center.

SRC Policy 73. Incentivize the development of higher density residential buildings in the Silverdale Regional Center. Examples of incentives may include an increased height allowance and/or reduced parking requirements for projects that commit to frontage improvements, affordable housing provisions, senior housing provisions, additional open space provisions, and design elements provided to support multi-modal transportation.

SRC Policy 74. Streamline and customize regulations to fit the particular needs of infill and redevelopment. Regulations shall reduce barriers and provide incentives to foster infill and higher intensity development.

SRC Policy 75. Monitor housing creation to ensure that the SRC area housing targets are being achieved. Identify additional steps to spur housing development if monitoring shows the housing goals for Silverdale are not being achieved.

SRC Housing Goal 19: Incentivize the development of affordable housing for persons of low and moderate income.

SRC Policy 76. Adopt regulations that incentivize affordable housing in all developments within the Silverdale Regional Center.

Chapter 9 - Neighborhood Plans

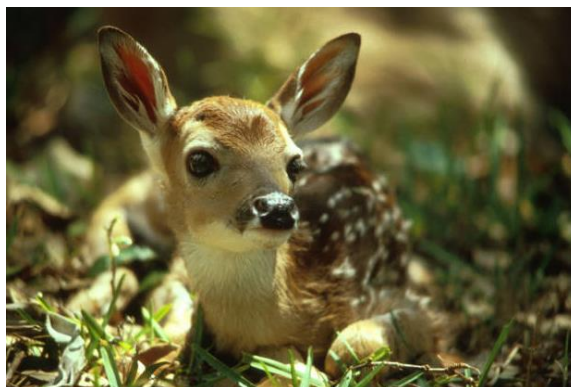


Illahee



Vision for Illahee

The Illahee Community Plan is a statement reflecting the civic pride and community involvement that has existed for more than 120 years. The community shares a proud sense of accomplishment in all the current happenings: salmon restoration projects (1994-98), a new culvert (1999), the recent establishment of the Illahee Preserve (2003), and grants to improve conditions in the Illahee Creek watershed (2005/6/7). More importantly, many residents share a real concern for the future of Illahee if they and their neighbors are not actively and materially involved in the planning process. Many of the local citizens recognize that what originally attracted them to this area and what keeps them here is now threatened. This planning process allows them to continue to make improvements to further enhance the atmosphere and character of the area, ensuring that it remains the unique community they know and love. When posed with the question, “What would you like to see addressed in a community plan?” residents envisioned a community centered around and amongst the abundance of natural resources in the area, which include Illahee State Park, Illahee Creek, and the Illahee Preserve; three miles of pristine waterfront; two major docks; and much more.



Citizens want to maintain the community charm and quaintness that Illahee currently offers. Residents wish to protect the unique quality of the natural environment, park areas, wetlands, streams, and wildlife habitat. Residents also recognize the need to sustain the community connectedness and to accommodate reasonable growth in the area. These visions and dreams can be accomplished by permitting growth in those areas where infrastructure enhancements already exist and environmental protections are ensured. This also means securing open space designations for the natural resources that need protection and, especially, those already specified as park or preserve. It is this mix of land uses that makes the Illahee area a unique blend of natural resources and open space surrounded by semi-rural areas, urban areas, and a short perimeter of a commercial business strip along State Highway 303. Illahee is an area blessed with a diversity of natural and man-made resources. Residents desire a community plan that blends the best of these worlds into a place where they can continue to live in harmony with nature and their fellow citizens.

Illahee Goals and Policies

Illahee Goal 1. Formalize a communication process between Kitsap County and Illahee Community Groups.

Illahee Policy 1. Notify Illahee community groups that request notice of proposed land use actions and zoning changes within Illahee.

Illahee Policy 2. Support the continuation of an Illahee Community Citizens Advisory Group (CAG) to represent the citizens of Illahee in furthering the Plan's goals and policies.

Environment

Illahee Goal 2. Maintain current zoning that allows for protection of the environment.

Illahee Goal 3. Protect Illahee's existing views of Mount Rainier, the Cascade Mountain Range, Bainbridge Island, Puget Sound, and the Seattle Skyline.

Illahee Policy 3. Utilize the View Protection Overlay Zone for the Illahee community.

Illahee Goal 4. Promote Safety and views by burying all utilities where applicable.

Illahee Policy 4. Support the coordination of burying utilities during the planning phases of new road works in locations where views are obstructed or safety is compromised by utilities.

Illahee Goal 5. Protect and restore the riparian areas of Illahee Creek and its estuary.

Illahee Policy 5. Use infiltration as a method of stormwater, flow control, within the Illahee Creek Aquifer Recharge Area.

Illahee Policy 6. Evaluate solutions outside of using culverts for Illahee Creek that allow for the natural meandering of the creek and maintains/restores the accretion delta floodplain.

Illahee Policy 7. Coordinate the restoration of floodplain habitat and estuary function at the mouth of Illahee Creek.



Illahee Goal 6. Enhance efforts to protect the biological diversity and habitats of fish, birds, wildlife, and plant life within the Illahee community.

Illahee Policy 8. Continue identify and map wetland areas within Illahee as funding allows.

Illahee Goal 7. Conserve the scenery and natural and historic trees within the Illahee community.

Illahee Policy 9. Maintain minimum 25 foot natural vegetative buffers between development and roadways wherever possible.

Illahee Goal 8. Continue efforts to preserve open space, wildlife corridors, habitat, stream health, and recreation opportunities, and support the implementation of the Illahee Forest Preserve Stewardship Plan.

Illahee Policy 10. Support the pursuit of grant monies to complete purchases or conservation easements within the Illahee Creek corridor as outlined in the Illahee Preserve Stewardship Plan, including target properties in the Illahee Creek Watershed, and the “Heart of the Park” properties.

Illahee Policy 11. Support the pursuit of grant monies for the conservation of the undeveloped properties along Illahee Road between Illahee Creek and Trenton Ave. which are coincident with the Illahee Greenbelt, Wildlife Corridor, Mosquito Fleet Trail Scenic Byway, and proposed multimodal regional trail.

Transportation

Illahee Goal 9. Address Illahee’s pedestrian thoroughfares to provide safe multimodal transportation options in and out of the community.

Illahee Policy 12. Examine, and if feasible, create a safe multimodal transportation option for Illahee Road.

Illahee Policy 13. Examine, and if feasible, create a safe multimodal transportation option along Oceanview Blvd/East Blvd and McWilliams from Illahee Road to SR 303.

Illahee Policy 14. Examine, and if feasible, install a round-a-bout at the oblique 3-way intersection of Illahee Road, Oceanview Blvd, and Allview Blvd.

Illahee Goal 10. Support the hydrological studies of well systems around Illahee Creek to determine the appropriate boundaries around the creek to ensure base flow levels in the creek are maintained.

Illahee Policy 15. Support State agencies to begin a water balance monitoring system comparing base flows in Illahee Creek with draw down rates of local wells.

Illahee Goal 11. Support the redevelopment of the intersection of Illahee road, Oceanview Boulevard, and the Illahee Community Dock into a community focal point.

Illahee Policy 16. Facilitate the planning and construction of a community center at this location, which may also support a business.

Illahee Policy 17. Facilitate the planning and construction of a marine park at this location.

Keyport



Vision for Keyport

Keyport is a rural, historic waterfront village bounded and limited in size by its natural borders of water and the Naval Undersea Warfare Center. The community consists primarily of single family homes, a few small businesses, and a community park system. The community is close-knit, where people know and greet their neighbors, and has an active community club which provides social events. The Keyport community wants to limit urban growth to retain its sense of community and small-town ambience. Keyport citizens would prefer that future business expansion would be limited to small businesses and services serving the community, consistent with historical usage located near the downtown core.

The Keyport community desires to reestablish certain historic commercial zoning and to establish appropriate land use zoning to maintain historic rural character where it is consistent with historical public services. The community would like to establish development patterns, including lot sizes, which may encourage infill development consistent with the Growth Management Act.

These infill development patterns would be consistent with historical progressive development, yet limit urban-like sprawl and high density growth. The Keyport community would like to improve existing transportation infrastructure and services to make it easier and safer to get around the community, make the community more pedestrian friendly, and improve parking for visitors. Improvements would be requested from Kitsap County as feasible to improve public infrastructure and facilities, including expansion of the sewer lines, upgrading the storm water drainage system, improving street lighting, and improving marine access.



The community would like to retain a flexible community park system attractive as gathering and recreational centers for both children and adults. Keyport citizens would like to preserve and enhance the small-town atmosphere and visual character of the area for the community as well as visitors, where one can enjoy a safe and pleasurable walk, enjoy the spectacular marine and mountain views, and have easy access to a village center that acts as a social center with restaurants and services providing for basic needs.

Keyport Goals and Policies

Land Use and Economic Development

Keyport Goal 1. Protect and enhance the Keyport Village character.

Keyport Goal 2. Provide zoning that is consistent with Keyport's existing built environment and lot sizes that allow for beneficial infill development.

Keyport Policy 1. Set minimum lot sizes, setbacks, heights, and densities for residential development.

Keyport Policy 2. Require application of Design Standards for all new commercial development in Keyport.

Keyport Goal 3. Encourage property owners to cluster newly subdivided lots.

Keyport Policy 3. Reevaluate the historical density bonus for all future clustered developments in the Keyport Village Low Residential (KVLR) zone.

Keyport Goal 4. Promote the establishment and support of a vital Keyport Village Commercial zone.

Keyport Policy 4. Establish a commercial zone appropriate for the population and transportation network of the Keyport Village.

Keyport Policy 5. Promote businesses that further the economic vitality of Keyport as a "destination".

Keyport Goal 5. Encourage mixed-use development within the commercial zone.

Keyport Policy 6. Modify County parking requirements to levels appropriate for the Keyport Village.

Keyport Policy 7. Encourage the development of design standards for the Keyport Village Commercial zone.

Keyport Policy 8. Allow increased height limits for structures within the Keyport Village



Commercial zone.

Keyport Goal 6. Protect Keyport’s existing views of the Olympic mountain range, Liberty Bay, Dogfish Bay and Puget Sound.

Keyport Policy 9. Encourage development that creates the least impact to existing views.

Keyport Goal 7. Archaeological, cultural, and historic structures or places are an important community asset, are a part of Keyport’s character, and should be identified, evaluated, and preserved.

Keyport Policy 10. The Keyport community, in conjunction with the Poulsbo historical society, should identify and seek funding to institute a historic survey, implement a local, historic registry program and/or the creation of a landmark commission.

Keyport Policy 11. If feasible, the County should consider the implementation of a local historic preservation ordinance.

Keyport Goal 8. Historic structures or places are an important feature of community design and should be preserved and enhanced.



Keyport Policy 12. Design Standards should be implemented for design of projects adjacent to a historic structure to ensure that new development is compatible with the structure and that its surroundings are preserved.

Transportation and Pedestrian Improvements

Keyport Goal 9. Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.

Keyport Policy 13. Future Washington State Route 308 Improvements should consider the use of separated, continuous, 5- foot paved bicycle / pathways for pedestrian use. These walkways shall be coordinated with the Mosquito Fleet Trail Plan as necessary.

Keyport Policy 14. Developments abutting County rights-of-way within the Keyport Village Commercial zone should include sidewalk construction.

Keyport Policy 15. Set minimum lot sizes, setbacks, heights, and densities for residential development.

Keyport Policy 16. Require application of Design Standards for all new commercial development in Keyport.

Keyport Goal 10. Provide the citizens the opportunity to participate in the development of transportation planning policy.

Keyport Policy 17. Encourage Keyport citizen participation, organizations or individuals, in County and State transportation planning efforts within or adjacent to the Keyport Village.

Keyport Goal 11. Reduce accidents and potential accidents by providing a safe transportation system through good design practices.

Keyport Policy 18. Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements during the transportation planning process.

Keyport Goal 12. Minimize negative environmental impacts by the transportation system.

Keyport Policy 19. Maintain environmental standards and mitigation requirements that are the same or higher than those placed upon the private sector, especially adjacent to or upstream from salt-water marine environments.

Public Facilities and Infrastructure

Keyport Goal 13. Encourage expansion of the existing sewer distribution system to all properties within the Keyport Limited Area of More Intense Rural Development boundary.

Keyport Policy 20. Encourage 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.

Keyport Policy 21. Immediately address failed septic systems.

Keyport Policy 22. Encourage property owners on shorelines or near other critical areas to connect to the sewer system.

Keyport Policy 23. Consider establishing a Local Improvement District for properties west of Sunset Avenue.

Keyport Goal 14. Encourage enhanced Library Services in Keyport.

Keyport Policy 24. Work with Kitsap Regional Library to encourage regular service of the Kitsap Regional Library Bookmobile within Keyport.

Port Improvements and Waterfront Development

Keyport Goal 15. Work with the Port of Keyport to encourage expansion of the existing Port of Keyport Facilities.

Keyport Policy 25. Work with the Port of Keyport to update the Port of Keyport Master Plan.

Keyport Policy 26. Work with the Port of Keyport to identify specific projects for a Port of Keyport funding measure.

Keyport Policy 27. Work with the Port of Keyport to research grant opportunities for shoreline improvement or replacement of marine facilities.

Keyport Goal 16. Minimize additional private docks in Keyport.

Keyport Policy 28. Encourage joint use docks for any new dock development.

Natural Environment / Parks and Recreation

Keyport Goal 17. Protect, restore, and enhance the natural and shoreline resources that add to the unique character of the Keyport Village.

Keyport Policy 29. Encourage permanent preservation of lots with significant critical areas or wildlife habitat.

Keyport Policy 30. Work with the Kitsap Health District to monitor private septic systems and immediately respond to any failed system within Keyport that may flow into Dogfish Bay or Liberty Bay.

Keyport Policy 31. Encourage the replanting of native tree and plant species on all properties, especially those publicly-held.

Keyport Policy 32. Encourage creation of natural greenways, vegetated pathways, backyard natural habitat corridors, and street plantings.



Keyport Goal 18. Maintain current public facilities, parks, and port facilities, and add new facilities when determined by the community.

Keyport Policy 33. Coordinate with the Keyport Village community on any development plans for public facility improvements and additions.

Keyport Policy 34. Pursue creative funding strategies, grants, and opportunities to leverage federal, state, local, and volunteer sources for maintenance and capital improvement budgets.

Keyport Goal 19. Provide facilities to serve the variety of ages and needs in the community.

Keyport Policy 35. Explore the planning and construction of a community center within the Keyport Village boundary.

Arts and Culture

Keyport Goal 20. Encourage local support for a creative and economic environment that allows artists to continue to live and work in and for the

community.

Keyport Policy 36. Create a stimulating visual environment through the public and private artworks programs, and create a greater understanding and appreciation of art and artists through community dialogue, education and involvement.

Keyport Policy 37. Advocate for the inclusion of quality public art in projects built by both private developers and public agencies, promote quality design in both the natural and built environments and use artists on design teams.

Keyport Goal 21. Preserve and share the community's unique setting, character, history, arts and culture by developing partnerships, resources and attractions that respect the needs and desires of Keyport residents.

Keyport Policy 38. Identify and record Keyport's "Sense of Place" through a continuous public dialogue about the influence of the arts, history, and culture.



Keyport Policy 39. Use artistic, historic, and cultural events as vehicles for sharing Keyport's uniqueness with residents and visitors while cultivating partnerships among the local artists, organizations and those interested in the arts, economic development, tourism, and historic preservation.

Keyport Policy 40. Identify local artists and publicize their value to the community through opportunities for public dialogue, and online database, and directory of artists, and residency programs, with support through non-profit organizations.

Sustainability

Keyport Goal 22. Encourage sustainable practices and green building in Keyport.

Keyport Policy 41. Implement Low Impact Develop Standards for Keyport Stormwater development and improvements.

Keyport Policy 42. Promote Solar, Wind, Tidal, Wave Generation and other renewable energy generation infrastructure to serve the Keyport Community.

Keyport Policy 43. Promote installation of energy efficient fixtures (both electric and water based).

Keyport Policy 44. Promote U.S. Green Building Council's; Leadership in Energy and Environmental Design (LEED) silver certification standards for all future public buildings in Keyport.

Community Building and Plan Implementation

Keyport Goal 23. Foster an environment that supports the active and meaningful involvement of the community in local, County-wide and regional issues.

Keyport Policy 45. Ensure that Keyport residents have access in the community to information regarding future land uses and activities.

Keyport Policy 46. Encourage the support and maintenance of the Keyport Improvement Group to represent the citizens of Keyport in furthering of the Plan's goals and policies.

Gorst



Vision for Gorst

The Gorst community is located on Sinclair Inlet between Bremerton and Port Orchard. Its strategic location is reflected as a vital transportation link as two highways, SR 3 and SR 16, intersect at Gorst. As an important crossroads a railroad also traverses Gorst connecting the Puget Sound Naval Shipyard with the Bangor submarine facility and the Port of Shelton.

In the coming years Gorst will continue to play an important role for county residents, commuters, and military personnel who travel to via the area major job centers in the County including Downtown Bremerton and the Puget Sound Naval Shipyard, Bremerton National Airport and associated Puget Sound Industrial Center and others.

In 2012 WSDOT noted that from the north at Navy Yard City, State Route 3 carries 44,000 Annual Average Daily Traffic (AADT), increasing to 73,000 AADT north of Gorst, and continuing on SR 16 to Port Orchard with 43,000 AADT. In addition to being strategically located between major population and job centers in Kitsap County, the Gorst area contains regionally significant environmental resources. The approximately 6,570-acre Gorst Creek Watershed is diverse with thousands of acres of intact forest land, miles of streams and acres of wetlands. Much of the forested area that comprises the north and central portion of the Gorst Creek Watershed is publicly owned, and lies within a contiguous area that also contains Green Mountain and Tahuya State Forest. Taken together, this area comprises the largest open-space block in the Puget Trough Ecoregion of the Puget Sound Basin. The estuary (Sinclair Inlet) supports shellfish, waterfowl, shorebirds, great blue herons, and bald eagles. The Gorst Creek estuary is a major passageway and nursery for Puget Sound Chinook, Coho, and Chum salmon, along with Steelhead, and Sea-Run Cutthroat trout. Gorst Creek supports a fish rearing facility managed by the Suquamish Tribe and Washington State Department of Fish and Wildlife.



Gorst's vision is one of careful balance; managing its valuable role as a transportation lynchpin for Kitsap County along with responsible stewardship for its significant natural environment.

Gorst Goals and Policies

Habitat

Goal 1. Protect and restore fish and wildlife habitat along Gorst Creek and Sinclair Inlet.

Gorst Policy 1. Develop a comprehensive program to restore the Gorst Creek Corridor in the UGA.

Gorst Policy 2. Promote shoreline and habitat restoration along Sinclair Inlet.

Gorst Policy 3. Coordinate County and City shoreline regulations and restoration plans along Gorst Creek and Sinclair Inlet to provide adequate protection and incorporate best management practices based on the Watershed Characterization Study.

- Upon annexation, the City shall apply its Shoreline Master Program to Sinclair Inlet and Gorst Creek. In addition, the City shall apply a Gorst Creek Management Zone Overlay recognizing the habitat requirements of listed fish species, the current degraded buffer conditions, and tailored approaches to implement best management practices and incentives for restoration.
- Prior to annexation, Kitsap County may consider City marine shoreline buffers and the Gorst Creek Management Zone Overlay as a means to mitigate negative impacts when reviewing site specific land use applications, such as variances.

Water Quality and Flooding

Goal 2. Improve water quality and reduce flooding in the Gorst UGA.

Gorst Policy 4. Require enhanced water quality consistent with the Sinclair Inlet Total Maximum Daily Loads (TMDL) (USEPA 2012) throughout the watershed and UGA. Reduction of impervious surfaces and onsite treatment of stormwater should be required in accordance with best management practices specified in the 2012 Stormwater Management Manual for Western Washington (Ecology 2012), or its equivalent or successor, with a preference for infiltration to reduce fecal coliform.

Gorst Policy 5. Reduce erosion and sediment export through measures such as adequate stream buffers, setbacks, reduced overland flow through infiltration and vegetation cover. Discussion: See the discussion under Policy UGA-3 regarding coordinated regulations.

Gorst Policy 6. Provide incentives and regulations that reduce impervious surfaces, promote

natural and distributed stormwater techniques, and incorporate native and naturalized vegetation.

Gorst Policy 7. Wherever practicable, require low impact development measures such as infiltration for new development and redevelopment. Where impractical, stormwater detention may be allowed.



Gorst Policy 8. Incorporate low impact development best management practices into new development and redevelopment to mitigate and reduce flood impacts.

Gorst Policy 9. Reduce flood hazards through infrastructure improvements and stormwater management.

Gorst Policy 10. Policy UGA-10. Allow zero direct and untreated discharge to streams and marine water bodies in association with development and redevelopment. Apply vegetation management, clearing and grading, and stormwater rules that minimize erosion and protect water quality and habitat.

Gorst Policy 11. Implement adaptations to address potential effects of sea level rise on Sinclair Inlet properties. These may include, but are not limited to, accounting for sea level rise in the design of buildings and impervious areas, as well as roadway, flood management, and utility facilities.

Land Use, Economic Development & Community Design

Goal 3. Create opportunities for well-designed, sustainable commercial and residential growth and development.

Gorst Policy 12. Encourage regional and local serving commercial uses that meet community shopping needs, provide jobs, and enhance the image of Gorst through improved landscaping and site design.

Gorst Policy 13. Through the land use plan and zoning, allow opportunities for single family units, townhouses, and flats to provide a range of housing choices in Gorst.

Gorst Policy 14. Allow horizontal and vertical mixed use development to offer greater business and housing choices and live-work arrangements.

Gorst Policy 15. Ensure zoning and design standards promote development patterns that increase open space and recreation opportunities, reduce impervious areas, and cluster in the least sensitive

areas of a property.

Gorst Policy 16. Apply streetscape, landscape, building, and site design standards for new development in order to promote shoreline views, allow for development compatibility, enhance property values, and reinforce Gorst as the southern gateway to Bremerton.

Gorst Policy 17. Allocate population to the Gorst UGA based on the Gorst Subarea Plan. Ensure allocations are also consistent with Countywide Planning Policies. Until such time as population is available for allocation to Gorst to support mine site redevelopment following reclamation, the mineral resource overlay will continue.

Transportation, Public Services & Utilities

Goal 4. Provide effective, efficient, and quality capital facilities and public services at the level necessary to meet the Gorst community needs and support allowed growth.

Gorst Policy 18. Work with federal, state, and local agencies to implement transportation Improvements to manage congestion.

Gorst Policy 19. Improve safety and circulation, and improve transportation mode choices including transit, bicycle, pedestrian, and automobiles.

Gorst Policy 20. Policy UGA-20. Encourage improved Kitsap Transit service such as added park and ride facilities.

Gorst Policy 21. Design roads to incorporate gateway treatments, boulevard style streetscape improvements, and access improvements to invite the community to Gorst and allow convenient travel to regional businesses.

Gorst Policy 22. Encourage public access to the shoreline along Sinclair Inlet and portions of Gorst Creek.

Gorst Policy 23. Require new development to meet Bremerton standards for water and wastewater.

Gorst Policy 24. Require application of stormwater standards in the Final Gorst Subarea Plan.

Gorst Policy 25. Ensure new developments that create a demand for parks and recreation provide such facilities onsite or contribute their fair share to provision of offsite facilities.

Gorst Policy 26. Facilitate adequate fire and emergency response in the UGA through application of

uniform fire and building codes, emergency access standards, roadway congestion management measures, and mutual aid agreements.

Gorst Policy 27. Ensure adequate police services are provided within the UGA to meet Kitsap County Sherriff and Bremerton police department response time and case load objectives.

Gorst Policy 28. Promote crime prevention through environmental design techniques to new development.

Gorst Policy 29. Provide long-range growth assumptions and new development applications to South Kitsap School District to ensure educational services can meet needs of new residents.

Annexation

Goal-5. Facilitate a seamless transition of services from Kitsap County governance to City of Bremerton governance when properties become annexed to the City.

Gorst Policy 30. Explore the various methods for annexation with the Gorst residents within the planning horizon. Consider annexation of the Gorst UGA to the City in the near term.

Gorst Policy 31. Conduct a fiscal analysis of annexation to ensure appropriate tiering or phasing of services.

Gorst Policy 32. Prior to and following annexation, implement the Gorst Subarea Plan to provide coordinated land use and environmental standards.

Gorst Policy 33. Prior to and following annexation, implement the Gorst Subarea Capital Facility Plan.

Levels of service should be implemented concurrent with new development.

Gorst Policy 34. Implement capital facility maintenance standards consistent with approved functional plans for transportation, stormwater, parks, and other systems prior to and following annexation.

Chapter 10 - Glossary



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

Affordable Housing – The term Affordable Housing will vary based on program identification or appropriate Federal definition.

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 portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane.

CAO – Critical Areas Ordinance

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

Centers – Area of more intense human activity in a build environment as identified by Puget Sound Regional Council.

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 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.

Food Security – people have access to sufficient, safe, nutritious food to maintain a healthy and active life.

Food System – the path that food travels from field to fork or from farm to table, typically comprising food production, processing, distribution, access and waste management.

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.

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.

Joint Land Use Study – a cooperative land use planning effort conducted as a joint venture between an active military installation, surrounding cities and counties, state and federal agencies, and other affected stakeholders.

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.

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.

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 facility where people can park their vehicles or bicycles and connect with public transportation or car pools for the remainder of their trip.

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.

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).

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.

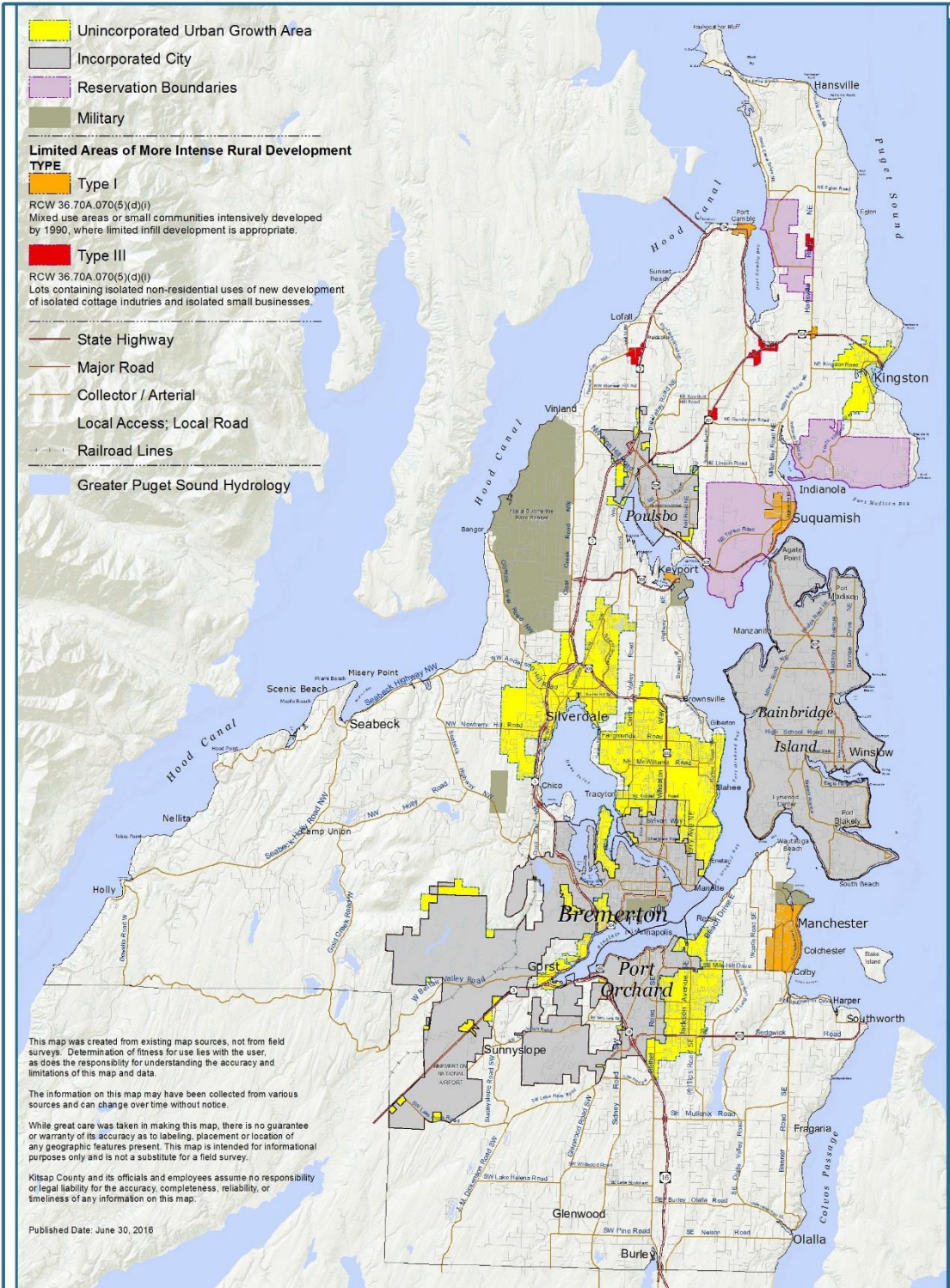


Chapter 11 - Appendices



Appendix A – Maps

Please see following pages for Kitsap County Jurisdiction Boundary Map, Kitsap County Comprehensive Plan Map and Kitsap County Zoning Map.



Planning Jurisdiction Boundaries

This map was created from existing map sources, not from field surveys. Determination of fitness for use lies with the user, as does the responsibility for understanding the accuracy and limitations of this map and data.

The information on this map may have been collected from various sources and can change over time without notice.

While great care was taken in making this map, there is no guarantee or warranty of its accuracy as to labeling, placement or location of any geographic features present. This map is intended for informational purposes only and is not a substitute for a field survey.

Kitsap County and its officials and employees assume no responsibility of legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

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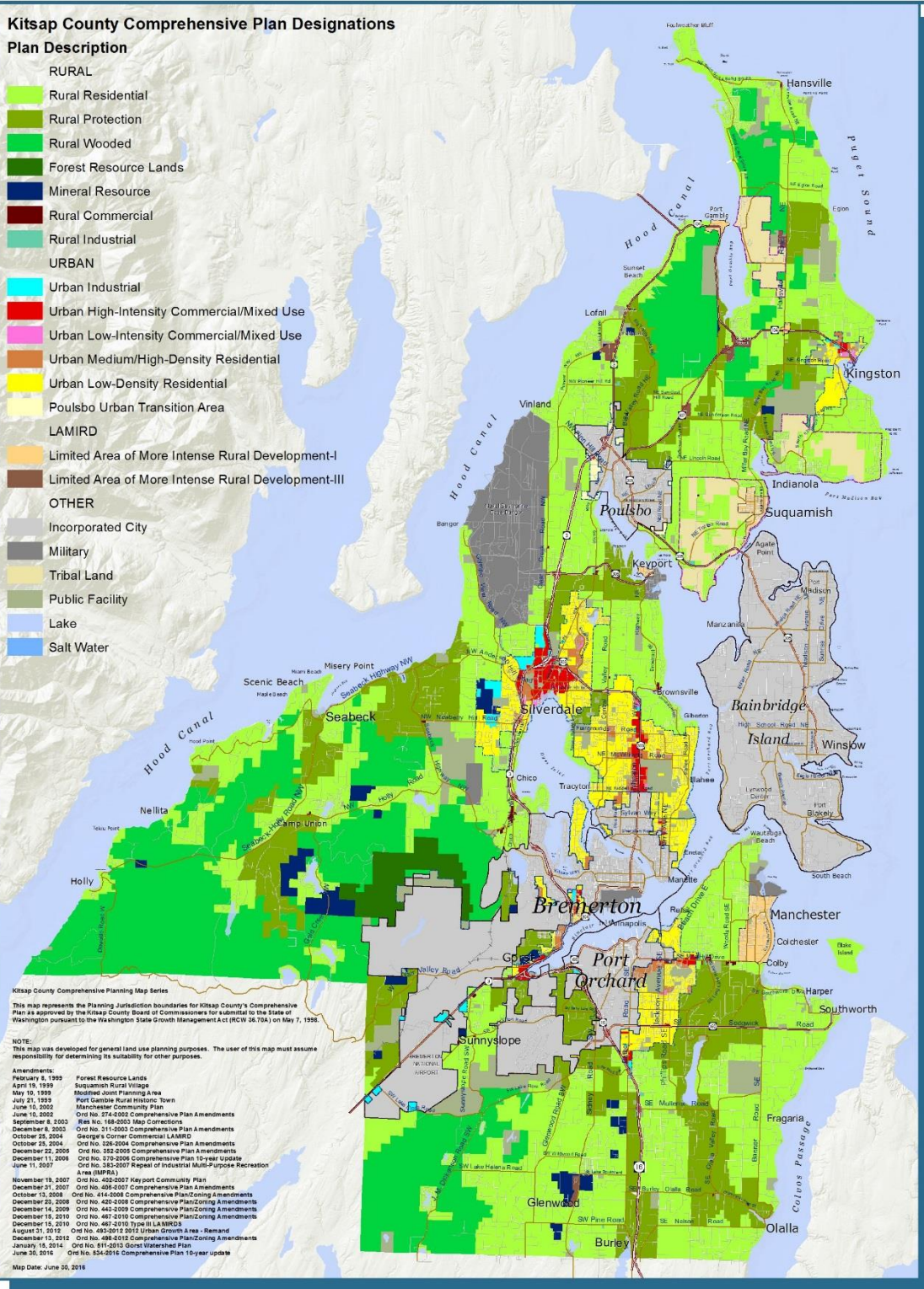
Kitsap County Comprehensive Plan Designations

Plan Description

- RURAL
 - Rural Residential
 - Rural Protection
 - Rural Wooded
 - Forest Resource Lands
 - Mineral Resource
 - Rural Commercial
 - Rural Industrial
- URBAN**
 - Urban Industrial
 - Urban High-Intensity Commercial/Mixed Use
 - Urban Low-Intensity Commercial/Mixed Use
 - Urban Medium/High-Density Residential
 - Urban Low-Density Residential
 - Poulsbo Urban Transition Area
- LAMIRD**
 - Limited Area of More Intense Rural Development-I
 - Limited Area of More Intense Rural Development-III
- OTHER**
 - Incorporated City
 - Military
 - Tribal Land
 - Public Facility
 - Lake
 - Salt Water



Kitsap County Comprehensive Plan Map



Kitsap County Comprehensive Planning Map Series

This map represents the Planning Jurisdiction boundaries for Kitsap County's Comprehensive Plan as approved by the Kitsap County Board of Commissioners for submission to the State of Washington pursuant to the Washington State Growth Management Act (RCW 36.70A) on May 7, 1998.

NOTE:
This map was developed for general land use planning purposes. The user of this map must assume responsibility for determining its suitability for other purposes.

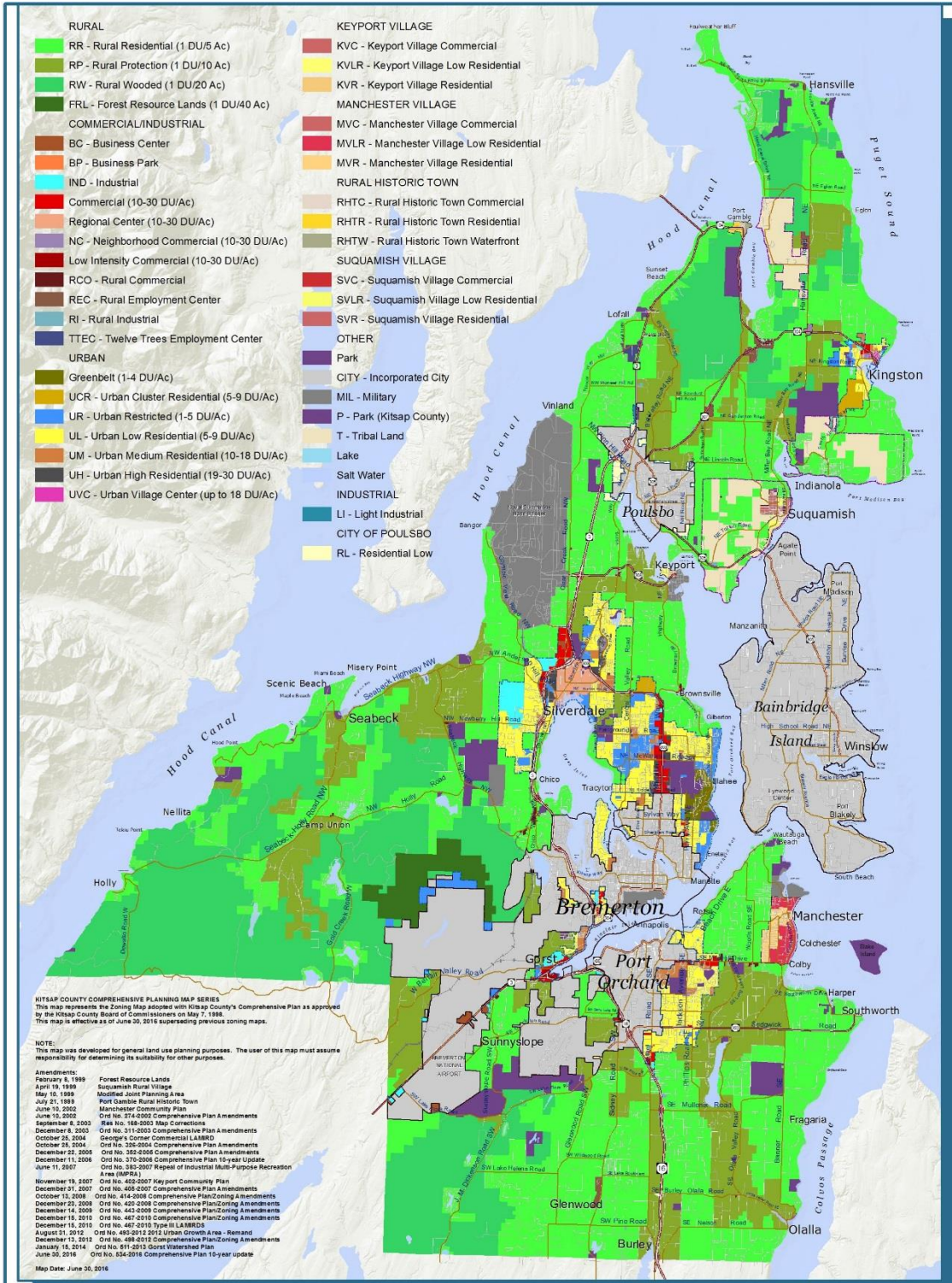
Amendments

February 8, 1999	Forest Resource Lands	Ord No. 274-2002 C Comprehensive Plan Amendments
April 19, 1999	Suquamish Rural Village	Ord No. 311-2003 C Comprehensive Plan Amendments
May 10, 1999	Madison Joint Planning Area	Ord No. 326-2004 Comprehensive Plan Amendments
July 27, 1999	Port Gamble Rural Historic Town	Ord No. 332-2005 Comprehensive Plan Amendments
June 10, 2002	Manchester Community Plan	Ord No. 376-2006 Comprehensive Plan 10-year Update
June 10, 2002	Ord No. 274-2002 C Comprehensive Plan Amendments	Ord No. 382-2007 Repeal of Industrial Multi-Purpose Recreation Area (IMPA)
September 8, 2003	File No. 188-2003 Map Corrections	
December 8, 2003	Ord No. 311-2003 C Comprehensive Plan Amendments	
October 25, 2004	Georgia's Corner Commercial LAMIRD	
October 25, 2004	Ord No. 326-2004 Comprehensive Plan Amendments	
December 22, 2009	Ord No. 332-2005 Comprehensive Plan Amendments	
December 11, 2008	Ord No. 376-2006 Comprehensive Plan 10-year Update	
June 11, 2007	Ord No. 382-2007 Repeal of Industrial Multi-Purpose Recreation Area (IMPA)	
November 19, 2007	Ord No. 402-2007 Key Port Community Plan	
December 21, 2007	Ord No. 402-2007 Comprehensive Plan Amendments	
October 13, 2008	Ord No. 414-2008 Comprehensive Plan/Zoning Amendments	
December 23, 2008	Ord No. 402-2008 Comprehensive Plan/Zoning Amendments	
December 14, 2009	Ord No. 442-2009 Comprehensive Plan/Zoning Amendments	
December 19, 2010	Ord No. 462-2010 Comprehensive Plan/Zoning Amendments	
December 19, 2010	Ord No. 462-2010 Type II LA MIRDs	
August 31, 2012	Ord No. 493-2012 Urban Growth Area - Remand	
December 12, 2012	Ord No. 498-2012 C Comprehensive Plan/Zoning Amendments	
January 16, 2014	Ord No. 511-2013 Open Watershed Plan	
June 20, 2016	Ord No. 534-2016 Comprehensive Plan 10-year update	

Map Date: June 20, 2016



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Kitsap County Zoning Map



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Appendix B – Comprehensive Plan Zones

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Density
Rural Residential	Rural Residential	RR	1 dwelling unit / 5 acres
Rural Protection	Rural Protection	RP	1 dwelling unit / 10 acres
Rural Wooded	Rural Wooded	RW	1 dwelling unit / 20 acres
Forest Resource Lands	Forest Resource Lands	FRL	1 dwelling unit / 40 acres
Mineral Resource	Mineral Resource Overlay	MR	Not applicable
Urban Low-Density Residential	Urban Restricted	UR	1 – 5 dwelling units / acre
	Greenbelt	GB	1 – 4 dwelling units / acre
	Urban Low Residential	UL	5 – 9 dwelling units / acre
	Urban Cluster Residential	UCR	5 – 9 dwelling units / acre
Urban Medium-Density Residential	Urban Medium Residential	UM	10 – 18 dwelling units / acre
Urban High-Density Residential	Urban High Residential	UH	19 – 30 dwelling units / acre
Urban Low Intensity Commercial and Rural Commercial ¹	Urban Village Center	UVC	Up to 18 dwelling units / acre
	Neighborhood Commercial	NC	10 – 30 dwelling units / acre
Urban High Intensity Commercial and Rural Commercial ¹	Commercial	C	10 – 30 dwelling units / acre
	Regional Center	RC	10 – 60 dwelling units / acre
	Low Intensity Commercial	LIC	10 – 30 dwelling units / acre



Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Density
	Rural Commercial	RCO	Not applicable
Urban and Rural Industrial	Business Park	BP	Not applicable
	Business Center	BC	Not applicable
	Industrial	IND	Not applicable
	Rural Industrial	RI	Not applicable
Public Facilities	Parks	P	Not applicable
	--	--	--
Limited Area of More Intensive Rural Development (LAMIRD) Type I	Keyport Village Commercial	KVC	0 – 5 dwelling units / acre
	Keyport Village Low Residential	KVLR	2 dwelling units / acre
	Keyport Village Residential	KVR	5 dwelling units / acre
	Manchester Village Commercial	MVC	0 – 5 dwelling units / acre
	Manchester Village Low Residential	MVLR	2 dwelling units / acre
	Manchester Village Residential	MVR	4 dwelling units / acre
	Port Gamble Rural Historic Town Commercial	RHTC	2.5 dwelling units / acre
	Port Gamble Rural Historic Town Residential	RHTR	2.5 dwelling units / acre
	Port Gamble Rural Historic Waterfront	RHTW	2.5 dwelling units / acre
	Suquamish Village Commercial	SVC	Not applicable
	Suquamish Village Low Residential	SVLR	2 dwelling units / acre
Suquamish Village Residential	SVR	2 dwelling units / acre	



Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Density
	Keyport Village Residential	KVR	5 dwelling units / acre
	Keyport Village Low Residential	KVLR	2 dwelling units / acre
	Keyport Village Commercial	KVC	5 dwelling units / acre
Limited Area of More Intensive Rural Development (LAMIRD) Type III	Rural Employment Center	REC	Not applicable
	Twelve Trees Employment Center	TTEC	Not applicable

Descriptions

Please see Kitsap County Code Title 17 for Descriptions.
<http://www.codepublishing.com/WA/KitsapCounty/>

Appendix C – Public Participation Plan, Let's Hear Kitsap

The following is an outline of the public participation plan adopted by the Board of County Commissioners for Kitsap2036 Comprehensive Plan update process.

Participants

- Community / Residents
- Elected Officials
- Appointed Officials
- Partners and Partner Agencies
- County Staff

Action Goals

- Explain to community members how officials and staff will receive, review, and process comprehensive plan update input from citizens and other stakeholders. And share methods of interactivity with residents.
- Inform community of the Growth Management Act and Kitsap County comprehensive plan update efforts
- Record community ideas, issues, and concerns early in the comprehensive plan update process
- Via face-to face and internet based communications work to ensure elected officials, appointed officials, and County staff understand community concerns

Outcome Goals

- Engage community in local growth management challenges and solutions by learning from residents
- Public support and trust between community and government officials and staff
- Coordination and consistency with Kitsap County jurisdictions
- Minimize likelihood of hearings board challenges

Locations

- Throughout Kitsap County, in-person, and online
- Let's Hear Kitsap Dates
- June 2014 to May 2016
- Phase I Let's Hear Kitsap Action Goal Tactics, June 2014 to May 2015
- Phase II Let's Hear Kitsap Findings Review, June 2015 to August 2015
- Phase III Comprehensive Plan Draft Review, Through May 2016
- Phase IV Adoption

Purpose

- To meet the Outcome Goals listed above including: positive community engagement, fostering healthy discussion about local growth management, improved coordination between jurisdictions inside the County, and to meet the public participation requirement under the Growth Management Act.

Appendix D – Urban Growth Area Targets and Capacities

The Kitsap County Comprehensive Plan is founded on 20-year growth projections. Population and employment growth targets are recommended by the Kitsap Regional Coordinating Council (KRCC), which is composed of elected officials, planning directors from city and Tribal jurisdictions, the Board of County Commissioners (BOCC), and Kitsap County's Community Development Director.

The population and employment distributions were adopted by the BOCC in the Countywide Planning Policies (CPPs) and ratified by the cities. These allocations are a key guide to the sizing of UGAs. Under the adopted CPPs, cities and UGAs are slated to take the majority of the population growth over the 20-year planning period as shown in Table A-1.

Compared to the CPPs, the growth target in Table A-1 has been adjusted to a 2012 base year to track with Kitsap County's Buildable Lands Report. (Kitsap County, 2014) Compared to the CPPs, the Silverdale and Rural 2010 estimates are adjusted per Appendix A of the Kitsap County 2016 Comprehensive Plan Update Draft Supplemental Environmental Impact Statement (Draft SEIS) to correct errors in the base year; however, the growth between 2010 and 2036 is unchanged from the CPPs.

Table A-1. Population Targets 2012-2036

City or UGA	2010 Population	CPPs 2010-2036 Growth Target	2036 Population	2012: Buildable Lands Report	2010-2012 Growth	Growth Target 2012-2036
City of Bremerton	37,729	14,288	52,017	39,650	1,921	12,367
Bremerton UGA	9,082	4,013	13,095	9,123	41	3,972
Total Bremerton	46,811	18,301	65,112	48,773	1,962	16,339
City of Bainbridge Island	23,025	5,635	28,660	23,090	65	5,570
City of Port Orchard	12,323	8,235	20,558	11,780	(543)	8,778
Port Orchard UGA	15,044	6,235	21,279	15,169	125	6,110
Total Port Orchard	27,367	14,470	41,837	26,949	(418)	14,888
City of Poulsbo	9,222	1,330	10,552	9,360	138	1,192
Poulsbo UGA	478	3,778	4,256	470	(8)	3,786
Total Poulsbo	9,700	5,108	14,808	9,830	130	4,978
Central Kitsap UGA	22,712	6,764	29,476	22,634	(78)	6,842
Silverdale UGA*	17,556	8,779	26,335	17,612	56	8,723
Kingston UGA	2,074	2,932	5,006	2,080	6	2,926
Total City	82,299	29,488	111,787	83,880	1,581	27,907
Unincorporated UGA	66,946	32,501	99,447	67,088	142	32,359
Total City and UGA	149,245	61,989	211,234	150,968	1,723	60,266
Rural Non-UGA*	101,888	18,449	120,337	103,532	1,644	16,805
Total	251,133	80,438	331,571	254,500	3,367	77,071

Legend: CPPs = Countywide Planning Policies

* = Compared to the CPPs, the Silverdale and Rural 2010 estimates are adjusted per Appendix A of the Draft SEIS. The growth between 2010 and 2036 is unchanged. Because of the base estimate correction, the 2036 amounts differ from the Countywide Planning Policies.

Source: (Kitsap Regional Coordinating Council, 2014); (Kitsap County, 2014); BERK Consulting 2015

At a countywide level, Kitsap County has projected 78,553 new persons based on a combination of Kitsap County unincorporated UGA capacities and rural growth consistent with its target; within cities the County is assuming growth similar to targets. The population assumptions are based on the ability to accommodate new housing. Countywide, to accommodate the population targets, about 32,217 new dwellings are expected. See Final Supplemental EIS Chapter 2 and Appendix A, April 2016, and the adopted Comprehensive Plan record, for additional information.

The BOCC has also adopted employment targets for the planning period (see Table A-2). Cities and UGAs would take about 90% of employment growth. The target has been adjusted to a 2012 base year, similar to population. (Kitsap County, 2014)

Table A-2. Employment Targets 2012-2036

City or UGA	2010-2036 Target	2010-2012 Growth	2012-2036 Target with job loss/gain	2012 Base Employment (Est.)	2036 Employment (Est.)
City of Bremerton	18,003	(273)	18,276	28,165	46,441
Bremerton UGA	1,385	(58)	1,443	1,094	2,537
Total Bremerton	19,388	(331)	19,719	29,259	48,978
City of Bainbridge Island	2,808	88	2,720	6,377	9,097
City of Port Orchard	3,132	58	3,074	6,457	9,531
Port Orchard UGA	1,846	706	1,140	2,395	3,535
Total Port Orchard	4,978	764	4,214	8,852	13,066
City of Poulsbo	4,155	17	4,138	5,727	9,865
Poulsbo UGA	46	32	14	64	78
Total Poulsbo	4,201	49	4,152	5,791	9,943
Central Kitsap UGA	1,200	(685)	1,885	3,454	5,339
Silverdale UGA	9,106	178	8,928	10,946	19,874
Kingston UGA	600	3	597	626	1,223
Total City	28,098	(110)	28,208	46,726	74,934
Non-City UGA	14,183	176	14,007	18,579	32,586
Total City and UGA	42,281	66	42,215	65,305	107,520
Rural Non-UGA	3,877	(555)	4,432	14,273	18,705
Total	46,158	(489)	46,647	79,578	126,225

Source: Employment Security Department and Puget Sound Regional Council 2012; (Kitsap Regional Coordinating Council, 2014); BERK Consulting 2015 and 2016

At a countywide level, Kitsap County has projected 52,593 new jobs based on a combination of Kitsap County unincorporated UGA capacities and rural growth consistent with its target; within cities the County is assuming growth similar to targets (see Final Supplemental EIS Chapter 2 and Appendix A, April 2016), and the adopted Comprehensive Plan record.

Cities are solely responsible for land use planning within their jurisdictional city limits. Counties are responsible for allocating population growth to the cities and establishing urban growth area (UGA) boundaries in consultation with cities (RCW 36.70A.110 and 210).

To determine if capacities for growth are in line with growth targets, Kitsap County and cities prepare estimates of future capacity consistent with methods and assumptions in the Buildable Lands Report. Based on the Buildable Lands Report method, land capacity has been estimated for the Land Use Plan adopted with the Comprehensive Plan, similar to the alternatives studied in the Final Supplemental EIS.

Because UGA capacity analysis is at a planning level, Kitsap County has established a margin of error of 5%. UGA land capacity results within +/-5% of the growth allocation are considered in balance. ^{1,2} Reviewing the capacities of the unincorporated UGAs using standard assumptions for land capacity, the unincorporated UGAs are within -5% of the population target and just 1% above employment targets per Table A-3.

Table A-3. Comparison of Unincorporated Urban Growth Areas Targets and Capacities

Assumption	Preferred Alternative
Population	
Unincorporated UGA Targets 2012-2036 (range with and without the combined Poulsbo city limits and UGA)	32,359-33,551
Unincorporated UGA Population Capacity	26,558-31,785
Unincorporated UGA Population Capacity % within Target (range with and without the combined Poulsbo city limits and UGA)	-5 to -6%
Employment	
Unincorporated UGA Targets 2012-2036	14,007
Unincorporated UGA Employment Capacity	14,199
UGA Employment Capacity % within Target	1%

Source: Kitsap County Community Development; BERK Consulting 2015 and 2016

Considering individual unincorporated UGAs, results vary, though collectively they are within the margin of tolerance. See Table A-4. At an individual UGA level, the greatest difference in growth allocations is found with the Port Orchard UGA.

¹ See the three documents where the margin of tolerance is discussed: 1. Kitsap County 10-Year Comprehensive Plan Update – Integrated Plan and Environmental Impact Statement (EIS), Volume II: Final EIS, December 2006. 2. Kitsap County Urban Growth Area (UGA) Sizing and Composition Remand, Final Supplemental EIS, August 10, 2012. 3. Kitsap County 2016 Comprehensive Plan Update, Final Supplemental EIS, April 2016.

² The Growth Management Hearings Board has recognized that “it is an unrealistic expectation of any county, in creating the right combination of parcel sizes to accommodate the allocated population that every UGA must be exactly the right size (not too large and not too small) to accommodate only the number of people allocated to it.” Found in *Stalheim et al. v. Whatcom County*, WWGMHB No. 10-2-0016c, FDO (4/11/2011).

**Table A-4. June 2016 County Adopted Land Use Plan
Unincorporated UGA Capacities and Target**

Uninc. UGA	Adjusted Pop. Growth Target 2012-2036	Preferred Alternative Population Growth Capacity	Adjusted Emp. Growth Target 2012-2036	Preferred Alternative Emp. Growth Capacity
Bremerton	3,972	4,028	1,443	1,689
Port Orchard	6,110	4,600	1,140	1,377
Poulsbo City + UGA	4,978	5,227		
Poulsbo UGA only			14	64
Central Kitsap	6,842	6,375	1,885	1,793
Silverdale	8,723	8,701	8,928	8,592
Kingston	2,926	2,854	597	685
Total excl. Poulsbo	32,359	26,558	N/A	N/A
Total with Poulsbo	33,551	31,785	14,007	14,199

Source: Kitsap County Community Development Department; BERK Consulting 2015 and 2016

When designating UGA boundaries, counties are required to evaluate them in a countywide analysis and not look any single UGA in isolation.³ Because cities are ultimately the service providers in the UGAs, and UGAs must represent logical extensions of city limits and service delivery, it is important to consider the land currently in the city limits and the land in the UGA together for the sizing of the UGA. The County has considered cities and county capacities through the Buildable Lands Report, and has also analyzed alternatives in an environmental impact statement (EIS). Given the excess capacity that the Port Orchard city limits exhibit, the Port Orchard UGA is sized in concert and the total combined City and UGA allocation and capacity is essentially in balance per Table A-5.

Table A-5. Port Orchard City Limits and Unincorporated UGA Population Target and Capacity

	Adjusted Population Growth Target 2012-2036	Preferred Alternative Population Growth Assumption	Difference with Population Target
City of Port Orchard	8,778	10,358	1,580
Port Orchard UGA	6,110	4,600	(1,510)
Total Port Orchard	14,888	14,957	69

Source: Kitsap County Community Development Department; BERK Consulting 2015 and 2016

See the Kitsap County 2016 Comprehensive Plan Update, Final Supplemental EIS, April 2016, and the adopted Comprehensive Plan record, for additional analysis and information about growth assumptions for cities and the UGAs.

³ City of Snoqualmie v. King County, CPSGMHB 13-3-0002, (“Snoqualmie II”), FDO (October 29, 2014)



Comparison of Unincorporated Urban Growth Areas Targets and Capacities

Assumption	Preferred Alternative
Population	
Unincorporated UGA Targets 2012-2036 (range with and without the combined Poulsbo city limits and UGA)	32,359-33,551
Unincorporated UGA Population Capacity	26,498-31,725
Unincorporated UGA Population Capacity % within Target (range with and without the combined Poulsbo city limits and UGA)	-5 to -6%
Employment	
Unincorporated UGA Targets 2012-2036	14,007
Unincorporated UGA Employment Capacity	14,015
UGA Employment Capacity % within Target	0%



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