

Memo: Proposed Comprehensive Plan Updates to Address Certification Conditions

Housing Capacity for All Economic Segments

PSRC Condition: Update plan and development regulations to provide sufficient housing capacity for all economic segments and address other Growth Management Hearings Board compliance requirements.

The adopted plan documents that the county does not have capacity to accommodate its housing need allocations, in particular needs below 80% of the Area Median Income (AMI).

The 2024 Comprehensive Plan identified aggregated housing needs of:

- 8,354 units for income levels below 80% of the AMI.
- 2,040 units for income levels between 81%-120% of the AMI.
- 4,103 units for income levels greater than 120% of the AMI.

Original Table 5.4 Adopted Comprehensive Plan Appendix A – Housing Element Technical Analysis - Page 17

Income Level (% AMI)	Projected Housing Need	Zone Categories Serving These Needs	Aggregated Housing Needs ¹	Total Capacity	Capacity Surplus (Deficit)
0-30% PSH	1,214	Low-Rise Multifamily, Mid-Rise Multifamily, ADUs	7,747 (non-pipeline) + 607 (pipeline) = 8,354	6,187 (non-pipeline) + 607 (pipeline) + 381 ADU = 7,175	(1,179)
0-30% Non-PSH	2,768				
31-50%	2,376				
51-80%	1,996				
81-100%	1,028	Moderate Density	2,040	1,874	(166)
101-120%	1,012				
>120%	4,103	Low Density	2,342 (non-pipeline) + 1,761 (pipeline) = 4,103	2,418 (non-pipeline) + 1,761 (pipeline) = 4,179	76
Total	14,497		12,129 (non-pipeline) + 2,368 (pipeline) = 14,497	13,228 (including 2,368 pipeline units and 381 ADUs)	(1,269)

Proposed Adjustment – Reduction of Future Roads/ROW:

Step 1.5 of the LCA methodology identifies Under-Utilized Properties. Under-utilized/redevelopable properties contain some amount of existing development, but there is a strong possibility that the existing use will be converted to a more intensive use during the planning period.

The land capacity analysis methodology identifies future roads/right of way needs as a deduction.

This deduction is intended to address future infrastructure needs by new development and market conditions. Roads, right of way, and traffic mitigation are necessary for new development, particularly on undeveloped properties.

Because under-utilized/redevelopable lands in urban areas may already be served by established road networks, Kitsap County proposes a reduction to future roads/rights-of-way for under-utilized/redevelopable properties from 20% to 5%.

This adjustment reveals capacity for **354 single-family units** and **1052 multi-family units**.

With this proposed adjustment:

- Capacity is 8,379 units for income levels below 80% of the AMI.
 - **(Surplus of 25)**
- Capacity is 2,361 units for income levels between 81%-120% of the AMI.
 - **(Surplus of 321)**
- Capacity is 4,746 units for income levels greater than 120% of the AMI.
 - **(Surplus of 643)**

Adjusted Table 5.4 Adopted Comprehensive Plan Appendix A – Housing Element Technical Analysis - Page 17 (with Roads/Right of Way Reduction from 20% to 5%)

Income Level (% AMI)	Projected Housing Need	Zone Categories Serving These Needs	Aggregated Housing Needs ¹	Total Capacity	Capacity Surplus (Deficit)
0-30% PSH	1,214	Low-Rise Multifamily, Mid-Rise Multifamily, ADUs	8,354	8,379 (7,998 + 381 ADU units = 8,379)	25
0-30% Non-PSH	2,768				
31-50%	2,376				
51-80%	1,996				
81-100%	1,028	Moderate Density	2,040	2,361	321
101-120%	1,012				
>120%	4,103	Low Density	4,103	4,746	643
Total	14,497		12,129 (non-pipeline) + 2,368 (pipeline) = 14,497	15,487 (including 2,368 pipeline units and 381 ADUs)	992

Employment Capacity

PSRC Condition: The County’s plan shows a deficit of employment capacity countywide and in most individual urban unincorporated areas, including the Silverdale regional center. The county will amend the plan to demonstrate capacity for the employment growth targets.

Adopted Comprehensive Plan Table 4. - Comparison of Employment Growth Targets

UGA	ADJUSTED GROWTH 2022-2044	LAND CAPACITY PREFERRED ALTERNATIVE	GROWTH TO LAND CAPACITY PREFERRED ALTERNATIVE 2022-2024
BREMERTON	2,454	3,922	1,468
SILVERDALE	11,023	10,391	(632)
KINGSTON	1,343	801	(542)
POULSBO	103	90	(13)
PORT ORCHARD	1,429	1,106	(323)
CENTRAL KITSAP	1,380	1,276	(104)
RURAL	2,150	2,150	0
TOTAL	19,882	19,736	(146)

Proposed Adjustment – Reduction of Future Roads/ROW:

Applying the future roads/rights-of-way reduction for under-utilized/redevelopable parcels from 20% to 5% as described in the above Housing Capacity section.

With this adjustment:

- Employment capacity for the Silverdale UGA is 11,188.
 - **(Surplus of 165)**
- Employment capacity for the Central Kitsap UGA is 1,451.
 - **(Surplus of 71)**
- Employment capacity for the Bremerton UGA is 4,037.
 - **(Surplus of 1,583)**
- Employment capacity for the **Kingston, Port Orchard, and Poulsbo UGAs remained below their respective employment growth targets.** Additional proposed adjustments were made to these UGAs as described below.

Proposed Adjustments – Kingston:

The following adjustments are proposed for the Urban Village Center, Commercial, Neighborhood Commercial, and Industrial Zones:

- **Reduction of Future Roads/ROW for Vacant Parcels from 20% to 10%**
 - Much of the area of Kingston within these zones has been developed and is served by existing roads and Right-of-Ways.
 - A reduction to 10% is considerate of current development and considers future development in the Industrial Zone where there are vacant parcels.
- **Reduction of Public Facilities for Redevelopment from 20% to 5%**
 - Parcels within these areas of Kingston are developed and are served by existing utilities. Additional utility work for redevelopment is expected to be minimal.
- **Reduction of Public Facilities for Vacant Parcels from 20% to 10%**
 - Parcels within these areas of Kingston are developed and are served by existing utilities. Additional utility work for redevelopment is expected to be minimal.
 - A reduction to 10% is considerate of current development and considers future development in the Industrial Zone where there are vacant parcels.

The following adjustment is proposed for the Urban Village Center Zone:

- **Increasing Floor Area Ratio (FAR) from 0.32 to 0.60**
 - Kingston is now designated as a Countywide Growth Center and as such is expected to support higher density development.

The following adjustments are proposed for the Commercial Center Zone:

- **Increased FAR from 0.32 to 0.60**
 - Kingston is now designated as a Countywide Growth Center and as such is expected to support higher density development.
- **Revealing Employment Capacity by Reducing Commercial Employment Density Assumption from 500 to 400 sf per Employee**
 - Kingston is now designated as a Countywide Growth Center and as such is anticipated to support higher density employment.

RESULT (Rounded Calculations from Adjustments): 1,425/1,343 jobs, Kingston employment target reached (**Surplus of 82**).

Proposed Adjustments – Port Orchard

The following adjustments are proposed for the Commercial Zone:

- **Revealing Employment Capacity by Reducing Commercial Employment Density Assumption from 500 to 400 sf per Employee**
 - The recommended range for Commercial Zoning is 300-600 as outlined on page 63 of the [2021 Buildable Lands Report for Kitsap County](#) (BLR).
 - A significant portion of future growth in this area is expected to include restaurants, medical uses, office space, and small retail uses. The BLR advises that a value at the lower end of the range be selected if a significant portion of growth is expected to include the uses listed above.
 - The area does not host many large stores, hotels, or motels, which would warrant a higher density assumption per the BLR.
 - The Bethel Road and Mile Hill areas are comprised of smaller lots that are unlikely to support the future development of large retail stores or hotel accommodations.

RESULT (Rounded Calculations from Adjustments): 1,524/1,429 jobs, Port Orchard employment target reached (**Surplus of 95**).

Proposed Adjustments – Poulsbo

The following adjustments are proposed for the Light Industrial Zone:

- **Reduced Public Facility from 20% to 5%**

- 11 of the 12 parcels within the zone are developed and are served by existing utilities. Additional utility connection and work for redevelopment is expected to be minimal.
- **Reduced Unavailable Lands from 20% to 5%**
 - 11 of the 12 parcels within the zone are currently developed. 5% is retained for potential density increases.
- **Increased Floor Area Ratio (FAR) for Light Industrial Zoning from 0.20 to 0.25**
 - This adjustment applies to one parcel which is not currently developed. Surrounding parcels have developed in recent years, and the County assumes that the highest and best use of the parcel will meet or exceed a FAR of 0.25.
- **Revealing Employment Capacity by Reducing Employment Density Assumption from 969 to 900 sf per Employee**
 - This adjustment applies to one parcel which is not currently developed. Surrounding parcels have developed in recent years, and the County assumes that the highest and best use of the parcel will meet an employment assumption of 900.
 - The [2021 Buildable Lands Report for Kitsap County](#) recommends an employment density assumption between 700-1,200 for industrial zoning.

RESULT (Rounded Calculations from Adjustments): 104/103 jobs, employment target reached (**Surplus of 1**).

Adjusted Table 4. - Comparison of Employment Growth Targets

UGA	ADJUSTED GROWTH 2022-2044	LAND CAPACITY PREFERRED ALTERNATIVE	GROWTH TO LAND CAPACITY PREFERRED ALTERNATIVE 2022-2044
BREMERTON	2,454	4,037	1,583
SILVERDALE	11,023	11,188	165
KINGSTON	1,343	1,425	82
POULSBO	103	104	1
PORT ORCHARD	1,429	1,524	95
CENTRAL KITSAP	1,380	1,451	71

RURAL	2,150	2,150	0
Total	19,882	21,879	1,997

Air Quality Policy.

PSRC Condition: The Transportation element will be amended to include a policy to ensure all federal and state air quality standards are met and reduce emissions of air toxics and greenhouse gases.

Proposed Transportation Element Goal, Policies and Strategy:

Transportation Goal 11. Reduce Air Pollutants Protect public health and the environment through the reduction of air pollutants and greenhouse gas emissions from the transportation sector.

- **Transportation Policy 11.1.** Ensure federal and state air quality standards are met and reduce emissions of greenhouse gas emissions, air particulate pollutants, and toxics from mobile sources.
- **Transportation Policy 11.2.** Support and pursue transportation investments that reduce transportation-related pollution exposure to public health and the environment.
 - **Strategy 11.a.** Ensure that County transportation planning and implementation efforts meet federal and state air quality standards.
 - **Strategy 11.b.** Evaluate capital transportation project alternatives relative to air quality