



2019
Kitsap County Annual Comprehensive Plan Amendments



Binder Contents

Version 1
8/9/2019

Tab	Contents	Replacement Instructions
1	Process & Schedule <ul style="list-style-type: none">Summary ScheduleSummary of Comprehensive Plan Amendment Process	
2	Docket <ul style="list-style-type: none">Docket Status Summary (8/9/2019)Final Docket (Res. No. 069-2019)	
3	Clarifying Edits <ul style="list-style-type: none">Staff Report (8/12/2019)	
4	MRO Zone Clean-up <ul style="list-style-type: none">Staff Report (8/12/2019)	
5	Centers <ul style="list-style-type: none">Staff Report (8/12/2019)	
6	Silverdale/Kingston UUGA Association & Future Incorporation <ul style="list-style-type: none">Staff Report (8/12/2019)	
7	KCC 21.08 Comprehensive Plan Amendment Process No documents at this time	
8	Kingston UVC Phase 2 No documents at this time	
9	Placeholder: 2016 Map Corrections/Clarifications No documents at this time	
10	Placeholder: CPA 18-00495 (Port Orchard Sand & Gravel Inc; Dickey Wood LLC) No documents at this time	
11	Reference Documents Countywide Planning Policies	

Status Update - Schedule Adjustments

10/23/2018

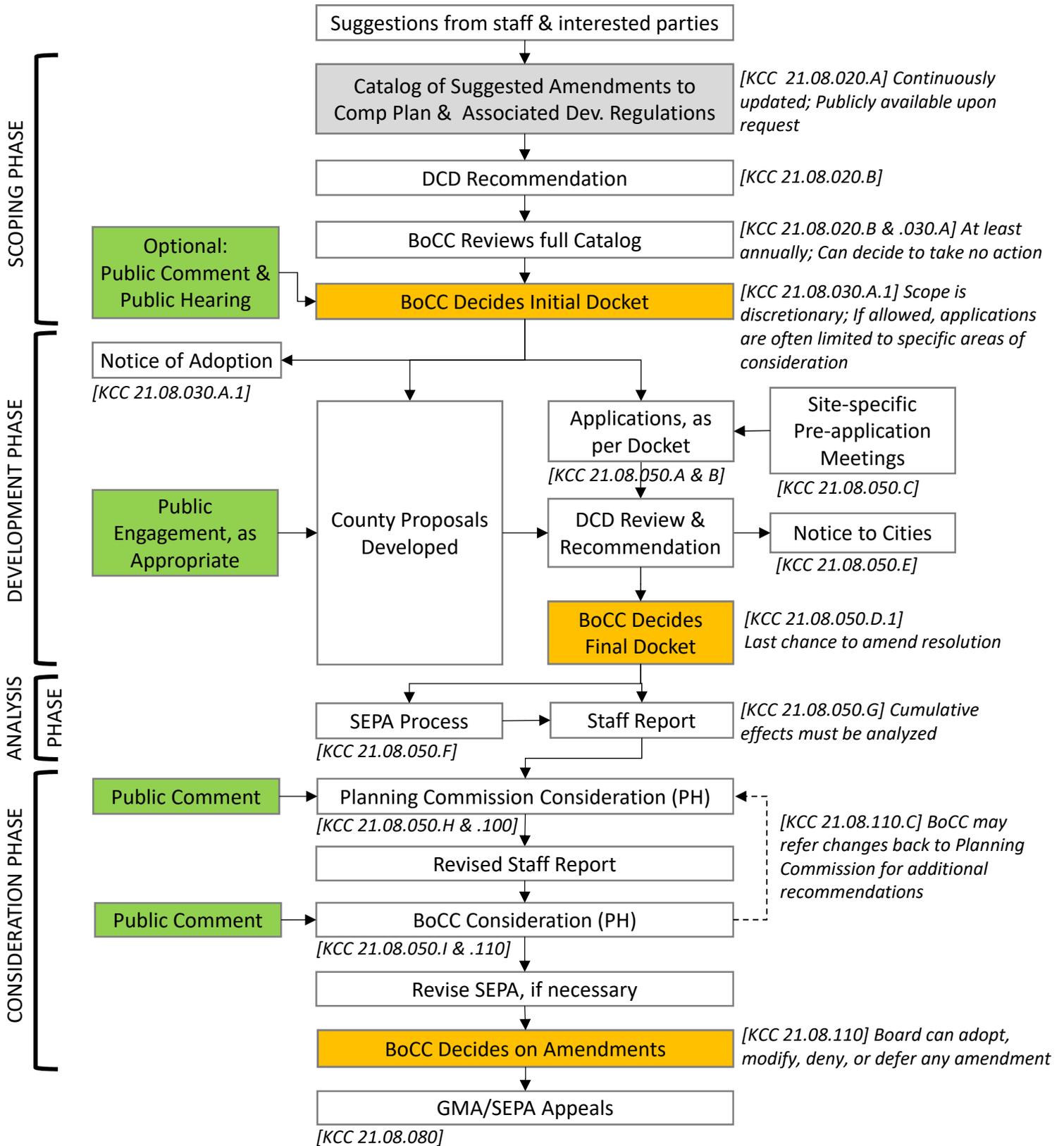
2019 Docket Summary Schedule (including 2-year process for amendments that require EIS)

2018		2019												2020															
Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
Scoping				FD								Scoping				FD													
		Development												Development															
		Analysis (DNS)												Analysis (DNS)															
									Consideration												Batch Consideration								



- FD:** Final Docket Resolution
- DS:** Determination of Significance
- DNS:** Determination of Non-significant
- EIS:** Environmental Impact Statement
- SEIS:** Supplemental Environmental Impact Statement

Summary of Current Comprehensive Plan Amendment Process



Other Notes:

- Process simplified for graphical clarity. SEPA process can vary.
- All Comp Plan amendments must be processed as a batch.
- Process does not apply to certain types of Comp Plan amendments [KCC 21.08.040.B]
- Process does not apply to adoption of Countywide Planning Policies.

BoCC: Board of County Commissioners
 DCD: Dept of Community Development
 DNS: Determination of Non-Significance
 GMA: Growth Management Act
 KCC: Kitsap County Code
 PH: Public Hearing
 SEPA: State Environmental Policy Act



**2019
Kitsap County Annual Comprehensive Plan Amendments**



Docket Status Summary

Last Updated: 8/9/2019

The following table summarizes the status of the 2019 Kitsap County Annual Comprehensive Plan Amendment docket.

County-Sponsored Amendments

Amendment	Status Summary
Clarifying Edits	Proposed amendment and staff report have been prepared for Planning Commission consideration.
MRO Zone Clean-up	Proposed amendment and staff report have been prepared for Planning Commission consideration.
Centers	Proposed amendment and staff report have been prepared for Planning Commission consideration.
Silverdale/Kingston UUGA Association & Future Incorporation	Proposed amendment and staff report have been prepared for Planning Commission consideration.
KCC 21.08 Comprehensive Plan Amendment Process	Proposed amendment, State Environmental Policy Act (SEPA) determination, and staff report are still pending.
Kingston UVC Phase 2	This was originally not a Comprehensive Plan amendment because it was previously thought to only include changes to Kitsap County Code, but Comprehensive Plan policy amendments have been identified by the Department of Community Development. Proposed amendment, SEPA determination, and staff report are still pending.
2016 Map Corrections/Clarifications	This amendment is not currently in the docket but has been identified by the Department of Community Development and may be added to the docket. Proposed amendment, SEPA determination, and staff report are still pending.
Public Facilities Map Designations	No public facility map amendments were identified for 2019, so this amendment has been closed.

Applications

Amendment	Status Summary
Site-specific Amendment CPA 18-00495 (Port Orchard Sand & Gravel Inc; Dickey Wood LLC)	Application is complete. SEPA determination and staff report are still pending. If a SEPA Determination of Significance (DS) is issued, then this amendment will be automatically deferred to a future year per the process adopted in the final docket resolution.

Key:

- Green = In consideration
- Yellow = Pending additional work by staff
- Red = Closed



2019
Kitsap County Annual Comprehensive Plan Amendments



Final Docket Summary

The following table summarizes the 2019 Kitsap County Annual Comprehensive Plan Amendments listed in the final docket (Resolution No. 069-2019) adopted by the Board of County Commissioners on April 24, 2019.

	County-Sponsored	Applications
Standard Annual Amendments	Clarifying Edits Public Facilities Map Designations	None
Previously Deferred Amendments	None	CPA 18-00495 (Port Orchard Sand & Gravel Inc; Dickey Wood LLC)
New Amendments	Comprehensive Plan and Code Amendment Process Area-Wide Review <ul style="list-style-type: none">MRO Zone Clean-up Text (<i>new</i>) <ul style="list-style-type: none">CentersFuture Incorp. of Kingston UGAFutuer Incorp./Annex. of CK UGA	None

RESOLUTION NO. 069-2019

PROVIDING FOR THE ANNUAL REVIEW AND POTENTIAL AMENDMENT OF THE KITSAP COUNTY COMPREHENSIVE PLAN, LAND USE MAP, ZONING MAP AND CORRESPONDING DEVELOPMENT REGULATIONS – 2019 FINAL DOCKET

WHEREAS, the Washington State Growth Management Act (GMA), RCW 36.70A.130(5), mandates that Kitsap County's Comprehensive Plan and development regulations be reviewed and, if needed, revised at least every 8-years. The most recent Kitsap County 8-year update concluded with the adoption of the 2016 Kitsap County Comprehensive Plan on June 27, 2016 by Ordinance 534-2016 and last amended on December 10, 2018 by Ordinance 565-2018; and

WHEREAS, the GMA, RCW 36.70A.130(1), also mandates that Kitsap County's Comprehensive Plan and development regulations be subject to continuing review and evaluation and sets forth a docketing process, RCW 36.70A.470, to accomplish this; and

WHEREAS, Chapter 21.08 of Kitsap County Code (KCC) implements RCW 36.70A.470 and establishes procedures for persons to propose amendments to the Comprehensive Plan; and

WHEREAS, KCC 21.08.030 provides that the Board of County Commissioners (Board) will establish a schedule for an annual review and potential amendment of the Comprehensive Plan including associated changes to development regulations; and

WHEREAS, the GMA, RCW 36.70A.130(2), and KCC 21.08.040 requires all proposed amendments to the Comprehensive Plan be considered concurrently so that the cumulative effects of the amendments can be determined; and

WHEREAS, the GMA, RCW 36.70A.130(1), and KCC 21.08.070 requires all Comprehensive Plan amendments to conform to both the GMA and Kitsap Countywide Planning Policies as well as be internally consistent; and

WHEREAS, Chapter 21.08 of Kitsap County Code describes a public participation process that complies with the GMA, RCW 36.70A.035 and RCW 36.70A.140, and provides for early and continuous public participation in the development and amendment of the Comprehensive Plan and associated development regulations; and

WHEREAS, on December 10, 2018, following timely and effective legal notice, the Board of County Commissioners held a public hearing to consider written and verbal testimony on the draft resolution.

WHEREAS, on December 19, 2018, the Board of County Commissioners adopted an initial docket for the 2019 annual Comprehensive Plan amendment process by Resolution 227-2018; and

WHEREAS, on April 24, 2019, the Board of County Commissioners reviewed the status of County-sponsored amendments in development and site-specific amendment applications submitted under the scope of the initial docket (Resolution 227-2019) and decided to make revisions to the docket.

NOW, THEREFORE, BE IT RESOLVED:

1. **Areas of Consideration:** The annual amendments to the Comprehensive Plan (and associated development regulations, as necessary) considered for 2019 will be as follows.
 - A. **County-sponsored amendments:** Kitsap County departments shall develop and analyze the following amendments to the Comprehensive Plan for further consideration pursuant to Kitsap County Code (KCC) Chapter 21.08.
 1. **Clarifying Edits:** Limited text and map amendments to improve the clarity and consistency of the Kitsap County Comprehensive Plan and Kitsap County Code. These amendments will be non-substantive and will not change the intent or interpretation of policies or regulations.
 2. **Public Facilities:** Updates to Public Facility designations and Park classifications to reflect the acquisition, transfer, and disposal of property.
 3. **MRO Zone Clean-up:** Remove the Mineral Resource Overlay from parcels where (1) there has been a change in circumstances beyond the control of the landowner [WAC 365-190-040(10)(b)(ii)] or (2) the parcel was designated in error [WAC 365-190-040(10)(b)(iii)]. This amendment is primarily intended to remove MRO regulatory restrictions from parcels substantially encumbered with existing residential or commercial uses and may include a limited number of small undeveloped parcels as deemed appropriate by the Department of Community Development. Other parcels may be evaluated as part of a future county-wide mineral resource inventory.
 4. **Initial centers designations for unincorporated Kitsap County** consistent with the regional centers framework recently updated by the Puget Sound Regional Council. Center boundaries and policies will be developed through future subarea planning.
 5. **Clarification of policy regarding the future incorporation of the Kingston Urban Growth Area and future annexation or incorporation of the Central Kitsap Urban Growth Area.**
 6. **Comprehensive Plan and Code Amendment Process:** Review and update the process for amending the Kitsap County Comprehensive Plan and Kitsap County Code to improve the efficiency and predictability of the process as well as clarify the code.
 - B. **Applications:** The Kitsap County Department of Community Development shall analyze the deferred site-specific amendment application CPA 18-00495 (Port Orchard Sand & Gravel Inc; Dickey Wood LLC) for consideration in 2019 pursuant to Kitsap County Code (KCC) Chapter 21.08.

- C. **Other:** The Board may reconsider and revise, by amendment, the scope of this resolution to add or modify the types of applications accepted through this process if a need or inadvertent omission is demonstrated and if a full and cumulative review (including environmental review) and batch consideration can still be concluded by the end of 2019.
2. **Batch Consideration:** The Growth Management Act, RCW 36.70A.130, and KCC 21.08.040(A) require that all proposed amendments be considered concurrently on an annual basis (and no more frequently than once per 12-month period), except for those specifically exempted from the batching requirement in KCC 21.08.040(B). The Board of County Commissioners intends to complete the batch consideration of the amendments under this annual docket by the end of 2019.

Therefore, amendments meeting the following criteria shall be automatically removed from the 2019 docket because they will prevent the batch consideration of the amendments in a timely manner and any such amendment applications shall be administratively closed by the Department of Community Development except as otherwise provided below.

- A. Any application submittal that remains incomplete more than 30-days after the application deadline.
 - B. Any application with an incomplete response to a request for additional information more than 30-days past the date of request unless a later deadline was specified in the request.
 - C. Any application with a fee balance more than 90-days past due.
 - D. Any application that involves parcels with an active code compliance case in which the proposed amendment is not a part of the agreed upon process to address the non-compliance.
 - E. Any amendment issued a Determination of Significance under the State Environmental Policy Act (SEPA). These amendments shall be automatically deferred until:
 - 1. The SEPA process has produced at least a draft environmental impact statement and the Board of County Commissioners has included the amendment in a future docket;
 - 2. The amendment is withdrawn by the applicant;
 - 3. The amendment is administratively closed by the Department of Community Development because the SEPA process has not been completed and the application has been inactive for more than 180-days; or
 - 4. The Board of County Commissioners decide for any reason to stop further consideration of the amendment and close the application.
3. **Transfer of Development Rights:** Kitsap County Code Chapter 17.580 (Transfer of Development Rights) shall apply to site-specific amendments and acquisition of development rights shall be required at the ratios adopted by Resolution 217-2017, or its successor.

4. **Standards of Review:** The procedures and requirements for application, review, decision, and appeal of amendments to the Comprehensive Plan are described in Chapter 21.08 of Kitsap County Code.

5. **Public Outreach and Participation:** Public outreach and participation will be conducted as set forth in Chapter 21.08 of Kitsap County Code and in compliance with the GMA. Such outreach may include mailings, notifications, signs, a website, and other electronic and non-electronic means appropriate to the nature and location of amendment requests. Existing or new advisory committees will be consulted and public meetings will be conducted, as appropriate to the nature and location of requested amendments. Public hearings will also be conducted by the Planning Commission and the Board of County Commissioners. Individuals, organizations, businesses, tribal governments, government agencies, and others are invited to provide input and comment on any proposed changes to the Comprehensive Plan and, if applicable, associated development regulations.

DATED this 24th day of April, 2019.



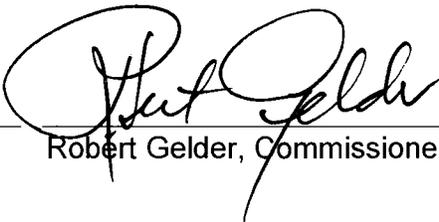
KITSAP COUNTY BOARD OF COMMISSIONERS


 Edward E. Wolfe, Chair

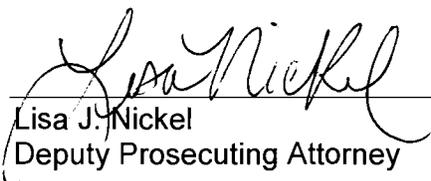

 Charlotte Garrido, Commissioner

ATTEST:


 Dana Daniels
 Clerk of the Board


 Robert Gelder, Commissioner

Approved as to form:


 Lisa J. Nickel
 Deputy Prosecuting Attorney



Kitsap County Department of Community Development

Staff Report and Recommendation Annual Comprehensive Plan Amendment Process for 2019 Clarifying Edits

Summary

Report Date	8/12/2019
Hearing Date	Tentatively scheduled for 9/24/2019
Amendment Type	County-sponsored Amendment
Description	This amendment includes edits to the 2016 Comprehensive Plan and Kitsap County Code that are for clarification or consistency purposes only. The edits are non-substantive and do not change intent or interpretations of policies or regulations.
Geographic Area Affected	Unincorporated Kitsap County
SEPA	Determination of Non-Significance (DNS)
Department Recommendation	Adopt as proposed

This report and recommendation are based on information available at the time of publication. If new relevant and material facts are discovered, this staff report will be revised and the department recommendation may change.

1. Background

The Kitsap County Comprehensive Plan describes the 20-year vision for unincorporated Kitsap County and how that vision will be achieved. The plan covers land use, economic development, environment, housing and human services, transportation, capital facilities and utilities as well as parks, recreation, and open space. The Comprehensive Plan is mandated by the Washington State Growth Management Act (GMA, RCW 36.70A).

A. Authority

The GMA mandates that Kitsap County's Comprehensive Plan and development regulations be reviewed and, if needed, revised at least every 8-years [RCW 36.70A.130(5)]. The most recent Kitsap County 8-year update concluded with the adoption of the 2016 Kitsap County Comprehensive Plan on June 27, 2016 by Ordinance 534-2016. The GMA also mandates that Kitsap County's Comprehensive Plan and development regulations be subject to continuing review and evaluation, allowing for annual amendments to the Comprehensive Plan and development regulations [RCW 36.70A.130(1)].

Kitsap County Code sets forth a process and criteria for making amendments to the Comprehensive Plan [KCC 21.08]. In making amendments, the County must consider:

1. Whether the proposed amendments are consistent with and supports other plan elements and or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;
2. Whether the proposed amendment to the plan and/or regulation will more closely reflect the goals and policies of the Comprehensive Plan;
3. Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies; and
4. Whether the proposed amendment complies with the requirements of the GMA.

The final docket adopted by the Board of County Commissioners on April 24, 2019 (Resolution No. 069-2019) allows for consideration of this amendment during Kitsap County's annual Comprehensive Plan amendment process for 2019.

B. Proposed Amendment

This amendment includes edits to the 2016 Comprehensive Plan and Kitsap County Code (KCC) that are for clarification or consistency purposes only. The edits are non-substantive and do not change intent or interpretations of policies or regulations.

The proposed amendments are provided in Attachment A and include the following:

1. KCC 16.04.100 – Expiration of preliminary approval

- Clarify the reference to Title 21 and direct the user to section 21.04.270.B. which describes the requirements for granting an extension for land divisions with preliminary approval.
2. KCC 17.120.010 - Classification of Zones
 - Move the Low Intensity Commercial zone column from under the Urban Low Intensity Commercial land use designation to under the Urban High Intensity Commercial land use designation to be consistent with the Comprehensive Plan Appendix B.
 3. KCC 17.400.080 – Gorst Subarea, Special Provisions
 - Update Highway Tourist Commercial reference to Commercial (C) and clarify Industrial (I) zone. The Highway Tourist Commercial zone no longer exists and was changed to Commercial (C) in 2016.
 4. KCC 17.410.044 – Commercial, Industrial, Parks, and Public Facilities Zones Use Table
 - Same change as Amendment #2.
 5. KCC 17.420.054 - Commercial, Industrial, and Parks Zones Density and Dimensions Table
 - Remove reference to Footnote 5 from the Regional Center Zone as it refers to the Kingston Design Standards.
 6. KCC 17.420.060.A.20 – Keyport Design Standards Footnote
 - Add a footnote to reference Appendix C2 – Keyport Design Standards.
 7. KCC 17.420.060.A.33 – Silverdale Design Standards Footnote
 - Clarify footnote language to reference Appendix C3 – Silverdale Design Standards.
 8. KCC 17.420.060.A.47 – Manchester Design Standards Footnote
 - Clarify footnote language to reference Appendix C4 – Manchester Design Standards.
 9. KCC 17.410.050.A.50 – Manchester Design Standards Footnote
 - Same change as Amendment #8.
 10. 17.430.050.D – Land Use Review, Minimum application requirements
 - Clarify that submittal documents should include setback dimensions for existing & proposed structures.
 11. KCC 17.455.020 – Agriculture Code, Applicability, Table 1: Kitsap County Agriculture Use Permissibility
 - Same change as Amendment #2.
 12. KCC 17.455.060.J.1 – Agriculture Code, Agricultural, accessory use or agritourism
 - Clarify section reference in the Agriculture Code to direct the user to the temporary use permit process found in Section 17.105.090.
 13. KCC 17.700 (Appendices) - Illahee View Protection Overlay Map
 - Update the Appendix numbering for the Illahee View Protection Overlay map to B1 to make it easier for our customers to reference.
 14. KCC 17.700 (Appendices) - Manchester View Protection Overlay Map
 - Add the Manchester View Protection Overlay map to Appendix B2 to make it easier for our customers to reference.

- 15. KCC 17.700 (Appendices) - Keyport Design Standards & District Map
 - Add the Keyport Design Standards & District Map to Appendix C2 to make it easier for our customers to reference.
- 16. KCC 17.700 (Appendices) - Silverdale Design Standards & District Map
 - Add the Silverdale Design Standards & District Map to Appendix C3 to make it easier for our customers to reference.
- 17. KCC 17.700 (Appendices) - Manchester Design Standards & District Map
 - Add the Manchester Design Standards & District Map to Appendix C4 to make it easier for our customers to reference.
- 18. KCC 21.04.270 - Project Permit Application Procedures, Duration of decisions
 - Same change as Amendment #1.
- 19. KCC 17.540.100 - Administrative Conditional Use Permit, Effect
 - Clarify that permits shall not take effect until after the appeal period or a decision is completed.
- 20. KCC 17.550.090 - Hearing Examiner Conditional Use Permit, Effect
 - Same change as Amendment #19.
- 21. KCC 17. 560.070 – Variances, Effect
 - Same changes as Amendment #19.
- 22. Comprehensive Plan, Land Use Chapter
 - Clarify references to unincorporated Urban Growth Areas.

C. Geographic Description

This amendment affects unincorporated Kitsap County.

2. Department Recommendation

Having analyzed the proposed amendment and other alternatives, if applicable, the Department recommends:

- Adoption of the amendment:
 - as proposed above
 - as described in Alternative ___ below
 - with revisions described below
 - with conditions described below
- Deferral of the amendment to a future docket
- Denial of the amendment

A. Revisions

None.

B. Conditions

None.

C. Rationale

The proposed amendment is non-substantive and does not change intent or interpretations of policies or regulations. The proposed amendment will improve clarity and consistency within the 2016 Comprehensive Plan and Kitsap County Code.

3. Other Alternatives Considered

None.

4. Analysis

Amendments to the Comprehensive Plan must be consistent with the criteria outlined in Kitsap County Code (KCC) Chapter 21.08. Applicable criteria are analyzed below. A summary of the State Environmental Policy Act (SEPA) review of this amendment is located at the end of this section.

A. General Decision Criteria (KCC 21.08.070.A)

For each proposed amendment to the Comprehensive Plan, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions, which demonstrate:

1. *How circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan or applicable development regulations;*

Staff Analysis: Not Applicable – the proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

2. *How the assumptions upon which the Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan or development regulations; and*

Staff Analysis: Not Applicable – the proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

3. *How the requested redesignation is in the public interest and the proposal is consistent with the Kitsap County Comprehensive Plan.*

Staff Analysis: Not applicable – this is not a redesignation request.

B. **Additional Decision Criteria (KCC 21.08.070.B)**

In addition to the findings and conclusions above, for each proposed text amendment, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions which consider:

1. *Whether the proposed amendment is consistent with and supports other plan elements and/or development regulations and, if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;*

Staff Analysis: The proposed amendment is consistent with and supports other plan elements and/or development regulations. This amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

2. *Whether the proposed amendment to the plan and/or regulation(s) will more closely reflect the goals, objectives and policies of the Comprehensive Plan and reflect the local circumstances of the county;*

Staff Analysis: Not applicable - the proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

3. *Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policy;*

Staff Analysis: The proposed amendment is consistent with the [Kitsap County-wide Planning Policies](#) (CPPs; adopted on 5/11/2015 by Kitsap County Ordinance 522-2015). The proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

4. *Whether the proposed amendment complies with the requirements of GMA, state and local laws and other applicable inter-jurisdictional policies or agreements; and*

Staff Analysis: The proposed amendment is consistent with the requirements of GMA, state and local laws and other applicable inter-jurisdictional policies and agreements. The proposed amendment contains only clarifying edits that are non-substantive and do not change intent or interpretations of policies or regulations.

5. *An explanation of why language should be added to the Comprehensive Plan or why existing language should be modified or deleted.*

Staff Analysis: The proposed amendment is non-substantive and does not change intent or interpretations of policies or regulations. The proposed amendment will improve clarity and consistency both within and between the Comprehensive Plan and the Kitsap County Code, which will improve implementation.

C. State Environmental Policy Act (SEPA)

The Kitsap County SEPA official issued a SEPA threshold determination of non-significance (DNS; Attachment B1) for this amendment after having reviewed the SEPA environmental checklists prepared for this amendment (Attachment B2). The SEPA official's review found that this amendment is not related to or dependent on any of the other proposed Comprehensive Plan amendments and therefore an independent SEPA threshold determination was made regarding this amendment.

Notice of this SEPA threshold determination was:

- Filed with the Washington State Department of Ecology [SEPA Register](#);
- Published in the Kitsap Sun newspaper; and
- Will be integrated with other public announcements.

The SEPA threshold determination and environmental checklist was also distributed to agencies with jurisdiction, the Department of Ecology, affected tribes, and each local agency or political subdivision whose public services would be changed as a result of implementation of the proposal.

5. **Public Involvement and Outreach**

Kitsap County's public involvement and outreach in support of this amendment has exceeded the requirements of the Growth Management Act (RCW 36.70A) and Kitsap County Code (KCC 21.08).

A. Prior Public Involvement and Outreach

Prior public involvement and outreach regarding the 2019 docket, including this amendment, has included the following:

- An [Online Open House](#) with information about previous, current, and upcoming phases of the 2019 amendment process.
- A public comment period (11/1/2018 – 12/11/2018) and a public hearing by the Kitsap County Board of Commissioners (12/10/2019) while setting the initial docket of amendments. Notifications and announcements regarding this comment period and public hearing included the following:
 - Legal notice published in the Kitsap Sun newspaper (11/30/2018);
 - Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com; and

- Formal letters to Tribes with usual and accustomed area in Kitsap County.
- Legal notice announcing the docket of amendments was published in the Kitsap Sun newspaper (1/5/2019).

B. Current Public Involvement and Outreach

This staff report provides, in full, the proposed amendment and analysis of the amendment for review by the public and the Kitsap County Planning Commission.

Visit the [Online Open House](http://tinyurl.com/kitsap2019cpa) (<http://tinyurl.com/kitsap2019cpa>) to learn more about the 2019 annual amendment process, important dates and deadlines, and how to participate in the process, including:

- Attending an open house in North Kitsap, Central Kitsap, or South Kitsap.
- Attending Planning Commission meetings.
- Testifying at the Planning Commission's public hearing.
- Submitting written comments.

A new comment period regarding the proposed amendment (Attachment A), this staff report, and the SEPA determination (Attachment B1) opened on the date this report was published. To be included in the official record, written comments must be submitted to the Department of Community Development before the deadline using one of the following methods:

- Entered [online via computer or mobile device](#) (preferred method).
- Emailed to CompPlan@co.kitsap.wa.us.
- Mailed to 614 Division St - MS36, Port Orchard, WA 98366.
- Dropped off at the Permit Center at 619 Division St, Port Orchard.
- Dropped off at one of the scheduled open houses.
- Submitted to the clerk at a scheduled public hearing.

Notifications and announcements regarding this comment period and the Planning Commission's public hearing will include:

- Legal notice published in the Kitsap Sun newspaper.
- Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com.
- Notice signs posted on site-specific amendment properties.
- Notices mailed to property owners near site-specific amendments and geographically specific amendments covering smaller areas.
- Formal letters to Tribes with usual and accustomed area in Kitsap County.

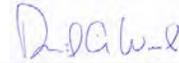
C. Future Public Involvement and Outreach

Additional public involvement and outreach are anticipated to occur during October through December when the Kitsap County Board of Commissioners will be considering the amendments for adoption.

6. Staff Contact

Report prepared by:

Report approved by:



Liz Williams, Planner
(360) 337-5777
lawilliams@co.kitsap.wa.us

Dave Ward, Planning & Environmental
Programs Manager
Department of Community Development

7. Attachments

- A. Proposed Amendment
- B. State Environmental Policy Act (SEPA)
 - 1. SEPA Determination
 - 2. SEPA Checklist

This page intentionally left blank.

Attachment A

This page intentionally left blank.

Amendment #1 Expiration of preliminary approval (KCC)

Kitsap County Code Section 16.04.100 ‘Expiration of preliminary approval’, last amended by Ordinance 489 (2012), is amended as follows:

16.04.100 Expiration of preliminary approval.

A. Short Subdivisions and Large Lot Subdivisions. Preliminary approval shall automatically expire five years from the date of the notice of decision, unless a complete final short subdivision or large lot subdivision application is submitted to the department prior to that date.

B. Subdivisions. Unless otherwise provided by state statute, preliminary approval shall automatically expire five years from the date of the notice of decision, unless a complete final subdivision application is submitted to the department prior to that date.

C. An extension to preliminary approval may be granted, as set forth in [Title 21 Section 21.04.270.B.](#)

D. It is the responsibility of the applicant to remain aware of expiration dates. Failure to file within the stated time, and any approved extension, will void the preliminary approval and a new application will be required.

Amendment #2 Classification of Zones (KCC)

Kitsap County Code Section 17.120.010 ‘Classification of Zones’, last amended by Ordinance 565 (2018), is amended as follows:

17.120.010 Classification of zones.

For the purposes of this title, the county is divided into zones classified as follows:

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol
Rural Residential	Rural Residential	RR
Rural Protection	Rural Protection	RP
Rural Wooded	Rural Wooded	RW
Forest Resource Lands	Forest Resource Lands	FRL
Mineral Resource Overlay	Mineral Resource Overlay	MRO
Urban Low-Density Residential	Urban Restricted	UR
	Greenbelt	GB
	Urban Low Residential	UL
	Urban Cluster Residential	UCR
Urban Medium-Density Residential	Urban Medium Residential	UM
Urban High-Density Residential	Urban High Residential	UH

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol
Urban High Intensity Commercial	Commercial	C
	Regional Center	RC
	Low Intensity Commercial	LIC
Urban Low Intensity Commercial	Urban Village Center	UVC
	Neighborhood Commercial	NC
	Low Intensity Commercial	LIC
Rural Commercial	Rural Commercial	RCO
Urban Industrial	Business Park	BP
	Business Center	BC
	Industrial	IND
Rural Industrial	Rural Industrial	RI
Public Facilities	Parks	P
	NA (all other zone classifications are allowed within the Public Facilities land use designation)	
Limited Area of More Intensive Rural Development (LAMIRD) Type I	Keyport Village Commercial	KVC
	Keyport Village Low Residential	KVLR
	Keyport Village Residential	KVR
	Manchester Village Commercial	MVC
	Manchester Village Low Residential	MVLR
	Manchester Village Residential	MVR
	Port Gamble Rural Historic Town Commercial	RHTC
	Port Gamble Rural Historic Town Residential	RHTR
	Port Gamble Rural Historic Waterfront	RHTW
	Suquamish Village Commercial	SVC
	Suquamish Village Low Residential	SVLR
	Suquamish Village Residential	SVR
Limited Area of More Intensive Rural Development (LAMIRD) Type III	Rural Employment Center	REC
	Twelve Trees Employment Center	TTEC

1
2

Amendment #3 Gorst Subarea, Special Provisions (KCC)

Kitsap County Code Section 17.400.080 ‘Special Provisions, last amended by Ordinance 540 (2016), is amended as follows:

17.400.080 Special provisions.

A. For other provisions, see Chapter 17.580.

B. Incentives.

1. The incentive measures in this chapter apply to all zones and land uses within the Gorst urban growth area with the exception of ~~highway tourist commercial~~ the Commercial (C) and industrial Industrial (I) zones. Incentives are intended to encourage sustainable development and provide flexibility through voluntary incentives, consistent with the policy direction contained in Chapter 4 of the Gorst Subarea Plan. These incentives are to acknowledge the existing built environment and through redevelopment minimize activities that contribute to storm water issues and/or provide greater protection of the Sinclair Inlet shoreline and Gorst Creek.

2. Relationship with Other Standards. Nothing in this section relieves the applicant from compliance with any other standard set forth in this title, or from compliance with any other provision of the Kitsap County Code, unless specifically exempted in this chapter.

3. Table 17.400.080(C) describes the public benefit and the resulting development incentive earned. Using the incentives, an applicant can earn density, height, or impervious surface coverage above the base standard allowed in the zone. In no case shall the maximum density, height, or impervious surface coverage exceed the maximum allowed by the zone. More than one public benefit and corresponding incentive may be earned up to one hundred percent of the bonus. Table 17.400.080(D) summarizes the minimum, base, and maximum densities, heights, and impervious surface coverages for reference. The full text of the applicable zone should be consulted in addition to the table; in cases of conflict the zone-specific language shall control.

Table 17.400.080(C) – Public Benefit and Incentives

Public Benefit Description	Development Incentive Select one or more bonus items
Habitat	
Provide a landscape plan that demonstrates that at least 20% of the significant trees on the buildable area of the site are retained outside of buffers.	50% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus
Provide multilayered landscaping including native trees, native shrubs and native groundcover on at least 30% of the site.	50% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus
Site plan includes a minimum 35-foot habitat corridor (not otherwise required by critical area or shoreline or management overlay regulations) vegetated with native trees, shrubs and groundcover that connect critical areas or permanently preserved natural areas within or adjacent to and across the project site. Site design shall ensure that lighting from adjacent development does not intrude on corridor. The corridor shall be protected	100% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus

Public Benefit Description	Development Incentive Select one or more bonus items
with a native growth protection easement or maintained to exclude nonnative invasive species, such as blackberry and Japanese knotweed (See noxious weed list for Kitsap County).	
Access Improvements	
Site design for new development is configured in such a way as to allow future businesses and site occupants shared access to roads within or contiguous to the development site.	100% Density Bonus 100% Height Bonus 100% Impervious Surface Coverage Bonus
Shared access driveway is provided and designed to serve two or more development sites (one may be a future site), a joint tenant building is provided on a site, or the project is located within a multi-tenant commercial center.	50% Density Bonus 50% Height Bonus 50% Impervious Surface Coverage Bonus
Shared parking is provided that serves two or more tenants. No additional parking outside of the shared lot(s) may be provided. Shared parking lots shall be located within a 1,200-foot radius of the front door of the building. Number of parking stalls is no more than 50% greater than minimum requirement.	50% Density Bonus 100% Height Bonus 100% Impervious Surface Coverage Bonus
Shared or consolidated loading areas are provided in a central service court or other location that is screened from public view.	25% Density Bonus 25% Height Bonus 25% Impervious Surface Coverage Bonus

1
2
3

Table 17.400.080(D) – Summary of Development Standards Eligible for Bonus by Zone

Height, Bulk, and Impervious Surface Standards	Low Intensity Commercial	Urban Restricted
Density, Minimum, in units per net acre	0	1
Density, Base, in units per gross acre	20	5
25% of bonus	22.5	6.25
50% of bonus	25	7.5
100% of bonus	30	10
Density, Maximum, in units per gross acre, subject to incentives	30	10
Height, Base, in feet	25	35
25% of bonus	30	NA
50% of bonus	35	NA
100% of bonus	45	NA
Height, Maximum, in feet, subject to incentives	45	NA
Impervious Surface Coverage, Standard Maximum, in percent of lot area	35	45
25% of bonus	38.75	47.5
50% of bonus	42.5	50
100% of bonus	50	55
Impervious Surface Coverage, Maximum, in percent of lot area, subject to incentives	50	55

4

1 E. Design Guidelines. The design guidelines outlined in Chapter 10 of the Gorst Subarea Plan are
2 hereby adopted by reference.

3

4 **Amendment #4 Commercial, Industrial, Parks, and Public Facilities Zones Use Table (KCC)**

5

6 Kitsap County Code Section 17.410.044 'Commercial, Industrial, Parks, and Public Facilities Zones
7 Use Table', last amended by Ordinance 574 (2019), is amended as follows:

8

9

10 **17.410.044 Commercial, industrial, parks, and public facility zones use table.**

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification	C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)	
Categorical Use														
RESIDENTIAL USES														
100	Accessory dwelling units (1)	--	--	<u>==</u>	--	--	--	--	--	--	--	--	--	
102	Accessory living quarters (1)	--	--	<u>==</u>	--	--	--	--	--	--	--	--	--	
104	Accessory use or structure (1)(51)	P	P(84)	<u>P</u>	P	P	P	P	P	P	P	P	--	
106	Adult family home	ACUP P (41)	ACUP P (41)(84)	<u>ACUP P</u> (41)(79)	ACUP P (41)	-	<u>ACUP P</u> (41)(79)	ACUP P (41)	ACUP P (41)	ACUP P (41)	ACUP P (41)	ACUP P (41)	--	
108	Bed and breakfast house or vacation rental	--	--	<u>ACUP</u> (79)	ACUP C (34)	ACUP C (34)	<u>ACUP</u> (79)	ACUP C (34)	--	--	--	--	--	
109	Boarding house (102)	P (99)	P (99)	<u>P</u> (99)	P (99)	P (99)	<u>P</u> (99)	P (99)	--	--	--	--	ACUP (99)	
110	Caretaker's dwelling	ACUP	ACUP (84)	<u>ACUP</u>	ACUP	ACUP	<u>ACUP</u>	P	P	P	P	P	P	
112	Convalescent home or congregate care facility (97)	ACUP	ACUP (84)	<u>ACUP</u> (79)	ACUP	C	<u>ACUP</u> (79)	--	--	--	--	--	--	
114	Cottage housing developments	--	--	<u>==</u>	ACUP	--	--	--	--	--	--	--	--	
116	Dwelling, duplex	--	--	<u>==</u>	ACUP	P	--	--	--	--	--	--	--	
118	Dwelling, existing	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	--	
120	Dwelling, multifamily	ACUP	ACUP C (85)	<u>P</u> (79)	ACUP	P	<u>P</u> (79)	--	--	--	--	--	--	
122	Dwelling, single-family attached	ACUP	ACUP (84)	<u>P</u> (79)	P	P	<u>P</u> (79)	--	--	--	--	--	--	
124	Dwelling, single-family detached (includes manufactured homes)	--	--	<u>==</u>	--	P	--	--	--	--	--	--	--	
126	Guest house (1)	--	--	<u>==</u>	--	--	--	--	--	--	--	--	--	
127	High-Risk Secured Facility (1)	C	C	<u>==</u>	--	--	--	--	C	C	C	--	--	
128	Home business (1)(53)	--	--	<u>==</u>	P	ACUP	--	ACUP	--	--	--	--	--	
130	Hotel/motel	P	P (84)	<u>ACUP</u> (79)	ACUP	C	<u>ACUP</u> (79)	--	--	--	--	--	--	
132	Mobile homes	--	--	<u>==</u>	--(43)	--	--	--	--	--	--	--	--	
134	Residential care facility	ACUP	ACUP (84)	<u>ACUP</u> (79)	ACUP	--	<u>ACUP</u> (79)	--	--	--	--	--	--	
COMMERCIAL/BUSINESS USES														

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
Categorical Use														
200	Accessory use or structure (1)(51)	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	P	
202	Adult entertainment (1)	C	C (84)	<u>---</u>	--	--	<u>---</u>	--	C	--	C	--	--	
204	Ambulance service	P	P (84)	<u>P</u>	C	C	<u>P</u>	--	P	ACUP	ACUP	--	--	
206	Auction house (55)	P	P (84)	<u>P</u>	ACUP	--	<u>P</u>	C	ACUP	ACUP	P	C	--	
208	Auto parts and accessory stores (65)	P	P (84)	<u>P (83)</u>	--	P	<u>P (83)</u>	C	--	--	--	--	--	
210	Automobile rentals	P	P (61)(84)	<u>P (83)</u>	P (56)	P (56)	<u>P (83)</u>	--	--	--	--	--	--	
212	Automobile repair and car washes (65)	P	P (84)	<u>P (83)</u>	--	ACUP (54)	<u>P (83)</u>	C	P (61)	ACUP	P (33)	C	--	
214	Automobile service station (6)	P	P (61)(84)	<u>P (79)(83)</u>	--	ACUP	<u>P (79)(83)</u>	C	C (33)	C (33)	P (33)	C	--	
216	Automobile, recreational vehicle or boat sales	ACUP	ACUP (84)	<u>P (83)</u>	--	--	<u>P (83)</u>	--	ACUP (35)	--	ACUP (35)	--	--	
218	Nonmotorized recreation rentals (95)	P	P	<u>P</u>	P	P	<u>P</u>	P	--	--	--	--	P	
220	Boat/marine supply stores	P	P (84)	<u>P (83)</u>	--	--	<u>P (83)</u>	C	--	--	--	--	--	
222	Brew pubs	P	P C (85)(87)	<u>P</u>	ACUP	ACUP	<u>P</u>	--	ACUP (33)	ACUP (33)	ACUP	--	--	
224	Clinic, medical	P	P (87)	<u>P</u>	ACUP	ACUP	<u>P</u>	--	P	ACUP	C	--	--	
226	Conference center	P	P C (85)	<u>P</u>	P	--	<u>P</u>	--	--	--	--	--	ACUP	
228	Custom art and craft stores	P	P C (85)(87)	<u>P</u>	P (54)	P (54)	<u>P</u>	C	--	--	--	--	--	
230	Day-care center (14)	P	P C (85)	<u>P (79)</u>	P (54)	P (54)	<u>P (79)</u>	ACUP	P (33)	P (33)	P (33)	--	ACUP (79)	
232	Day-care center, family (14)	P	P (61)(84)	<u>P (79)</u>	ACUP (54)	ACUP (54)	<u>P (79)</u>	--	P (33)(61)	P (33)	--	--	--	
234	Drinking establishments	C	C (87)	<u>P</u>	ACUP	C	<u>P</u>	C	P (33)	C (33)	--	--	--	
236	Engineering and construction offices	P	P (84)	<u>P</u>	P (54)	P (54)	<u>P</u>	ACUP	P	P (33)	P (33)	ACUP (72)	--	
238	Espresso stands (58)(72)	P	P (61)(84)	<u>P</u>	--	P	<u>P</u>	ACUP	P (33)(61)	P (33)	P (33)	ACUP	--	
240	Equipment rentals	P	P (61)(84)	<u>---</u>	ACUP	--	<u>---</u>	ACUP	P	P	P	ACUP (73)	--	
242	Farm and garden equipment and sales	P	P (61)(84)	<u>P</u>	--	--	<u>P</u>	ACUP	--	--	--	C	--	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
Categorical Use														
244	Financial, banking, mortgage and title institutions	P	P C (85)(87)	<u>P</u>	P (54)	P (54)	<u>P</u>	--	P	P (33)	ACUP (33)	--	--	
245	Fitness center	P	P	<u>=</u>	C	--	<u>-</u>	P (100)	P (100)	--	P (100)	P (100)	--	
246	General office and management services – less than 4,000 s.f.	P	P	<u>P</u>	P	P	<u>P</u>	ACUP	P	P	P (33)	--	--	
248	General office and management services – 4,000 to 9,999 s.f.	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	C	P	P	--	--	--	
250	General office and management services – 10,000 s.f. or greater	P	P (84)	<u>P</u>	ACUP	--	<u>P</u>	--	P	P	--	--	--	
252	General retail merchandise stores – less than 4,000 s.f.	P	P	<u>P</u>	P	P	<u>P</u>	ACUP	P (33)	P (33)	ACUP (33)	--	--	
254	General retail merchandise stores – 4,000 to 9,999 s.f.	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	C	--	--	--	--	--	
256	General retail merchandise stores – 10,000 to 15,000 s.f.	P	P (84)	<u>=</u>	C	--	<u>-</u>	--	--	--	--	--	--	
258	General retail merchandise stores – 15,001 to 24,999 s.f.	P	P (84)	<u>=</u>	C	--	<u>-</u>	--	--	--	--	--	--	
260	General retail merchandise stores – 25,000 s.f. or greater	ACUP (62)	ACUP (62)(84)	<u>ACUP</u>	--	--	<u>ACUP</u>	--	--	--	--	--	--	
262	Kennels or pet day cares (1)	C	C (61)(84)	<u>C</u>	--	C	<u>C</u>	C	P	ACUP	ACUP	C	--	
264	Kennels, hobby	--	--	<u>=</u>	P	P	<u>-</u>	--	--	--	--	--	--	
266	Laundromats and laundry services	P	P (84)	<u>P</u>	P (54)	P (54)	<u>P</u>	--	P (33)	P	ACUP	--	--	
268	Lumber and bulky building material sales	ACUP (42)	ACUP (42)(61)(84)	<u>ACUP (42)</u>	--	--	<u>ACUP (42)</u>	C	P (61)	--	P	ACUP	--	
270	Mobile home sales	ACUP	ACUP (61)(84)	<u>=</u>	--	--	<u>-</u>	--	--	--	--	--	--	
272	Nursery, retail	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	ACUP	--	--	--	--	--	
274	Nursery, wholesale	P	P (61)(84)	<u>P</u>	ACUP	ACUP	<u>P</u>	P	--	--	--	P	--	
276	Off-street private parking facilities	P	P C (85)	<u>=</u>	ACUP	ACUP	<u>-</u>	--	--	--	--	--	--	
278	Personal services – skin care, massage, manicures,	P	P (87)	<u>P</u>	P (54)	P (54)	<u>P</u>	ACUP (54)	--	--	--	--	--	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
Categorical Use														
	hairdresser/barber (66)													
280	Pet shop – retail and grooming	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	ACUP (54)	--	--	--	--	--	
282	Research laboratory	--	--	<u>=</u>	--	--	<u>-</u>	--	P	P	P	C	--	
284	Restaurants	P	P ACUP (85)	<u>P</u>	P (54)	P (54)	<u>P</u>	C	P (33)	C (33)	ACUP (33)	--	--	
286	Restaurants, high-turnover (33)	P	P (63) (84)	<u>P</u>	ACUP	C	<u>P</u>	--	P	P	P	--	--	
288	Recreational vehicle rental	ACUP	ACUP (61)(84)	<u>=</u>	--	--	<u>-</u>	--	ACUP (61)	ACUP	ACUP	--	--	
290	Temporary offices and model homes (27)	--	--	<u>=</u>	--	--	<u>-</u>	--	--	--	--	--	--	
292	Tourism facilities, including outfitter and guide facilities	P	P	<u>P</u>	P	P	<u>P</u>	ACUP	P	P	ACUP	--	--	
294	Tourism facilities, including seaplane and tour boat terminals	ACUP	ACUP (84)	<u>=</u>	--	--	<u>-</u>	C	--	--	--	--	--	
296	Transportation terminals	ACUP	ACUP C (85)	<u>C</u>	C	C	<u>C</u>	--	P	--	ACUP	--	--	
298	Veterinary clinics/animal hospitals	P	P (84)	<u>P</u>	ACUP	ACUP	<u>P</u>	ACUP	P	ACUP	ACUP	--	--	
RECREATIONAL/CULTURAL USES														
300	Accessory use or structure (1)(51)	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	P	
302	Amusement centers	ACUP (11)	ACUP (11)	<u>ACUP (11) = (79)</u>	C (11)	C	<u>ACUP (11) - (79)</u>	--	--	--	C (11)	--	ACUP	
304	Carnival or circus	ACUP (11)	ACUP (11)(61)(84)	<u>ACUP (11) = (79)</u>	ACUP (11)	C	<u>ACUP (11) - (79)</u>	--	--	--	ACUP (11)	--	ACUP	
306	Club, civic or social (12)	P	P ACUP (85)	<u>P</u>	ACUP	ACUP	<u>P</u>	C	ACUP	--	ACUP	--	ACUP	
308	Golf courses	ACUP	ACUP (61)(84)	<u>=</u>	ACUP	ACUP	<u>-</u>	--	--	--	--	--	ACUP	
310	Marinas	ACUP	ACUP (61)(84)	<u>=</u>	C	ACUP	<u>-</u>	C	--	--	C	C	ACUP	
312	Movie/performance theaters, indoor	P	P ACUP (85)	<u>P</u>	P	ACUP	<u>P</u>	--	--	--	--	--	--	
314	Movie/performance theaters, outdoor	C	ACUP	<u>C</u>	ACUP	--	<u>C</u>	C	C	ACUP	--	--	C	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
Zoning Classification		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)	RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)	IND (32)(42)(101)	RI (12)(42)(101)	P (101)	(Reserved)
Categorical Use														
316	Museum, galleries, aquarium, historic or cultural exhibits (67)	P	P C (85)	<u>P</u>	P	ACUP	<u>P</u>	C	P	ACUP	--	--	ACUP	
318	Parks and open space	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	P	
392	Race track, major	C	C (61)(84)	<u>=</u>	--	--	<u>-</u>	--	C (61)	C	C	--	C (12)	
322	Race track, minor	--	--	<u>=</u>	--	--	<u>-</u>	--	--	--	C	--	C (12)	
324	Recreational facilities, private	ACUP	ACUP	<u>ACUP</u>	ACUP	ACUP	<u>ACUP</u>	C	P	C	C	--	ACUP	
326	Recreational facilities, public	ACUP	ACUP	<u>P</u>	ACUP	ACUP	<u>P</u>	ACUP	P	C	C	--	ACUP	
328	Recreational vehicle camping parks	C	--	<u>=</u>	--	C	<u>-</u>	--	--	--	--	--	ACUP	
330	Zoo	C	C (61)(84)	<u>C</u>	--	--	<u>C</u>	--	--	--	--	--	--	
INSTITUTIONAL USES														
400	Accessory use or structure (1)(51)	P	P	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	P	
402	Government/public structures	ACUP	ACUP	<u>ACUP</u>	ACUP	ACUP	<u>ACUP</u>	ACUP	P	P	P	C	P	
404	Hospital	ACUP	ACUP (84)	<u>ACUP</u>	C	--	<u>ACUP</u>	--	C	C	C	--	--	
406	Places of worship (12)	ACUP	ACUP (84)	<u>ACUP</u>	C	C	<u>ACUP</u>	C	C	--	C	--	--	
408	Private or public schools (20)	ACUP	ACUP	<u>ACUP</u>	C	C	<u>ACUP</u>	C	P	ACUP	ACUP	C	--	
410	Public facilities and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	ACUP	<u>ACUP</u>	ACUP	ACUP	<u>ACUP</u>	C	ACUP	ACUP	ACUP	C	P	
INDUSTRIAL USES														
500	Accessory use or structure (1)(51)	P	P (84)	<u>P</u>	P	P	<u>P</u>	P	P	P	P	P	--	
502	Air pilot training schools	P	P (84)	<u>=</u>	P	--	<u>-</u>	--	P	P	P	--	--	
504	Assembly and packaging operations	C	C (61)(84)	<u>=</u>	C	--	<u>-</u>	--	P	--	ACUP	C	--	
506	Boat yard	ACUP	ACUP (61)(84)	<u>=</u>	--	--	<u>-</u>	--	P (61)	ACUP	ACUP	C	--	
508	Cemeteries, mortuaries, and crematoriums (10)	ACUP	ACUP (61)(84)	<u>=</u>	C	C	<u>-</u>	C	ACUP (61)	--	ACUP	C	--	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)		RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)		IND (32)(42)(101)	RI (12)(42)(101)
510	Cold storage facilities (69)	--	--	=	--	--	--	C	--	ACUP	P	C	--	
512	Contractor's storage yard (21)	--	--	=	--	--	--	--	P (61)	--	P	ACUP	--	
514	Food production, brewery or distillery	C	C (61)(84)	=	--	--	--	C	ACUP	ACUP	C	C	--	
516	Fuel distributors	C	C (61)(84)	=	--	--	--	--	C (61)	--	C	C	--	
518	Helicopter pads (13)	C	C (84)	<u>C</u>	C	--	<u>C</u>	--	ACUP	--	ACUP	ACUP	--	
520	Manufacturing and fabrication, light	C	C (61)(84)	=	C	--	--	--	P	P	P	C	--	
522	Manufacturing and fabrication, medium	--	--	=	--	--	--	--	C (52)(61)	ACUP	P	C	--	
524	Manufacturing and fabrication, heavy	--	--	=	--	--	--	--	--	--	ACUP	--	--	
526	Manufacturing and fabrication, hazardous	--	--	=	--	--	--	--	--	--	C	--	--	
528	Recycling centers	--	--	=	--	--	--	C	--	--	ACUP	C	--	
530	Rock crushing	--	--	=	--	--	--	--	--	--	C	C	--	
532	Slaughterhouse or animal processing	--	--	=	--	--	--	C (70)	--	--	C	C (70)	--	
534	Storage, hazardous materials	--	--	=	--	--	--	C (75)	--	--	C	C (75)	--	
536	Storage, indoor	C	C (61)(84)	=	--	--	--	C (75)	P (61)	P	P	ACUP	--	
538	Storage, outdoor	--	--	=	--	--	--	C (75)	ACUP (61)	--	P	P (75)	--	
540	Storage, self-service	ACUP	ACUP (61)(84)	<u>ACUP</u> (79)	C	C	<u>ACUP</u> (79)	C (75)	ACUP (61)	--	P	P (75)	--	
542	Storage, vehicle and equipment (1)	ACUP	--	=	--	--	--	C	ACUP (61)	--	P	C (75)	--	
544	Top soil production, stump grinding	--	--	=	--	--	--	C	--	--	ACUP	ACUP	--	
546	Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	--	--	=	--	--	--	--	P (61)	C	C	C	--	
548	Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	--	--	=	--	--	--	--	--	--	C	C (74)	--	
550	Warehousing and distribution (68)	--	--	=	--	--	--	--	P (61)	P	P	ACUP	--	

Comprehensive Plan Land Use Designation		Urban High Intensity Commercial			Urban Low Intensity Commercial			Rural Commercial	Urban Industrial			Rural Industrial	Public Facilities	
		C (19)(30)(48)(57)(101)	RC (19)(48)(57)(88)(101)	LIC (48)(57)(101)	UVC (30)(48)(57)(101)	NC (19)(30)(48)(57)(101)	LIC (48)(57)(101)		RCO (12)(64)(101)	BC (31)(42)(101)	BP (101)		IND (32)(42)(101)	RI (12)(42)(101)
552	Wrecking yards and junk yards (1)	--	--	--	--	--	--	--	--	--	C	C	--	
RESOURCE LAND USES														
600	Accessory use or structure (1)(51)	P	P (84)	<u>P</u>	P	P	P	P	P	P	P	P	P	
602	Aggregate extractions sites	--	--	--	--	--	--	C	P	--	C	C	--	
606	Aquaculture practices	C	C (84)	<u>C</u>	C	C	C	C	P	--	C	C	P	
608	Forestry	P	P (84)	<u>P</u> (79)	--	P	P (79)	P	P	P	P	P	P -- (79)	
610	Shellfish/fish hatcheries and processing facilities	--	--	--	--	--	--	--	--	--	C	C	--	

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9

Amendment #5 Commercial, Industrial, and Parks Zones Density and Dimensions Table (KCC)

Kitsap County Code Section 17.420.054 ‘Commercial, Industrial, and Parks Zones Density and Dimensions Table’, last amended by Ordinance 565 (2018), is amended as follows:

17.420.054 Commercial, industrial, and parks zones density and dimensions table.

Standard	Commercial						Industrial				Public Facilities		
	UVC (5)	NC (5)(33)	C (5)(33)	RC (5)(33)	LIC	RCO (12)	BC	BP	IND (5)(36)	RI	P	--	
Min. density (du/acre) (57)	10	10	10	See Section 17.420.058	10	NA	NA	NA	NA	NA	NA		
Max. density (du/acre)	NA	30	30		20; up to 30 in Gorst (53)	0 (19)	0 (19)	0 (19)	0 (19)	0 (19)	0 (19)	0 (19)	
Min. lot size	NA	NA	NA		NA	NA	NA	7 acres (49)	NA	NA	NA	NA	
Max. lot size	NA	NA	NA		NA	NA	NA	NA	NA	NA	NA	NA	
Min. lot width (feet)	NA	NA	NA		NA	NA	NA	NA	NA	NA	NA	NA	
Min. lot depth (feet)	NA	NA	NA		NA	NA	NA	NA	NA	NA	200	NA	
Max. height (feet) (40)(50)	45	35 (17)	35 (17)		25; up to 45 in Gorst (53)	35	35 (17)	35 (17)	35 (17)	35	35	35 (17)	
Max. impervious surface coverage	85%	85%	85%		35%; up to 50% in Gorst (53)	85%	NA	50%	NA	85%	NA	NA	
Max. lot coverage	Total gross floor area devoted to nonresidential use in any one structure shall not exceed 25,000 square feet.	NA	NA	35%	NA	60% building coverage or as determined by master plan process	NA	60% lot coverage	NA	NA	NA		
Setbacks (34)(48)													
Min. front (feet) (29)(41)(42) (43)(46)	NA	20	20	See Section 17.420.058	NA	20 (26)	20 (23)(26)	20 (23)(26)	20 (27)	20 (26)	20; 0 in Gorst (54)		
Max. front (feet) (41)(42)(43)	NA	NA	NA		10 (52)	NA	NA	NA	NA	NA	NA	NA	
Min. side (feet) (29)(42)(43)	NA	10 (21)	10 (21)		NA	20, 50 when abutting residential zone (26)	20 (23)(26)	20 (23)(26)	NA (27)	20, 50 when abutting residential zone (26)	10		
Min. rear (feet) (29)(42)(43)	NA	10 (21)	10 (21)		15	20, 50 when abutting residential zone (26)	20 (23)(26)	20 (23)(26)	NA (27)	20, 50 when abutting residential zone (26)	10; 0 in Gorst (54)		

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45

Amendment #6 Keyport Design Standards Footnote (KCC)

Kitsap County Code Section 17.420.060 ‘Footnotes for tables’, Subsection 20, last amended by Ordinance 565 (2018), is amended as follows:

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

20. ~~Reserved.~~ The Design Standards for the Community of Keyport sets forth policies and regulations for properties within the downtown area of Keyport. All development within this area must be consistent with these standards in KCC 17.700.C2.

[Note: This amendment is shown in an abbreviated form to keep this document concise. The rest of the footnotes in this section will be inserted, without further amendment, into the final ordinance prior to adoption.]

Amendment #7 Silverdale Design Standards Footnote (KCC)

Kitsap County Code Section 17.420.060 ‘Footnotes for tables’, Subsection 33, last amended by Ordinance 565 (2018), is amended as follows:

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

33. Except for the height and density requirements reflected in Section 17.420.058, Silverdale regional center and design district density and dimension table, all development within the Silverdale design district boundaries must be consistent with the Silverdale Design Standards found in KCC 17.700.C3.

[Note: This amendment is shown in an abbreviated form to keep this document concise. The rest of the footnotes in this section will be inserted, without further amendment, into the final ordinance prior to adoption.]

Amendment #8 Manchester Design Standards Footnote (KCC)

Kitsap County Code Section 17.420.060 ‘Footnotes for tables’, Subsection 47, last amended by Ordinance 565 (2018), is amended as follows:

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

47. The ~~2007 Manchester Community Plan, Appendix A~~ — Manchester Design Standards, sets forth policies and regulations for properties within the Manchester ~~village-commercial-district~~ Village Commercial (MVC) zone. All developments within the MVC ~~district zone~~ must be consistent with ~~these the~~ standards found in Chapter 17.700 – Appendix C4.

1 [Note: This amendment is shown in an abbreviated form to keep this document concise. The rest of
2 the footnotes in this section will be inserted, without further amendment, into the final ordinance
3 prior to adoption.]
4
5

6 **Amendment #9 Manchester Design Standards Footnote (KCC)**
7

8 Kitsap County Code Section 17.410.050 'Footnotes for tables', Subsection 50, last amended by
9 Ordinance 550 (2018), is amended as follows:
10

11 A. Where noted on the preceding use tables, the following additional restrictions apply:
12

13 ...

14 50. The ~~Manchester Community Plan, Appendix A~~ Manchester Design Standards, sets forth
15 policies and regulations for properties within the Manchester ~~village commercial district~~ Village
16 Commercial (MVC) ~~district zone~~. All developments within the MVC ~~district zone~~ must be consistent
with ~~these the~~ standards found in Chapter 17.700 – Appendix C4.

17 [Note: This amendment is shown in an abbreviated form to keep this document concise. The rest of
18 the footnotes in this section will be inserted, without further amendment, into the final ordinance
19 prior to adoption.]
20
21

22 **Amendment #10 Land Use Review, Minimum application requirements (KCC)**
23

24 Kitsap County Code Section 17.430.050 'Minimum application requirements', last amended by
25 Ordinance 534 (2016), is amended as follows:
26

27 **17.430.050 Minimum application requirements.**

28 All applications shall be accompanied with fourteen copies or electronic copies (if authorized by
29 state law) of complete site plans drawn to scale and produced in such a way as to clearly indicate
30 compliance with all applicable requirements, and shall include the following:

31 A. A vicinity map showing the location of the property and surrounding properties. A copy of the
32 assessor's quarter section map may be used to identify the site;

33 B. Dimensions and orientation of the parcel;

34 C. Location of existing and proposed buildings and structures showing the setback dimensions,
35 intended use of each, and, if appropriate, the number of dwelling units;

36 D. Drawings and dimensions of proposed buildings and structures;

37 E. Location of walls and fences, indication of their height and construction materials;

38 F. Existing and proposed topography at contour intervals of no more than five feet as stamped by a
39 certified surveyor or engineer;

40 G. Streets adjacent to, surrounding or intended to serve the property, curbcuts and internal
41 pedestrian and vehicular traffic circulation routes;

- 1 H. Existing and proposed exterior lighting;
- 2 I. Location and size of exterior signs and outdoor advertising;
- 3 J. Preliminary landscaping plan;
- 4 K. Location and layout of off-street parking and loading facilities;
- 5 L. Proposed location of utility, sewage and drainage facilities;
- 6 M. Other architectural or engineering data which may be necessary to determine compliance with
- 7 applicable regulations;
- 8 N. Location of any critical areas and their associated buffer and/or setback requirements; and
- 9 O. Other information as required.

10
11
12 **Amendment #11 Agriculture Code, Applicability, Table 1: Kitsap County Agriculture Use Permissibility**
13 **(KCC)**

14
15 Kitsap County Code Section 17.455.020 ‘Applicability’, last amended by Ordinance 565 (2018), is
16 amended as follows:

17
18 **17.455.020 Applicability.**

19 Primary agricultural uses and accessory agricultural uses or agritourism, as defined by this chapter,
20 shall be allowed in farm focus areas and in zones as indicated in Table 1: Kitsap County Agriculture
21 Use Permissibility. Farms that file a schedule F or schedule C with the Internal Revenue Service or
22 have an agricultural land designation tax exemption status with the Kitsap County assessor shall
23 have the same permissibility and protections as farm focus areas.

24 **Table 1: Kitsap County Agriculture Use Permissibility**
25

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Permissibility
Rural Residential	Rural Residential	RR	P
Rural Protection	Rural Protection	RP	P
Rural Wooded	Rural Wooded	RW	P
Forest Resource Lands	Forest Resource Lands	FRL	P
Mineral Resource	Mineral Resource Overlay	MRO	P
Urban Low-Density Residential	Urban Restricted	UR	P (2) / --
	Greenbelt	GB	P
	Urban Low Residential	UL	-- (1)
	Urban Cluster Residential	UCR	-- (1)
Urban Medium-Density Residential	Urban Medium Residential	UM	--
Urban High-Density Residential	Urban High Residential	UH	--

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Permissibility
Urban Low Intensity Commercial	Urban Village Center	UVC	--
	Neighborhood Commercial	NC	--
	Low Intensity Commercial	LIC	--
Urban High Intensity Commercial	Commercial	C	--
	Regional Center	RC	--
	Low Intensity Commercial	LIC	--
Rural Commercial	Rural Commercial	RCO	-- (1)
Urban and Rural Industrial	Business Park	BP	P
	Business Center	BC	P
	Industrial	IND	P
	Rural Industrial	RI	P
Public Facilities	Parks	P	P
Limited Area of More Intensive Rural Development (LAMIRD) Type I	Keyport Village Commercial	KVC	-- (1)
	Keyport Village Low Residential	KVLR	P
	Keyport Village Residential	KVR	P
	Manchester Village Commercial	MVC	-- (1)
	Manchester Village Low Residential	MVLR	P
	Manchester Village Residential	MVR	P
	Port Gamble Rural Historic Town Commercial	RHTC	-- (1)
	Port Gamble Rural Historic Town Residential	RHTR	P
	Port Gamble Rural Historic Waterfront	RHTW	P
	Suquamish Village Commercial	SVC	-- (1)
	Suquamish Village Low Residential	SVLR	P
Suquamish Village Residential	SVR	P	
Limited Area of More Intensive Rural Development (LAMIRD) Type III	Rural Employment Center	REC	P
	Twelve Trees Employment Center	TTEC	P

1
2
3
4
5
6
7
8

Footnotes:

(1) Residents or community gardens may keep up to eight hens (no roosters) and two bee colonies for their own use.

(2) Use prohibited within the Gorst Urban Growth Area.

Amendment #12 Agriculture Code, Agricultural, accessory use or agritourism (KCC)

1
2 Kitsap County Code Section 17.455.060 'Agricultural, accessory use or agritourism', last amended by
3 Ordinance 536 (2016), is amended as follows:
4

5 **17.455.060 Agricultural, accessory use or agritourism.**

6 An accessory agricultural use or agritourism use is allowed on a farm where a primary agricultural
7 use exists and is allowed. The accessory agricultural or agritourism use shall be operated so as to not
8 interfere with the primary agricultural use and shall not significantly interfere with the rural
9 character of an area.

10 A. A farm stand or farm market is an allowed accessory agricultural use; provided, that:

11 1. At least fifty percent of farm products available for sale must be grown or processed on the
12 farm where the farm stand is located;

13 2. At least seventy-five percent of farm products available for sale must be grown or
14 processed within Kitsap County or counties immediately adjacent to Kitsap County;

15 3. Farm support items or other incidental items available for sale must directly relate to the
16 farm products sold at the farm stand such as seeds, garden and hand tools and supplies, feed
17 and forage, agricultural education and training or show materials, compost, and other similar
18 items. Sales of farm support or incidental items shall not exceed ten percent of the products
19 available for sale;

20 4. A farm stand does not include structures designed for occupancy as a residence or for
21 activities other than the sale of farm crops, livestock, and incidental items identified in
22 subsection (A)(3) of this section and does not include structures for banquets, public gatherings
23 or public entertainment; and

24 5. A farm stand shall use legal access, off-street parking, and implement traffic planning
25 measures so that adjacent properties are not impacted.

26 B. Mobile agricultural processing or production facilities, including for slaughtering, are allowed;
27 provided, that:

28 1. The facility and operations are shielded to minimize visibility from immediately adjacent
29 residences and public rights-of-way; and

30 2. The facility must have all appropriate registrations and licenses necessary to operate as a
31 mobile slaughtering facility.

32 C. A permanent use meeting the Food Safety and Inspection Service definition of a very small
33 processing facility or a very small slaughtering facility may be allowed on a farm as an accessory
34 agricultural use; provided, that a site plan review permit is acquired.

35 D. A permanent use meeting the Food Safety and Inspection Service definition of a small or large
36 processing or slaughtering facility may be an allowed use in industrial zones subject to a conditional
37 use permit (CUP).

- 1 E. A use meeting the state or federal definition for a certified feed lot, public livestock market,
2 stockyard, warehouse, or grain elevator may be allowed in industrial zones subject to a conditional
3 use permit (CUP).
- 4 F. A facility used to breed, maintain, and sell herding dogs as defined by the American Kennel Club
5 or livestock guardian dogs shall be considered an accessory agricultural use.
- 6 G. Farm stays and agricultural schools may be allowed as an accessory agricultural use subject to
7 an administrative conditional use permit (ACUP).
- 8 H. Wineries, Breweries, Cideries, and Distilleries. A winery, brewery, cidery, or distillery as defined
9 in this chapter is allowed as an accessory agricultural use; provided, that:
- 10 1. A tasting room under this chapter may be allowed in conjunction with a winery, brewery, or
11 distillery licensed by the Washington State Liquor and Cannabis Board subject to an
12 administrative conditional use permit (ACUP). As part of the ACUP applications shall include:
- 13 a. A site plan review with a fee established by county resolution;
- 14 b. A traffic management plan;
- 15 c. A parcel(s) without direct access to a Kitsap County maintained right-of-way shall
16 require the farm owner to obtain written consent by a majority of the owners of an
17 easement used to access the farm. A notice to title for each owner of the easement shall be
18 required and submittal of the associated fee established by county resolution;
- 19 d. A written agreement to not serve products in serving glassware, cups, or containers
20 greater than a four-ounce capacity;
- 21 2. Structures and equipment related to the operations of a winery, brewery, cidery, or
22 distillery shall comply with Titles 14 and 17 and are not exempted from building permits; and
- 23 3. Retail sales are directly related to the facility, such as sales of wine, beer, cider, or spirits
24 and related merchandise.
- 25 I. Assembly Events. Assembly events as defined in this chapter are allowed on a farm; provided,
26 that:
- 27 1. The event(s) must be incidental and secondary to a primary agricultural use and may be
28 subject to an assembly permit pursuant to Title 14;
- 29 2. All operations comply with Title 10, Peace, Safety and Morals;
- 30 3. A parcel(s) without direct access to a Kitsap County maintained right-of-way shall require
31 the farm owner to obtain written consent by a majority of the owners of an easement used to
32 access the farm. A notice to title for each owner of the easement shall be required and
33 submittal of a fee established by county resolution;
- 34 4. Attendance shall not exceed two hundred persons at any given time. A venue where the
35 attendance will exceed two hundred persons may be allowed subject to an administrative
36 conditional use permit (ACUP);

- 1 5. Up to eight assembly events per calendar year are allowed; provided, that:
- 2 a. Not more than one event can occur per twelve days;
- 3 b. A permit is obtained after a site plan review and submittal of a fee established by
- 4 county resolution;
- 5 c. Access, egress, and parking facilities must be clearly identified on site. Adjacent
- 6 properties can be used for parking if:
- 7 i. A written agreement between the assembly event location owner and the owner of
- 8 the parcel used for parking is provided; and
- 9 ii. The off-site parking is included in the site plan review.
- 10 d. Written notification shall be provided to the owner of any parcel immediately adjacent
- 11 to the farm either six weeks prior to each event, or four weeks prior to the first event of the
- 12 year where such notice is provided with a calendar indicating the date of future events.
- 13 Noticing shall include the event, hours of the event, and contact information for the event
- 14 manager that is available at all times during the event;
- 15 6. Nine or more assembly events may be allowed subject to an administrative conditional use
- 16 permit (ACUP). Kitsap County staff may restrict the number of events or timing of events during
- 17 the administrative conditional use permit process;
- 18 7. Each scheduled assembly event shall be considered a separate assembly event from any
- 19 that preceded or came after;
- 20 8. The duration of an assembly event or activity shall not exceed forty-eight consecutive hours
- 21 including set-up and clean-up;
- 22 9. Sanitation and solid waste shall conform to Kitsap Public Health District requirements; and
- 23 10. Land use approvals for events or activities are transferable with the land. Occupancy and
- 24 assembly permits are not transferable.
- 25 J. Farm workers or interns may be housed on a farm in structures permitted through one of the
- 26 two following processes:
- 27 1. A temporary permit issued pursuant to Section ~~17.455.090~~ 17.105.090 for a farm worker or
- 28 intern to occupy a recreational vehicle (RV) on the farm where he or she works subject to the
- 29 following conditions:
- 30 a. The subject property must be located on a farm;
- 31 b. The RV must be occupied by the farm worker or intern;
- 32 c. The RV must be provided with water, electrical power, and obtain health district
- 33 approval;
- 34 d. The location of the RV must meet all setbacks required by the underlying zone;

- 1 e. The minimum RV size shall be two hundred square feet; and
- 2 f. A permit will be required each time the RV is placed on a parcel. If the RV is placed on
- 3 the same parcel each year the application fee will be half of the initial fee.

- 4 2. Where farm workers are needed to assist in the operation of a farm, a manufactured home
- 5 or mobile home may be placed upon the same lot as a single-family dwelling for occupancy by
- 6 the individual and their family subject to the following limitations:
 - 7 a. The subject property must be located on a farm;
 - 8 b. The farm worker must be actively working on the farm where the manufactured or
 - 9 mobile home is located;
 - 10 c. The manufactured/mobile home must meet the setback requirements of the zone in
 - 11 which it is situated;
 - 12 d. A permit must be obtained for a manufactured/mobile home. Such permit shall remain
 - 13 in effect for one year and may, upon application, be extended for one-year periods,
 - 14 provided there has been compliance with the requirements of this section;
 - 15 e. The manufactured/mobile home must be removed when the structure is no longer
 - 16 used for housing a farm worker; and
 - 17 f. Placement of the manufactured/mobile home is subject to applicable health district
 - 18 standards for water service and sewage disposal.

19
20
21 **Amendment #13: Illahee View Protection Overlay Map (KCC)**

22
23 Kitsap County Code Chapter 17.700 'Appendices', last amended by Ordinance 565 (2018), is

24 amended as follows:

25
26 **Appendix B1 - Illahee View Protection Overlay Map.**

27
28
29 **Amendment #14: Manchester View Protection Overlay Map (KCC)**

30
31 NEW SECTION. The Manchester View Protection Overlay Map, adopted by Ordinance 405 (2007)

32 and provided in Exhibit 1, is added (as a linked PDF document in its original formatting) as Appendix

33 B2 to Kitsap County Code Chapter 17.700 'Appendices', as follows:

34
35 **Appendix B2 - Manchester View Protection Overlay Map.**

1 **Amendment #15: Keyport Design Standards & District Map (KCC)**

2
3 NEW SECTION. The Keyport Design Standards and District Map, adopted by Ordinance 402 (2007)
4 and provided in Exhibit 2, are added (as a linked PDF document in its original formatting) as
5 Appendix C2 to the Kitsap County Code Chapter 17.700 'Appendices', as follows:
6

7 **Appendix C2 Keyport Design Standards & District Map.**

8
9
10 **Amendment #16: Silverdale Design Standards & District Map (KCC)**

11
12 NEW SECTION. The Silverdale Design Standards and District Map, adopted by Ordinance 381 (2007)
13 and provided in Exhibit 3, are added (as a linked PDF document in its original formatting) as
14 Appendix C3 to the Kitsap County Code Chapter 17.700 'Appendices', as follows:
15

16 **Appendix C3 Silverdale Design Standards & District Map.**

17
18
19 **Amendment #17: Manchester Design Standards & District Map (KCC)**

20
21 NEW SECTION. The Manchester Design Standards and District Map, adopted by Ordinance 405
22 (2007) and provided in Exhibit 4, are added (as a linked PDF document in its original formatting) as
23 Appendix C4 to the Kitsap County Code Chapter 17.700 'Appendices', as follows:
24

25 **Appendix C4 Manchester Design Standards & District Map.**

26
27
28 **Amendment #18: Project Permit Application Procedures, Duration of decisions (KCC)**

29
30 Kitsap County Code Chapter 21.04.270 'Duration of decisions', last amended by Ordinance 539
31 (2016), is amended as follows:
32

33 **21.04.270 Duration of decisions.**

34 **A. Duration of Approval.**

35 1. Except as otherwise provided in code, all project permit approvals shall be valid for a period
36 of four years, after which they shall automatically expire, unless a subsequent permit has been
37 issued, the use has been legally established, or approval or a development agreement states
38 otherwise.

39 2. Preliminary approval of land divisions shall be subject to the duration and extension
40 requirements set forth in ~~Title 16~~ Sections 21.04.270.A. and B.

41 3. Approval duration for performance based developments shall be the same approval period
42 established for the accompanying project permit application.

43 4. Development agreements shall be subject to the duration and extension requirements set
44 forth in the agreement.

- 1 5. Site development activity permits shall be subject to the duration and extension
2 requirements set forth in Title 12.
- 3 B. Duration Extensions.
- 4 1. Phased Development Extensions. Approved phased development may receive one two-year
5 extension from the phasing schedule in accordance with the criteria in subsection (B)(3) of this
6 section, so long as at least one phase was given final approval within the two years prior to each
7 such subsequent extension request. The first extension shall be processed as a Type I
8 application; subsequent extensions shall be processed as a Type II application.
- 9 2. Nonphased Development Extensions. Except as otherwise provided in code, approved
10 permits may receive one one-year extension in accordance with the criteria in subsection (B)(3)
11 of this section. Extensions shall be processed as a Type I application.
- 12 3. Criteria for Extensions. The director may approve, approve with conditions, or deny any
13 timely request for an extension provided the following criteria have been met:
- 14 a. The extension request is submitted in writing at least thirty calendar days prior to the
15 expiration of the permit or any prior extension approval;
- 16 b. The director finds there are no significant concerns presented with a granting of an
17 extension, or those concerns can be adequately mitigated by minor revisions to the original
18 approval;
- 19 c. The director finds that there is tangible progress being made; and
- 20 d. The director finds there are no significant changes in conditions which would render
21 approval of the extension contrary to the public health, safety or general welfare.
- 22 4. No permit extension shall be granted where there are outstanding fees on the permit and
23 the balance is not current.

24 C. Effect of Expiration. Once a permit is expired, it cannot be used to support further development.

25 D. Permit Denials. If a project permit application is denied, the department shall not accept an
26 application for substantially the same matter within one year from the date of the final county
27 action denying the prior application, unless the denial was without prejudice, or in the opinion of
28 the director, new evidence is submitted or conditions have changed to an extent that further
29 consideration is warranted.

30
31 **Amendment #19: Administrative Conditional Use Permit, Effect (KCC)**

32
33 Kitsap County Code Chapter 17.540.100 'Effect', last amended by Ordinance 534 (2016), is amended
34 as follows:

35
36 **17.540.100 Effect.**

37 No building or other permit shall be issued until after the end of the period allowed to appeal the
38 administrative and/or hearing examiner's decision. An appeal of the decision shall automatically stay
39 the issuance of a building or other permit until such appeal has been completed ~~heard and a~~
40 ~~decision rendered by the board of county commissioners.~~

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37

Amendment #20: Hearing Examiner Conditional Use Permit, Effect (KCC)

Kitsap County Code Chapter 17.550.090 ‘Effect’, last amended by Ordinance 534 (2016), is amended as follows:

17.550.090 Effect.

No building or other permit shall be issued until after the end of the period allowed to appeal the hearing examiner’s decision. An appeal of the decision shall automatically stay the issuance of a building or other permit until such appeal has been completed ~~has been heard and a decision rendered by the board of county commissioners.~~

Amendment #21: Variances, Effect (KCC)

Kitsap County Code Chapter 17.560.070 ‘Effect’, last amended by Ordinance 550 (2018), is amended as follows:

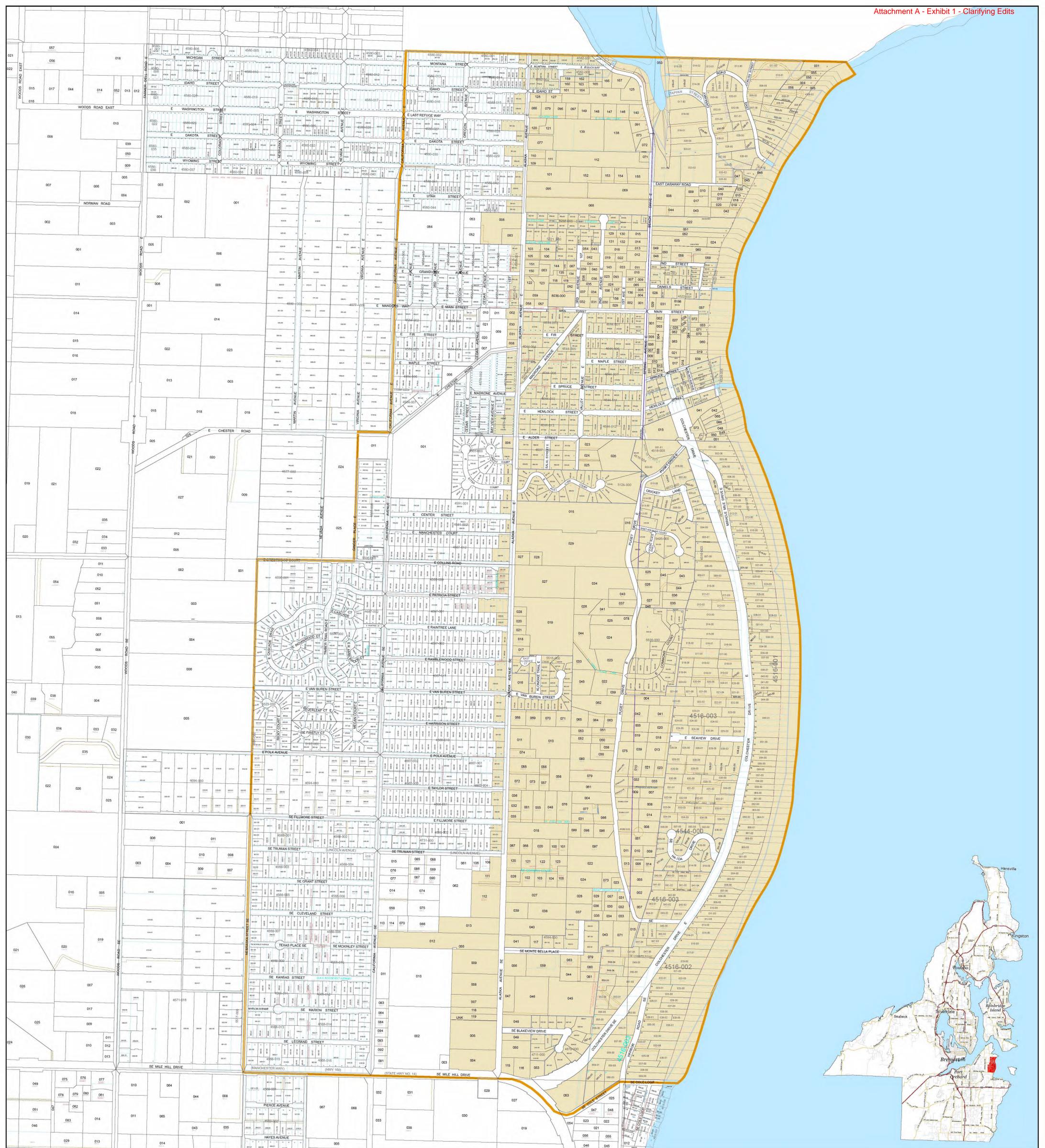
17.560.070 Effect.

In any case where a variance is granted under the terms of this title, no building or other permit shall be issued until after the end of the appeal period allowed to appeal the administrative and/or hearing examiner’s decision. An appeal of the decision shall automatically stay the issuance of a building or other permit until such appeal has been completed.

Amendment #22: Comprehensive Plan, Land Use Chapter

The Kitsap County Comprehensive Plan, Chapter 1 (Land Use), page 1-16, adopted by Ordinance 534 (2016), is amended as follows:

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).



Manchester

Limited Area of More Intense Rural Development

View Protection

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-7181 * <https://spf.kitsapgov.com/dcd>



This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use.

* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY *

DRAFT
 Data Source: Zoning and Development Regulations (4) of the Manchester Community Plan, March 18, 2002
 Map Date: July 20, 2018

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



Keypoint Design District



Legend

-  Tax Parcels (Full Ownership)
- Limited Areas of More Intense Rural Development**
- TYPE**
-  Type I
-  Design District boundary



Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * FAX (360) 337-4925

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.
 Ord No. 534-2016 Comprehensive Plan 10-year update
 Map Published Date July 18, 2019

APPENDIX G: DESIGN GUIDELINES

One of Keyport's unique features is its pedestrian oriented small town "main street" character within the Keyport Rural Village and specifically upon Washington Avenue NE. This character and historical context are of great value and importance to the Keyport community and expressed in their responses reflecting these issues in the comments received and the Keyport Online Survey (Appendix A).

In an effort to reduce the future impacts of commercial and mixed-use infill development in the small commercial core of the Keyport Rural Village, a proposal for design guidelines was proposed to the community group at the May 22nd, 2007 Keyport Improvement Group meeting and was unanimously supported for inclusion in the Keyport Community Plan. The design guidelines would provide guidance for new construction on the commercial parcels in a way that will be sensitive to the pedestrian context of the community and is intended significantly reduce the negative impacts of new development.

Design Guidelines Overlay Zone

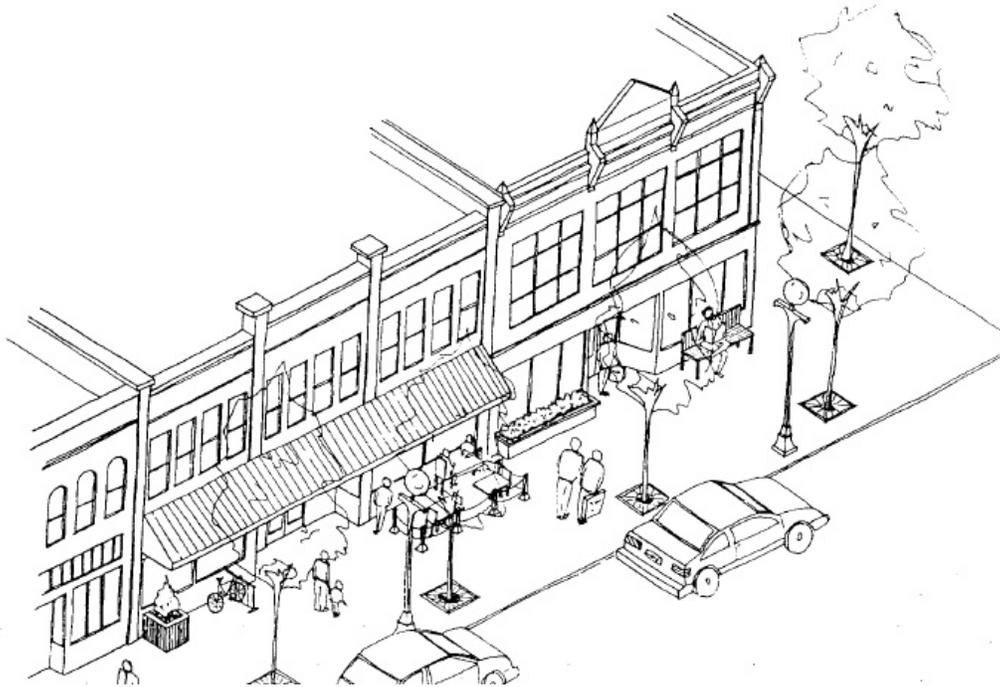
Within the Keyport village boundary, a Design Guidelines overlay zone would be established for all commercial parcels. The following design guidelines will only apply to the commercially zoned properties including Keyport Village Commercial (KVC) and Neighborhood Commercial (NC).

Design Guidelines

The main intent of the Keyport Design Guidelines are focused on building facades, streetscape, transparency at the ground floor, of entrances, and the location of balconies and terraces at second floors. Additional items of review would include window types, canopies and weather protection, landscaping around blank walls and how the back of buildings are treated.

Also addressed are building corners at the major intersections and how they could be emphasized or enhanced. Specialized treatment of the building facades are encouraged where different base, middle, and cap portions of a building façade could be differentiated with materials, paint, or embellishment. Additionally, signage is discussed with a focus on pedestrian oriented blade signs along Washington Avenue, illuminating Washington as the "front door" to Keyport and the main interaction with tourists and visitors.

KEYPORT DESIGN GUIDELINES



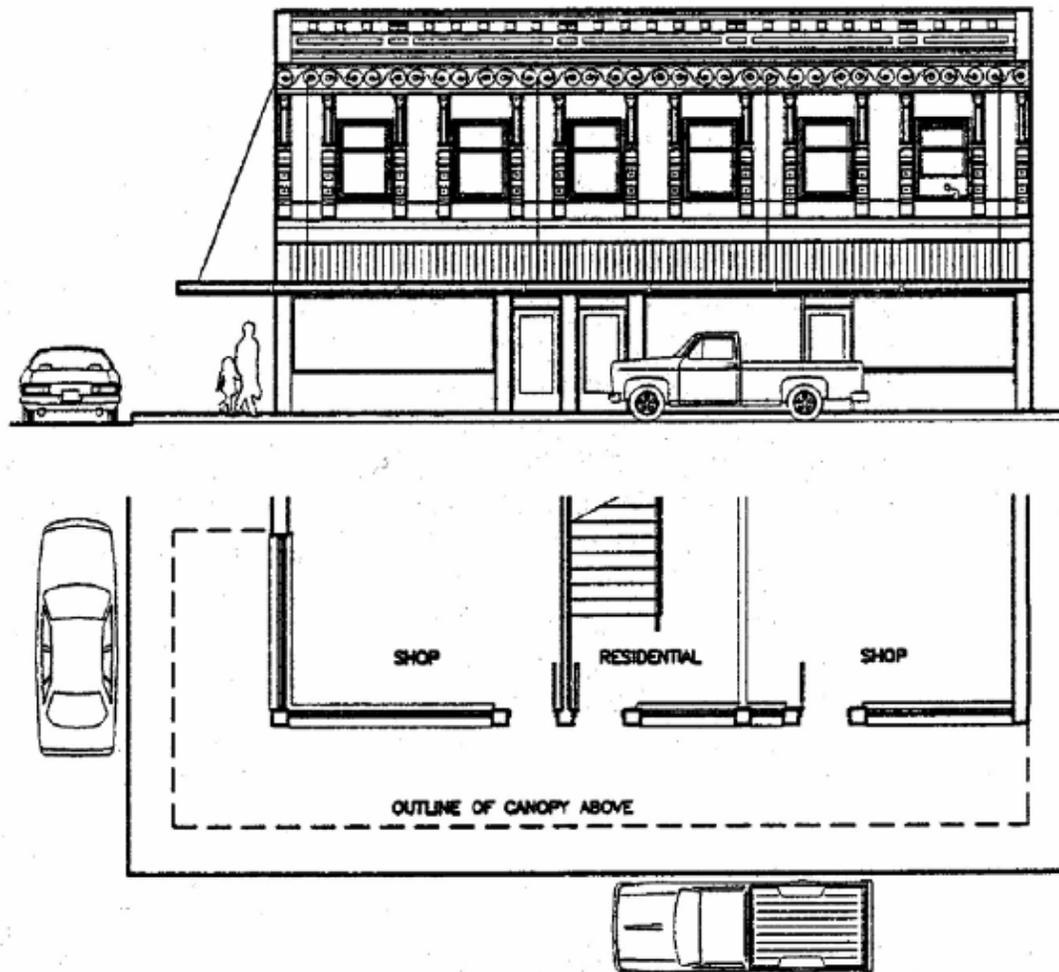
BUILDING DESIGN STANDARDS.

A. Application

1. Design Guidelines shall apply to all new development within commercial zones (Keyport Village Commercial, KVC and Neighborhood Commercial, NC Zones).
2. Design Guidelines shall apply to all rehabilitation projects with a value of more than fifty percent of the current assessed value of the property

B. Articulated building mass, bulk, and transparency.

1. Offsets to facades and multi-planed roof design shall be provided to add interest to the building and emphasize entries.
2. Design shall incorporate wall insets, canopies, awnings, wing walls, trellises, or other features which diminish or eliminate large, blank featureless walls.
3. Windows shall be enhanced by trim, awnings or other articulation.
4. On Washington Avenue NE, construction at the street level shall be a minimum of sixty percent transparent with a maximum of eighty-five percent transparency.



5. Any building located at a corner intersection of Washington Avenue NE is encouraged to provide an enhanced corner or corner entrance consisting of specialized façade treatment including awnings, towers, parapets, or similar.

C. Roof Design.

1. Roof top mechanicals shall be screened and architecturally integrated with the main structure. Vents, ducts, chimneys and steeples are exempt from this requirement.

D. Color and materials.

1. Glaring, obtrusive, or high-contrast color schemes are not encouraged except as small accents.
2. Trim and detailing (fascia, cornice, pediments, windows, doors and trims, moldings) color is encouraged to contrast or compliment the main color or materials.

3. Large graphics or bright accent colors shall be limited to fifteen percent of the main facade area, excluding glass. Bright, high-contrast color banding is limited to maximum four inches in width.

E. Awnings, trellises, permanent building canopies, and weather protection.

1. Awnings, trellises, permanent building canopies, and other structures which do not restrict pedestrian or vehicular movement may project into the front right-of-way.
2. The minimum height above the sidewalk of a canopy or sign hung over a pedestrian walkway shall be eight feet to the lowest point of the sign or canopy.
3. Pedestrian oriented blade signage may be attached to Awnings, trellises, and permanent building canopies and may project into the front right-of-way.



F. Landscape

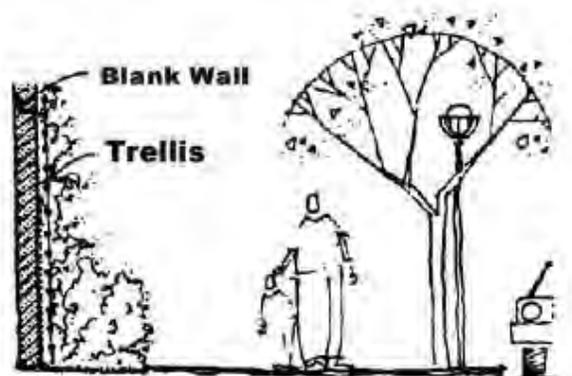
1. Building facade landscaping shall be required along a building facade twenty feet in height or fifty feet in length.
2. The review authority may increase landscaping, and screening to minimize conflicts with adjacent uses. This may be in addition to the setback or landscaping requirements outlined in KCC zoning chapters.

G. Exterior Lighting.

1. In all zones, artificial outdoor lighting shall be arranged so that light is shaded, directed downward and away from adjoining properties.

H. Compatibility.

1. The proposed development shall be designed and oriented to be compatible with existing land uses and structures adjacent to the site, and with the surroundings. Elements influencing compatibility include size, mass and scale; color and materials; building and wall articulation; intensity of adjacent uses; relationship to adjacent sites and/or streetscapes.



2. Corporate franchise design shall be reviewed for compatibility with adjacent sites and above design standards.

PUBLIC STREET FRONTAGE IMPROVEMENTS.

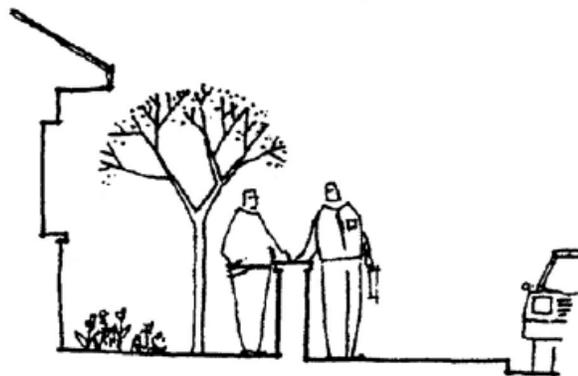
A. Public Improvements

1. Any new construction shall require the improvements of public right-of-way for public pedestrian purposes at minimum for Washington Avenue NE. This requirement may be determined through conditions of approval on the site plan, as determined by the review authority.

B. Pedestrian circulation.

1. The review authority may require that commercial and mixed-use developments include pedestrian circulation and access to adjacent land uses, bicycle facilities, and transit facilities in the review process.
2. Existing buildings not adjacent to the sidewalk should be encouraged to create pedestrian courtyard, squares, or seating areas with the space between the sidewalk and building wall.
3. New commercial or mixed-use buildings shall be placed adjacent to the front property line or sidewalk on Washington Avenue NE in order to maintain the existing style of downtown, except where a courtyard or square is provided.
4. Courtyard / square. Increased front yard setbacks are allowed at the ground level on Washington Avenue NE if the area is designed as a pedestrian courtyard or square:

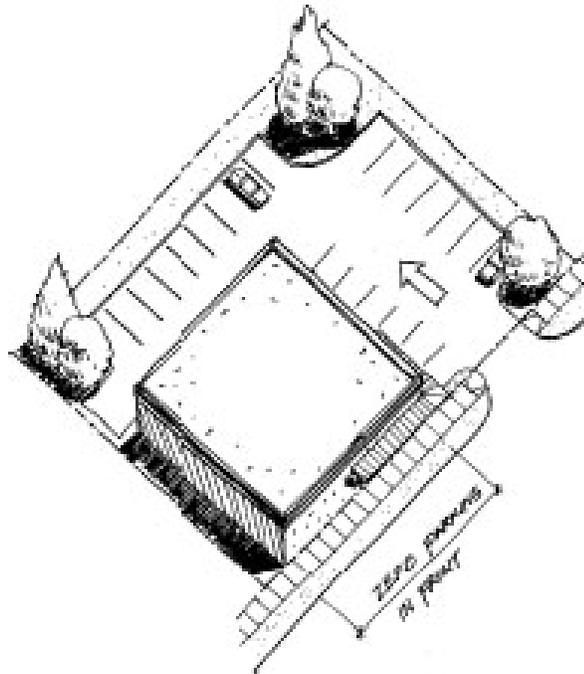
- a. Front yard setbacks at ground level shall be paved in a decorative brick, textured concrete, or enhanced paving. If the setback area is not used for retail or restaurant purposes, it shall be maintained as an urban park area, with benches, waste receptacles, potted plantings, and similar features.

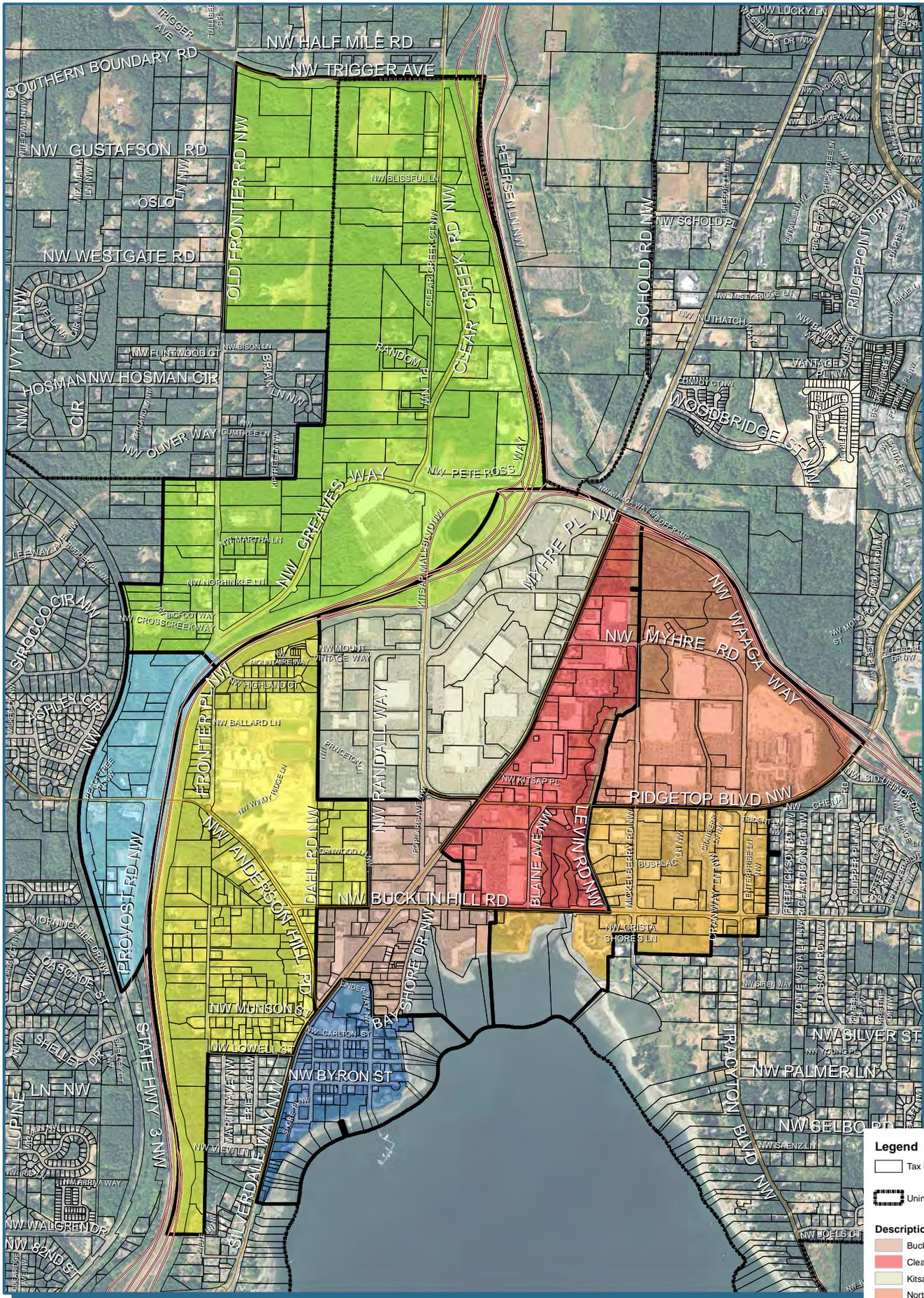


- b. An optional low wall (maximum thirty inches high) may be located as enclosure for restaurants or other uses utilizing the plaza for active retailing or other entertainment uses. The wall shall not encroach on the minimum width of the public sidewalk.

B. Parking and vehicular access.

1. Parking lots and structures, if provided, shall be located to the extent possible at the rear or side of buildings away from Washington Avenue NE.
2. Locating parking lots or structures between the front property line of Washington Avenue NE and the primary building or storefront is prohibited.
3. Vehicular entry points to parking lots shall receive special paving accents where the drive crosses a public sidewalk or walkway.





Silverdale Design District



Legend	
	Tax Parcels (Full Ownership)
	Unincorporated Urban Growth Area
Description	
	Bucklin Hill Center
	Clear Creek Village
	Kitsap Mall Center
	Old Town Center District
	Provost Commercial District
	Waaga Way Town Center
	Waterfront District
	West Hill Neighborhood



Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * FAX (360) 337-4925

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 officers and employees assume no responsibility or legal liability for the accuracy, completeness, reliability, or fitness of any information on this map.
 Ord No. 534-2016 Comprehensive Plan 10-year update
 Map Published Date July 18, 2019

ACKNOWLEDGEMENTS

KITSAP COUNTY COMMISSIONERS

Steve Bauer, Chair, District 1
Jan Angel, District 2
Josh Brown, District 3

KITSAP COUNTY PLANNING COMMISSION

REPRESENTING NORTH KITSAP:

Lou Fortiano
Thomas E. Nevins
Linda Paralez

REPRESENTING CENTRAL KITSAP:

Jim Sommerhauser
John Hough
John Taylor

REPRESENTING SOUTH KITSAP:

Fred Depee
Michael A. Gustavson
Robert Baglio

KITSAP COUNTY, DEPARTMENT OF COMMUNITY DEVELOPMENT

Larry Keeton, Director
Jeff Rowe-Hornbaker, Assistant Director
Scott Diener, Policy and Planning Manager
Katrina Knutson, Planner
Heather Adams, Planner
Dennis Oost, Planner
Cindy Read, GIS

SILVERDALE DOWNTOWN DESIGN GUIDELINES WORKING GROUP

Rick Cadwell
Rob Easton
Bob Hutchinson
Gary Lindsey
Jennifer Mentor Mills
Ron Ross
Brian Scott
Mike Walton

CONSULTANTS

Kasprisin Pettinari Design
Architects and Urban Planners
Ron Kasprisin AIA, Project Designer
Staff Support
Ande Flower
Michael Hintze
Joshua Curtis

SILVERDALE CITIZENS ADVISORY COMMITTEE

Stacy Ames
Mary Bertrand
Randy Biegenwald
Randy Bilick
Gail Campbell-Ferguson
Don Chase
Rick Courson
Mary Earl
Dan Englehard
Sue Fink
Jack Hamilton
Bob Hoag
Kathy James
Carl Johnson
Gary Lindsey
Hank Mann-Sykes
Jennifer Mentor Mills
Roger Ryno
Daryl Schruhl
Brian Scott
Carol Smiley
Jerry Van Fossen

And last, but certainly not least...

**ALL THE MANY CITIZENS WHO HAVE VOLUNTERRED COUNTLESS
HOURS OVER MANY YEARS TO BRING THESE DESIGN STANDARDS TO
COMPLETION AND ADOPTION.
WE THANK YOU.**

TABLE OF CONTENTS

Chapter 1. Introduction & Background	1
1.1 Silverdale & the Regional Growth Center	1
1.2 Design Guidelines Approach	2
1.3 Standards & Guidelines	4
1.4 Kitsap County Code & Silverdale Design Guidelines	4
1.5 How to Use This Document	5
1.6 Silverdale Commercial Center: An Emerging Downtown	6
1.7 Changing Nature of Shopping Center Industry	8
Chapter 2. The Big Picture	10
2.1 Physical Identity Elements	10
2.2 Preferred Physical Composition	12
2.3 Local Street Network	13
2.4 Building Configurations & Types	13
2.5 Open Space Patterns	15
Chapter 3. Old Town District	19
3.1 Physical Identity Elements and Opportunities	19
3.2 Design Intent	19
3.3 Design Principles	19
3.4 Design Actions	20
Chapter 4. Bucklin Hill Center District	26
4.1 Physical Identity Elements and Opportunities	26
4.2 Design Intent	26
4.3 Design Principles	27
4.4 Design Actions	28
4.A.1 Silverdale Community Campus	31
Chapter 5. Clear Creek Village District	34
5.1 Physical Identify Elements and Opportunities	34
5.2 Design Intent	34
5.3 Design Principles	35
5.4 Design Actions	35
Chapter 6. Kitsap Mall Center District	39
6.1 Physical Identify Elements and Opportunities	39
6.2 Design Intent	39
6.3 Design Principles	39
6.4 Design Actions	39
Chapter 7. West Hill Neighborhood District	42
7.1 Physical Identify Elements and Opportunities	42
7.2 Design Inent	42
7.3 Design Principles	42
7.4 Design Actions	42
Chapter 8. Northeast Business District	47
8.1 Physical Identify Elements and Opportunities	47
8.2 Design Intent	47
8.3 Design Principles	47
8.4 Design Actions	48
Chapter 9. Waterfront District	52
9.1 Physical Identify Elements and Opportunities	52
9.2 Design Intent	52

9.3	Design Principles.....	52
9.4	Design Actions.....	52
Chapter 10.	Waaga Way Town Center.....	56
10.1	Physical Identify Elements and Opportunities	56
10.2	Design Intent	56
10.3	Design Principles.....	56
10.4	Waaga Way Connector Roads	57
10.5	Design Actions.....	59
10.6	Incorporation of Low-Impact Development Techniques	62
10.7	Modifications Allowed Through Silverdale Design Committee Review	62
Chapter 11.	Provost Commercial District	61
11.1	Physical Identify Elements and Opportunities	64
11.2	Design Intent	64
11.3	Design Principles.....	64
11.4	Design Actions.....	64
Glossary	68

List of Figures

Figure 1-2 Design District and Regional Growth Center	3
Figure 2-1 Physical Features.....	11
Figure 2-2 Potential Local Street Network	14
Figure 2-3 Design Districts	17
Figure 3-1 Old Town Center.....	18
Figure 3-2 Small Scale Development.....	20
Figure 3-3 Potential Signage	21
Figure 3-4 Old Town Block Façade Example	21
Figure 3-5 Example Mixed-Use Development	22
Figure 4-1 Bucklin Hill Center	25
Figure 4-2 Village Example.....	27
Figure 4-3 Village Example.....	28
Figure 4-4 Village Square	29
Figure 4-5 Parking, Landscape and Street Diagram	31
Figure 5-1 Clear Creek Village	33
Figure 5-2 Clear Creek Village Design Example.....	34
Figure 5-3 Clear Creek Streetscape Example	35
Figure 6-1 Kitsap Mall Center	38
Figure 7-1 West Hill Neighborhood	41

Figure 7-2 Live/Work Street Scene	43
Figure 7-3 Live/Work Development with Street Orientation.....	44
Figure 8-1 Northeast Business Park	46
Figure 8-2 Multiple Quadrangle Combinations.....	48
Figure 8-3 Warehouse Park Diagram	49
Figure 9-1 Waterfront District	51
Figure 10-1 Waaga Way Town Center.....	55
Figure 10-2 Connector Road Alignment.....	58
Figure 10-3 Northern Connector Road Design	58
Figure 10-4 Southern Connector Road Design.....	59
Figure 11-1 Provost Commercial District	77

Chapter 1. Introduction & Background

1.1 Silverdale & the Regional Growth Center

The Silverdale Urban Growth Area (UGA), located in Central Kitsap County at the north end of Dyes Inlet, was established in 1998 with the adoption of the Kitsap County Comprehensive Plan. In 2006, as part of the adoption of the 10-year update to the Kitsap County Comprehensive Plan, the Silverdale UGA was expanded to encompass approximately 7,400 acres, the Silverdale Sub-Area Plan was adopted, and Draft Silverdale Design Guidelines were referenced in the Integrated Comprehensive Plan and Draft Environmental Impact Statement, Volume 3, Appendix B.

In 2003, the Kitsap Countywide Planning Policies and Puget Sound Regional Council (PSRC) recognized portions of the Silverdale UGA as a regional growth center for employment and population. Regional growth centers are intended to be dense and diverse urban centers with a regional focus on significant business, cultural, governmental, residential and recreational activities. Development should result in compact and centralized working, shopping and activity areas linked by transit.

The downtown design guidelines support and describe design actions that are consistent with the vision, goals and policies of the Silverdale sub-area plan, which was built around Vision 2052, Silverdale Urban Design Study (SUDS), the Central Kitsap School District (CKSD) Youth Summit, and Silverdale Vision 2022.

Key aspects of the Vision 2052 “blueprint vision” are as follows:

Identify the unique amenities that we want to preserve and enhance, ensuring that our community remains a great place to live, work and play.¹

1. **Urban Form:** To encourage a compact growth pattern that makes wise use of available land and promotes sound investment throughout the community by encouraging infill, redevelopment, and building that goes "up, rather than out," while at the same time preserving marine and mountain vistas.
2. **Transportation:** To improve the convenience of our road system, reduce congestion, promote alternatives to reliance on the automobile, promote transit opportunities, and create environments that are inviting to pedestrian activity in selected areas of town.
3. **Quality of Life & Public Safety:** To promote quality housing and encourage the development of safe, distinctive, well-designed, pedestrian-friendly neighborhoods and districts which are provided with adequate public facilities.
4. **Community Gathering Places:** To develop and maintain urban gathering places that:
 - Provide a venue and focus for Silverdale's civic life and identity, which creates the "sense of community" that serves to anchor citizens.

¹ Silverdale 2022 Plan

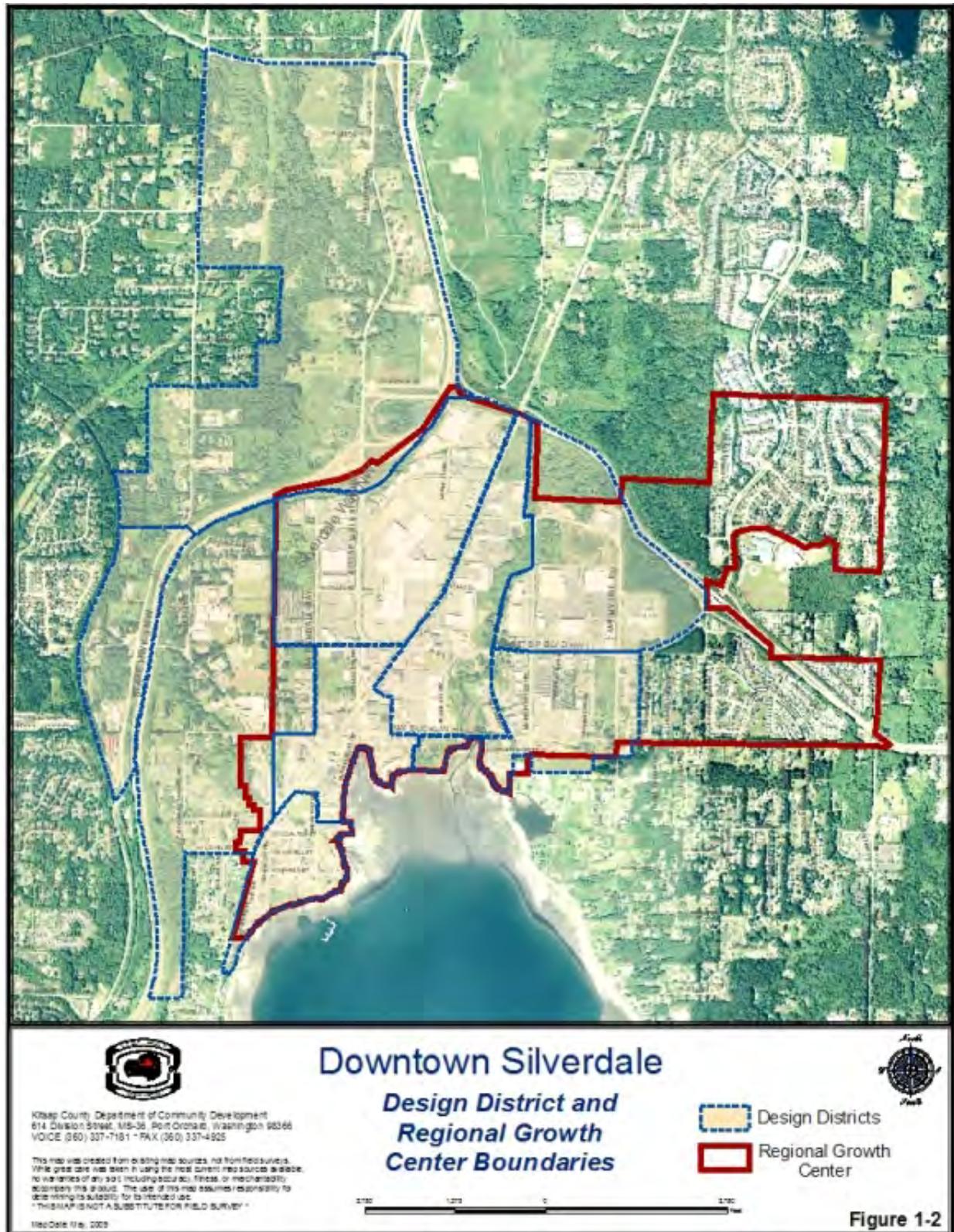
-
- Offer educational, recreational, entertainment, and cultural enrichment opportunities for residents of all ages.
5. **Quality of Life & Public Safety:** To promote quality housing and encourage the development of safe, distinctive, well-designed, pedestrian-friendly neighborhoods and districts which are provided with adequate public facilities. **Community Gathering Places:** To develop and maintain urban gathering places that:
Provide a venue and focus for Silverdale's civic life and identity, which creates the "sense of community" that serves to anchor citizens.
Offer educational, recreational, entertainment, and cultural enrichment opportunities for residents of all ages.
 6. **Economic Development:** To enhance the diversity and strength of Silverdale's economic and employment base, retain our youth, capitalize on our strategic location and promote technology based enterprises that provide good jobs while placing fewer demands on public facilities and services.
 7. **Parks, Trails & Open Spaces:** To promote and enhance the beauty and "walkability" of Silverdale by protecting our tree cover, expanding our parks and scenic open spaces, and providing "non-motorized" links between the parks and greenways and surrounding neighborhoods and districts.
 7. **Community Character & Design:** To build and enhance Silverdale's character and sense of community by setting standards for, and requiring, higher quality design and amenities (e.g., design review; development of pocket parks, courtyards, landscaping and public art).
 8. **Environmentally Sensitive Areas:** To preserve and enhance Silverdale's high quality of life by ensuring that new urban development conserves wetlands. Fish and wildlife habitat and maintains surface and ground water quality.

The design guidelines identify "special features" for each design district that describe and articulate the "unique (or special) amenities" contained within each district and strive to implement the above seven vision statements.

1.2 Design Guidelines Approach

The design guidelines present and describe overall urban design intent for Silverdale as a compact, diverse, mixed-use urban center. The guidelines use "unique (special) amenities" of Silverdale as a foundation for design intent and actions, organized in nine districts to focus on physical amenities and features specific to each district.

The Guidelines provide as much detail as possible by district to guide development that is compatible with existing development patterns, incorporates unique or special features, or influences a significant change in those patterns. The methodology is more complex by



intent. It requires extra effort from all stakeholders to assure the implementation of a compact pedestrian-friendly and safe downtown.

1.3 Standards & Guidelines

The Silverdale Design Guidelines are composed primarily of Community Design *Guidelines*—the larger scale design principles that address overall development patterns, circulation, building configurations as well as mass, bulk, height, landscaping and setbacks and the *Standards* that implement the Guidelines. They address how districts relate to one another and the entire downtown, pedestrian and vehicular connection and circulation, and overall design composition within each district.

Mandatory vs. Interpretive Standards/Guidelines

Mandatory refers to the obligatory application of design guidelines and are commonly referred to as standards. The words “will,” “must,” and “shall” indicate a mandatory standard.

Interpretive refers to a translation of a design intent, where a variety of conceptualizations is possible and may require more flexibility in implementation. Words such as “could,” “can,” and “should” indicate a preference, but not a requirement.

1.4 Kitsap County Code & Silverdale Design Guidelines

1.4.1 Applicability. The design guidelines are specific to physical elements and contexts within downtown Silverdale and its districts and apply to all new construction or substantial reconstruction within the Silverdale Design Districts.

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

1.4.2 Conflicts. Where there is a conflict between the design guidelines and other Kitsap County regulations not associated with the adopted Building Code, the provisions in the design guidelines govern where applicable. If the design guidelines are silent on an issue that is addressed in Kitsap County Code, the code shall be followed.

1.4.3 Interpretation. If there is a question regarding the interpretation of the guidelines, the Director of the Community Development Department is authorized to make an official interpretation.

1.4.4 Appeals. Appeal procedures follow those outlined in KCC Chapter 21.04.

1.4.5 Variations. Variations from the design guidelines may be allowed as specified in KCC Title 17.

1.4.6 Building Heights. Height requirements will be based on the requirements of the underlying zone as outlined in KCC Title 17, except base maximum building height in the MU zone will be 65 feet except where otherwise stipulated in Kitsap County Code. In each design district, the base maximum height will be shown, as well as the maximum height that may be allowed if the increase in height:

- A. is consistent with recommendations of the fire marshal/fire district;
- B. is compatible with surrounding uses and zones or creates a buffer between incompatible uses; and
- C. results in a decrease in building coverage, an increase in public amenities, or a more creative use of land.

1.5 How to Use This Document

The Silverdale design guidelines differ from conventional urban design guidelines by focusing on geographically distinct districts that comprise the Silverdale commercial center, and by using the unique or special features within that district as a basis for many design actions.

To use the report, first refer to the Big Picture in Chapter Two for an overview of building composition, open space and circulation objectives for downtown as a whole. Second, in conjunction with the Site Plan Review Process, refer to the specific design district of interest. If a proposed project straddles the boundaries of two or more districts, the project shall abide by the standards/guidelines that will result in the most cohesive design overall, the Director will assist in making this determination. Third, for each district within the Site Plan/Land Use Review Process, refer to the design guidelines and their subcategories as follows:

1.5.1 Physical Identity Elements & Opportunities

Physical Identity Elements and Opportunities is a summary of the unique or special physical characteristics of the district. These can include creeks, building context, wooded slopes and emerging development patterns. These features set the stage for the application of specific design guidelines.

1.5.2 Design Intent

The design intent is a general statement of the vision or aspired design outcome for a district. There are many acceptable ways for public and private interests to accommodate the design intent, providing stakeholders with options and flexibility for innovation and creativity in achieving the objectives of the design intent.

1.5.3 Design Principles

Design principles are the essential rules or directions for accomplishing the design intent. They address the relationships between and among the physical components of development (streets, buildings, walkways, parking, uses, etc.) rather than detailed design features.

1.5.4 Design Actions

Design actions are the specific ways to accomplish design intent and principles such as:

-
- Compositional structure (how the major physical parts of a district are assembled: allowable building area, street and sidewalk network, and key open space features)
 - Building Orientation, Height and Type
 - Open Space
 - Vehicular Circulation
 - Pedestrian Space and Circulation

1.5.5 Design Examples

In many districts, examples are provided to demonstrate various ways to accomplish the design guidelines. These examples are not mandatory; they are instructional sketches and diagrams, visually portraying ways to accomplish design intent for specific sites.

1.6 Silverdale Commercial Center: An Emerging Downtown

Downtown Silverdale is an unincorporated regional growth center with different types of commercial, office, civic and residential patterns. Taken as a whole, there is not currently a coherent or integrated downtown/community center area because of the historical, incremental growth pattern. However, most of the activities and functions of a downtown and civic/community center are present. Lacking are well-defined centers, a compact human-scale, and strong physical and circulation connectors between and among the various centers and districts. The design guidelines address these issues of coherence and physical integration.

1.6.1 Elements of Community Form

The community form of downtown Silverdale provides a foundation for an underlying design strategy for a coherent and integrated downtown. Silverdale is divided into nine design districts, each with a different set of physical or functional conditions. These form the basis or framework of the downtown Silverdale design guidelines and are summarized below.

1.6.2 Silverdale Geophysical Boundaries

- Downtown Silverdale is located on a small delta or water discharge area from surrounding ridges and hills, forming a triangular shape lowland along the north edge of Dyes Inlet, characterized by two, possibly three, creek drainages (Strawberry Creek, Clear Creek, and a culvert drainage referred to in the handbook as “Silverdale Creek”)
- Limited access Highway 303 to the north and northeast
- Bucklin Hill ridge to the east with intermediate topographical benches in the vicinity of the Northeast Business Park district
- Dyes Inlet in Puget Sound to the south
- West Hill topographical bench between the west side of Silverdale Way and Highway 3; and the source of Strawberry Creek flowing to the southeast through Old Town and into Dyes Inlet

1.6.3 Nine Distinct Districts of Activities & Development Patterns

- Kitsap Mall Center (Kitsap Mall and surrounding shopping outlets including big box retail and shopping plazas).

- Old Town (Waterfront area and along Washington Ave NW and Strawberry Creek and portions of Silverdale Creek, emerging from a culvert south of Bucklin Hill Road).
- Waterfront (Waterfront area and along NW Bucklin Hill Road east of Silverdale Way).
- Northeast Business District to the north and east.
- West Hill Neighborhood (residential around Silverdale Loop NW), located on a western rise or topographical bench west of Silverdale Way
- Clear Creek Village, a corridor formed by the eastern edge of the Kitsap Mall Center and Bucklin Hill Districts, and forming the western edge of the Waterfront and the Northeast Business Districts.
- Bucklin Hill Center, for the area around the intersection of Silverdale Way and Bucklin Hill Road.
- Waaga Way Town Center, for commercial areas north of Highway 303 and Anderson Hill Road.
- Provost Commercial District, for commercial areas west of Highway 3 and south of Anderson Hill Road.

1.6.4 Road Types & Development Patterns

Community Arterials & Boulevards

- Silverdale Way (with connections to Highway 3 with a half diamond interchange on north edge of project area)
- Ridgetop Boulevard NW (with connections to Highway 3 via Kitsap Mall Boulevard and Highway 303 along the north and east boundaries of downtown Silverdale)
- NW Bucklin Hill Road
- Clear Creek Road
- Kitsap Mall Boulevard
- Anderson Hill Road
- Mickelberry Road
- Myhre Road
- Randall Way
- Waaga Way Extension and connector roads

Community Streets	}	
Residential Streets	}	Existing throughout Silverdale
Residential Lanes/Alleys	}	

1.6.5 Physical Connections Between & Among Districts

Connectivity Challenges:

- Major arterials throughout Silverdale act as barriers and edges between districts rather than as connecting features, characterized by five lanes, with limited pedestrian paths that are safe and comfortable.

- Shopping plaza, center and mall development types are “islands,” with buildings set back from arterials and surrounded by large parking lots with few if any driveway connections to adjacent parcels.
- Old Town is a small peninsula oriented to Dyes Inlet and bounded and contained essentially by Silverdale Way and Bucklin Hill Road.
- West Hill Neighborhood is insulated from the remainder of downtown by a sharp rise in topography along its eastern edge.

Connectivity Opportunities:

- Clear Creek and its riparian area form both a boundary and a connecting open space element in a triangular shape north to south, affecting the Kitsap Mall Center, Clear Creek Village, Northeast Business, Waterfront, and portions of Old Town Districts.
- The waterfront edge of Dyes Inlet is a visual connector as well as partial physical connector for the Old Town and Waterfront Districts.
- Significant land now providing surface parking could provide a future development opportunity to infill and connect development throughout the downtown.

1.7 Changing Nature of Shopping Center Industry: An Opportunity

Shopping centers throughout North America are undergoing significant design changes due to market forces, competition, and aging malls. Two development patterns are emerging as a result of these pressures: mixed-use centers and town centers.

1.7.1 Mixed-use Centers

Mixed-use centers are retail-based developments with residential or office uses or both. They are well-served by transit, with a walkable, pedestrian-oriented environment that provides effective access to goods and services. Residential or office uses are configured in both horizontal developments with separate street access or vertical or above grade configurations with secondary uses above ground level retail or office. A major benefit of mixed-use centers is ease of access between housing, employment, and shopping in a compact active area. Many existing shopping centers are converting to mixed-use centers with peripheral or perimeter commercial developments and open-air pedestrian concourses connecting the core of the older centers to adjacent streets.

1.7.2 Town Centers

Town Centers are mixed-use developments with residential or office/retail uses combined with civic or cultural uses. They often serve as a focus of community life for surrounding areas. They provide basic retail services and gathering or leisure places for local residents. They contain shared parking, provide town squares or village greens as central focus areas, and capitalize on natural environmental features as desired amenities. The residential uses are deemed the “glue” for Town Centers, providing an on-site population. Libraries, community centers, exercise facilities and other public or semi-public uses are often included.

Major components of town or village centers include:

- A “main street” forms the heart of the center with two or three story buildings, pedestrian-oriented retail at the ground floor level and offices or residential above or along the periphery.
- Parking is distributed throughout the site in smaller lots with landscaping and clearly separated pedestrian walkways that connect to buildings.
- A village green provides passive recreation opportunities as well as outdoor retail sales space.
- Decreased front and side yard setbacks for non-residential uses generate a compact development pattern.
- A continuous local or interior street network, public or private, connects the “main street,” buildings, open space, parking to adjacent arterials and local street network.

Chapter 2. The Big Picture

The overall design vision outlines the “big picture” and summary of design intent for Silverdale, composed of the following major components:

- *physical identity elements*--these form the basis for area specific design guidelines
- the overall *preferred physical composition* of downtown (how major components are related and arranged)
- a conceptual downtown *local street network* and associated pedestrian walkways
- preferred *building types and configurations*
- public and private *open space patterns*

2.1 Physical Identity Elements

Physical Identity Elements identify and describe key natural and built physical elements and activities of each district. These features and elements distinguish districts from others, giving each a special identity. Design guidelines are based on these special features where possible, protecting, enhancing or incorporating these features in a new development pattern.

Figure 2-1 *Silverdale Physical Features* summarizes and describes the key physical characteristics of Silverdale that can positively affect new development patterns in downtown. For example, wooded slopes can be used as buffers between land use or density changes and as natural open space amenities for adjacent developments. Creek corridors can provide visual and environmental amenities for adjacent new developments. Smaller block grid street networks can facilitate pedestrian movement and sidewalk activities. Continuous pedestrian corridors can be accommodated as a part of the larger creek and wooded slope network, connecting major activity centers throughout downtown.

Special physical features of Silverdale, identified as assets and opportunities for the physical identity of Silverdale, include:

- Dyes Inlet and its northern shoreline;
- Clear Creek and riparian corridor extending south into Dyes Inlet from the Silverdale highlands to the west, north and east;
- Wetlands to the north/northeast of downtown, buffering downtown from Highway 303;
- Strawberry Creek and riparian corridor extending south and east into Dyes Inlet from West Hill;
- An underground drainage in a culvert that flows into Dyes Inlet at Bay Shore Drive, referred to in the design guidelines as “Silverdale Creek”;
- Wooded slopes along the eastern edge of West Hill Neighborhood and along the western slopes of lower Bucklin Ridge south of Highway 303;
- Old Town, a compact block grid district along the northwest shoreline of Dyes Inlet; and
- A regional commercial and office center, with Kitsap Mall as the dominant retail type (enclosed mall).

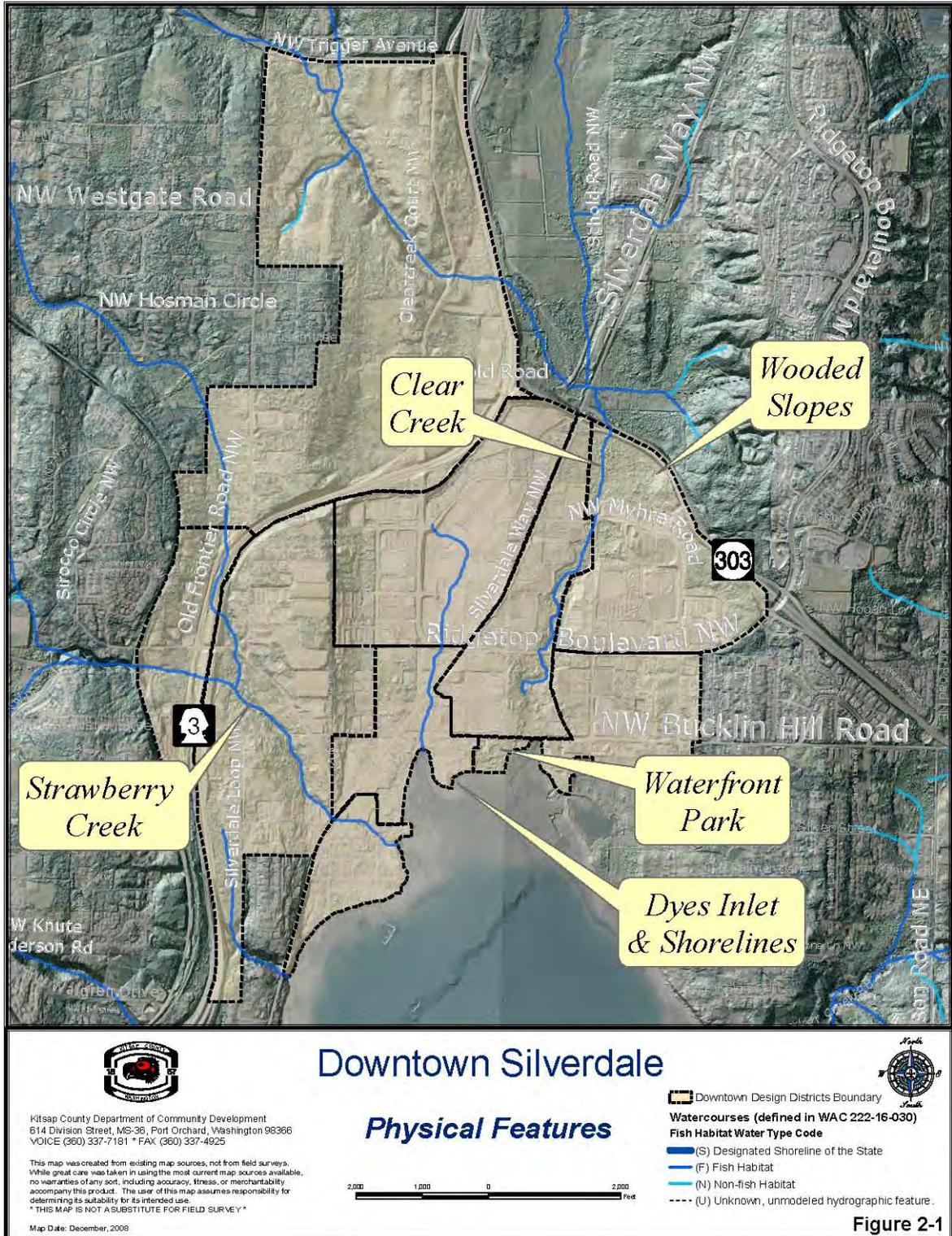


Figure 2-1

2.2 Preferred Physical Composition

The physical composition of Silverdale is the manner in which Silverdale is arranged or structured. Key aspects include natural features such as slopes and waterways, well defined historic patterns such as Old Town and its street grid pattern, the overall street network, and the manner by which buildings and open spaces are related, such as mixed use buildings surrounding a village green or pedestrian corridor.

2.2.1 Existing

Excluding Old Town and portions of West Hill, Silverdale is composed of large, super-blocks served by a meandering, partial-grid street network of arterials. The development type or pattern is suburban in nature, i.e., dispersed buildings with adjacent surface parking lots, most with individual access drives from arterials, with buildings set back from the streets and sidewalks. The suburban pattern is represented by Kitsap Regional Mall--an enclosed pedestrian concourse building type surrounded by surface parking lots, big box retail outlets, smaller “L” shaped shopping centers and plazas, and individual free-standing commercial and office buildings with surface parking lots.

Existing development along Clear Creek and its riparian area forms abrupt hard edges along the creek consisting of service drives, parking lots and rear facades of buildings. The creek and riparian area consist of a wedge of open space surrounded by an asphalt plain, separate and unrelated to adjacent development.

2.2.2 Intent

The Silverdale sub-area plan encourages a compact and interconnected pedestrian-oriented downtown and surrounding area, including the following characteristics:

- Protection of the existing compact scale of Old Town;
- Protection and maintenance of natural features such as Clear Creek and its riparian area, Strawberry Creek and an expanded riparian area, enhancement and maintenance of open space and public access within the Dyes Inlet shoreline area, incorporation of wooded slopes into new development in both the West Hill Neighborhood and Northeast Business Park districts;
- Development of a mixed-use village composed of one or more *town center(s)* along Silverdale Way, south of Bucklin Hill Road;
- Bucklin Hill Center, at the intersection with Silverdale Way, composed of an expanded Community Campus, and additional office and lodging activities;
- Clear Creek Village, a mixed use village along both sides of the Clear Creek corridor featuring ancillary residential uses oriented to the creek corridor;
- Kitsap Mall Center, consisting of Kitsap Mall and adjacent retail facilities with improved pedestrian connectors between the mall and adjacent streets, expanded mixed-use activities on and around the mall site, and a slow moving local street system to distribute mall oriented traffic;
- Waterfront District with improved orientation of mixed-use buildings and pedestrian corridors to Dyes Inlet and Clear Creek corridor;
- West Hill Neighborhood, with higher density mixed-use infill development that relates to existing residential patterns and protects and enhances the Strawberry Creek drainage and forested slopes; and

- Northeast Business, campus-type development highlighted by buildings set in a wooded landscaped setting, with new buildings oriented toward landscaped quadrangles and other campus-type open spaces.

2.3 Local Street Network

2.3.1 Existing

The major arterial street network consists of Silverdale Way as the primary north to south route, with Kitsap Mall Blvd/Clear Creek Road providing north-south access north of Ridgetop Boulevard; Bucklin Hill Road-Anderson Road and Ridgetop Boulevard provide the east-west routes with interior downtown connections provided by Randall Way, Mickleberry Road, and NW Myhre Road. Extensive land area is occupied by paved parking surfaces, which are used as “connectors” by some.

2.3.2 Intent

The existing super block street network is supported by a slow moving, continuous local street network. The network provides access to and through the interior of the major super blocks, connecting buildings and parking lots to major arterials. The local streets are comprised of public and private streets and lanes with articulated edges (curbs, bollards, and other elements), which separate the traffic lanes from pedestrian sidewalks. The local street network is developed as incremental redevelopment occurs, with each succeeding development connecting to the previous network increment.

Figure 2-2 *Potential Local Street Network* illustrates a suggested conceptual pattern of local streets connected with major arterials; the exact location of the local streets may vary as redevelopment takes place.

2.4 Building Configurations & Types

2.4.1 Existing

Buildings in Silverdale, excluding major portions of Old Town and the West Hill Neighborhood, are shopping malls, shopping centers and plazas composed of one- story commercial buildings oriented to large surface parking areas, and stand-alone commercial or office buildings with parking on two to four sides of the buildings. Pedestrian entrances for most buildings are from the parking lots rather than streets. Most buildings have individual access drives to arterials, are one-story in height with higher buildings at Kitsap Mall, Bucklin Hill Road/Silverdale Way intersection, Northeast Business Park and a scattering throughout downtown.

2.4.2 Intent

Silverdale will have a compact development pattern with building heights ranging from 35 feet to 65 feet depending on district and location or as determined in Kitsap County Code. Residential and office uses can be accommodated in mixed use buildings, with retail and general commercial uses at grade levels. Existing surface parking lots will be reduced in area, with more parking located in and under buildings as well in selected parking structures. Many front and side yard setbacks will be eliminated for the interior of super-blocks where new and reconfigured development will be located along and in conjunction with a local street network. Building types along Clear Creek corridor will



be oriented to the creek, providing private open space courtyards and plazas, which will, at a minimum, visually relate to the creek corridor.

2.5 Open Space Patterns

2.5.1 Existing

Silverdale has an open space pattern represented by natural features such as Dyes Inlet and shoreline, Strawberry Creek and riparian corridor, Clear Creek and riparian corridor, and wooded slopes to the west in West Hill Neighborhood and to the northeast in the Northeast Business Park. The existing Community Campus site provides tree cover and open space. Kitsap Mall provides a privately owned enclosed pedestrian mall and courts for consumers using that facility. There is a deficiency of pedestrian open space in the commercial development pattern of downtown Silverdale.

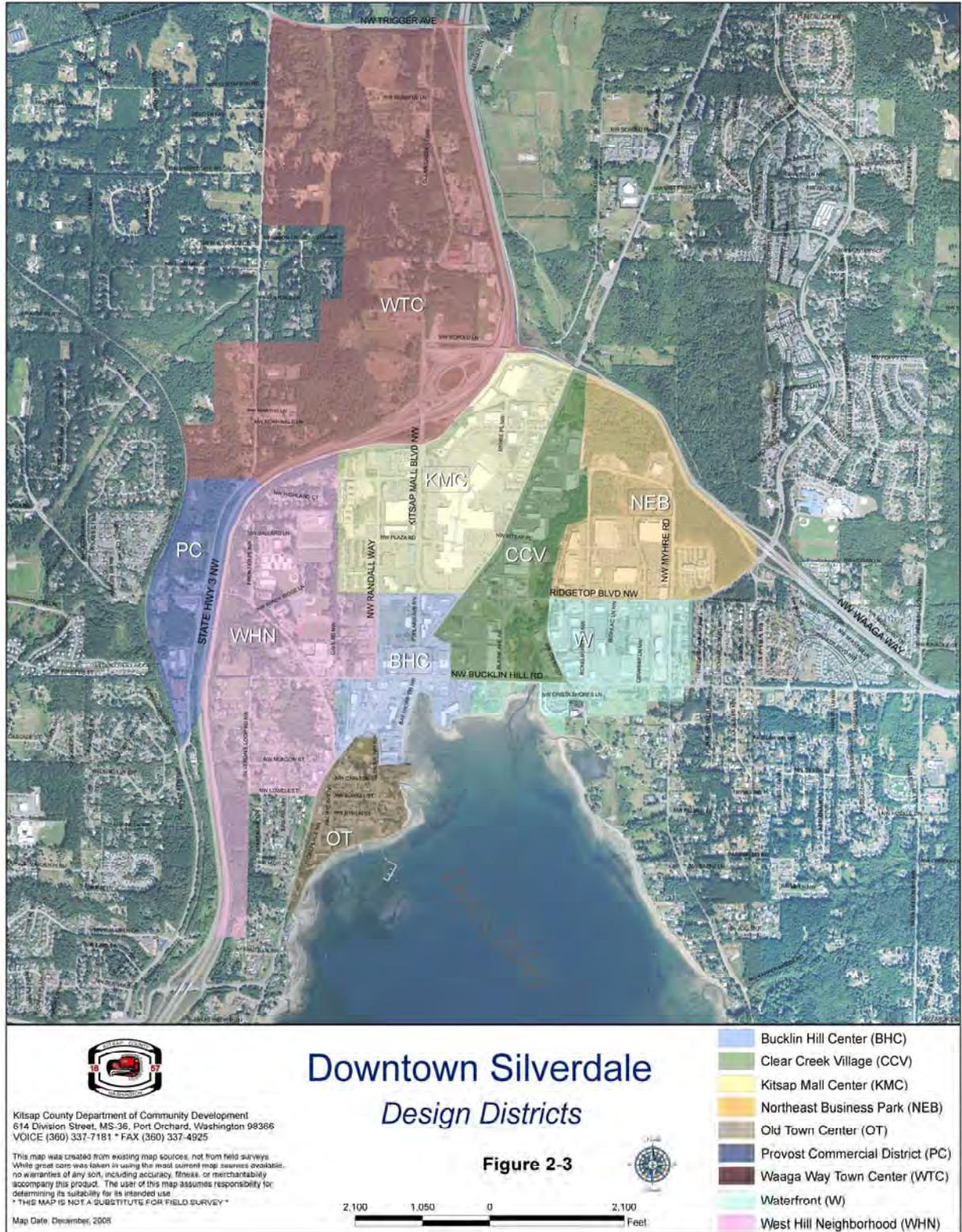
The natural open space pattern forms a north/south “V” shape within Silverdale, providing an existing open space spine that extends from Dyes Inlet on the south edge of downtown to Highway 303. Strawberry Creek drains out of West Hill to and through Old Town and into Dyes Inlet. A drainage channel, named “Silverdale Creek” for reference in the guidelines, enters Dyes Inlet immediately southeast of Bucklin Hill Road and Bay Shore Drive.

2.5.2 Intent

The open space system for Silverdale will protect and expand the natural open space corridors and relate new public and private parks, plazas, green areas and courtyards to the creek corridors, Dyes Inlet and new mixed use residential/commercial developments. The larger open space system, composed of public and private components, will be connected with continuous pedestrian walkways, paths, or trails. Key features of the Silverdale open space systems will include:

- Dyes Inlet and Shoreline, including public access points, parks and shoreline walkways;
- Clear Creek and riparian corridor, including public access or viewing facilities, pedestrian bridge(s) and continuous trails and paths along both sides;
- Strawberry Creek and riparian corridor, including an expanded riparian area in the vicinity of Linder Field and Silverdale Way, public access or viewing facilities, trails and paths along key portions of creek, and public access at the confluence of the creek and Dyes Inlet;
- “Silverdale Creek” protection and expansion through daylighting where feasible as a part of private development north of Bucklin Hill Road;
- Kitsap Mall concourse with potential future expansion to adjacent arterials, either enclosed or semi-enclosed;
- Kitsap Mall community parks incorporated into future mall expansion, located along both the southern and eastern edges of the mall, relating the mall to the adjacent community;
- A diverse distribution of private open space parks, plazas, green areas incorporated into remodeled and new developments and connected to a continuous pedestrian walkway network;

- Continuous pedestrian corridors as private development features through major super blocks, connecting, for example, Silverdale Way and Clear Creek corridor and Bucklin Hill Road to Ridgetop Boulevard;
- Continuous pedestrian walkways and landscaped areas along all major arterials;
- Landscaped “front yard” pattern in Old Town, West Hill Neighborhood, and Waterfront Districts based on the historic Old Town typology; and
- “Quadrangle” and courtyard open space features as a part of the Northeast Business District development pattern.





Chapter 3. Old Town District

3.1 Physical Identity Elements & Opportunities

Old Town's physical identity is different from the remaining portions of Silverdale. Old Town's physical identities include:

- Block grid street pattern, 200 feet by 300 feet, two way vehicular movement.
- Older one to two story, small-scale commercial and office building types with little or no front yard setbacks.
- Dyes Inlet, shoreline, waterfront parks and views of Inlet.
- Strawberry Creek and riparian area.
- "Silverdale Creek," an underground drainage channel that emerges from a culvert southeast of the Bucklin Hill Road and Bay Shore Drive intersection.
- Linder Field.
- Older, small-scale residential buildings on small blocks with landscaped front yards.
- Older churches and public/semi-public buildings throughout Old Town.

3.2 Design Intent

Modifications to existing buildings and design of new buildings will respect the historic design characteristics of the block grid pattern and adjacent and nearby buildings. The historical relationship of buildings fronting on the street or sidewalk, or the landscaped "front yard" pattern, if applicable, will be maintained in new and reconfigured development. Parking will be located to the rear or side yards or, where appropriate, may be located adjacent to the public roadway, configured as back-in angle parking. The creeks and Dyes Inlet shoreline will be protected and the riparian areas of the creeks will be expanded as major physical features and assets in the development pattern of Old Town.

3.3 Design Principles

- A. The vegetated slopes shall be protected and maintained along both sides of Silverdale Way from approximately NW View Lane north to NW Lowell Street right-of-way.
- B. The Silverdale Way right-of-way shall be landscaped with materials and colors different from other sections of Silverdale Way north.
- C. The Strawberry Creek channel and riparian edge along both sides of Silverdale Way should be expanded.
- D. Key entries to Old Town and its special features should be highlighted with landscape art in the form of sculpture, signs, fabrics and lights.
- E. The small block grid building pattern in the Old Town commercial center, with contiguous buildings along block fronts oriented toward the sidewalk and street rather than parking lots, shall be protected and maintained.
- F. New or redevelopment shall respect existing smaller, non-contiguous development, where appropriate, such as that shown in Figure 3-2 *Smaller-Scale Development*.



Figure 3-2 Smaller-Scale Development

- G. Public access to and along the Dyes Inlet shoreline, including view points where appropriate, shall be maintained and, to the extent possible, expanded.
- H. Pedestrian activities on public and private open space within and along the commercial/office blocks shall be promoted.
- I. Shared off-street parking lots shall be provided in key locations for employee and consumer parking.

3.4 Design Actions

3.4.1 LANDSCAPING, NATURAL FEATURES & SIGNAGE

- A. A flowering tree type or hedge shall be planted along both sides of Silverdale Way from the Downtown Silverdale southern boundary to NW Lowell Street right-of-way on the west and to NW Byron Street on the east.
- B. Where signage/tree conflicts exist with adjacent uses, the trees should be arranged in clusters rather than a linear edge along Silverdale Way.
- C. The Strawberry Creek riparian area has been constricted by adjacent developments and Silverdale Way culverts, increasing the intensity of water flow and safety issues. The Strawberry Creek channel and riparian area on both sides of Silverdale Way could be expanded to reduce water flow intensity and increase the visual amenity of the creek area. Habitat signage, sculpture, and viewing areas along Silverdale Way at the creek could be added. Engineering studies of appropriate safety barriers, which permit visual and/or physical viewpoint access to the expanded creek area, could be conducted.
- D. If the school administration site is redeveloped, the Silverdale Way frontage shall be designed as a landscaped gateway with additional landscape setbacks along Silverdale Way with clusters or rows of ornamental trees.
- E. Old Town logo signage or sculpture could be located at the intersection of NW Byron Street and Silverdale Way, Strawberry Creek, and NW Carlton Street. See Figure 3-3 *Potential Signage* as an example.
- F. If the NW Carlton Street right-of-way is vacated at Silverdale Way, a portion of right-of-way at Silverdale Way shall be used for gateway landscaping and Old Town signage.



Figure 3-3 Potential Signage

- G. As part of a larger gateway design, the feed mill building could be designated as a community architectural asset, encouraging its retention regardless of use changes.

3.4.2 BUILDING ORIENTATION, HEIGHT & TYPES

- A. All buildings shall be oriented to the street grid and sidewalk network with main entry(s) facing the street.
- B. Except for those areas of historical, smaller, non-contiguous development, a continuous and contiguous building façade shall be maintained along the block front adjacent to street and sidewalk, avoiding gaps or “missing teeth” in the front block façade for parking. See Figure 3-4 *Old Town Block Façade Example*.
- C. All commercial buildings shall have ground level transparent front facades oriented toward the pedestrian sidewalks. Figure 3-5 *Example Mixed Use Development* shows this concept.

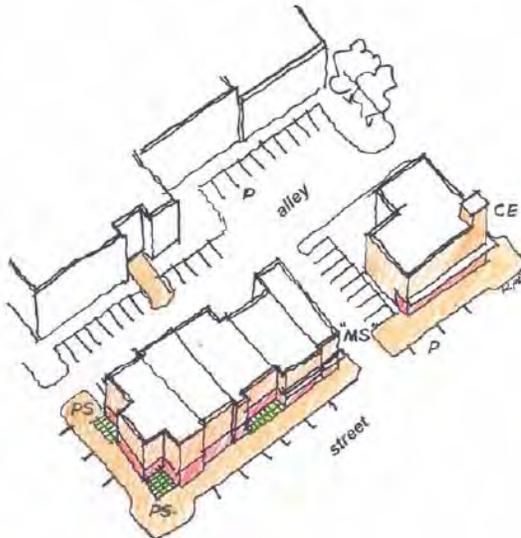


Figure 3-4 Old Town Block Façade Example

- D. Mixed-use development will not be required to have ground floor commercial uses on the building side facing Dyes Inlet.

- E. No front or side yard setbacks will be required for new and remodeled buildings.
- F. Reserve front yards, if any, for landscaping or outdoor consumer-related activities such as sidewalk cafes, coffee shops, restaurants, wine bars, etc., and when provided, do not exceed 12 feet in depth.
- G. Provide pedestrian weather protection elements (awnings, marquees) where feasible along the front street/sidewalk area, at least 8 feet above the sidewalk.
- H. New, remodeled or reconfigured buildings in the NC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 45 feet.
- I. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.



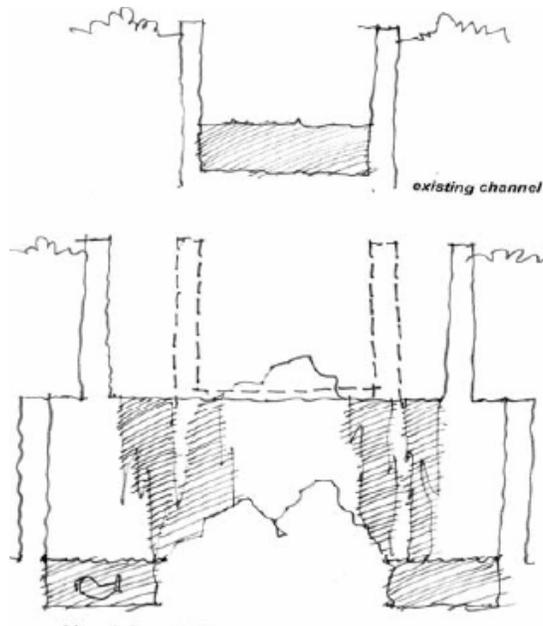
Figure 3-5 Example Mixed Use Development

3.4.3 STREETS & PARKING

- A. No on-site parking requirements, excluding residential uses, for commercial and office uses will be required when a parking development fee, determined by a Business Improvement District (BIA) or, as an alternative, a “fee-in-lieu” program, is paid to a shared-parking fund.
- B. Land can be leased or purchased for shared parking lots using BIA funding mechanisms, as permitted by Washington State.
- C. Off street shared parking lot(s) with a use radius of 800 feet may provide consumer and employee parking for non-residential uses as a means to reduce or eliminate on-site parking.
- D. Parking lots will be landscaped with a four-foot high minimum vegetated edge or buffer between the lot and adjacent sidewalk(s) or with a tree landscaped setback or both.
- E. On-site parking lots shall be located to the rear or side yard or both, accessed by an alley driveway where feasible or by a side yard with a maximum 18 foot wide access drive.
- F. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- G. Driveway aprons on private property will not be required for alley access parking, enabling private parking space or garage to locate closer to the alley right-of-way line.
- H. On-street parallel parking is allowed and encouraged on all streets.
- I. Provide sidewalks on both sides of all streets, where possible.

3.4.4 STRAWBERRY CREEK PROTECTION & ENHANCEMENT

- A. The Strawberry Creek channel is contained by concrete walls and security fencing with little or no riparian area associated with the creek until its confluence with Dyes Inlet. The creek corridor should be opened and expanded to reduce the intensity of water flow and to expand the open space feature of the creek as a major physical identity or signature element of Old Town and Silverdale. Two examples for slowing the water flow and creating a physical amenity include:
 - a. Expanding the creek riparian area horizontally into Linder Field and along the southern edge of the creek, including east of Washington Street.
 - b. If horizontal expansion is restricted, a series of pools as a part of a larger cascade can be developed with a controlled spill way to hold water and release it more slowly into the lower creek, while providing fish access up the cascade.
See Figure 3-6 *Strawberry Creek Slough* as an example.
- B. A transparent security and safety barrier can be provided along the creek, specifications to be determined by appropriate engineering studies.
- C. Strawberry Creek and the Linder Field recreational facility comprise an open space corridor and amenity for the Old Town community, which are improved with a creek-side trail, informational signage and viewing areas.
- D. Strawberry Creek is a fish habitat to be protected and enhanced with side pools, riparian area shading vegetation, a gravel creek bed and other elements determined by fisheries biologists.
- E. The confluence of Strawberry Creek and Dyes Inlet shall be a public access point and attraction with public access and viewing area.
- F. The expanded creek riparian area shall be incorporated into new development on both the school administration site and library site with trails, viewing platforms and seating areas along the creek, with pedestrian connections from adjacent street to the creek area.



Strawberry Creek Slough Diagram illustrates a horizontal expansion of the creek channel (with optional cascade storage pools) to spread and slow the flow of water, establish new habitat, and increase visual open space for the community. Improved security and safety fencing design improves the appearance of the creek corridor while maintaining safety.

Figure 3-6 Strawberry Creek Slough

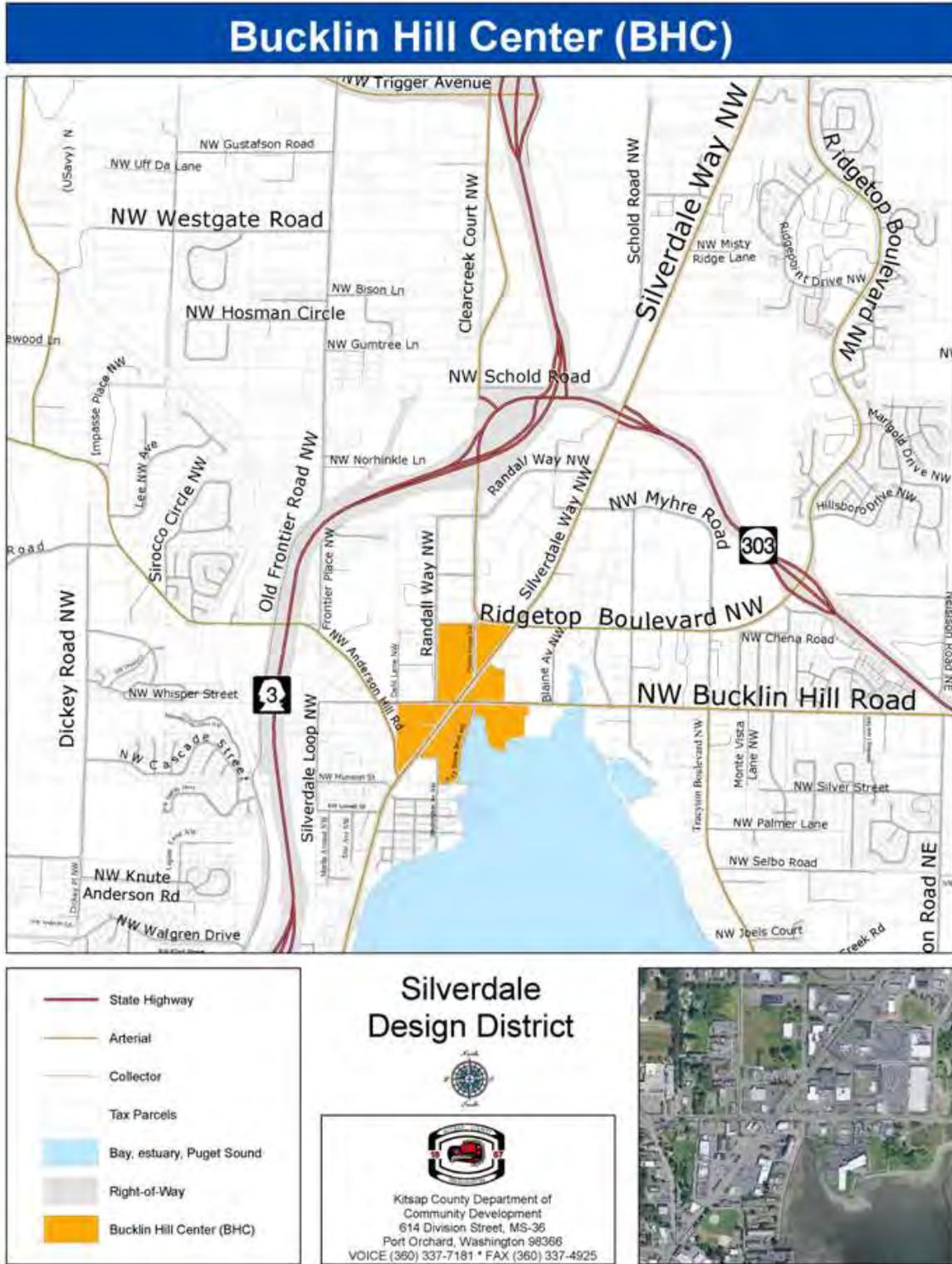


Figure 4-1

Chapter 4. Bucklin Hill Center District

4.1 Physical Identity Elements & Opportunities

Figure 4-1 identifies the boundaries of this district. Historical development occurred in Old Town and south of Bucklin Hill Road along Silverdale Way prior to the expanded shopping center development to the north. Bucklin Hill Center, the area around the intersection of Bucklin Hill Road and Silverdale Way, is both a design district at a major intersection and a gateway area into the larger downtown Silverdale area.

An existing Silverdale Village shopping center is located west of Silverdale Way and another smaller center is located on the east side. A higher intensity of office and lodging uses exists in the northeast and southeast quadrants of the Silverdale Way and Bucklin Hill Road intersection.

The district also includes the Silverdale Community Campus area, bounded by Randall Way on the west, Kitsap Mall Boulevard to the north, Silverdale Way on the east and Bucklin Hill Road on the south. This “community campus” area is expected to provide public amenities such as senior housing, community center and open space, and will be treated separately in this chapter.

4.2 Design Intent

The existing shopping centers located along Silverdale Way will redevelop as mixed-use “village centers” from Anderson Hill Road and Linder Way on the south to Bucklin Hill Road on the north. They will contribute to a larger village character by locating pedestrian squares in visual proximity to one another along and visible from Silverdale Way, by connecting local service streets to other adjacent districts where feasible, and by providing safe pedestrian connectors across Silverdale Way.

New interior local streets will provide a continuous traffic pattern into and through the village. The mixed-use developments will add residential or office space to retail uses, incorporate civic or cultural uses where feasible, and integrate an expanded pedestrian open space system to parking areas, retail facilities and other uses.

Above grade housing or office uses reinforce the retail uses at ground level. The western edge of the existing Silverdale Village borders a wooded slope, providing an opportunity for medium density housing in that area. Housing provides a transition use between the adjacent West Hill Neighborhood and the village. It provides opportunities for pedestrian access from West Hill to the Silverdale Village Center with a West Hill climb incorporated into new development, and provides views of Dyes Inlet. Similarly, the eastern edge of the eastern village component borders a portion of Old Town and has potential views of Dyes Inlet, Linder Field and Strawberry Creek.

A mixed-use area of larger scale office, lodging, and entertainment buildings could be located in the northeast and southeast quadrants of the Silverdale Way and Bucklin Hill Road intersection and along the shore lands on the south side of Bucklin Hill Road.

4.3 Design Principles

Former shopping plazas should be converted to mixed-use centers, comprising a village center complex on both sides of Silverdale Way, referred to as *Silverdale Village*. See Figures 4-2 and 4-3 for design sketches of a sample “village.”

The basic elements and composition of the town or village center include:

- A. A “main street” will be part of a private or public local service street network for each side of Silverdale Way, providing clearly defined on-site vehicular circulation, connecting on-site parking areas to major arterials and adjacent districts where feasible.
- B. Local service street access to perimeter arterials will be coordinated with adjacent and nearby developments as development incrementally occurs.
- C. One to four story buildings shall be arranged along a “main street” and clustered around a village square and smaller pedestrian courtyards.
- D. Pedestrian walkways, sidewalks, and other paths will provide a continuous pedestrian connection from on-site facilities to parking, adjacent public streets and nearby developments.
- E. Housing or office units will be mixed with retail uses, either stacked above or clustered next to retail and located away from Silverdale Way where feasible.
- F. A village square, plaza, greens, or commons shall be provided in a centralized location, along “main street,” as a focal leisure space for each development, integrated with ground floor retail and residential/office uses, and oriented to the southeast, south, or southwest.
- G. Parking areas will be in small, dispersed parking lots.
- H. One connecting east-west vehicular crossing with a signalized intersection can occur in the southern portions of each development.



Figure 4-2 Village Example

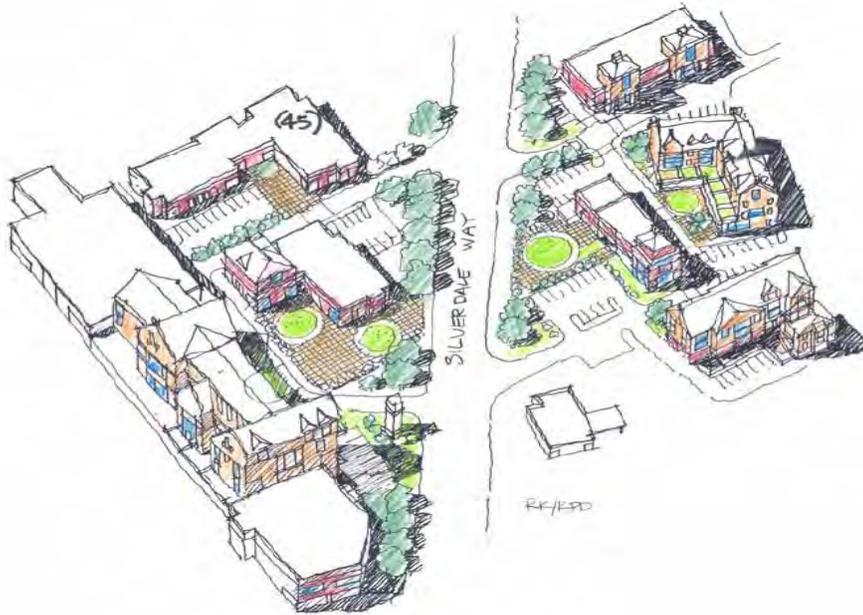


Figure 4-3 Village Example

Basic elements of design in the existing higher density area east of Silverdale Way would include:

- I. Parking and vehicular access will be from a local street network with controlled access points to arterials safely away from the Bucklin Hill/Silverdale Way intersection.
- J. Development on the south side of Bucklin Hill Road shall orient to Dyes Inlet and Silverdale Creek with landscaping and public pedestrian access facilities along the shoreline.

4.4 Design Actions

4.4.1 BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Mixed-use buildings will be oriented to a “main street” and village square, with front and side yard setbacks ranging from zero to 8 feet maximum depth along major pedestrian walkways.
- B. Civic or cultural buildings, if any, should have prominent locations, preferably at major intersections or on village square.
- C. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 45 feet. Residential units should be located away from Silverdale Way and Bucklin Hill Road.
- D. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.
- E. Commercial buildings at prominent corners shall have distinctive architectural features such as setback entries, corner towers, or architectural sculpture
- F. Live/work buildings can provide a transitional use and building type between commercial and residential buildings.

4.4.2 OPEN SPACE & PEDESTRIAN SYSTEM

- A. Pedestrian-oriented village squares, greens, commons, courtyards, and walkways will be incorporated into mixed-use developments. They will contain a variety of hard and vegetated surfaces and will accommodate outdoor activities ranging from cafes and coffee shops to outdoor markets, sales and play areas. See Figure 4-5 for an example of a village square with mixed-use buildings.



Figure 4-4 Village Square

- B. The village square or green should be the largest and central space located on “main street,” with size varying according to site conditions and size of development, e.g., 7,000 to 8,000 square feet (approximating the size of a volleyball court) can provide space for diverse outdoor activities.
- C. Commercial Courtyards, between 30 to 50 feet in width, shall be provided in or between retail clusters, with buildings on two or three sides.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.
- E. Pedestrian promenades and “main street” walkways that connect major components of the village development and the village to perimeter arterials, will be 12 feet minimum in width for the walking area on at least one side of the street, and 8 to 12 feet on the remaining side. Where outdoor activities such as cafes, restaurants, etc. are anticipated to use portions of the walkways, add 8 feet to the sidewalk width. Where parking abuts the “main street” walkway, add 4 feet minimum for planting features or 2 feet minimum if vertical barriers such as artistic bollards, attractive hardscape elements or artistic features.
- F. Parking lot walkways that connect parking lots and lots to retail clusters will be 8 feet minimum width.
- G. Pedestrian crossings within a parking lot will be 6 feet minimum in width and either striped, containing different paving materials for contrast or raised.
- H. Weather protection features such as canopies and freestanding shelters should be dispersed throughout parking areas for pedestrian comfort and safety.
- I. Two pedestrian highway crossings should be located along Silverdale Way south of Bucklin Hill Road and should connect mixed-use centers east and west of the highway, using pedestrian-activated signals, raised medians, pedestrian flags, different paving patterns or flashing lights.

-
- J. A pedestrian bridge should cross Silverdale Creek, south of Bucklin Hill Road, connecting Bay Shore Drive with the waterfront walkway on the east side of the creek.
 - K. A waterfront walkway will extend along the waterfront east of Silverdale Creek, from Bucklin Hill Road south and eastward to the county park and Clear Creek corridor.
 - L. If feasible, a portion of "Silverdale Creek," a covered drainage channel flowing into Dyes Inlet, will be daylighted on the north side of Bucklin Hill Road and incorporated into new or expanded development. Reduced parking requirements, variations in building heights, or reductions in permit fees may be granted to a development that incorporates an open creek in its site design.

4.4.3 STREETS & PARKING (See Figure 4-5 *Parking, Landscape and Street Diagram* for examples)

- A. "Main streets" and collector street(s) connecting the development to major arterials will be 22 to 24 feet in width with parallel parking places on one or both sides of street, with a raised or protected sidewalk (bollards, planting features) on both sides of street.
- B. Secondary streets connecting parking lots to main streets and collector streets will be 20 to 22 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking lane on at least one side of street.
- C. Non-signalized streets connecting to arterials will have limited turning movements such as right turn in and right turn out, keeping with the flow of arterial traffic.
- D. Local streets that serve as delivery lanes may use "main street" dimensions.
- E. Parking areas will be small clusters of lots consisting of one to two double-loaded parking bays maximum, i.e., one driving lane flanked by one row of parking stalls on each side.
- F. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- G. Individual parking clusters shall be separated by an 8 feet wide minimum sidewalk protected by curbs, plantings or artistic bollards.
- H. Parking lots and structures in the northeast quadrant of the Bucklin Hill Road and Silverdale Way intersection will be accessed from a local street network to the north, northeast and east of the intersection development.

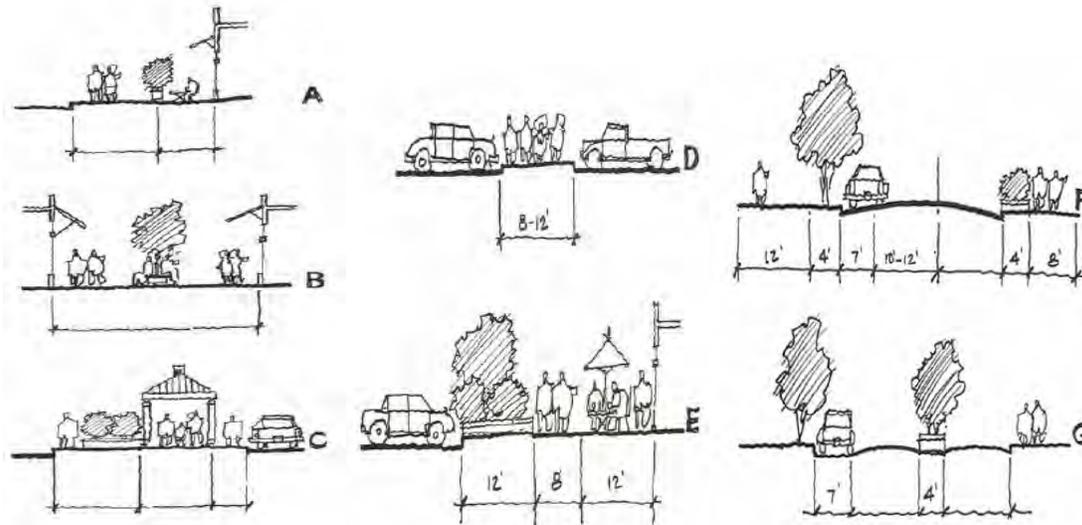


Figure 4-5 Parking, Landscape and Street Diagram

4.A.1 SILVERDALE COMMUNITY CAMPUS

4.A.2 Design Intent

The Silverdale Community Campus will expand to include a campus type pattern. Coordination of Community Campus open space location and design with that of adjacent properties may establish a physical gateway for the larger downtown area, providing the Community Campus with a strengthened presence along Silverdale Way. New and remodeled development within the properties in the northwest quadrant of the Silverdale Way/Bucklin Hill Road intersection, including the campus, and at the Poplars Motel site, will all contribute landscape and setback features to the gateway design. The campus and the Kitsap County Consolidated Housing Authority (KCCHA) site open space designs will be visually connected across Poplars Avenue, creating a landscaped foreground for both developments and downtown.

4.A.3 Design Principles

- A. The Community Campus will be arranged around an interior open space village green, open to the southeast toward Silverdale Way and the KCCHA site, with strong pedestrian connections.
- B. The KCCHA site should incorporate the southern portion of its property into the gateway design.
- C. The Silverdale Way right-of-way will contribute special open space features as a part of the larger gateway design.
- D. Weather protection features such as canopies and marquees shall be provided on buildings along major pedestrian walkways.

4.A.4 Design Actions

1. COMPOSITIONAL STRUCTURE

-
- A. New facilities will be built around a central village green, with the green connected physically and visually to Poplars Avenue and the KCCHA site and Silverdale Way.
 - B. The KCCHA site may contain a landscaped open space on the southern portion of the site as a part of the campus and downtown gateway: signage, art and landscaping could all highlight this open space feature.

2. BUILDING ORIENTATION, HEIGHTS & TYPE

- A. The Community Campus will organize new facilities around a village green with trees, seating areas, outdoor meeting places, sculpture with an orientation of the courtyard to Poplars Avenue and the KCCHA site.
- B. The KCCHA site, when fully redeveloped, may contain a residential building(s), possibly mixed-use with retail or offices on the ground floor, oriented to the landscaped southern portion of the lot and Silverdale Way as a part of a larger gateway design, referred to as Gateway Green.
- C. Buildings will be 65 feet maximum height.

3. OPEN SPACE & PEDESTRIAN FEATURES

- A. A central village green will be the focus of new campus buildings and may contain features such as landscaping, seating areas, outdoor meeting places, and sculpture.
- B. The campus green will be connected to Poplars Avenue and shall have a minimum 10 feet wide hill climb with handrails, landings and seating.
- C. If Poplars Avenue is not vacated as a street, a crosswalk will connect the campus hill climb to the KCCHA site, with the crosswalk consisting of a raised pedestrian crossing or a contrasting paving pattern a minimum of 12 feet in width.
- D. The KCCHA site shall contain a landscaped open space, Gateway Green, a minimum of 30 feet along Poplars Avenue and Silverdale Way from the southern tip of the property as the site is redeveloped. If provided, the area could be traded for lesser setbacks and landscape areas on other portions of site.
- E. The KCCHA Gateway Green may contain sculpture related to the campus and the larger downtown gateway plus appropriate signage.

4. PARKING FEATURES

- A. Surface parking facilities shall be dispersed around the Community Campus site in small lots (one double-loaded bay configuration), with no surface lots between Poplars Avenue and the courtyard facing Poplars Avenue.
- B. A proposed parking structure will be located on the site in the most appropriate location.
- C. Parking for the KCCHA site shall be to the northwest and north portions of the site, north of the Gateway Green.

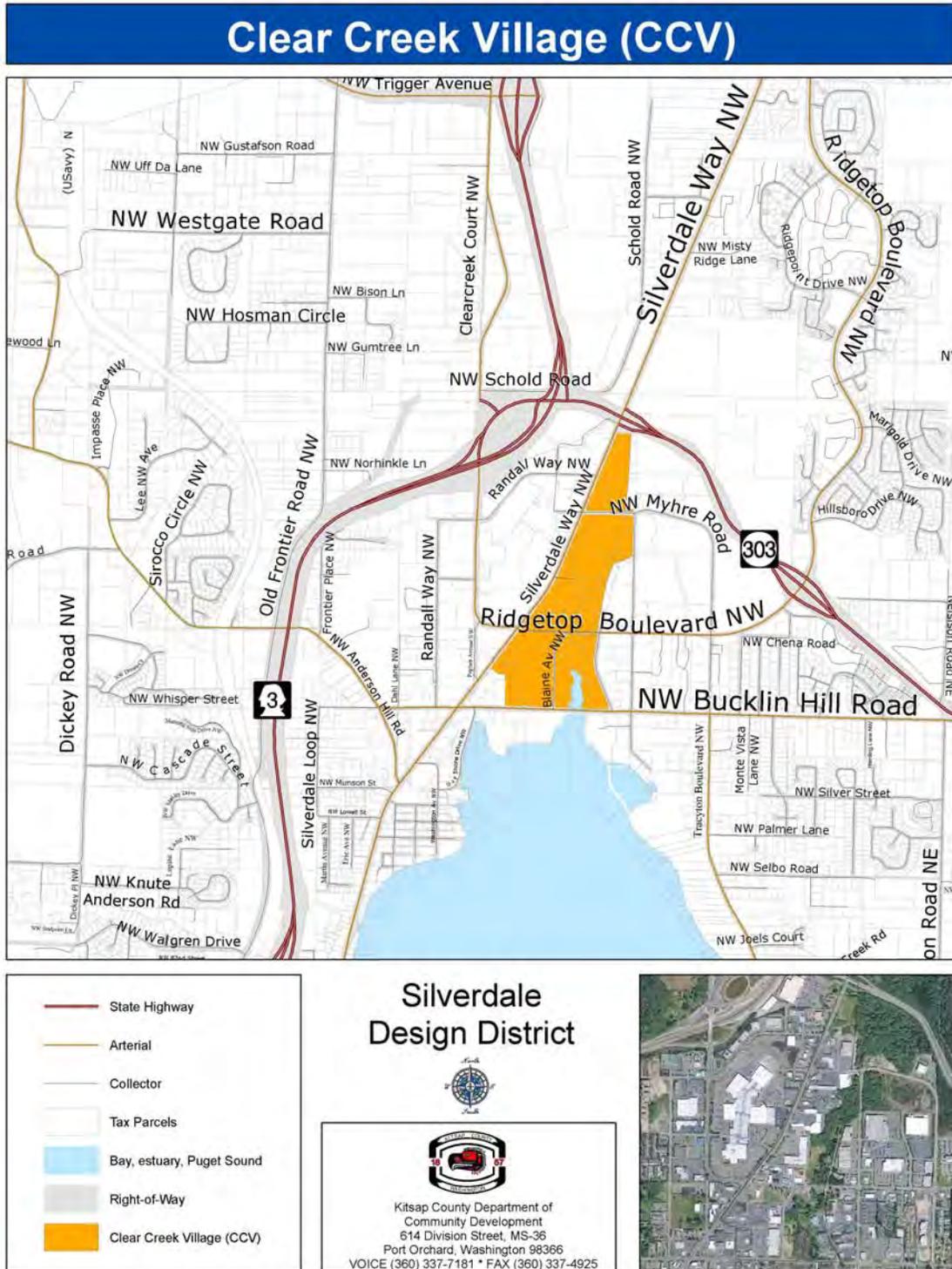


Figure 5-1

Chapter 5. Clear Creek Village District

5.1 Physical Identity Elements & Opportunities

Clear Creek Village extends north from Bucklin Hill Road to State Highway 303, excluding the northeast portion of the Bucklin Hill Road/Silverdale Way intersection, and from Silverdale Way eastward to and including eastern portions of the Clear Creek corridor. Clear Creek Village is comprised of a riparian area, a north-south greenway forming a natural “V” shape through the center of the Silverdale commercial center. Medium-sized, one-story shopping center/plazas with front yard surface parking lots, capable of being reconstituted as mixed-use centers are the existing development pattern. Silverdale Way is the western boundary of the super blocks north of Bucklin Hill Road to State Highway 303. Significant east-west depth of super blocks from Silverdale Way to Clear Creek provides a potential development amenity for residential units located along the creek corridor and away from arterials.

5.2 Design Intent

Clear Creek Village will be a new and central neighborhood or village composed of a series of interconnected mixed-use developments along the west side and immediate east side of Clear Creek riparian area. The village will include residential, commercial and office uses arranged around village squares, connected by continuous pedestrian walkways and a local street network. New and reconfigured developments will use the Clear Creek corridor as an open space amenity and design feature. Residential uses will orient to the creek corridor, visually connecting private open space features with the creek corridor. Development within the village will be oriented toward a local street network. See Figure 5-1 *Clear Creek Village Site Design Example* and 5-3 *Clear Creek Village Streetscape Example*.

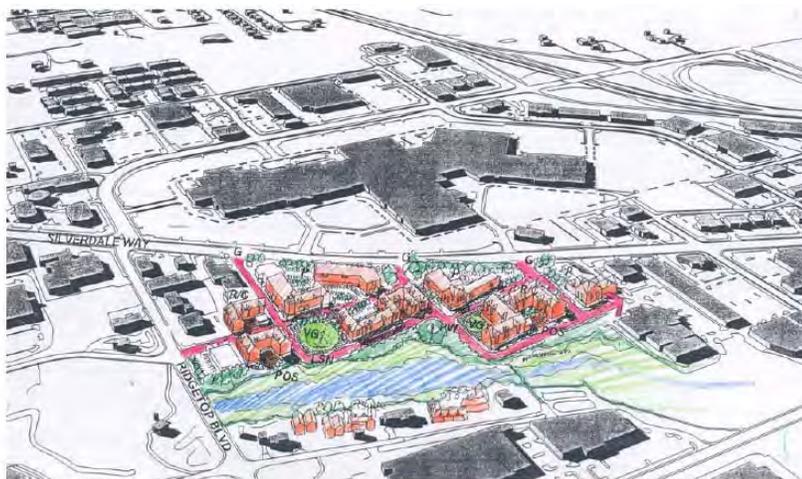


Figure 5-2 Clear Creek Village Site Design Example

5.3 Design Principles

- A. As new and reconfigured commercial developments occur, a compact, incremental building pattern with an interconnected local street network will emerge.
- B. New mixed-use residential/commercial developments will be oriented along the eastern portion of the Clear Creek Village, focusing on Clear Creek and riparian area.
- C. Mixed-use centers will provide a hierarchy of open space features for residents and consumers, including at least one village square or commons, courtyards, wider sidewalks for outdoor commercial activities, and small pedestrian “eddies,” i.e., places for shoppers to pause and rest.
- D. Village squares or gathering places will be interconnected with a village-wide pedestrian walkway system, including a Clear Creek trail system.
- E. Mixed-use centers will have at least one major pedestrian promenade connecting the development to west and south arterials, and interconnecting with adjacent developments to achieve the arterial connections.
- F. Mixed-use developments along Clear Creek will orient private open spaces to the creek corridor and trail system, at least visually, where feasible.
- G. Vehicular access will be limited to full or partially controlled intersections from Silverdale Way and Bucklin Hill Road, connecting to an interior local street network.



Figure 5-3 Clear Creek Village Streetscape Example

5.4 Design Actions

5.4.1 COMPOSITIONAL STRUCTURE

- A. Development along the Clear Creek corridor, with mixed-use residential and commercial buildings and related open space, will face east, southeast and west.
- B. A local service street network, interconnected among various developments, will provide an informal or flexible street grid for access and interior block circulation.
- C. A “main street” will connect the different components of the village to adjacent arterials as development occurs.
- D. The street system will be complemented by a continuous pedestrian walkway system connecting mixed-use centers to the creek corridor and adjacent arterials.

5.4.2 BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Developments along the local street network will have no front and side yard setback requirements.
- B. If a front or side yard setback is included in the site design, the setback will be 8 feet maximum in depth and pedestrian or landscape in function.
- C. Civic and/or cultural buildings, if any, should have prominent locations, preferably at major intersections or on village square.
- D. The retail component should be prominent and visible from the arterial(s) or located on “main street” or both.
- E. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet, except where authorized by Kitsap County Code.
- F. Residential units shall be located in relationship to an amenity such as natural open space, a village square, “main street” or courtyards and away from Silverdale Way and Bucklin Hill Road.
- G. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.
- H. Commercial buildings at prominent corners should have distinctive architectural features such as setback entries, corner towers, or architectural sculpture
- I. Live/work buildings can provide a transitional use and building type between commercial and residential buildings.
- J. Buildings along the Clear Creek corridor will orient courtyards and landscaped setbacks to the creek and related trails and walkways.

5.4.3 OPEN SPACE & PEDESTRIAN SYSTEM

- A. Pedestrian-oriented village squares, greens, commons, courtyards, and walkways will be incorporated into mixed-use developments. The spaces should contain a variety of hard and vegetated surfaces and accommodate outdoor activities ranging from cafes and coffee shops to outdoor markets, sales and play areas.
- B. The village square or green shall be the largest and central space located on “main street,” with size varying according to site conditions and size of development, e.g., 7,000 to 8,000 square feet (approximating the size of a volley ball court) can provide space for diverse outdoor activities.
- C. Commercial Courtyards, between 30 to 50 feet in width, shall be provided in or between retail clusters, with buildings on two or three sides.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.
- E. Private courtyards and open spaces along the creek may be secured with fences, hedges and other security edges, while maintaining a visual connection to the creek corridor.
- F. Pedestrian promenades and “main street” walkways, which connect major components of the village development and the village to perimeter arterials, will be 12 feet minimum in width for the walking area on at least one side of the street, and 8 to 12 feet on the remaining side. Where outdoor activities such as cafes, restaurants, etc. are anticipated to use portions of the walkways, add 8 feet to the

-
- sidewalk width. Where parking abuts the “main street” walkway, add 4 feet minimum for planting features or 2 feet minimum if vertical barriers such as artistic bollards, attractive hardscape elements or trees are provided.
- G. Parking lot walkways that connect parking lots and lots to retail clusters will be 8 feet minimum width.
 - H. Pedestrian crossings within a parking lot will be 6 feet minimum in width and either striped, containing different paving materials for contrast or raised.
 - I. Weather protection features such as canopies and freestanding shelters should be dispersed throughout parking areas for pedestrian comfort and safety.
 - J. Pedestrian highway crossings shall be located across Ridgetop Boulevard and Bucklin Hill Road and should connect mixed-use centers north and south, using pedestrian-activated signals, raised medians, pedestrian flags, different paving patterns or flashing lights.
 - K. The Clear Creek Corridor should have a 6 feet wide minimum pedestrian walkway/trail network along both sides of the creek, with pedestrian bridges where feasible.

5.4.4 STREETS & PARKING

- A. “Main streets” and collector street(s) connecting the development to major arterials will be 22 to 24 feet in width, with parking spaces on one or both sides of street, and a raised or protected sidewalk (artistic bollards, planting features) on both sides of street.
- B. Secondary streets connecting parking lots to main streets and collector streets will be 20 to 22 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking lane on at least one side of the street.
- C. Non-signalized streets connecting to arterials will have limited turning movements such as right turn in and right turn out, keeping with the flow of arterial traffic.
- D. Local streets, which serve as delivery lanes, may use “main street” dimensions.
- E. Parking areas will be small clusters of lots consisting of one to two double-loaded parking bays maximum, i.e., one driving lane flanked by one row of parking stalls on each side.
- F. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- G. Individual parking clusters shall be separated by an 8 feet wide minimum sidewalk protected by curbs, plantings or artistic bollards.
- H. Parking for creek-side development on the east side of creek shall be away from the creek. Parking in the setback facing the street shall be 50% or less of the parcel width.

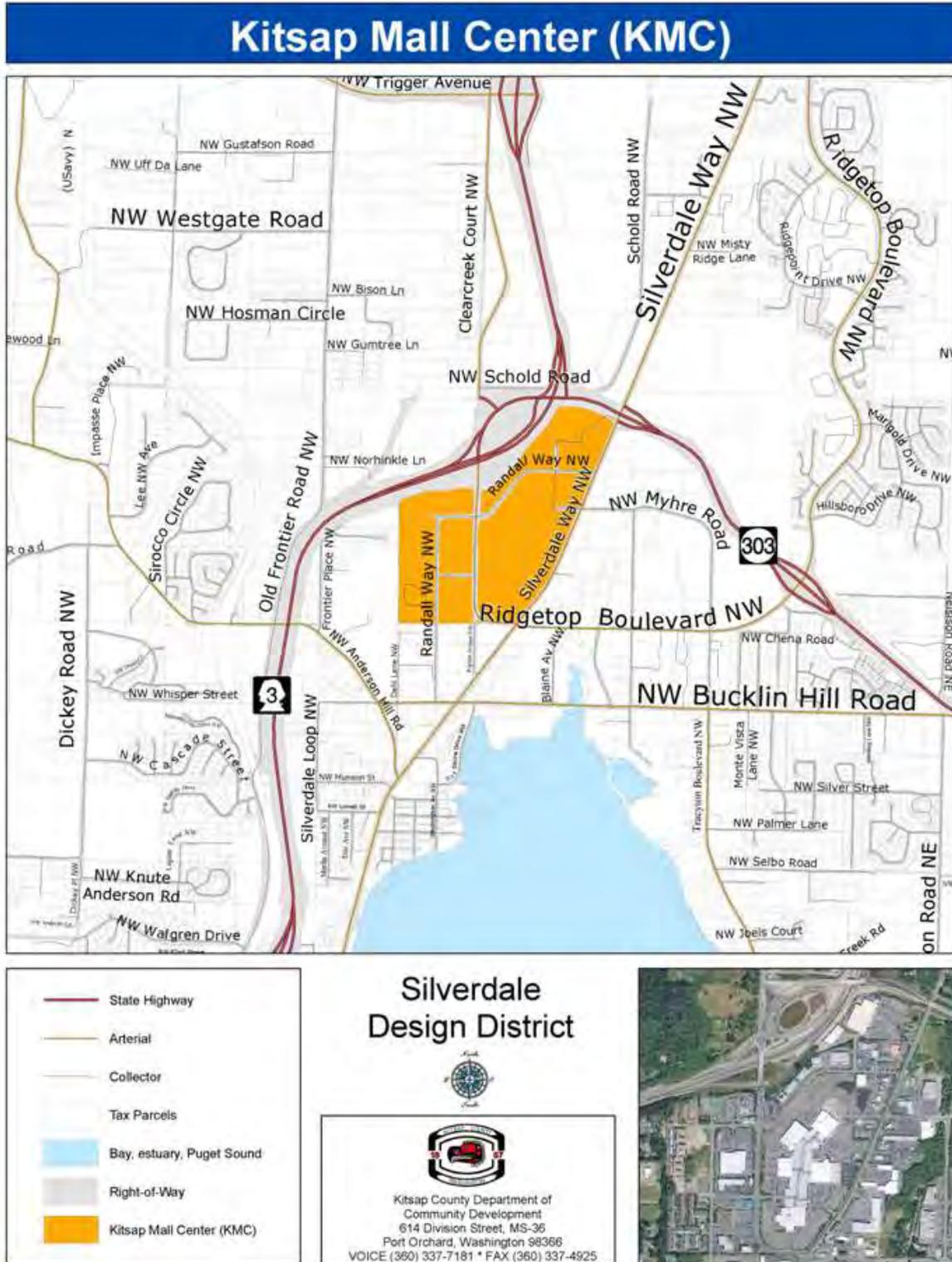


Figure 6-1

Chapter 6. Kitsap Mall Center

6.1 Physical Identity Elements & Opportunities

Kitsap Mall is a regional shopping center with an enclosed pedestrian concourse and significant open space in the form of surface parking lots adjacent to the mall. The center borders the west edge of Silverdale Way for approximately 1,200 feet, presenting an opportunity for future building and landscape design that can relate directly to Silverdale Way and Clear Creek Village.

6.2 Design Intent

Kitsap Mall Center will continue to be a regional shopping center with expanded functions to include office, retail, residential and a transit hub. Kitsap Mall itself will expand as a mixed-use center, connecting its pedestrian concourse with Silverdale Way, Kitsap Mall Boulevard, and Randall Way NW at a minimum. Infill development will relate building activities and orientation to both the expanded interior/exterior pedestrian concourse and to Silverdale Way. The southern and eastern portions of the mall site will contain landscaping and pedestrian features that physically and visually connect the mall to Silverdale Way and the greater downtown Silverdale area to the south and southeast, providing significant private/public community gathering places.

6.3 Design Principles

- A. Kitsap Mall will expand its pedestrian/shopping concourse in at least three directions (north, east, south) as a combined enclosed/open shopping “street” connecting directly to Silverdale Way, Kitsap Mall Boulevard/Silverdale Way intersection area, and Randall Way.
- B. Kitsap Mall will incorporate a community green space or village square at the southeast portion of the site as a part of mixed-use expansion.
- C. Kitsap Mall will incorporate a village square along its Kitsap Mall Boulevard and Silverdale Way edges.

6.4 Design Actions

6.4.1 COMPOSITIONAL STRUCTURE

- A. Kitsap Mall will expand to form a cross shape extending to adjacent arterials and infilled with new mixed-use and parking structures.
- B. The pedestrian concourse will serve as a physical circulation spine that connects the existing concourse to new and outlying enclosed and open pedestrian walkways and community green spaces.
- C. Community green spaces will occur at the southeasterly section along Kitsap Mall Boulevard and Silverdale Way, with direct access and connection to the arterial and sidewalks, and at the easterly entrance to the mall, providing a significant front yard private/public gathering area.
- D. Parking structures could be accommodated along the western and northwestern sides of the mall with direct connection to the pedestrian concourse.
- E. At least one major landscaped formal entry drive shall connect the mall complex to Silverdale Way.

6.4.2 BUILDING ORIENTATION, HEIGHTS & TYPE

- A. Buildings should be oriented to a combined enclosed/open pedestrian concourse and new interior block driving lanes, which expand the pedestrian and vehicular movement patterns within the mall.
- B. Buildings should be oriented around community green space(s), especially along the southern and eastern portions of the mall site.
- C. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code. Building types vary from large commercial buildings to stacked multi-story office and residential buildings.

6.4.3 OPEN SPACE & PEDESTRIAN CIRCULATION

- A. At least two community green spaces shall be located along the south and east edges of the mall.
- B. Each green space shall be a leisure or lingering space related directly to adjacent shops and serve as a “town square.”
- C. Smaller pedestrian plazas and resting places shall be located throughout the development, connected by a pedestrian concourse and collector sidewalks.

6.4.4 STREETS & PARKING

See the Bucklin Hill Center Design District Guidelines, Sections 4.3 and 4.4.2.

For buildings outside of the Kitsap Mall boundaries:

- A. Mixed-use and town or village centers will apply the same guidelines as outlined in the Bucklin Hill Center Design District, Chapter 4.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet. Commercial buildings will have a transparent front façade on the ground floor facing the main street, which should compose a minimum of 50% of the width of the front façade.
- C. Commercial buildings will have main pedestrian entry facing front yard or main street.
- D. Commercial buildings will have a landscaped front yard setback of 20 feet with the following exception:
 - a. Front yard setbacks may be less than 20 feet if an outdoor or enclosed pedestrian space is provided along the front façade between the building and the public sidewalk, not to be less than 8 feet in depth, for use as outdoor dining, etc.
 - b. Commercial buildings facing onto a local street connector have no front or side yard setback requirements, but should have a transparent front façade facing that street not less than 50% of the front façade width.
- E. Storage facilities adjacent to residential areas will provide a decorative wall a minimum of 8 feet high or a landscaped minimum setback of 12 feet in width, with trees.

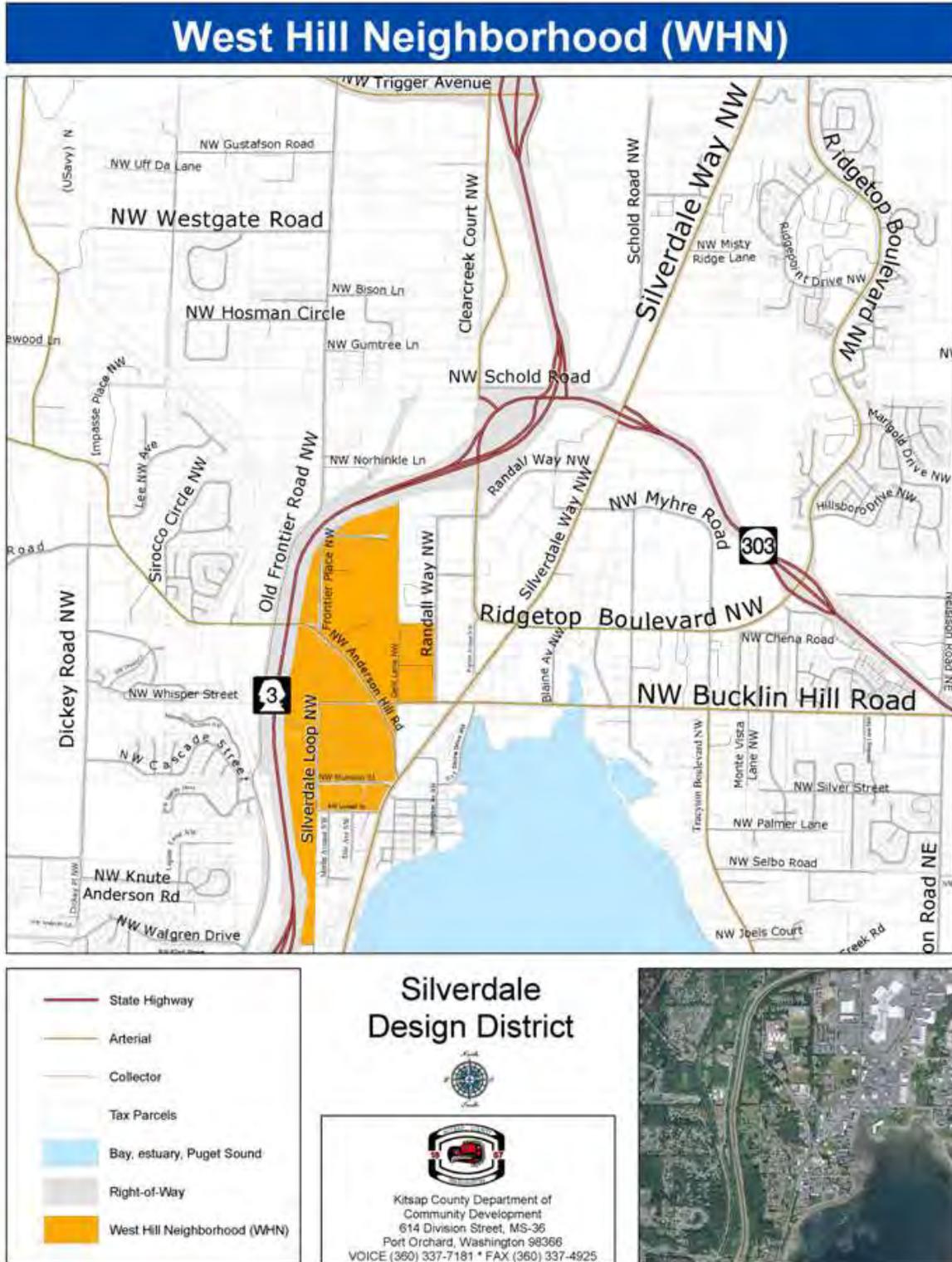


Figure 7-1

Chapter 7. West Hill Neighborhood

7.1 Physical Identity Elements & Opportunities

The neighborhood as a whole has views to the eastern wooded slopes and Dyes Inlet and is bounded by Highway 3 to the west and north. A wooded slope runs north/south generally along the west side of Silverdale Way and Randall Way.

Currently, academic facilities share the hill with residential uses to the north of Strawberry Creek and Silverdale Loop Road. Medium density housing exists along the eastern edge and slope of the neighborhood.

The neighborhood's natural and physical features include Strawberry Creek and a forested ravine between Munson Street to the south, Silverdale Way on the west, Silverdale Loop Road on the north and Anderson Hill Road on the west.

7.2 Design Intent

The West Hill Neighborhood will provide opportunities for mixed-use development, with new infill that respects and protects the Strawberry Creek ravine and wooded slope characteristics.

7.3 Design Principles

- A. Residential neighborhood and commercial characteristics comprised of landscaped front yards, parking to the rear or side yards shall be continued throughout the area regardless of scale of development.
- B. Developments will be multi-family or mixed-use in nature, compatible with the underlying zoning.
- C. Wooded slopes, ravines and surface water drainage areas will be protected and incorporated into new developments as open space features.
- D. Compact, clustered and attached housing developments are preferred for new housing.
- E. "Mixed density" design, where different building types are mixed within each cluster, compound or development phase, is preferred for new housing.
- F. Commercial and office activities should be designed to complement local neighborhoods and educational facilities.

7.4 Design Actions

7.4.1 RESIDENTIAL BUILDING ORIENTATION, HEIGHTS & TYPES

- A. New, remodeled or reconfigured buildings in the MU zone will have a maximum base height of 65 feet except where authorized by Kitsap County Code. In the RC and UH zones, the maximum base height will be 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code. In the UL zone, the maximum base height will be 35 feet, with no further height increase allowed.

- B. Mixed-density developments shall share parking facilities, access drives, and common open space and should vary the building type, using semi-attached and attached units within the development to gain more open space.

7.4.2 RESIDENTIAL OPEN SPACE & PEDESTRIAN CIRCULATION

- A. All buildings will have a landscaped front yard (hard and/or soft materials) with major entries oriented to and accessible from a front yard.
- B. “Front yard” may be defined as an entry courtyard, court, deck, porch, foyer or other foreground feature that contains the major entry(s) to building(s).
- C. All new multiple family developments will have a minimum of 64 square feet of designated private open space for each unit, in addition to any common open space areas. Required private open space may include individual balconies, decks or patios.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks. Figures 7-2 *Live/Work Street Scene* and 7-3 *Live/Work Development with Street Orientation* show examples of a live/work development.
- E. All new development will have pedestrian sidewalk connections from front entry to public sidewalk, either from individual units, a collector sidewalk or courtyards.

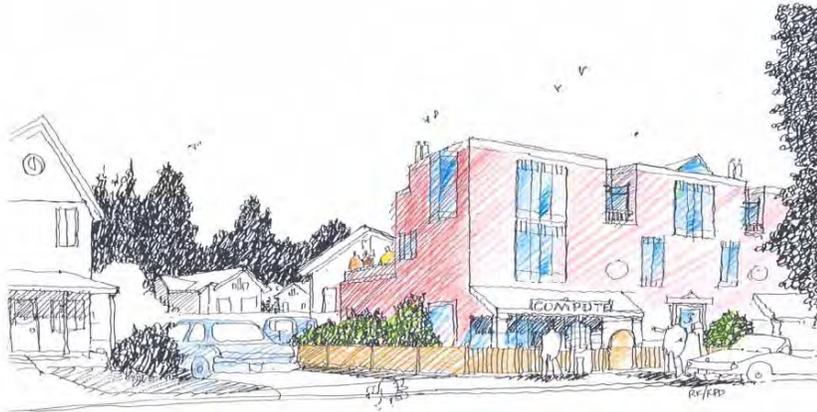


Figure 7-2 Live/Work Street Scene

7.4.3 RESIDENTIAL STREETS & PARKING

- A. Parking will be to the rear or side yards.
- B. Ground level accessory dwelling units (ADUs): one per building exempt from parking requirement, remainder treated as studio units.
- C. Parking access will be from alley, where feasible.
- D. Parking will be under building, where feasible, for multiple unit buildings.
- E. Driveways may be shared between and among different developments and property owners, with a minimum 18 feet wide access drive.



Figure 7-3 Live/Work Development with Street Orientation

7.4.4 COMMERCIAL BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Mixed-use and town or village centers will apply the same guidelines as outlined in the Bucklin Hill Center Design District, Chapter 4.
- B. New, remodeled or reconfigured buildings in the MU zone will have a maximum base height of 65 feet. In the RC and UH zones, the maximum base height will be 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code. In the UL zone, the maximum base height will be 35 feet, with no further height increase allowed.
- C. Commercial buildings will have a transparent front façade on the ground floor facing the main street, which shall compose a minimum of 50% of the width of the front façade.
- D. Commercial buildings will have the main pedestrian entry facing the front yard/"main street" or a 12 foot wide pedestrian walkway in the side yard that connects to the "main street."
- E. Storage facilities adjacent to residential areas will provide 1) a decorative wall a minimum of 6 feet high, or 2) a minimum landscaped setback of 8 feet in width with a double row of trees or 3) hedges or other plantings at least 4 feet high and deep.
- F. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.

7.4.5 COMMERCIAL OPEN SPACE & PEDESTRIAN CIRCULATION

- A. Commercial buildings will have a landscaped front yard setback of 20 feet along "main street" with the following exceptions:
 - a. Front yard setbacks may be less than 20 feet if an outdoor or enclosed pedestrian space is provided along the front façade between the building and the public sidewalk, not less than 8 feet deep, for use as outdoor dining, etc., and absent any parking in front of building.
 - b. Commercial buildings facing onto a local street connector have no front or side yard setback requirements, but should have a transparent front façade (facing that street) not less than 50% of the front façade width.
 - c. Any front yard setbacks will be for pedestrian and/or landscape functions.

-
- B. Walkways will connect all front entries to the main street sidewalk network.
 - C. A continuous, paved walkway network, 8 feet wide minimum, will provide pedestrian circulation throughout the West Hill Neighborhood, connecting local street networks to arterials.

7.4.6 COMMERCIAL STREETS & PARKING

- A. “Main streets” and collector street(s) connecting the development to major arterials will be 22 to 24 feet in width with parallel parking places on one or both sides of street, with a raised or protected sidewalk (bollards, planting features) on both sides of street.
- B. Secondary streets connecting parking lots to main streets and collector streets will be 20 to 22 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking lane on at least one side of street.
- C. Local streets that serve as delivery lanes may use “main street” dimensions.
- D. Parking areas will be small clusters of lots consisting of one to two double-loaded parking bays maximum, i.e., one driving lane flanked by one row of parking stalls on each side.
- E. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- F. Individual parking clusters shall be separated by an 8 feet wide minimum sidewalk protected by curbs, plantings or artistic bollards.

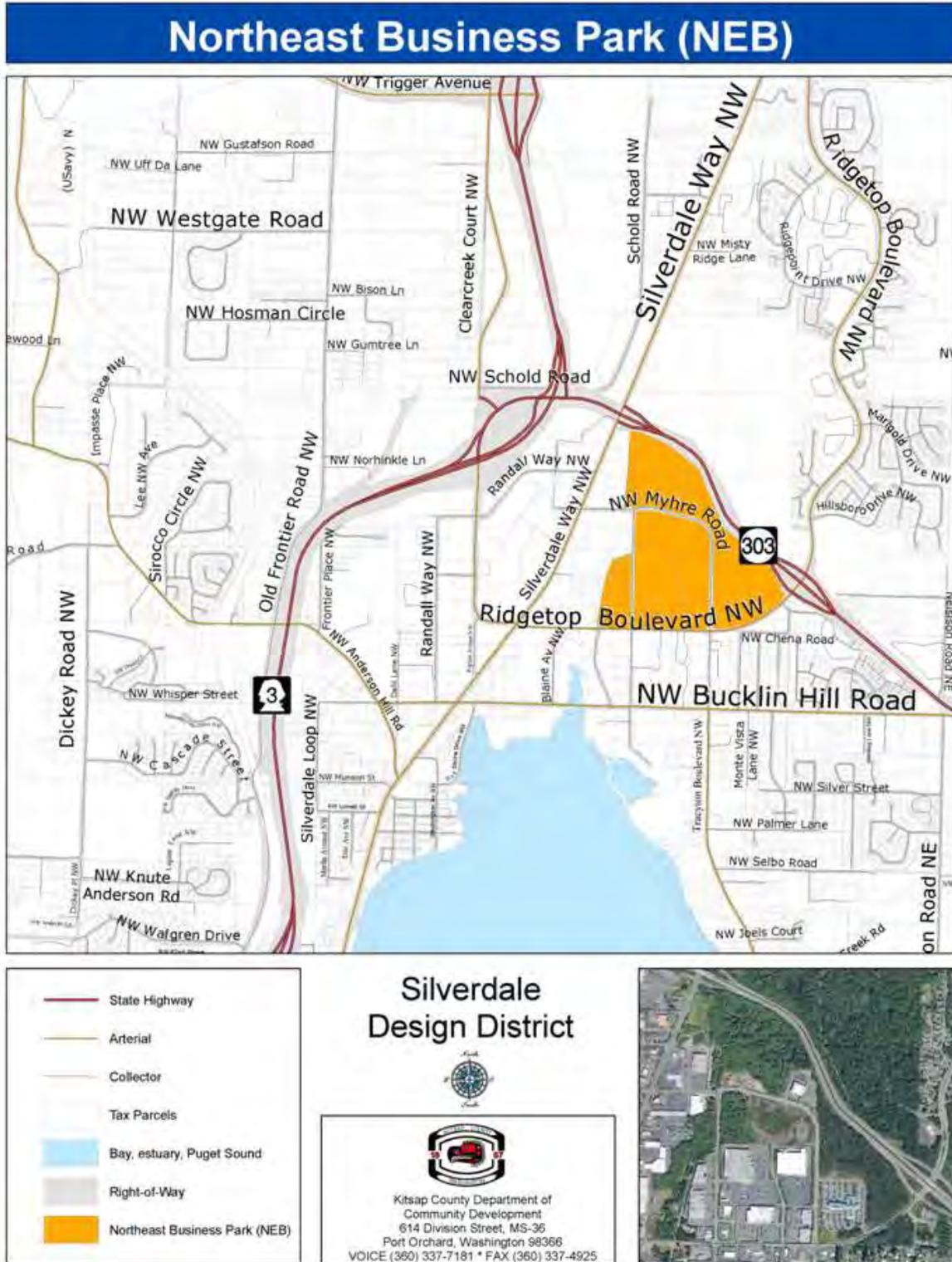


Figure 8-1

Chapter 8. Northeast Business District

8.1 Physical Identity Elements & Opportunities

The Northeast Business District includes Clear Creek and associated riparian area and wetlands. The district has views of Dyes Inlet and encompasses lands to the south of Highway 303. The predominant development pattern is office park, commercial and “big box” retail between Ridgetop Boulevard and Highway 303, with some high-density housing to the east.

8.2 Design Intent

Northeast Business District will be a campus type development pattern for office, office/retail, institutional and related uses. The design district establishes a *business park in a forest* setting, incorporating features of the forest and wooded slopes into development patterns as physical identity elements.

A “business park” is a development type with office, institutional, research-development, and live/work type buildings set in a *park-like* setting, with larger landscaped entry plazas, landscaped boulevards and landscaped parking lots. A “campus (office) park” type development pattern differs from a business park by the way buildings are arranged. In addition to a park-like setting, the campus type uses formal to semi-formal geometric shaped landscaped open spaces around which buildings are clustered. The park-like setting is incorporated into open space types such as parking lots, service and storage areas, and landscaped boulevards.

8.3 Design Principles

- A. The Northeast Business District buildings shall be located around and oriented to landscaped formal, semi-formal and natural open spaces, referred to as “campus quadrangles” – a conventional typology used on university campuses to organize and structure building arrangements, open space and parking.
- B. The Northeast Business District will be a pedestrian-friendly environment with convenient walkways connecting buildings and parking lots in a landscaped setting.
- C. Main pedestrian entrances to buildings shall be accessed from the “campus quadrangles” with pedestrian paths and walkways connecting quadrangles to parking lots and other quadrangle building clusters.
- D. Parking lots will be conveniently located in dispersed lots, avoiding large expansive areas of paved surfaces.
- E. Visitor parking should be visually evident from access roads, located in small landscaped lots close to buildings and separate from peripheral employee parking.
- F. Semi-formal arrangements of open space geometries will respond to and adapt to the sloping wooded slopes, and should retain trees and natural features
- G. Access roads will continue the formal landscape characteristics of the open spaces with landscaped edges or medians.
- H. Business Park development patterns will protect and buffer adjacent residential developments with special landscape features.

8.4 Design Actions

8.4.1 OFFICE/CAMPUS COMPOSITIONAL STRUCTURE

- A. The Northeast Business Park shall be composed of interior landscaped quadrangles that are pedestrian oriented, bordered by buildings and dispersed parking lots, with clusters of quadrangles connected to one another by landscaped promenades.

8.4.2 BUILDING ORIENTATION, HEIGHTS & TYPES

Campus Office Parks

- A. For campus office parks, buildings will be oriented to campus quadrangles where the front (and entry) yard is a formal or semi-formal open space, with parking and service access dispersed throughout the development. Figure 8-2 *Multiple Quadrangle Combinations* illustrates one way to site buildings in this fashion.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code.
- C. Building types may include double-loaded corridor buildings, central circulation core buildings, and townhouse over flats for live/work.
- D. Access drives with emergency vehicle access and drop-off/pick-up cutouts may be provided within pedestrian-oriented campus quadrangles.

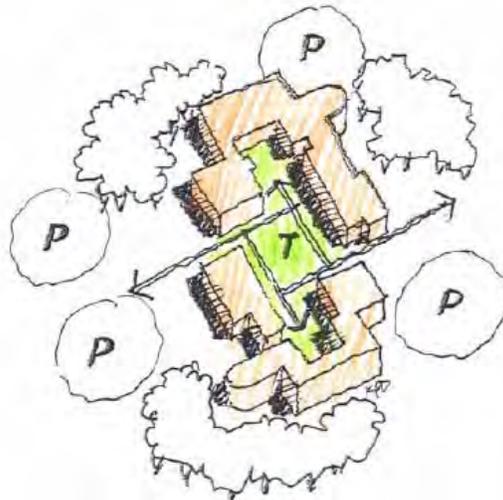


Figure 8-2 Multiple Quadrangle Combinations

Retail/Office Parks

- A. For office/retail parks where employee populations are smaller and truck/van access is needed, buildings may be oriented to landscaped front yards without campus style shapes, with parking and service access located within the interior or rear of building arrangements. See Figure 8-3 *Warehouse Park Diagram*.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet. Flat roofs are acceptable.

- C. Live/work buildings may be townhouse-type buildings above ground level flats or flats stacked above ground level office/warehouse uses.

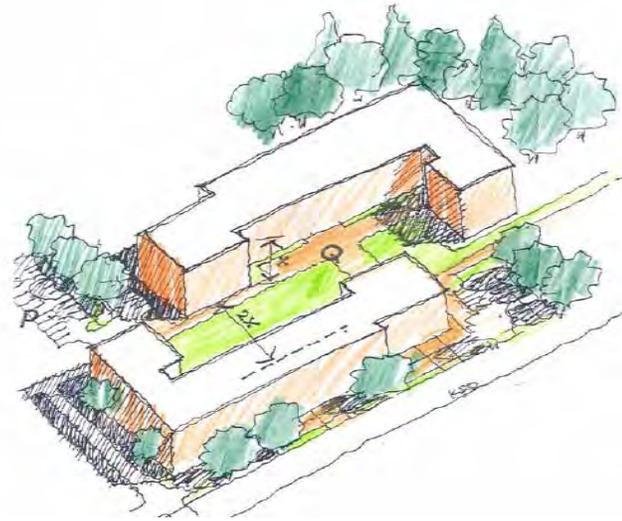


Figure 8-3 Warehouse Park Diagram

8.4.3 OFFICE/CAMPUS OPEN SPACE FEATURES

- A. Widths of campus quadrangles (diameters, widest points, etc.) shall be twice (2h) the height (h) of the highest building measured on building face closest to the quadrangle; for example, a 65 high office building has a 130 wide quadrangle as its front yard.
- B. Campus quadrangles and park open spaces will have landscaping features including retained existing trees, ornamental trees and shrubs, and sculpture where feasible.
- C. Pedestrian promenades that connect one quadrangle cluster to another shall be a minimum of 20 feet in width with landscape features separating pedestrian walkways, paths, trails from vehicular lanes using landscaped mounds, shrubbery, hedges or landscape walls not to exceed 3 feet in height.
- D. Water features should incorporate surface water filtration and retention aspects into their function and design.
- E. Wetlands and areas adjacent to Clear Creek will be used as natural campus open space features where feasible.

8.4.4 OFFICE/CAMPUS VEHICULAR CIRCULATION & PARKING

- A. Access roads will have a hierarchy of types including a primary entry street with landscaped edges, sidewalks and landscaped median, and 10 to 12 feet wide lanes in each direction plus turning lanes, with cutouts for drop-off/pick-up not to exceed three car lengths.
- B. Pedestrian crosswalks, raised or emphasized with contrasting materials, will be provided at key connections between parking lots and sidewalk network.
- C. Surface parking lots will be limited to two rows of stalls served by a single access drive and will be separated from additional parking lots by landscape buffers at

least 8 feet in width, containing shrubs, hedges, grassy mounds or other suitable vegetated treatments.

- D. All parking lots will have separated sidewalks, 6 feet wide minimum, connecting them to major pedestrian and open space areas.



Figure 9-1

Chapter 9. Waterfront District

9.1 Physical Identity Elements & Opportunities

The Waterfront District is a mixture of established multi and single-family homes south of Bucklin Hill Road and east of Mickelberry Road and commercial development north of Bucklin Hill Road. Properties adjacent to Bucklin Hill Road and near Dyes Inlet enjoy partial views of Dyes Inlet and the Clear Creek corridor.

9.2 Design Intent

Multi-family residential will be maintained near to and north of Bucklin Hill Road and east of Mickelberry Road and will require buffering from non-residential uses. New and reconfigured commercial developments will provide landscaped buffers for residential areas, and will provide more open space.

9.3 Design Principles

- A. Extend pedestrian walkways along the Dyes Inlet shoreline, connecting them to Bucklin Hill Road and Tracyton Boulevard.
- B. New design will be respectful of existing single family residential development.
- C. Parking shall be located in side or rear yards, with alley access.
- D. Commercial buildings will access arterials with shared driveways or from local street network.
- E. Commercial buildings will have a landscaped front yard, with preferred location of parking in rear or on side.

9.4 Design Actions

9.4.1 RESIDENTIAL BUILDING ORIENTATION, HEIGHTS & TYPES

- A. Building orientation for new housing will reflect the existing residential building context, with buildings and main entries facing front yards or from courtyards, decks, or plazas that relate to front yards.
- B. New, remodeled or reconfigured buildings in the UH zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code.
- C. Mixed-density developments will share parking facilities, access drives, common open space, and will vary the building type within the development to gain more open space.
- D. Weather protection features such as canopies and marquees shall be provided on buildings along major pedestrian walkways.

9.4.2 RESIDENTIAL OPEN SPACE & PEDESTRIAN CIRCULATION

- A. All residential buildings will have a landscaped front yard (hard or soft materials) with major entries oriented to and accessible from a front yard.
- B. "Front yard" may be defined as an entry courtyard, court, deck, porch, foyer or other foreground feature that contains the major entry(s) to building(s).
- C. All new townhouse, row house, cottage, courtyard, and other cluster housing with one or two stories will have a minimum of 64 square feet of designated, private,

-
- ground level open space for each unit, in addition to any common open space areas.
- D. Live/work buildings may accommodate some or all of the required residential outdoor open space on balconies or decks.
 - E. All new developments will have pedestrian sidewalk connections from front entry to public sidewalk, either from individual units, a collector sidewalk, or courtyards.

9.4.3 RESIDENTIAL STREETS & PARKING

- A. Parking will be limited to the rear or side yards.
- B. Ground level accessory dwelling units (ADUs): one per building exempt from parking requirement, remainder treated as studio units.
- C. Parking access will be from alley where feasible.
- D. Parking will be under building where feasible for multiple unit buildings.
- E. Driveways may be shared between and among different developments and property owners, with a minimum of 18 feet wide driveways on the same property and 20 feet wide driveways shared with two or more properties.

9.4.4 COMMERCIAL BUILDING ORIENTATION, HEIGHTS & TYPE

- A. Mixed-use and town or village centers will apply the same guidelines as outlined in the Bucklin Hill Center Design District, Chapter 4.
- B. New, remodeled or reconfigured buildings in the RC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where allowed by Kitsap County Code. Commercial buildings will have a transparent ground level front façade facing the main street, which should be a minimum of 50% of the width of the front façade.
- C. Commercial buildings will have the main pedestrian entry facing the front yard/"main street" or a 12 feet wide pedestrian walkway in the side yard, that connects to the "main street."
- D. Storage facilities adjacent to residential areas will provide 1) a decorative wall a minimum of 6 feet high, or 2) a minimum landscaped setback 8 feet wide with a double row of trees, or 3) hedges or other plantings at least 4 feet high and deep.
- E. Weather protection features such as canopies and marquees shall be provided on storefront buildings along major pedestrian walkways.

9.4.5 COMMERCIAL OPEN SPACE & PEDESTRIAN CIRCULATION

- A. Commercial buildings will have a landscaped front yard setback of 20 feet along all major arterials with the following exceptions:
 - a. Front yard setbacks may be less than 20 feet if an outdoor or enclosed pedestrian space is provided along the front façade between the building and the public sidewalk, not less than 8 feet deep, for use as outdoor dining, etc.
 - b. Commercial buildings facing onto a local street connector will have no front or side yard setback requirements, but should have a transparent front façade (facing that street) not less than 50% of the front façade width.

-
- c. Any front yard setbacks will be for pedestrian and/or landscape functions.
 - B. Walkways will connect all front entries to the main street sidewalk network.
 - C. A continuous, paved walkway network, 8 feet minimum width, will provide pedestrian circulation throughout the Waterfront District, connecting local street networks to arterials and the waterfront walkway and parks.
 - D. A continuous waterfront walkway will provide public access to Dyes Inlet with connections to Bucklin Hill Road, Tracyton Boulevard and waterfront parks.

9.4.6 COMMERCIAL STREETS & PARKING

- A. Parking for commercial buildings shall be located in side or rear yards.
- B. Parking lots will be arranged in double bay clusters, each bay a double loaded lot with a row of parking on each side of an access drive, each bay separated by a 6 feet wide landscaped island or a raised sidewalk and planting area combination at least 8 feet wide.
- C. On-street parking may be used to fulfill parking requirements for a proposed use if located on the subject parcel, contiguous with the public right-of-way and meeting all sidewalk and landscape requirements.
- D. A local street network will connect new commercial and residential developments to perimeter arterials
- E. Local street network will have sidewalks 8 feet wide minimum, separated from vehicular traffic where possible by landscaped buffers at least 4 feet wide.

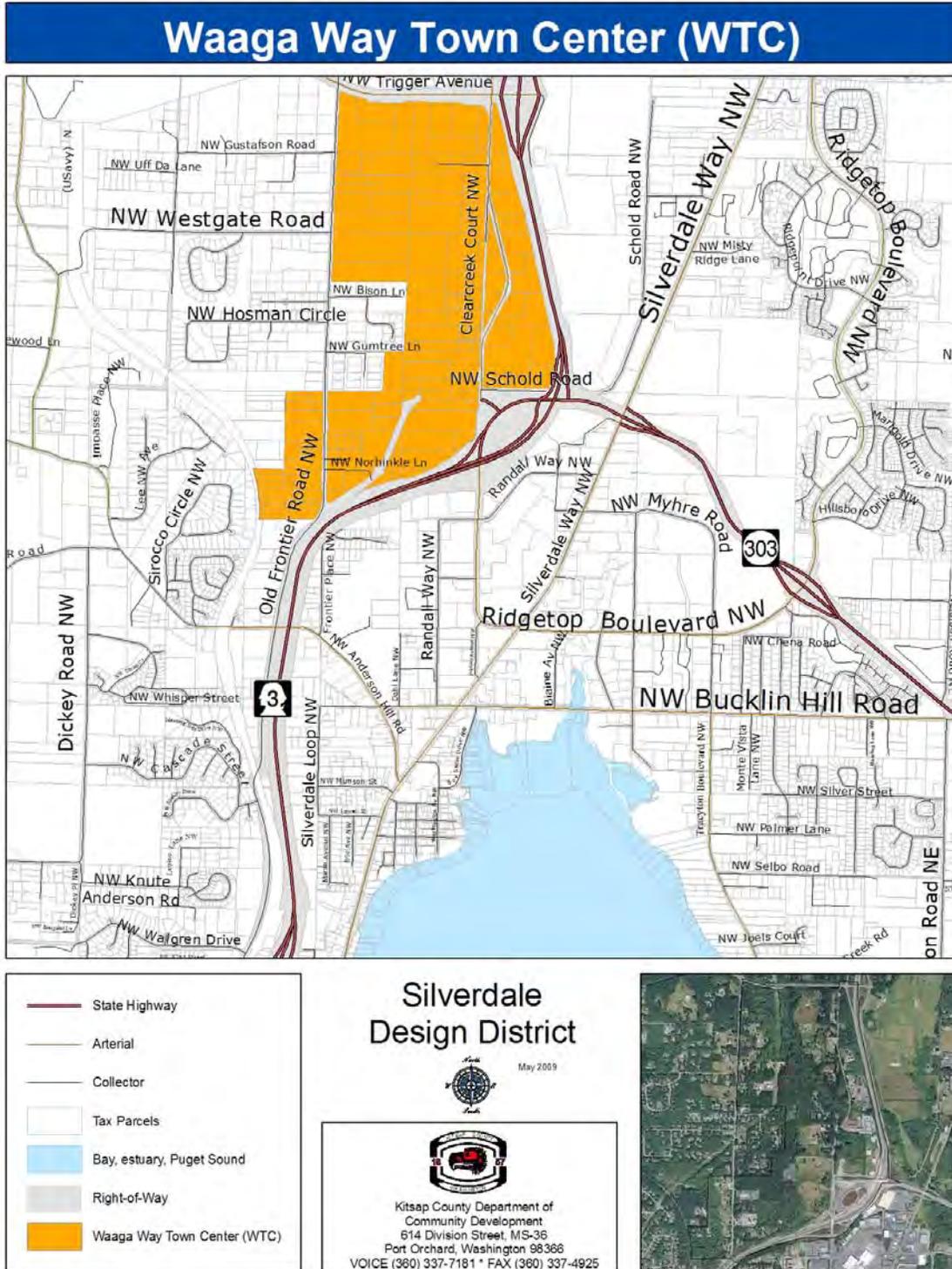


Figure 10.1

Chapter 10. Waaga Way Town Center

10.1 Physical Identity Elements & Opportunities

The Waaga Way Town Center includes land that is largely undeveloped and underutilized. The district is located northwest of the Highway 3/303 interchange in Silverdale. The predominant development pattern is single family residences with existing commercial development along Provost, Old Frontier and Clear Creek Roads.

The neighborhood's natural and physical features include large forested areas, isolated wetland systems and moderate to steep slopes with views of downtown Silverdale and Dyes Inlet.

10.2 Design Intent

Waaga Way Town Center is intended to include a compatible mix of office/retail, business and residential uses. Developments in this area should be constructed in a coordinated park-like setting using landscaping and open spaces where appropriate. Businesses should be oriented toward pedestrian and bicycle pathways, transit facilities, recreational trails and gathering areas. Such development shall include an integrated system of pedestrian and bicycle pathways to ensure their compatibility with vehicular traffic in the area. Architecture shall be distinct and draw focus to business entrances and intersections with public streets and interior access roads.

The following standards and guidelines are intended to implement the goals and policies of the Silverdale Sub-Area Plan and the purpose of the commercial, industrial, business center and urban low residential (applies to urban low only when specifically noted) zoning districts (Kitsap County Title 17). The standards are a mandatory requirement and are intended to be used in conjunction with the requirements of Kitsap County Code. Certain guidelines are general in their nature in order to encourage unique and innovative site design solutions from the applicant and to provide a varied landscape in the county.

10.3 Design Principles

- A. The Waaga Way Town Center shall be a pedestrian and bicycle-friendly environment built to a human-scale with convenient pathways, connecting buildings and parking lots in a landscaped setting.
- B. Parking shall be located in dispersed lots, while avoiding large expansive areas of paved surfaces, where feasible. Parking areas shall include landscaped pedestrian and bicycle pathways that are protected from vehicular traffic. Development shall include low impact development techniques, where feasible.
- C. Future development should avoid disturbance of the natural topography by retaining trees and natural features, where feasible. Development shall also incorporate natural vistas, such as views to Dyes Inlet, the Cascade Mountain range, and Clear Creek into the overall orientation of the development.
- D. Interior access roads shall provide landscaped edges or medians.

-
- E. Larger buildings shall be designed in a manner to have the exterior appearance from all public areas of several smaller buildings using architectural features or other methods.
 - F. Buildings shall be architecturally distinct using multiple roof forms and elevations. Building scale and bulk shall be mitigated through the use of prominent architecture at corners, focal points and business accesses. The visual effect of expansive walls shall be broken up using wall treatments and/or horizontal articulation.
 - G. Business center, industrial and commercial development patterns will protect and buffer adjacent residential developments with enhanced landscape features and other techniques.
 - H. Development shall use innovative and sustainable green building techniques, where feasible. Such techniques may include, but not limited to, energy-efficient construction, green roofs, and/or solar or geothermal energy production.
 - I. Development adjacent to the Clear Creek Trail system shall be coordinated with these facilities with private open spaces and gathering places oriented towards them.

10.4 Waaga Way Connector Roads

The Silverdale Sub-Area Plan, adopted on December 11, 2006 and amended on December 23, 2008, provides policy guidance on roadway design and location of connector roads to the Waaga Way Extension Road. Generally, these connector roads are intended to provide a coordinated circulation pattern within the Waaga Way Town Center. These connector roads are classified as local sub-collectors in the Kitsap County Road Standards and shall be located consistent with Figure 10.1 (shown in blue).

The northern connector roads are identified as those north of the Waaga Way Extension Road, between Old Frontier and Clear Creek Roads. These northern roadways shall be designed, at minimum, consistent with Figure 10.2. The southern connector roads are identified as those south of the Waaga Way Extension Road and north of State Route 3 and, shall be designed, at minimum, as shown Figure 10.3. Road names of these connector roads shall be determined by the Kitsap County Board of Commissioners.

While allowed to be constructed at one time, it is likely that construction of these connector roads (funded by private development) would occur in two phases. Phase One (blue lines) would likely occur serving the commercial properties located nearest the Extension Road. This Phase would depend largely on the Extension Road for traffic circulation with no required connections to Old Frontier or Clear Creek Roads. The connection between the cul-de-sac and Old Frontier Road (Phase Two) shall be determined through a future planning process.



Figure 10.2 Connector Road Alignment

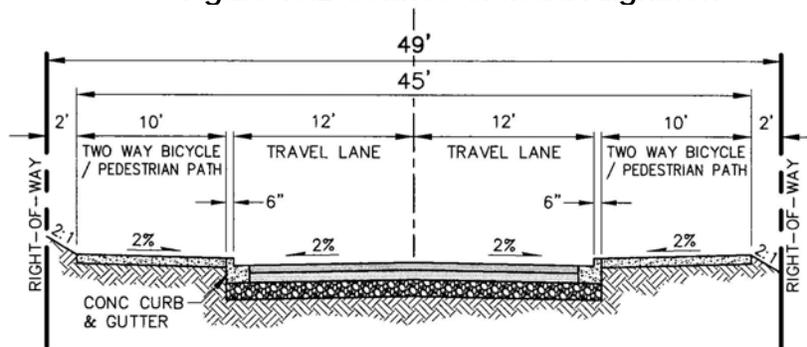


Figure 10.3 Northern Connector Road Design

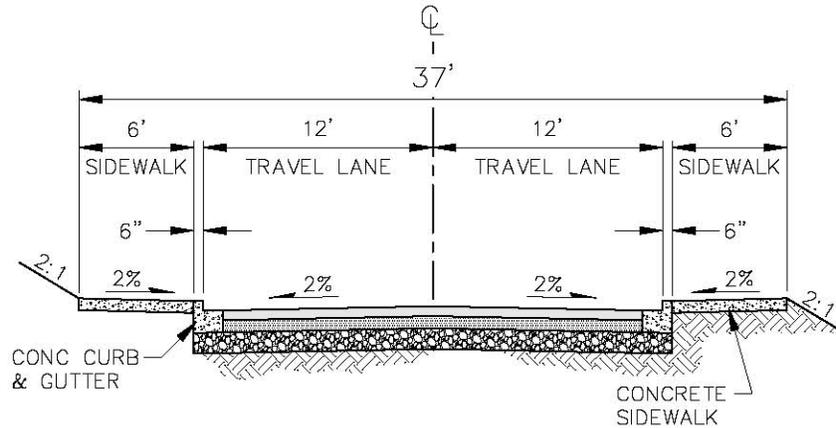


Figure 10.4 Southern Connector Road Design

Additional modifications to these locations and designs may be allowed with the aggregation of property ownership or project engineering features if such modifications maintain the intent of free-flowing, compatible design and multi-modal access to the Waaga Way Extension Road.

10.5 Design Actions

10.5.1 SITE DEVELOPMENT STANDARDS

- A. To provide for a welcoming and accessible streetscape, primary building entrances shall be oriented toward pedestrian, bicycle and transit facilities.
- B. Buildings within the Regional Commercial, Highway Tourist Commercial and Business Center zones shall be located as close as possible to the street and sidewalk. Such buildings located nearest the Waaga Way Extension Road, connector roads or other public streets shall be setback a maximum of twenty-five (25) feet from these right-of-ways. No parking areas are permitted within this setback or between these roadways and any proposed buildings. For buildings not located at the street, the circulation drive and parking at the front of the building shall be designed with the look and feel of a street including, but not limited to street trees, street furniture, and/or sidewalks.
- C. Commercial development should provide spaces for civic interaction and frequently serve as public spaces. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and public open spaces shall be incorporated as site amenities whenever possible. The location and design of these spaces shall be integrated into the overall project design.
- D. To create welcoming public spaces, establish character and increase accessibility and access to development, buildings on corner lots shall be located on the street corner with building frontage and prominent architectural design on both streets.-
- E. If buildings are not located at the corner intersections, monumentation shall be incorporated at key or focal intersections within or on the perimeter of developments to foster a sense of community identity and arrival. Monumentation shall be of an appropriate size, scale and design to accomplish this intent. Signage may be

considered such monumentation if consistent with a master sign district regulations of KCC Chapter 17.445.

10.5.2 ARCHITECTURAL AND BUILDING DESIGN AND HEIGHT STANDARDS

- A. Building walls located along the Waaga Way Extension Road, connector roads or other public streets shall be horizontally articulated a minimum of five (5) feet every seventy-five (75) feet of their length.
- B. Any building wall greater than fifty (50) feet in length shall include one (1) or more of the following elements:
 - 1. Transparent windows or doors.
 - 2. Architectural treatments such as mosaic, glass block or similar features.
 - 3. Trellis with climbing plants.
 - 4. Display windows.
 - 5. Other features the interrupt blank walls.
- C. All buildings located nearest a full-motion access intersection with a connector road and/or the Waaga Way Extension Road shall include prominent architecture at the corner facing the intersection.
- D. Uses greater than 10,000 square feet in size shall include prominent architecture at their entrance.
- E. Buildings less than or equal to 10,000 square feet in size shall include a minimum of two roof/façade elevations.
- F. Buildings between 10,000 and 25,000 square feet in size shall include a minimum of three roof/façade elevations.
- G. Buildings 25,000 square feet or greater in size shall include a minimum of four roof/façade elevations.
- H. Buildings shall integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities.
- I. Height shall be consistent with the requirements of Kitsap County Code.

10.5.4 VEHICULAR CIRCULATION & PARKING STANDARDS

- A. Parking lots shall be integrated in such a manner as to encourage pedestrian and bicycle access to the development, connect uses to the street and decrease the distance between adjacent developments.
- B. The multi-modal circulation system and parking shall be designed as an extension of the street system to provide a connection to the street and to draw users onto the site. This shall be accomplished through the use of continuous sidewalks, bicycle pathways, landscaping, utilization of the street elevation, the use of parallel and/or angle parking and the use of driveways and circulation drives as mid-block connections, where feasible.
- C. In order to reduce the amount of land devoted to surface parking, shared parking between users is encouraged. Users with differing peak periods such as offices and movie theaters are especially suitable for shared parking. Shared parking may count for up to 40% of required minimum number of spaces.

-
- D. Common driveways between users are strongly encouraged wherever possible in order to reduce curb cuts and the frequency of automobile traffic interrupting pedestrian and bicycle infrastructure. All curb cuts shall be as narrow as safety allows in order to reduce the distance pedestrians must cross.
 - E. To provide greater opportunity for pedestrian and bicycle interconnectivity and to prevent automobiles from having to use the public street system to travel between adjacent developments, parking and pedestrian and bicycle circulation shall be designed to accommodate connections between developments, where feasible.
 - F. For properties zoned Regional Commercial, Highway Tourist Commercial, Urban Low Residential or Business Center, a minimum of a 15-foot landscaping buffer is required along the Waaga Way Extension Road, all connector roads and other public streets. Vegetation shall include street trees and shrubbery. Irrigation may be required based upon the species of vegetation installed. The uses allowed within this buffer include utilities, street lighting, gathering areas, pedestrian and bicycle access, transit facilities and vehicular access to the overall development.
 - G. For properties zoned Industrial, a 25-foot screening buffer is required along the Waaga Way Extension Road, all connector roads and other public streets. Vegetation shall include evergreen trees and other vegetation to provide adequate functional screening of the uses on site.
 - H. Rows of parking stalls shall include a planting strip every ten (10) stalls protected by a vertical curb. Such a strip shall be five (5) feet in width and include a minimum of one (1) tree and other shrubbery. Irrigation may be required based upon the species of vegetation installed.
 - I. Parking stalls abutting a building frontage shall include an planting strip every six (6) stalls protected by a vertical curb. Such a strip shall be a minimum of five (5) feet in width and include a minimum of one (1) tree and other shrubbery. Irrigation may be required based upon the species of vegetation installed.
 - J. In order to reduce the growth of surface parking which results in decreased intensity of uses, increased sprawl and separation of uses and anti-pedestrian environments, the amount of surface parking shall be limited to no more than one hundred percent (100%) of the required minimum amount. Any parking in excess of the 100% required minimum must be located within a parking structure(s).

10.5.5 PEDESTRIAN INFRASTRUCTURE STANDARDS

- A. Pedestrian linkages shall be designed to provide the most direct route to the transportation infrastructure. Linkages should be a continuation of the infrastructure to reduce dead-end paths and encourage users to the development. Consideration shall be given to off-site destinations in the design of the system.
- ~~B.~~ Pedestrian and bicycle pathways shall be coordinated both on-site and within adjacent developments, where feasible. Such pathways are required through the site connecting buildings or parking lots. At minimum, one (1) pathway shall be located every two (2) aisles of parking stalls. Such pathways shall be a minimum of five (5) feet in open width if serving only pedestrian traffic and ten (10) feet in open width if serving both pedestrian and bicycle traffic. Such pathways shall be aligned with building entrances and, where feasible, and landscaped on both sides including a row of trees protected from vehicle traffic by a vertical curb. All pedestrian and bicycle

pathways and crossings of vehicle lanes shall be delineated with a distinct surfacing different from the driving areas in color, texture and composition.

- C. Amenities such as benches, sitting areas, art, pedestrian squares and varied building facades shall be provided along pedestrian routes to add interest and convenience to the user. These amenities shall share a common construction with the pedestrian and bicycle pathways in color, texture and composition.
- D. To provide for convenience, pedestrian and bicycle facilities along building frontages and developments shall incorporate rain protection and boulevard landscaping whenever possible. When such facilities are provided, special attention should be given to ensure safety, security and convenience by not creating enclosed spaces that may shelter potential criminal activity. Appropriate lighting shall be incorporated whenever possible.

10.6 INCORPORATION OF LOW-IMPACT DEVELOPMENT TECHNIQUES

Development within the Waaga Way Town Center shall utilize low-impact development techniques allowed by Kitsap County Code, where feasible. Through the incorporation of low-impact development techniques, site amenities such as landscaping and buffers may be designed and calculated as stormwater facilities.

10.7 MODIFICATIONS ALLOWED THROUGH SILVERDALE DESIGN COMMITTEE REVIEW

Once established by the County, applicants may request review by the Silverdale Design Committee to address site-specific project modifications to these standards. Such modifications may be requested to:

- a. Address site constraints such as topography or critical areas that make specific design standards infeasible in the area in which they are required; and/or
- b. Allow for innovative and sustainable development techniques.
- c. Allow for deviations from the standards set forth herein as long as sections 10.2 and 10.3 are achieved.

An applicant must show such modifications maintain the district's design intent and principles and are consistent with other applicable sections of Kitsap County Code Title 17 (Zoning).

After completion of review, the committee shall provide their written recommendations to the appropriate approval body as prescribed by Kitsap County Code Title 21 (Land Use Procedures).



Figure 11-1

Chapter 11. Provost Commercial District

11.1 Physical Identity Elements & Opportunities

The Provost Commercial District is located across Highway 3 from the West Hill Neighborhood District. This district is encompassed completely with Highway Tourist Commercial (HTC) zoning. HTC zoning is intended to provide for commercial establishments which require large sites. This zone serves the shopping and service needs for large sections of the county and provides visitor services and accommodations for both destination and en route travelers. Mixed-use development is allowed within the HTC zone.

The neighborhood's natural and physical features include large forested areas and moderate to steep slopes with views of downtown Silverdale and Dyes Inlet.

11.2 Design Intent

The following standards and guidelines are intended to implement the goals and policies of the comprehensive plan and the purpose of the commercial zoning districts (Kitsap County Title 17). The standards are a mandatory requirement and are intended to be used in conjunction with the requirements of Kitsap County Title 17. The guidelines are general in their nature in order to encourage unique and innovative site design solutions from the applicant and to provide a varied landscape in the county.

The design intent of the Provost Commercial District is to coordinate development in a manner that results in an attractive streetscape, to promote traffic safety and to coordinate internal access.

11.3 Design Principles

- A. The Provost Commercial District will be a pedestrian-friendly environment with convenient walkways connecting buildings and parking lots in a landscaped setting.
- B. Parking lots will be conveniently located in dispersed lots, avoiding large expansive areas of paved surfaces. Low impact development is encouraged.
- C. Visitor parking shall be visually evident from access roads, located in small landscaped lots close to buildings and separate from peripheral employee parking.
- D. Semi-formal arrangements of open space geometries will respond to and adapt to the sloping wooded slopes, and should retain trees and natural features.
- E. Access roads will continue the formal landscape characteristics of the open spaces with landscaped edges or medians.
- F. Highway Tourist Commercial development patterns will protect and buffer adjacent residential developments with special landscape features.
- G. Wooded slopes, ravines and surface water drainage areas will be protected and incorporated into new developments as open space features.
- H. Commercial and office activities shall be designed to complement local neighborhoods and educational facilities.

11.4 Design Actions

11.4.1 SITE DEVELOPMENT GUIDELINES & HEIGHTS

- A. To provide for a welcoming and accessible streetscape, primary building entrances shall be oriented toward the public street and pedestrian and transit facilities.
- B. Buildings shall be located as close as possible to the public street and sidewalk, preferably at the sidewalk line or the minimum required buffer. If buildings are not located at the street, the circulation drive and parking at the front of the building shall be designed with the look and feel of a street including such things as street trees, parallel parking, street furniture, windows and sidewalks.
- C. Commercial development should provide spaces for civic interaction and frequently serve as public spaces. To make these more accessible and accommodating to the public, pedestrian plazas, street furniture and public open spaces should be incorporated as site amenities whenever possible. Creative configuration and type of landscaping and buffering can be used to accomplish this.
- D. To create welcoming public spaces and increase accessibility and penetrability of commercial development, buildings on corner lots shall be located on the street corner with building frontage on both streets with primary entrances oriented toward the intersection. If no buildings are located at street corners pedestrian plazas and amenities should provide a focus for the area.
- E. New, remodeled or reconfigured buildings in the HTC zone will have a maximum base height of 35 feet, with an approved height increase not to exceed 65 feet except where authorized by Kitsap County Code.

11.4.2 ARCHITECTURAL AND BUILDING DESIGN GUIDELINES

- A. The ground floor of building facades facing streets shall have at least fifty percent (50%) of the total wall area in permeable surfaces (windows, pedestrian entrances, open shops).
- B. Buildings with frontages greater than fifty (50) linear feet shall vary the building line and create offsetting walls, awnings, arcades, modulated wall textures, climbing landscaping materials and other features that break down the scale of the wall.
- C. Buildings shall integrate awnings, overhangs or other rain protection features when abutting pedestrian amenities.

11.4.3 COMMERCIAL VEHICULAR CIRCULATION & PARKING

- A. Parking lots should be located in such a manner as to encourage pedestrian access to the development, connect uses to the street and decrease the distance between adjacent developments. To accomplish this, parking shall be located behind and to the side of buildings and should not be placed on the corner of two streets.
- B. The auto circulation system and parking should be designed as an extension of the public street system to provide a connection to the public street and to draw users onto the site. This can be accomplished through the use of continuous sidewalks, landscaping consistent with public streets, utilization of the street elevation, the

-
- use of parallel parking and the use of driveways and circulation drives as mid-block connections.
- C. In order to reduce the amount of land devoted to surface parking, shared parking between users is encouraged. Users with differing peak periods such as offices and movie theaters are especially suitable for shared parking.
 - D. Common driveways between users are strongly encouraged wherever possible in order to reduce curb cuts and the frequency of auto traffic interrupting the pedestrian infrastructure. All curb cuts shall be as narrow as safety allows in order to reduce the distance a pedestrian must cross.
 - E. To provide greater opportunity for pedestrian interconnectivity and to prevent autos from having to use the public street system to travel between adjacent developments, parking and pedestrian circulation shall be designed to accommodate connections between developments.
 - F. To facilitate more pedestrian-friendly design and foster the civic associations of more public spaces, parking separating building frontages from the public street system shall be designed to have a “street feel,” incorporating pavement markings, street trees, street furniture and parallel parking.
 - G. In order to reduce the growth of surface parking which results in decreased densities, increased sprawl, separation of uses and anti-pedestrian environments the amount of parking shall be limited to no more than one hundred twenty-five percent (125%) of the required minimum amount.
 - H. Collector street(s) connecting the development to major arterials will be 22 to 24 feet in width with a raised or protected sidewalk (bollards, planting features) and a parking land on at least one side of the street.
 - I. Secondary streets connecting parking lots to main streets and collector streets should be 20 to 22 feet in width with a raised protected sidewalk.

11.4.4 PEDESTRIAN INFRASTRUCTURE GUIDELINES

- A. Pedestrian linkages shall be designed to provide the most direct route to the public transportation infrastructure to avoid out-of-direction travel and minimize travel distance. Linkages should be a continuation of the public infrastructure to reduce dead-end paths and encourage users to the development. Consideration should be given to off-site destinations in the design of the system.
- B. Pedestrian circulation routes shall be composed of treated surfaces such as scored, brushed, stamped and colored concrete, and brick pavers in order to differentiate the pedestrian system from the auto system. Where routes cross driveways a continuous raised crossing composed of a different paving material should be provided.
- C. Landscaping shall be provided between the pedestrian circulation system and automobile areas to provide protection, security and accessibility for the pedestrian. Parallel parking can also be used to buffer pedestrian routes from moving vehicles.
- D. Amenities such as benches, sitting areas, art, pedestrian squares and varied building facades shall be provided along pedestrian routes to add interest and convenience to the user.

- E. To provide for convenience, pedestrian facilities along building frontages and developments shall incorporate rain protection and boulevard landscaping whenever possible. When such facilities are provided, special attention should be given to ensure pedestrian safety, security and convenience by not creating enclosed spaces that may shelter potential criminal activity. Appropriate lighting shall be incorporated whenever possible.

Glossary

Bollard: A bollard is a vertical linear barrier or pole used to separate pedestrian from vehicles. A bollard can be approximately three feet in height, six to twelve inches in diameter, and connected by chains or other horizontal restraints.

Built Form: Built form is the resultant effect of previous construction in downtown Silverdale. The built form is the basis or foundation upon which all new development can occur. It constitutes the existing context or physical pattern that new development must consider.

Campus-Style: Campus-style refers to the grounds or fields that affect the organization and arrangement of buildings on a college campus. Formal variations of the “grounds” include quadrangles, commons, and other geometries.

Centers, Town or Village: Town or village centers are a shopping center hybrid that combine retail, office and residential uses with an open space square or green, and, in some cases, civic or semi-public uses such as libraries and community centers. A “main street” highlights the centers with narrow traffic lanes, on-street parking at least on one side, pedestrian walkways and building frontages close to the sidewalks. Referred to as “leisure centers,” they are programmed as gathering and meeting places in conjunction with retail and office uses. Residential uses are considered the necessary “glue” for successful Town Centers.

Composition(al) Structure: Composition is an aesthetically unified agreement of parts, i.e., the makeup of physical elements into an integrated settlement. As in art, a composition is how various parts or shapes are brought together to tell a “story.” In urban design, a composition is an arrangement of the individual buildings, streets and open space into a workable and agreeable whole. Developers can design according to their programmatic needs with flexibility and still fulfill the compositional relationships between building location, open space and street frontage.

Connectivity (Opportunities): Connectivity refers to physical design features that can join, couple or relate one part of downtown to another. For example, a private open space as a part of a mixed-use residential development along Clear Creek can be oriented to the creek and therefore “connect” the development to the creek corridor via open space features.

Context: Context refers to the parts, objects, physical patterns immediately adjacent or surrounding the center of attention. For example, the Clear Creek corridor is a contextual reference or setting for development parcels adjacent and/or facing the creek. The small scale block grid street and residential buildings are the context or setting for new development within the blocks. Context provides background identity and information for new projects that are inserted into that context.

Elements: Elements are basic physical substances or components of urban form, i.e., slopes, creeks, trees, streets, buildings, etc.

Framework: A framework is a basic structure or arrangement that holds objects (buildings, open space, etc.) together in a *reasonable* relationship. A block grid street network is a framework that determines the arrangement of parcels and, in turn, buildings within the blocks, forming an underlying foundation or frame for urban form. A super block street network with large setback requirements for buildings related to the street is a framework that determines the arrangement of buildings, parking and open space.

In-fill (Development): In-fill refers to new or reconfigured development occurring within a previously developed area. For example, two houses in a block of ten may be removed and replaced with four townhouses. The townhouses are defined as “in-fill,” filling the space left by the removal of the two houses. The in-fill, in turn, has a design response (responsibility) to the existing and remaining eight houses.

Intent, Design: A firmly directed or strongly resolved purpose, meaning or aim (of development and design).

Live/work Units: A structure or portion of a structure that combines an allowed commercial or manufacturing activity with a residential living space for the owner of the business/activity, where the owner is responsible for the business/activity performed. It differs from “home occupation” as the uses are considered equal instead of the business use as incidental to the residential use.

Local Street Network: A local street network is a loose grid of continuous and connected slow moving streets within the interior of the super blocks. They are a combination of public and private jurisdictions acting in consort to distribute traffic into and through new development. A series of “main streets” is incorporated into the network. The street network is accompanied by a continuous pedestrian walkway network.

Mixed-Density: Mixed-density development incorporates a variety of uses and building types, cluster or development component. For example, a mixed-density mixed-use development can have residential or office over retail or separated building structures plus townhouses, garden flats and courtyard housing all integrated into one development. The purpose is to provide a variety and diversity of building design and scale while attracting a variety of residents and consumers.

Mixed Use Centers: Mixed Use centers are similar to Town Centers in their incorporation of a variety of retail, office and residential uses. Civic and cultural uses are not a key part of a mixed-use center. Open space squares and greens are a part of the program along with a “main street” approach.

Orientation, Building: Orientation refers to the adjustment or adaptation of a building or artifact to a particular situation such as a village square, sidewalk or compass direction.

Pedestrian Network: A hierarchy of connected and continuous pedestrian promenades, concourses, walkways, paths and trails forming a slow moving mobility network throughout downtown.

Pedestrian-Oriented: Pedestrian-oriented refers to a safety, comfort, convenience environment for the citizen who walks through downtown. *Safety* can consist of a clear separation between walking area and vehicular lane. *Comfort* can consist of weather protection devices to shield citizens from rain, wind and other climactic situations. *Convenience* can consist of places to rest, sit, view interesting features and talk with friends without excessive noise, pollution and other distractions.

Principle, Design: A rule of conduct, a fundamental rule upon which other actions are based. A set of rules that explains a method of operation for the redevelopment of downtown Silverdale.

Quadrangles: An area surrounded on two to four sides by buildings, as in a campus plan.

Super Block: A super block is a large tract of land that is served primarily by a few peripheral arterials. Local access streets are few, if any, and consist of driveways and parking lot lanes. In Silverdale, super blocks are characterized by low intensity activities supported by large surface parking lots and multiple access drives to the arterials.

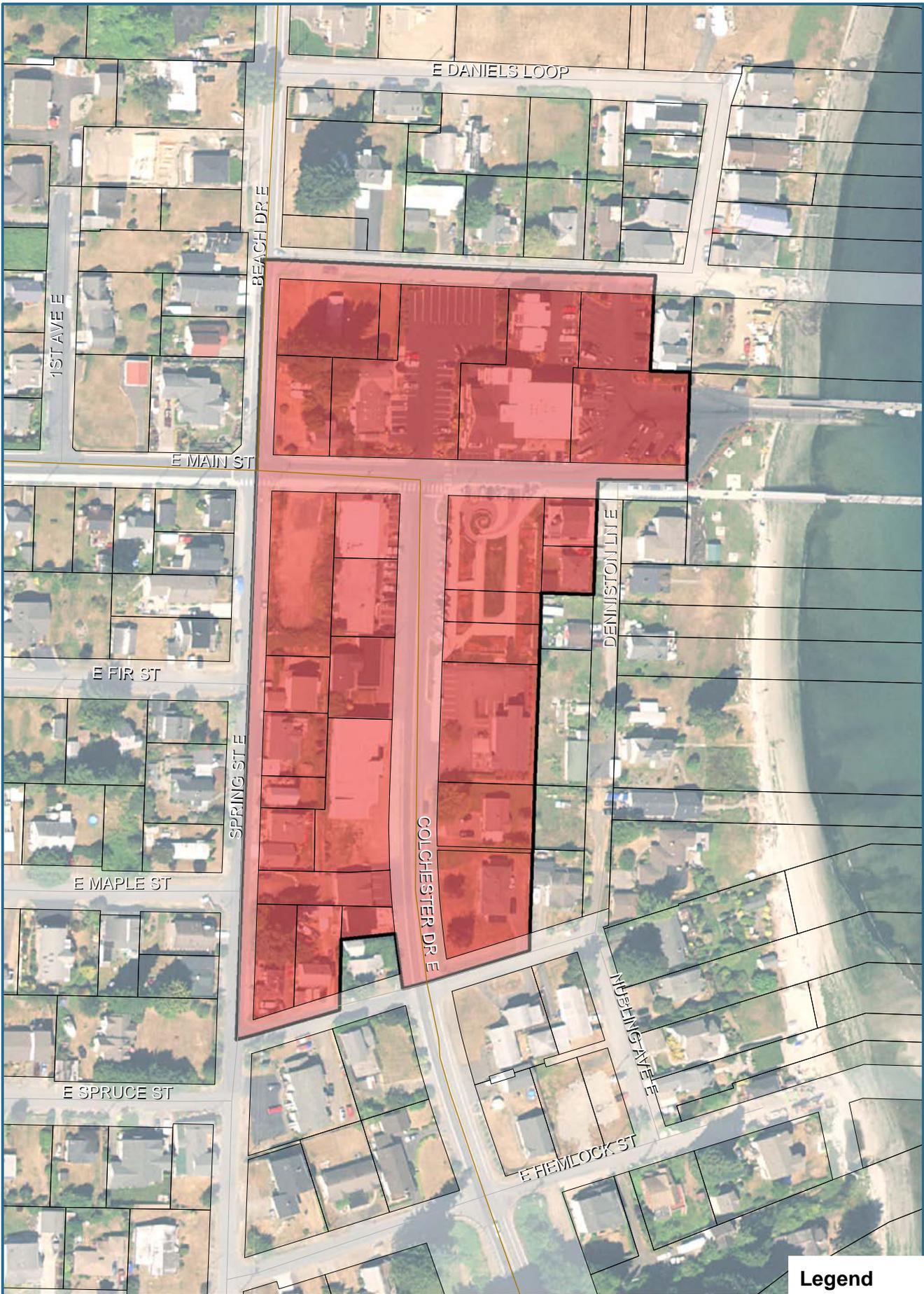
Types, Building: Types are the various plan and form characteristics associated with a particular class or group of buildings. For example, a townhouse is different from a single family detached building. A townhouse is a series of individual units attached at common side walls with at least two stories for each dwelling unit. A double-loaded corridor residential building (condominium or rental) is a building with a linear interior access corridor that serves units on both sides of the corridor. Each type has appropriate applications regarding site and in-fill development requirements.

Urban Design: Urban design is the study of the organization and structure of cities and settlements. Urban design focuses on the ways and means of coordinating and integrating bio-physical, cultural and jurisdictional factors of settlements into a working and aesthetic whole. There are many interpretations of urban design: for this handbook, urban design is viewed as a decision-making process that assists a community in restructuring or reassembling the land, streets, buildings, building orientation and open space into a specific desirable outcome, benefiting both individuals and the community-at-large. Urban beautification is a subset of urban design, dealing with the surficial aspects of design.

Urban Form: Urban form is the physical arrangement or structure of a city or settlement. Form is expressed in the larger patterns of land, streets, parcel size and building type.



Manchester Design District



Legend

-  Tax Parcels (Full Ownership)
-  Design District boundary



Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * FAX (360) 337-4925

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.
 Ord No. 534-2016 Comprehensive Plan 10-year update
 Map Published Date July 18, 2019

Appendix A

MANCHESTER
DESIGN STANDARDS

for the Manchester
Village Commercial
District

Adopted with the
2007 Manchester Community Plan
December 2007

TABLE OF CONTENTS

INTRODUCTION: THE CHARACTER OF MANCHESTER	A-4
CHAPTER 1: PURPOSE OF DESIGN STANDARDS FOR THE MANCHESTER VILLAGE COMMERCIAL ZONE (MVC)	A-5
Intent.....	A-5
CHAPTER 2: GENERAL PROVISIONS	A-5
Flexibility in Administration	A-5
Applicability.....	A-6
Minor Changes.....	A-6
Mandatory Standards and Permissive Guidelines.....	A-6
CHAPTER 3: SITE PLANNING	A-7
Intent	A-7
Building Location and Orientation	A-7
Setbacks.....	A-7
Adjacent Properties.....	A-8
Corner Lots.....	A-8
CHAPTER 4: PARKING & PEDESTRIAN AMENITIES	A-9
Intent	A-9
Parking; General Provisions.....	A-10
Parking; On-street	A-10
Parking, Off-Street Parking and Maneuvering Areas; General Provisions.....	A-10
Parking and Maneuvering Areas, Lighting	A-12
Parking and Maneuvering Areas; Fencing, Screening and Buffering.....	A-12
CHAPTER 5: ARCHITECTURAL AND BUILDING DESIGN	A-13
Intent	A-13
General Provisions	A-13
Building Height and View Protection	A-14
Pedestrian Scale	A-14
Architectural Design	A-16
Building Materials	A-16
Colors	A-17
Building and Mechanical Equipment Areas	A-18
CHAPTER 6: LANDSCAPE DESIGN	A-18
Intent	A-18
General Provisions	A-18
Parking Area Landscaping	A-20

CHAPTER 7: SIGNAGE	A-20
Intent	A-20
General Provisions	A-20
CHAPTER 8: LIGHTING	A-21
Intent	A-21
General Provisions	A-21
CHAPTER 9: UTILITIES; SOLID WASTE, REFUSE & RECYCLING AREAS; SERVICE AREAS	A-22
Intent	A-22
Refuse Disposal and Service Areas	A-22
Loading and Unloading Areas.....	A-23
Utilities	A-23
CHAPTER 10: OUTDOOR STORAGE AND SEASONAL SALES	A-23
Intent	A-23
General Provisions	A-23
Seasonal Inventory and Sales	A-24
APPENDIX : DEFINITIONS	A-24

INTRODUCTION: THE CHARACTER OF MANCHESTER

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

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

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

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

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

Intent:

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

Specifically, the design standards are intended to:

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

CHAPTER 2: GENERAL PROVISIONS

I. Flexibility in Administration

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

II. **Applicability**

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

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

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

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

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

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

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

CHAPTER 3: SITE PLANNING

Intent:

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

I. Building Location and Orientation

A. Standards

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

B. Guideline

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

II. Setbacks

A. Standards

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

III. Adjacent Properties

A. Standards

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

B. Guidelines

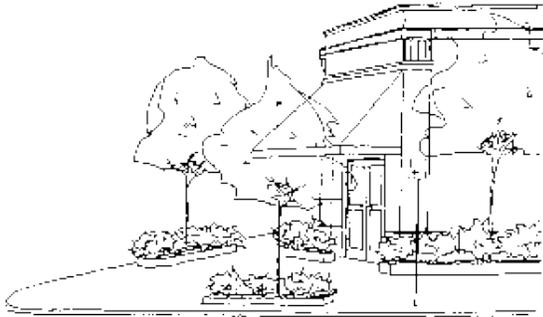
1. During construction, consider ways to minimize impact upon neighboring properties.
2. Where appropriate, integrate outdoor storage areas and loading facilities into the site design to minimize their size, reduce visual impact, and to allow for pedestrian and vehicular circulation between sites.

IV. Corner Lots

A. Standards

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

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



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

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

CHAPTER 4: PARKING & PEDESTRIAN AMENITIES

Intent:

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

I. Parking; General Provisions

A. Standards

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

II. Parking; On-street

A. Standards:

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

B. Guidelines

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

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

A. Standards

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

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

IV. Parking and Maneuvering Areas, Lighting

A. Standards

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

B. Guidelines

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

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

A. Standards

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

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

CHAPTER 5: ARCHITECTURAL AND BUILDING DESIGN

Intent:

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

I. General Provisions:

A. Standards:

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

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

B. Guidelines:

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

II. Building Height and View Protection

A. Standards:

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

III. Pedestrian Scale

A. Standards:

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

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

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

IV. Architectural Design

A. Guidelines

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

V. Building Materials

A. Standards

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

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

B. Guidelines

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

VI. Colors

A. Guidelines

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

VII. Building and Mechanical Equipment Areas

A. Standards

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

B. Guidelines

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

CHAPTER 6: LANDSCAPE DESIGN

Intent:

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

I. General Provisions

A. Standards

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

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

B. Guidelines

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

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

II. Parking Area Landscaping

A. Guidelines

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

CHAPTER 7: SIGNAGE

Intent:

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

I. General Provisions

A. Standards

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

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

B. Guidelines:

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

CHAPTER 8: LIGHTING

Intent:

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

I. General Provisions

A. Standards

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

B. Guidelines:

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

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

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

I. Refuse Disposal and Service Areas**A. Standards:**

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

II. Loading and Unloading Areas

A. Standards:

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

III. Utilities

A. Guidelines

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

CHAPTER 10: OUTDOOR STORAGE AND SEASONAL SALES

Intent:

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

I. General Provisions

A. Standards

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

- b. Outdoor sales are permitted if the sales are done in areas that conform to pedestrian-oriented space standards and reasonable visual compatibility with the surrounding adjacent properties. Examples include garden shop or nursery displays of plants, outdoor art galleries, and models of completed home construction projects.
 2. Open storage of bulk materials, such as topsoil or peat, shall not be visible from the street or adjacent properties.
- II. Seasonal Inventory and Sales**
- A. Standards:**
1. Non-enclosed areas for the storage and sale of seasonal inventory shall be screened with walls, fences or dense landscaping.
 2. Materials, colors, and designs of screening walls, fences, and covers shall be complementary to those used as predominant materials and colors on the buildings

APPENDIX: DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment B

This page intentionally left blank.

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. **Background** [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

2019 Kitsap County Comprehensive Plan Amendment - Clarifying Edits (a non-project action)

2. Name of applicant: [\[help\]](#)

Kitsap County Department of Community Development

3. Address and phone number of applicant and contact person: [\[help\]](#)

Liz Williams, Planner

lawilliams@co.kitsap.wa.us

360-337-5777

619 Division Street, MS-36

Port Orchard, WA 98366

4. Date checklist prepared: [\[help\]](#)

July 24, 2019

5. Agency requesting checklist: [\[help\]](#)

Kitsap County

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

Amendment is expected to be adopted in December 2019.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

The Comprehensive Plan and Kitsap County Code are subject to continuous review and may be amended in future years. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

None.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)

Not applicable for this non-project action

10. List any government approvals or permits that will be needed for your proposal, if known.

[\[help\]](#)

This amendment will need to be adopted by Kitsap County ordinance.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

This amendment includes edits to the 2016 Kitsap Comprehensive Plan and Kitsap County Code (KCC) that are for clarification or consistency purposes only. The edits are non-substantive and do not change intent or interpretations of policies or regulations. The proposed amendments affect the following Comprehensive Plan Chapters or Kitsap County Code (KCC) sections:

1. KCC 16.04.100 – Expiration of preliminary approval
2. KCC 17.120.010 - Classification of Zones
3. KCC 17.400.080 – Gorst Subarea, Special Provisions
4. KCC 17.410.044 – Commercial, Industrial, Parks, and Public Facilities Zones Use Table
5. KCC 17.420.054 - Commercial, Industrial, and Parks Zones Density and Dimensions Table
6. KCC 17.420.060 - Footnotes for tables, Subsection A.20, Keyport Design Standards Footnote
7. KCC 17.420.060 - Footnotes for tables, Subsection A.33, Silverdale Design Standards Footnote
8. KCC 17.420.060 - Footnotes for tables, Subsection A.47, Manchester Design Standards Footnote
9. KCC 17.410.050 – Footnotes for tables, Subsection A.50, Manchester Design Standards Footnote
10. 17.430.050 – Land Use Review, Minimum application requirements
11. KCC 17.455.020 – Agriculture Code, Applicability, Table 1: Kitsap County Agriculture Use Permissibility
12. KCC 17.455.060 – Agriculture Code, Agricultural, accessory use or agritourism
13. KCC 17.700 (Appendices) - Illahee View Protection Overlay Map,
14. KCC 17.700 (Appendices) - Manchester View Protection Overlay Map
15. KCC 17.700 (Appendices) - Keyport Design Standards & District Map
16. KCC 17.7000 (Appendices) - Silverdale Design Standards & District Map
17. KCC 17.700 (Appendices) - Manchester Design Standards & District Map
18. KCC 21.04.270 - Project Permit Application Procedures, Duration of decisions
19. KCC 17.540.100 - Administrative Conditional Use Permit, Effect

- 20. KCC 17.550.090 - Hearing Examiner Conditional Use Permit, Effect
- 21. KCC 17.560.070 - Variances, Effect
- 22. Comprehensive Plan – Chapter 1 – Land Use

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

This is a non-project action applicable to unincorporated Kitsap County.

B. Environmental Elements [\[help\]](#)

1. Earth [\[help\]](#)

a. General description of the site: [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Not applicable for this non-project action

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

Not applicable for this non-project action

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

Not applicable for this non-project action

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

Not applicable for this non-project action

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

Not applicable for this non-project action

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

Not applicable for this non-project action

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

Not applicable for this non-project action

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Not applicable for this non-project action

3. Water [\[help\]](#)

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

Not applicable for this non-project action

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

Not applicable for this non-project action

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

Not applicable for this non-project action

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

Not applicable for this non-project action

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

Not applicable for this non-project action

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

Not applicable for this non-project action

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

Not applicable for this non-project action

4. **Plants** [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs
 grass
 pasture
 crop or grain
 Orchards, vineyards or other permanent crops.
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 water plants: water lily, eelgrass, milfoil, other
 other types of vegetation

Not applicable for this non-project action

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

Not applicable for this non-project action

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

Not applicable for this non-project action

- e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

5. **Animals** [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [\[help\]](#) _____

Examples include:

birds: hawk, heron, eagle, songbirds, other:
 mammals: deer, bear, elk, beaver, other:
 fish: bass, salmon, trout, herring, shellfish, other _____

Not applicable for this non-project action

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

Not applicable for this non-project action

- e. List any invasive animal species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

6. Energy and Natural Resources [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

Not applicable for this non-project action

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

Not applicable for this non-project action

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- 1) Describe any known or possible contamination at the site from present or past uses.

[\[help\]](#)

Not applicable for this non-project action

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [\[help\]](#)

Not applicable for this non-project action

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [\[help\]](#)

Not applicable for this non-project action

- 4) Describe special emergency services that might be required. [\[help\]](#)

Not applicable for this non-project action

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

Not applicable for this non-project action

b. Noise [\[help\]](#)

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

Not applicable for this non-project action

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

Not applicable for this non-project action

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Not applicable for this non-project action

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

Not applicable for this non-project action

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [\[help\]](#)

Not applicable for this non-project action

- c. Describe any structures on the site. [\[help\]](#)

Not applicable for this non-project action

- d. Will any structures be demolished? If so, what? [\[help\]](#)

Not applicable for this non-project action

- e. What is the current zoning classification of the site? [\[help\]](#)

Not applicable for this non-project action

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Not applicable for this non-project action

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

Not applicable for this non-project action

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

Not applicable for this non-project action

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

Not applicable for this non-project action

- j. Approximately how many people would the completed project displace? [\[help\]](#)

Not applicable for this non-project action

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

Not applicable for this non-project action

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

Not applicable for this non-project action

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

Not applicable for this non-project action

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable for this non-project action

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Not applicable for this non-project action

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

Not applicable for this non-project action

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Not applicable for this non-project action

- b. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

Not applicable for this non-project action

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

Not applicable for this non-project action

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

Not applicable for this non-project action

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

Not applicable for this non-project action

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Not applicable for this non-project action

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

Not applicable for this non-project action

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe. [\[help\]](#)

Not applicable for this non-project action

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

Not applicable for this non-project action

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [\[help\]](#)

Not applicable for this non-project action

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

Not applicable for this non-project action

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

Not applicable for this non-project action

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

Not applicable for this non-project action

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

Not applicable for this non-project action

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

Not applicable for this non-project action

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

Not applicable for this non-project action

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

Not applicable for this non-project action

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

Not applicable for this non-project action

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)

Not applicable for this non-project action

C. Signature [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  _____

Name of signee Liz Williams

Position and Agency/Organization: Planner, Kitsap County Department of Community
Development

Date Submitted: 8/6/2019

D. Supplemental sheet for nonproject actions [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This non-project action is not likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to avoid or reduce such increases are:

None.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This non-project action is not likely to affect plants, animals, fish, or marine life. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None.

3. How would the proposal be likely to deplete energy or natural resources?

This non-project action is not likely to deplete energy or natural resources. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect or conserve energy and natural resources are:

None.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This non-project action is not likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This non-project action is not likely to affect land and shoreline use. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This non-project action is not likely to increase demands on transportation or public services and utilities. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to reduce or respond to such demand(s) are:

None.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This non-project action does not conflict with local, state, or federal laws or requirements for the protection of the environment.



Kitsap County Department of Community Development

Staff Report and Recommendation Annual Comprehensive Plan Amendment Process for 2019 Mineral Resource Overlay Zone Clean Up

Summary

Report Date	8/12/2019
Hearing Date	Tentatively scheduled for 9/24/2019
Amendment Type	County-sponsored Amendment
Description	The proposed amendment will remove the Mineral Resource Overlay (MRO) from small parcels that contain existing residential or commercial development and small undeveloped parcels that are consistent with the criteria outlined in Attachment C1.
Geographic Area Affected	Unincorporated Kitsap County
SEPA	Determination of Non-Significance
Department Recommendation	Adopt as proposed

This report and recommendation are based on information available at the time of publication. If new relevant and material facts are discovered, this staff report will be revised and the department recommendation may change.

1. Background

The Kitsap County Comprehensive Plan describes the 20-year vision for unincorporated Kitsap County and how that vision will be achieved. The plan covers land use, economic development, environment, housing and human services, transportation, capital facilities and utilities as well as parks, recreation, and open space. The Comprehensive Plan is mandated by the Washington State Growth Management Act (GMA, RCW 36.70A).

A. Authority

The GMA mandates that Kitsap County's Comprehensive Plan and development regulations be reviewed and, if needed, revised at least every 8-years [RCW 90.70A.130(5)]. The most recent Kitsap County 8-year update concluded with the adoption of the 2016 Kitsap County Comprehensive Plan on June 27, 2016 by Ordinance 534-2016. The GMA also mandates that Kitsap County's Comprehensive Plan and development regulations be subject to continuing review and evaluation, allowing for annual amendments to the Comprehensive Plan and development regulations [RCW 36.70A.130(1)].

Kitsap County Code sets forth a process and criteria for making amendments to the Comprehensive Plan [KCC 21.08]. In making amendments, the County must consider:

- Whether the proposed amendments are consistent with and supports other plan elements and or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;
- Whether the proposed amendment to the plan and/or regulation will more closely reflect the goals and policies of the Comprehensive Plan;
- Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies; and
- Whether the proposed amendment complies with the requirements of the GMA.

The final docket adopted by the Board of County Commissioners on April 24, 2019 (Resolution No. 069-2019) allows for consideration of this amendment during Kitsap County's annual Comprehensive Plan amendment process for 2019.

B. Proposed Amendment

The proposed amendment will remove the MRO from small parcels that contain existing residential or commercial development and small undeveloped parcels that are consistent with the criteria outlined in Attachment C1.

Geographic Description

The proposed amendment impacts 143 parcels (approximately 257 acres) located in unincorporated Kitsap County. Maps of the affected parcels are in Attachment A.

2. Department Recommendation

Having analyzed the proposed amendment and other alternatives, if applicable, the Department recommends:

- Adoption of the amendment:
 - as proposed above
 - as described in Alternative ___ below
 - with revisions described below
 - with conditions described below
- Deferral of the amendment to a future docket
- Denial of the amendment

A. Revisions

None

B. Conditions

None

C. Rationale

- The Kitsap County Board of Commissioners requested a review of existing MRO designations across unincorporated Kitsap County [Docket Resolution No 069-2019].
- The proposed amendment removes the MRO from small parcels that contain existing residential or commercial development and small undeveloped parcels that are consistent with the criteria outlined in Attachment C1.
- The proposed amendment affects 143 parcels (approximately 257 acres) based on existing development patterns, lot size, presence of critical areas, and setback requirements.
- The proposed amendment will not change the underlying zoning classification and land use designation of affected parcels.
- The proposed amendment is consistent with the balance of the goals and policies of the Kitsap County Comprehensive Plan and reflects the local circumstances of the county.

3. Other Alternatives Considered

The Department determined that consideration of alternatives was not needed for this amendment.

4. Analysis

Amendments to the Comprehensive Plan must be consistent with the criteria outlined in Kitsap County Code (KCC) Chapter 21.08. Applicable criteria are analyzed below. A summary of the State Environmental Policy Act (SEPA) review of this amendment is located at the end of this section.

A. General Decision Criteria (KCC 21.08.070.A)

For each proposed amendment to the Comprehensive Plan, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions, which demonstrate:

- 1. How circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan or applicable development regulations;*

Staff Analysis: The MRO was created in 1995 to designate mineral resource lands and protect significant sand, gravel and rock deposits that will be needed for population and economic growth in Kitsap County. Designation of mineral resource lands is required by the Washington State Growth Management Act (RCW 36.70A.070). During the designation process, verifying what was on each property was not practical due to limited technology and information. In retrospect the County may have designated parcels that would likely not provide commercially significant mineral resources. Even though the MRO designation is not new, it was not shown on the County's Zoning Map from 2003 to 2018, which is the most commonly referenced regulatory map. This led to development occurring on some properties consistent with the underlying zoning classification. The Department analyzed existing MRO designations county-wide using the criteria outlined in Attachment C1. The analysis found that 143 parcels (approximately 257 acres) qualify for MRO removal based on existing development patterns, lot size, presence of critical areas, and setback requirements.

- 2. How the assumptions upon which the Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan or development regulations; and*

Staff Analysis: The MRO designation was not shown on the County’s Zoning Map from 2003 to 2018. This was clarified in 2018 as part of the annual Comprehensive Plan amendment process. The Department analyzed existing MRO designations county-wide using the criteria outlined in Attachment C1. The Department is now recommending removal of the MRO designation from 143 parcels (approximately 257 acres) based on existing development patterns, lot size, presence of critical areas, and setback requirements.

3. *How the requested redesignation is in the public interest and the proposal is consistent with the Kitsap County Comprehensive Plan.*

Staff Analysis: Not applicable – this is not a redesignation request. The affected parcels will maintain their underlying zoning classification and land use designation upon MRO removal.

B. Additional Decision Criteria (KCC 21.08.070.D)

In addition to the findings and conclusions above, a proposed area-wide amendment may be recommended for approval by the Planning Commission and may be approved by the Board of Commissioners if the following findings are made:

1. *The proposed amendment meets concurrency requirements for transportation, sewer and water, and will not result in significant adverse impacts on adopted level of service standards for other public facilities and services, such as police, fire and emergency medical services, park services, and general government services;*

Staff Analysis: The proposed amendment will not have a significant adverse impact on adopted level of service standards because most of the affected parcels are already developed, and the underlying zoning classification and land use designation will not change upon MRO removal.

2. *The proposed amendment is consistent with the balance of the goals, policies and objectives of development regulations, sub-area plans, and the Comprehensive Plan and reflects the local circumstances of the county;*

Staff Analysis: The amendment is consistent with the balance of the goals and policies of the Kitsap County Comprehensive Plan and reflects the local circumstances of the county.

Consistent Goals and Policies

The amendment is particularly consistent with the following goals and policies:

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.

3. *The subject parcel(s) is suitable for the requested land use designation based upon, but not limited to, access, provision of utilities, consistency with existing and planned uses, environmental constraints and compatibility with the neighborhood;*

Staff Analysis: The proposed amendment will not change the underlying zoning classification and land use designation of affected parcels. The Department analyzed existing MRO designations on a county-wide basis using the criteria outlined in Attachment C1. The criteria considered whether the MRO designation was consistent with existing land use patterns, environmental constraints and compatible with the surrounding neighborhood. The analysis determined that 143 parcels (approximately 257 acres) would qualify for MRO removal based on existing development patterns, lot size, presence of critical areas, and setback requirements.

4. *The proposed amendment does not materially affect the land uses and growth projections which are the basis for the Comprehensive Plan;*

Staff Analysis: The proposed amendment does not materially affect land uses and growth projections because most parcels are already developed, and the underlying zoning classification and land use designation upon which the Comprehensive Plan is based will not change.

5. *The proposed amendment does not materially affect the adequacy or availability of urban facilities and services to the immediate area or the overall area of the urban growth area; and*

Staff Analysis: Not applicable - the proposed amendment will not materially affect the adequacy or availability of urban facilities and services to the immediate area or the overall area of the urban growth area. Most parcels are already developed, and the underlying zoning classification and land use designation will not change.

6. *The proposed amendment is consistent with the GMA, Kitsap County-wide Planning Policy, state and local laws and other applicable inter-jurisdictional policies or agreements.*

Staff Analysis: Staff reviewed the amendment for consistency with the following:

Growth Management Act (RCW 36.70A) – Consistent
Kitsap Countywide Planning Policies – Consistent
Inter-jurisdictional policies/agreements – None identified
Other state and local laws – Consistent

- RCW 36.70A.070 - Comprehensive plans—Mandatory elements.
- RCW 36.70A.131 - Mineral resource lands—Review of related designations and development regulations.
- RCW 36.70A.170 - Natural resource lands and critical areas—Designations.
- 78.44 RCW – Surface Mining
- 365-190 WAC - Minimum Guidelines to Classify Agriculture, Forest, Mineral Lands and Critical Areas
- WAC 365-190-070 - Mineral resource lands.

7. *Any proposed amendments to rural areas and natural resource lands shall be supported by and dependent on population forecasts and the balance of nonurban population distributions, existing rural area and natural resource land densities, and infill opportunities.*

Staff Analysis: In 2018, the County designated approximately 164.34 acres of commercially significant mineral resource lands. The proposed amendment would remove the MRO designation from 143 parcels (approximately 257 acres) that are consistent with the criteria outlined in Attachment C1. This is approximately 9% of the overall mineral resource lands designated county-wide. The affected parcels are recommended for MRO removal based on existing development patterns, lot size, presence of critical areas, and setback requirements.

8. *Any proposed change to land designated as natural resource land shall recognize that natural resource designations are intended to be long-term designations and shall further be dependent on one or more of the following:*
- a. *A substantial change in circumstances pertaining to the Comprehensive Plan or public policy;*

Staff Analysis: Not applicable.

- b. *A substantial change in circumstances beyond the control of the landowner pertaining to the subject property;*

Staff Analysis: The MRO designation was created in 1995 to protect and enhance significant sand, gravel, and rock deposits. Even though the MRO

designation is not new, it was not shown on the County's Zoning Map from 2003 to 2018. The Department developed criteria (Attachment C1) and analyzed MRO designations county-wide. Most parcels affected by the proposed amendment contain existing residential or commercial development and the regulatory restrictions imposed by the MRO designation are no longer needed. Upon MRO removal, the underlying zoning classifications still allows a landowner to pursue development of mining operations and would not preclude the extraction of mineral resources if it is determined they are commercially significant.

c. *An error in initial designation; and/or*

Staff Analysis: Not applicable.

d. *New information on natural resource land or critical area status.*

Staff Analysis: According to the Washington Growth Management Act, counties and cities are required to designate mineral resource lands that are not already characterized by urban growth and that have long-term significance for the extraction of minerals (RCW 36.70A.170). The Department analyzed MRO designations county-wide and determined they meet the criteria outlined in Attachment C1. The affected parcels are recommended for MRO removal based on existing development patterns, lot size, presence of critical areas, and setback requirements.

C. State Environmental Policy Act (SEPA)

The Kitsap County SEPA official issued a SEPA threshold determination of non-significance (DNS; Attachment B1) for this amendment after having reviewed the SEPA environmental checklists prepared for this amendment (Attachment B2). The SEPA official's review found that this amendment is not related to or dependent on any of the other proposed Comprehensive Plan amendments and therefore an independent SEPA threshold determination was made regarding this amendment.

Notice of this SEPA threshold determination was:

- Filed with the Washington State Department of Ecology [SEPA Register](#);
- Published in the Kitsap Sun newspaper; and
- Will be integrated with other public announcements.

The SEPA threshold determination and environmental checklist was also distributed to agencies with jurisdiction, the Department of Ecology, affected tribes, and each local agency or political subdivision whose public services would be changed as a result of implementation of the proposal.

5. Public Involvement and Outreach

Kitsap County's public involvement and outreach in support of this amendment has exceeded the requirements of the Growth Management Act (RCW 36.70A) and Kitsap County Code (KCC 21.08).

A. Prior Public Involvement and Outreach

Prior public involvement and outreach regarding the 2019 docket, including this amendment, has included the following:

- An [Online Open House](#) with information about previous, current, and upcoming phases of the 2019 amendment process.
- A public comment period (11/1/2018 – 12/11/2018) and a public hearing by the Kitsap County Board of Commissioners (12/10/2019) while setting the initial docket of amendments. Notifications and announcements regarding this comment period and public hearing included the following:
 - Legal notice published in the Kitsap Sun newspaper (11/30/2018);
 - Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com; and
 - Formal letters to Tribes with usual and accustomed area in Kitsap County.
- Legal notice announcing the docket of amendments was published in the Kitsap Sun newspaper (1/5/2019).

B. Current Public Involvement and Outreach

This staff report provides, in full, the proposed amendment and analysis of the amendment for review by the public and the Kitsap County Planning Commission.

Visit the [Online Open House](#) (<http://tinyurl.com/kitsap2019cpa>) to learn more about the 2019 annual amendment process, important dates and deadlines, and how to participate in the process, including:

- Attending an open house in North Kitsap, Central Kitsap, or South Kitsap.
- Attending Planning Commission meetings.
- Testifying at the Planning Commission's public hearing.
- Submitting written comments.

A new comment period regarding the proposed amendment (Attachment A), this staff report, and the SEPA determination (Attachment B1) opened on the date this report was published. To be included in the official record, written comments must be submitted to the Department of Community Development before the deadline using one of the following methods:

- Entered [online via computer or mobile device](#) (preferred method).
- Emailed to CompPlan@co.kitsap.wa.us.
- Mailed to 614 Division St - MS36, Port Orchard, WA 98366.
- Dropped off at the Permit Center at 619 Division St, Port Orchard.
- Dropped off at one of the scheduled open houses.
- Submitted to the clerk at a scheduled public hearing.

Notifications and announcements regarding this comment period and the Planning Commission's public hearing will include:

- Legal notice published in the Kitsap Sun newspaper.
- Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com.
- Notice signs posted on site-specific amendment properties.
- Notices mailed to property owners near site-specific amendments and geographically specific amendments covering smaller areas.
- Formal letters to Tribes with usual and accustomed area in Kitsap County.

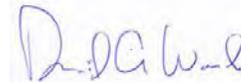
C. Future Public Involvement and Outreach

Additional public involvement and outreach are anticipated to occur during October through December when the Kitsap County Board of Commissioners will be considering the amendments for adoption.

6. Staff Contact

Report prepared by:

Report approved by:



Liz Williams, Planner
(360) 337-5777
lawilliams@co.kitsap.wa.us

Dave Ward, Planning & Environmental
Programs Manager
Department of Community Development

7. Attachments

A. Maps

1. Bethel Burley Road Area
2. Dickey Road Gravel Pit Area
3. Dickey Road Residential Area
4. McKenna Falls Area
5. Olalla Valley Road Area
6. Port Orchard Airport Area
7. Spruce Road Area
8. Swofford Road Area
9. Twelve Trees Employment Center Area
10. Areas Not Considered for Removal
 - Braidablick Area

- Gorst Area
- Holly Road Area
- Indianola Area
- Kegal Area
- Old Clifton Road Area
- Port Gamble Road Area
- Seabeck Holly Road Area
- Shearer Trucking Area
- Tahuyeh Lake Area
- Ueland Tree Farm Area

B. State Environmental Policy Act (SEPA)

1. SEPA Determination
2. SEPA Checklist

C. Supplemental Materials

1. Criteria for MRO Removal & Results of County-wide Analysis

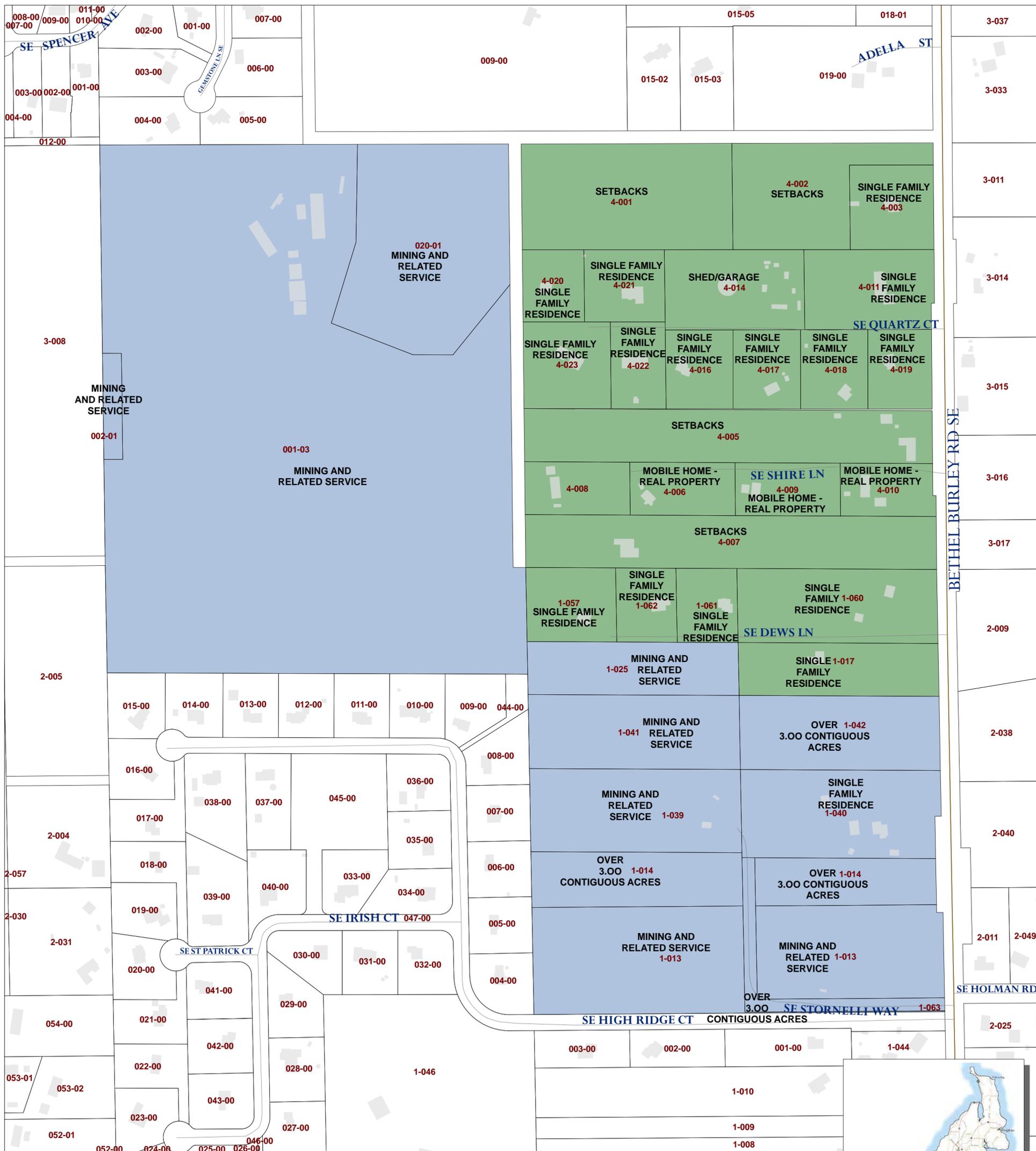
This page intentionally left blank.

Attachment A

This page intentionally left blank.



Bethel Burley Road



MRO Parcels

Qualify for Removal

- NO
- YES

Building Footprints

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Bethel Burley Road



Street Center Lines
 — Collector / Arterial
 — Local Access; Local Road

2017 Aerial Imagery



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

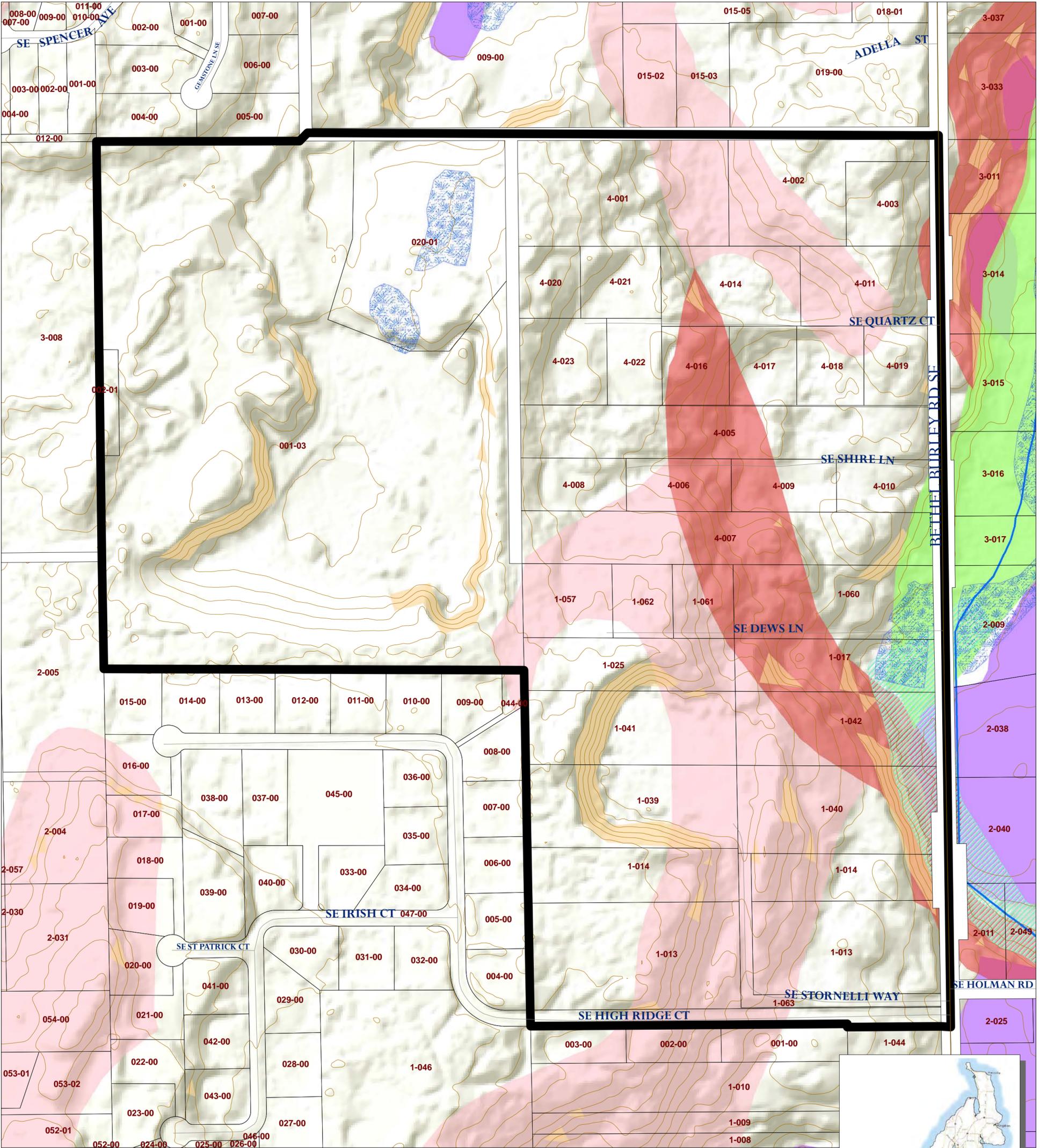
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Bethel Burley Road



- Street Center Lines**
 - Collector / Arterial
 - Local Access; Local Road
- Wetlands (DNR, NWI, Surveys)**
 - DNR, NWI, Surveyed Wetlands
- Watercourses**
 - (F) Fish Habitat
- FEMA Flood Hazard Areas**
 - 100 Year Floodplain
- Hydric Soils**
 - Potential Wetlands
- Landslide Hazard areas**
 - Moderate
- Erosion Hazard Area**
 - High
 - Moderate
- Seismic Moderate Hazard Area**
 - Moderate
- 5' Contours

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.

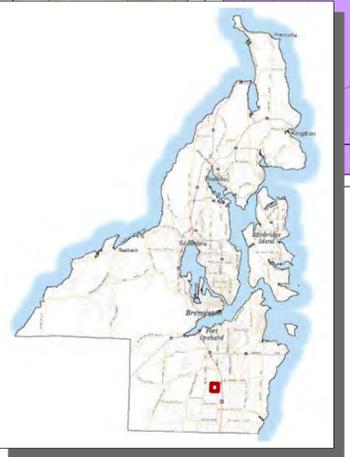
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Current Zoning

Bethel Burley Road



Kitsap County Zoning Designations

- Mineral Resource/Rural Residential
- RR - Rural Residential (1 DU/5 Ac)
- RP - Rural Protection (1 DU/10 Ac)
- Building Footprints

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Proposed Zoning

Bethel Burley Road



Kitsap County Zoning Designations

- Mineral Resource/Rural Residential
- RR - Rural Residential (1 DU/5 Ac)
- RP - Rural Protection (1 DU/10 Ac)
- Building Footprints

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

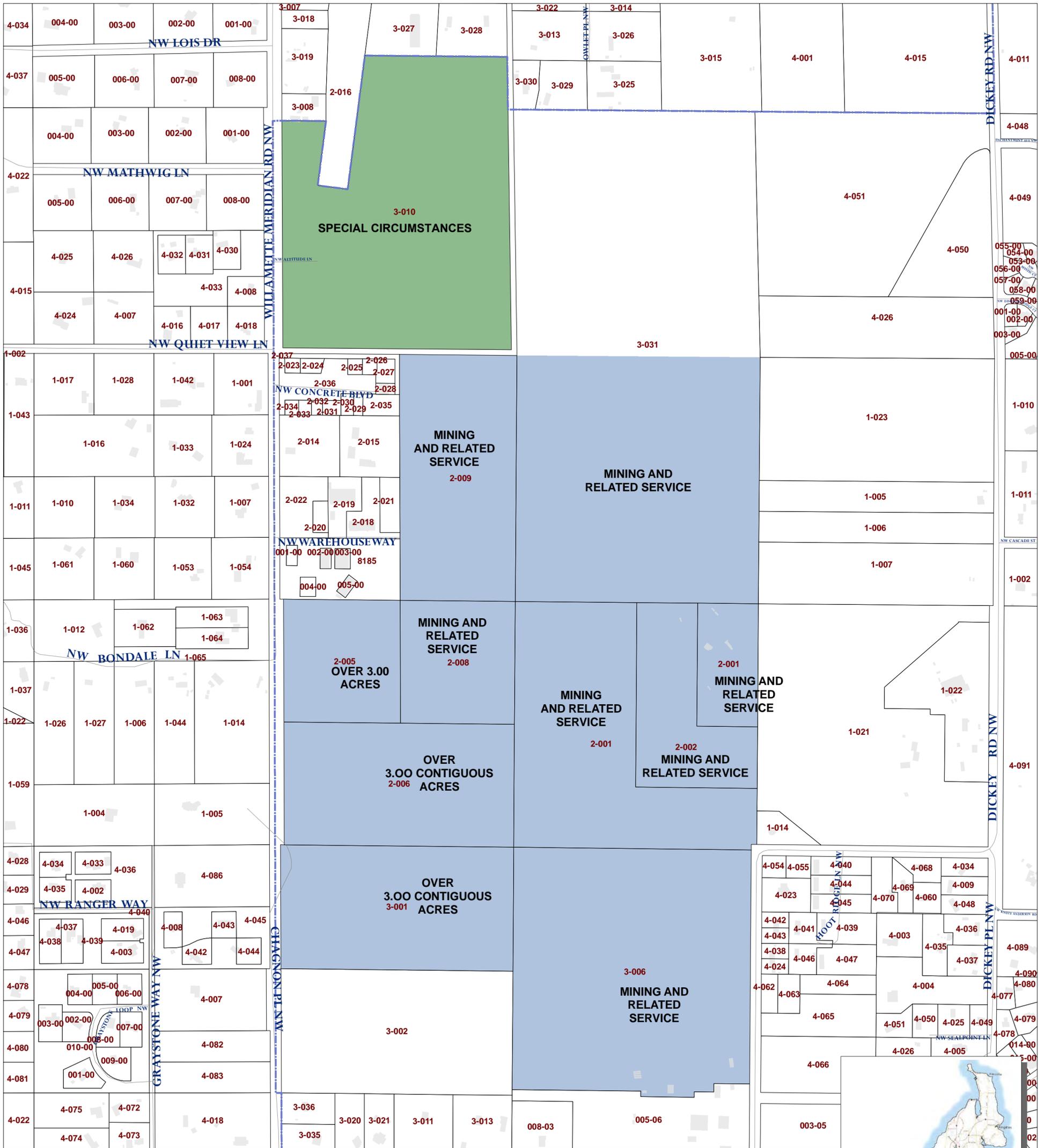
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.



Dickey Road Gravel Pit Area



MRO Parcels

Qualify for Removal

- NO
- YES
- Building Footprints
- Urban Growth Area Boundary

Street Center Lines

- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

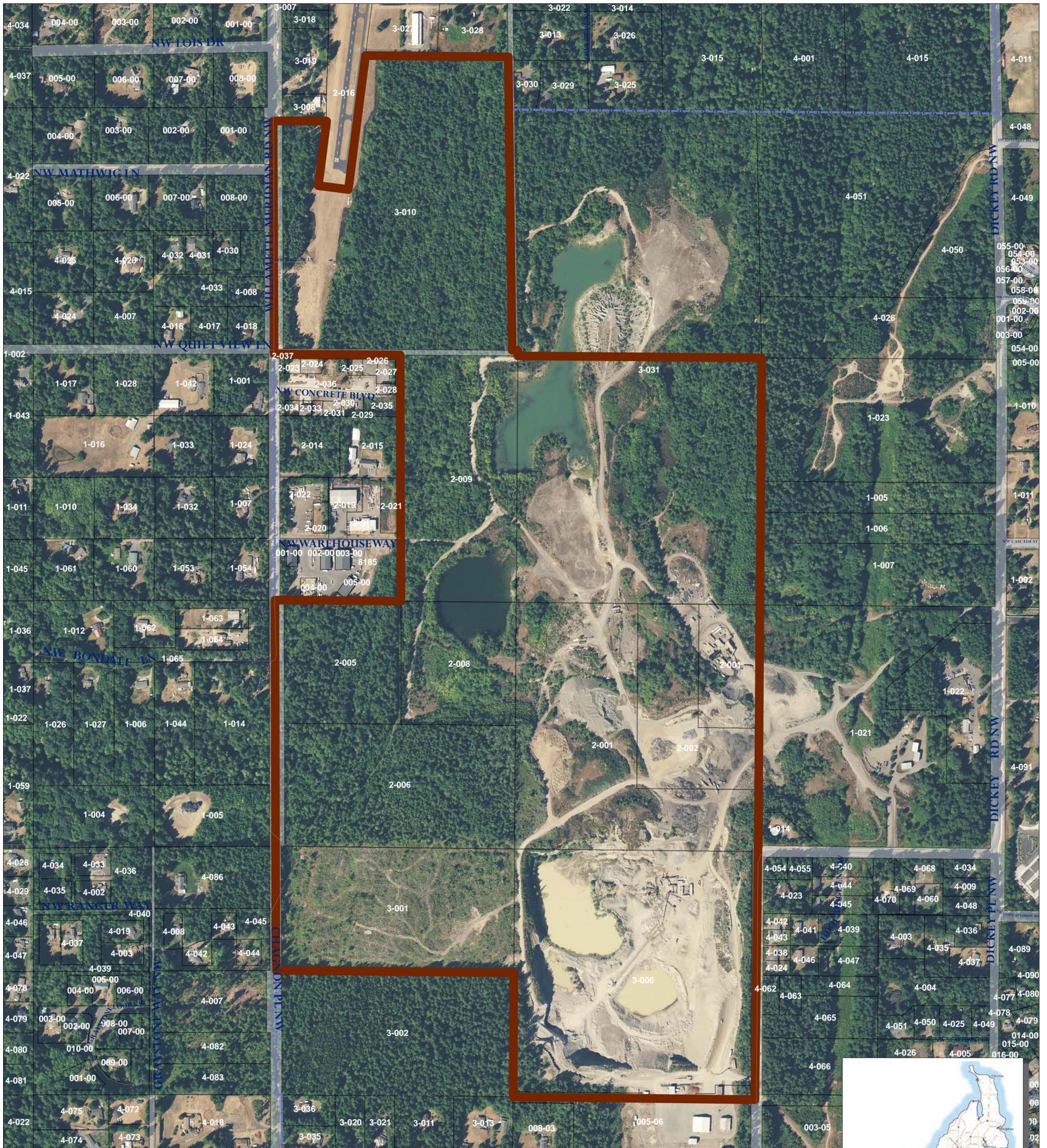
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Dickey Road Gravel Pit Area



Urban Growth Area Boundary

Street Center Lines

Local Access; Local Road

2017 Aerial Imagery



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.

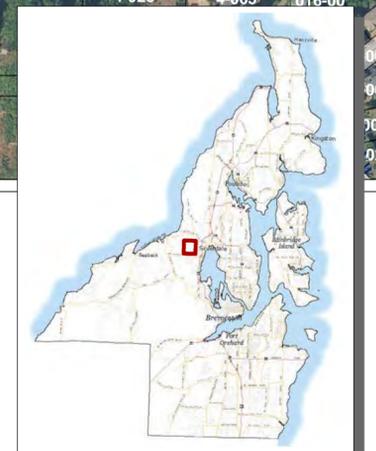
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

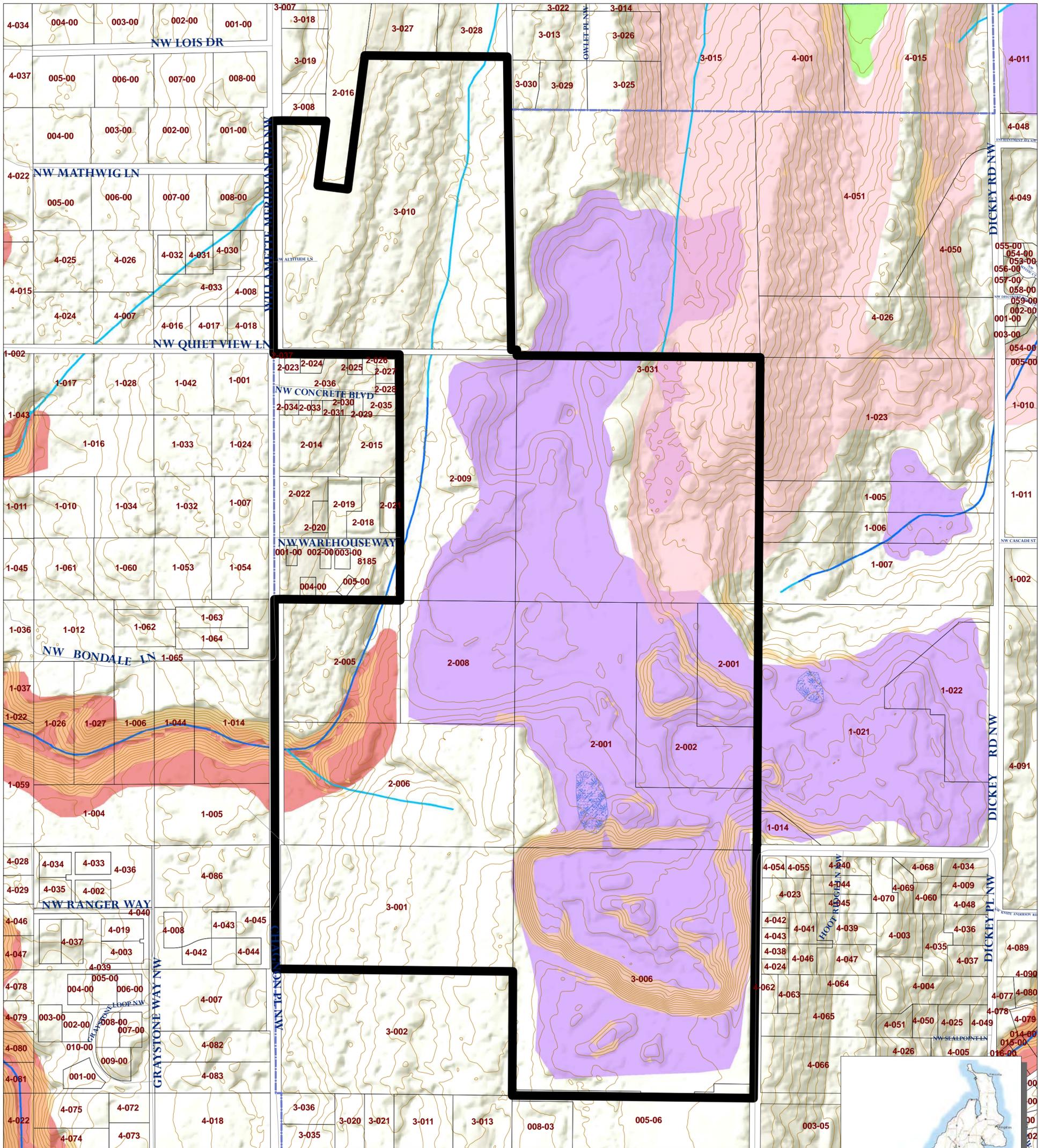
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Dickey Road Gravel Pit Area



- | | |
|-----------------------------|-------------------------------|
| Street Center Lines | Hydric Soils |
| Local Access; Local Road | Potential Wetlands |
| Urban Growth Area Boundary | Landslide Hazard Areas |
| 5' Contours | Moderate |
| DNR, NWI, Surveyed Wetlands | Erosion Hazard Area |
| Watercourses | High |
| (F) Fish Habitat | Moderate |
| (N) Non-fish Habitat | Fault Hazard |
| | Moderate |

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.

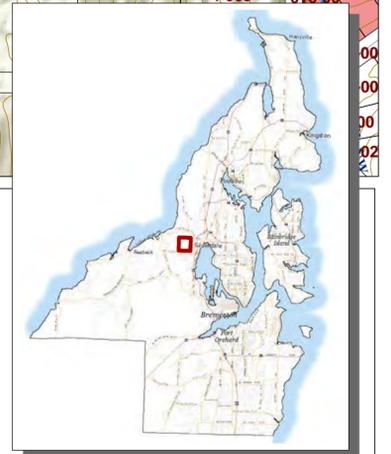
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

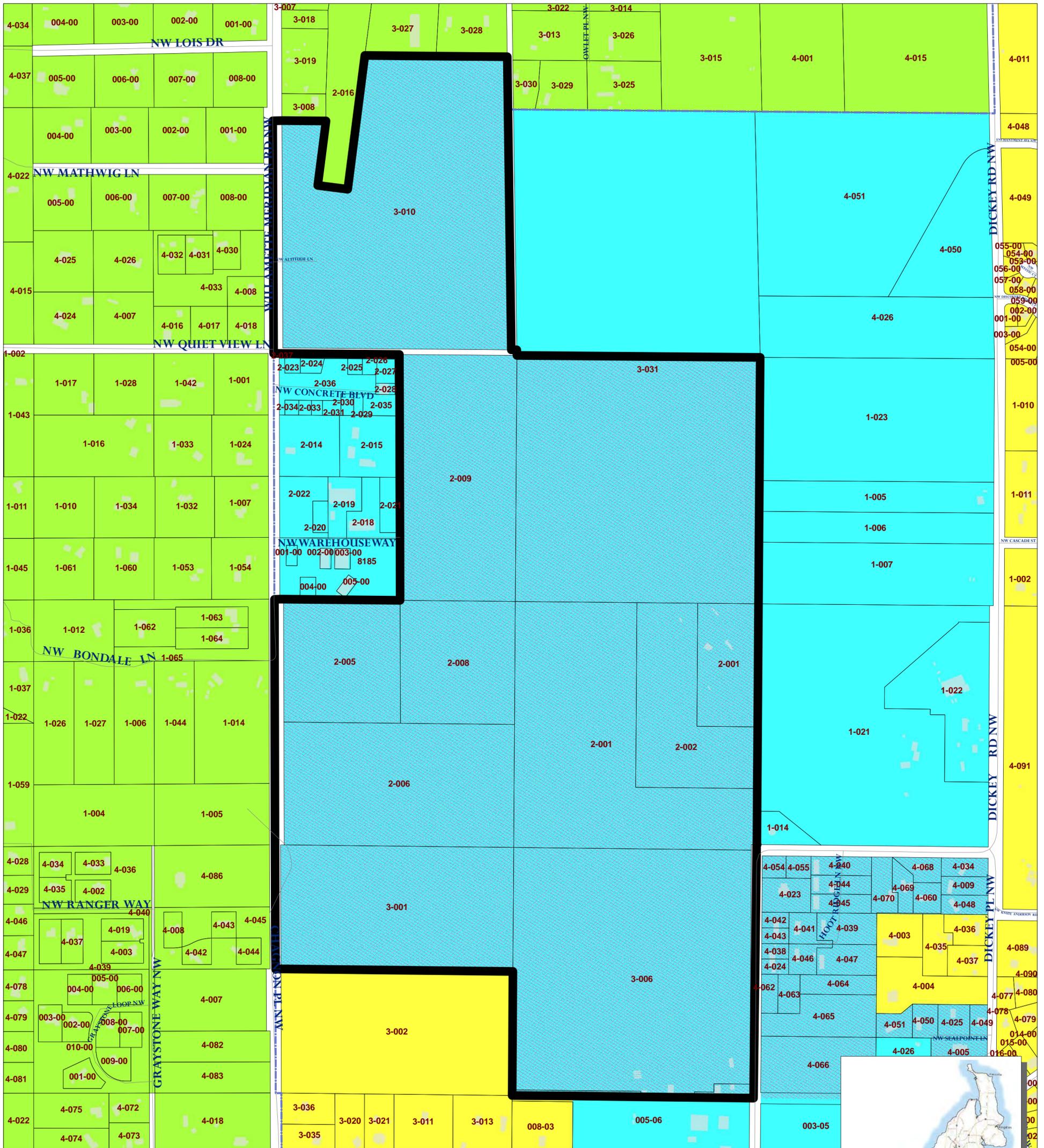
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Current Zoning

Dickey Road Gravel Pit Area



Kitsap County Zoning Designations

- Mineral Resource/Industrial
- RR - Rural Residential (1 DU/5 Ac)
- IND - Industrial
- UL - Urban Low Residential (5-9 DU/Ac)

Street Center Lines

- Local Access; Local Road
- Building Footprints
- Urban Growth Area Boundary

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

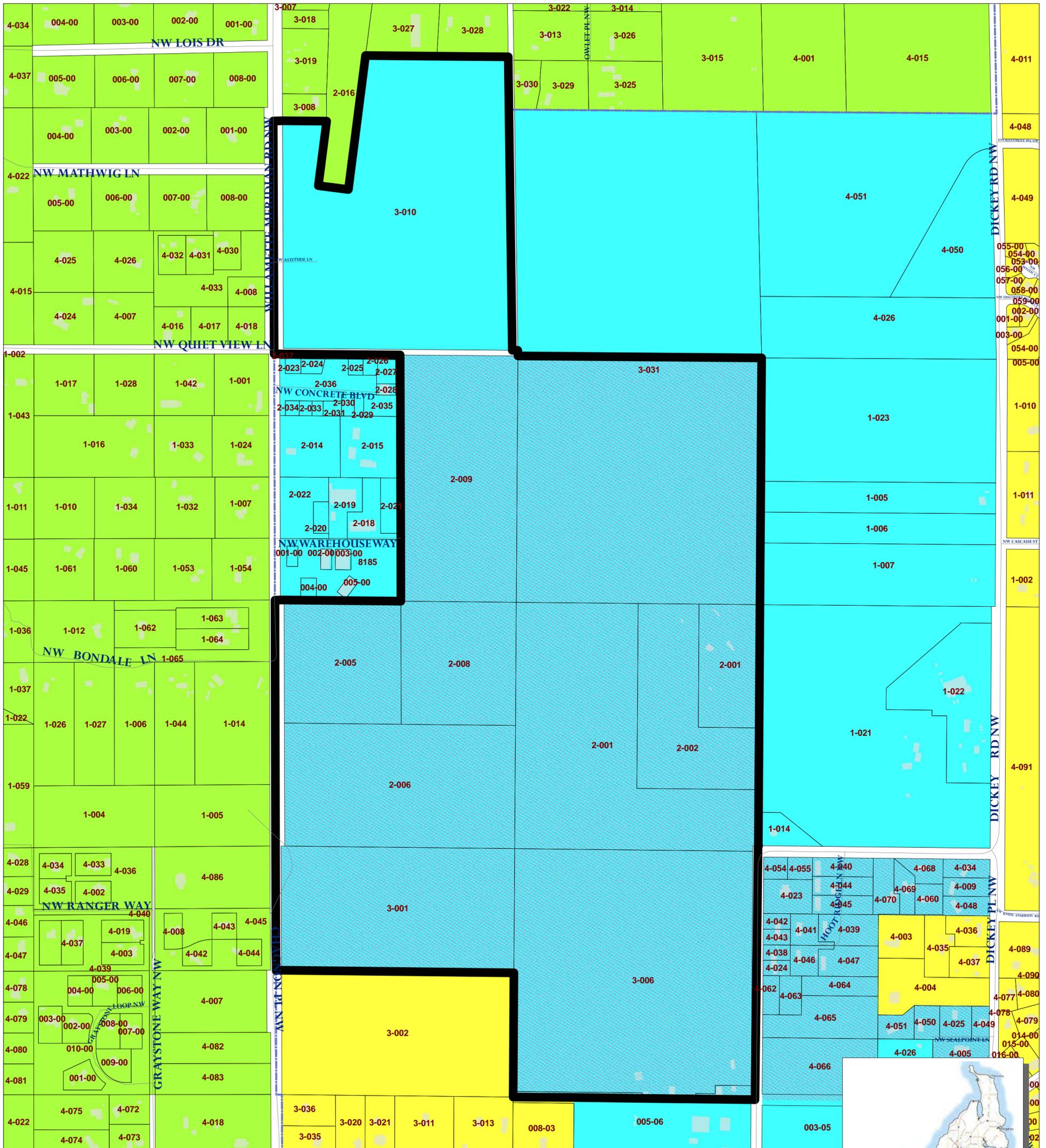
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Proposed Zoning

Dickey Road Gravel Pit Area



Kitsap County Zoning Designations

- Mineral Resource/Industrial
- RR - Rural Residential (1 DU/5 Ac)
- IND - Industrial
- UL - Urban Low Residential (5-9 DU/Ac)

Street Center Lines

- Local Access; Local Road
- Building Footprints
- Urban Growth Area Boundary

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.



Dickey Road



MRO Parcels
Qualify for Removal

- NO
- YES
- Building Footprints
- Urban Growth Area Boundary
- Street Center Lines**
- Local Access; Local Road



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.

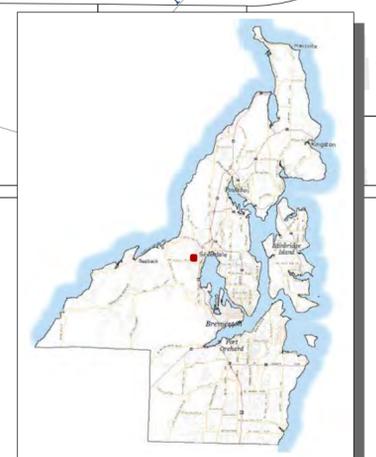
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
614 Division Street, MS-36, Port Orchard, Washington 98366
VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Dickey Road



Urban Growth Area Boundary

Street Center Lines

Local Access; Local Road

2017 Aerial Imagery

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

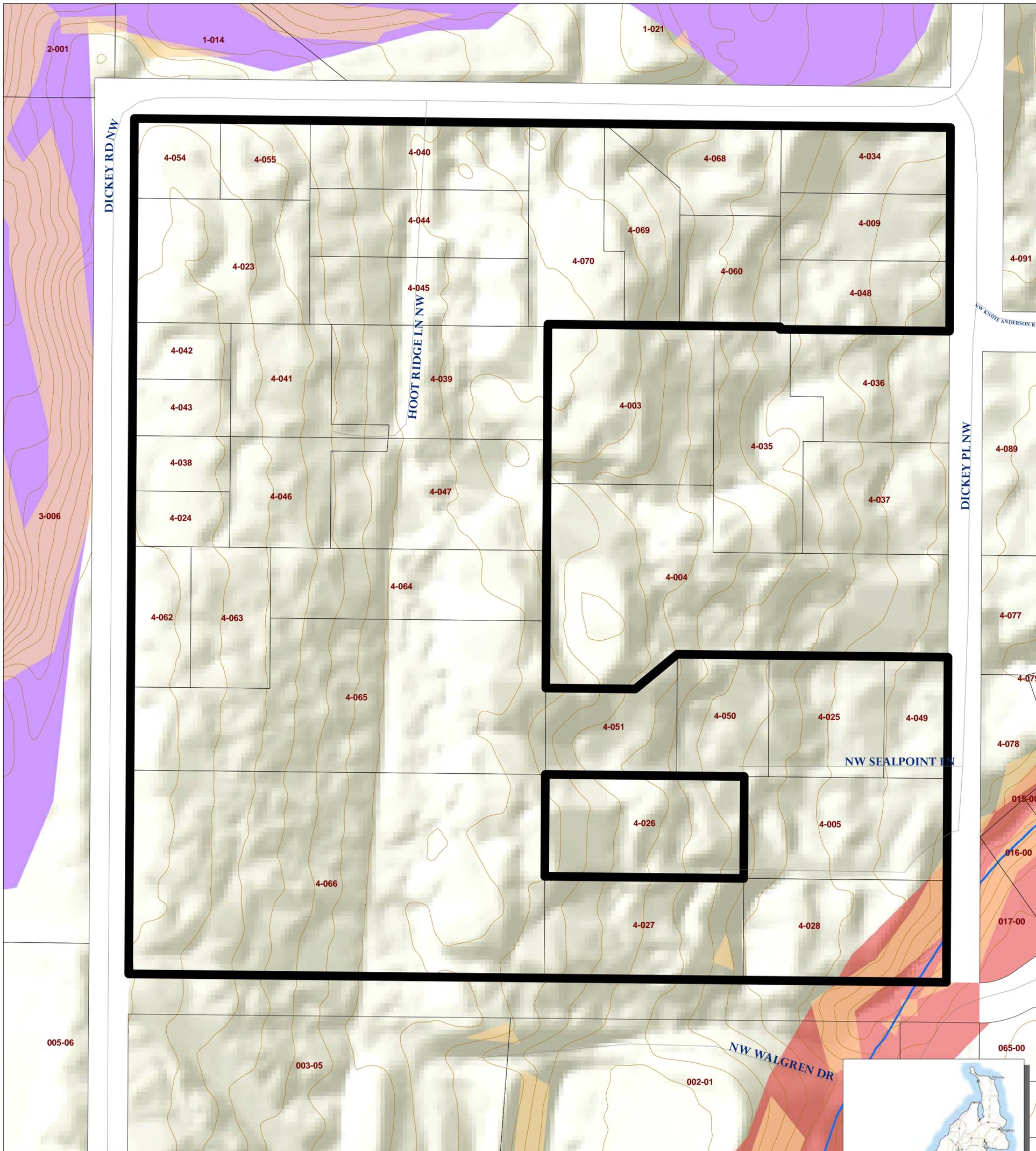
Map Published Date: June, 2019

Kitsap County Department of Community Development
614 Division Street, MS-36, Port Orchard, Washington 98366
VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Dickey Road



- Urban Growth Area Boundary
- Street Center Lines**
 - Local Access; Local Road
 - 5' Contours
- Watercourses**
 - (F) Fish Habitat
- Landslide Hazard areas**
 - Moderate
- Erosion Hazard Area**
 - High
- Fault Hazard**
 - Moderate

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

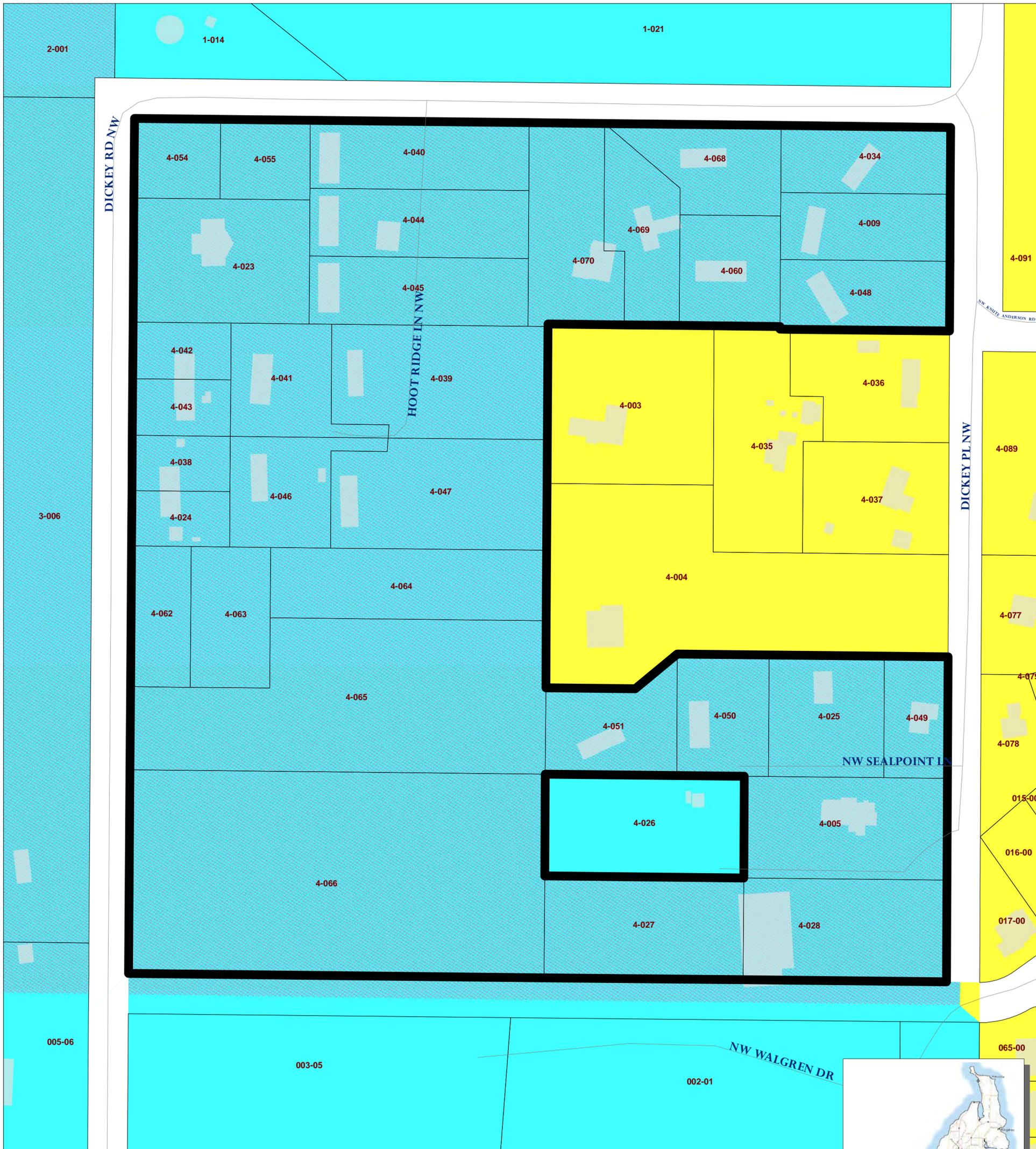


Map Published Date: June, 2019
 Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Current Zoning

Dickey Road



- Mineral Resource/Industrial
- IND - Industrial
- UL - Urban Low Residential (5-9 DU/Ac)
- Building Footprints
- Urban Growth Area Boundary
- Street Center Lines**
- Local Access; Local Road

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.



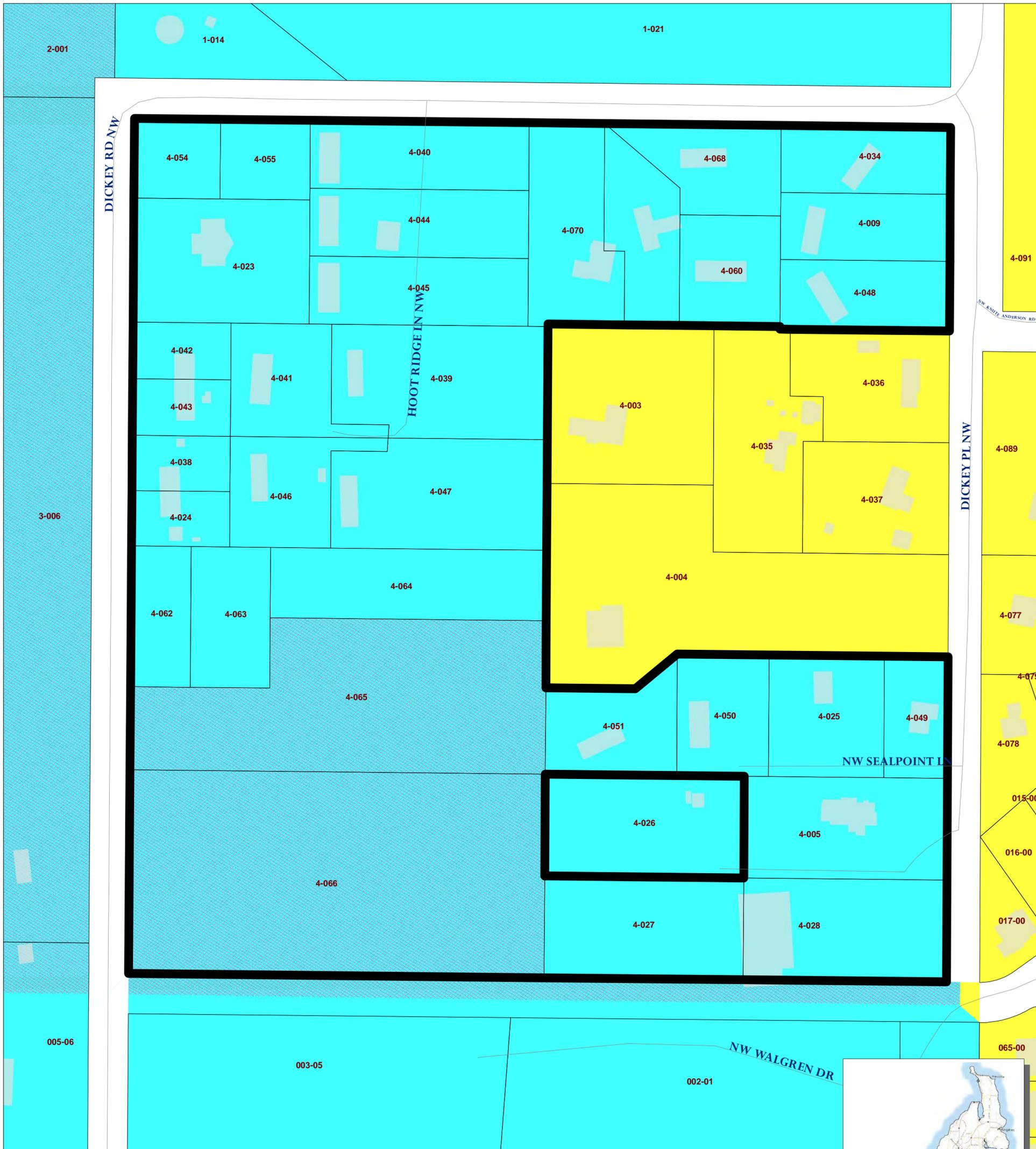
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Proposed Zoning

Dickey Road



- Mineral Resource/Industrial
- IND - Industrial
- UL - Urban Low Residential (5-9 DU/Ac)
- Building Footprints
- Urban Growth Area Boundary
- Street Center Lines**
- Local Access; Local Road

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.



Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>

This page intentionally left blank.

McKenna Falls Road



- MRO Parcels**
- Qualify for Removal**
- NO
 - YES
- Building Footprints
- Urban Growth Area Boundary
- Incorporated City Boundary
- Street Center Lines**
- Collector / Arterial
 - Local Access; Local Road



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.

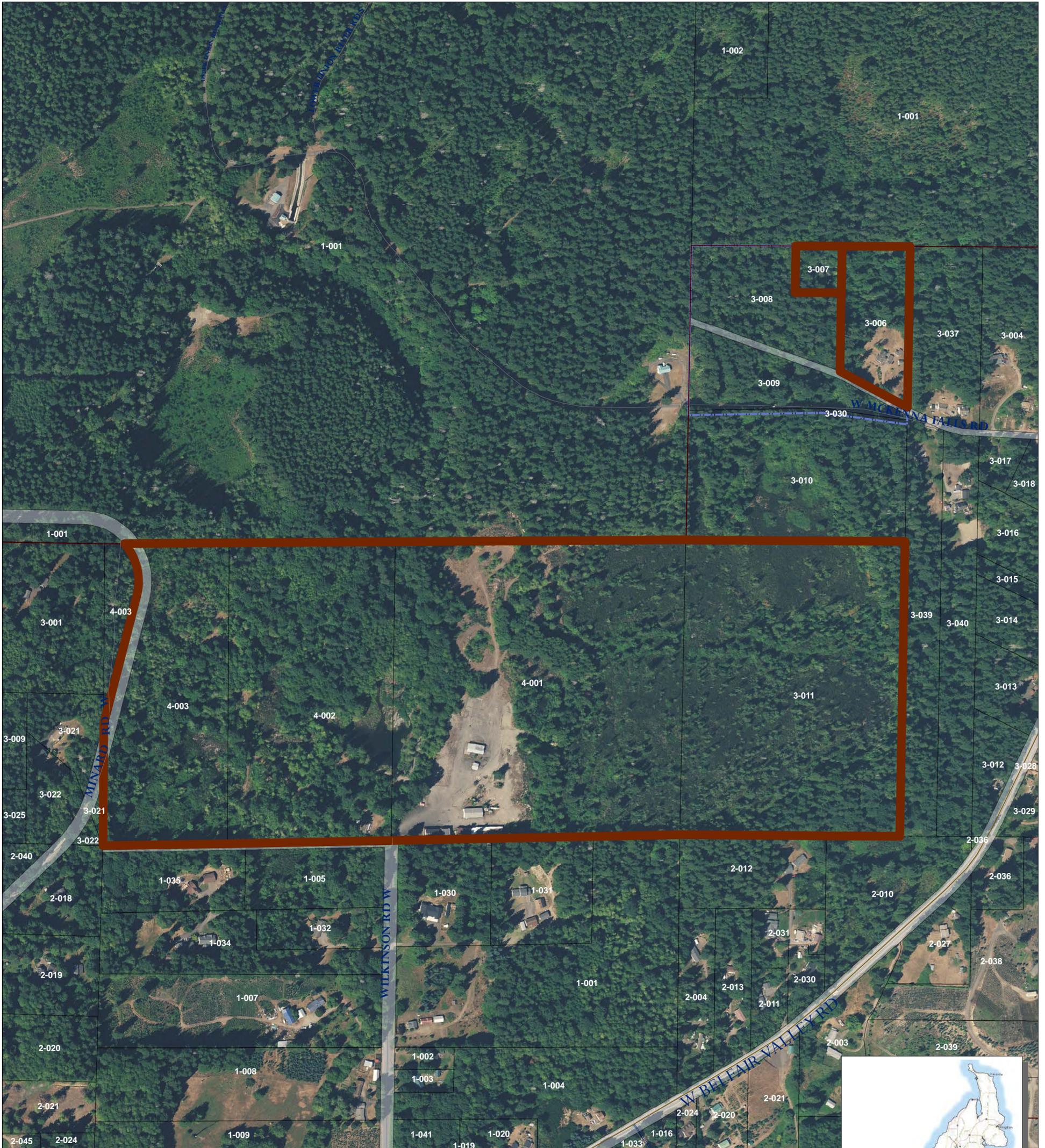
Kitsap County and its officials and employees assume no responsibility or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



McKenna Falls Road



- Urban Growth Area Boundary
- Incorporated City Boundary

Street Center Lines

- Collector / Arterial
- Local Access; Local Road

2017 Aerial Imagery



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

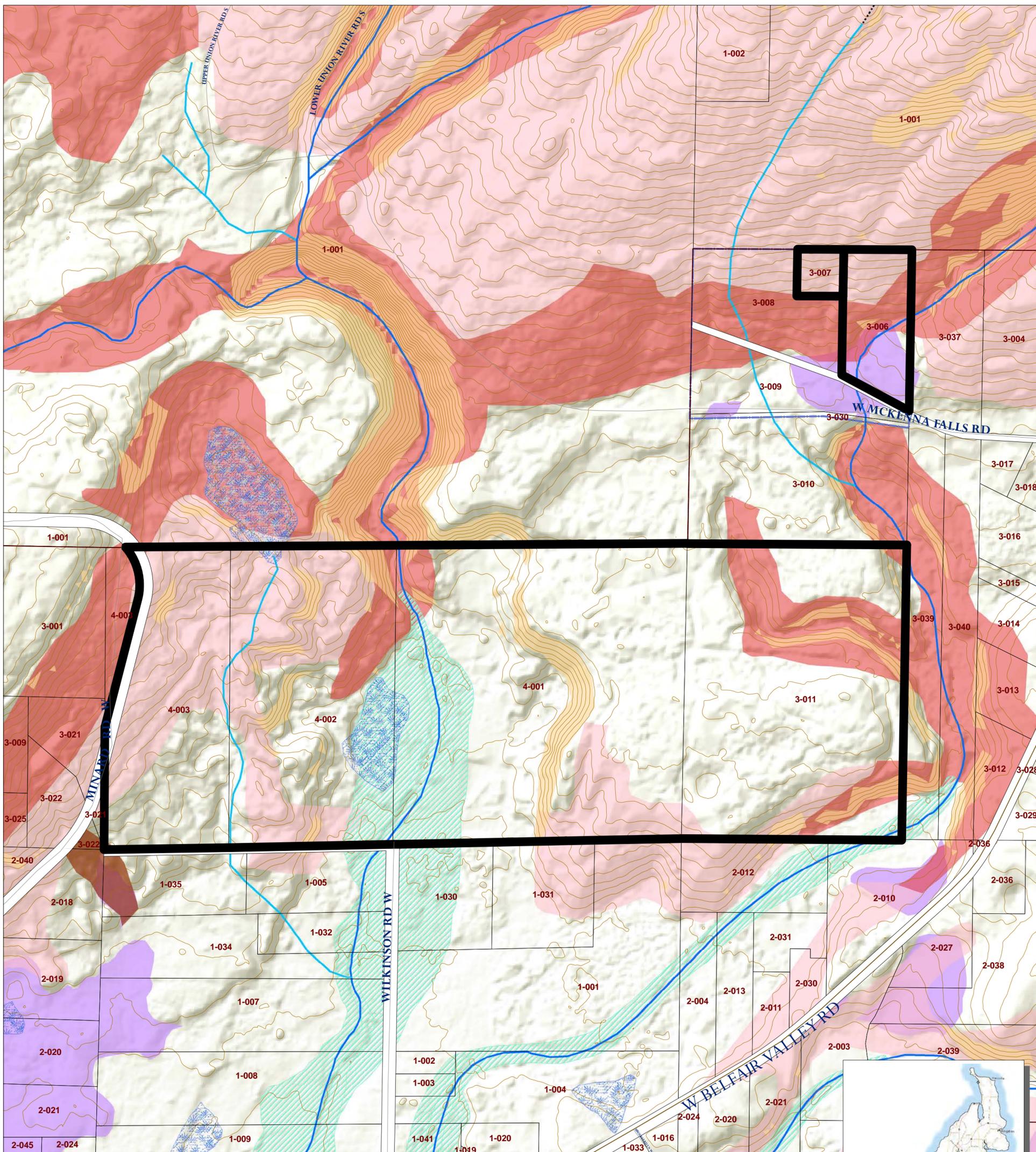
Map Published Date: June, 2019

Kitsap County Department of Community Development
614 Division Street, MS-36, Port Orchard, Washington 98366
VOICE (360) 337-5777 * <https://www.kitsapgov.com>





McKenna Falls Road



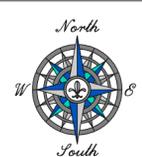
- Urban Growth Area Boundary
- Incorporated City Boundary
- Street Center Lines**
 - Collector / Arterial
 - Local Access / Local Road
 - 5' Contours
- Wetlands (DNR, NWI, Surveys)**
 - DNR, NWI, Surveyed Wetlands
- Waterbodies (defined in WAC 222-16-030)**
 - Includes DNR, NWI, and Surveyed Wetlands
- Watercourses**
 - (F) Fish Habitat
 - (N) Non-fish Habitat
 - (U) Unknown, unmodeled hydrographic feature
- FEMA Flood Hazard Areas**
 - 100 Year Floodplain
- Landslide Hazard Areas**
 - High
 - Moderate
- Erosion Hazard Area**
 - High
 - Moderate
- Seismic Moderate Hazard Area**
 - Moderate

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.



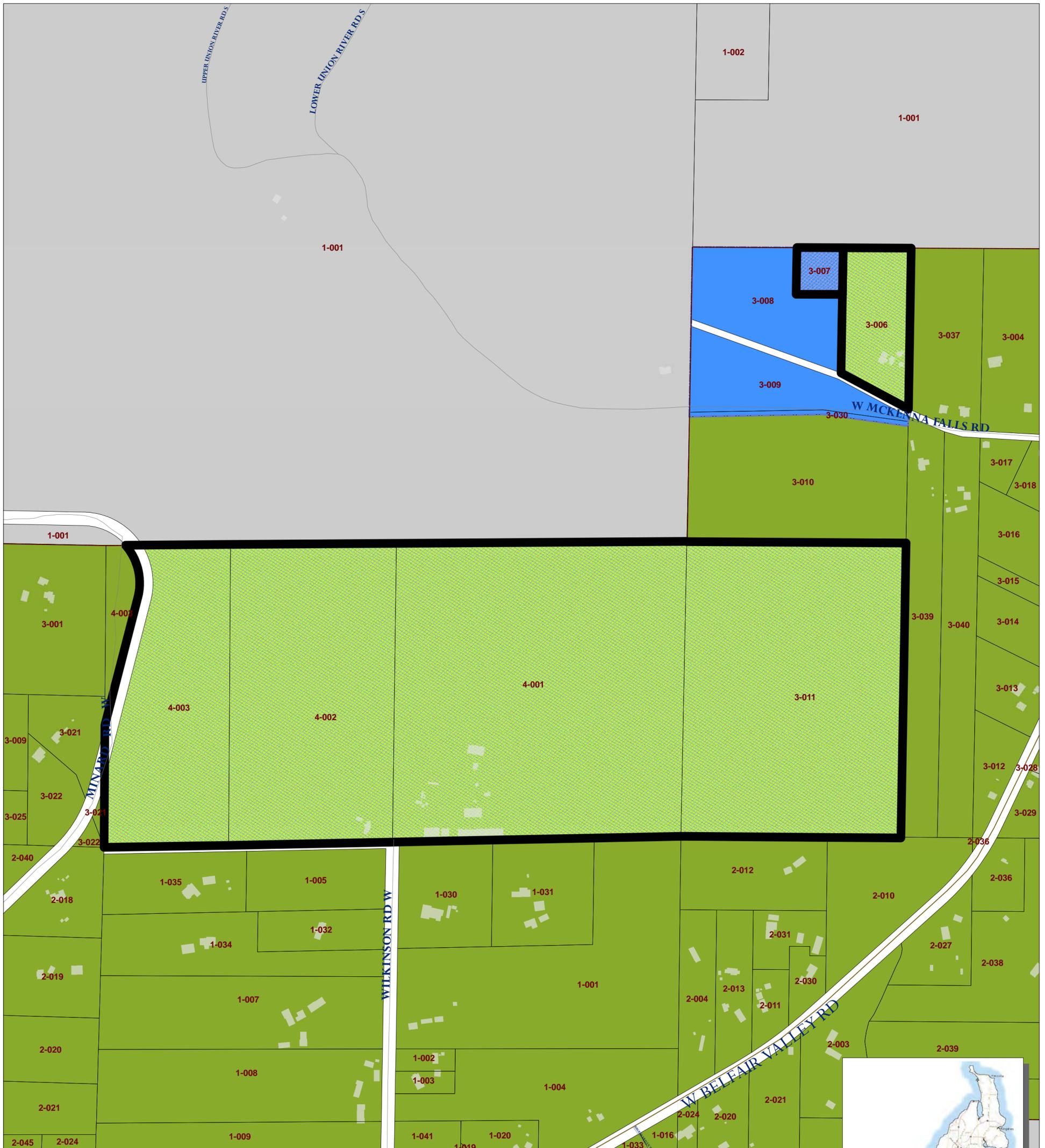
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Current Zoning

McKenna Falls Road



- Kitsap County Zoning Designations**
- Mineral Resource/Rural Residential
 - Mineral Resource/Urban Restricted
 - RR - Rural Residential (1 DU/5 Ac)
 - RP - Rural Protection (1 DU/10 Ac)
 - UR - Urban Restricted (1-5 DU/Ac)
 - CITY - Incorporated City
 - Building Footprints
 - Urban Growth Area Boundary
 - Incorporated City Boundary
- Street Center Lines**
- Collector / Arterial
 - Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

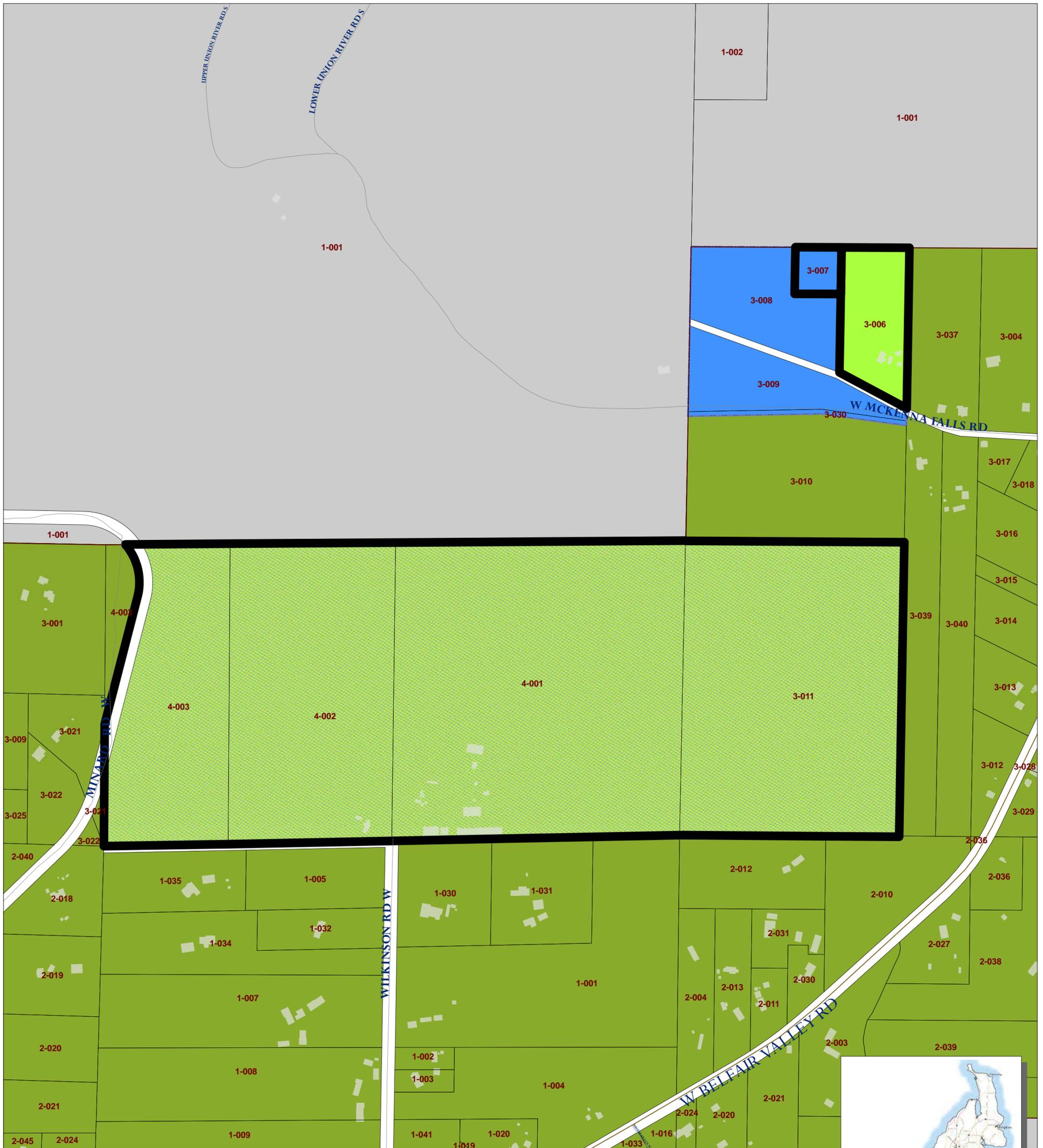
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Proposed Zoning

McKenna Falls Road



Kitsap County Zoning Designations

- Mineral Resource/Rural Residential
- RR - Rural Residential (1 DU/5 Ac)
- RP - Rural Protection (1 DU/10 Ac)
- UR - Urban Restricted (1-5 DU/Ac)
- CITY - Incorporated City
- Building Footprints
- Urban Growth Area Boundary
- Incorporated City Boundary
- Street Center Lines**
- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

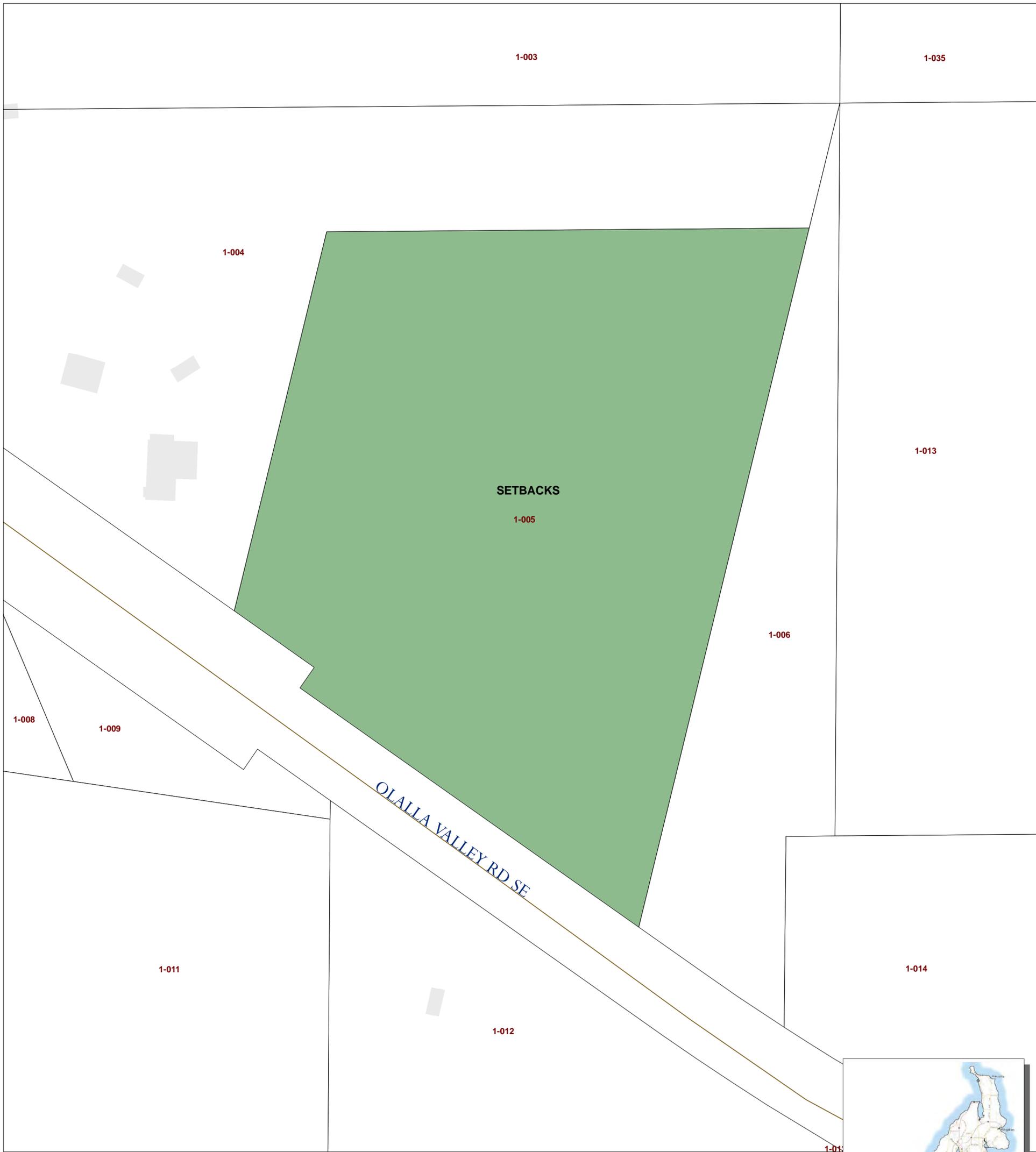
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.



Olalla Valley Road



MRO Parcels

Qualify for Removal

YES

Building Footprints

Street Center Lines

Collector / Arterial



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Olalla Valley Road



Street Center Lines

Collector / Arterial

2017 Aerial Imagery



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

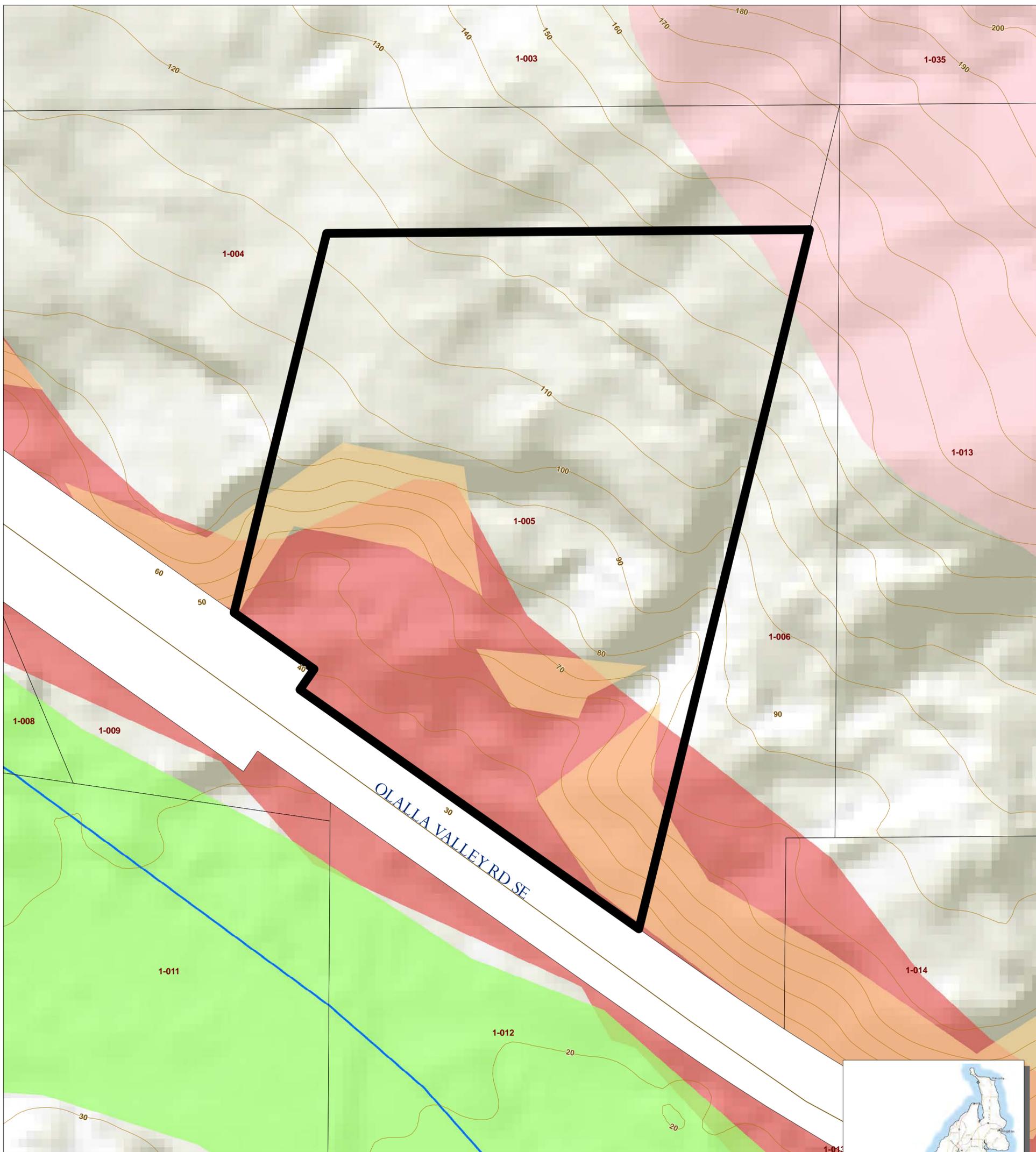
Map Published Date: June, 2019

Kitsap County Department of Community Development
614 Division Street, MS-36, Port Orchard, Washington 98366
VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Olalla Valley Road



- | | |
|----------------------------|-------------------------------|
| Street Center Lines | Hydric Soils |
| — Collector / Arterial | ■ Potential Wetlands |
| — 5' Contours | |
| Watercourses | Landslide Hazard Areas |
| — (F) Fish Habitat | ■ Moderate |
| | Erosion Hazard Area |
| | ■ High |
| | ■ Moderate |

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

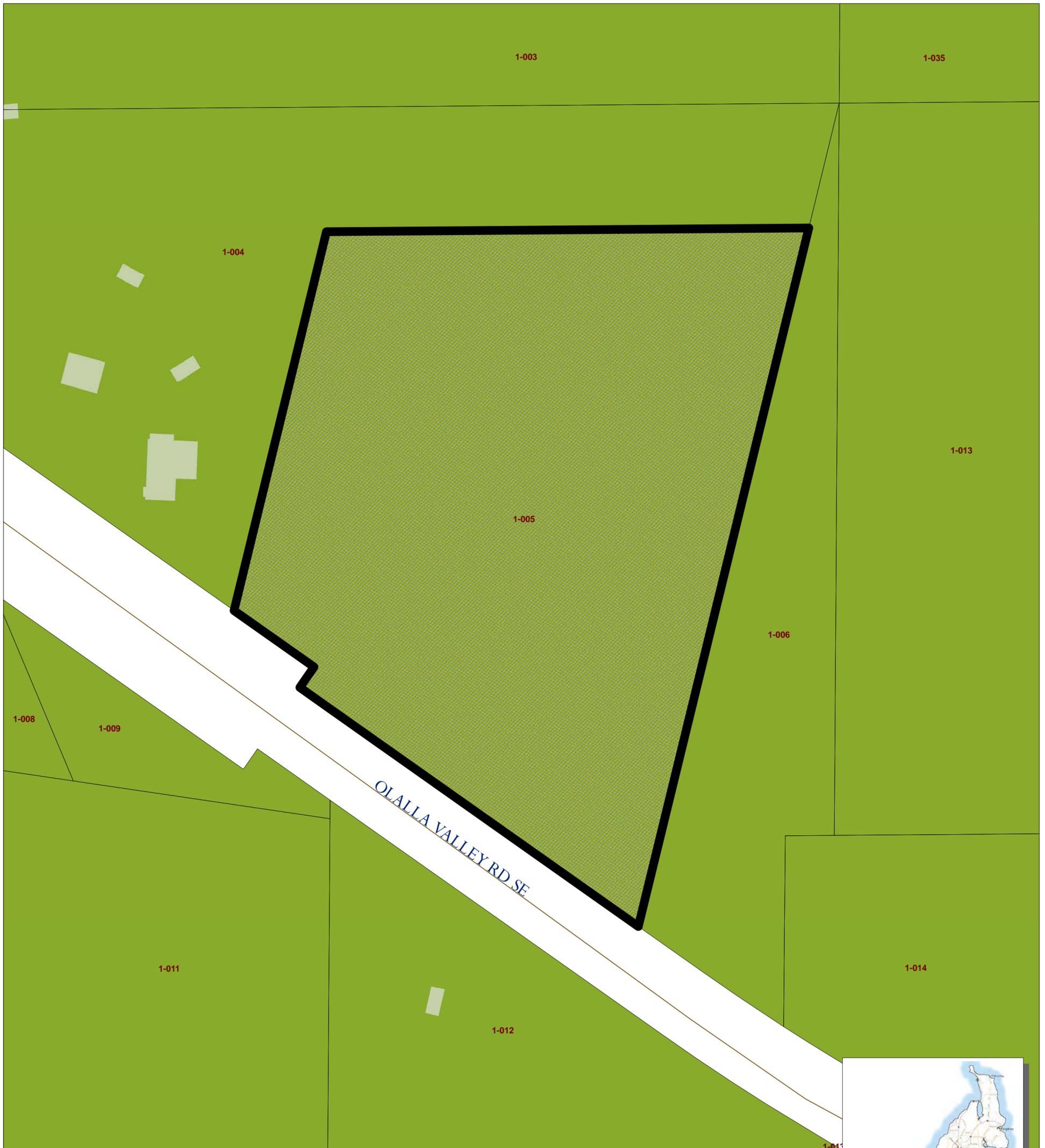
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Current Zoning

Olalla Valley Road



Kitsap County Zoning Designations

- Mineral Resource/Rural Protection
- RP - Rural Protection (1 DU/10 Ac)
- Building Footprints



Street Center Lines

- Collector / Arterial

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

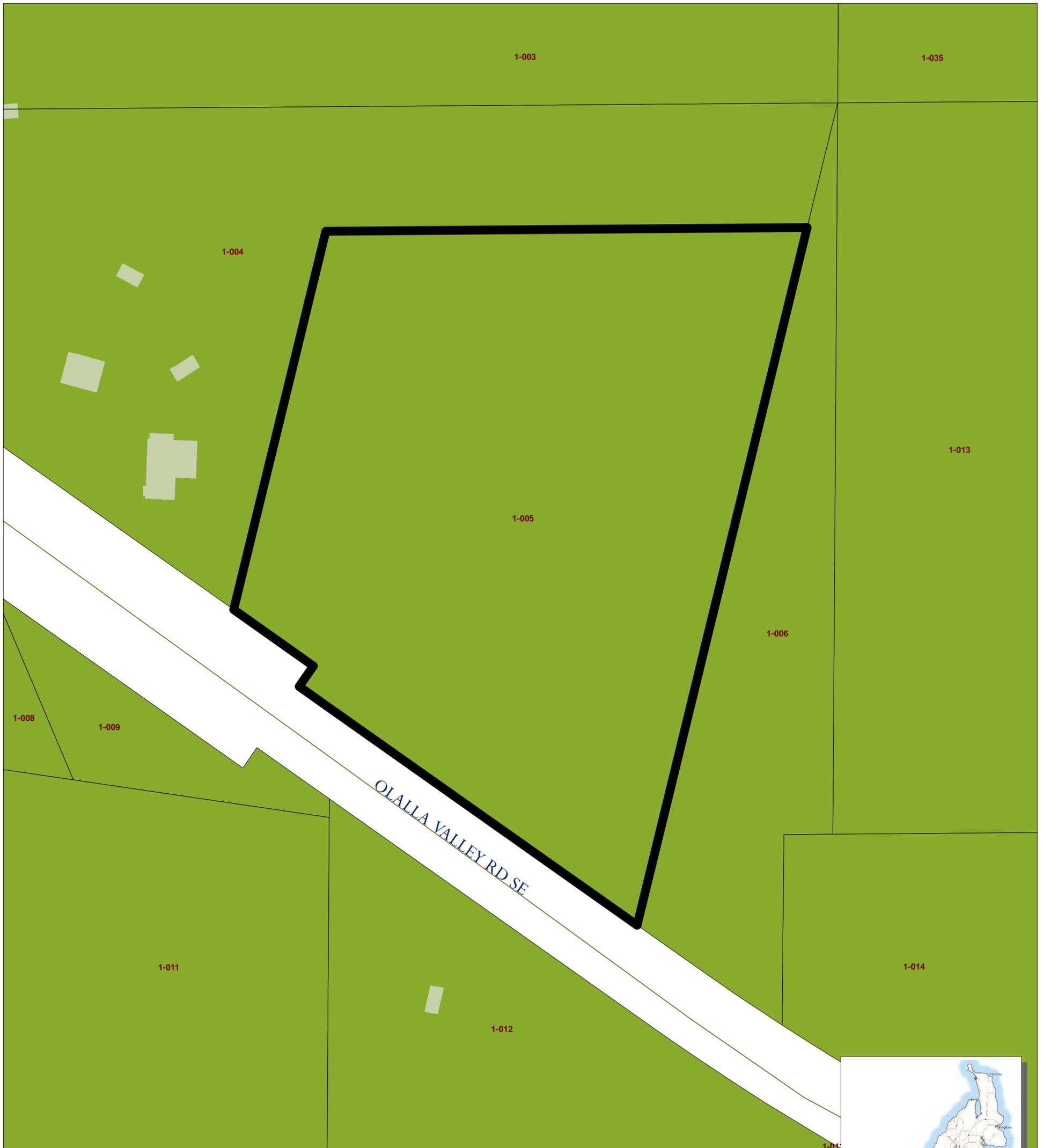
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Proposed Zoning

Olalla Valley Road



Kitsap County Zoning Designations

-  Mineral Resource/Rural Protection
-  RP - Rural Protection (1 DU/10 Ac)
-  Building Footprints



Street Center Lines

-  Collector / Arterial

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

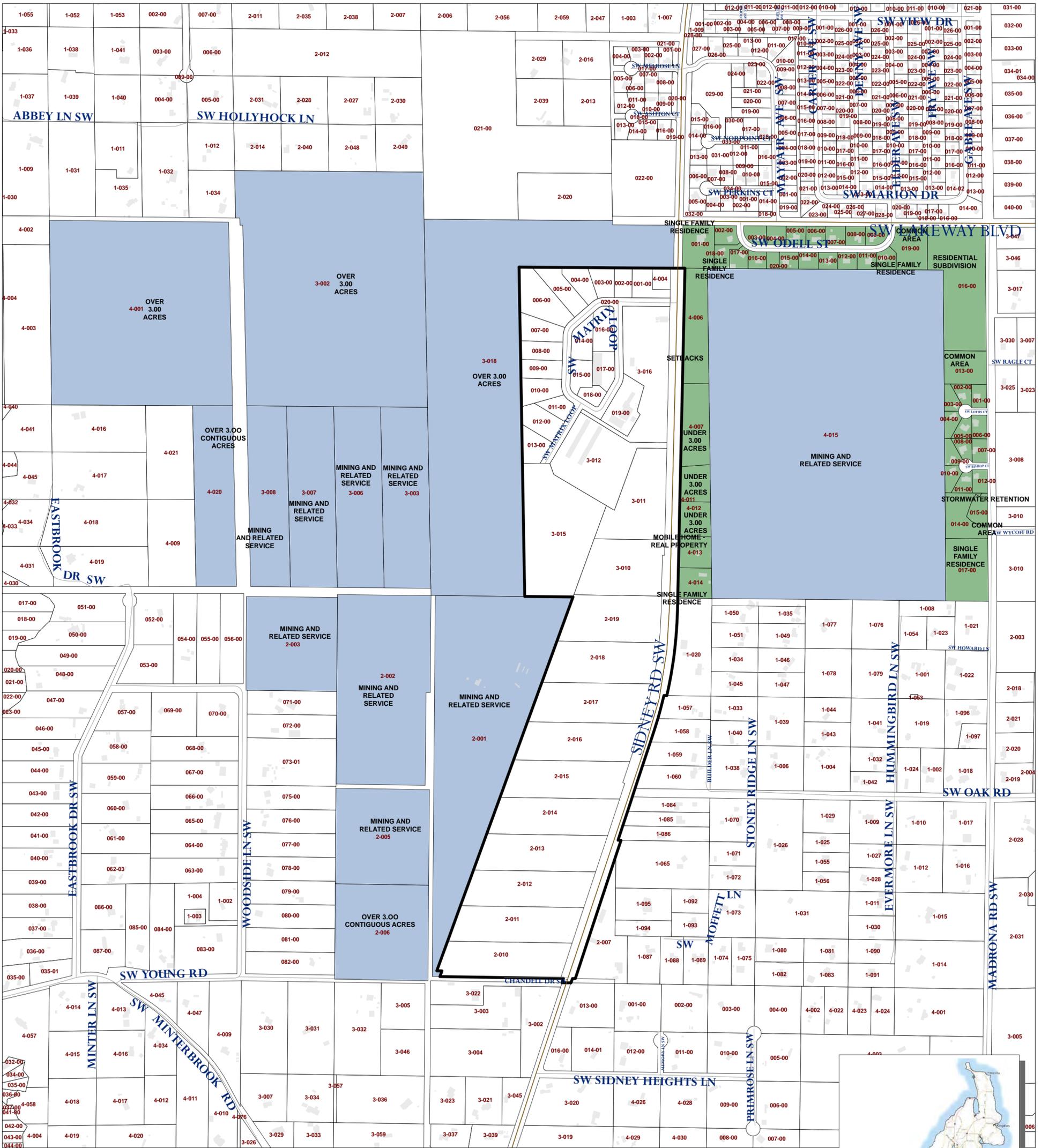
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.



Port Orchard Airport



MRO Parcels

Qualify for Removal

- NO
- YES

Building Footprints

Limited Areas of More Intense Rural Development

- LAMIRD - TYPE III

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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.

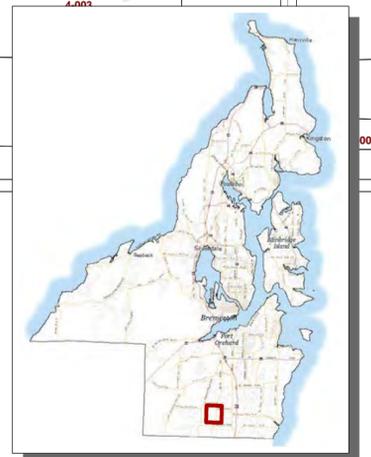
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

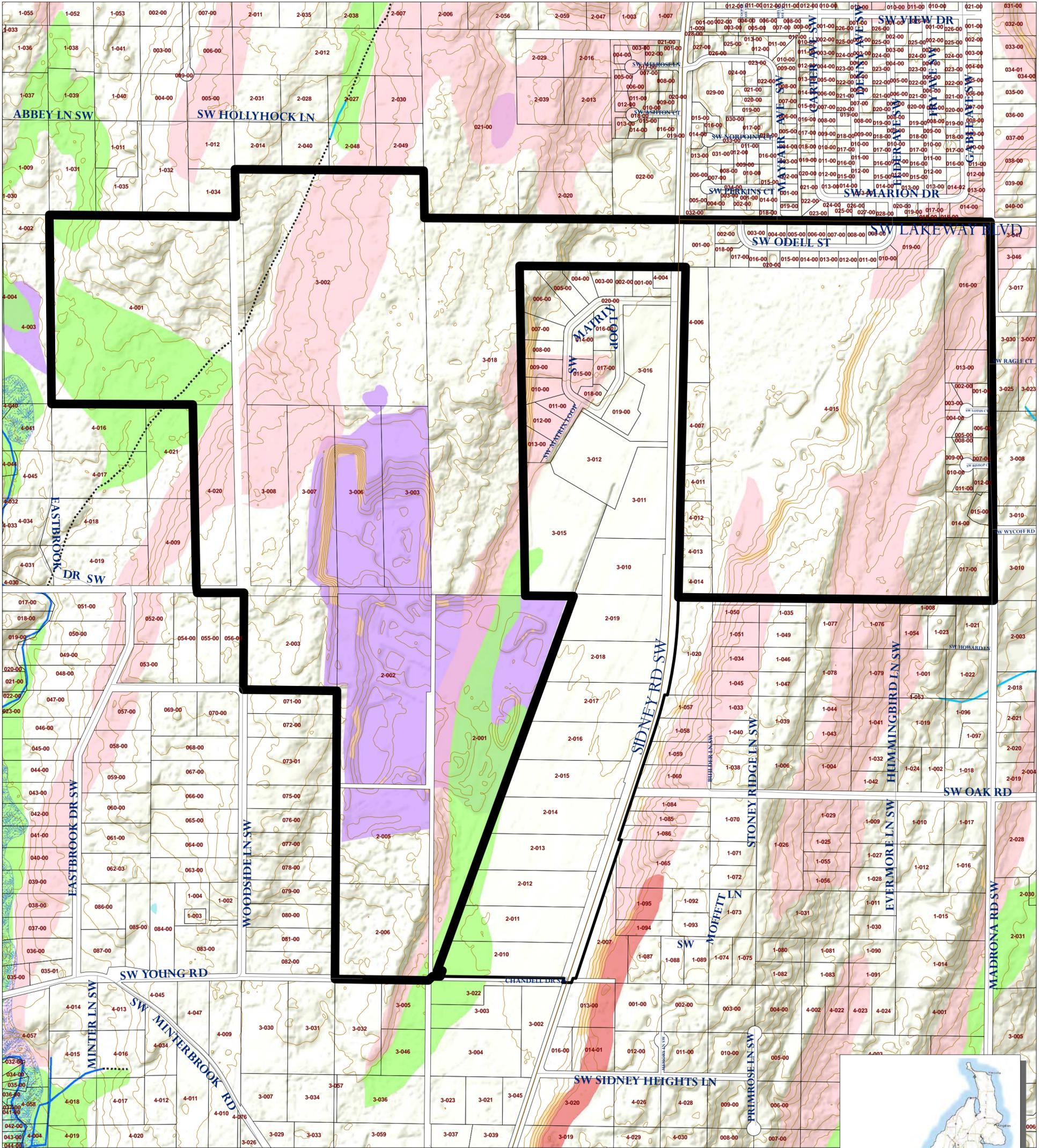
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Port Orchard Airport



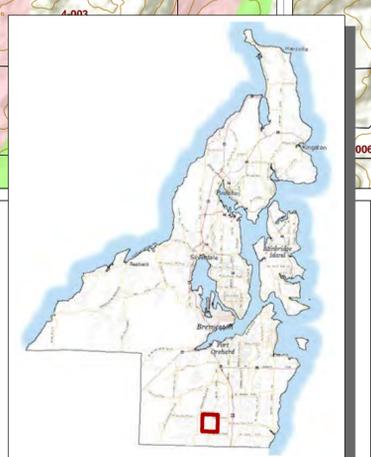
- Limited Areas of More Intense Rural Development** FEMA Flood Hazard Areas
 - LAMIRD - TYPE III
- Street Center Lines**
 - Collector / Arterial
 - Local Access; Local Road
 - 5' Contours
- Wetlands (DNR, NWI, Surveys)**
 - DNR, NWI, Surveyed Wetlands
- Waterbodies (defined in WAC 222-16-030)**
 - Lake, Pond, Reservoir
- Watercourses**
 - (F) Fish Habitat
 - (N) Non-fish Habitat
 - (U) Unknown, unmodeled hydrographic feature
- Hydric Soils**
 - Potential Wetlands
- Landslide Hazard Areas**
 - Moderate
- Erosion Hazard Area**
 - High
 - Moderate
- Seismic Moderate Hazard Area**
 - Moderate

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.



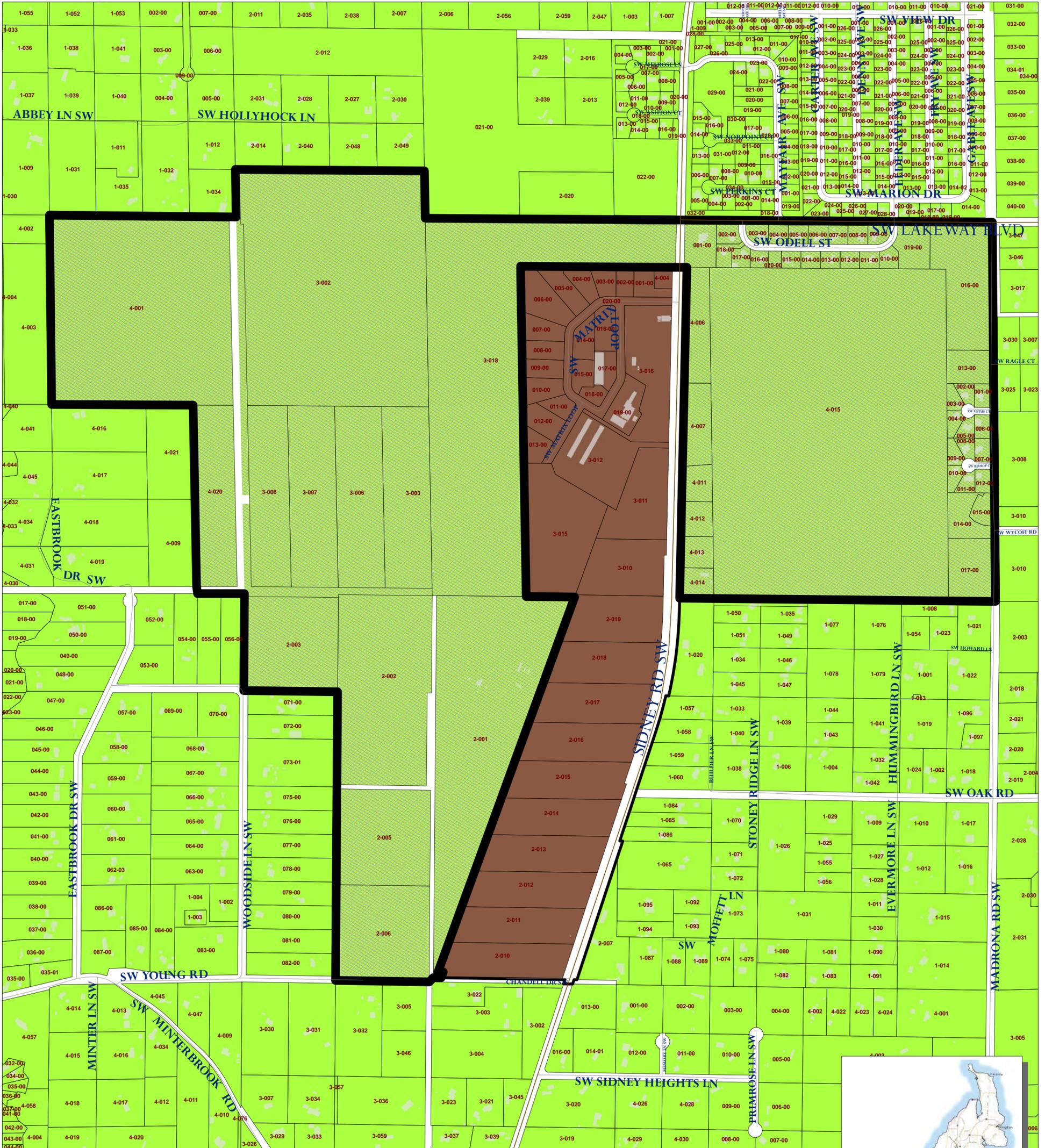
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Current Zoning

Port Orchard Airport



Kitsap County Zoning Designations

- Mineral Resource/Rural Residential
- RR - Rural Residential (1 DU/5 Ac)
- REC - Rural Employment Center

Limited Areas of More Intense Rural Development

- LAMIRD - TYPE III

Building Footprints

- Building Footprints

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

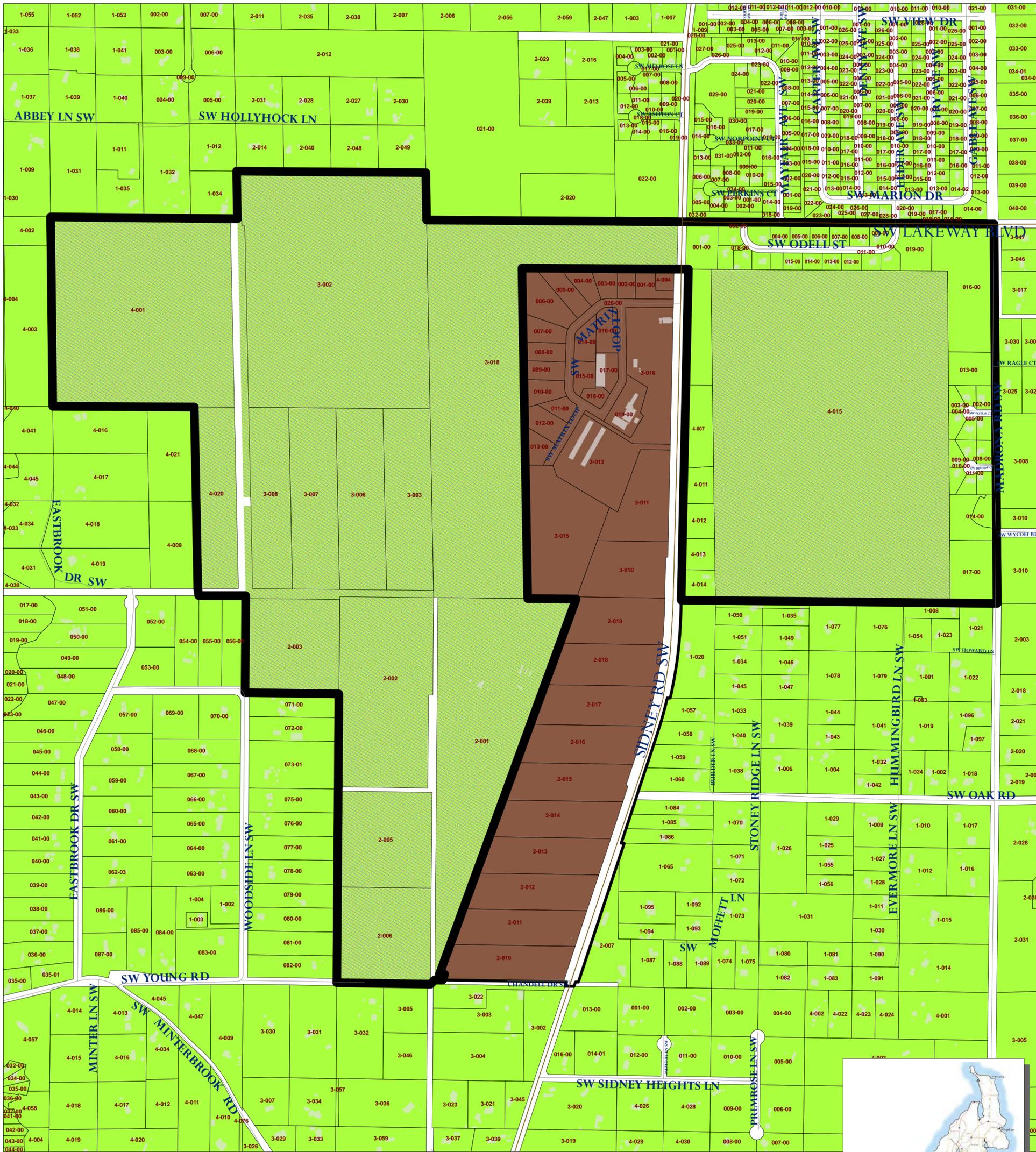
Kitsap County Department of Community Development
614 Division Street, MS-36, Port Orchard, Washington 98366
VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Proposed Zoning

Port Orchard Airport



Kitsap County Zoning Designations

- Mineral Resource/Rural Residential
- RR - Rural Residential (1 DU/5 Ac)
- REC - Rural Employment Center

Limited Areas of More Intense Rural Development

- LAMIRD - TYPE III
- Building Footprints

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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.

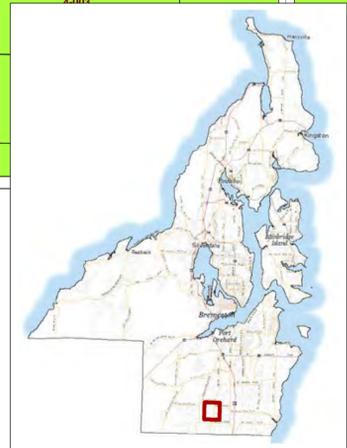
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

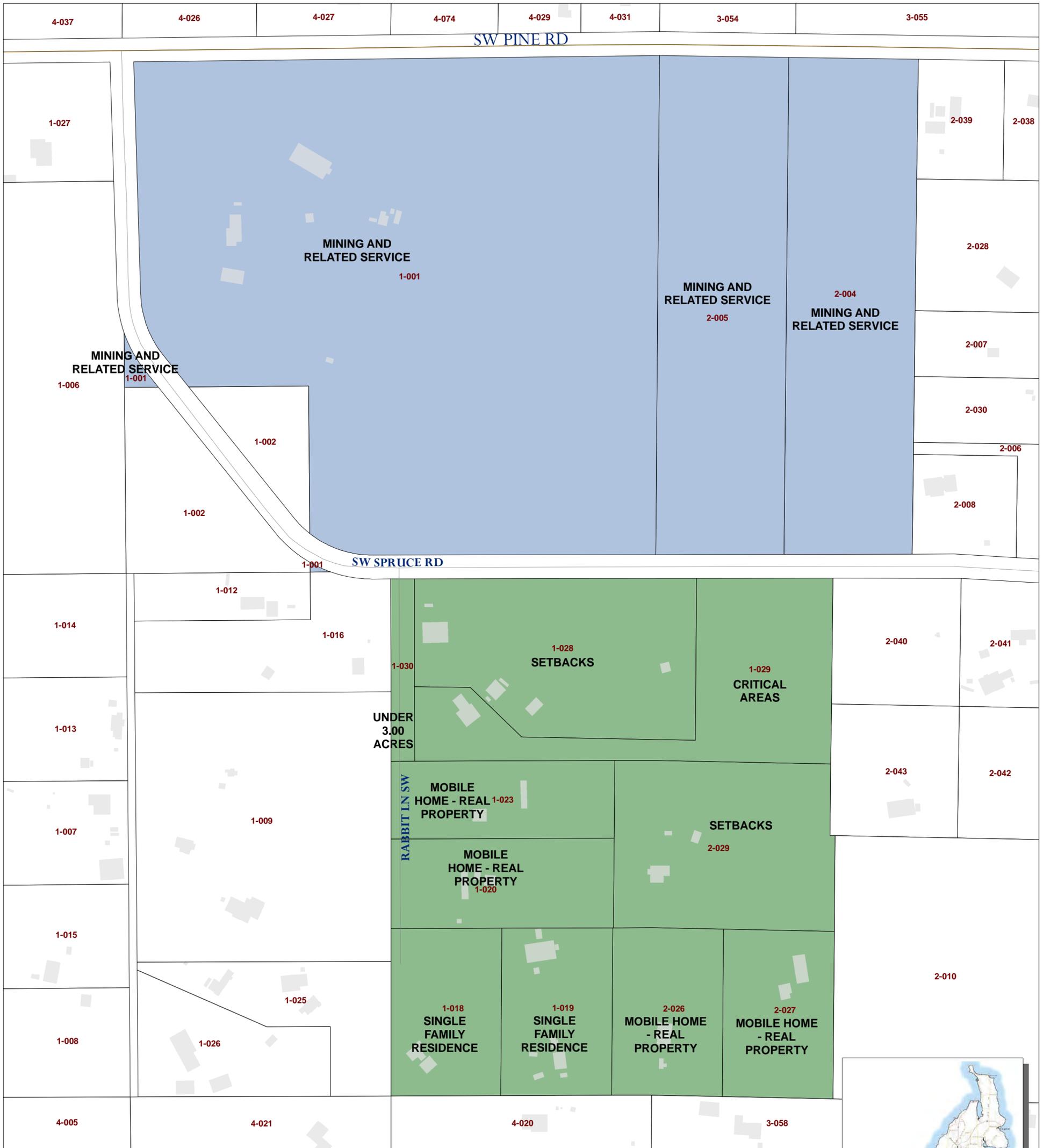
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.



Spruce Road



MRO Parcels

Qualify for Removal

- NO
- YES
- Building Footprints

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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.

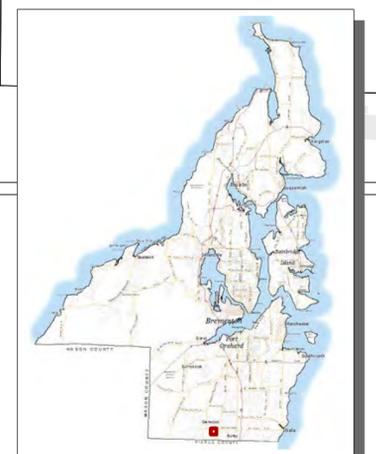
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

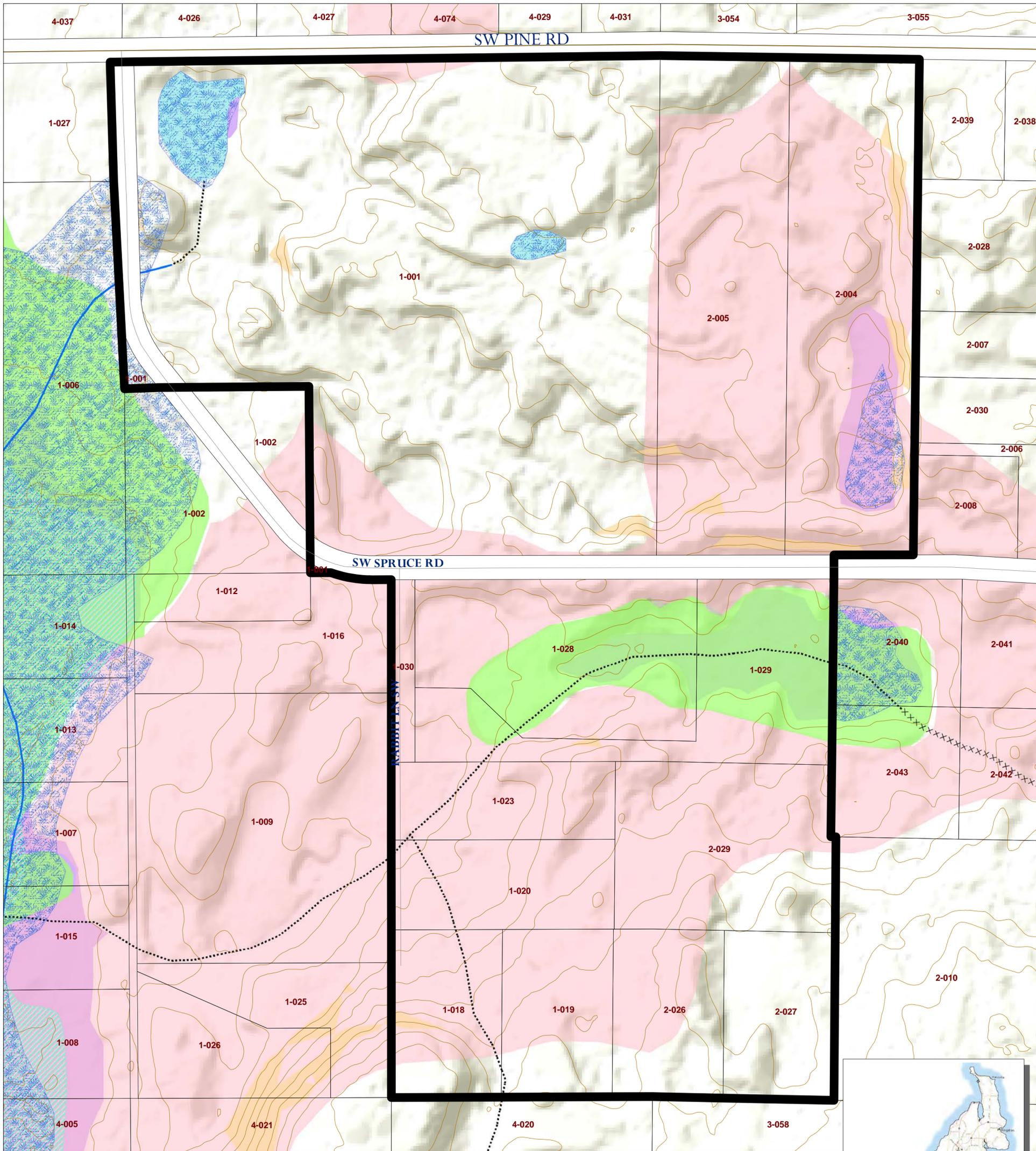
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Spruce Road



- Street Center Lines**
- Collector / Arterial
- Local Access; Local Road
- 5' Contours
- Wetlands (DNR, NWI, Surveys)**
- DNR, NWI, Surveyed Wetlands
- Waterbodies (defined in WAC 222-16-030)**
- Lake, Pond, Reservoir
- Watercourses**
- (F) Fish Habitat
- (U) Unknown, unmodeled hydrographic feature
- XX NOCH

- FEMA Flood Hazard Areas**
- 100 Year Floodplain
- Hydric Soils**
- Potential Wetlands
- Landslide Hazard Areas**
- Moderate
- Erosion Hazard Area**
- Moderate
- Seismic Moderate Hazard Area**
- Moderate

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.



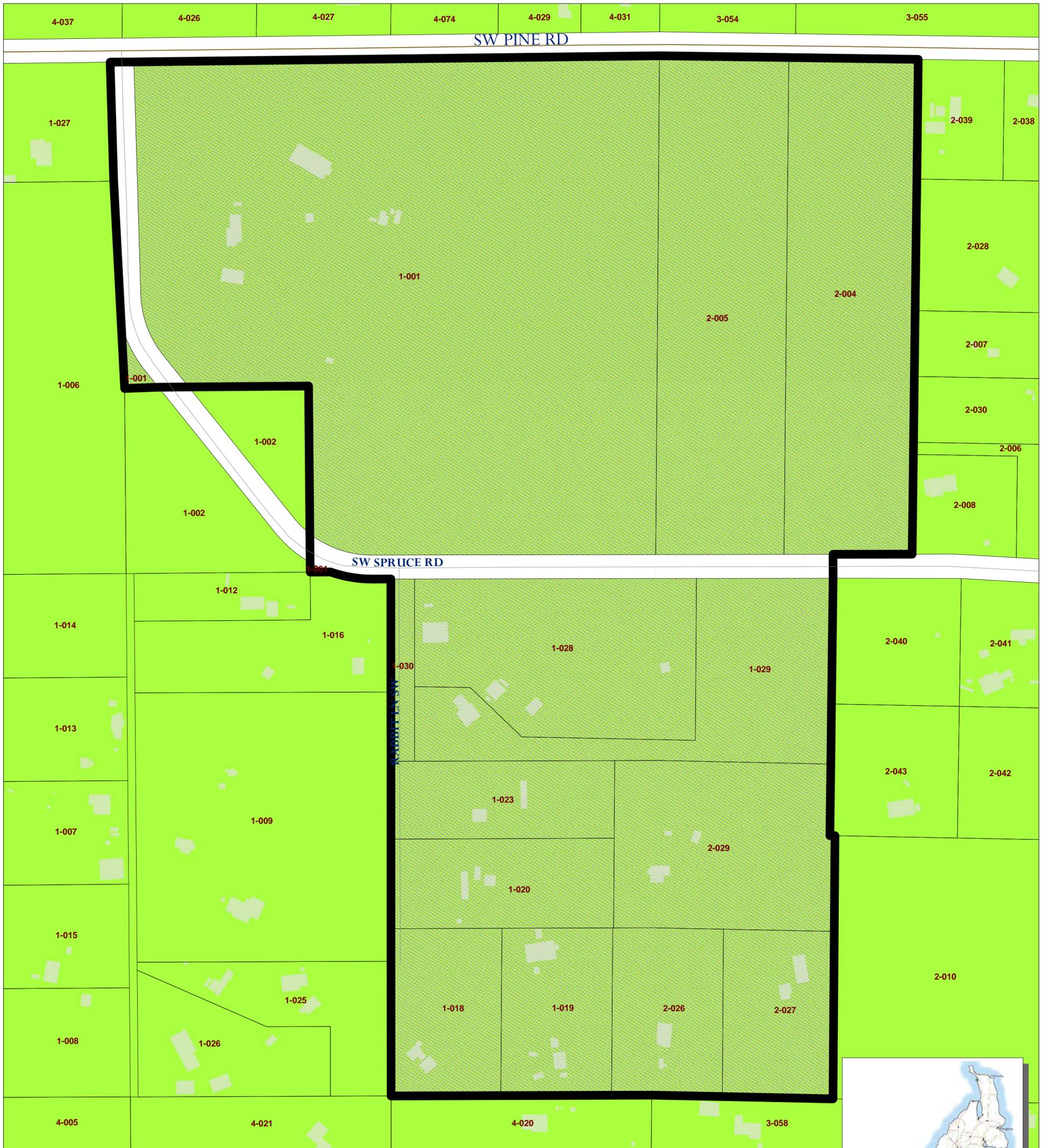
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Current Zoning

Spruce Road



Kitsap County Zoning Designations

- Mineral Resource/Rural Residential
- RR - Rural Residential (1 DU/5 Ac)

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

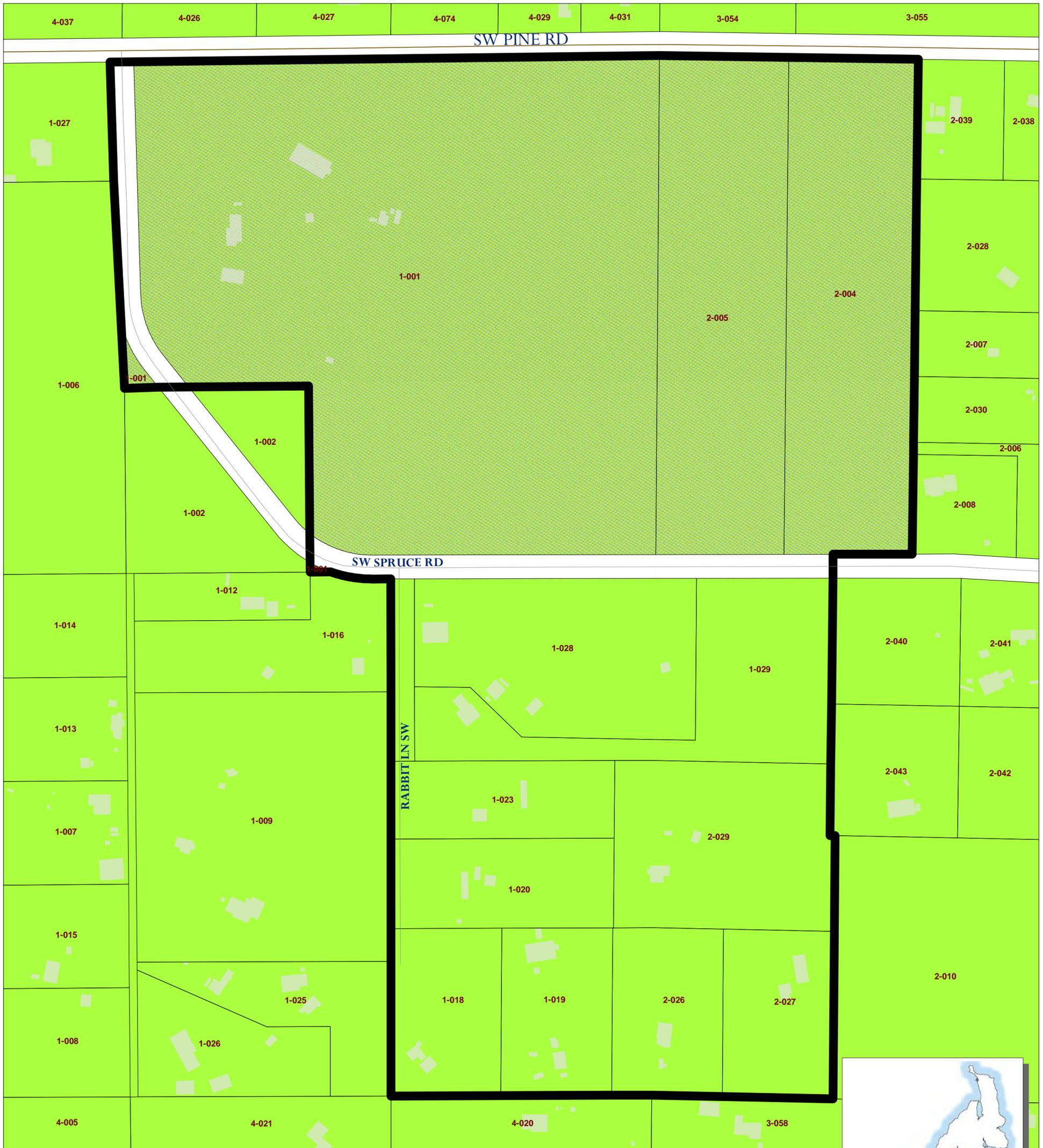
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Proposed Zoning

Spruce Road



Kitsap County Zoning Designations

- Mineral Resource/Rural Residential
- RR - Rural Residential (1 DU/5 Ac)
- Building Footprints

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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.

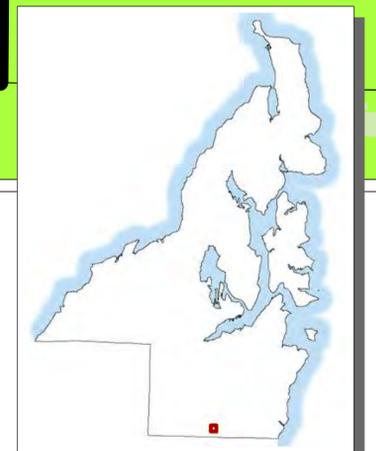
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.



Swofford Road



MRO Parcels Quality for Removal

- YES
- Building Footprints

Street Center Lines

- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
614 Division Street, MS-36, Port Orchard, Washington 98366
VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Swofford Road



Street Center Lines

— Local Access; Local Road

2017 Aerial Imagery



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

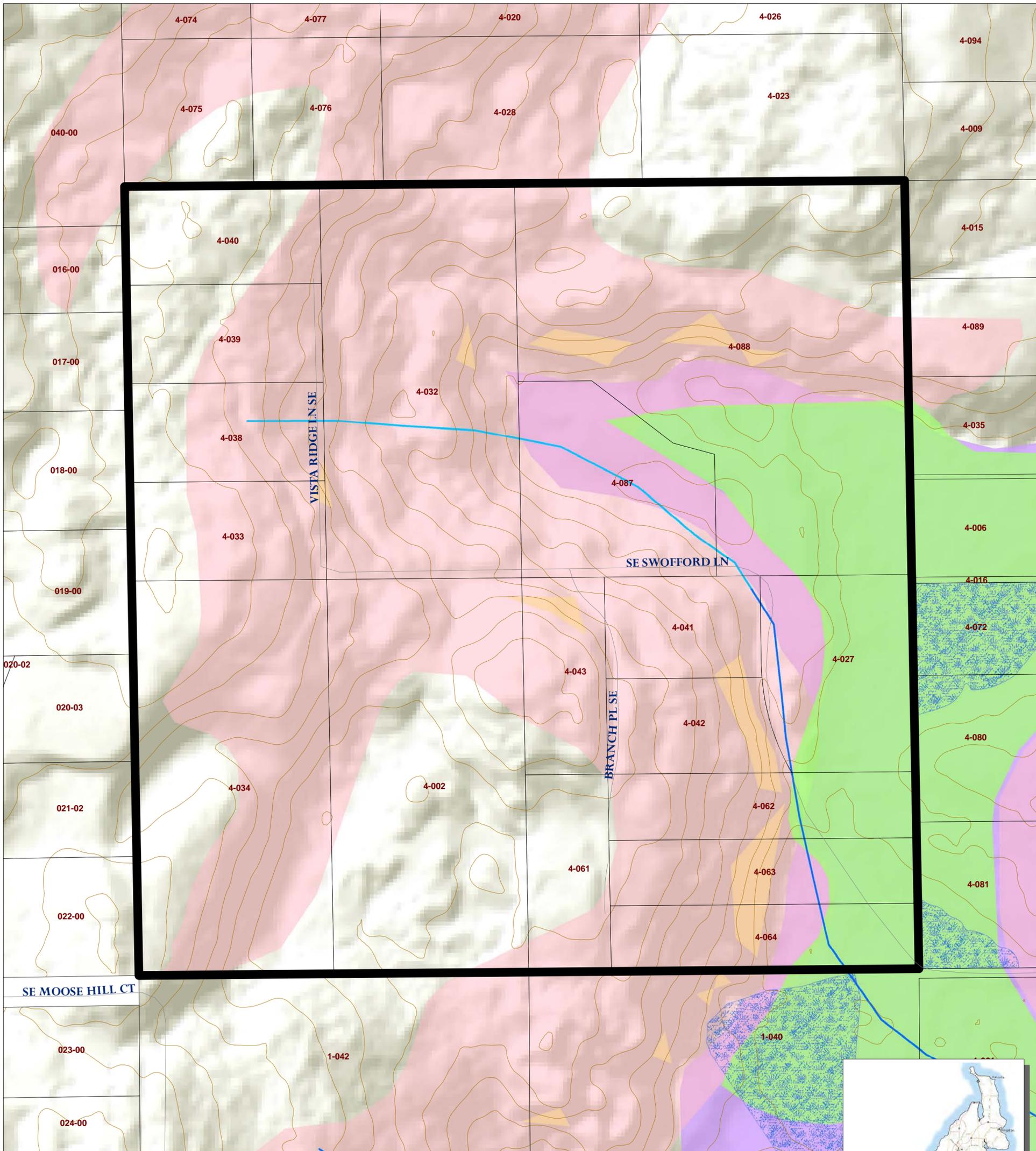
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Swofford Road



Street Center Lines

- Local Access; Local Road
- 5' Contours

Wetlands (DNR, NWI, Surveys)

- DNR, NWI, Surveyed Wetlands

Watercourses

- (F) Fish Habitat
- (N) Non-fish Habitat

Hydric Soils

- Potential Wetlands

Landslide Hazard Areas

- Moderate

Erosion Hazard Area

- Moderate

Seismic Moderate Hazard Area

- Moderate

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

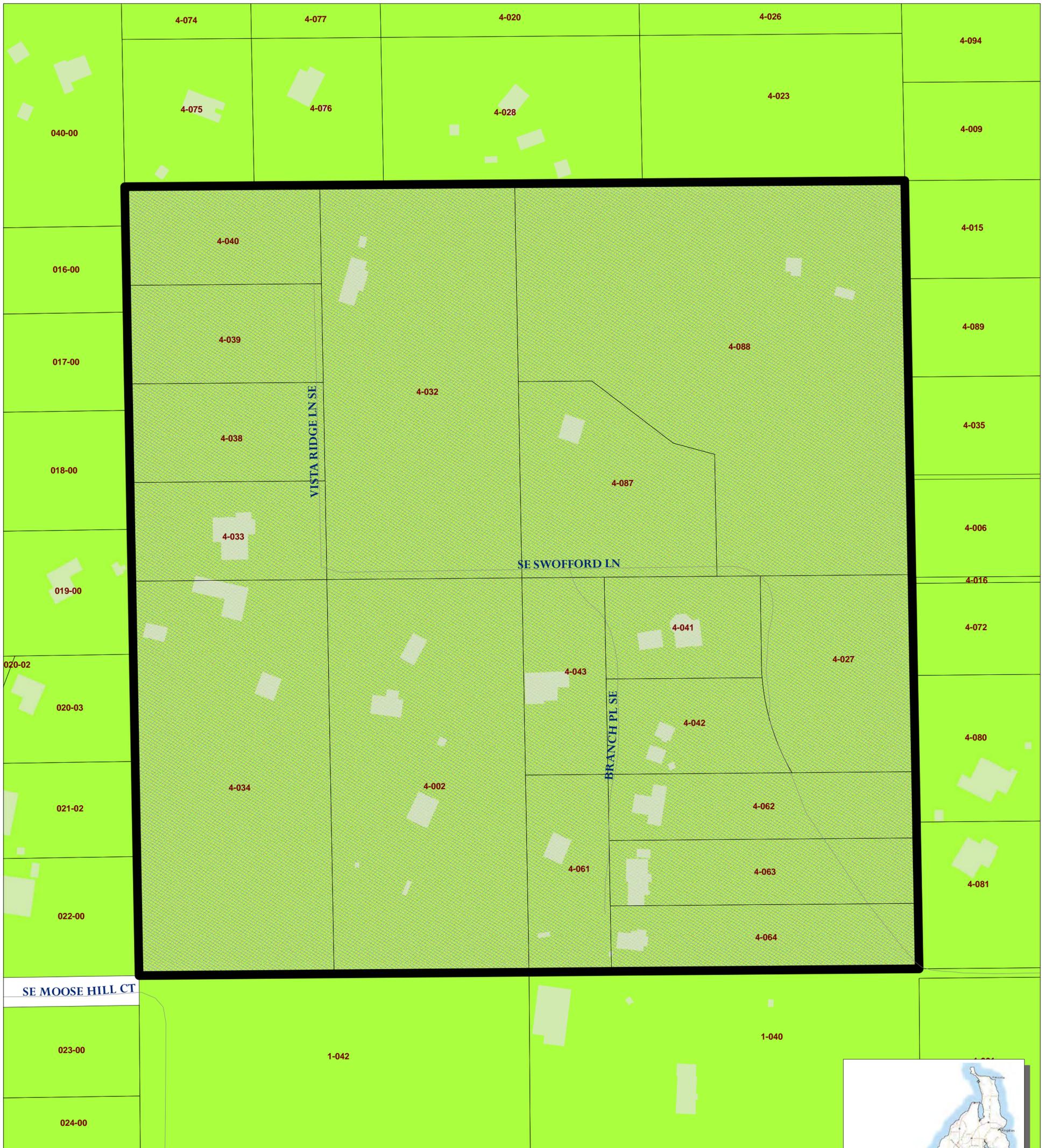
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Current Zoning

Swofford Road

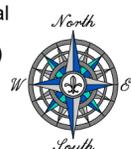


Kitsap County Zoning Designations

- Mineral Resource/Rural Residential
- RR - Rural Residential (1 DU/5 Ac)
- Building Footprints

Street Center Lines

- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

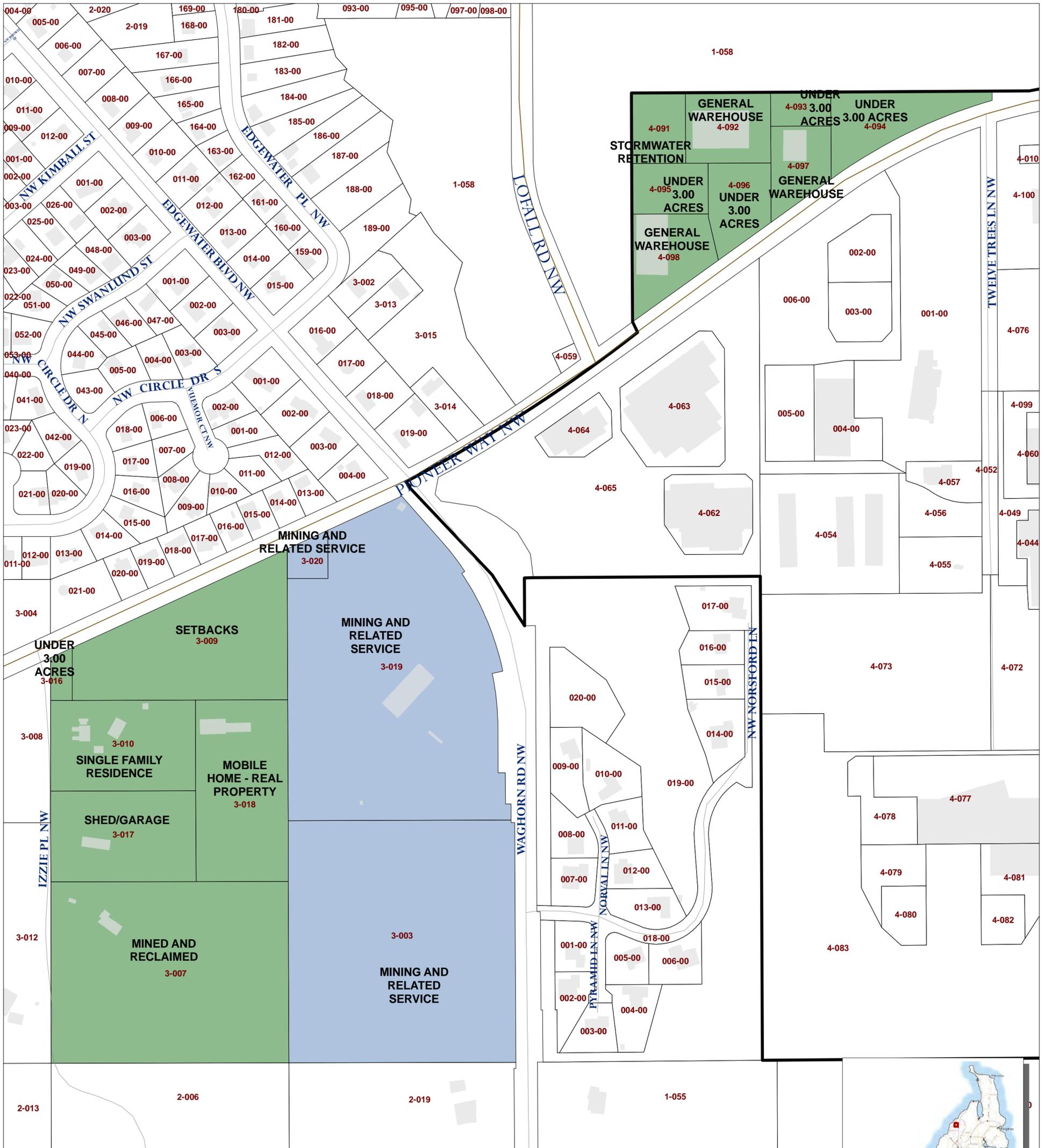
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.



Twelve Trees Employment Center



MRO Parcels

Quality for Removal

NO (Blue)

YES (Green)

Building Footprints (Grey)

Limited Areas of More Intense Rural Development

LAMIRD - TYPE III (Black outline)

Street Center Lines

Collector / Arterial (Thick line)

Local Access; Local Road (Thin line)



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Twelve Trees Employment Center



Limited Areas of More Intense Rural Development

LAMIRD - TYPE III

Street Center Lines

Collector / Arterial
 Local Access; Local Road

2017 Aerial Imagery



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

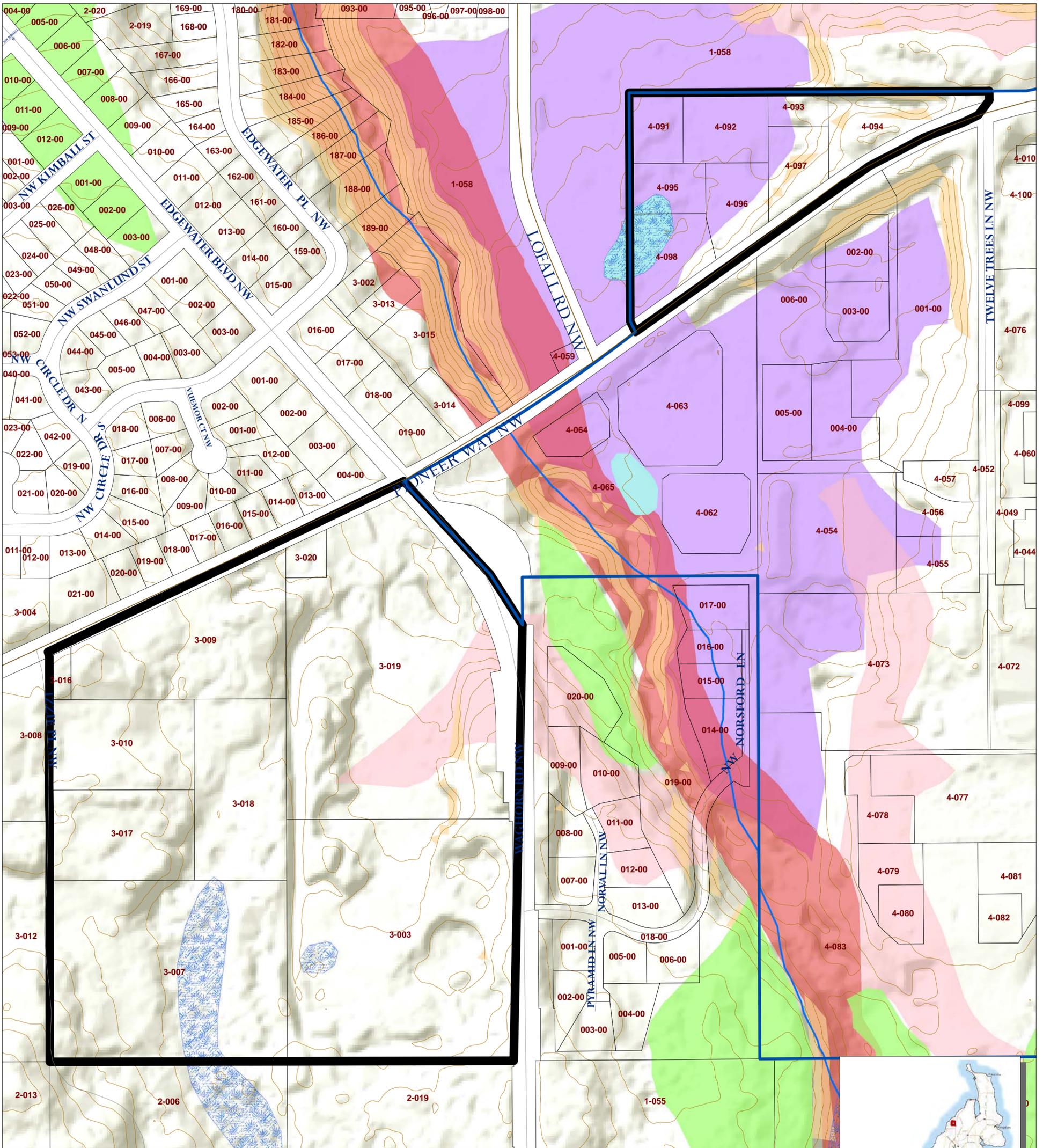
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Twelve Trees Employment Center



- Limited Areas of More Intense Rural Development**
- LAMIRD - TYPE III
- Street Center Lines**
- Collector / Arterial
- Local Access, Local Road
- 5' Contours
- Wetlands (DNR, NWI, Surveys)**
- DNR, NWI, Surveyed Wetlands
- Waterbodies (defined in WAC 222-16-030)**
- Lake, Pond, Reservoir
- Watercourses**
- (F) Fish Habitat
- Hydric Soils**
- Potential Wetlands
- Landslide Hazard Areas**
- Moderate
- Erosion Hazard Area**
- High
- Moderate
- Seismic Moderate Hazard Area**
- Moderate

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

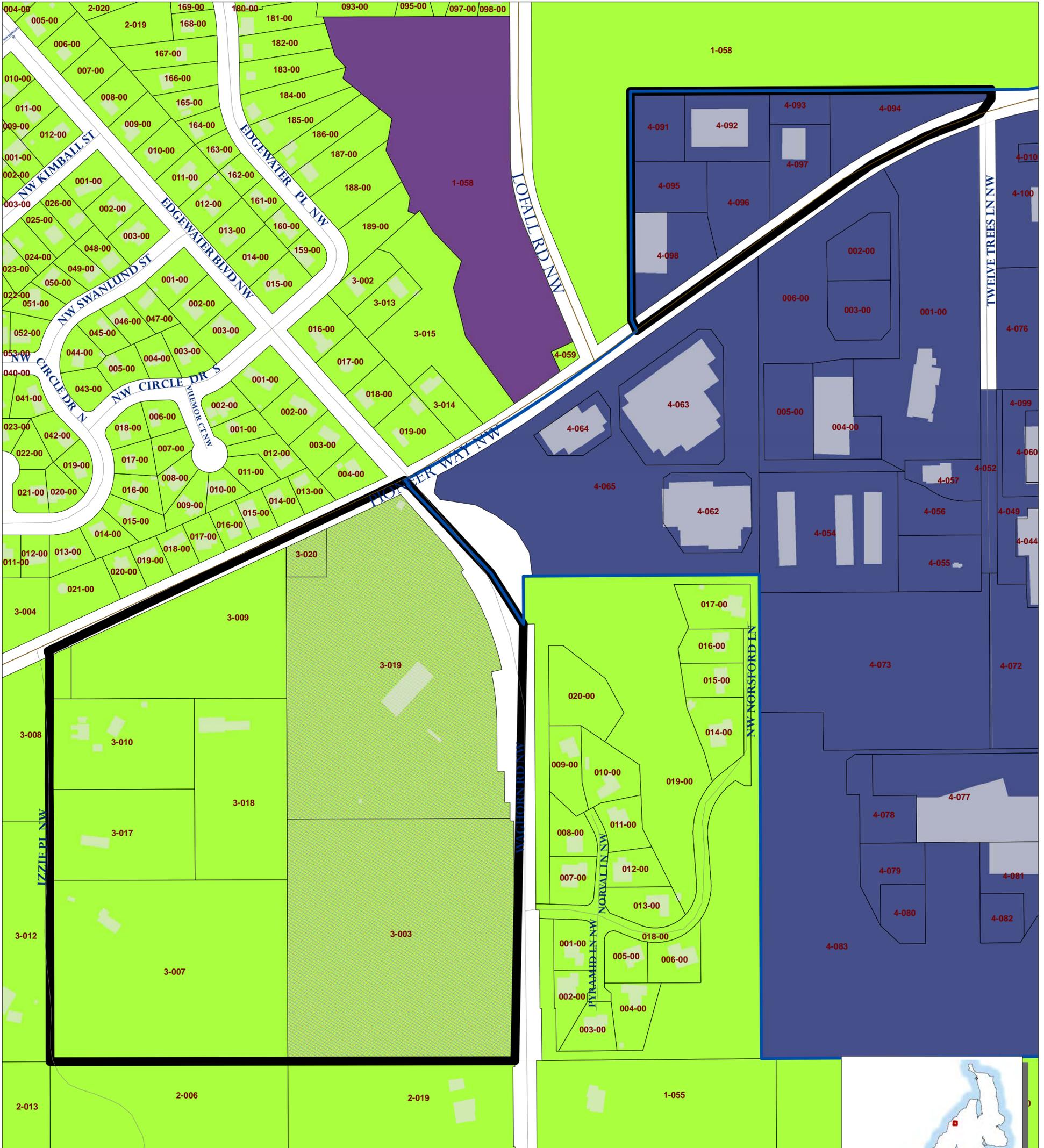
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Proposed Zoning

Twelve Trees Employment Center



- Kitsap County Zoning Designations**
- Mineral Resource/Twelve Trees Employment Center
 - Mineral Resource/Rural Residential
 - RR - Rural Residential (1 DU/5 Ac)
 - TTEC - Twelve Trees Employment Center
 - Park
 - Building Footprints
- Limited Areas of More Intense Rural Development**
- LAMIRD - TYPE III
- Street Center Lines**
- Collector / Arterial
 - Local Access; Local Road



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.

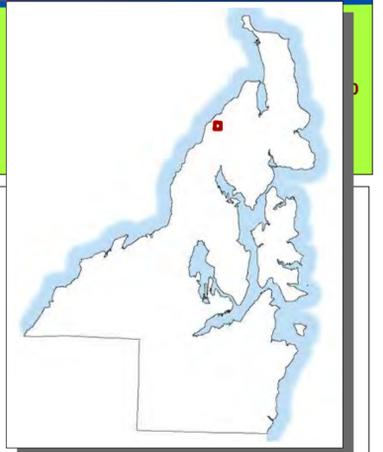
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

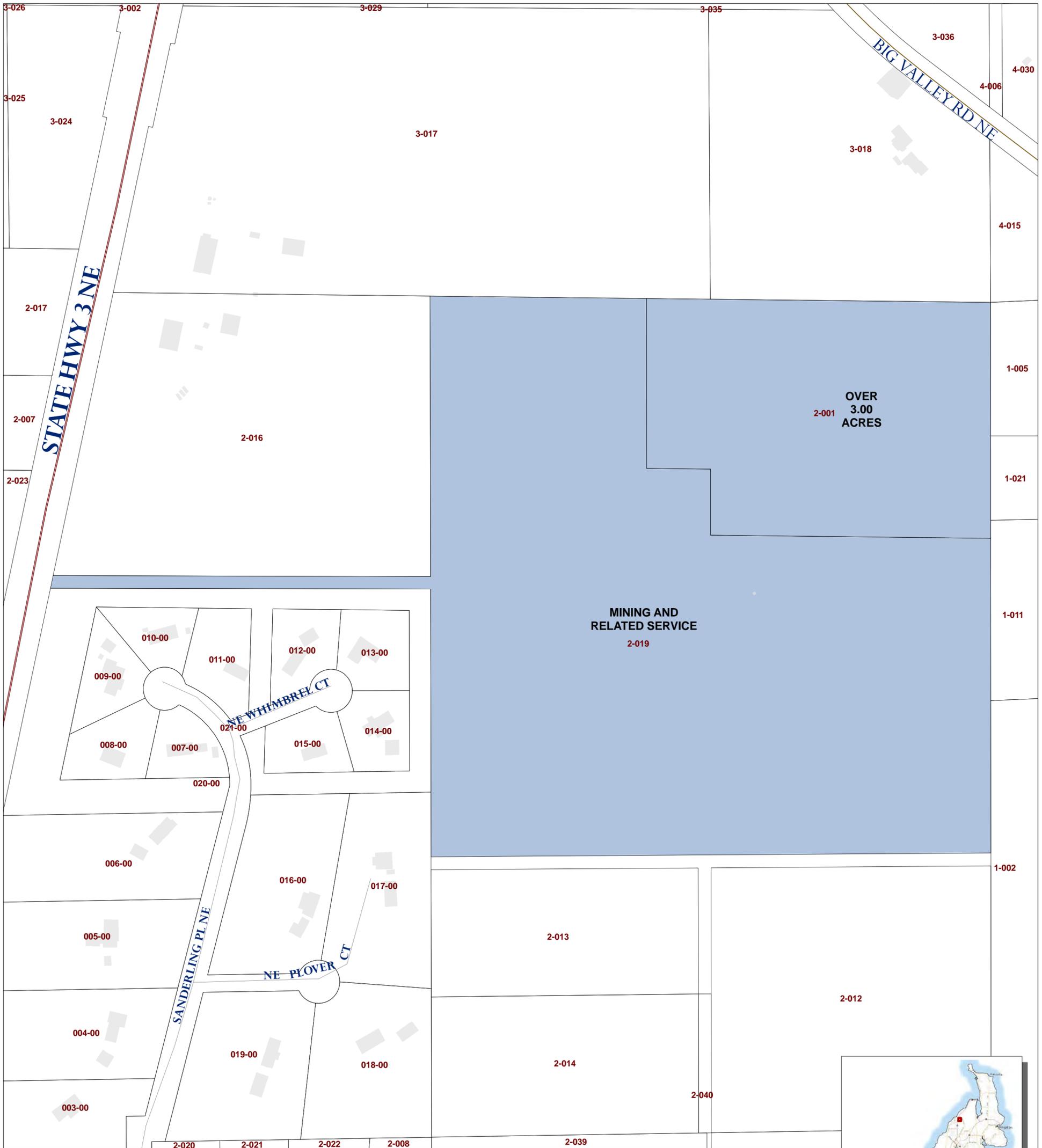
Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.



Breidablick



MRO Parcels

Quality for Removal

- NO
- Building Footprints

Street Center Lines

- State Highway
- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

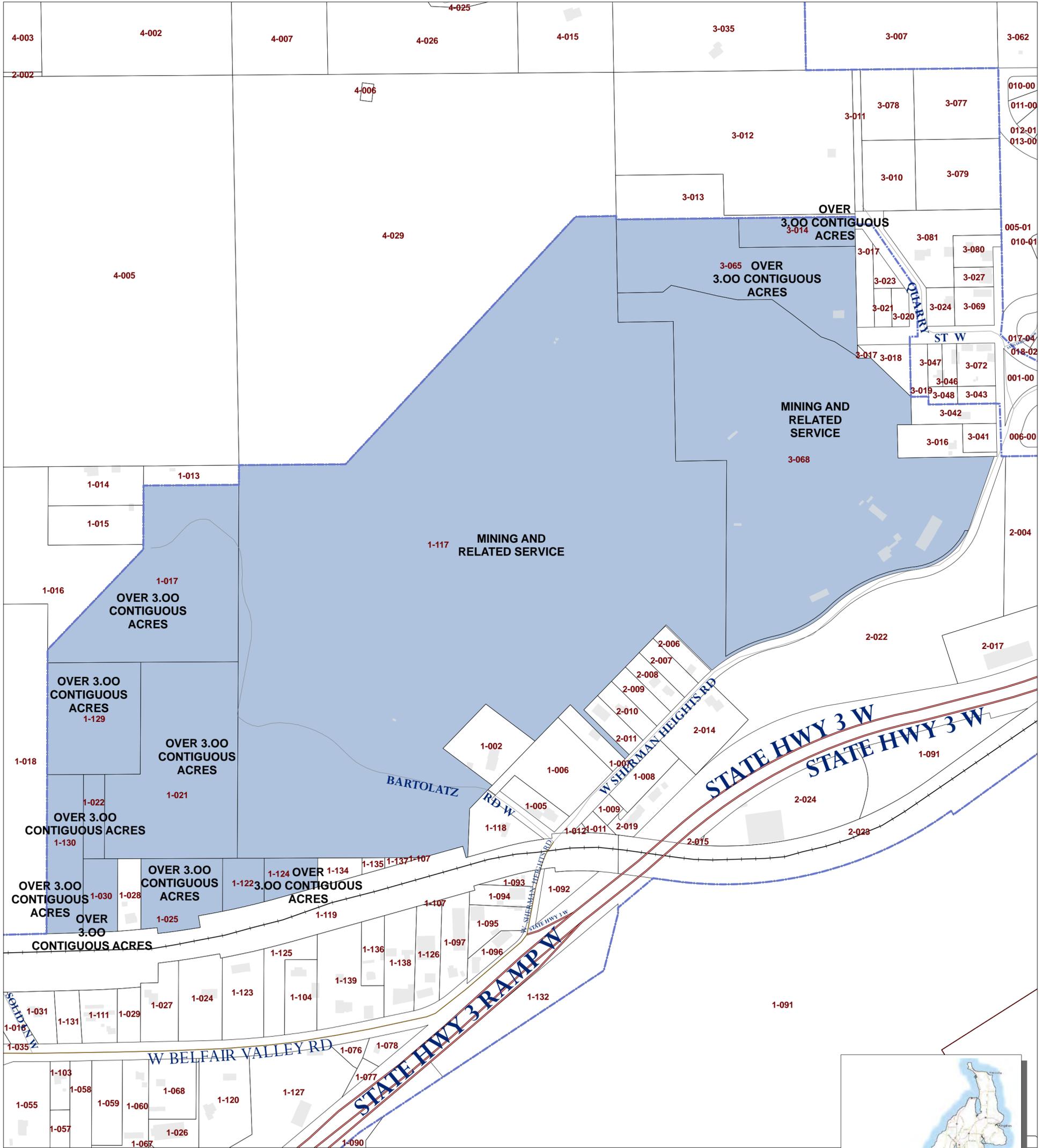
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Gorst



- MRO Parcels**
- Quality for Removal
 - NO
 - Building Footprints
 - Urban Growth Area Boundary
 - Incorporated City Boundary
- Street Center Lines**
- State Highway
 - Collector / Arterial
 - Local Access; Local Road
- Railroad Lines**
- Railroad Lines



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

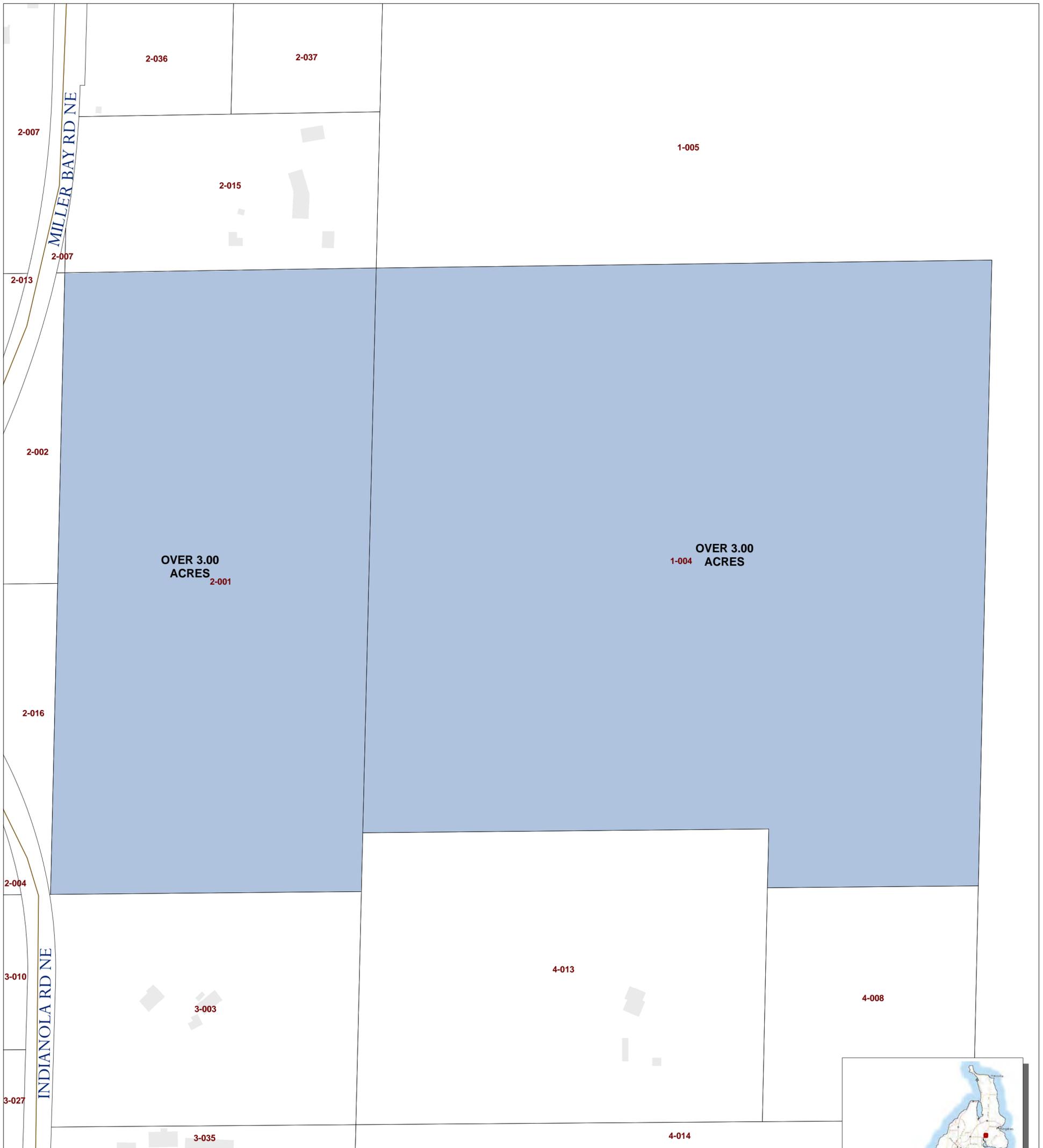
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Indianola Road



MRO Parcels

Quality for Removal

- NO
- Building Footprints

Street Center Lines

- Collector / Arterial



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Kegel Lane



MRO Parcels

Quality for Removal

- NO
- Building Footprints

Street Center Lines

Local Access; Local Road



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.

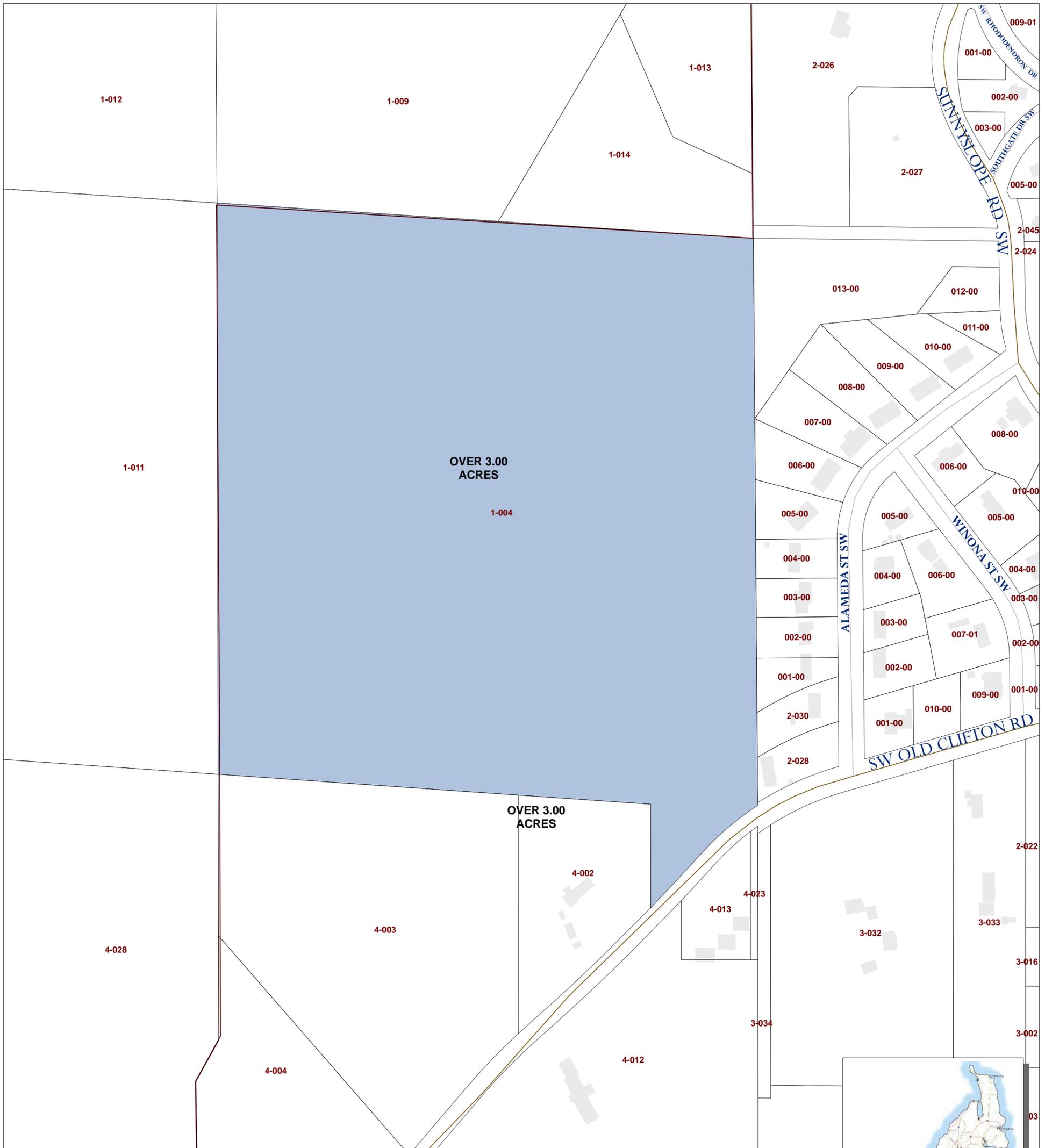
The information on this map may have been collected from various sources and can change over time without notice.

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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019
 Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>

Old Clifton Road



MRO Parcels

Qualify for Removal

- NO
- Building Footprints
- Incorporated City Boundary

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

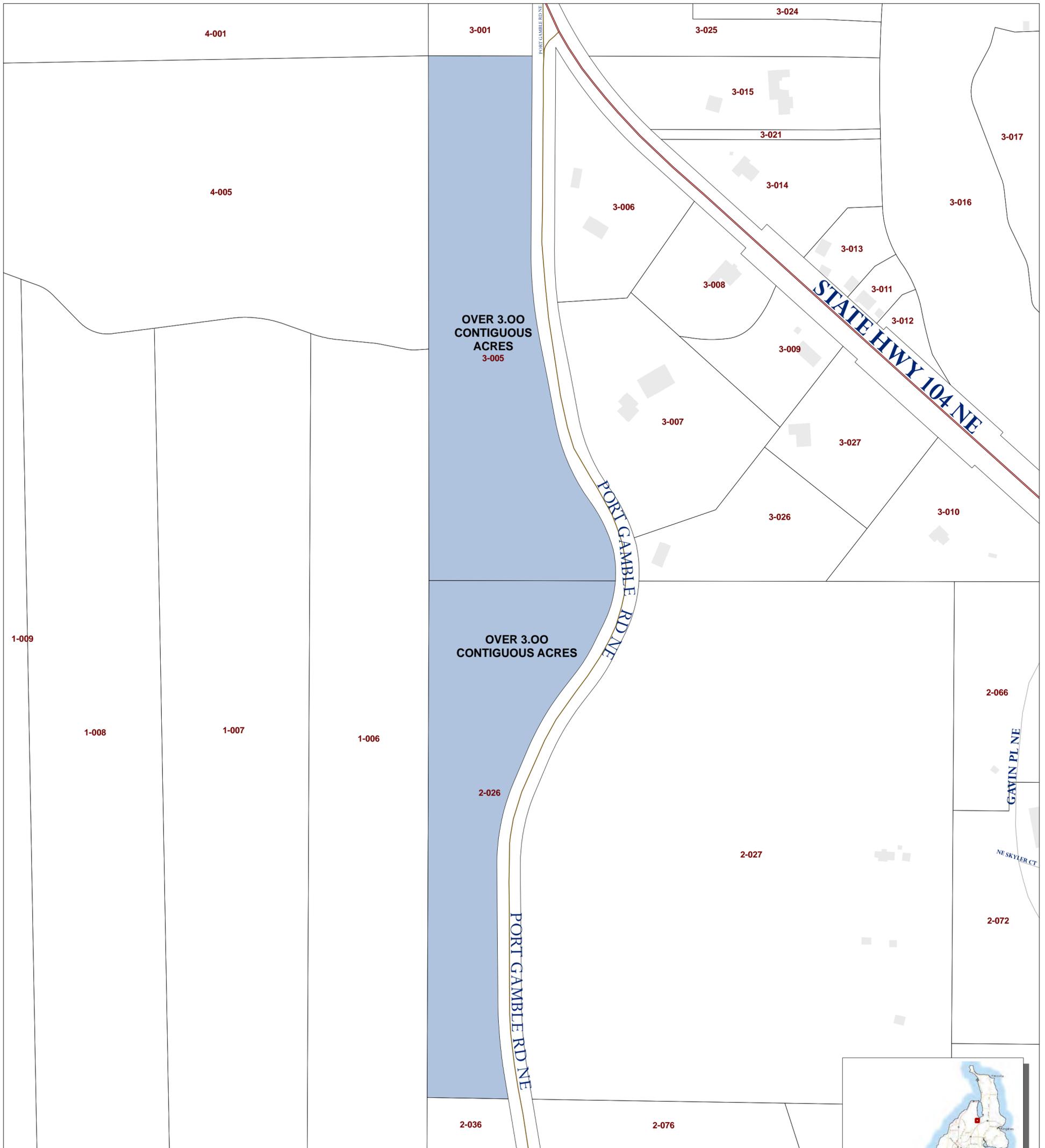
Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Port Gamble Road



- MRO Parcels**
- Qualify for Removal**
- NO
 - Building Footprints
- Street Center Lines**
- State Highway
 - Collector / Arterial
 - Local Access; Local Road



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.

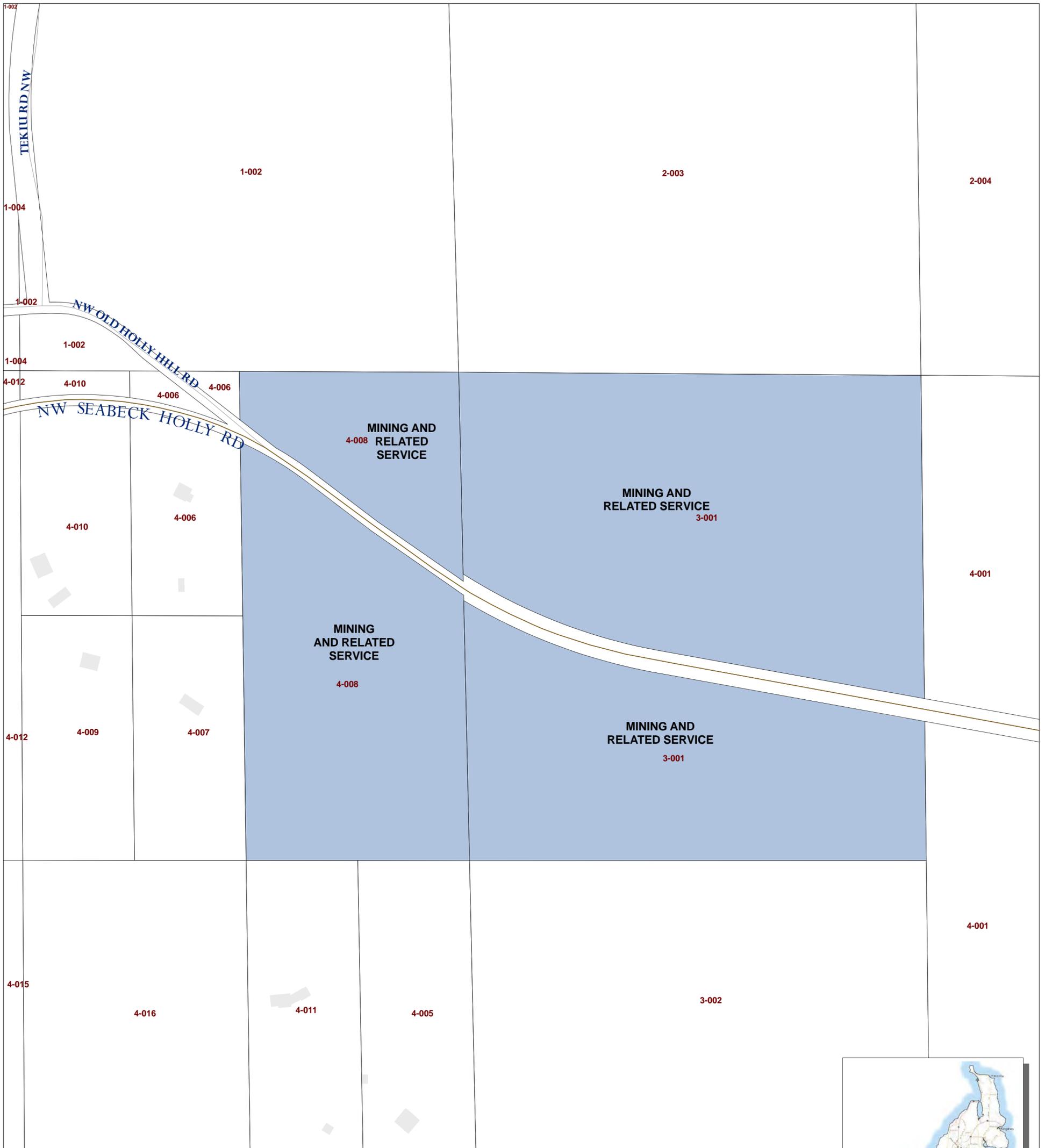
Kitsap County and its officials and employees assume no responsibility or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Seabeck Holly Road



MRO Parcels

Qualify for Removal

- NO
- Building Footprints

Street Center Lines

- Collector / Arterial
- Local Access; Local Road



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>





Shearer Trucking INC



MRO Parcels Qualify for Removal

NO

Railroad Lines

Railroad Lines



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.

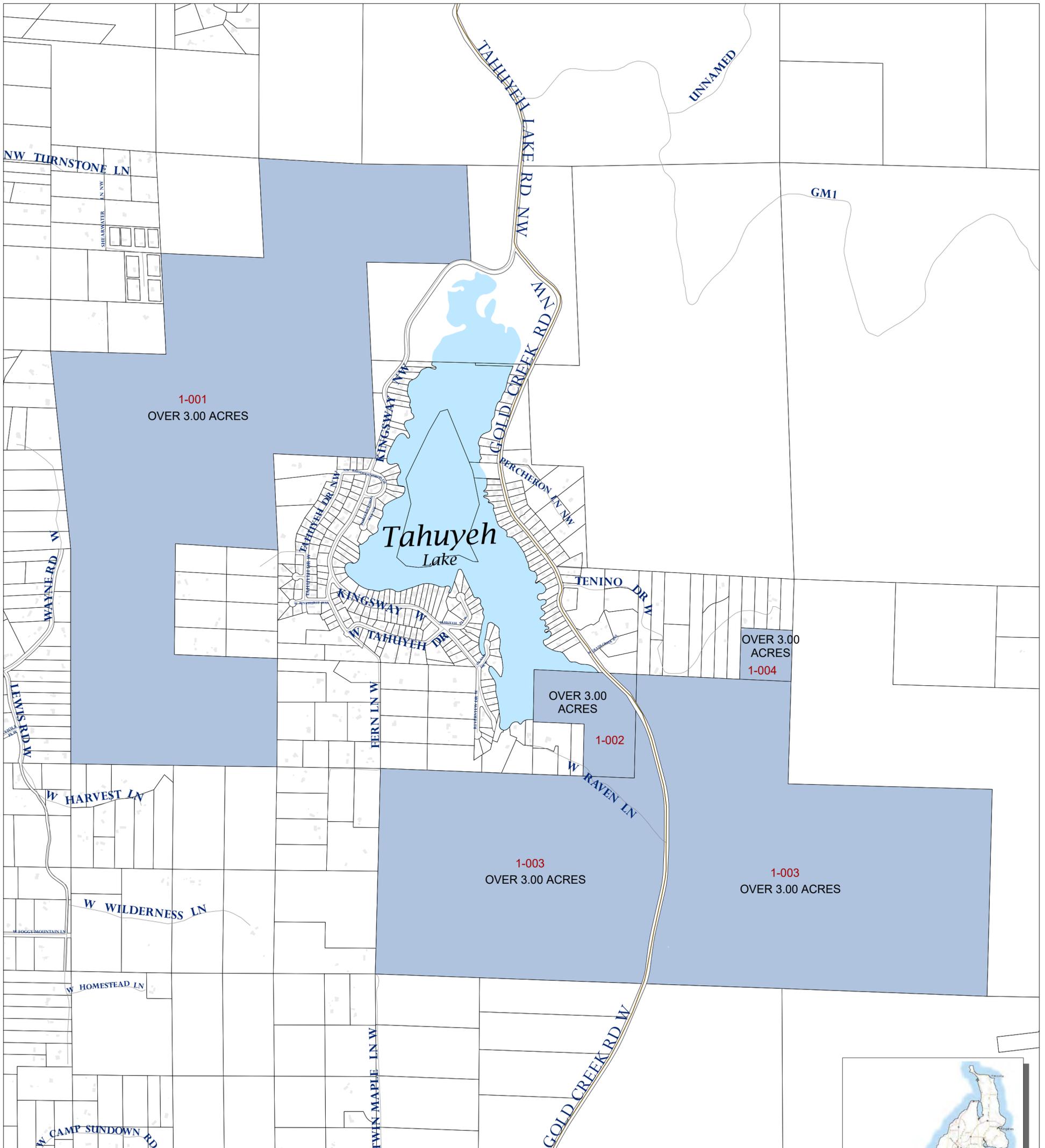
Kitsap County and its officials and employees assume no responsibility or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
614 Division Street, MS-36, Port Orchard, Washington 98366
VOICE (360) 337-5777 * <https://www.kitsapgov.com>



Tahuyeh Lake



MRO Parcels
Qualify for Removal

- NO
- Building Footprints
- Street Center Lines**
- Collector / Arterial
- Local Access; Local Road
- Greater Puget Sound Hydrology



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 or legal liability for the accuracy, completeness, reliability, or timeliness of any information on this map.

Map Published Date: June, 2019

Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-5777 * <https://www.kitsapgov.com>



This page intentionally left blank.

Attachment B

This page intentionally left blank.

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

2019 Kitsap County Comprehensive Plan Mineral Resource Overlay Clean Up Amendment
(a non-project action)

2. Name of applicant:

Kitsap County Department of Community Development

3. Address and phone number of applicant and contact person:

Liz Williams, Planner
lwilliams@co.kitsap.wa.us
360-337-5777

4. Date checklist prepared:

August 8, 2019

5. Agency requesting checklist:

Kitsap County

6. Proposed timing or schedule (including phasing, if applicable):

Amendment is expected to be adopted in December 2019.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The Kitsap County Comprehensive Plan and the Kitsap County Code is subject to continuous review and may be amended in future years. Any future development projects associated with this area will be subject to applicable environmental review.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

None.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None. Not applicable for this non-project action

10. List any government approvals or permits that will be needed for your proposal, if known.

This amendment will need to be adopted by Kitsap County ordinance.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposed non-project action will remove the Mineral Resource Overlay (MRO) designation from 143 parcels (approximately 257 acres) located across unincorporated Kitsap County. The underlying Comprehensive Plan land use designation and zoning classification will remain unchanged based on the proposed non-project action.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

This is a non-project action that affects the following parcels:

Tax Parcel #	Landowner	Total Acres
232301-4-008-2005	AMIS MICHAEL B & VALARIE S	1.26
232301-4-023-2006	ANDERSON DAVID & KRISTINA	1.71
232301-4-021-2008	CARMONA RAUL R & JANET Y	1.31
262301-1-017-2007	CHEVALIER MAURICE & REBECCA	2.39
232301-4-006-2007	COLBURN REID	1.26
232301-4-016-2005	CRANE JONATHAN L & GLORIA J	1.20
232301-4-010-2001	CREGIER CHARLES E	1.12
262301-1-061-2002	JONES KARIN K & MICHAEL S	1.02
232301-4-001-2002	LEVINSON MARK M & KIM A	5.04
232301-4-011-2000	LEVINSON MARK M & KIM A	2.32
232301-4-014-2007	LEVINSON MARK M & KIM A	2.52
232301-4-019-2002	LOMAX RANDALL & BARBARA	1.15
232301-4-007-2006	LOPEZ ISAAC F	4.91
232301-4-020-2009	MEANS MICHAEL J & MELISSA R	1.00
232301-4-022-2007	MILLER ANDREW F	1.08
232301-4-002-2001	MOEN ARDELL G	3.23
232301-4-003-2000	MOEN ARDELL G	1.60
262301-1-062-2001	PENDRAS TERRI	1.01
262301-1-060-2003	SAIKI SUSAN S	3.34
232301-4-017-2004	SCHAFFER DOROTHY M	1.20
262301-1-057-2008	SHERWIN JONATHAN M & MOLLY J	1.50
232301-4-018-2003	SILVER JOHN A & SHELLY R	1.20
232301-4-009-2004	TURNER MICHAEL MATTHEW	1.26
232301-4-005-2008	WARGO MARK N SR & CRYSTAL ANN	4.87
192501-4-025-2008	BARTON CHARLES E & KIMBERLEE A	0.72

192501-4-060-2004	BELL ROBERT L & TRACY L	0.58
192501-4-048-2001	CENA WILFRED G & EVELYNDA M TRUSTEES	0.61
192501-4-069-2005	COLLINS MICHAEL J	0.58
192501-4-068-2006	D & J ROHN FAMILY LLLP #2	0.60
192501-4-054-2002	DCRW PROPERTIES LLC	0.36
192501-4-055-2001	DCRW PROPERTIES LLC	0.37
192501-4-049-2000	DELANEY JOHN V III TRUSTEE	0.40
192501-4-042-2007	DICKEY RD LLC	0.29
192501-4-043-2006	DICKEY RD LLC	0.29
192501-4-070-2002	DIXON JAMES B	0.86
192501-4-034-2007	ERICKSON ANN	0.59
192501-4-044-2005	FELDMAN ROBERT D	0.77
192501-4-023-2000	GUSKI EDWARD C & MARY A	1.13
192501-4-041-2008	HARRIS BYRON	0.63
192501-4-045-2004	HOOT RIDGE DUPLEX LLC	0.77
192501-4-005-2002	HORNING SPENCER & FRANCES	1.07
192501-4-027-2006	HORNING SPENCER & FRANCES	1.05
192501-4-040-2009	LAARS GROUP LLC	0.77
192501-4-051-2005	LARSON KYLE & TAMMY	0.62
192501-4-047-2002	LYON TODD A & DEANA M	1.20
192501-4-046-2003	MANNING ANGELINA V & MEIER KEVIN J	0.62
192501-4-028-2005	MUTCHLER GREGORY J	1.07
192501-4-062-2002	PUGET SOUND KIDNEY CENTERS	0.43
192501-4-063-2001	PUGET SOUND KIDNEY CENTERS	0.58
192501-4-064-2000	PUGET SOUND KIDNEY CENTERS	1.00
192501-4-050-2006	SCHMIDT MARTIN & JULIE	0.58
192501-4-039-2002	SEARER ERIC S & ALYSA M	1.22
192501-4-024-2009	SNYDER JUDITH MIEKO TRUSTEE	0.28
192501-4-038-2003	SNYDER JUDITH MIEKO TRUSTEE	0.28
192501-4-009-2008	TUOKKOLA TAUNA RAE	0.59
182501-3-010-2008	RZS ENTERPRISES LLC	39.98
352401-3-007-1005	BREMERTON CITY OF	0.99
352401-3-006-1006	ECKSTROM JOHN A	4.49
5264-001-016-0000	ADAMS MONICA A	0.36
5264-002-017-0007	BARCLAY KELLY & BARBARA	3.01
5264-001-006-0002	BELLON MICHELLE	0.42
5264-002-002-0004	BOWMAN LESLIE R	0.36
5264-002-008-0008	CABANES CONRAD T III & SIMPLICIA G	0.37
5264-002-005-0001	CANTOR ANTHONY L & DARCIE M	0.36
5264-002-011-0003	CARLSON NATASHA M & FISCHER CAMMAE R &	0.36
5264-001-008-0000	CHARLEY JAY & NIKOLE R	0.42
5264-002-001-0005	CLABAUGH MICHAEL	0.40
5264-002-004-0002	COX NANCY	0.39

272701-3-009-2008	KITSAP COUNTY GENERAL	3.83
042202-1-005-2007	KITSAP COUNTY PUBLIC WORKS	3.93
5264-001-007-0001	DEGREGORY FRANK JOHN JR & STEFANIE A	0.42
5264-002-007-0009	DOAN TOAN SI	0.40
5264-001-018-0008	DOBBINS DAISYRENE M & MACKENZIE L	0.48
5264-001-017-0009	EURY DAN P & PATRICIA	0.42
5264-001-001-0007	FLORES GLEN B & PATRICIA P	1.53
5264-001-005-0003	FRITZ NIKKI D	0.42
5264-001-015-0001	GOULD IAN C & HUSKEY CYNTHIA D	0.37
5264-002-006-0000	GRANSTROM SUZIE D	0.41
342301-4-007-2003	JOHNSON DANIEL & LINDA	2.60
5264-001-013-0003	JORDAN JOANNE KAY	0.37
5264-002-009-0007	LAWRENCE SHAWN P & MARITA L	0.39
5264-002-010-0004	LAZO JOSEPH L	0.39
5264-002-003-0003	MACMILLAN ALEXANDER T & EMILY J	0.39
5264-001-012-0004	MANSELL JAMES D	0.37
5264-001-011-0005	MAYBE GEORGE J JR & REBECCA J	0.37
5264-001-014-0002	PERRY BRANDON P	0.37
5264-002-016-0008	PIONEER BUILDERS INC	6.70
342301-4-006-2004	RAINIER EVERGREEN	3.20
5264-001-003-0005	RUKLICK LEONARD R JR &	0.43
5264-001-019-0007	TALL SHADOWS HOMEOWNERS ASSOC	1.60
5264-001-020-0004	TALL SHADOWS HOMEOWNERS ASSOC	0.24
5264-002-013-0001	TALL SHADOWS HOMEOWNERS ASSOC	1.60
5264-002-014-0000	TALL SHADOWS HOMEOWNERS ASSOC	1.60
5264-002-015-0009	TALL SHADOWS HOMEOWNERS ASSOC	0.59
342301-4-011-2007	TRIPP MICHAEL D	1.23
342301-4-012-2006	TRIPP MICHAEL D	1.23
342301-4-013-2005	TRIPP MICHAEL D	1.15
342301-4-014-2004	TRIPP MICHAEL D	1.15
5264-002-012-0002	VARDAMAN DAVID & FARALLY ARDRA	0.41
5264-001-010-0006	WILLIAMS DANIEL S & CAROL E	0.44
5264-001-002-0006	WOOD DEREK	0.51
5264-001-009-0009	WOOD DONALD J	0.43
5264-001-004-0004	ZAMORA JOSE R & KOURTNEY K	0.42
092201-1-019-2007	BITZ HENRY	2.71
102201-2-026-2003	BITZ HENRY & DONNA	2.71
092201-1-029-2005	COURTNEY TODD A & CONNIE FE	5.20
102201-2-027-2002	FOURNIER LYNDA S	2.71
102201-2-029-2000	FOURNIER LYNDA S	5.35
092201-1-023-2001	HUBBARD NICHOL ANN & PAUL MICHAEL	2.54
092201-1-018-2008	OLSON KRISTIN	2.70
092201-1-028-2006	PIERCE ROBERT J	5.96

092201-1-020-2004	RAWLINGS ELLEN L	2.92
092201-1-030-2002	TALMO INC	0.63
262301-4-034-2000	BESS EVONNE M TRUSTEE	5.04
262301-4-064-2003	BEYERS BRUCE E & SHARI A	1.32
262301-4-062-2005	BURNS ELIJAH G & SARAH M	1.33
262301-4-040-2002	CRAWFORD HEATHER L	1.26
262301-4-002-2008	ELLISON ANNE A & DAVID E	5.04
262301-4-043-2009	EVETT TERRY & ROBYN M	1.06
262301-4-087-2006	FORSYTHE MATTHEW H &	2.16
262301-4-042-2000	GHEEN DONALD THOMAS & CHERYL CHRISTINE	1.04
262301-4-061-2006	JESUS RONALD A & DONNA LEE	1.06
262301-4-063-2004	PARKER VALERIE G TRUSTEE	1.32
262301-4-032-2002	PETTYJOHN JIMMY L & CHRIS K	5.04
262301-4-039-2005	RANDOLPH MATTHEW F & SANDRA MARIE	1.26
262301-4-038-2006	SAMULIS JOSEPH & CYNTHIA	1.26
262301-4-088-2005	SEKERAK SARA L	7.92
262301-4-033-2001	TAYLOR MARK & JESSECA	1.26
262301-4-027-2009	TO DUNG TRI & OUDERKIRK JESSICA	1.90
262301-4-041-2001	ZINK JUSTIN & ALYCIA	1.04
272701-3-007-2000	DOYLE WILLIAM W & MICHELE T	7.52
272701-3-017-2008	ERICKSON JEFFREY A	2.30
272701-4-092-2004	HILL LOGISTICS LLC	1.05
272701-3-010-2005	JAKUM FRANK G JR	2.30
272701-3-018-2007	JENNINGS BENJAMIN A	2.93
272701-4-095-2001	NILSEN BRUCE & LYNDA	0.67
272701-4-098-2008	NILSEN BRUCE & LYNDA	1.12
272701-3-016-2009	NORTH KITSAP GR & ASH CO	0.18
272701-4-091-2005	PIONEER INVESTMENTS LLC	0.67
272701-4-093-2003	PIONEER INVESTMENTS LLC	0.36
272701-4-096-2000	PIONEER INVESTMENTS LLC	0.85
272701-4-097-2009	PIONEER INVESTMENTS LLC	0.79
272701-4-094-2002	WEBSTER CRAIG A & MARY E	1.20

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Varies. Not applicable for this non-project action.

- b. What is the steepest slope on the site (approximate percent slope)?

Unknown. Not applicable for this non-project action.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Varies. Not applicable for this non-project action.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not applicable for this non-project action.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

None. Not applicable for this non-project action.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No. Not applicable for this non-project action.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

None. Not applicable for this non-project action.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

None. Not applicable for this non-project action.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No. Not applicable for this non-project action.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

3. Water [\[help\]](#)a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Not applicable for this non-project action.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Not applicable for this non-project action.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Not applicable for this non-project action.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Not applicable for this non-project action.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Not applicable for this non-project action.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Not applicable for this non-project action.

b. Ground Water: [\[help\]](#)

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No. Not applicable for this non-project action.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None. Not applicable for this non-project action.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

None. Not applicable for this non-project action.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No. Not applicable for this non-project action.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No. Not applicable for this non-project action.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs
 grass
 pasture
 crop or grain
 Orchards, vineyards or other permanent crops.
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 water plants: water lily, eelgrass, milfoil, other
 other types of vegetation

Varies. Not applicable for this non-project action.

- b. What kind and amount of vegetation will be removed or altered?

None. Not applicable for this non-project action.

- c. List threatened and endangered species known to be on or near the site.

None known. Not applicable for this non-project action.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

- e. List all noxious weeds and invasive species known to be on or near the site.

Not applicable for this non-project action.

5. **Animals** [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

- b. List any threatened and endangered species known to be on or near the site.

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

- c. Is the site part of a migration route? If so, explain.

Not applicable for this non-project action

- d. Proposed measures to preserve or enhance wildlife, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

- e. List any invasive animal species known to be on or near the site.

Not applicable for this non-project action.

6. **Energy and Natural Resources** [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

None. Not applicable for this non-project action.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No. Not applicable for this non-project action.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

7. **Environmental Health** [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Not applicable for this non-project action.

- 1) Describe any known or possible contamination at the site from present or past uses.

Not applicable for this non-project action.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Not applicable for this non-project action

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable for this non-project action.

- 4) Describe special emergency services that might be required.

Not applicable for this non-project action.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable for this non-project action. Any future development will be subject to applicable

permitting and environmental review.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Not applicable for this non-project action.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Not applicable for this non-project action.

- 3) Proposed measures to reduce or control noise impacts, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The current land use description of parcels affected by this non-project action include:

Land Use Description	Number of Parcels
Common Area	3
Duplex	17
Easement Encumbered	2
Educational Service	1
General Warehouse	4
Contractor Storage Yard	1
Mobile Home - Real Property	11
Recreational	1
Shed/Garage	2
Single Family Residence	76
Stormwater Retention	3
Undeveloped Land	22
Grand Total	143

This non-project action will not affect land uses on nearby or adjacent properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No. Not applicable for this non-project action.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

Not applicable for this non-project action.

c. Describe any structures on the site.

Varies. The majority of parcels affected by this non-project action contain existing structures.

d. Will any structures be demolished? If so, what?

No. Not applicable for this non-project action.

e. What is the current zoning classification of the site?

Rural Protection/Mineral Resource Overlay
Rural Residential/Mineral Resource Overlay
Industrial/Mineral Resource Overlay
Urban Restricted/Mineral Resource Overlay
Twelve Trees Employment Center/Mineral Resource Overlay

f. What is the current comprehensive plan designation of the site?

Rural Protection/Mineral Resource Overlay
Rural Residential/Mineral Resource Overlay
Industrial/Mineral Resource Overlay
Urban Restricted/Mineral Resource Overlay
Twelve Trees Employment Center/Mineral Resource Overlay

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable for this non-project action

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Varies. The affected parcels contain the following mapped critical areas:

- Streams (fish habitat & non-fish habitat)
- Wetlands
- Moderate Seismic Hazard Areas

- Hydric Soils
- High Landslide Hazard Areas
- Moderate Landslide Hazard Areas
- High Erosion Hazard Areas
- Moderate Erosion Hazard Areas
- Critical Aquifer Recharge Areas (Category II)

Any future development will require field verification to determine the presence and classification of critical areas and will be subject to applicable permitting and environmental review.

i. Approximately how many people would reside or work in the completed project?

None. Not applicable for this non-project action.

j. Approximately how many people would the completed project displace?

None. Not applicable for this non-project action.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The underlying Comprehensive Plan land use designation and zoning classification will remain unchanged based on the proposed non-project action.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

9. **Housing** [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable for this non-project action.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Not applicable for this non-project action.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

10. Aesthetics [\[help\]](#)

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

None. Not applicable for this non-project action.

b. What views in the immediate vicinity would be altered or obstructed?

None. Not applicable for this non-project action.

b. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

11. Light and Glare [\[help\]](#)

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None. Not applicable for this non-project action.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No. Not applicable for this non-project action.

c. What existing off-site sources of light or glare may affect your proposal?

None. Not applicable for this non-project action.

d. Proposed measures to reduce or control light and glare impacts, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

12. Recreation [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?

Not applicable for this non-project action.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. Not applicable for this non-project action.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

Not applicable for this non-project action.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Unknown. Not applicable for this non-project action.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable for this non-project action.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Varies. Not applicable to this non-project action. Any future development will be subject to applicable permitting and environmental review.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Varies. Not applicable to this non-project action. Any future development will be subject to applicable permitting and environmental review.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

None. Not applicable for this non-project action.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No. Not applicable for this non-project action.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No. Not applicable for this non-project action.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No. Not applicable for this non-project action.

- h. Proposed measures to reduce or control transportation impacts, if any:

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No. Not applicable for this non-project action.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

Not applicable for this non-project action. Any future development will be subject to applicable permitting and environmental review.

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

Varies. Not applicable for this non-project action.

- c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

None. Not applicable for this non-project action.

C. Signature [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  _____

Name of signee: Liz Williams.....

Position and Agency/Organization: Planner, Kitsap County Department of Community Development

Date Submitted: 7/24/2019

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This non-project action is not likely to increase discharge to water; emissions to air; production storage, or release of toxic or hazardous substances; or production of noise.

Proposed measures to avoid or reduce such increases are:

None. Any future development will be subject to applicable permitting and environmental review.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This non-project action is not likely to affect plants, animals, fish, or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None. Any future development will be subject to applicable permitting and environmental review.

3. How would the proposal be likely to deplete energy or natural resources?

This non-project action is not likely to deplete energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:

None. Any future development will be subject to applicable permitting and environmental review.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This non-project action is not likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None. Any future development will be subject to applicable permitting and environmental review.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This non-project action is not likely to affect land and shoreline use and is consistent with adopted plans. Any future development will be subject to applicable permitting and environmental review.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None. Any future development will be subject to applicable permitting and environmental review.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposed amendment is consistent with the assumptions used for the County's 20-year land capacity analysis and Capital Facilities Plan. Based on the proposed amendment, increased demand on other public services are not anticipated.

Proposed measures to reduce or respond to such demand(s) are:

None. Any future development will be subject to applicable permitting and environmental review.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This non-project action does not conflict with local, state, or federal laws or requirements for the protection of the environment.

Attachment C

This page intentionally left blank.

Criteria for Mineral Resource Overlay Removal

Objective & Purpose (Initial Docket Resolution No 227-2018)

Remove the Mineral Resource Overlay (MRO) from parcels where (1) there has been a change in circumstances beyond the control of the landowner [WAC 365-190-040(10)(b)(ii)] or (2) the parcel was designated in error [WAC 365-190-040(10)(b)(iii)]. This amendment is primarily intended to remove MRO regulatory restrictions from parcels substantially encumbered with existing residential or commercial uses and may include a limited number of small undeveloped parcels as deemed appropriate by the Department of Community Development.

Criteria

Kitsap County may remove the MRO from specific parcels during the 2019 County-sponsored Comprehensive Plan amendment to clean up the MRO zone.

- 1) Developed parcels where the associated MRO area:
 - a) is no larger than four acres in size (assuming 1 acre of developed area); or
 - b) was mined and reclaimed prior to the creation of the MRO designation; or
 - c) contains streams, wetlands, hydric soils, flood hazard areas, and shorelines and their associated buffers, as defined in Title 15, Title 19 and Title 22 of the Kitsap County Code, that would reasonably preclude a surface mining area greater than 3 acres; or
 - d) requires a 50-foot setback from adjacent residential zones and would reasonably preclude a surface mining area greater than 3 acres.

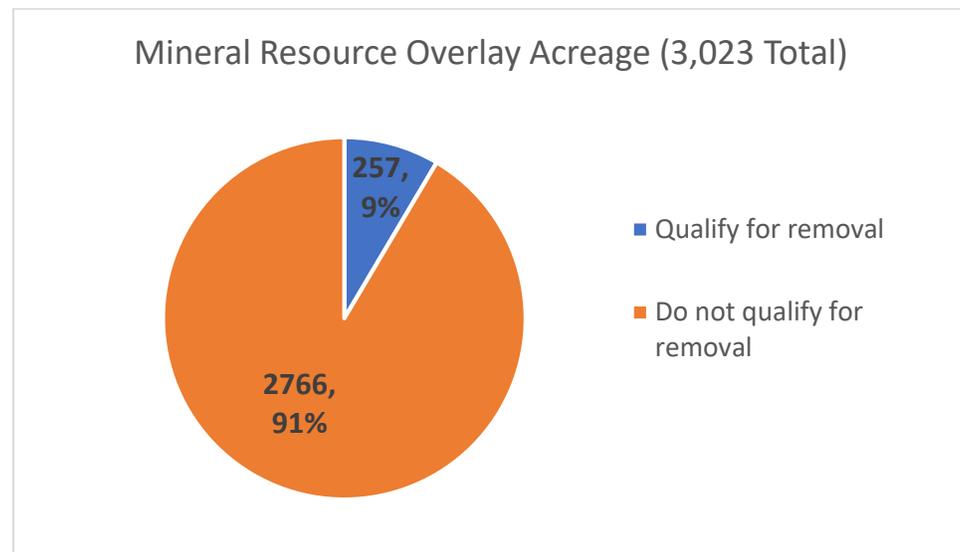
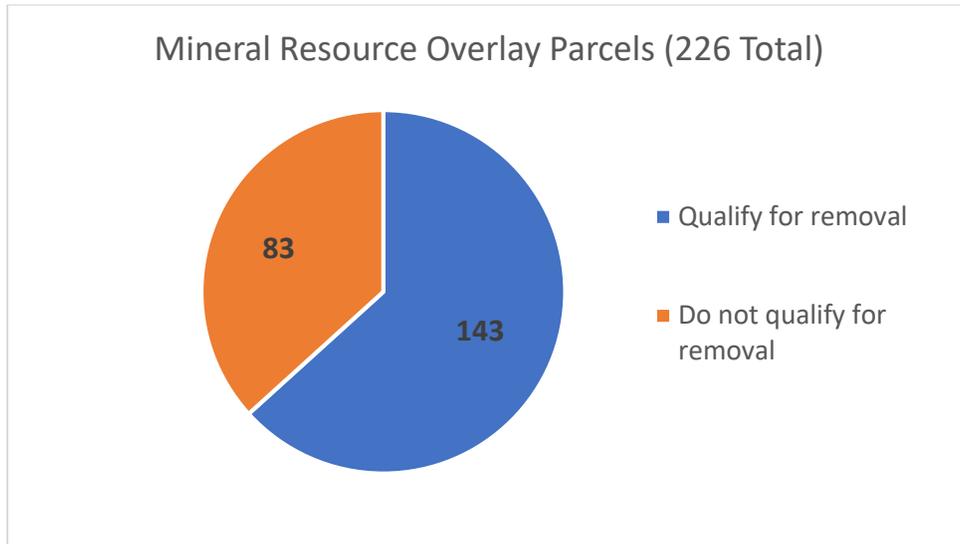
Note: Developed parcels that do not meet the criteria above will be reviewed on an individual basis to determine if special circumstances exist and whether the MRO area is compatible with the surrounding land uses.

- 2) An undeveloped parcel where the associated MRO area is:
 - a) No larger than three acres in size; or
 - b) located within an approved residential subdivision plat; or
 - c) contains streams, wetlands, frequently flooded areas, and shorelines and associated buffers, as defined in Title 15, Title 19 and Title 22 of the Kitsap County Code, that would reasonably preclude a surface mining area greater than 3 acres; or
 - d) Required to maintain a 50-foot setback from adjacent residential zones and would reasonably preclude a surface mining area greater than 3 acres.

Note: Adjoining undeveloped parcels in common ownership will be used to calculate the acreage of associated MRO area.

Note: Parcels that do not qualify for MRO removal under this proposal will be reviewed during a future inventory of mineral resource lands. Landowners may request to keep the MRO designation on a parcel found to be eligible for removal. Parcels with an active Washington Department of Natural Resources surface mine permit are not eligible for MRO removal.

Results of County-wide Analysis



Reason for Mineral Resource Overlay Removal

Criteria	Number of Parcels
1a - Developed & less than 4 acres	108
1b - Mined & reclaimed	1
1c - Critical Areas	3
1d - Setbacks	7
2a - Undeveloped & under 3 acres	18
2d - Setbacks	5
Special circumstances	1
Grand Total	143



Kitsap County Department of Community Development

Staff Report and Recommendation Annual Comprehensive Plan Amendment Process for 2019 Regional Growth Centers, Countywide Centers, Rural Town Centers, and Military Installations

Summary

Report Date	8/12/2019
Hearing Date	9/24/2019
Amendment Type	County-sponsored Amendment
Description	<p>This amendment includes:</p> <ul style="list-style-type: none"> • A new policy that designates regional growth centers, countywide centers, and rural town centers. • An update to Land Use Policy 45 designating major military installations and countywide military installations as defined by the installation boundary. • An update to Land Use Strategy 3 ‘Recognize diversity in Land Uses’ that adds a project and program strategy to designate regional growth centers, countywide centers, rural town centers, and military installations. • Updates Transportation Strategy 3 ‘Grow Non-Motorized Access and Reduce Dependence on Single Occupancy Vehicles’ by correcting the numerical references to Transportation policies supported by the strategy.
Geographic Area Affected	Unincorporated Kitsap County
SEPA	Determination of Non-Significance
Department Recommendation	Adopt as proposed

This report and recommendation are based on information available at the time of publication. The department may revise information and change its recommendation if the discovery of new relevant and material fact occurs.

1. Background

The Kitsap County Comprehensive Plan describes the 20-year vision for unincorporated Kitsap County and how that vision will be achieved. The plan covers land use, economic development, environment, housing and human services, transportation, capital facilities and utilities as well as parks, recreation, and open space. The Washington State Growth Management Act (GMA, RCW 36.70A) mandates Washington jurisdictions to adopt a Comprehensive Plan.

A. Growth Management Act Authority

The GMA mandates that Kitsap County review and, revise if needed, its Comprehensive Plan and development regulations at least every 8-years [RCW 90.70A.130(5)]. The most recent Kitsap County 8-year update concluded with the adoption of the 2016 Kitsap County Comprehensive Plan on June 27, 2016 by Ordinance 534-2016. The GMA also mandates that Kitsap County's Comprehensive Plan and development regulations be subject to continuing review and evaluation, allowing for annual amendments to the Comprehensive Plan and development regulations [RCW 36.70A.130(1)]. The most recent annual amendment to the Comprehensive Plan concluded with the adoption of Ordinance 565-2018 on December 10, 2018.

Kitsap County Code sets forth a process and criteria for making amendments to the Comprehensive Plan [KCC 21.08]. In making amendments, the County must consider:

- Whether the proposed amendments are consistent with and supports other plan elements and or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;
- Whether the proposed amendment to the plan and/or regulation will more closely reflect the goals and policies of the Comprehensive Plan;
- Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies; and
- Whether the proposed amendment complies with the requirements of the GMA.

The final docket adopted by the Board of County Commissioners on April 24, 2019 (Resolution No. 069-2019) allows for consideration of this amendment during Kitsap County's annual Comprehensive Plan amendment process for 2019.

B. Puget Sound Regional Council

The Growth Management Act defines the Puget Sound region as the counties of King, Kitsap, Pierce, and Snohomish. The Puget Sound Regional Council (PSRC) helps these counties, and over 80 jurisdictions within them, by developing policies¹ and coordinating

¹ Puget Sound Regional Council (2009). VISION 2040. Seattle, WA.

decisions regarding regional growth, transportation, and economic development planning.

“VISION 2040 (adopted by the Puget Sound Regional Council during 2010) serves as the long-range growth management, environmental, economic development, and transportation strategy for King, Kitsap, Pierce, and Snohomish Counties. VISION 2040 includes the Regional Growth Strategy, Multi-County Planning Policies (RCW 36.70A.210) and Implementation Actions.” Kitsap County adopted the Kitsap Countywide Planning Policies (KCPP) through Ordinance 522-2015. The KCPP encourage the development of regional growth centers, regional manufacturing/industrial centers, town or city centers, mixed use centers, activity and employment centers, and transportation hubs.

PSRC adopted the Regional Centers Framework Update in 2018 (2018 Framework Update) which updated the criteria and terminology used to designate and maintain centers. Public input and the 2018 Framework Update is informing the PSRC update to region’s growth strategy, VISION 2040, and extending it to 2050². Center types now include regional growth centers, regional manufacturing/industrial centers, countywide centers, rural town centers or local centers, major military installation, and countywide military installation.

Kitsap County is updating the Comprehensive Plan to remain consistent with this terminology. The County is also coordinating with the Kitsap Regional Coordinating Council to update the KCPP to maintain consistency with the PSRC regional policies and 2018 Framework Update.

C. Proposed Amendment

The proposed amendment (Attachment C1 – Proposed Text Changes):

1. Adds Land Use Policy 32.5 that designates Regional Growth Centers, Countywide Centers, and Rural Town Centers.
2. Updates Land Use Policy 45 designating major military installations and countywide military installations as defined by the installation boundaries.
3. Updates Land Use Strategy 3 ‘Recognize Diversity in Land Uses’ by adding a project and program strategy to designate regional growth centers, countywide centers, rural town centers, and military installations.

² PSRC started updating VISION 2040 in 2017 to consider new information and perspectives about a changing region. PSRC anticipates adoption of VISION 2050 in 2020. The VISION 2050 project website provides details about the project content and process <https://www.psrc.org/vision>.

4. Updates Transportation Strategy 3 'Grow Non-Motorized Access and Reduce Dependence on Single Occupancy Vehicles' by correcting the numerical references to Transportation policies supported by the strategy.

D. Geographic Description

This amendment to the Kitsap County Comprehensive Plan affects unincorporated Kitsap County. Proposed center designations are dispersed throughout unincorporated Kitsap County.

2. Department Recommendation

Having analyzed the proposed amendment and other alternatives, if applicable, the Department recommends:

- Adoption of the amendment:
 - as proposed above
 - as described in Alternative ___ below
 - with revisions described below
 - with conditions described below
- Deferral of the amendment to a future docket
- Denial of the amendment

A. Revisions

None.

B. Conditions

None.

C. Rationale

- The Kitsap County Board of Commissioners requested a review of the Kitsap County Comprehensive Plan policies and Puget Sound Regional Council regional planning policies related to the designation of regional growth centers, countywide centers, rural town centers, and military installations.
- The Department of Community Development worked with the Department of Public Works to designate regional growth centers, countywide centers, rural town centers, major military installations, and countywide military installations in Comprehensive Plan policies to identify areas where infrastructure improvements and planning will support growth in Urban Growth Areas.
- The Department of Community Development and the Department of Public Works reached consensus on the proposed amendment.

- The proposed amendment revises terminology consistent with the Puget Sound Regional Council 2018 Regional Centers Framework Update and updates the list of designated centers to support the County's ability to achieve the existing vision for development and planned growth in unincorporated Kitsap County.

3. Other Alternatives Considered

The Department determined that consideration of alternatives was not needed for this application.

4. Analysis

Amendments to the Comprehensive Plan must be consistent with the criteria outlined in Kitsap County Code (KCC) Chapter 21.08. Applicable criteria are analyzed below. A summary of the State Environmental Policy Act (SEPA) review of this amendment is located at the end of this section.

A. General Decision Criteria (KCC 21.08.070.A)

For each proposed amendment to the Comprehensive Plan, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions, which demonstrate:

1. *How circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan or applicable development regulations;*

Staff Analysis: The Puget Sound Regional Council (PSRC) adopted the Regional Centers Framework Update in March 2018 which revised the criteria used to establish or maintain regional growth centers, countywide centers, rural town centers, and military installations. PSRC is updating regional planning policies for VISION 2040 that extend the planning horizon to 2050.

2. *How the assumptions upon which the Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan or development regulations; and*

Staff Analysis: The Puget Sound Regional Council (PSRC) adopted the Regional Center Framework Update in March 2018 which revised the criteria used to establish or maintain regional growth centers, countywide centers, rural town centers, and military installations. PSRC is updating regional planning policies for VISION 2040 that extend the planning horizon to 2050.

3. *How the requested re-designation is in the public interest and the proposal is consistent with the Kitsap County Comprehensive Plan.*

Staff Analysis: Not applicable – this is not a re-designation request.

B. Additional Decision Criteria (KCC 21.08.070.B)

In addition to the findings and conclusions above, a proposed text amendment may be recommended for approval by the Planning Commission and may be approved by the Board of Commissioners if the following findings are made:

1. *All Text Amendment Requests. Each of the following requirements must be satisfied to recommend approval.*
 - a. *Whether the proposed amendment is consistent with and supports other plan elements and/or development regulations and, if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;*

Staff Analysis: The 2016 Comprehensive Plan directs the County to align County policies with PSRC regional planning policies. The Department interprets this to include alignment with the PSRC 2018 Regional Centers Framework Update. The proposal achieves this alignment of policies and guides County investment in infrastructure and planned growth for these centers.

- b. *Whether the proposed amendment to the plan and/or regulation(s) will more closely reflect the goals, objectives and policies of the Comprehensive Plan and reflect the local circumstances of the county;*

Staff Analysis: The proposal is consistent with the balance of the goals and policies of the Kitsap County Comprehensive Plan and reflects the local circumstances of the county.

Consistent Goals and Policies

The proposal is particularly consistent with the following goals and policies:

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 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.

- c. *Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policy;*

Staff Analysis: The proposed amendment is consistent with the [Kitsap County-wide Planning Policies](#) (CPPs; adopted on 5/11/2015 by Kitsap County Ordinance 522-2015). The County is designating centers that reflect new terminology and criteria established by the Puget Sound Regional Council in the 2018 Regional Centers Framework and regional policies in regional planning policies. The County will propose initial center designations and changes to existing designations to the Kitsap Regional Coordinating Council to implement this Comprehensive Plan amendment.

Consistent Goals and Policies

The proposal is particularly consistent with the following goals and policies:

Element C: Centers of Growth

2. The Kitsap Countywide Planning Policies encourage the development of Centers according to the following typology:

a. Regional Growth Centers:

i. Metropolitan Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts of the major cities within the central Puget Sound region, providing services for and easily accessible to a population well beyond their city limits. Metro Centers may also serve national or international roles.” (VISION 2040)

ii. Urban Centers are areas with the comprehensive planning to support a wide range of commercial, housing, and cultural choices. All areas of the Urban Center are serviced by transit throughout the day and much of the area is within walking or bicycling distance. Significant in-fill opportunities exist with the highest residential, commercial, and employment densities expected. (VISION 2040)

b. Regional Manufacturing/Industrial Centers are major, existing regional employment areas of intensive, concentrated manufacturing and industrial land uses which cannot be easily mixed at higher densities with other incompatible uses. To preserve and maximize land at these centers for manufacturing, industry and related uses, large retail uses or non-related offices are discouraged. Provision of adequate public facilities and services, including good

access to the region's transportation system, is very important to the success of manufacturing/industrial centers." (VISION 2040)

- c. The following are other types of centers within Kitsap County:
 - i. Town or City Centers are usually the existing downtown core of a city or Urban Growth Area. There is an abundant mix of shopping, service, employment, and cultural opportunities. Multifamily housing may be intermixed and single family housing may be within walking or bicycling distance. Infill should include mixed use and higher densities surrounding the Town Center.
 - ii. Mixed Use Centers are a generic category that can be described in terms of neighborhoods or districts within a city or Urban Growth Area. The designation represents a commitment to planning for Center development, with a planned mix of housing, commercial, service, and employment opportunities. Most shopping and commercial uses are within a short walking or bicycling distance of housing. There is a higher proportion of multi-family housing at relatively high densities. Navy facilities could be considered for this designation.
 - iii. Activity and Employment Centers are areas of concentrated employment and are a magnet for significant numbers of people usually during daytime hours because of business and/or manufacturing activities. They may be located outside of Urban Growth Areas, consistent with the Growth Management Act. Industrial and business parks and Navy employment centers are in this category. Within Urban Growth Areas, the opportunity to include a proportional residential element should be determined on a case-by-case basis, considering the unique geography and economics of the area.
 - iv. Transportation Hubs are locations of regional inter-modal connection that may be located outside of Urban Growth Areas. Examples are ferry terminals, the Bremerton National Airport, or certain transit stations.
3. Recognizing that communities evolve over time, a jurisdiction may request of the Kitsap Regional Coordinating Council an initial designation or a change in Center status. This request shall be considered and a decision made during the next Countywide Planning Policies amendment cycle. A change in Center status may require action by the Puget Sound Regional Council.

Element H: Transportation

4. Recognizing that the County and the Cities each encompass a range of development and density patterns, each jurisdiction shall designate its Centers consistent with the criteria set forth in Element C of the Countywide Planning Policies.

- d. *Whether the proposed amendment complies with the requirements of GMA, state and local laws and other applicable inter-jurisdictional policies or agreements; and*

Staff Analysis: The proposed amendment will ensure implementation of the County's vision for development and planned growth in unincorporated areas of the County and is consistent with the requirements of GMA, state and local laws and other applicable inter-jurisdictional policies and agreements.

- e. *An explanation of why language should be added to the Comprehensive Plan or why existing language should be modified or deleted.;*

Staff Analysis: The proposed amendment should be added to the 2016 Comprehensive Plan for the following reasons:

- Land Use Goal 4 encourages coordination with other jurisdictions and agencies to ensure coordinated and compatible land use planning.
- Land Use Policy 19 encourages coordination with the Puget Sound Regional Council, the Kitsap Regional Coordinating Council and other jurisdictions not included in these groups, on Land Use / Zoning policy.
- The proposed amendment includes updates to the 2016 Comprehensive Plan to maintain consistency with the Puget Sound Regional Council 2018 Regional Centers Framework Update and regional planning policies.
- The proposed amendment supports an update to the Kitsap Countywide Planning Policies to increase consistency with Puget Sound Regional Council 2018 Regional Centers Framework Update and regional planning policies.

C. State Environmental Policy Act (SEPA)

The Kitsap County SEPA official issued a SEPA threshold determination of non-significance (DNS; Attachment B1) for this amendment after having reviewed the SEPA environmental checklists prepared for this amendment (Attachment B2). The SEPA official's review found that this amendment is not related to or dependent on any of the other proposed Comprehensive Plan amendments and therefore an independent SEPA threshold determination was made regarding this amendment.

Notice of this SEPA threshold determination was:

- Filed with the Washington State Department of Ecology [SEPA Register](#);
- Published in the Kitsap Sun newspaper; and
- Will be integrated with other public announcements.

The SEPA threshold determination and environmental checklist was also distributed to agencies with jurisdiction, the Department of Ecology, affected tribes, and each local agency or political subdivision whose public services would be changed as a result of implementation of the proposal.

5. Public Involvement and Outreach

Kitsap County's public involvement and outreach in support of this amendment has exceeded the requirements of the Growth Management Act (RCW 36.70A) and Kitsap County Code (KCC 21.08).

A. Prior Public Involvement and Outreach

Prior public involvement and outreach regarding the 2019 docket, including this amendment, has included the following:

- An [Online Open House](#) with information about previous, current, and upcoming phases of the 2019 amendment process.
- A public comment period (11/1/2018 – 12/11/2018) and a public hearing by the Kitsap County Board of Commissioners (12/10/2019) while setting the initial docket of amendments. Notifications and announcements regarding this comment period and public hearing included the following:
 - Legal notice published in the Kitsap Sun newspaper (11/30/2018);
 - Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com; and
 - Formal letters to Tribes with usual and accustomed area in Kitsap County.
- Legal notice announcing the docket of amendments was published in the Kitsap Sun newspaper (1/5/2019).

B. Current Public Involvement and Outreach

This staff report provides, in full, the proposed amendment and analysis of the amendment for review by the public and the Kitsap County Planning Commission.

Visit the [Online Open House](http://tinyurl.com/kitsap2019cpa) (<http://tinyurl.com/kitsap2019cpa>) to learn more about the 2019 annual amendment process, important dates and deadlines, and how to participate in the process, including:

- Attending an open house in North Kitsap, Central Kitsap, or South Kitsap.
- Attending Planning Commission meetings.
- Testifying at the Planning Commission's public hearing.
- Submitting written comments.

A new comment period regarding the proposed amendment (Attachment A), this staff report, and the SEPA determination (Attachment B1) opened on the date this report was published. To be included in the official record, written comments must be submitted to the Department of Community Development before the deadline using one of the following methods:

- Entered [online via computer or mobile device](#) (preferred method).
- Emailed to CompPlan@co.kitsap.wa.us.
- Mailed to 614 Division St - MS36, Port Orchard, WA 98366.
- Dropped off at the Permit Center at 619 Division St, Port Orchard.

Staff Report: Regional Growth Centers, Countywide Centers, Rural Town Centers, and Military Installations

- Dropped off at one of the scheduled open houses.
- Submitted to the clerk at a scheduled public hearing.

Notifications and announcements regarding this comment period and the Planning Commission's public hearing will include:

- Legal notice published in the Kitsap Sun newspaper.
- Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com.
- Notice signs posted on site-specific amendment properties.
- Notices mailed to property owners near site-specific amendments and geographically specific amendments covering smaller areas.
- Formal letters to Tribes with usual and accustomed area in Kitsap County.

C. Future Public Involvement and Outreach

Additional public involvement and outreach are anticipated to occur during October through December when the Kitsap County Board of Commissioners will be considering the amendments for adoption.

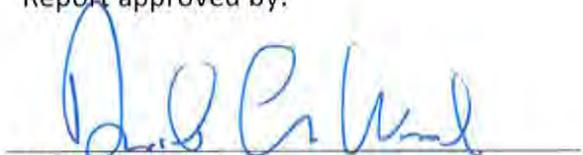
6. Staff Contact

Report prepared by:



Darren Gurnee, Planner
(360) 337-5777
dgurnee@co.kitsap.wa.us

Report approved by:



Dave Ward, Manager

7. Attachments

- A. Maps – Reserved for future maps if needed.
- B. State Environmental Policy Act (SEPA)
 - 1. SEPA Checklist
 - 2. SEPA Determination (expected DNS)
- C. Supplemental Materials
 - 1. Proposed Text Changes
 - 2. Regional Centers Framework Update

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

2019 Kitsap County Comprehensive Plan Amendment – Regional Growth Centers, Countywide Centers, Rural Town Centers, and Military Installations (a non-project action)

2. Name of applicant: [\[help\]](#)

Kitsap County Department of Community Development

3. Address and phone number of applicant and contact person: [\[help\]](#)

Darren Gurnee, Planner
dgurnee@co.kitsap.wa.us
360-337-5777
619 Division Street, MS-36
Port Orchard, WA 98366

4. Date checklist prepared: [\[help\]](#)

August 12, 2019

5. Agency requesting checklist: [\[help\]](#)

Kitsap County

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

Amendment is expected to be adopted in December 2019.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

The Comprehensive Plan and Kitsap County Code are subject to continuous review and may be amended in future years. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

None.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)

Not applicable for this non-project action.

10. List any government approvals or permits that will be needed for your proposal, if known.

[\[help\]](#)

This amendment will need to be adopted by Kitsap County ordinance.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

This amendment includes:

- A new policy that designates regional growth centers, countywide centers, and rural town centers.
- An update to Land Use Policy 45 designating major military installations and countywide military installations as defined by the installation boundary.
- An update to Land Use Strategy 3 ‘Recognize diversity in Land Uses’ that adds a project and program strategy to designate regional growth centers, countywide centers, rural town centers, and military installations.
- Updates Transportation Strategy 3 ‘Grow Non-Motorized Access and Reduce Dependence on Single Occupancy Vehicles’ by correcting the numerical references to Transportation policies supported by the strategy.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

This amendment to the Kitsap County Comprehensive Plan affects unincorporated Kitsap County. Proposed center designations are dispersed throughout unincorporated Kitsap County.

B. Environmental Elements [\[help\]](#)

1. **Earth** [\[help\]](#)

a. General description of the site: [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Not applicable for this non-project action.

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

Not applicable for this non-project action.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

Not applicable for this non-project action.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

Not applicable for this non-project action.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

Not applicable for this non-project action.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

Not applicable for this non-project action.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

Not applicable for this non-project action.

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Not applicable for this non-project action.

3. Water [\[help\]](#)

a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

Not applicable for this non-project action

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

Not applicable for this non-project action

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

Not applicable for this non-project action

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

Not applicable for this non-project action

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

Not applicable for this non-project action

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

Not applicable for this non-project action

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

Not applicable for this non-project action

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

Not applicable for this non-project action

4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

Not applicable for this non-project action

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

Not applicable for this non-project action

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

Not applicable for this non-project action

- e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

5. **Animals** [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [\[help\]](#)

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

Not applicable for this non-project action

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

Not applicable for this non-project action

- e. List any invasive animal species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

6. **Energy and Natural Resources** [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

Not applicable for this non-project action

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

Not applicable for this non-project action

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- 1) Describe any known or possible contamination at the site from present or past uses. [\[help\]](#)

Not applicable for this non-project action

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [\[help\]](#)

Not applicable for this non-project action

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [\[help\]](#)

Not applicable for this non-project action

- 4) Describe special emergency services that might be required. [\[help\]](#)

Not applicable for this non-project action

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

Not applicable for this non-project action

b. Noise [\[help\]](#)

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

Not applicable for this non-project action

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

Not applicable for this non-project action

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Not applicable for this non-project action

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

Not applicable for this non-project action

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [\[help\]](#)

Not applicable for this non-project action

- c. Describe any structures on the site. [\[help\]](#)

Not applicable for this non-project action

- d. Will any structures be demolished? If so, what? [\[help\]](#)

Not applicable for this non-project action

- e. What is the current zoning classification of the site? [\[help\]](#)

Not applicable for this non-project action

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Not applicable for this non-project action

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

Not applicable for this non-project action

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

Not applicable for this non-project action

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

Not applicable for this non-project action

- j. Approximately how many people would the completed project displace? [\[help\]](#)

Not applicable for this non-project action

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

Not applicable for this non-project action

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

Not applicable for this non-project action

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

Not applicable for this non-project action

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable for this non-project action

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Not applicable for this non-project action

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

Not applicable for this non-project action

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Not applicable for this non-project action

- b. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

Not applicable for this non-project action

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

Not applicable for this non-project action

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

Not applicable for this non-project action

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

Not applicable for this non-project action

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Not applicable for this non-project action

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

Not applicable for this non-project action

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe. [\[help\]](#)

Not applicable for this non-project action

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

Not applicable for this non-project action

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [\[help\]](#)

Not applicable for this non-project action

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

Not applicable for this non-project action

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

Not applicable for this non-project action

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

Not applicable for this non-project action

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

Not applicable for this non-project action

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

Not applicable for this non-project action

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

Not applicable for this non-project action

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

Not applicable for this non-project action

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)
 electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
 other _____

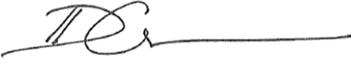
Not applicable for this non-project action

- b. Describe the utilities that are proposed for the project, the utility providing the service,
 and the general construction activities on the site or in the immediate vicinity which might
 be needed. [\[help\]](#)

Not applicable for this non-project action

C. Signature [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee Darren Gurnee

Position and Agency/Organization: Planner, Kitsap County Department of Community
Development

Date Submitted: 7/24/2019

D. Supplemental sheet for nonproject actions [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This non-project action is not likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. Individual project

actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to avoid or reduce such increases are:

None.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This non-project action is not likely to affect plants, animals, fish, or marine life. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None.

3. How would the proposal be likely to deplete energy or natural resources?

This non-project action is not likely to deplete energy or natural resources. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect or conserve energy and natural resources are:

None.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This non-project action is not likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This non-project action is not likely to affect land and shoreline use. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This non-project action is not likely to increase demands on transportation or public services and utilities. Individual project actions that may occur following these amendments are subject to applicable project level environmental review.

Proposed measures to reduce or respond to such demand(s) are:

None.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This non-project action does not conflict with local, state, or federal laws or requirements for the protection of the environment.

Proposed Policy Changes

Land Use Policy 32.5. The County shall update the Comprehensive Plan to remain consistent with the regional planning policies and Regional Centers Framework Update adopted by the Puget Sound Regional Council. The following table identifies designated Centers in unincorporated Kitsap County.

Kitsap County Center Designation Location	2018 Regional Centers Framework Update
Silverdale Regional Growth Center	Regional Growth Center – Urban Center
Puget Sound Industrial Center-Bremerton	Regional Industrial/Employment Center
Kingston Countywide Center	Countywide Center
McWilliams Countywide Center	Countywide Center
Manchester Rural Town Center	Rural Town Center/Local Center
Suquamish Rural Town Center	Rural Town Center/Local Center
Southworth Transportation Hub	Rural Town Center/Local Center

Land Use Policy 45. ~~Establish a list of recognized military “centers”.~~ The following table designates military installations in unincorporated Kitsap County consistent with the regional planning policies and Regional Centers Framework Update adopted by the Puget Sound Regional Council.

<u>Major military installation</u>	<u>Countywide or other military installation</u>
<u>Naval Base Kitsap Bangor</u>	<u>Naval Base Kitsap – Keyport</u>
<u>Naval Base Kitsap Bremerton</u>	<u>Naval Base Kitsap – Jackson Park</u>
	<u>Naval Base Kitsap – Manchester</u>

Proposed Strategy Changes

Land Use Strategies: Strategy 3 – Recognize Diversity in Land Uses

Supports policies [32.5](#), [45](#), 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.
- [Projects and Programs: Designate regional growth centers, countywide centers, rural town centers, major military installations, and countywide military installations in the Comprehensive Plan and Kitsap Countywide Planning Policies.](#)
- 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.

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

Supports policies [35-3](#), [419](#), [4](#), [12](#), [13](#), [35-39](#), [41](#)

- 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 its 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.

Regional Centers Framework Update

Adopted March 22, 2018



Puget Sound Regional Council

ATTACHMENT C2 - Regional Centers Framework Update

Regional Centers Framework Update
Adopted March 22, 2018

Contents

1. Purpose and Background.....	2
2. Regional Centers Designation Procedures	4
3. Regional Growth Centers Eligibility and Criteria	4
4. Manufacturing/Industrial Centers Eligibility and Criteria	6
5. Regional Center Redesignation Standards	9
6. Countywide Centers.....	11
7. Local Centers and Other Types of Centers	12
8. Military Installations.....	13
9. Planning Requirements	14
10. Regional Support.....	14
11. Performance Measures	15
12. Implementation.....	15

1. Purpose and Background

Purpose

Centers are the hallmark of VISION 2040 and the Regional Growth Strategy. They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC's federal transportation funding.

In 2015, the Growth Management Policy Board adopted a scope of work to review the existing centers framework. The regional centers have been integral to regional planning for over 20 years, and this update represented an opportunity to reassess the system in place today and opportunities to recognize other places that are serving important roles in the region. The Regional Centers Framework outlines a revised structure and criteria for regional and countywide centers and direction to update policies and procedures to update to the regional centers framework.

This update will:

- Clearly define the types of central places—both larger and smaller—within the region that are the focus of growth, planning, and investment.
- Establish criteria and planning expectations that ensure centers are developing as thriving and connected communities with sufficient market potential to accommodate new jobs and residents.
- Provide for consistent designation of centers at the regional and countywide levels across the region.
- Address requirements for new centers and redesignation of existing regional centers.

Growth in centers has significant regional benefits, including supporting multimodal transportation options, compact growth, housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, regional centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers.

Implementation

This framework establishes key opportunities for the region to support VISION 2040's objective of encouraging development of compact, livable centers as an opportunity to accommodate a significant portion of the region's growth. Adoption of the framework in itself does not change regional or local policies, regulations, or funding mechanisms. Implementation of the framework will take several steps that are discussed in Section 12 of the framework:

- Updating new center designation procedures
- Developing new administrative procedures for monitoring of existing centers
- Updating VISION 2040, including guidance on growth expectations for centers
- Updating countywide planning policies with countywide criteria and designations
- Measuring performance and outcomes over time
- Completing additional analysis on social equity strategies for centers
- Completing additional review and consultation with tribes on the role of tribal lands in the centers framework
- Research funding opportunities for centers
- Research the number and distribution of centers

ATTACHMENT C2 - Regional Centers Framework Update

The framework proposal focuses on the criteria and process to designate and evaluate regional and countywide centers. The proposal does not recommend prioritizing funding based on center size or type. The proposal identifies different types and sizes of regional centers to better tailor expectations for future growth and development in centers.

Development of the board proposal has focused on providing opportunities for jurisdictions to designate new centers and flexibility to maintain existing centers, including at least two growth centers and one manufacturing/industrial center in each county. The centers framework should continue to maintain appropriate regional distribution and provide for opportunities to designate new centers.

Guiding Principles & Objectives

In the project scope of work, the Growth Management Policy Board adopted the following guiding principles for the project:

- *Support the Growth Management Act and VISION 2040.*
- *Focus growth consistent with the Regional Growth Strategy.*
- *Recognize and support different types and roles of regional and subregional centers.*
- *Provide common procedures across the region.*
- *Guide strategic use of limited regional investments.*
- *Inform future planning updates at regional, countywide, and local levels.*

Objectives to guide the project were established at a joint board session in 2016:

Growth: Centers attract robust population and employment growth—a significant and growing share of the region’s overall growth.

Mobility: Centers provide diverse mobility choices so that people who live and work in centers have alternatives to driving alone.

Environment: Centers improve environmental sustainability, protecting rural and resource lands, habitat, and other critical areas by focusing the majority of growth in urban areas with existing infrastructure.

Social Equity and Opportunity: Centers offer high access to opportunity, including affordable housing choices and access to jobs, to a diverse population.

Economic Development: Centers help the region maintain a competitive economic edge by offering employers locations that are well connected to a regional transportation network, and are attractive and accessible to workers.

Public Health: Centers create safe, clean, livable, complete and healthy communities that promote physical, mental, and social well-being.

The Regional Centers Framework Update project included significant outreach and committee and board discussions. The process was informed by staff-level Technical Advisory Group and Stakeholder Working Group, joint board sessions, county-level workshops, and ongoing outreach to local governments. A staff-level Stakeholder Working Group met from June 2016 through January 2017 and identified recommendations and alternatives for PSRC’s boards to consider. Their final report informed deliberation by the Growth Management Policy Board in 2017.

2. Regional Centers Designation Procedures

The **Designation Procedures for New Centers** contains detailed requirements for designation and review of regional growth centers and manufacturing/industrial centers. The procedures are adopted by the Executive Board.

As part of the implementation of this framework, PSRC will update the **Designation Procedures for New Centers** to incorporate the following procedural changes:

- When designating new regional centers, the PSRC boards will also consider:
 - Distribution of centers throughout the region, including by county, and whether new center locations would be advantageous for overall regional growth objectives. Centers should be distributed in locations consistent with the regional vision, and in areas that do not place additional development pressure on rural and resource lands. Environmental factors may be considered in designating new centers.
 - The overall number of centers in the region, supported by research on the number and distribution of centers.
- Application and review of new regional centers will be limited to major regional growth plan updates (VISION 2040 and its successor plans) and approximately every five years, following the results of performance monitoring. As an interim measure, the application period for new centers will remain open through the fall of 2019.
- Employment and/or activity thresholds for new regional centers will be reviewed and potentially updated when the regional growth plan is updated to account for overall growth in centers over time. Center designations should remain relatively stable over the long term, but will allow centers to change into new types when they have achieved higher levels of activity and other criteria.

3. Regional Growth Centers Eligibility and Criteria

Regional growth centers are locations of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. The region's plans identify centers as areas that should receive a significant share of the region's population and employment growth compared with other parts of the urban area, while providing improved access and mobility—especially for walking, biking, and transit.

Eligibility Criteria for New Regional Growth Centers

The minimum eligibility requirements for new centers ensure consistency in centers designation and ensure that new regional growth centers meet the intent of VISION 2040 while allowing for flexibility. The **Designation Procedures for New Centers** will be updated to identify additional supporting documentation:

- **Local commitment.** Evidence center is a local priority and sponsor city/county has sustained commitment over time to local investments in creating a walkable, livable center.

ATTACHMENT C2 - Regional Centers Framework Update

- **Planning.** Completion of a center plan (subarea plan, plan element or functional equivalent that provides detailed planning or analysis) that meets regional guidance in advance of designation. Environmental review that demonstrates center area is appropriate for dense development.
 - Assessment of housing need, including displacement risk, as well as documentation of tools, programs, or commitment to provide housing choices affordable to a full range of incomes and strategies to further fair housing
- **Jurisdiction and Location.** New regional growth centers should be located within a city, with few exceptions. LINK light rail stations in unincorporated urban areas (including those funded through the Sound Transit 3 ballot measure) may be eligible for center designation at any scale, provided they are affiliated for annexation or planned for incorporation. Joint planning of unincorporated center areas is encouraged. Other unincorporated urban areas may be eligible for countywide center status, provided they are affiliated for annexation or planned for incorporation.
- **Existing Conditions.** Existing infrastructure and utilities sufficient to support new center growth, a mix of both existing housing and employment, justification of size and shape. Recommend centers to be nodal with a generally round or square shape and avoid linear or gerrymandered shapes that are not readily walkable or connected by transit. Bicycle and pedestrian infrastructure, amenities, and a street pattern that supports walkability

Designation Criteria for New Regional Growth Centers

The Regional Centers Framework Update defines two distinct types of regional growth centers with tailored minimum criteria as described in this section. The type of regional center does not establish a distinction for the purpose of PSRC’s regional funding process. The criteria are expanded to include discussion of appropriate size, minimum transit service, market potential, and regional role. Transit service is an important factor for growth in centers. Local governments should work with transit providers to plan for appropriate transit service levels in centers. The center types will be used to inform future growth planning.

Regional Growth Centers	
<p>Urban Growth Center</p> <p>These centers have an important regional role, with dense existing jobs and housing, high-quality transit service, and planning for significant growth. These centers may represent areas where major investments – such as high-capacity transit – offer new opportunities for growth.</p>	<p>Metro Growth Center</p> <p>These centers have a primary regional role – they have dense existing jobs and housing, high-quality transit service, and are planning for significant growth. They will continue to serve as major transit hubs for the region. These centers also provide regional services, and serve as major civic and cultural centers.</p>
<p>Urban Growth Center Criteria</p> <p>Center must meet each the following criteria:</p> <ul style="list-style-type: none"> ○ Existing density. 18 activity units per acre minimum ○ Planned target density. 45 activity units per acre minimum 	<p>Metro Growth Center Criteria</p> <p>Center must meet each the following criteria:</p> <ul style="list-style-type: none"> ○ Existing density. 30 activity units per acre minimum ○ Planned target density. 85 activity units per acre minimum

ATTACHMENT C2 - Regional Centers Framework Update

<ul style="list-style-type: none">○ Mix of uses. Regional growth centers should have a goal for a minimum mix of at least 15% planned residential and employment activity in the center.○ Size. 200 acres minimum - 640 acres maximum (may be larger if served by an internal, high capacity transit system)○ Transit. Existing or planned¹ fixed route bus, regional bus, Bus Rapid Transit, or other frequent and all-day bus service. May substitute high-capacity transit mode for fixed route bus. Service quality is defined as either frequent (< 15-minute headways) and all-day (operates at least 16 hours per day on weekdays) –or- high capacity○ Market potential. Evidence of future market potential to support planning target○ Role. Evidence of regional role<ul style="list-style-type: none">● Clear regional role for center (serves as important destination for the county)● Jurisdiction is planning to accommodate significant residential and employment growth under Regional Growth Strategy	<ul style="list-style-type: none">○ Mix of uses. Regional growth centers should have a goal for a minimum mix of at least 15% planned residential and employment activity in the center.○ Size. 320 acres minimum - 640 acres maximum (may be larger if served by an internal, high capacity transit system)○ Transit. Existing or planned light rail, commuter rail, ferry, or other high capacity transit with similar service quality as light rail. Service quality is defined as either frequent (< 15-minute headways) and all-day (operates at least 18 hours per day on weekdays) –or- high capacity (e.g., ferry, commuter rail, regional bus, Bus Rapid Transit). Evidence the area serves as major transit hub and has high quality/high capacity existing or planned service.○ Market potential. Evidence of future market potential to support planning target○ Role. Evidence of regional role:<ul style="list-style-type: none">● Clear regional role for center (for example, city center of metropolitan cities, other large and fast-growing centers; important regional destination)● Jurisdiction is planning to accommodate significant residential and employment growth under Regional Growth Strategy
--	--

4. Manufacturing/Industrial Centers Eligibility and Criteria

Manufacturing/industrial centers preserve lands for family-wage jobs in basic industries and trade and provide areas where that employment may grow in the future. Manufacturing/industrial centers form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages.

¹ “Planned” transit means funded projects or projects identified in the constrained portion of Transportation 2040. The Transportation 2040 constrained project list incorporates projects in transit agency long-range plans where funding is reasonably expected during the 2040 planning horizon.

ATTACHMENT C2 - Regional Centers Framework Update

VISION 2040 calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. These centers are important employment locations that serve both current and long-term regional economic objectives.

Manufacturing/industrial centers have very different characteristics and mobility needs than regional growth centers. For example, transit may not be viable for all types of manufacturing/industrial centers, but identifying transportation demand management strategies, including carpool and vanpools, can help reduce congestion impacts regardless of transit access. The criteria to designate manufacturing/industrial centers focuses on these and other factors to support the long-term industrial base of the region. Moving freight and goods to and through MICs is critical, on trucks, as well as other modes, such as marine, air and rail.

The [Industrial Lands Analysis \(2015\)](#) identified strategies to ensure an adequate supply of industrial land in the region, including protecting priority users of industrial land and limiting commercial and office uses that compete with industrial use. The centers designation criteria provide some flexibility for non-industrial uses in manufacturing/industrial centers, which may include amenities and services for employees, some commercial uses, and other types non-industrial uses.

Eligibility Criteria for New Regional Manufacturing/Industrial Centers

Minimum eligibility requirements ensure consistency in centers designation and ensure that new regional growth centers meet the intent of VISION 2040 while allowing for flexibility. The **Designation Procedures for New Centers** should be updated to identify additional supporting documentation:

Local commitment. Evidence center is a local priority had city/county has sustained commitment over time to local investments in infrastructure and transportation. Demonstrated commitment to protecting and preserving industrial uses, strategies and incentives to encourage industrial uses in the center, and established partnerships with relevant parties to ensure success of manufacturing/industrial center

Planning. Completion of a center plan (subarea plan, plan element or functional equivalent) that meets regional guidance in advance of designation. Where applicable, the plan should be developed in consultation with public ports and other affected governmental entities. Environmental review that the area is appropriate for development

Location. Manufacturing/industrial centers should be located within a city with few exceptions.

Existing Conditions. Adequate infrastructure and utilities to support growth, access to relevant transportation infrastructure, documentation of economic impact, and justification of size and shape of manufacturing/industrial center

Designation Criteria for New Regional Manufacturing/Industrial Centers

The Regional Centers Framework Update identifies two distinct pathways to designate new manufacturing/industrial centers. Minimum eligibility for regional designation is described in this section. The criteria are expanded to include discussion of appropriate employment type, core industrial zoning, industrial preservation strategies, and regional role. The center pathways may be used to inform future growth planning.

ATTACHMENT C2 - Regional Centers Framework Update

New Manufacturing/Industrial Centers	
<p>Industrial Employment Center</p> <p>These centers are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The intent of this designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to grow industrial employment in these centers where possible. Jurisdictions and transit agencies should aim to serve all MICs with transit.</p>	<p>Industrial Growth Center</p> <p>These regional clusters of industrial lands have significant value to the region and potential for future job growth. These large areas of industrial land serve the region with international employers, industrial infrastructure, concentrations of industrial jobs, and evidence of long-term potential. The intent of this designation is to continue growth of industrial employment and preserve the region's industrial land base for long-term growth and retention. Jurisdictions and transit agencies should aim to serve all MICs with transit.</p>
<p>Center must meet each the following criteria:</p> <ul style="list-style-type: none"> • Existing jobs: 10,000 minimum • Planned jobs: 20,000 minimum • Minimum 50% industrial employment • If MIC is within a transit service district, availability of existing or planned frequent, local, express, or flexible transit service. If MIC is outside a transit service district, documented strategies to reduce commute impacts through transportation demand management strategies consistent with the Regional Transportation Plan Appendix F (Regional TDM Action Plan) • Presence of irreplaceable industrial infrastructure² • At least 75% of land area zoned for core industrial uses³ • Industrial retention strategies in place • Regional role 	<p>Center must meet each the following criteria:</p> <ul style="list-style-type: none"> • Minimum size of 2,000 acres • Existing jobs: 4,000 minimum • Planned jobs: 10,000 minimum • Minimum 50% industrial employment • If MIC is within a transit service district, availability of existing or planned frequent, local, express, or flexible transit service. If MIC is outside a transit service district, documented strategies to reduce commute impacts through transportation demand management strategies consistent with the Regional Transportation Plan Appendix F (Regional TDM Action Plan) • At least 75% of land area zoned for core industrial uses • Industrial retention strategies in place • Regional role

² Industrial-related infrastructure that would be irreplaceable elsewhere, such as working maritime port facilities, air and rail freight facilities.

³ Zoning designations dominated by traditional industrial land uses such as manufacturing, transportation, warehousing and freight terminals. Commercial uses within core industrial zones shall be strictly limited.

5. Regional Center Redesignation Standards

Regional centers have been a central strategy of the regional plan for decades, although centers have been designated through different procedures depending on when they were first designated. An objective with the regional centers framework update is to establish a more consistent system between new and existing centers. Recognizing both that existing centers were designated through different processes and the objective of working toward greater consistency, PSRC will develop administrative procedures for review of existing centers. The procedures are anticipated to be drafted in the first half of 2018, with a review of existing centers to follow in 2018 and 2019 during the VISION 2050 planning process.

- o **Initial redesignation.** The first evaluation of existing centers will occur in 2018-2020 as part of the VISION 2040 update. All designated regional centers as of 2017 are automatically redesignated, provided that they meet the following criteria:
 - Adopted center plan (subarea plan, plan element or functional equivalent) should be completed by 2020. Jurisdictions may request an extension from the Growth Management Policy Board if substantial progress on subarea planning has been made by 2020. Different approaches to subarea planning may be appropriate and input from other affect government entities, such as public ports, will be considered, but future updates should be equivalent to a subarea plan by 2025. Plans should include goals and policies that specifically address the center and should be adopted by the jurisdiction(s) with local land use authority for the center. Plan adoption should meet public notice and involvement requirements established under the Growth Management Act.
 - Designation of the regional center in the adopted local comprehensive plan and countywide planning policies.
- o PSRC staff will work with cities and counties to identify the applicable center types and whether all the criteria are already met or could be met.
- o **Monitoring review of regional growth centers.** A first monitoring review period, scheduled for 2025, will follow the next major comprehensive plan periodic update (due in 2023 and 2024) and will reoccur about every five years thereafter. At the first monitoring review in 2025, existing regional growth centers will be expected to fully meet eligibility and designation criteria similar to new centers:
 - **Local commitment.** Evidence center is a local priority and sponsor city/county has sustained commitment over time to local investments in creating a walkable, livable center.
 - **Planning.** An updated center plan (subarea plan, plan element or functional equivalent that provides detailed planning or analysis) that addresses regional guidance, and plans for a mix of housing and employment, bicycle and pedestrian infrastructure, amenities, and a street pattern that supports walkability.
 - Assessment of housing need, including displacement risk, as well as documentation of tools, programs, or commitment to provide housing choices affordable to a full range of incomes and strategies to further fair housing.

ATTACHMENT C2 - Regional Centers Framework Update

- **Location.** Existing regional growth centers not located within a city should be affiliated for annexation or in a location planned for incorporation. Joint planning of the center area is encouraged.
 - **Capital investments.** Capital investments by the local government in the center in the current or prior 6-year capital planning cycle, and commitment to infrastructure and utilities in the jurisdiction's capital improvement program sufficient to support center growth, pedestrian infrastructure, and public amenities.
 - **Center criteria.** Consistent with designation criteria for size, planning, transit, market potential, and role for new regional growth centers in Section 3. Existing centers will remain designated if they do not meet the new center density criteria, provided that the center is consistent with other criteria identified in this section.
 - **Market study.** Regional growth centers that have existing density levels below the level required for new regional centers at the time of the review must complete a market study to evaluate the potential for and opportunities to best support center growth. The market study must consider a planning horizon reasonably beyond the monitoring period (2025). The market study should show how the center can meet targeted levels of growth within the planning period. The jurisdiction should demonstrate its work to address opportunities identified in the market study.
- **Monitoring review of manufacturing/industrial centers.** A first monitoring review period, scheduled for 2025, will follow the next major comprehensive plan periodic update (due in 2023 and 2024) and will reoccur about every five years thereafter. At the first monitoring review in 2025, existing manufacturing/industrial centers will be expected to fully meet eligibility and designation criteria similar to new centers:
- **Local commitment.** Evidence center is a local priority and sponsor city/county has sustained commitment over time to local investments in infrastructure and transportation. Demonstrated commitment to protecting and preserving industrial uses, strategies and incentives to encourage industrial uses in the center, and established partnerships with relevant parties to ensure success of the manufacturing/industrial center.
 - **Planning.** Completion of a center plan (subarea plan, plan element or functional equivalent) that addresses regional guidance and plans for access to transportation infrastructure and economic development. Where applicable, the plan should be developed in consultation with public ports and affected governmental entities.
 - **Location.** If existing manufacturing/industrial centers are not located within a city, joint planning and annexation/incorporation are encouraged as feasible.
 - **Capital investments.** Capital investments by the local government in the center in the current or prior 6-year capital planning cycle, and commitment to infrastructure and utilities in the jurisdiction's capital improvement program sufficient to support center growth and planned transportation infrastructure.
 - **Center criteria.** Consistent with designation criteria for new manufacturing/industrial centers in Section 4. Existing centers will remain designated if they do not meet the new center existing or planned jobs criteria, provided that the center is consistent with other criteria identified in this section.

ATTACHMENT C2 - Regional Centers Framework Update

- **Market study.** Manufacturing/industrial centers that have existing employment levels below the level required for new centers at the time of the review must complete a market study to evaluate the potential for and opportunities to best support center growth. The market study must consider a planning horizon reasonably beyond the monitoring period (2025). The market study should show how the center can meet targeted levels of growth within the planning period. The jurisdiction should demonstrate its work to address opportunities identified in the market study.
 - The board will maintain flexibility in evaluating existing centers to consider when centers are very close to the existing conditions criteria, to account from economic recessions, progress and growth, local investments or the lack of investments, and regional importance of a particular area.
 - Criteria related to physical improvements should be included in center plans, but may need to be addressed over the long-term, such as developing a complete walkable street network.

6. Countywide Centers

Each county’s countywide planning policies include criteria and processes for countywide centers, though the approach currently varies significantly by county. Through the Centers Framework Update, designation of countywide centers remains delegated to a countywide process while providing a baseline of consistent regional standards for each county to use. PSRC reviews and certifies countywide planning policies, but PSRC’s role does not include review of countywide centers.

Countywide growth centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Countywide industrial centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county’s manufacturing/industrial economy. The checklist below represents basic standards expected for countywide centers in each county. Depending on county circumstance and priorities, countywide planning policies may include additional criteria (such as planning requirements or mix of uses) or other additional standards within this overall framework. Countywide center designations will be reviewed by an established timeframe and process set by the countywide planning body.

Countywide Centers	
Countywide Growth Center	Countywide Industrial Center
Center must meet each the following criteria:	Center must meet each the following criteria:
Identified as a countywide center in the countywide planning policies	Identified as a countywide center in the countywide planning policies
Located within a city or unincorporated urban area	Located within a city or unincorporated urban area

ATTACHMENT C2 - Regional Centers Framework Update

Countywide Centers	
Countywide Growth Center	Countywide Industrial Center
<p>(cont.)</p> <p>Demonstration that the center is a local planning and investment priority:</p> <ul style="list-style-type: none"> o Identified as a countywide center in a local comprehensive plan; subarea plan recommended o Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure <p>The center is a location for compact, mixed-use development; including:</p> <ul style="list-style-type: none"> o A minimum existing activity unit density of 10 activity units per acre o Planning and zoning for a minimum mix of uses of 20 percent residential and 20 percent employment, unless unique circumstances make these percentages not possible to achieve. o Capacity and planning for additional growth <p>The center supports multi-modal transportation, including:</p> <ul style="list-style-type: none"> o Transit service o Pedestrian infrastructure and amenities o Street pattern that supports walkability o Bicycle infrastructure and amenities o Compact, walkable size of one-quarter mile squared (160 acres), up to half-mile transit walkshed (500 acres) 	<p>(cont.)</p> <p>Demonstration that the center is a local planning and investment priority:</p> <ul style="list-style-type: none"> o Identified as a countywide center in a local comprehensive plan; subarea plan recommended o Clear evidence that area is a local priority for investment, such as planning efforts, or infrastructure <p>The center supports industrial sector employment:</p> <ul style="list-style-type: none"> o Minimum 1,000 existing jobs and/or 500 acres of industrial land o Defined transportation demand management strategies in place o At least 75% of land area zoned for core industrial uses o Industrial retention strategies in place o Capacity and planning for additional growth o Important county role and concentration of industrial land or jobs with evidence of long-term demand

7. Local Centers and Other Types of Centers

VISION 2040 calls for central places in all jurisdictions to support a centers-based approach to development in the region. These places range from neighborhood centers to active crossroads in communities of all sizes. These centers play an important role in the region and help define our community character, provide local gathering places, serve as community hubs, and are often appropriate places for additional growth and focal points for services.

The Regional Centers Framework recognizes the importance of these places, but does not envision a regional or county designation for all types of local centers. The designation criteria outlined in this

document may provide a path to regional or county designation for locations that continue to grow and change over time.

Per program eligibility requirements, rural centers that participate in PSRC's Rural Town Centers and Corridors funding competition are located in either a freestanding city or town that is outside the region's contiguous urban growth area or a county's unincorporated rural area. These centers are designated through a local planning process, not through the Regional Centers Framework process.

8. Military Installations

Military installations are a vital part of the region, home to thousands of personnel and jobs and a major contributor to the region's economy. While military installations are not subject to local, regional, or state plans and regulations, PSRC recognizes the relationship between regional growth patterns and military installations, and recognizes the importance of military employment and personnel all aspects of regional planning.

Recognition of military installations in the update to VISION 2040 can better acknowledge the role these installations play in the regional economy and in regional growth patterns. Designation criteria for installations can also help establish common expectations for how the region works with and supports military installations. Stakeholders throughout the process have emphasized the need to address base transportation access to benefit surrounding communities, as well as the installations. Per federal statutes, PSRC transportation funds cannot be spent on military installations, but surrounding communities may be eligible to receive funds for projects that connect to installations.

Designation Criteria for Types of Military Installations

PSRC's Executive Board will identify *Major Military Installations* in the update to VISION 2040, subject to adoption of the plan by the General Assembly. Major installations are defined as installations with more than 5,000 enlisted and service personnel. As of 2017, four installations met the minimum size criteria: Joint Base Lewis-McChord in Pierce County, Naval Base Kitsap–Bangor and Naval Base Kitsap–Bremerton⁴ in Kitsap County, and Naval Station Everett in Snohomish County.

This recognition in the regional plan advances active collaboration between military installations, neighboring jurisdictions, and the region. The region recognizes military installations are major employers, associated with congestion, and that regional designation can help work to alleviate impacts. Through this recognition, regional expectations include:

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options
- Support for multimodal commute planning and mode split goals for installation
- Completed Joint Land Use Study or similar coordinated planning effort

⁴ For the purpose of regional centers designation, jurisdictions may count military activity towards center thresholds when the installation is directly adjacent or surrounded by the center (such as Naval Base Kitsap-Bremerton and the downtown Bremerton regional growth center).

Smaller military installations may continue to be recognized by countywide planning forums as a type of countywide center or equivalent. The minimum size criteria for countywide center designation will be as specified by RCW 36.70a.530 and identify “federal military installation[s], other than a reserve center, that employs one hundred or more full-time personnel.” As of 2017, five installations met the minimum criteria: Naval Base Kitsap Keyport, Seattle Coast Guard Station, Naval Base Kitsap Jackson Park, Camp Murray, and Naval Base Everett – Smokey Point Support Complex.

9. Planning Requirements

PSRC’s Plan Review Manual contains guidance and requirements for comprehensive plan certification, including center subarea plans. The **Regional Center Plans Checklist** in the **PSRC’s Plan Review Manual** addresses planning expectations for center subarea plans. PSRC will work with the Regional Staff Committee to update the Plan Review Manual to amend requirements and provide best practices, with consideration for local variability.

The **Regional Growth Center Plan Checklist** will be updated to address the following topics:

- o Affordable housing, including housing targets, needs assessment, affordable housing goals, and strategies to encourage new housing production with long-term affordability
- o Displacement risk analysis and strategies to prevent or mitigate displacement
- o Transit access, including transit service, transit-dependent populations, and safe and connected pedestrian and bicycle networks
- o Equitable community engagement
- o Access to opportunity, including employment and education opportunities and neighborhood quality of life
- o Environmental justice impacts
- o Specific transportation planning investments, programs, and resources identified.
- o Availability of public services, like K-12 education, to meet needs of households with children.

The **Regional Manufacturing/Industrial Center Plan checklist** will be updated to address the following topics:

- o Equitable community engagement
- o Access to opportunity, including employment and education opportunities
- o Environmental justice impacts
- o Expectations around core industrial uses, residential encroachment, transitional buffers, and commercial and office uses that do not support manufacturing/industrial function
- o Clearly articulated long-term commitment to protect and preserve manufacturing/industrial land uses and businesses in the center
- o Specific transportation planning investments, programs, and resources identified

10. Regional Support

Funding to Support Centers

Staff will research and identify other potential funding sources or programs to support development in centers. This may include housing in regional growth centers, economic development, other capital funds, additional state resources, marketing, and other strategies. PSRC should collaborate with other agencies and funders to identify additional funding sources for designated centers. PSRC will also explore funding for centers planning and technical assistance.

Regional Center Types

The Regional Centers Framework does not establish a distinction between different types of regional centers for the purpose of PSRC's funding framework.

11. Performance Measures

In the VISION 2040 update, PSRC will work with local governments and other stakeholders to develop performance measures for centers as a whole to evaluate success of the overall framework. Like previous monitoring studies, PSRC will lead the effort, with support and review from local governments. Performance measures should focus on a limited number of centers and consider the project outcome statements to support growth, mobility, environment, social equity and opportunity, economic development, and public health. Metrics may include overall growth goals or mode split goals for centers, level of local or regional investment, greenhouse gas emissions reductions, or other measures as appropriate, such as housing affordability, mix of uses, and health and equity.

PSRC will continue to conduct ongoing monitoring of performance measures for individual centers. This may include progress towards growth targets and mode split goals, tracking implementation actions, or tracking other measures consistent with the designation requirements.

- PSRC will publish a centers performance monitoring summary every five years in order to stay on top of regional trends in centers development.
- PSRC will review centers for performance as part of the monitoring review and prior to regional plan update years, and consider possible changes or reclassification if the local jurisdiction is not taking steps to plan and support growth in center to meet targets or goals.

12. Implementation

Procedures and Planning Expectations. The board directs staff to prepare updates to the **Designation Procedures for New Centers, Regional Center Plans Checklist**, and develop **administrative procedures** for existing centers.

Plan Updates. The board directs staff to identify issues for VISION 2040 update⁵:

- Identification of military installations a regional geography
- Preservation of industrial land, both within designated manufacturing/industrial centers and in other industrial areas in the region
- Growth goals for regional centers

Countywide Planning Policies. The board requests updates to the countywide planning policies in each county during the next GMA update cycle (by 2023/2024) to implement countywide centers and achieve consistency with the regional framework. PSRC staff should work collaboratively with countywide groups on technical assistance and implementation of updated criteria.

⁵ The framework may inform an update to the Regional Growth Strategy but does not commit the region to any particular distribution of growth or definition of regional geographies.

ATTACHMENT C2 - Regional Centers Framework Update

PSRC Work Plan. The board directs staff to develop an implementation work plan and schedule to engage with PSRC membership and other stakeholders as appropriate on additional analysis, research, and guidance. The work plan should incorporate the following tasks to support ongoing work on regional and countywide centers:

- **Performance measures.** In consultation with jurisdictions and other stakeholders, develop framework to track performance and outcomes over time and identify challenges or barriers over time. Performance measures should consider project outcome statements to support growth, mobility, environment, social equity and opportunity, economic development, and public health. Measures may include assessment of demographic characteristics, housing affordability, employment, amenities, and access to opportunity.
- **Update growth planning guidance.** Update the guidance paper on center targets to discuss changes to growth expectations for centers and the mix of employment and residential activity envisioned in regional growth centers.
- **Market studies.** Provide additional guidance on recommended components of market studies for centers.
- **Social equity**
 - Complete additional analysis and research on displacement and displacement risk in centers.
 - Provide additional resources and best practices addressing equitable community engagement, including opportunities for local planning staff and policy-makers to learn about tools that have been successfully used by cities and counties in the region.
 - Research and recommend a best practice approach to a comprehensive equity impact review tool to address social equity through policies and implementation decisions for centers throughout the region.
- **Tribal land & centers.** Complete additional review and consultation with tribes on the role of tribal lands in the centers framework.
- **Funding opportunities.** To achieve the vision of growth in centers, research other funding opportunities and opportunities to leverage existing designations. Collaborate with other agencies and funders to identify additional funding sources to designated centers. Explore funding, including a set-aside, for centers planning and technical assistance.
- **Military installations.** Staff will research other potential funding sources or programs to support improvement of transportation corridors serving recognized military installations. PSRC, countywide groups, and local jurisdictions should continue to work with state and federal partners to secure infrastructure resources, provide support for military installations, and address impacts on surrounding jurisdictions.
- **Economic measures.** Given their important role in the regional economy, PSRC should consider additional research on economic impact measures for manufacturing/industrial centers (e.g. revenue generators, export value).
- **Projects supporting centers.** Review and develop policy guidance on types of projects that support development in centers and corridors connecting centers.
- **Number and distribution of centers.** During the VISION 2040 update, research guidelines to manage the number and distribution of centers, factoring in minimum density standards, projected growth, jurisdictional size, location within the county, competition for market share, and allocation of limited regional resources.



Kitsap County Department of Community Development

Staff Report and Recommendation Annual Comprehensive Plan Amendment Process for 2019 Silverdale/Kingston UGA Association & Future Incorporation

Summary

Report Date	8/12/2019
Hearing Date	Tentatively scheduled for 9/24/2019
Amendment Type	County-sponsored Amendment
Description	<p>This amendment includes the following proposed changes:</p> <p>Chapter 1 (Land Use):</p> <ul style="list-style-type: none">• Associates the Silverdale Unincorporated Urban Growth Area with the future City of Silverdale.• Associates the Kingston Unincorporated Urban Growth Area with the future City of Kingston. <p>Chapter 8 (Subarea Plans):</p> <ul style="list-style-type: none">• Clarifies subarea plan vision statements regarding the future incorporation of Silverdale and Kingston within the 20-year planning horizon.
Geographic Area Affected	Silverdale Unincorporated UGA Kingston Unincorporated UGA
SEPA	Determination of Non-Significance
Department Recommendation	Adopt as proposed

This report and recommendation are based on information available at the time of publication. If new relevant and material facts are discovered, this staff report will be revised and the department recommendation may change.

1. Background

The Kitsap County Comprehensive Plan describes the 20-year vision for unincorporated Kitsap County and how that vision will be achieved. The plan covers land use, economic development, environment, housing and human services, transportation, capital facilities and utilities as well as parks, recreation, and open space. The Comprehensive Plan is mandated by the Washington State Growth Management Act (GMA, RCW 36.70A).

A. Authority

The GMA mandates that Kitsap County's Comprehensive Plan and development regulations be reviewed and, if needed, revised at least every 8-years [RCW 90.70A.130(5)]. The most recent Kitsap County 8-year update concluded with the adoption of the 2016 Kitsap County Comprehensive Plan on June 27, 2016 by Ordinance 534-2016. The GMA also mandates that Kitsap County's Comprehensive Plan and development regulations be subject to continuing review and evaluation, allowing for annual amendments to the Comprehensive Plan and development regulations [RCW 36.70A.130(1)].

Kitsap County Code sets forth a process and criteria for making amendments to the Comprehensive Plan [KCC 21.08]. In making amendments, the County must consider:

- Whether the proposed amendments are consistent with and supports other plan elements and or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;
- Whether the proposed amendment to the plan and/or regulation will more closely reflect the goals and policies of the Comprehensive Plan;
- Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies; and
- Whether the proposed amendment complies with the requirements of the GMA.

The final docket adopted by the Board of County Commissioners on April 24, 2019 (Resolution No. 069-2019) allows for consideration of this amendment during Kitsap County's annual Comprehensive Plan amendment process for 2019.

B. Proposed Amendment

The proposed amendment is provided in Attachment A and includes the following changes to Chapter 6 (Land Use) and Chapter 8 (Subarea Plans):

- Associates the Silverdale Unincorporated Urban Growth Area with the future City of Silverdale.
- Associates the Kingston Unincorporated Urban Growth Area with the future City of Kingston.

- Clarifies subarea plan vision statements regarding the future incorporation of Silverdale and Kingston within the 20-year planning horizon.

C. Geographic Description

This amendment to the Kitsap County Comprehensive Plan affects the Silverdale Unincorporated Urban Growth Area and the Kingston Unincorporated Urban Growth Area.

2. Department Recommendation

Having analyzed the proposed amendment and other alternatives, if applicable, the Department recommends:

- Adoption of the amendment:
 - as proposed above
 - as described in Alternative ___ below
 - with revisions described below
 - with conditions described below
- Deferral of the amendment to a future docket
- Denial of the amendment

A. Revisions

None.

B. Conditions

None.

C. Rational

This amendment implements:

- The state Growth Management Act, which intends for county-wide planning policies to facilitate the transformation of local governance in urban growth areas, typically through annexation to or incorporation of a city, so that urban governmental services are primarily provided by cities and rural and regional services are provided by counties. [WAC 365-196-305(1)]
- Existing County-wide Planning Policies B.3.b and B.4.a, which require unincorporated urban growth areas to be associated with an existing or future city and require Comprehensive Plans to reflect the intent that all land within unincorporated urban growth areas will either annex to a city or incorporate within the 20-year planning horizon.

- Revisions to the regional growth strategy proposed in the preferred alternative Draft Vision 2050 (Attachment C2), which is the regional growth plan for Central Puget Sound.

This amendment will provide the required clarifications to County policies needed for the Kingston Unincorporated Urban Growth to be designated as a High Capacity Transit Community in the regional growth strategy in the preferred alternative Draft Vision 2050 (Attachment C2), which is developed and adopted through the Puget Sound Regional Council. This designation will be important to achieving the vision for Kingston, particularly with regarding to transportation improvement funding.

3. Other Alternatives Considered

No alternatives were proposed during the development of this amendment.

4. Analysis

Amendments to the Comprehensive Plan must be consistent with the criteria outlined in Kitsap County Code (KCC) Chapter 21.08. Applicable criteria are analyzed below. A summary of the State Environmental Policy Act (SEPA) review of this amendment is located at the end of this section.

A. General Decision Criteria (KCC 21.08.070.A)

For each proposed amendment to the Comprehensive Plan, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions, which demonstrate:

1. *How circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan or applicable development regulations;*

Staff Analysis: The Kitsap County Comprehensive Plan should have previously contained policies to this effect. This amendment is necessary for consistency with existing County-wide Planning Policies (CPPs), which require the County to:

- Associate each unincorporated urban growth area with an existing or future city;
- Adopt a Comprehensive Plan that reflects the intent that all land within each unincorporated urban growth area will either annex to a city or incorporate within the 20-year planning horizon; and
- Promote annexation into cities or incorporation of unincorporated urban growth areas.

The Comprehensive Plan currently envisions the future incorporation of Silverdale but does not explicitly associate the Silverdale Unincorporated Urban Growth Area (UUGA) with the future City of Silverdale. The future incorporation of the Kingston is the only option for implementing the CPPs since there is no existing city contiguous with the Kingston UUGA and therefore annexation to an existing city is not possible.

Circumstances have also changed since the 2016 adoption of the Comprehensive Plan due to revisions of the regional growth strategy proposed in the preferred alternative Draft Vision 2050, which is the regional growth plan for Central Puget Sound. Specifically, the designation of the Kingston UUGA as a High Capacity Transit Community requires the UUGA to be designated for annexation or incorporation in the Kitsap County Comprehensive Plan.

2. *How the assumptions upon which the Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan or development regulations; and*

Staff Analysis: See 4.A.1 above.

3. *How the requested redesignation is in the public interest and the proposal is consistent with the Kitsap County Comprehensive Plan.*

Staff Analysis: Not applicable – this is not a redesignation request.

B. **Additional Decision Criteria (KCC 21.08.070.B)**

In addition to the findings and conclusions above, for each proposed text amendment, the Planning Commission in reaching its recommendation, and the Board of Commissioners in making its decision, shall develop findings and conclusions which consider:

1. *Whether the proposed amendment is consistent with and supports other plan elements and/or development regulations and, if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency;*

Staff Analysis: The proposed amendment is consistent with and supports other plan elements. The proposed amendment does not change the growth assumptions, map designations, capital facilities planning, or development regulations related to the Silverdale or Kingston Unincorporated Urban Growth Areas.

2. *Whether the proposed amendment to the plan and/or regulation(s) will more closely reflect the goals, objectives and policies of the Comprehensive Plan and reflect the local circumstances of the county;*

Staff Analysis: The proposed amendment more closely reflects the objective of the Comprehensive Plan with regard to the future incorporation of Silverdale by formally associating the Silverdale Unincorporated Urban Growth Area with the future City of Silverdale. The proposed amendment does not otherwise conflict with the existing goals, objectives, and policies of the Comprehensive Plan since it does not change the growth assumptions, map designations, capital facilities planning, or development regulations related to the Silverdale or Kingston Unincorporated Urban Growth Areas.

3. *Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policy;*

Staff Analysis: The proposed amendment is consistent with the [Kitsap County-wide Planning Policies](#) (CPPs; adopted on 5/11/2015 by Kitsap County Ordinance 522-2015). Since the Silverdale and Kingston Unincorporated Urban Growth Areas (UUGAs) are the only UUGAs not yet formally associated with a city, the proposed amendment will make the Kitsap County Comprehensive Plan consistent with the following relevant CPPs:

CW.2.b (RE: Roles of Kitsap County)

Promote stewardship of unincorporated urban areas and promote annexation into cities or incorporation.

B.3.b (RE: Process and criteria for establishing, expanding, and adjusting Urban Growth Areas in Kitsap County)

Unincorporated Urban Growth Areas shall be associated with an existing or future city.

B.4.a (RE: Coordinated Growth Management in Urban Growth Areas)

Adopted City and County comprehensive plans shall reflect the intent that all land within unincorporated Urban Growth Areas will either annex to a city or incorporate within the 20-year planning horizon.

4. *Whether the proposed amendment complies with the requirements of GMA, state and local laws and other applicable inter-jurisdictional policies or agreements; and*

Staff Analysis: The proposed amendment is consistent with the requirements of GMA, state and local laws and other applicable inter-jurisdictional policies and agreements, including specifically the following relevant requirements:

- The Kitsap County Comprehensive Plan must comply with both the county-wide planning policies and the Growth Management Act. [see [WAC 365-196-305\(3\)](#)] The state Growth Management Act intends for county-wide planning policies to facilitate the transformation of local governance in urban growth areas, typically through annexation to or incorporation of a city, so that urban governmental services are primarily provided by cities and rural and regional services are provided by counties. [see [WAC 365-196-305\(1\)](#)] See also section 4.B.3 above.
- The Kitsap County Comprehensive Plan must also be consistent with the Multicounty Planning Policies (MPPs) adopted by the Puget Sound Regional Council, to which Kitsap County is a member. [see [WAC 365-196-305\(8\)](#)] To be consistent with the following MPP, the amendment associating the Kingston Unincorporated Urban Growth Area with the future City of Kingston is needed to satisfy the criteria for the High Capacity Transit Community designation of the Kingston UUGA, which is part of the revisions to the regional growth strategy proposed in the preferred alternative Draft Vision 2050 (see Attachment C2).

MPP-RGS-1

Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, and local plans.

5. *An explanation of why language should be added to the Comprehensive Plan or why existing language should be modified or deleted.*

Staff Analysis: The proposed amendment should be added to the Comprehensive Plan to make the Plan consistent with the state Growth Management Act, County-wide Planning Policies, and Multicounty Planning Policies.

C. State Environmental Policy Act (SEPA)

The Kitsap County SEPA official issued a SEPA threshold determination of non-significance (DNS; Attachment B1) for this amendment after having reviewed the SEPA environmental checklists prepared for this amendment (Attachment B2). The SEPA official's review found that this amendment is not related to or dependent on any of the other proposed Comprehensive Plan amendments and therefore an independent SEPA threshold determination was made regarding this amendment.

Notice of this SEPA threshold determination was:

- Filed with the Washington State Department of Ecology [SEPA Register](#);
- Published in the Kitsap Sun newspaper; and
- Will be integrated with other public announcements.

The SEPA threshold determination and environmental checklist was also distributed to agencies with jurisdiction, the Department of Ecology, affected tribes, and each local agency or political subdivision whose public services would be changed as a result of implementation of the proposal.

5. Public Involvement and Outreach

Kitsap County's public involvement and outreach in support of this amendment has exceeded the requirements of the Growth Management Act (RCW 36.70A) and Kitsap County Code (KCC 21.08).

A. Prior Public Involvement and Outreach

Prior public involvement and outreach regarding the 2019 docket, including this amendment, has included the following:

- An [Online Open House](#) with information about previous, current, and upcoming phases of the 2019 amendment process.
- A public comment period (11/1/2018 – 12/11/2018) and a public hearing by the Kitsap County Board of Commissioners (12/10/2019) while setting the initial docket of amendments. Notifications and announcements regarding this comment period and public hearing included the following:
 - Legal notice published in the Kitsap Sun newspaper (11/30/2018);
 - Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com; and
 - Formal letters to Tribes with usual and accustomed area in Kitsap County.
- Legal notice announcing the docket of amendments was published in the Kitsap Sun newspaper (1/5/2019).

B. Current Public Involvement and Outreach

This staff report provides, in full, the proposed amendment and analysis of the amendment for review by the public and the Kitsap County Planning Commission.

Visit the [Online Open House](http://tinyurl.com/kitsap2019cpa) (<http://tinyurl.com/kitsap2019cpa>) to learn more about the 2019 annual amendment process, important dates and deadlines, and how to participate in the process, including:

- Attending an open house in North Kitsap, Central Kitsap, or South Kitsap.
- Attending Planning Commission meetings.
- Testifying at the Planning Commission's public hearing.
- Submitting written comments.

A new comment period regarding the proposed amendment (Attachment A), this staff report, and the SEPA determination (Attachment B1) opened on the date this report was published. To be included in the official record, written comments must be

submitted to the Department of Community Development before the deadline using one of the following methods:

- Entered [online via computer or mobile device](#) (preferred method).
- Emailed to CompPlan@co.kitsap.wa.us.
- Mailed to 614 Division St - MS36, Port Orchard, WA 98366.
- Dropped off at the Permit Center at 619 Division St, Port Orchard.
- Dropped off at one of the scheduled open houses.
- Submitted to the clerk at a scheduled public hearing.

Notifications and announcements regarding this comment period and the Planning Commission's public hearing will include:

- Legal notice published in the Kitsap Sun newspaper.
- Broadcast announcements via email, text message, Facebook.com, Twitter.com, and Nextdoor.com.
- Notice signs posted on site-specific amendment properties.
- Notices mailed to property owners near site-specific amendments and geographically specific amendments covering smaller areas.
- Formal letters to Tribes with usual and accustomed area in Kitsap County.

C. Future Public Involvement and Outreach

Additional public involvement and outreach are anticipated to occur during October through December when the Kitsap County Board of Commissioners will be considering the amendments for adoption.

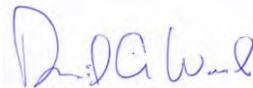
6. Staff Contact

Report prepared by:



Peter Best, Senior Planner
(360) 337-5777
PBest@co.kitsap.wa.us

Report approved by:



Dave Ward, Manager
Planning & Environmental Programs
Department of Community Development

7. Attachments

- A. Proposed Amendment
- B. State Environmental Policy Act (SEPA)
 - 1. SEPA Determination
 - 2. SEPA Checklist
- C. Supplemental Materials
 - 1. Planning Jurisdiction Boundaries Map
 - 2. Draft Vision 2050 (July 2019) - Regional Growth Strategy Chapter

Attachment A

1 **Amendment #1: Land Use Policy 25**

2
3 The Kitsap County Comprehensive Plan, Chapter 1 (Land Use), pages 1-16 and 1-17, last amended by
4 Ordinance 565 (2018), is amended as follows:

5
6 Land Use Policy 25. The Silverdale Unincorporated Urban Growth Area is associated with the
7 future City of Silverdale. The Kingston Unincorporated Urban Growth Area is associated with
8 the future City of Kingston. Considering ~~that~~ the ~~fact~~ Central Kitsap Unincorporated Urban
9 Growth Area is unassociated with a city, work with the City of Bremerton on an agreement to
10 associate the Central Kitsap Unincorporated Urban Growth Area.
11

12
13 **Amendment #2: Kingston Subarea Plan Vision**

14
15 The Kitsap County Comprehensive Plan, Chapter 8 (Subarea Plans), page 8-90, last amended by
16 Ordinance 565 (2018), is amended as follows:

17
18 **Vision for Kingston**

19 Kingston is located on Appletree Cove, known for its sweeping views of Puget Sound and the
20 Cascade and Olympic mountain ranges. It is bordered by Port Gamble S’Klallam tribal land to the
21 north, and rural residential properties to the south and west, with Puget Sound to the east. The
22 community retains an authentic small-town character with multi-generational gathering places
23 and businesses. The waterfront encompasses a large marina, public beach access and a major
24 terminal for Washington State Ferries that is a key transportation link between the Seattle
25 metropolitan area and the Olympic Peninsula.
26

27 The Kingston Urban Growth Area, the northernmost in Kitsap County, was established in May
28 1998 through adoption of the Kitsap County Comprehensive Plan, encompassing 1,400 acres.
29 Kingston’s defined areas include Old Town, adjacent to the marina and ferry terminal; the Village
30 Green district; and Lindvog Commercial, encompassing the uptown area along State Route 104.
31 Consistent with the state Growth Management Act and County-wide Planning Policies, Kingston
32 should become a self-governing city within the 20-year planning horizon.
33

34 The vision of Kingston focuses on the continued preservation and protection of open space,
35 forests and critical habitat areas in the surrounding sensitive environment. Maintaining and
36 improving public facilities for sewer and other utilities, stormwater management and emergency
37 services is also envisioned. Guiding the preservation and development of diverse housing types
38 for all incomes and ages will maintain an inclusive community. The Kingston community values
39 its shoreline, parks and schools with interconnected systems of pedestrian and bicycle trails.
40 Additional non-motorized facilities such as sidewalks, bike lanes and safe routes to schools will
41 increase the health and safety of the community.
42

43 Kingston has a population of over 2,200. More than a third of its households have children under
44 the age of 18 and 26 percent age 60 years or over. The median household income is estimated at
45 \$73,000. County support of local economic development and vitality, and in managing the impact
46 of regional transportation, is vital to Kingston’s vision. Improved street aesthetics and parking
47 facilities will create more walkability and encourage pedestrian-oriented, accessible retail shops.
48 Kingston will continue to be a welcoming, family friendly community that values a healthy and
49 sustainable environment; quality education and recreational resources for all ages; partnerships
50 with the S’Klallam and Suquamish tribes; and an efficient, safe and enhanced infrastructure that
51 supports measured growth of healthy neighborhoods and businesses.

1 **Amendment #3: Silverdale Subarea Plan Vision**

2
3 The Kitsap County Comprehensive Plan, Chapter 8 (Subarea Plans), pages 8-103 and 8-104, last amended
4 by Ordinance 565 (2018), is amended as follows:

5
6 **Vision for Silverdale Sub Area**

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

16
17 **Economic Development** - Our status as a regional retail and service center is complemented by
18 the expansion and diversification of our economic base, particularly through expansion of
19 businesses, as well as through development of educational opportunities.

20
21 **Transportation** - We have a transportation system that will properly support community and
22 residential needs. We have a multimodal circulation system; it accommodates transit, bicycles,
23 pedestrians and autos. There are many options for getting into, out of and moving within the
24 urban growth area, and bypassing the urban core. Downtown circulation is improved, we have a
25 walkable environment and our grid system is expanded.

26
27 **Housing** - Our community provides a wide choice of housing types and prices -- accommodating
28 a diversity of lifestyles and incomes. New residential development is centered in mixed income
29 neighborhoods that are safe and secure. Each neighborhood has a character of its own and
30 includes a mix of uses that provide opportunities for localized services and recreation close to
31 home. We respect existing neighborhoods; their character is key to the long-term sustainability.

32
33 **Governance** - Consistent with the state Growth Management Act and County-wide Planning
34 Policies, Silverdale should become a self-governing city within the 20-year planning horizon.
35 Within the 20-year planning horizon, Silverdale may be a self governing city.

36
37 **Social Capital** - We have diverse opportunities for arts, recreation, entertainment, leisure
38 activities and culture; activities we can “do” are continuously being created.

39
40 **Capital Facilities** - We have the public facilities to support a vibrant and growing city.

41
42 **Natural Environment** - We have tremendous natural resources and amenities. We are sensitive
43 to our existing natural systems– maintaining, protecting and conserving them in a way that is
44 sensitive to their environmental functions, particularly Dyes Inlet watersheds and water quality
45 and aquifer recharge areas. We are rich in significant, pristine resource areas.

Attachment B

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

2019 Comprehensive Plan amendment associating the Silverdale and Kingston Unincorporated Urban Growth Areas with the future incorporated cities of Silverdale and Kingston (a non-project action)

2. Name of applicant: [\[help\]](#)

Kitsap County Department of Community Development

3. Address and phone number of applicant and contact person: [\[help\]](#)

Peter Best, Senior Planner
pbest@co.kitsap.wa.us
360-337-7098

4. Date checklist prepared: [\[help\]](#)

August 8, 2019

5. Agency requesting checklist: [\[help\]](#)

Kitsap County

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

This amendment is expected to be adopted in December 2019.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

The Comprehensive Plan is subject to continuous review and may be amended in future years. The Comprehensive Plan and other associated plans will need to be amended when Kingston and Silverdale incorporate.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

None.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)

Not applicable for this non-project action

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

This amendment will need to be adopted by Kitsap County ordinance.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

As proposed in Attachment A, this non-project action amends the Land Use Chapter, Kingston Subarea Plan, and Silverdale Subarea Plan in the Kitsap County Comprehensive Plan to:

- Associate the Silverdale Unincorporated Urban Growth Area with the future City of Silverdale.
- Associate the Kingston Unincorporated Urban Growth Area with the future City of Kingston.
- Clarify subarea plan vision statements regarding the future incorporation of Silverdale and Kingston within the 20-year planning horizon.

This amendment implements:

- The state Growth Management Act, which intends for county-wide planning policies to facilitate the transformation of local governance in urban growth areas, typically through annexation to or incorporation of a city, so that urban governmental services are primarily provided by cities and rural and regional services are provided by counties. [WAC 365-196-305]
- Existing County-wide Planning Policies B.3.b and B.4.a, which require unincorporated urban growth areas to be associated with an existing or future city and require Comprehensive Plans to reflect the intent that all land within unincorporated urban growth areas will either annex to a city or incorporate within the 20-year planning horizon.
- Revisions to the regional growth strategy proposed in the preferred alternative Draft Vision 2050, which is the regional growth plan for Central Puget Sound.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you

are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

This is a non-project action applicable to the Silverdale Unincorporated Urban Growth Area and the Kingston Unincorporated Urban Growth Area. See attached Planning Jurisdiction Boundaries map from Appendix A of the Kitsap County Comprehensive Plan.

B. Environmental Elements [\[help\]](#)

1. Earth [\[help\]](#)

a. General description of the site: [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Not applicable for this non-project action

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

Not applicable for this non-project action

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

Not applicable for this non-project action

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

Not applicable for this non-project action

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

Not applicable for this non-project action

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)

Not applicable for this non-project action

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

Not applicable for this non-project action

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Not applicable for this non-project action

3. Water [\[help\]](#)

- a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

Not applicable for this non-project action

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)

Not applicable for this non-project action

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)

Not applicable for this non-project action

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

Not applicable for this non-project action

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

Not applicable for this non-project action

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

Not applicable for this non-project action

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

Not applicable for this non-project action

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [\[help\]](#)

Not applicable for this non-project action

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [\[help\]](#)

Not applicable for this non-project action

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site: [\[help\]](#)

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

Orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

Not applicable for this non-project action

b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

Not applicable for this non-project action

c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

Not applicable for this non-project action

e. List all noxious weeds and invasive species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

5. **Animals** [\[help\]](#)

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [\[help\]](#)

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:
 fish: bass, salmon, trout, herring, shellfish, other _____

Not applicable for this non-project action

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

Not applicable for this non-project action

- e. List any invasive animal species known to be on or near the site. [\[help\]](#)

Not applicable for this non-project action

6. Energy and Natural Resources [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

Not applicable for this non-project action

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

Not applicable for this non-project action

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- 1) Describe any known or possible contamination at the site from present or past uses.

[\[help\]](#)

Not applicable for this non-project action

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [\[help\]](#)

Not applicable for this non-project action

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [\[help\]](#)

Not applicable for this non-project action

- 4) Describe special emergency services that might be required. [\[help\]](#)

Not applicable for this non-project action

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

Not applicable for this non-project action

b. Noise [\[help\]](#)

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

Not applicable for this non-project action

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

Not applicable for this non-project action

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Not applicable for this non-project action

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#)

Not applicable for this non-project action

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [\[help\]](#)

Not applicable for this non-project action

- c. Describe any structures on the site. [\[help\]](#)

Not applicable for this non-project action

- d. Will any structures be demolished? If so, what? [\[help\]](#)

Not applicable for this non-project action

- e. What is the current zoning classification of the site? [\[help\]](#)

Not applicable for this non-project action

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Not applicable for this non-project action

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

Not applicable for this non-project action

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)

Not applicable for this non-project action

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

Not applicable for this non-project action

- j. Approximately how many people would the completed project displace? [\[help\]](#)

Not applicable for this non-project action

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

Not applicable for this non-project action

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

Not applicable for this non-project action

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: [\[help\]](#)

Not applicable for this non-project action

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable for this non-project action

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

Not applicable for this non-project action

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

Not applicable for this non-project action

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Not applicable for this non-project action

- b. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

Not applicable for this non-project action

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

Not applicable for this non-project action

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

Not applicable for this non-project action

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

Not applicable for this non-project action

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Not applicable for this non-project action

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

Not applicable for this non-project action

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

Not applicable for this non-project action

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe. [\[help\]](#)

Not applicable for this non-project action

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

Not applicable for this non-project action

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

Not applicable for this non-project action

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [\[help\]](#)

Not applicable for this non-project action

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

Not applicable for this non-project action

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)

Not applicable for this non-project action

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

Not applicable for this non-project action

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

Not applicable for this non-project action

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

Not applicable for this non-project action

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

Not applicable for this non-project action

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

Not applicable for this non-project action

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

Not applicable for this non-project action

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site: [\[help\]](#)
 electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
 other _____

Not applicable for this non-project action

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)

Not applicable for this non-project action

C. Signature [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee: Peter Best

Position and Agency/Organization: Senior Planner, Kitsap County Department of
Community Development

Date Submitted: 8/8/2019

D. Supplemental sheet for nonproject actions [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This non-project action does not change the growth assumptions, map designations, capital facilities planning, or development regulations related to the Silverdale or Kingston Unincorporated Urban Growth Areas and therefore will not increase discharge to water; emissions to air; production storage, or release of toxic or hazardous substances; or production of noise. Future project actions to implement the Comprehensive Plan will be subject to applicable environmental review.

Proposed measures to avoid or reduce such increases are:

None.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This non-project action does not change the growth assumptions, map designations, capital facilities planning, or development regulations related to the Silverdale or Kingston Unincorporated Urban Growth Areas and therefore will not affect plants, animals, fish, or marine life. Future project actions to implement the Comprehensive Plan will be subject to applicable environmental review.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None

3. How would the proposal be likely to deplete energy or natural resources?

This non-project action does not change the growth assumptions, map designations, capital facilities planning, or development regulations related to the Silverdale or Kingston Unincorporated Urban Growth Areas and therefore will not deplete energy or natural resources. Future project actions to implement the Comprehensive Plan will be subject to applicable environmental review.

Proposed measures to protect or conserve energy and natural resources are:

None.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This non-project action does not change the growth assumptions, map designations, capital facilities planning, or development regulations related to the Silverdale or Kingston Unincorporated Urban Growth Areas and therefore will not affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection. Future project actions to implement the Comprehensive Plan will be subject to applicable environmental review.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This non-project action does not change the growth assumptions, map designations, capital facilities planning, or development regulations related to the Silverdale or Kingston Unincorporated Urban Growth Areas and therefore will not affect land and shoreline use. Future project actions to implement the Comprehensive Plan will be subject to applicable environmental review.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This non-project action does not change the growth assumptions, map designations, capital facilities planning, or development regulations related to the Silverdale or Kingston Unincorporated Urban Growth Areas and therefore will not increase demands on transportation or public services and utilities. Future project actions to implement the Comprehensive Plan will be subject to applicable environmental review.

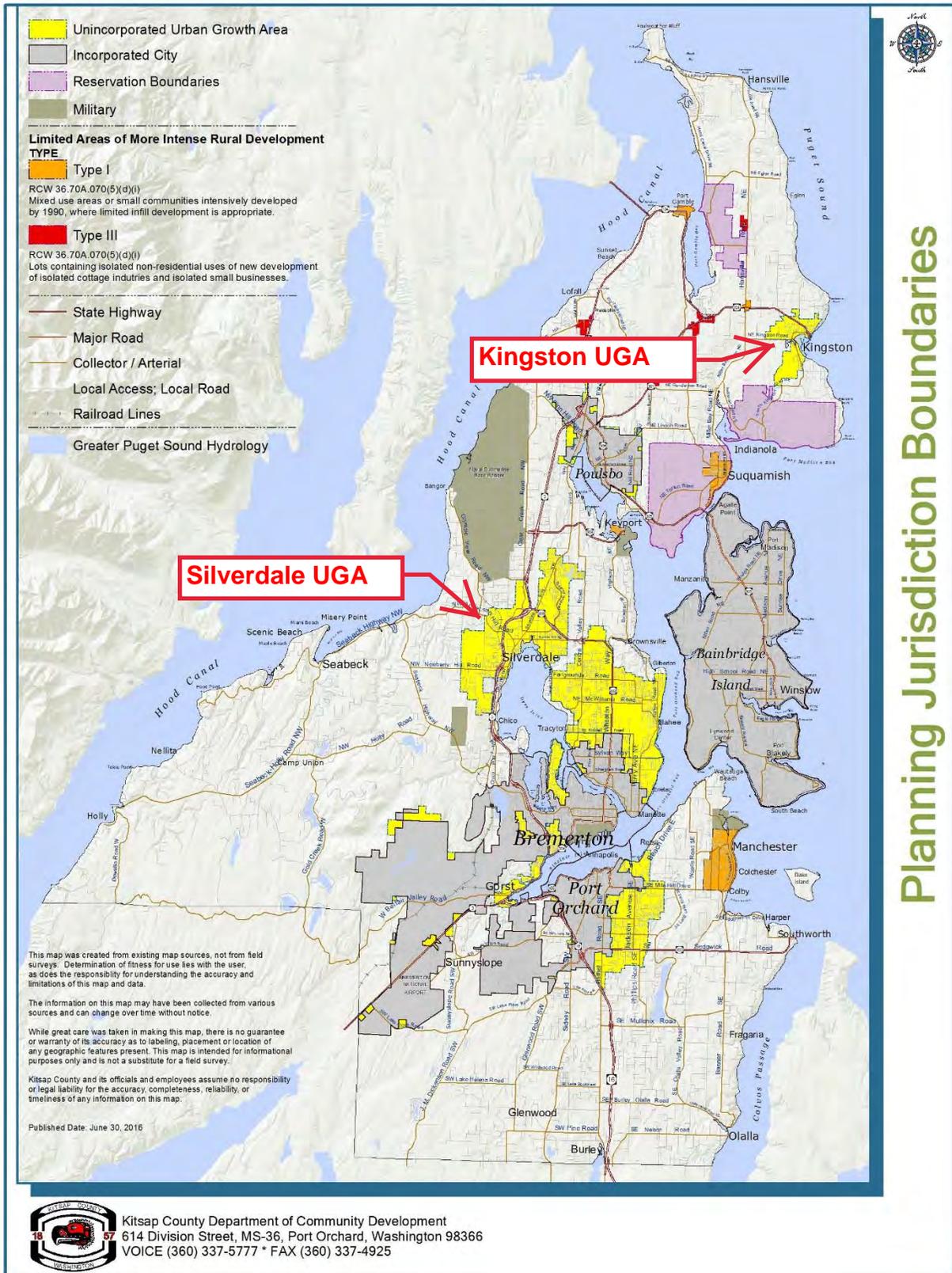
Proposed measures to reduce or respond to such demand(s) are:

None.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This non-project action does not conflict with local, state, or federal laws or requirements for the protection of the environment.

Attachment C



Regional Growth Strategy

Goal: *The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.*

VISION 2050 is a shared strategy for how and where the central Puget Sound region can grow to a forecast of 5.8 million people and 3.4 million jobs by the year 2050. The Regional Growth Strategy considers how the region can distribute the forecasted growth, primarily within the designated urban growth area, and support development near high-capacity transit in the region. The strategy is a description of a preferred pattern of urban growth that has been designed to minimize environmental impacts, support economic prosperity, advance social equity, promote affordable housing choices, improve mobility, and make efficient use of new and existing infrastructure.

VISION 2050 envisions a future where the region:

- Maintains stable urban growth areas.
- Focuses the great majority of new population and employment within urban growth areas.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.
- Within urban growth areas, focuses growth in cities.
- Within cities, creates and supports centers to serve as concentrations of jobs, housing, services, and other activities.
- Builds transit-oriented development around existing and planned infrastructure.
- Uses existing infrastructure and new investments efficiently.

Under the Growth Management Act, counties, in consultation with cities, are responsible for adopting population and employment growth targets to ensure that each county collectively is accommodating projected population and employment. These population and employment growth targets are a key input to local comprehensive plans. Jurisdictions use growth targets to inform planning for land use, transportation, and capital facilities. The Regional Growth Strategy provides a regional framework for the countywide growth target process by defining expectations for different types of places.

A Framework for Growth

The Growth Management Act identifies three distinct landscapes: urban lands, rural lands, and natural resource lands. The Act makes clear that the long-term sustainability of rural and resource lands is dependent on accommodating development within the designated urban growth area. The designation of the urban growth area also helps channel investments in infrastructure within already built-up areas—especially cities.

How and where growth happens within the urban growth area has differing impacts on regional mobility, environmental outcomes, and community development. In response to the central challenge of climate change and reducing greenhouse gas emissions, VISION 2050 builds on the state Growth Management Act framework and the regional emphasis of focusing growth into centers and near high-capacity transit options to create more sustainable communities and reduce emissions. Compared to past trends, the strategy encourages more population and employment growth in the largest and most transit-served communities in the region. [Environmental review for VISION 2050](#) showed that, compared with a range of alternatives, this growth pattern would have significant benefits for mobility, air quality, environmental stewardship, and healthy communities.

The region's varied rural areas offer a diverse set of natural amenities. Common features include small-scale farms, wooded areas, lakes and streams, and open spaces. Technically, rural lands are those areas that are not designated for urban growth, agriculture, forest, or mineral resources. Rural development can consist of a variety of uses and residential patterns that preserve rural character. The strategy encourages lower rates of growth in rural areas and in outlying communities to preserve rural landscapes and reduce long car trips.

Most of the region's total land area is designated as natural resource lands, state lands, or federal lands. These areas include agricultural lands that have long-term significance for the commercial production of food or other agricultural products, forest lands that have long-term significance for the commercial production of timber, and mineral lands that have long-term significance for the extraction of minerals. The vast majority of this land falls under the forest lands designation, and much of this is protected under federal, state, and local regulations.

Both Major Military Installations and Tribal Lands are recognized in the Regional Growth Strategy because of their unique importance to the region. However, neither type of place is allocated forecasted growth in the strategy because both plan outside of the Growth Management Act. Military installations are governed by the federal government and tribal lands are sovereign Native American nations.

Urban Growth Area

Counties must work with their cities to designate an urban growth area as the primary location for growth and future development. All four counties in the region designated an urban growth area in the mid-1990s. Subsequently, only relatively minor adjustments to the urban growth area have been made. The Regional Growth Strategy was developed with the assumption that, with good planning and efficient land use, existing urban growth area designations can accommodate the population and employment growth expected by 2050. VISION 2050 calls for a stable and sustainable urban growth area into the future, thus any adjustments to the urban growth area in the coming decades should continue to be minor. When adjustments to the urban growth area are considered, it will be important to avoid encroaching on important habitat and natural resource areas. The Growth Management Act, countywide planning policies, and county comprehensive plans include requirements and procedures to amend the urban growth area.





Focusing Growth Near Transit and in Centers

Regional Centers

The emphasis on the development of centers throughout the region is at the heart of VISION 2050's approach to growth management. Regional growth centers are locations characterized by compact, pedestrian-oriented development, with a mix of office, commercial, civic, entertainment, and residential uses. Regional growth centers are envisioned as major focal points of higher-density population and employment, served with efficient multimodal transportation infrastructure and services. The [Regional Centers Framework](#) establishes two types of regional growth centers—metro growth centers and urban growth centers—and sets criteria and growth expectations for them. Metro growth centers are the densest and most connected places in the region and are expected to accommodate higher levels of growth.

Mixed-use centers of different sizes and scales—including large designated regional growth centers, countywide centers, local downtowns, and other local centers—are envisioned for all of the region's cities. Concentrating growth in mixed-use centers of different scales allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impacts of urban growth.

The region also contains manufacturing/industrial centers. These are existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. Manufacturing/industrial centers are intended to continue to accommodate a significant amount of regional employment. The Regional Centers Framework establishes two types of regional manufacturing/industrial centers—industrial employment centers and industrial growth centers—and establishes different criteria and growth expectations for these centers. Unlike regional growth centers, these areas are not appropriate for residential growth.

Access to High-Capacity Transit

The central Puget Sound region is investing heavily in its high-capacity transit system, greatly expanding light rail, bus rapid transit, and passenger ferry service. Since the initial Regional Growth Strategy in VISION 2040 was adopted, the region's voters approved two major Sound Transit ballot measures, and other transit agencies have significantly expanded planning for high-capacity transit. VISION 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities. Rail, ferry, and bus rapid transit station areas are ideal for increased density, new residences, and businesses—referred to as transit-oriented development. Allowing for greater employment and population growth within walking distance to high-capacity transit promotes the use of the region's transit systems and reduces the number of trips that require a personal vehicle. VISION 2050 includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high-capacity transit.

Housing, Displacement, and Jobs-Housing Balance

Planning for a balanced distribution of affordable housing choices and jobs is critical to the success of the Regional Growth Strategy. Skyrocketing housing prices have displaced residents, particularly in major cities and near job centers. The displacement risk mapping discussed in the Development Patterns section identifies areas most at risk of economic and physical displacement. VISION 2050 calls for jurisdictions to understand and to mitigate displacement for both people and businesses to the extent feasible. Collectively, cities and counties must provide for a wider variety of housing types and densities to ensure the region can accommodate new growth while minimizing displacement of existing residents.

Uneven economic prosperity has also contributed to long commutes and the need for auto trips to retail and services. The Regional Growth Strategy encourages shifting expected employment growth from King County to Kitsap, Pierce, and Snohomish counties. Jobs-housing balance compares the relative amount of housing and employment in an area, with an aim toward reducing long commute trips. Across the region, the strategy generally plans for improved jobs-housing balance compared to today. Access to good paying jobs outside of King County is important for regional mobility, environmental outcomes, and community development.

Distributing Growth Using Regional Geographies

The Regional Growth Strategy is a cornerstone of VISION 2050, providing specific numeric shares to achieve a development pattern with fewer environmental impacts and a more compact urban form. VISION 2050 provides a framework for the distribution of growth to regional geographies. Geographies are defined by the idea that different types of cities and unincorporated areas will play distinct roles in the region's future based on regional centers, access to high-capacity transit, and future planning.

High-capacity transit includes existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit.

Cities, towns, and neighborhoods of various sizes and character will continue to offer a wide choice of living options. The region's centers framework fits within the regional geographies framework, with centers of different sizes and scales envisioned for all cities.



In the Regional Growth Strategy, the region's landscape has been divided into nine types of geographies based on their size, function, and access to high-capacity transit:

- **Metropolitan Cities** (5 cities) and **Core Cities** (16 cities, including unincorporated Silverdale) include cities that have designated regional growth centers. Most are also connected to the region's high-capacity transit system. These two groups of cities are and will be the most intensely urban places in the region.
- **High Capacity Transit Communities** (32 cities and unincorporated communities) are cities and unincorporated areas that are connected to regional high-capacity transit system. These urban unincorporated areas are also planned for annexation or incorporation.
- **Cities and Towns** (42 cities) are cities and towns with smaller downtown and local centers, which may be served by local transit.
- **Urban Unincorporated Areas** capture a wide variety of urban lands, both lightly and heavily developed. These areas may be served by local transit but are not yet planned for annexation or incorporation and/or high-capacity transit.
- **Rural Areas** and **Natural Resources Lands** describe the different types of unincorporated areas outside the urban growth area and include very low-density housing, working landscapes, and open space.
- **Major Military Installations** serve as hubs for both military and civilian employment and population.
- **Tribal Lands** are sovereign lands that serve as home to the region's native peoples and culture.

These regional geographies provide a flexible framework to distribute the region's forecast growth to groups of places and allow for greater specificity than simply relying on county boundaries. (However, in some instances, an individual jurisdiction may stand alone within a regional geography category.) This framework provides clearer regional expectations about the roles of different types of cities and unincorporated areas in accommodating regional growth.

The Regional Growth Strategy by the Numbers

The Regional Growth Strategy is comprised of two parts. First is a growth concept that builds on the foundation provided in the Growth Management Act, emphasizing the role of the urban growth area, regional growth centers, and areas with access to high-capacity transit in accommodating future population and employment. The second part—the numeric growth allocations by regional geographies—contains specific shares to distribute forecast growth. The regional geographies framework calls for focusing growth into different categories of cities and urban unincorporated areas and recognizes the roles of the region's counties in accommodating population and employment growth.

The Regional Growth Strategy is intended to coordinate growth among the region's cities and towns as they periodically update local housing and employment growth targets and amend their local comprehensive plans. Countywide growth targets are based on population forecasts developed by the state Office of Financial Management and regional employment forecasts from PSRC.

The Regional Growth Strategy calls for different regional geographies to accommodate different shares of population and employment growth—within the region as a whole, as well as within each county. While relative amounts may differ somewhat between counties, the roles of regional geographies within each county are consistent for the region as a whole. Within each county, the relative distribution of growth to individual cities and unincorporated places will be determined through countywide target-setting, taking into account local circumstances.

Draft VISION 2050 | July 2019

The primary emphasis of the Regional Growth Strategy is on the shares of growth among regional geographies. The Regional Growth Strategy was developed using the PSRC macroeconomic forecasts for the year 2050 and Office of Financial Management assumptions about the relative shares of growth to each county. These numbers will change marginally in future rounds of regional forecasts, so, when looking at the numbers in the tables that follow, the percentages of regional and county growth may be more useful for local planning than the specific numbers contained in the forecasts.



Figure 5 – Regional Geographies

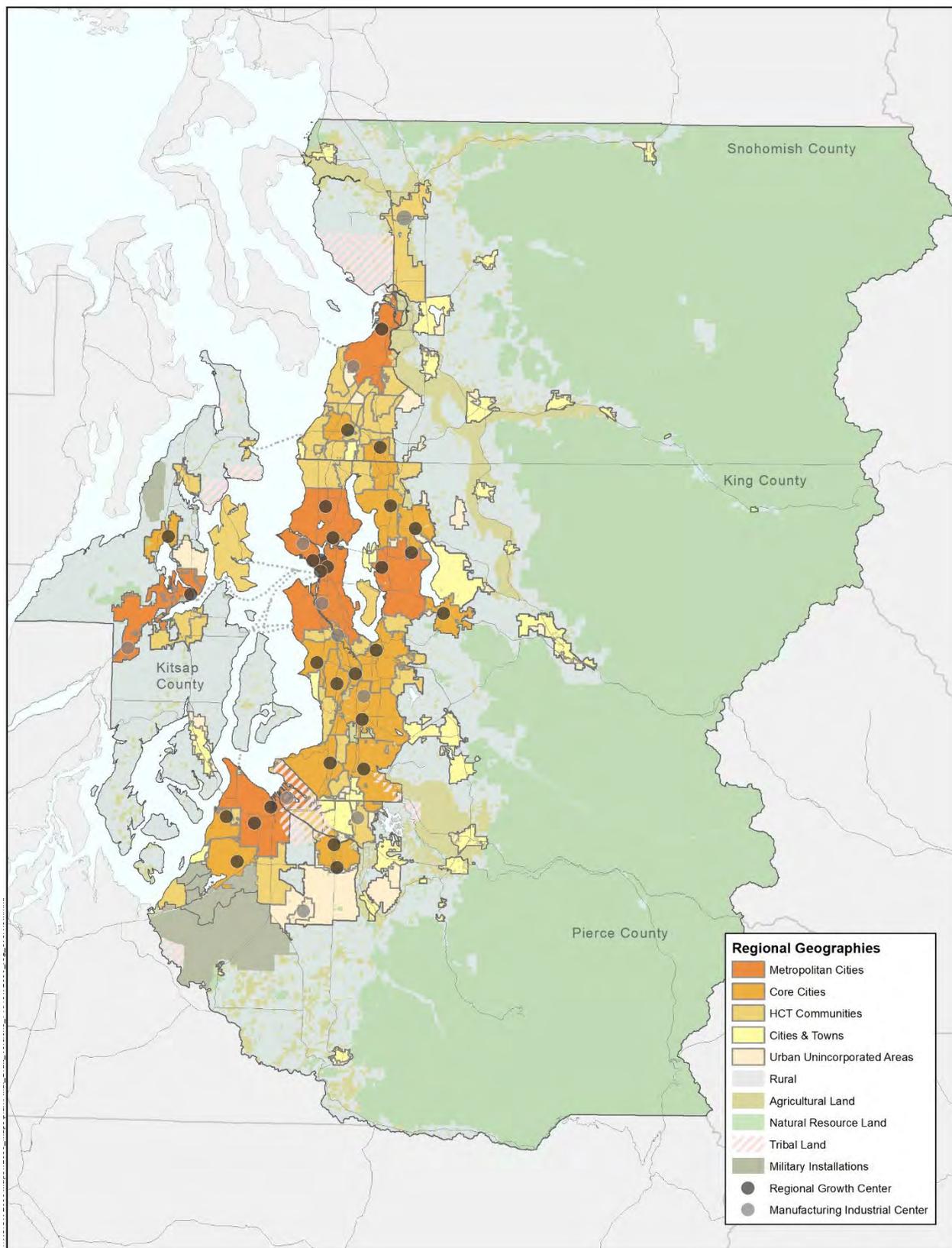
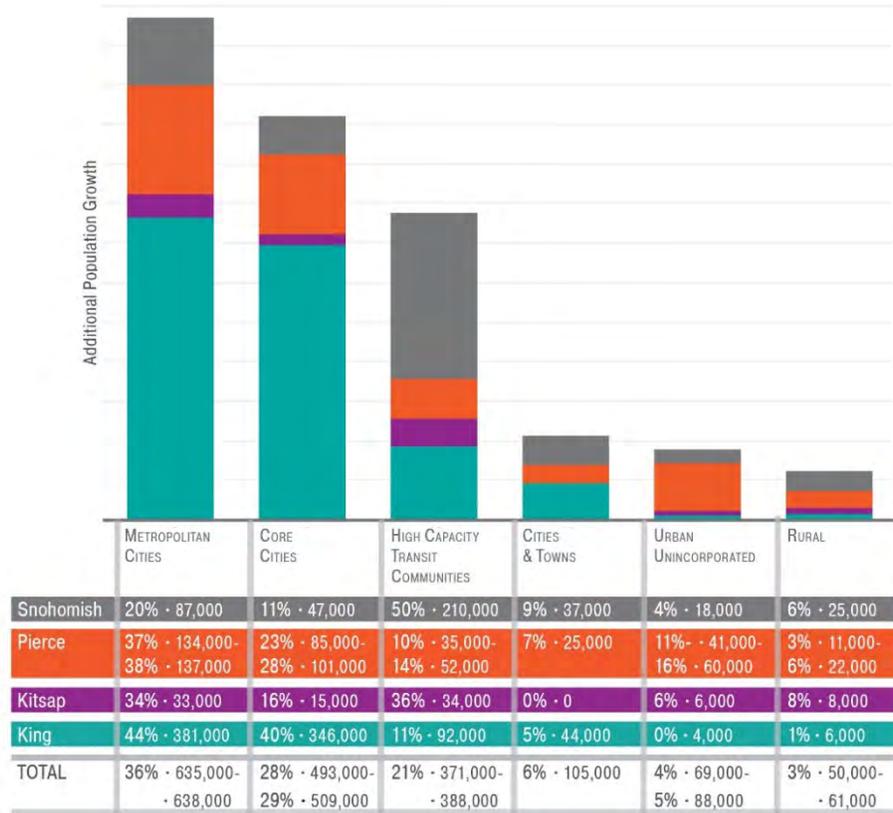
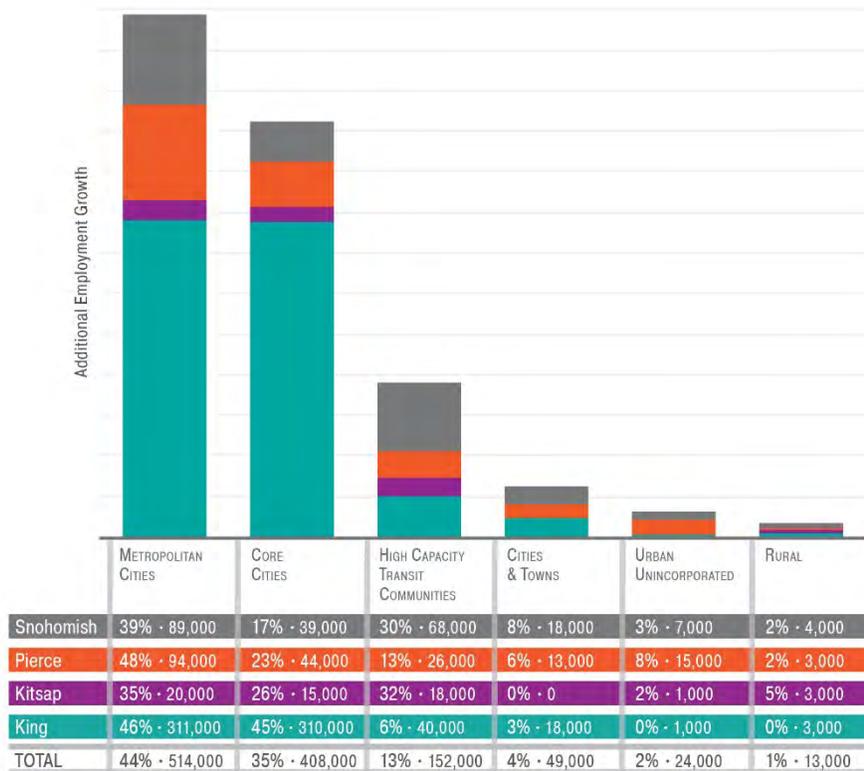


Figure 6 – Population Growth 2017-50, Draft Preferred Alternative



¹ Growth from 2017-50. Ranges provided for Pierce County - additional countywide discussion needed to finalize allocations

Figure 7 – Employment Growth 2017-50, Draft Preferred Alternative



Metropolitan Cities

Each of the four counties in the region contains at least one central city that has convenient access to high-capacity transit and serves as a civic, cultural, and economic hub. At least one regional growth center has been designated within each of these Metropolitan Cities to serve as a focal point for accommodating both population and employment growth.

The Regional Growth Strategy calls for the five Metropolitan Cities to accommodate at least 36% of regional population growth and 44% of regional employment growth by the year 2050. It would be consistent with the spirit of the Regional Growth Strategy for the region's Metropolitan Cities to accommodate an even larger share of forecast regional growth in the countywide growth targets, while aiming for a better balance of jobs and housing. Within Metropolitan Cities, jurisdictions should encourage growth near high-capacity transit and within regional growth centers to achieve regional growth goals.

Figure 8 – Metropolitan Cities



Metropolitan Cities (5 cities, 230 square miles): Bellevue, Bremerton & Bremerton Urban Growth Area (UGA), Everett, Seattle, and Tacoma

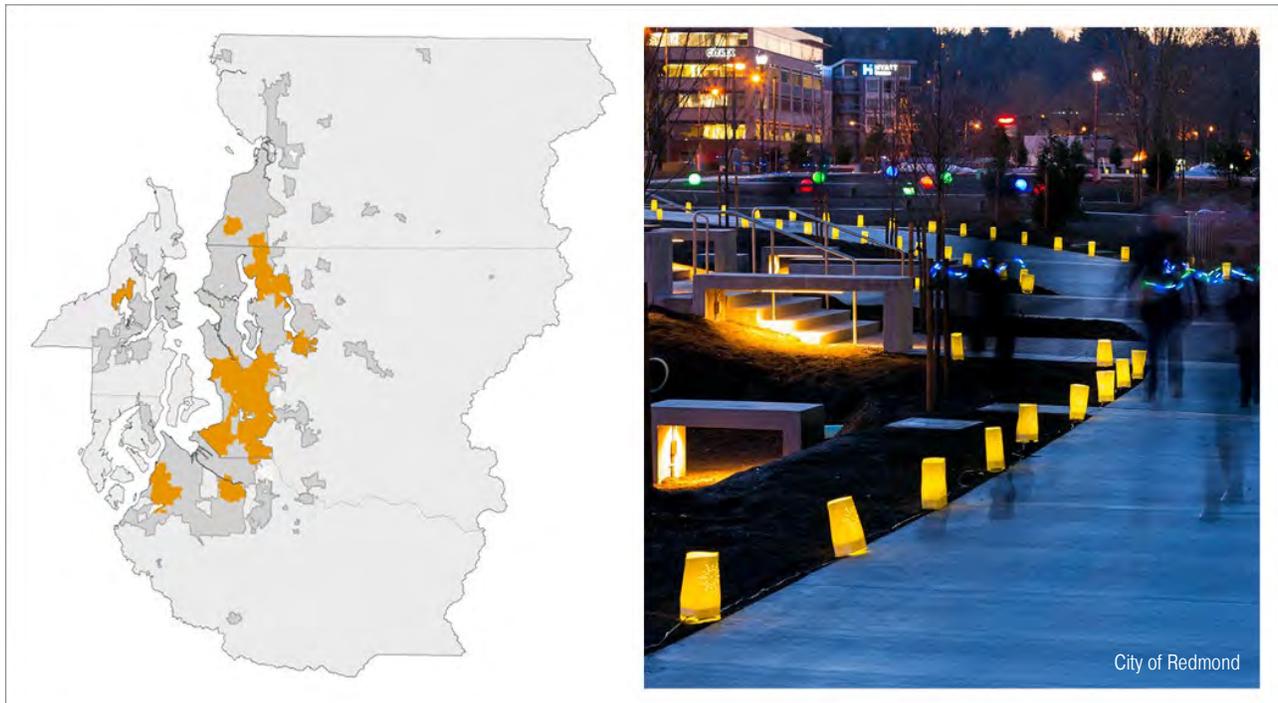
Metropolitan Cities in King and Pierce counties are expected to accommodate larger shares of their respective counties' growth than those in Kitsap and Snohomish counties.

Core Cities

The region contains other major cities called Core Cities with designated regional growth centers intended to accommodate a significant share of future growth. These 16 cities (including the unincorporated community of Silverdale) contain key hubs for the region's long-range multimodal transportation system and are major civic, cultural, and employment centers within their counties. The Regional Growth Strategy envisions a major role for these cities in accommodating growth while providing a significant share of the region's housing.

The Regional Growth Strategy calls for the 16 Core Cities to accommodate 28-29% of the region's population growth and 35% of its employment growth by the year 2050. Within Core Cities, jurisdictions should encourage growth near high-capacity transit stations and within regional growth centers to achieve regional growth goals.

Figure 9 – Core Cities



Core Cities (16 cities including Silverdale, 255 square miles): Auburn, Bothell, Burien, Federal Way, Issaquah, Kent, Kirkland, Lakewood, Lynnwood, Puyallup, Redmond, Renton, SeaTac, Silverdale, Tukwila, and University Place

King County's Core Cities are expected to accommodate a much larger share of King County's growth than Core Cities in Kitsap, Pierce and Snohomish counties.

High Capacity Transit Communities

High Capacity Transit Communities include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. High Capacity Transit Communities also includes urban unincorporated areas planned for annexation or incorporation and with existing or planned access to high-capacity transit. As the region's transit system grows, these 32 communities play an increasingly important role as hubs for employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

The Regional Growth Strategy calls for the 32 High Capacity Transit Communities to accommodate 21% of the region's population growth and 13% of its employment growth by the year 2050.

Figure 10 – High Capacity Transit Communities



High Capacity Transit Communities (32 total, 246 square miles): Arlington, Bainbridge Island, Bothell Municipal Urban Growth Area (MUGA), Des Moines, DuPont, Edmonds, Edmonds MUGA, Everett MUGA, Federal Way Potential Annexation Area (PAA), Fife, Fircrest, Kenmore, Kingston, Lake Forest Park, Larch Way Overlap, Lynnwood MUGA, Marysville, Mercer Island, Mill Creek, Mill Creek MUGA, Mountlake Terrace, Mukilteo, Mukilteo MUGA, Newcastle, North Highline (Seattle PAA), Renton PAA, Port Orchard & Port Orchard UGA, Poulsbo & Poulsbo UGA, Shoreline, Sumner, Tacoma PAA, and Woodinville

High Capacity Transit Communities in Kitsap and Snohomish counties are expected to accommodate a much larger share of their county growth than High Capacity Transit Communities in King and Pierce counties.

Cities and Towns

Cities and Towns include a diverse array of jurisdictions, including places near major cities, small residential towns, and free-standing cities and towns surrounded by rural and resource lands. Cities and Towns provide important housing, jobs, commerce, and services in their downtowns and local centers. The region's 42 Cities and Towns are expected to accommodate relatively less growth than historical trends and remain relatively stable for the long term. Many Cities and Towns are served by local transit options, but these jurisdictions are not connected to the regional high-capacity transit system. Some may not be served by scheduled fixed-route transit or be within a transit service district. Their locally-designated city or town centers provide local job, service, cultural, and housing areas for their communities. These local centers should be identified in local comprehensive plans and become priority areas for future investments and growth at the local level.

Cities inside the contiguous urban growth area will likely receive a larger share of growth due to their proximity to the region's large cities, existing and planned transportation systems, and other supporting infrastructure. Small residential towns have limited potential for accommodating growth and are likely to receive a lesser share of cities and towns growth.

Free-standing cities and towns are separated from the contiguous urban growth area and should serve as hubs for relatively higher-density housing choices and as job and service centers for surrounding rural areas. These cities should be the focal points of rural-based industries and commerce and the location of schools and other institutions serving rural populations. Due to their physical isolation from the rest of the designated urban growth area, they will likely receive a lesser overall share of growth and are not expected to grow as much as cities and towns in the contiguous urban growth area.

The Regional Growth Strategy calls for 42 Cities and Towns to accommodate 6% of the region's population growth and 4% of its employment growth by the year 2050.



Figure 11 – Cities and Towns



Cities and Towns (42 cities, 140 square miles): Algona, Beaux Arts, Black Diamond, Bonney Lake, Brier, Buckley, Carbonado, Carnation, Clyde Hill, Covington, Darrington, Duvall, Eatonville, Edgewood, Enumclaw, Gig Harbor, Gold Bar, Granite Falls, Hunts Point, Index, Lake Stevens, Maple Valley, Medina, Milton, Monroe, Normandy Park, North Bend, Orting, Pacific, Roy, Ruston, Sammamish, Skykomish, Snohomish, Snoqualmie, South Prairie, Stanwood, Steilacoom, Sultan, Wilkeson, Woodway, and Yarrow Point

Cities and Towns are located throughout the region and represent over half of the region's incorporated jurisdictions. Cities and Towns in Snohomish and Pierce counties are expected to accommodate a relatively higher share of their countywide growth compared to King and Kitsap counties.

Urban Unincorporated Areas

Urban Unincorporated Areas are areas within the urban growth area and governed by the county. Urban Unincorporated Areas are quite diverse, with both lightly developed outlying areas and neighborhoods that are much more urban and indistinguishable from surrounding incorporated jurisdictions. Urban Unincorporated Areas may be served by local transit but are either not yet planned for annexation or incorporation and/or not yet planned for high-capacity transit. Urban unincorporated areas that are planned for annexation and served by high-capacity transit are categorized in the High Capacity Transit Communities regional geography.

County buildable lands analyses suggest that urban unincorporated areas have the potential to accommodate significant growth for the long term, and that there will be little need to expand the designated urban growth area or development capacity. The process for adjusting the urban growth area is provided in the Growth Management Act.

VISION 2050 envisions that over time the unincorporated area inside the urban growth area will be fully annexed to or incorporated as cities. Careful planning and phased development of the unincorporated portions of the urban growth area are vital to ensure that these areas assume appropriate urban densities and an urban form that supports the efficient provision of future transit and urban services and facilitates annexation or incorporation. Planning and permitting that is well-coordinated between the counties and adjacent cities will be key to managing the growth of these areas.

The Regional Growth Strategy calls for the Unincorporated Urban Growth Area to accommodate 4-5% of the region's population growth and 2% of the employment growth by the year 2050.

Figure 12 – Urban Unincorporated Areas



Urban Unincorporated Areas (134 square miles) All four counties have designated urban unincorporated areas, many of which are affiliated for annexation with incorporated cities and towns. The unincorporated urban growth areas in Pierce and Kitsap counties have the highest share of anticipated county population and employment growth, followed by King and Snohomish counties.

Rural Areas and Natural Resource Lands

In addition to its focus on urban areas, the Regional Growth Strategy follows Growth Management Act guidance in supporting the long-term use of rural and designated natural resource lands for farming and forestry, recreation, cottage industries, mining, and limited low-density housing supported by rural levels of service. Incorporated cities and towns that are surrounded by or adjacent to rural and resource areas should provide the majority of services and jobs for rural residents, as well as more concentrated and varied housing options. The Regional Growth Strategy includes shares of residential growth in rural areas. It encourages use of tools to reduce the amount of development in rural and resource lands, such as transfer of development rights into urban areas, and seeks to ensure that proposed levels of development are consistent with the character of rural and resource areas.

Rural Areas

Rural Areas are expected to retain important cultural, economic, and rural lifestyle opportunities in the region over the long term. They are not intended to be served with urban services or accommodate a significant amount of residential or employment growth. VISION 2050 calls for reduced rural population growth rates in all counties. Counties are encouraged to plan for even lower growth—where possible—than contained in the Regional Growth Strategy.

Figure 13 – Rural Areas

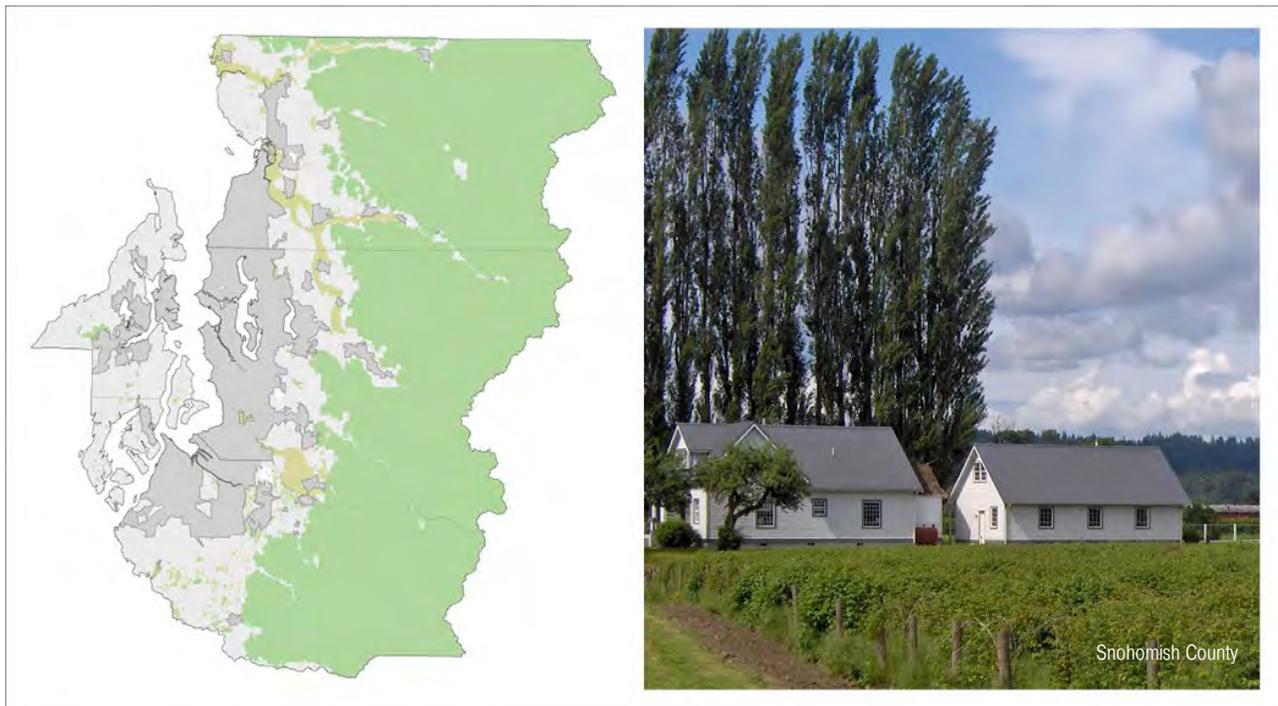


Rural Areas (1,494 square miles): All four counties have designated rural areas, which represents 24% of the region's land area.

Natural Resource Lands

Lands designated as agriculture, forest, and mineral areas are grouped together as Natural Resource Lands. Resource lands will be permanently protected from incompatible residential and employment growth to safeguard them as important economic, cultural, and environmental assets, and to protect the long-term viability of resource-based industries. Even small amounts of residential growth in these areas can seriously interfere with productive natural resource harvest and processing. Fragmentation of large, contiguous acreages through subdivision is also of particular concern. These areas will not accommodate significant future growth, and the Regional Growth Strategy does not distribute population or employment to them. This regional geography includes federal and state protected lands, which, in some cases, may not be formally designated as resource lands by counties under the Growth Management Act.

Figure 14 – Natural Resource Lands



Natural Resource Lands (3,829 square miles): Natural resource lands, representing 61% of the region's land area.

Other Planning Areas

While local governments plan under the Growth Management Act and establish countywide growth targets, there are other areas in the region that are not subject to the state and regional planning framework. Military installations are home to enlisted personnel and civilian jobs but are subject to federal planning requirements. Tribal lands are managed by sovereign tribal nations and are home to many people and jobs. These areas plan differently than local governments, but VISION 2050 recognizes their important roles in the region and their influence on regional growth patterns.

Military Installations

Military installations play an important role in the central Puget Sound region's economy. Washington state has one of the highest concentrations of military personnel claiming residence, with the majority of personnel located at installations in the central Puget Sound region. Nine installations of various sizes are located in the region. Military employment greatly benefits the region's economy and generates billions of dollars in economic impact.

Military bases vary greatly in size, population density and character and often integrate industrial uses, commercial and service uses, and residential development. Installations are not required to plan under the Growth Management Act, and the Regional Growth Strategy does not allocate forecasted regional growth to these areas. However, installations serve as hubs for both employment and population, and it is important to work together on growth planning in and around bases.

Major Military Installations are defined by PSRC as installations with more than 5,000 enlisted and service personnel. This regional geography is designed to promote coordination between the military installation, countywide planning efforts, and neighboring jurisdictions to plan for growth, address regional impacts and enhance multimodal transportation options. Per the [Regional Centers Framework](#), regional expectations for Major Military Installations include:

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options.
- Support for multimodal commute planning and mode split goals for the installation.
- Completed Joint Land Use Study or similar coordinated planning effort.

Figure 15 – Major Military Installations



Major Military Installations (4 installations, 122 square miles): Joint Base Lewis-McChord, Naval Base Kitsap-Bangor, Naval Base Kitsap-Bremerton, and Naval Station Everett

There are five smaller installations in the region: Naval Base Kitsap Keyport, Seattle Coast Guard Station, Naval Base Kitsap Jackson Park, Camp Murray, and Naval Base Everett – Smokey Point Support Complex.



Tribal Lands

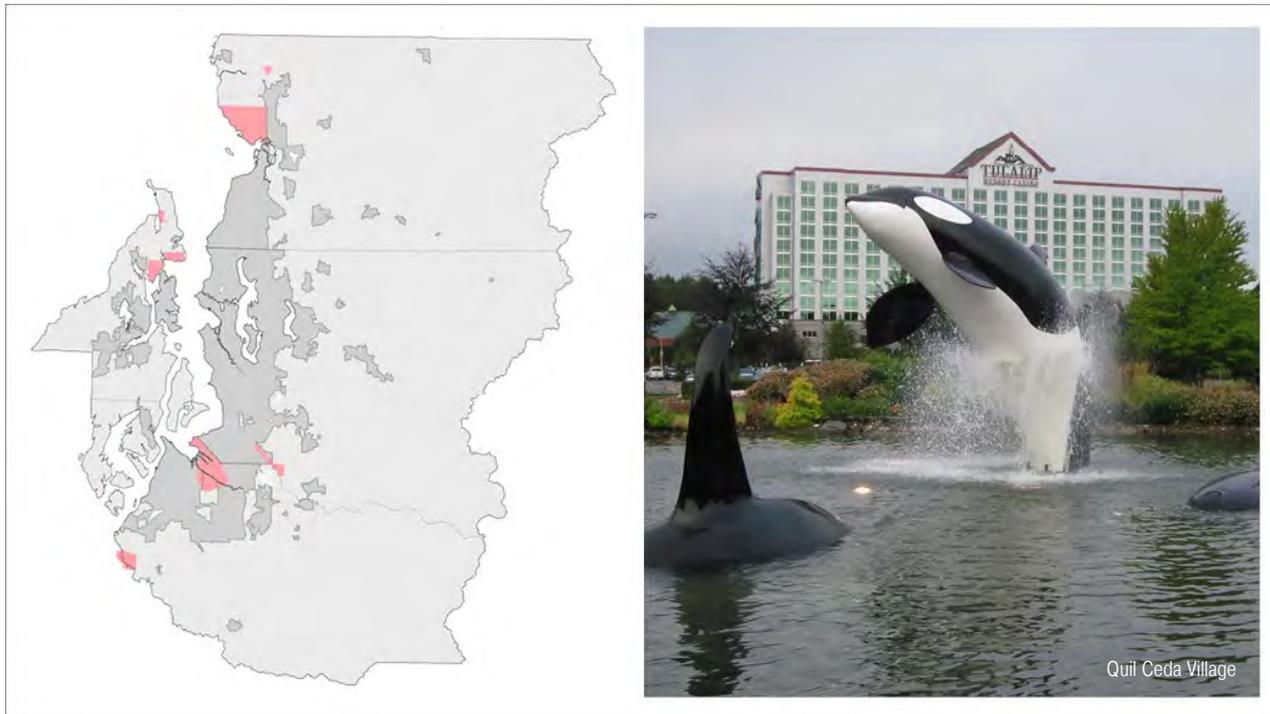
The central Puget Sound region is home to nine sovereign nations recognized by the United States government: the Muckleshoot Indian Tribe, the Port Gamble S'klallam Tribe, the Puyallup Tribe of Indians, the Sauk-Suiattle Tribe, the Snoqualmie Tribe, the Stillaguamish Tribe, the Suquamish Tribe, the Tulalip Tribes, and the Nisqually Tribe.

PSRC acknowledges the importance of the Coast Salish peoples and lands to the region. Tribal lands have immense value as the home of the region's native cultures and traditions. Some tribal lands have also emerged as significant concentrations of jobs, schools, cultural centers, and other activities. Quil Ceda Village, for example, is one of only two federal municipalities in the country, and the Tulalip Tribes is one of the largest employers in Snohomish County.

Characteristics of tribal lands vary widely across the region. Tribal lands can include very large areas, with population and employment activity varying from dispersed to dense. While some are rural or forested, others have concentrated residential and employment uses. Tribal land use can be complex, as tribal governments own land outside of reservations, and some reservation land is under fee-simple private ownership and covered under other regional geographies.

As sovereign nations, each tribe has its own government, constitution or charter, laws and planning processes and are not subject to state planning requirements or the Growth Management Act. Because of this, the Regional Growth Strategy does not include population and employment growth allocations for these sovereign lands. Tribes engage in comprehensive planning similar to other jurisdictions with regular updates addressing elements such as land use, transportation, housing, and utilities. Many tribes have adopted a "seven generation" concept of planning to evaluate whether decisions will benefit generations far into the future. Tribes help to shape regional policy by participating as members of PSRC.

Figure 16 – Tribal Lands



Tribal Lands (9 reservations, 93 square miles): Muckleshoot Indian Reservation, Nisqually Indian Reservation, Port Gamble Indian Reservation, Port Madison Reservation (Suquamish Tribe), Puyallup Indian Reservation, Sauk-Suiattle Indian Reservation, Snoqualmie Indian Reservation, Stillaguamish Indian Reservation, Tulalip Indian Reservation



Guidance for Aligning Growth Targets

Counties and cities work together to establish growth targets for each jurisdiction to accommodate projected growth. These targets set by countywide planning bodies support implementation of the Regional Growth Strategy and VISION 2050 objectives of housing production, better jobs-housing balance, and greater growth near the region's transit investments. Counties and their cities will define new countywide growth targets prior to the next cycle of local comprehensive plan updates. This section addresses principles to guide regional review of countywide growth target allocations and comprehensive plan certification.

- PSRC will provide updated guidance and technical assistance to counties and cities as they develop countywide growth targets and prepare comprehensive plan updates. Guidance will address housing, regional centers, goals for transit-oriented development, support for jobs-housing balance, and other aspects of VISION 2050.
- PSRC will review countywide adoption of growth targets with recognition of good faith efforts to be consistent with the Regional Growth Strategy and VISION 2050 over the long-term. Targets should demonstrate how cities and counties are working towards the outcomes and objectives of the Regional Growth Strategy. In some cases, countywide growth targets may not fully align with the precise shares in the Regional Growth Strategy. For example, there are jurisdictions where high-capacity transit is planned to be built and operational late in the planning period, and higher growth rates may not occur until the last decades of this plan.
- Comprehensive plans for cities and counties are expected to include their adopted countywide growth targets. The Growth Management Act requires counties and cities to, at a minimum, accommodate 20-year projected growth targets.
- PSRC review and certification of local plans is based on actions and measures to implement VISION 2050 and work towards the Regional Growth Strategy, and not simply on whether local planning assumptions match targets. In developing comprehensive plan updates, jurisdictions will be asked to explain how the plan supports VISION 2050 and works to meet the Regional Growth Strategy over the long term.
- In its review of comprehensive plans for certification, PSRC reviews consistency of the plan with adopted countywide growth targets. As VISION 2050 is implemented, PSRC will update the Plan Review Manual to provide additional guidance on planning for growth targets prior to comprehensive plan updates.
- If adjustments to countywide growth targets are needed, they should be coordinated through the countywide process.

Regional Growth Strategy Adjustments to Support Targets

Cities and unincorporated areas are grouped into their respective regional geographies based on designated regional centers, planning for annexation and incorporation, and existing and planned high-capacity transit. PSRC recognizes that some of these qualities may change based on future planning. To reflect these changes, PSRC's Executive Board may make a technical amendment to the Regional Growth Strategy to potentially reclassify cities and unincorporated areas. Technical amendments are limited to those updates needed to support establishing Growth Management Act population and employment targets; other amendments to the Regional Growth Strategy are subject to approval by the General Assembly.

Regional Growth Strategy Policies

MPP-RGS-1

Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, and local plans.

MPP-RGS-2

Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local growth targets for each designated regional growth center and manufacturing/industrial center.

MPP-RGS-3

Provide flexibility in establishing and modifying countywide growth targets, provided growth targets support the Regional Growth Strategy.

MPP-RGS-4

Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.

MPP-RGS-5

Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.

MPP-RGS-6

Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.

MPP-RGS-7

Attract 65% of the region's residential and 75% of the region's employment growth to high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

MPP-RGS-8

Focus a significant share of population and employment growth in designated regional growth centers.

MPP-RGS-9

Focus a significant share of employment growth in designated regional manufacturing/industrial centers.



MPP-RGS-10

Encourage growth in designated countywide centers.

MPP-RGS-11

Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.

MPP-RGS-12

Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to avoid the conversion of rural land into commercial uses.

MPP-RGS-13

Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.

Regional Growth Strategy Actions

Regional Actions

RGS-Action-1

Urban Growth Area: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.

RGS-Action-2

Track and Evaluate Growth: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.

RGS-Action-3

Growth Targets: PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. PSRC will also provide guidance on growth targets for designated regional centers and improving jobs-housing balance, and coordinate with member jurisdictions regarding buildable lands reporting.

Local Action

RGS-Action-4

Regional Growth Strategy: As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050.



Placeholder For:

TAB 7

KCC 21.08 Comprehensive Plan
Amendment Process

Placeholder For:

TAB 8

Kingston UVC Phase 2

Placeholder For:

TAB 9

CPA 18-00495 Port Orchard Sand & Gravel;
Dickey Wood LLC

Adopted Kitsap Countywide Planning Policies

Amended and Adopted 5/11/15

Attached are the Kitsap Countywide Planning Policies as adopted by the Kitsap County Board of Commissioners by ordinance on May 11, 2015 (Ordinance 522-2015). The Countywide Planning Policies as revised are currently in effect in Kitsap County.

The Kitsap Countywide Planning Policies are the framework for growth management in Kitsap County. Under the Growth Management Act, the Puget Sound Region is defined as King, Kitsap, Snohomish and Pierce Counties. The Puget Sound Regional Council is responsible for developing the four-county regional transportation and land use vision. The Kitsap Countywide Planning Policies tailor the Puget Sound Regional Council's regional growth management guidelines to Kitsap County and are the policy framework for the County's and the Cities' Comprehensive Plans. The Kitsap Countywide Planning Policies address 14 separate elements, ranging from urban growth areas to affordable housing.

The Countywide Planning Policies are required by the Growth Management Act and may be appealed (only) by Cities and the Governor of Washington. The original Kitsap Countywide Planning Policies (adopted by Kitsap County in 1992) and subsequent revisions (August 2001, December 2003, November 2004, November 2007, November 2011, November 2013, and May 2015) were developed through a multi-jurisdictional collaboration sponsored by the Kitsap Regional Coordinating Council among: Kitsap County, the Cities of Bremerton, Bainbridge Island, Port Orchard & Poulsbo, the Suquamish & Port Gamble S'Klallam Tribes, the Navy, the Port of Bremerton, and Kitsap Transit.

Kitsap County is lead agency for its environmental review.

CONTENTS

	Page
INTRODUCTION.....	3
POLICY ELEMENTS	
A. Countywide Growth Pattern (CW).....	5
B. Urban Growth Areas (UGA).....	7
C. Centers of Growth (C).....	13
D. Rural Land Uses and Development Patterns (R).....	15
E. Countywide Strategies for Open Space Preservation, Resource Protection, Critical Areas, Air Quality, and Water Quality/Quantity (PPCAAW).....	17
F. Contiguous, Compatible, and Orderly Development (CCOD).....	20
G. Siting Public Capital Facilities (CF).....	22
H. Transportation (T).....	24
I. Housing (H).....	30
J. Countywide Economic Development (ED)	33
K. An Analysis of the Fiscal Impact (FI).....	35
L. Coordination with Tribal Governments (CT).....	36
M. Coordination with Federal Government including Navy (CF).....	37
N. Roles & Responsibilities (RR).....	39
APPENDIX	
A. Ratification Process	a
B. Population Distribution	b
C. Urban Growth Area Management Agreements	c
D. Revenue Sharing Interlocal Agreement (adopted December, 2001)	d
E. Current Organizational Interlocal Agreement	e
F. Regional and Kitsap-Designated Centers List	f
G. Centers & Limited Areas of More Intensive Rural Development (LAMIRD) Matrix	g

INTRODUCTION

The Growth Management Act (GMA) is founded on the principle that it is in the best interest of the citizens of the State to foster coordination and cooperation among units of local and state government. Cities and counties must engage in a collaborative planning process under the requirements of the Act. Specifically, the Act states that, *"THE LEGISLATURE FINDS THAT UNCOORDINATED AND UNPLANNED GROWTH ... POSE A THREAT TO THE ENVIRONMENT, SUSTAINABLE ECONOMIC DEVELOPMENT, AND THE HEALTH, SAFETY, AND HIGH QUALITY OF LIFE ENJOYED BY RESIDENTS OF THE 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."* To guide the development of Comprehensive Plans and development regulations, the GMA sets forth planning goals (RCW 36.70A.020) in 13 areas:

1. Urban Growth
2. Reduce Sprawl
3. Transportation
4. Housing
5. Economic Development
6. Property Rights
7. Permits
8. Natural Resource Industries
9. Open Space and Recreation
10. Environment
11. Citizen Participation and Coordination
12. Public Facilities and Services
13. Historic Preservation.

The Growth Management Act (RCW 36.70A.210) states that *"A COUNTYWIDE PLANNING POLICY IS A WRITTEN POLICY STATEMENT OR STATEMENTS USED SOLELY FOR ESTABLISHING A COUNTYWIDE FRAMEWORK FROM WHICH COUNTY AND CITY COMPREHENSIVE PLANS ARE DEVELOPED AND ADOPTED ... (TO) ENSURE THAT CITY AND COUNTY COMPREHENSIVE PLANS ARE CONSISTENT..."* as required in RCW 36.70A.100. *"NOTHING IN THIS DOCUMENT SHALL BE CONSTRUED TO ALTER THE LAND USE POWERS OF CITIES."* The Act requires that the countywide policy be collaboratively developed among Cities and the County. Further, *"FEDERAL AGENCIES AND INDIAN TRIBES MAY PARTICIPATE IN AND COOPERATE WITH THE COUNTYWIDE PLANNING POLICY ADOPTION PROCESS."* These policies may also be used for other purposes requiring collaboration and cooperation in addition to the development and adoption of comprehensive plans.

Vision 2040 (adopted by the Puget Sound Regional Council during 2010) serves as the long-range growth management, environmental, economic development, and transportation strategy for King, Kitsap, Pierce, and Snohomish Counties. Vision 2040 includes the Regional Growth Strategy, Multi-County Planning Policies (RCW 36.70A.210) and Implementation Actions.

The 1992 Kitsap Countywide Planning Policies and subsequent revisions in 2001, 2003, 2007, 2011, 2013, and 2015 were developed by a committee of planners representing Kitsap County, the City of Bremerton, the City of Port Orchard, the City of Poulsbo, the City of Bainbridge Island, the Port Gamble S'Klallam Tribe, the Suquamish Tribe, the Navy, and Kitsap Transit.¹ At each point, the Kitsap Regional Coordinating Council conducted a public hearing and prepared a recommendation for adoption by the Kitsap County Board of Commissioners and ratification by Cities and Tribes. The process of review and discussion through the Kitsap Regional Coordinating Council forum is intended to foster consensus whenever possible. County and City Comprehensive Plans must be consistent with the adopted Countywide Planning Policies.

¹ The Kitsap County Health District and Kitsap Economic Development Alliance (KEDA) also reviewed and commented upon the 2011 amendment proposals.

Policies for Update and Ratification (UR):

1. The Kitsap Countywide Planning Policies should be dynamic and regularly monitored for applicability and effectiveness.
 - a. The adopted Countywide Planning Policies should be reviewed through the Kitsap Regional Coordinating Council process at least every five years. Proposed revisions shall be reviewed for impacts according to the State Environmental Protection Act (SEPA) and shall be consistent with the State Growth Management Act (GMA).
 - b. The County or a City may propose a policy amendment to the Countywide Planning Policies.
2. Proposed amendments should be considered on a regular basis and voting is subject to the Kitsap Regional Coordinating Council by-laws.
 - a. Kitsap County shall take action to consider and adopt amendments or revisions to the Countywide Planning Policies following recommendation from the Kitsap Regional Coordinating Council.
 - b. The Kitsap Regional Coordinating Council will strive for ratification by all Cities and Tribes during the 90 days following the Board of County Commissioners' adoption of its subject ordinance. The adopted CPP will become effective upon ratification by three or more cities in Kitsap County.
 - c. A City or Tribal Council that does not ratify the revised Countywide Planning Policies within 90 days of the Board of County Commissioners' adoption of its subject ordinance shall provide a written statement of its objections to the Kitsap Regional Coordinating Council, in order to facilitate further review. (See Appendix A for process flow chart).
 - d. Once the ratified revisions to the Countywide Planning Policies take effect, a City or the Governor's office may appeal the revisions to the Growth Management Hearings Board within a further 60 day period.

Element A. Countywide Growth Pattern

The vision for the future of Kitsap County, “seeks to maintain and enhance the quality of life that makes our County a special place to live and work..... envision a future in which our natural systems are protected; the water quality in our lakes, streams and Puget Sound is enhanced; the village character of some of our smaller towns is preserved; the historical nature of our communities is respected in order to preserve our heritage for future generations; a diversified economic base that supports good jobs, contributes to healthy downtowns in our Cities and affordable housing choices; the rural appearance of our county is perpetuated.

This vision of the future, shared by citizens and elected officials, includes the following elements:

- a. Livable urban communities and neighborhoods, centers for employment, civic activities, housing:
 - Attractive, well designed, bike/pedestrian-friendly and livable urban communities, enhanced by preserved historic properties and neighborhoods, that are supported by efficient and high quality services and facilities, and provide a range of housing choices.
 - Healthy cities that are the region’s centers for employment, affordable housing choices, and civic and cultural activities.
- b. Vital diversified economy: An economy that provides training, education, and living wage jobs for residents, supported by adequate buildable land for a range of employment uses and that encourages accomplishment of local economic development goals as articulated in the Kitsap Economic Development Alliance’s adopted plan, Kitsap 20/20: A Strategy for Sustainable Economic Prosperity.
- c. Efficient multi-modal transportation system: Creation of an efficient, clean, and sustainable multi-modal transportation system – including roads and highways, public transportation, ferries, airports, and opportunities for non-motorized travel – that provides efficient access and mobility for county residents, and supports our land use pattern.
- d. Natural systems protection:
 - Protection and enhancement of the natural environment, including wetlands, streams, wildlife habitat, shorelines, water quality, air, climate, and natural resource lands.
 - Creation of a system of open space, trails, parks, and greenbelts that provide opportunities for recreation and that give structure and separation to urban areas.
- e. Rural character: Maintenance of the traditional character, appearance, economic and ecological functions, and lifestyles of Kitsap County’s rural communities and areas to include the production and distribution of locally grown food.
- f. Responsive Government: An efficient and responsive government that works in partnership with citizens, governmental entities and Tribes to meet collective needs fairly; and that supports education, environmental protection and human services.

A key strategy to accomplish this vision is the intention to encourage future urban growth in areas within incorporated cities and in unincorporated areas that are already characterized by urban growth with existing and planned services and facilities. These actions will work to strengthen our natural environment and rural character, and are geared to reduce taxpayer costs by focusing the expenditure of public funds, encouraging concentrated development where appropriate, and increasing our choices for housing and jobs.”

Balancing historical patterns of growth with a preferred vision of the future and legal requirements is an on-going challenge. Tradeoffs must be made to balance the costs with the gains; flexibility is necessary to adapt to changing conditions. These policies are intended to reflect the long-term goals of the people living, working and doing business here.

Policies for Countywide Growth Pattern (CW):

1. Roles of Cities and Urban Growth Areas/Urban Communities

- a. The primary role of Kitsap's urban communities is to encourage growth, through new development, re-development and in-fill. (See Appendix B for current and projected population distribution.) Population growth should be directed to Cities, urban growth areas and centers with a transportation system that connects people with jobs and housing.
- b. Each of Kitsap's urban communities should foster its unique vision as a high quality place to live and work, through urban design, historic preservation, and arts that improve the natural and human-made environments; promote healthy lifestyles; contribute to a prosperous economy; and, increase the region's resiliency in adapting to changes or adverse events.
- c. In Kitsap, urban communities are closely linked to water and natural amenities and provide open space links to the natural environment.

2. Roles of Kitsap County:

- a. Keep regional vision in mind when making local decisions.
- b. Promote stewardship of unincorporated urban areas and promote annexation into cities or incorporation.
- c. Maintain/enhance natural systems and rural character.
- d. Include a variety of low density rural communities, densities, and uses.

3. To achieve these goals, the Kitsap Regional Coordinating Council member jurisdictions should:

- a. Make decisions together when needed.
- b. Coordinate and cooperate on land use policy, capital planning, environmental issues, and cultural resource management/planning.
- c. Establish and keep updated a Buildable Land Analysis Program.
- d. Develop a program for the Transfer of Development Rights to preserve lands with important public benefits.
- e. Maintain/preserve distinct urban identities with green breaks or other natural features.
- f. Promote tiering and/or phasing of infrastructure development within Urban Growth Areas.
- g. Develop and implement land use policies, regulations and incentives to promote the efficient use of urban areas.
- h. Incorporate provisions addressing community health into appropriate regional, countywide, and local planning and decision-making processes.

Element B. Urban Growth Areas

The basic premise for designating Urban Growth Areas is to encourage the location of urban density residential, commercial and industrial developments in areas where services can be most economically provided. The benefits of directing growth to designated urban areas include:

- Higher density residential development within walking or bicycling distance of jobs, transit, schools and parks.
- Limiting urban expansion into rural and forested areas.
- Promotion of in-fill or redevelopment of existing urban areas.
- Preservation of open space, critical areas and lands designated for resource protection.
- Accommodation of employment growth in a concentrated pattern.
- More economical provision and maintenance of streets, sewer/water lines and other public facilities.
- Promotion of attractive residential neighborhoods and commercial districts which provide a sense of community.
- A harmonious relationship with regional planning as articulated by Vision 2040 and Transportation 2040, adopted by the Puget Sound Regional Council as the growth and transportation strategy for central Puget Sound.

Policies for Urban Growth Areas (UGA):

1. Land Utilization & Monitoring Programs:

Consistent with RCW 36.70A.115, the County and Cities shall ensure that, taken collectively, adoption of and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their housing and employment growth (derived from population distribution), as adopted in the applicable Countywide Planning Policies and consistent with the 20-year population forecast from the WA Office of Financial Management and Vision 2040 guidance. (Implements Multi-County Planning Policy DP-Action-15).

- a. The County and the Cities shall maintain a Land Capacity Analysis Program using consistent, agreed-upon methodology to estimate the land supply available to accommodate future residential, commercial, and industrial growth.
- b. The County and the Cities shall participate in an agreed-upon Buildable Lands Analysis Program to monitor and evaluate the effectiveness of their respective Comprehensive Plans.
- c. The County and Cities shall establish procedures for resolving disputes in collection and analysis of Land Capacity data. In the event a resolution cannot be achieved, the Kitsap Regional Coordinating Council shall be a forum to review and if possible facilitate any disputes between parties.

Background: The Growth Management Act was amended in 1997 requiring Kitsap County and Cities to monitor countywide development activities in five-year intervals in order to test their Comprehensive Plans' growth and land absorption assumptions. Two different analyses are used: (1) The Land Capacity Analysis, first conducted by Kitsap County in 2002, estimates the existing land supply based on a set of defined assumptions, e.g. market factor, speed of land absorption, critical areas exclusions, etc. It uses a consistent, agreed-upon methodology, with allowance for documented variations for individual jurisdiction's conditions. (2) The Buildable Land Analysis (as required by the State GMA) uses recorded permit activity to track and monitor residential, commercial, and industrial growth. It will be updated throughout Kitsap County in 2007. It is an adaptive management tool for comparing development assumptions, targets, and objectives with actual development. If inconsistencies are found, the County and Cities must then implement reasonable measures, other than adjusting Urban Growth Areas, that will be taken in order to comply with the GMA. The following countywide planning policies relate to this regional program to monitor the buildable land supply for future growth as forecasted by the State and distributed through the Kitsap Regional Coordinating Council

2. **Each jurisdiction is responsible for implementing appropriate reasonable measures within its jurisdictional boundaries. If the Buildable Lands Analysis shows that a jurisdiction's Comprehensive Plan growth goals are not being met, that jurisdiction shall consider implementing additional reasonable measures in order to use its designated urban land more efficiently.**
3. **Process and criteria for establishing, expanding, and adjusting Urban Growth Areas in Kitsap County:**
 - a. Urban Growth Areas are areas “within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature” (RCW 36.70A.110(1)) except under specific circumstances, as fully contained communities and master planned resorts as authorized by the Growth Management Act.
 - b. Unincorporated Urban Growth Areas shall be associated with an existing or future city.
 - c. All Urban Growth Areas shall be reflected in County and respective City comprehensive plans.
 - d. Sufficient area must be included in the Urban Growth Areas to accommodate the adopted 20-year population distribution as adopted by the Kitsap Regional Coordinating Council and consistent with WA Office of Financial Management projections.
 - e. A jurisdiction may define growth tiers within its Urban Growth Area (RCW 36.70A.110.3) to focus public and/or private investment where growth is desired. Utility development and/or expansion may be phased to support efficient and cost-effective growth and to prioritize investments.
 - f. The County, City, or interested citizens may initiate an amendment to an existing Urban Growth Area through the comprehensive plan amendment process as authorized by the Growth Management Act.
 - g. Any jurisdiction seeking to expand its Urban Growth Area shall achieve densities and urban growth patterns consistent with the Growth Management Act and the City's adopted Comprehensive Plan and any inter-local agreement between the City and the County.
 - h. If an adopted or proposed, 20-year projected population distribution requires the expansion of its Urban Growth Area, the respective jurisdiction shall conduct planning and analysis, addressing the following conditions:
 - i. Update and confirm the capacity analysis for land within the existing Urban Growth Area for residential, commercial, and/or industrial lands, which takes into account all development approved within the overall UGA since the last UGA expansion. This shall be based upon updated Buildable Land and Land Capacity Analyses that follow the guidelines of RCW 36.70A.215 or other analysis determined appropriate for the particular UGA involved. To maximize consistency across jurisdictions, each jurisdiction shall use consistent methodology in calculating capacity.
 - ii. Review the planning and zoning regulations and any incentive programs in place to determine expected densities and urban growth patterns in the existing UGA consistent with the Growth Management Act and the jurisdiction's adopted Comprehensive Plan.
 - iii. Determine whether the adoption and implementation of suitable reasonable measures should be considered, if the Buildable Land Analysis shows that its Comprehensive Plan growth goals are not being met.

- iv. Data collection and analysis for the Land Capacity Analysis should be done cooperatively. The County will be responsible for data describing growth and capacity in the unincorporated portion of the Urban Growth Area, and the City for the incorporated portion.
- i. Expansion of Urban Growth Areas shall direct growth first to areas already characterized by urban growth that have adequate existing public facility and service capabilities to serve development; second to areas already characterized by urban growth that will be served adequately by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided; and third to areas that are adjacent to incorporated cities or established Urban Growth Areas once the available land meeting the first or second priority has been designated. Areas which have existing public facilities or where public facilities can be reasonably extended and are not currently at urban densities should be considered first within this category.
- j. A jurisdiction, as part of its Comprehensive Plan amendment or Subarea Plan process, that proposes an expansion of the UGA shall prepare or update a comparison of potential areas for expansion, including.
 - i. Planning and zoning regulations currently in place.
 - ii. An evaluation of how a full range of urban-level infrastructure and services would be provided within potential expansion areas, including appropriate capital facility analysis.

Fire	Storm Water	Solid Waste
Police	Potable Water	Park & Recreation Facilities
Transportation	Sewer	Schools
Utilities: Power and Telecommunications, including Broadband		
Emergency Medical Services		

All service providers including special districts and adjacent jurisdictions should be included in the evaluation. Best available infrastructure technology may be used provided that it has been approved by the jurisdiction as part of a broader review of available technology.
 - iii. Although specific standards and criteria are not implied, other factors shall be addressed in evaluating areas for Urban Growth Area expansion, including but not limited to: environmental constraints; economic development; preservation of cultural, historical, and designated resource lands.
- k. The City and County shall conduct early and continuous public involvement when establishing, expanding, or adjusting Urban Growth Areas, and shall do so jointly when appropriate. Residents of unincorporated areas should be consulted and actively involved in the process affecting them.

4. Coordinated Growth Management in Urban Growth Areas:

- a. Adopted City and County comprehensive plans shall reflect the intent that all land within unincorporated Urban Growth Areas will either annex to a city or incorporate within the 20-year planning horizon.
- b. To maximize the efficient use of urban lands, subdivisions in Urban Growth Areas shall be consistent with the associated jurisdiction's Comprehensive Plan and underlying zoning densities.
- c. As described in the Growth Management Act, cities are the primary provider of municipal services and facilities in their Urban Growth Areas, responsible for demonstrating within their Comprehensive Plans the capacity to provide all urban services within their associated Urban Growth Area(s). This may be accomplished through a collaborative process with Kitsap County and/or other service providers.
- d. The County and Cities shall establish procedures to facilitate the smooth transfer of governance for associated Urban Growth Area(s) through the adoption of Urban Growth Area Management Agreements (UGAMAs), as per Appendix C: Urban Growth Area Management Agreements.
- e. For Urban Growth Areas:
 - i. The County should plan with associated cities and local communities to address land uses, infrastructure needs, level of service standards as identified in these policies, and other issues as needed. The results should be reflected in the County Comprehensive Plan.
 - ii. The County should provide a level of urban facilities and services consistent with the County's ability and appropriateness to provide such services for those Urban Growth Areas that will be associated with a specific city or that will eventually incorporate.

5. Distribution of 20 year population increments, as forecasted by the WA Office of Financial Management:

- a. The Kitsap Regional Coordinating Council shall coordinate the process for distributing the forecasted population for the period 2005 – 2025 and every five years thereafter, consistent with the requirements of the Growth Management Act. Kitsap County shall adopt any revision to the population distribution as part of its next Comprehensive Plan amendment process and the Cities shall base their Comprehensive Plan amendments upon that distribution. The distribution process should consider countywide demographic analysis, the Land Capacity Analysis, and the OFM projections and it shall promote a countywide development pattern targeting over three quarters (76%) of new population growth to the designated Urban Growth Areas. The County and the Cities recognize that the success of this development pattern requires not only the rigorous support of Kitsap County in the rural areas, but also Cities' Comprehensive Plans being designed to attract substantial new population growth.

Population distribution will be reviewed through the Kitsap Regional Coordinating Council process every five years. The review will include an analysis of the Cities' and County's progress in achieving target distributions. If the 76% UGA target mentioned above for new population growth and the overall population targets are met or exceeded, the target for new population will revert to five sixths (83%), as per the revised County-wide Planning

Policies adopted by Kitsap County Ordinance #258-01 on August 20, 2001. Otherwise, the target may be reaffirmed or explicitly modified.

- i. Each jurisdiction with a designated Urban Growth Area shall develop an estimate and/or range of the additional population that it could accommodate and service during the 20 year planning horizon, consistent with its vision for future community character. The estimate shall consider the need for increasing population density within the Urban Growth Areas to promote efficient service delivery, avoid sprawl, and preserve community character.
- ii. The population estimates and/or ranges shall be provided to the Kitsap Regional Coordinating Council, with a statement of need concerning adjusted Urban Growth Area boundaries.
- iii. The Kitsap Regional Coordinating Council shall compile the jurisdictions' population estimates, including the estimate of additional population capacity for areas outside the Urban Growth Areas, and determine whether adjustments to the overall distribution are required in order to fit within the OFM projected range.
- iv. The Kitsap Regional Coordinating Council, after conducting a public hearing, shall recommend the estimate and/or ranges of 20 year population distribution to Kitsap County for adoption as an amendment to the Countywide Planning Policies.
- v. Kitsap County should give substantial weight to the Kitsap Regional Coordinating Council's recommendation in adopting the 20-year population distribution.
- vi. Following adoption of the estimates and/or ranges, each jurisdiction should update its comprehensive plan, so as to arrive at a final population target consistent with the estimate and/or within the original range.
- vii. After each jurisdiction has completed its comprehensive plan update, the final adopted target should be compiled and reviewed through the Kitsap Regional Coordinating Council process and the revised population distribution incorporated into the Countywide Planning Policies. A final distribution to Urban Growth Areas versus non-Urban Growth Areas within the range specified above should then be calculated.

6. Policies for Growth Outside of Urban Growth Areas: Fully Contained Communities, National Historic Towns and Master Planned Resorts

- a. A Master Plan review process and decision criteria for fully contained communities, national historic towns, and master planned resorts should be incorporated in the County's Comprehensive Plan, must reflect the standards and requirements in the GMA, and in addition must address the following:
 - i. Provision of necessary public facilities, including but not limited to parks, schools, and

Under the Growth Management Act (RCW 36.70A.350), fully contained communities (FCCs) may be considered, provided that a portion of the twenty-year population forecast is reserved for & subsequently distributed to the FCC. The GMA requires that FCCs provide for a mix of uses that would provide jobs, housing, & public facilities and services to support a long-term residential population.

The GMA (RCW 36.70A.360) also allows the consideration of proposed master planned resorts (MPR's) outside of Urban Growth Areas for shorter-term residential uses. Master planned resorts are described as self-contained, fully integrated planned developments in areas with significant natural amenities.

The GMA allows for areas with a federal landmark designation to be developed as National Historic Towns (RCW 36.70A.520). The designation may allow urban services in rural areas dependent upon historic development pattern. Its boundaries and land uses must be consistent with those over the course of its history, but not specific to any point in time.

Vision 2040 policies state that new FCC's are to be avoided.

public safety facilities should be provided within or along with the development, consistent with adopted capital facility and level of service standards;

- ii. Future assessment of adverse impacts to public infrastructure, nearby communities, adjacent rural areas, environmental resources, and designated resource lands. Such impacts should first be avoided, second minimized, and third mitigated;
 - iii. Provisions for review of such developments through the Kitsap Regional Coordinating Council process, in addition to other procedural requirements.
- b. Consistent with guidance provided in Vision 2040, the Kitsap Regional Coordinating Council shall avoid the establishment of a Fully Contained Community (FCC). Only if it is found necessary to accommodate future urban population growth may the Kitsap Regional Coordinating Council recommend the creation of an FCC and a corresponding new community reserve population. Any such designation shall be fully consistent with all Countywide Planning Policies establishing new Urban Growth Areas (Elements B3 and B5) and RCW 36.70A.350 (2), which, in part, requires that a new community reserve population be established no more than once every five years as a part of the designation or review of Urban Growth Areas and that the Urban Growth Areas shall be accordingly offset.

In addition, the following shall be included in any County Comprehensive Plan requirements governing FCCs:

- i. a phasing plan that monitors and requires concurrent development of commercial and employment uses with residential development, to insure that the community is fully contained;
 - ii. a mechanism to insure that the timing of the development components will be fully regulated by the phasing plan;
 - iii. a substantial public benefit.
- c. As Vision 2040 requires comprehensive review and consideration of the regional impacts of any proposed Fully Contained Community, the County shall forward the proposal to adjacent counties, the Puget Sound Regional Council, and the Kitsap Regional Coordinating Council for review at the earliest possible point in the process. The Kitsap Regional Coordinating Council shall review the proposal for regional impacts to the following:
- i. the regional growth strategy as included in Vision 2040;
 - ii. the split in population growth between the countywide urban and rural areas;
 - iii. other elements of the Countywide Planning Policies.

Element C: Centers of Growth

Centers are intended to be compact and centralized working, shopping and/or activity areas linked to other Centers by transit and non-motorized facilities. [See H. Transportation: 5-6] Centers and their boundaries are intended to be locally determined by the County and the Cities where a community-wide focal point can be provided, significant population and/or employment growth can be located, and the increased use of transit, walking and bicycling can be supported. Designated Centers are intended to define the pattern of future residential and commercial/industrial growth and incorporate opportunities for parks, civic, and public space development in Kitsap County. (See Appendix F for listing of Kitsap Designated Centers.)

Policies for Centers of Growth (C):

- 1. In decisions relating to population growth and resource allocation supporting growth, Centers have a high priority.**
- 2. The Kitsap Countywide Planning Policies encourage the development of Centers according to the following typology:**

The Puget Sound Regional Council has defined several types of Centers within Urban Growth Areas in the four-county planning region, with planning guidelines (Vision 2040).

- a. Regional Growth Centers:
 - i. Metropolitan Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts of the major cities within the central Puget Sound region, providing services for and easily accessible to a population well beyond their city limits. Metro Centers may also serve national or international roles." (Vision 2040)
 - ii. Urban Centers are areas with the comprehensive planning to support a wide range of commercial, housing, and cultural choices. All areas of the Urban Center are serviced by transit throughout the day and much of the area is within walking or bicycling distance. Significant in-fill opportunities exist with the highest residential, commercial, and employment densities expected. (Vision 2040)
- b. Regional Manufacturing/Industrial Centers are major, existing regional employment areas of intensive, concentrated manufacturing and industrial land uses which cannot be easily mixed at higher densities with other incompatible uses. To preserve and maximize land at these centers for manufacturing, industry and related uses, large retail uses or non-related offices are discouraged. Provision of adequate public facilities and services, including good access to the region's transportation system, is very important to the success of manufacturing/industrial centers." (Vision 2040)
- c. The following are other types of centers within Kitsap County:
 - i. Town or City Centers are usually the existing downtown core of a city or Urban Growth Area. There is an abundant mix of shopping, service, employment, and cultural opportunities. Multifamily housing may be intermixed and single family housing may

be within walking or bicycling distance. Infill should include mixed use and higher densities surrounding the Town Center.

- ii. Mixed Use Centers are a generic category that can be described in terms of neighborhoods or districts within a city or Urban Growth Area. The designation represents a commitment to planning for Center development, with a planned mix of housing, commercial, service, and employment opportunities. Most shopping and commercial uses are within a short walking or bicycling distance of housing. There is a higher proportion of multi-family housing at relatively high densities. Navy facilities could be considered for this designation.
- iii. Activity and Employment Centers are areas of concentrated employment and are a magnet for significant numbers of people usually during daytime hours because of business and/or manufacturing activities. They may be located outside of Urban Growth Areas, consistent with the Growth Management Act. Industrial and business parks and Navy employment centers are in this category. Within Urban Growth Areas, the opportunity to include a proportional residential element should be determined on a case-by-case basis, considering the unique geography and economics of the area.
- iv. Transportation Hubs are locations of regional inter-modal connection that may be located outside of Urban Growth Areas. Examples are ferry terminals, the Bremerton National Airport, or certain transit stations.

3. Recognizing that communities evolve over time, a jurisdiction may request of the Kitsap Regional Coordinating Council an initial designation or a change in Center status. This request shall be considered and a decision made during the next Countywide Planning Policies amendment cycle. A change in Center status may require action by the Puget Sound Regional Council.

4. In addition to meeting the applicable criteria above, a request for Center designation or a change in Center status should address the following: (See Appendix G)

- a. Current or programmed transportation resources (including roads, ferries, transit, airports, bicycle, pedestrian)
- b. Balance of living wage employment opportunities with residential
- c. Proximity and connectivity among jobs, housing, retail services
- d. Types and density of residential uses
- e. Inclusion of affordable housing
- f. Provision of community gathering space, parks, and cultural opportunities
- g. Impacts to ecological functions.

Living wage is the minimum hourly wage needed by a sole provider working full time (2080 hours per year) to cover the costs of food, shelter, clothing, and other basic necessities for their family. The assumption is that living wages vary across communities, based on differences in the cost of living and size of household.

[Sources: Economic Policy Institute & KEDA]

Living Wage: Living Wage Calculator for Kitsap County, Pennsylvania State University: <http://www.livingwage.geog.psu.edu/>

Minimum Wage: WA State Dept of Labor & Industries: <http://www.lni.wa.gov/>

Element D: Rural Land Uses and Development Patterns

Rural areas of Kitsap County are characterized as having a variety of parcel sizes, with a diversity of land use activities. These areas also contain significant amounts of complex natural systems. It is a high priority to preserve and enhance the rural character of these areas. Counties are responsible for designating and regulating rural areas through the comprehensive planning process. However, rural preservation is a regional issue and it is important to coordinate these planning objectives with the Cities.

Policies for Rural Land Uses and Development Patterns (R):

1. Preserving rural character and enhancing the natural environment.

- a. Preserve the character of identified rural areas by protecting and enhancing the natural environment, open spaces, recreational opportunities, and scenic and historic areas. Support small scale farming and working resource land, promote locally grown food, forestry, eco- and heritage-tourism. Support low-density residential living and cluster development that provides for a mix of housing types, rural levels of service, cultural activities, and employment that services the needs of rural areas at a size and scale that is compatible with long-term character, productivity, and use of these lands.
- b. This policy is not intended to preclude the future designation of Urban Growth Areas.

2. Preserving rural land use and development patterns:

- a. **Rural Communities** are already-existing residential and commercial areas of more intensive rural development designated in the Kitsap County Comprehensive Plan under RCW 36.70A.070.5. In-fill is expected. Rural Communities should be serviced by transportation providers and other services consistent with the Levels of Service adopted by Kitsap County for roads and by Kitsap Transit for transit upon their designation as an area of more intensive rural development.
- b. **Transportation Hubs** may be located within existing areas of more intensive development. Walking, bicycling, and transit are the major forms of travel. Transportation Hubs are locations of regional intermodal connection. Examples are ferry terminals and transit stations with convenience services.
- c. The County shall develop criteria consistent with the Growth Management Act for designating future industrial and commercial development outside of Urban Growth Areas that protect rural character while encouraging vehicle trip reduction. The criteria should allow for industrial resource-based land use and recreation and for convenience commercial that is scaled to serve the daily needs of rural residents.

3. Establishing and maintaining rural levels of service:

- a. Rural level-of-service standards shall address sewage disposal, water, transportation and other appropriate services. The standards shall be developed based upon levels of service typically delivered in rural areas consistent with RCW 36.70A.030 (16).
- b. For purpose of trip reduction, develop a range of alternative modes of transportation consistent with rural levels of service to connect Rural Communities with urban Centers.

- c. When sewers need to be extended to solve isolated health, environmental, and sanitation problems, they shall be designed for limited access so as not to increase the development potential of the surrounding rural area.

4. Conserving small-scale natural resource use in rural areas:

- a. Rural land use designations in the County's Comprehensive Plan shall recognize ecological functions and support rural uses such as farming, forestry, mining, recreation, and other rural activities, and permit a variety of low-density residential uses which preserve rural character and ecological functions, and can be sustained by rural service levels.
- b. The County's Comprehensive Plan policies shall promote clustering residential development and other techniques to protect and enhance significant open spaces, natural resources, cultural resources, and critical areas for more effective use of the land. Clustering should not increase residential housing units in the overall area designated as rural, consistent with designated rural densities. Development clusters shall be designed, scaled and sited in a manner consistent with rural character and the provision of rural levels of service.
- c. The County's Comprehensive Plan policies shall support Rural Communities as locations of employment, a mix of housing types, and cultural activities for rural areas that primarily function as locations for service needs such as grocery stores, shopping, and community services, and small-scale cottage industries for the surrounding rural area.

Element E. Countywide Strategies for Open Space Preservation, Resource Preservation, Critical Areas, Air Quality, and Water Quality/Quantity

Open space is defined as land area consisting of natural systems, resource lands and critical areas that include building limitations for future development. These critical areas include wetlands, wildlife conservation areas, steep slopes, frequently flooded areas and areas with a critical recharging affect. These open space lands also include aesthetic functions such as view sheds of the water or ridgelines. Many of these natural systems are inter-connected and cross multi-jurisdictional boundaries within the County. The strategy is to conserve these areas and connect them to create a regional open space network to protect critical areas, conserve natural resources, and preserve lands and resources of countywide and local significance. The purpose of these strategies is to enhance the quality of countywide water, soil, and air resources and, potentially, climate.

Policies for Open Space Preservation, Resource Protection, Critical Areas, Air, and Water Quality/Quantity (PPCAAW):

1. Creating a regional network of open space:

- a. The County and the Cities shall implement the Kitsap County Open Space Plan and the Kitsap County Consolidated Greenway Plan which identify a countywide green space strategy that incorporates planning efforts of the County, Cities, state agencies, non-profit interest groups and land trusts in the County.
- b. The County and the Cities shall preserve and enhance, through inter-jurisdictional planning, significant networks and linkages of open space, regional parks and public/private recreation areas, wildlife habitats, critical areas and resource lands; historic and cultural landscapes; water bodies and trails.
- c. The County and the Cities shall frame and separate urban areas by creating and preserving a permanent network of urban and rural open space, including parks, recreation areas, critical areas and resource lands.

2. Conserving and enhancing the County's natural resources, critical areas, water quality/quantity, and environmental amenities while planning for and accommodating sustainable growth:

- a. The County and the Cities shall protect critical areas (wetlands, aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, steep slopes, and geologically hazardous areas) and should consider other environmental amenities such as view corridors, canopy cover, and ridgelines.
- b. The County and the Cities shall establish and implement Best Management Practices to protect the long-term integrity of the natural environment, adjacent land use, and the productivity of resource lands.
- c. The County and the Cities shall establish procedures to preserve significant historic, visual and cultural resources including views, landmarks, archaeological sites, and areas of special locational character.

- d. The County and the Cities shall encourage the use of environmentally sensitive development practices to minimize the impacts of growth on the County's natural resource systems.
 - e. The County and the Cities shall protect and enhance the public health and safety and the environment for all residents, regardless of social or economic status, by reducing pollutants, as defined by WA State and federal law.
 - f. The County and the Cities shall work together to identify, protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries.
 - g. The County and Cities shall protect and enhance ecosystems that support Washington State's Priority Habitat and Species as identified by the Washington Department of Fish and Wildlife.
- 3. Protection of air quality is accomplished by reducing the levels of toxins, fine particles, and greenhouse gases released into the environment, especially through transportation activities.**
- a. The County and Cities, in their respective comprehensive plans, should include specific goals and policies to enhance air quality by reducing the release of toxins, fine particles, and greenhouse gases.
 - b. The County and Cities should adopt and implement purchasing policies/programs for vehicles/equipment that use clean efficient fuels.
- 4. Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.**
- a. The County and Cities should adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge areas should be treated as a resource.
 - b. The County and Cities should continue to be models for low impact development and implement such programs whenever practical.
 - c. The County and Cities should develop and implement a program, as funding allows and where feasible, to retrofit infrastructure that was developed prior to the implementation of best practices in surface and storm water management programs.
- 5. Listed species recovery under the Endangered Species Act (ESA):**
- a. The County and the Cities shall preserve, protect, and where possible, restore the functions of natural habitat to support ESA-listed species, through the adoption of comprehensive plan policies, critical area ordinances, shoreline master programs and other development regulations that seek to protect, maintain or restore aquatic ecosystems associated habitats and aquifer through the use of management zones, development regulations, incentives for voluntary efforts of private landowners and developers, land use classifications or designations, habitat acquisition programs or habitat restoration projects.
 - b. The County and the Cities shall provide incentive-based non-regulatory protection efforts such as acquisition of priority habitats through fee-simple and conservation easements from willing sellers.

- c. The County and the Cities shall jointly establish and implement monitoring and evaluation program to determine the effectiveness of restoration, enhancement, and recovery strategies for salmon including ESA-listed species. Each jurisdiction shall apply an adaptive management strategy to determine how well the objectives of listed species recovery and critical habitat preservation/restoration are being achieved.

6. Coordination of watershed and land use planning:

- a. The County and the Cities shall participate in a planning program that determines changes in stream hydrology and water quality under different land use scenarios at full build-out of designated land use classifications.
- b. The County and the Cities shall coordinate land use planning using watersheds or natural drainage basins to implement strategies for restoration of aquatic habitat and to reduce impacts to other natural systems and participate in efforts to improve the health of our waterways.
- c. Kitsap County shall coordinate and maintain a regional database of best available science for the purpose of modifying Critical Areas Ordinances, if funding is available.
- d. Upon adoption of a state classification system, the Cities and the County shall establish a single system for stream typing.

Element F. Contiguous, Compatible, and Orderly Development

Upon designation of Urban Growth Areas, the County and Cities will need to develop consistent implementation measures to ensure that development occurs in an orderly and contiguous manner. The intent of the following countywide planning policies is to minimize differences in urban development regulations and standards between the County and the Cities and to facilitate the economical provision of urban services to development.

Policies for Contiguous, Compatible, and Orderly Development (CCOD):

1. Encouragement of cooperative inter-jurisdictional planning by federal, tribal, state, local, and special purpose government:

- a. Inter-jurisdictional discussion, information exchange, and coordination of proposals shall be initiated as early and expeditiously as possible by the responsible agencies, to aid in the smooth transition of governance.
- b. Initial inventories and analyses of utilities and public services information are critical to the planning process and shall be made available as early and expeditiously as possible by the responsible agencies.
- c. The Kitsap Regional Coordinating Council may establish or designate on-going technical committee(s) comprised of representatives from utilities and service providers to investigate long-range regional needs for various facilities and services, including but not limited to those for transportation, sewer and storm drainage, availability and delivery of potable water, solid waste, broadband, parks and recreation, and open space.
- d. The Countywide Planning Policies will further the implementation of Vision 2040 and Transportation 2040 as adopted by the Puget Sound Regional Council.

2. Inter-regional coordination of land use and transportation, environmental, and infrastructure planning:

- a. The County and the Cities shall participate in the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization.
- b. Locally-generated data shall be provided to the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization for use in their coordination of population forecasts, land use, and transportation.
- c. The planning proposals of these regional organizations shall be monitored and adjustments recommended to insure that they accurately reflect local needs and plans.
- d. Recognize and work with corridors that cross jurisdictional boundaries (including natural systems, and transportation and infrastructure systems) in community planning, development, and design.

3. Fiscal equity:

- a. It is recognized that fiscal disparities exist as a result of growth and changes in municipal boundaries. The Kitsap Regional Coordinating Council shall monitor the Revenue Sharing Inter-local Agreement among the County and Cities (shown as Appendix D) and seek additional ways to address fiscal disparities as they relate to promoting coordinated development and the implementation of the Growth Management Act.

- b. The County and the Cities shall work together to insure that all fees associated with development approval are based upon the real cost of service and act to encourage development within designated Urban Growth Areas.
 - c. The Kitsap Regional Coordinating Council shall facilitate on-going regional discussion on revenue equity issues.
- 4. Community design and development:** Strategies should promote orderly development that reflects the unique character of a community and encourages healthy lifestyles through building and site design and transportation connectivity. In addition, sustainable economic and environmental development techniques should be utilized to enhance the quality of life:
- a. Utilize design strategies to ensure that changes in the built environment provide continuous and orderly development.
 - b. Encourage development that reflects unique local qualities and provides an economic benefit to the community.
 - c. Design mixed use developments and local street patterns to improve the environment for overall mobility and accessibility to and within the development through multi-modal transportation options that serve all users.
 - d. Design of transportation networks should fit within the context of the built and natural environment, enhancing the community, connectivity, and physical activity in the area community wide and specifically in designated growth centers and high transit areas.
 - e. Design schools, institutions and public facilities to be compatible with the surrounding community character and needs.
 - f. Use sustainable building techniques (such as rehabilitation/re-use, LEED [Leadership in Energy & Environmental Design], Low Impact Development, energy-efficient fixtures, etc.) in the design and development of the built environment.
 - g. Support urban design, historic preservation, and arts to enhance quality of life.
 - h. Promote solar, wind, tidal, wave generation, and other renewable energy generation where appropriate to serve the community.

Element G. Siting Public Capital Facilities

The Growth Management Act requires local governments to inventory existing capital facilities owned by public entities, to identify locations and to determine capacities to meet future demand for growth without decreasing levels of service. The Washington State Office of Financial Management is responsible for identifying and maintaining a list of essential state public facilities that are required or likely to be built within the next six years as required by the Growth Management Act. Counties and cities are also required to coordinate the siting of countywide and statewide capital facilities to mitigate potential adverse impacts from the location and development of these facilities.

Policies for Siting Public Capital Facilities (CF):

1. Identification of needed capital facilities:

- a. The County and the Cities shall each inventory their existing capital facilities and identify needed facility expansion and construction and provide that data to the Kitsap Regional Coordinating Council.
- b. The Kitsap Regional Coordinating Council shall develop and maintain a list of public capital facilities needed to serve Kitsap County as a whole, based upon the County and Cities' Comprehensive Plans, the Countywide Coordinated Water System Plan, and other appropriate system plans. These include, but are not limited to, solid and hazardous waste handling facilities and disposal sites, water and wastewater treatment facilities, regional water supply inter-tie facilities, education institutions, airports, local correctional facilities, in-patient facilities including hospitals and regional park and recreation facilities, and government buildings that serve Kitsap County as a whole, including those essential public facilities as defined in RCW 36.70A.200.

2. Location of capital and public facilities:

- a. If the primary population served by the facility is urban, the facility should be located in a City or Urban Growth Area where feasible.

3. Establishing a process and review criteria for the siting of facilities that are of a countywide or statewide nature:

- a. When essential public facility as defined in RCW 36.70A.200 is proposed in Kitsap County, and its location has not been evaluated through a regional siting process pursuant to WAC 365-196-550 (3) (d), the Kitsap Regional Coordinating Council shall appoint a Facility Analysis and Site Evaluation Advisory Committee composed of citizen members selected by the member jurisdictions to represent a broad range of interest groups to evaluate proposed public facility siting. At a minimum this evaluation shall consider:
 - i. The impacts created by existing facilities;
 - ii. The potential for reshaping the economy, the environment and community character;
 - iii. The development of specific siting criteria for the proposed project, giving priority consideration to siting within Designated Centers;
 - iv. The identification, analysis and ranking of potential project sites;

- v. Measures to first minimize and second mitigate potential physical impacts including, but not limited to, those relating to land use, transportation, utilities, noise, odor and public safety;
 - vi. Measures to first minimize and second mitigate potential fiscal impacts.
- b. Certain public capital facilities such as schools and libraries that generate substantial travel demand should be located first in Designated Centers or, if not feasible to do so, along or near major transportation corridors and public transportation routes.
 - c. Some public capital facilities, such as those for waste handling, may be more appropriately located outside of Urban Growth Areas due to exceptional bulk or potentially dangerous or objectionable characteristics. Public facilities located beyond Urban Growth Areas should be self-contained or be served by urban governmental services in a manner that will not promote sprawl. Utility and service considerations must be incorporated into site planning and development.
 - d. Uses shall adhere to local health district or state agency rules regarding commercial and industrial use of on-site sewage systems.
 - e. The multiple use of corridors for major utilities, trails and transportation rights-of-way is encouraged.
 - f. County and City comprehensive plans and development regulations shall not preclude the siting of essential public facilities.
 - g. Public facilities shall not be located in designated resource lands, critical areas, or other areas where the siting of such facilities would be incompatible.

4. Air transportation facilities in Kitsap County:

- a. The Counties and the Cities shall recognize the importance of airports as essential public facilities and the preservation of access to the air transportation system.
- b. The County and the Cities shall ensure the safety of the community and airport users through compatible land use planning adjacent to airports and coordination of the airport with ground access. Examples would include not encouraging or supporting higher residential densities, schools, or hospitals near airports or airport approach corridors.
- c. The County and the Cities shall plan for heliports throughout Kitsap County for emergency use.

Element H. Transportation

The Growth Management Act requires that transportation planning be coordinated among local and state jurisdictions. The Growth Management Act further requires that transportation planning be coordinated with the land use elements of local comprehensive plans. Coordination of land use and transportation plans will allow Kitsap County and the Kitsap Cities to meet three inter-related transportation goals:

- o Serve Designated Centers to reduce sprawl, conserve land and make more efficient use of infrastructure,
- o Preserve the natural environment, including water and air quality and, potentially, climate.
- o Provide a balanced system for the efficient, clean, safe movement of people, goods and services among Designated Centers within Kitsap County and the larger Puget Sound region.

The intent of the following policies is to define appropriate methods and strategies to achieve these goals through inter-regional and intra-regional coordination among transportation and land use planning agencies.

For the purpose of this Policy, the following transportation facilities are of countywide significance:

- a. state and federal highways;
- b. major arterials;
- c. public transit facilities and services;
- d. non-motorized facilities connecting designated centers;
- e. marine transportation facilities (ferries, shipping);
- f. airports and heliports (passenger and/or freight);
- g. rail facilities (passenger and/or freight)

The following facilities and system components should be included in the multi-modal network:

- a. roads, including major highways, arterials and collectors;
- b. public transit, including bus, rail, and park & ride lots;
- c. non-motorized facilities;
- d. vehicle and public or private passenger only ferries;
- e. airports;
- f. parking facilities that support the multi-modal network;
- g. facilities related to transportation demand management;
- h. intelligent transportation systems (ITS).

Policies for Transportation (T):

1. Strategies to optimize and manage the safe use of transportation facilities and services:

- a. The County and the Cities shall each emphasize the maintenance and preservation of their existing transportation network.
- b. Through the regular update of the Transportation Element of their Comprehensive Plan, the County and the Cities should each identify Level of Service (LOS) and prioritize operational and safety deficiencies, with the goal of substantially reducing deaths and serious injuries.

- c. The County and the Cities should utilize Transportation System Management strategies such as parking restrictions, traffic signal coordination, transit queue jumps (traffic signal modification equipment that allows busses to move ahead of other vehicles), ramp metering, striping non-motorized transportation facilities, traffic calming devices, and real time sensor adjustments for traffic signals.
- d. The County and the Cities should develop and implement access management regulations that provide standards for driveway spacing and delineation, and encourage the joint use of access points where practical.
- e. The County and the Cities shall actively seek opportunities to share facilities, expertise, and transportation resources, such as multiple use park & ride/parking lots or shared traffic signal maintenance responsibility.

2. Reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips:

- a. The County and the Cities shall provide both infra-structure and policy incentives to increase the use of non-SOV modes of travel.

- i. The range of infrastructure incentives to encourage the use of non-SOV modes of travel could include the following:

- Provide public transit, including preferential treatments for transit, such as queue by-pass lanes (dedicated bus lanes that allow for transit queue jumps), traffic signal modifications, and safe, transit stops.
- Provide integrated transfer points to facilitate seamless trips between transit and other modes of travel, particularly at ferry terminals, including park & ride lots, bike storage facilities, carpool/vanpool and transit advantages to ease ingress/ egress, with proximity to actual connection points, and innovative transit-oriented development.
- Provide non-recreational bicycle and pedestrian facilities, including safe neighborhood walking and biking routes to school.
- During the development of all state, county, and city highway capacity improvement projects, consider the market for non-SOV travel and the addition of High Occupancy Vehicle (HOV) lanes, park & ride lots, and appropriate infrastructure for both bicycling and walking.

- ii. The range of policy incentives to encourage the use of non-SOV modes of travel could include the following:

The State of Washington has taken steps to reduce greenhouse gas emissions and vehicle miles traveled. Not only does reducing the overall amount of travel produce benefits for improving air quality and curbing emissions related to climate change, it also lessens traffic congestion. Developing a transportation system that provides more opportunities for walking, bicycling, or using transit also creates more choices and options for people.

The WA State Dept of Transportation and Vision 2040 policies identify telework (or tele-commuting) as a viable transportation alternative. The WSDOT-funded 2008 Kitsap Telework Pilot Project noted the particular importance of telework in rural areas, where citizens tend to drive greater distances.

- Increased emphasis on the Commute Trip Reduction Program already in place (including ridesharing incentives), with Kitsap Transit designated as the lead agency, including program promotion and monitoring.
 - Managed parking demand at ferry terminals, employment, and retail centers to discourage SOV use through privileged parking for HOV users, fee structure and parking space allocations.
 - Encouraging telecommuting and home-based businesses as a viable work alternative.
 - Encouraging the shift of work and non-work trips to off-peak travel hours.
 - Congestion pricing.
 - Auto-restricted zones.
 - Promotion of driver awareness through educational efforts.
- d. The County and the Cities shall develop standards for Complete Streets that address bicycle and pedestrian facilities for development of new streets and reconstruction of existing streets as appropriate, consistent with State law.
- e. In Designated Centers, the jurisdictions should complete missing vehicular and non-motorized links between key arterials to accommodate pedestrian and bicycle facilities, without compromising safety standards.
- f. The County and the Cities shall develop bicycle and pedestrian plans, which should be coordinated across jurisdictional boundaries with particular consideration to providing safe routes for children to walk and to bike to school.
- g. Kitsap Transit shall review and comment on development proposals where appropriate, to facilitate convenient use and operation of appropriate transit services.

Vision 2040 and Transportation 2040 emphasize Complete Streets, which ensure that transportation facilities serve all users and all ages and abilities. By designing and operating Complete Streets, local jurisdictions provide pedestrians, bicyclists, motorists, and transit riders with safer travel and can avoid expensive retrofits, encourage physical activity and help create walkable communities. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context.

3. Environmental impacts of transportation policies:

- a. Transportation improvements shall be located and constructed so as to discourage/minimize adverse impacts on water quality and other environmental features.
- b. The County, the Cities, and Kitsap Transit shall consider programming capital improvements and transportation facilities that alleviate and mitigate impacts on air quality, greenhouse gas emissions and energy consumption, such as: high-occupancy vehicle lanes; public transit; vanpool/ carpool facilities; electric and other low emission vehicles including buses; bicycle and pedestrian facilities that are designed for functional transportation.

- c. The County and the Cities shall ensure environmental protection, water quality, and conformance with ESA requirements through best management practices throughout the life of the transportation facilities, including:
 - i. Facility design, and in particular low impact development strategies for the collection and treatment of storm water and surface run-off.
 - ii. Avoiding construction during the rainy season.
 - iii. Regular and routine maintenance of systems.
 - d. The County, the Cities, and Kitsap Transit should support Puget Sound Clean Air Agency public education about anti-pollution measures.
- 4. Recognizing that the County and the Cities each encompass a range of development and density patterns, each jurisdiction shall designate its Centers consistent with the criteria set forth in Element C of the Countywide Planning Policies. The following policies relate to planning guidelines to support transit and pedestrian travel appropriate to each type of urban and rural development or re-development:**
- a. The County and the Cities shall each prepare development strategies for their Designated Centers that encourage focused mixed use development and mixed type housing to achieve densities and development patterns that support multi-modal transportation.
 - b. In Urban Growth Areas, comprehensive plans should promote pedestrian- and transit-oriented development that includes access to alternative transportation and, in the interest of safety and convenience, includes features, such as lighting, pedestrian buffers, sidewalks, and access enhancements for physically challenged individuals.
 - c. Rural Communities shall accommodate appropriate pedestrian/bicycle connections and transit service and facilities consistent with rural levels of service in order to minimize vehicle trips.
- 5. Transportation linkages between designated local and regional Centers:**
- a. Regional corridors shall be designated for automobile, freight, transit, HOV facilities, rail, marine, bicycle, and pedestrian travel between centers as part of the countywide transportation plan.
 - b. The transportation system linking Designated Centers within the county shall be transit-oriented and pedestrian and bicycle friendly.
- 6. Freight transportation:**
- a. Preferred routes for the movement of freight shall be identified as part of the countywide transportation plan.
 - b. The County and the Cities shall work to ensure that compatible land uses are applied along designated freight corridors; including, but not limited to, corridors for air, rail, road and marine traffic.
 - c. The County and the Cities shall use appropriate roadway standards for designated freight corridors.

7. Transportation relationships with the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization:

- a. The Countywide Planning Policies should support adopted regional and state plans and policies.
- b. The County and the Cities shall actively participate in the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization (RTPO) to assure that transportation planning in the two regions is consistent and accurately reflects local needs related to identified regional system components.
- c. The Kitsap Regional Coordinating Council shall serve as the point of coordination to assure Puget Sound Regional Council and Peninsula RTPO planning programs are consistent and mutually beneficial to jurisdictions within Kitsap County.
- d. The Transportation Improvement Program (TIP) for Kitsap County shall continue to be a part of the regional TIP adopted by the Puget Sound Regional Council. Local review, comment and recommendations shall be coordinated through the Kitsap Regional Coordinating Council.

8. Identification of needed transportation related facilities and services within Kitsap County:

- a. The Puget Sound Regional Council and the Peninsula RTPO shall identify regional system components and related improvements within Kitsap County with the concurrence of the Kitsap Regional Coordinating Council.
- b. A countywide transportation plan developed by the Kitsap Regional Coordinating Council shall be prepared pursuant to the Growth Management Act to identify countywide transportation facility and service needs. A technical committee including transit and local, regional, and state transportation providers shall be used in this process.

9. Coordination of intra-county transportation planning efforts:

- a. The Puget Sound Regional Council reviews Cities' and the County's Comprehensive plans for consistency of land use and transportation elements.
- b. The County and the Cities shall address compatibility between land use and transportation facilities by:
 - i. Not using new road improvements to justify land use intensification.
 - ii. Managing access on new transportation facilities outside Urban Growth Areas.
 - iii. Allowing phased development of improvements including acquiring right of way.
 - iv. Using comprehensive plans and development regulations to ensure that development does not create demands exceeding the capacity of the transportation system, such as: density limits in areas outside of Urban Growth Areas; concurrency management and adequate public facility regulation; integrated multi-modal and non-motorized networks.
- c. The County and the Cities shall work together in a coordinated, iterative process to periodically reassess whether regional land use and transportation goals can realistically be met. If transportation adequacy and concurrency cannot be met, the following actions should be considered:

- i. Adjust land use and/or level of service (LOS) standards and consider adopting multi-modal solutions.
- ii. Make full use of all feasible local option transportation revenues authorized but not yet implemented.
- iii. Work with Washington State Department of Transportation (including Washington State Ferries), Kitsap Transit, and the private sector to seek additional State transportation revenues, state and federal grants for infrastructure improvements, and local options to make system improvements necessary to accommodate projected population growth.
- d. Adjacent jurisdictions in Kitsap County shall develop consistent street classification system and street standards.
- e. Kitsap Regional Coordinating Council may establish a process for evaluating development impacts including those that may affect neighboring jurisdictions within the county.
- f. The Kitsap Regional Coordinating Council shall function to ensure that transportation planning, system management and improvements at local, regional, and state levels are coordinated, complementary, and consistent with adopted comprehensive land use plans.

10. Coordinated and consistent level of service (LOS)'standards:

- a. The County and the Cities should develop comparable level of service standards among the County, Cities and the State of Washington for identified regional system components.
- b. The County and the Cities shall adopt roadway LOS standards. Urban growth management agreements shall designate level of service standards.
- c. The County and the Cities shall adopt transit LOS in the form of "Service Standards" adopted by the Kitsap Transit Board of Commissioners. The standards shall consider both frequency of service and bus capacity.
- d. Consistent with State law, the County and Cities shall recognize the Level of Service Standards for Highways of Statewide Significance, including principal arterial ferry routes, that have been adopted by the Washington State Department of Transportation, in their respective Comprehensive Plans.
- e. For State highways and facilities of regional significance, including the Southworth ferry route, the County and the Cities shall include the Level of Service Standards adopted for these routes by the Puget Sound Regional Council, the Peninsula RTPO, and the Washington State Department of Transportation, in their respective Comprehensive Plans.
- f. On highways and streets which are subject to concurrency requirements, the County and the Cities shall each identify capacity deficiencies and either address them in terms of identified funding, adjust the LOS standard on a temporary basis, or place a temporary moratorium on development.
- g. On highways and streets which are subject to concurrency requirements, new development should not cause LOS to degrade to a level lower than the adopted standard, consistent with State law.

Element I. Housing

The Growth Management Act requires cities and counties to encourage the availability of housing that is affordable for all income levels at a variety of housing densities. Local jurisdictions are also encouraged to preserve existing housing resources in their communities, and to provide an adequate supply of housing with good access to employment centers to support job creation and economic growth. (WAC 365.196.410)

VISION 2040 takes a comprehensive approach to addressing the range of housing needs. Housing is addressed throughout the Countywide Planning Policies. See box on right for specific references.

Jobs-Housing Balance:

Jobs-housing balance refers to relationship of housing supply and the job base. There are transportation implications in terms of improving accessibility between where jobs are located and where people live, as well as access to goods, services and other amenities. Policies in Element C: Centers of Growth, Element F: Contiguous, Compatible and Orderly Development, and Element J: Countywide Economic Development are all part of the County's overall approach to jobs-housing balance.

Best Practices in Housing:

The County and the Cities recognize the value of housing practices that preserve existing neighborhoods and communities, use land more efficiently, make services more economical, and meet the diverse needs of our county's changing demographics. The Community Design and Development Policies in Element F: Contiguous, Compatible and Orderly Development address key innovative practices and design principles for development and housing.

Affordable Housing:

Housing affordability refers to the balance (or imbalance) between household income and housing costs. Affordable housing is a major challenge in Kitsap County.

The following definitions relate to the Countywide Planning Policies: **Housing** shall mean housing intended for a full range of household incomes. These income levels are defined as follows (WAC 365.196.410 [2]-e-i-C):

- **Extremely low-income** shall mean those households that have incomes that are at or below 30% of the countywide median.
- **Very low-income** shall mean those households that have incomes that are within the range of 31 - 50% of the countywide median.
- **Low-income** shall mean those households that have incomes that are within the range of 51 - 80% of the countywide median.
- **Moderate-income** shall mean those households that have incomes that are within the range 81-95% of the countywide median.
- **Middle-income** shall mean those households that have incomes that are within the range of 96-120% of the countywide median.
- **Upper-income** shall mean those households that have incomes above 120% of the countywide median.

Countywide Planning Policies Addressing Jobs-Housing Balance:

C:2/	Centers as areas of a mix of
C:4	business, commercial and residential uses
F:4-c	Mixed used development
J:1-b	Employment for diverse segments of the community
J:1-e	Economic Prosperity and increased job opportunities
J:2	Promoting development of designed industrial and commercial areas
J:3	Monitoring land supply

Policies for Affordable Housing (AH):

- 1. Coordinated process among County, Cities, and housing agencies for determining and fulfilling housing needs, and the equitable distribution of affordable housing at all income levels in Kitsap County:**
 - a. The County and the Cities should inventory the existing housing stock consistent with the Growth Management Act synchronized with County and Cities' respective Comprehensive Plan updates, and correlate with current population and economic conditions, past trends, and ten year population and employment forecasts, to determine short and long range housing needs, including rental and home ownership. Navy personnel housing policy should also be considered.
 - b. Local housing inventories, projections, and equitable distribution strategies should be compiled, updated, and monitored under the coordination of the Kitsap Regional Coordinating Council to identify countywide conditions and projected needs.
 - c. Sufficient land supply for housing including various housing types shall be identified and monitored through regular updates to the countywide Buildable Lands Analysis [see Element B-1 Land Utilization and Monitoring Programs].
 - d. The County and the Cities should each identify specific policies and implementation strategies in their Comprehensive Plans and should enact implementing regulations to provide a mix of housing types and costs to achieve identified goals for housing at all income levels, including easy access to employment centers.
 - e. The County and the Cities shall incorporate a regular review of public health, safety, and development regulations pertaining to housing implementation strategies to assure that:
 - i. protection of the public health and safety remains the primary purpose for housing standards
 - ii. regulations are streamlined and flexible to minimize additional costs to housing.
- 2. Recognizing that the market place makes adequate provision for those in the upper economic brackets, each jurisdiction should develop some combination of appropriately zoned land, regulatory incentives, financial subsidies, and/or innovative planning techniques to make adequate provisions for the needs of middle and lower income persons.**
- 3. Recognizing the percentage share of the existing and forecasted countywide population and housing stock, as well as the distribution of existing housing for those households below 120% countywide median income, the County and the Cities should develop coordinated strategies to disperse projected housing for those below 120% countywide median income throughout Kitsap County, where they are specifically found to be appropriate, in consideration of existing development patterns and densities. These strategies should promote the development of such housing in a dispersed pattern so as not to concentrate or geographically isolate low-income housing in a specific area or community.**

4. Provision of affordable housing for households below 120% countywide median income should include:

- a. Housing options located throughout Kitsap County in Urban Growth Areas and Rural Communities, as defined in Element D (2-a), in a manner to provide easy access to transportation, employment, and other services.
 - i. Designated Centers should include such housing options.
 - ii. Rural self-help housing programs should be encouraged first in UGA's and Rural Communities and then allowed in other appropriate areas as defined by the U.S. Department of Agriculture.
- b. Local comprehensive plan policies and development regulations that encourage and do not exclude such housing.
- c. Housing strategies that include:
 - i. preservation, rehabilitation and redevelopment of existing neighborhoods as appropriate, including programs to rehabilitate and/or energy retro-fit substandard housing;
 - ii. provision for a range of housing types such as multi-family, single family, accessory dwelling units, cooperative housing, and manufactured housing on individual lots and in manufactured housing parks;
 - iii. housing design and siting compatible with surrounding neighborhoods;
 - iv. mechanisms to help people purchase their own housing, such as low interest loan programs, "self-help" housing, and consumer education.
 - v. innovative regulatory strategies that provide incentives for the development of such housing, such as: reducing housing cost by subsidizing utility hook-up fees and rates, impact fees, and permit processing fees; density incentives; smaller lot sizes; zero lot line designs; inclusionary zoning techniques, such as requiring housing for specified income levels in new residential developments; transfers of development rights and/or a priority permit review and approval process and/or other provisions as appropriate.
- d. Housing policies and programs that address the provision of diverse housing opportunities to accommodate the homeless, the elderly, physically or mentally challenged, and other segments of the population that have special needs.
- e. Participation with housing authorities to facilitate the production of such housing. The County and the Cities shall also recognize and support other public and private not-for-profit housing agencies. Supporting housing agencies is encouraged through public land donations, guarantees, suitable design standards, tax incentives, fee waivers, providing access to funding sources and support for funding applications, or other provisions as appropriate.

5. The County and the Cities shall collaborate with PSRC to evaluate availability of appropriate housing types to serve future residents and changing demographics.

Element J. Countywide Economic Development

Growth Management Act requires that general economic development policies be identified in the Countywide Planning Policies. Consistent with the goals of the Act, economic development planning must be coordinated with local comprehensive plans. The intent of the following policies is to encourage coordinated economic growth among all jurisdictions in Kitsap County and to add predictability and certainty to the private investment decision.

Policies for Countywide Economic Development (ED):

1. A general strategy for enhancing economic development and employment:

- a. The County and the Cities recognize that a healthy economy is important to the health of residents and quality of life in the county. Economic development should be balanced with environmental concerns and protect the quality of life.
- b. A healthy economy provides a spectrum of jobs including entry-level, living wage, and advanced wage earner employment that, raises family income levels and provides opportunities for diverse segments of the community.
- c. The County and the Cities recognize that the economy in Kitsap County is very dependent on the U.S. Navy and diversification is necessary. Diversification should be promoted through a multi-faceted strategy that includes broadening the customer bases of existing contracting industries, expanding the number of local businesses that benefit from defense contracting, and building the base of business activity that is not directly connected to the Department of Defense.
- d. The County and the Cities shall collaborate with ports, tribes, and other special districts to encourage economic growth and diversification that is consistent with comprehensive plans and policies for land use, transportation, public transit, regional water supply, capital facilities, urban governmental services and environmental quality.
- e. Local governments are encouraged to utilize the Kitsap Economic Development Alliance (KEDA) as a resource to provide advice on economic development needs, the potential for retaining and expanding existing industries, including the U.S. Dept. of Defense, and attracting new industries, especially those that would improve wage and salary levels, increase the variety of job opportunities, and utilize the resident labor force.
- f. The County and the Cities should cooperate / participate with the Puget Sound Regional Council's economic initiatives, including focus on identified industry clusters and clean industry and with the KEDA's adopted plan, Kitsap 20/20: A Strategy for Sustainable Economic Prosperity.
- g. The County and the Cities recognize that widespread access to broadband capability will enhance economic development in Kitsap County. Local governments are encouraged to collaborate with the KEDA to promote the expansion of telecommunications in Kitsap County and to coordinate telecommunications policy with regional and federal agencies, including public utility districts, Bonneville Power Administration, regional transportation planning organizations, and neighboring counties.

- h. Investments in our people, in particular, efforts of local educational institutions to provide, improve and expand vocational and post-secondary education programs, should be supported to assure a highly skilled, technically trained resident work force.

2. The role of government agencies in assuring coordinated, consistent efforts to promote economic vitality and equity throughout Kitsap County:

- a. The County and the Cities shall promote Urban Growth Areas and existing industrial sites as centers for employment.
- b. The County and the Cities shall encourage the full utilization/development of designated industrial and commercial areas. The County and the Cities shall promote revitalization within existing developed industrial and commercial areas to take advantage of the significant investments in existing buildings and infrastructure.
- c. The County and the Cities shall cooperate with tribes, ports, other special districts, and all economic development interests to identify the capital facility needs to support economic development and should identify necessary funding sources.
- d. The County and the Cities shall collaborate with tribes, ports, and other special districts to identify innovative development methods such as public and private partnerships and community development assistance financing to increase economic vitality.
- e. The County and the Cities shall collaborate with the KEDA and the Ports to establish a common method to monitor the supply of designated commercial and industrial sites and to ensure adequate land supply for the expansion of existing enterprises and the establishment of new economic enterprises. The monitoring method shall indicate environmental constraints, infrastructure availability and capacity, and shall use the Kitsap County Geographic Information System and Land Capacity Analysis as a regional database for this information.
- f. The County and the Cities shall establish common infrastructure policy and standards, including telecommunications infrastructure.
- g. The County, Cities and KEDA shall collaborate to identify opportunities that favor local suppliers for goods and services.

3. The Kitsap Regional Coordinating Council shall coordinate the development of land supply monitoring methods, common infrastructure policy and standards, and other strategies among the County, the Cities, Tribes, Ports, and other special districts to encourage economic development in Kitsap County:

- a. The County and the Cities shall each establish and monitor a development review process that is timely, predictable, efficient, fair, and consistent.
- b. Where more than one jurisdiction is involved in planning and permitting a business development, the jurisdictions shall work collaboratively to provide consistent development regulations and permitting.
- c. The County and the Cities shall encourage small business enterprises and cottage industries, and allow appropriate and traditional home occupations as permitted by local regulations.

Element K. An Analysis of the Fiscal Impact

In order to preserve and maintain the community's quality of life and level of government services, jurisdictions are expected to fully evaluate their financial capacity to provide the full range of urban services (as described in Element B – 3[j]) within designated Urban Growth Areas.

Policies for Analysis of Fiscal Impact (FI):

1. The Countywide Planning Policies recognize three opportunities for jurisdictions to consider and plan for urban-level infrastructure and services:
 - a. During each jurisdiction's comprehensive plan amendments, through the Capital Facilities Plan, including sub-area plans, Urban Growth Area boundary changes, incorporations, partial dis-incorporations, proposed new fully contained communities and master planned resorts.
 - b. At the point where a jurisdiction is comparing and analyzing geographic areas for possible expansion of its Urban Growth Area (as described in Element B – 3[j]).
 - c. As part of the development of the Urban Growth Area Management Agreement (see Element B-4 [d] and Appendix C).

These analyses and plans should identify infrastructure and service costs as well as the anticipated revenues to support them.

2. Special districts should be included in planning for the provision of urban level services in Urban Growth Areas and should include future population growth in their plans.
3. The Kitsap Regional Coordinating Council shall facilitate on-going regional discussion of infrastructure and service delivery strategies (see Element F-1 [c]) and revenue equity issues (see Element F-3 [c]).

Element L. Coordination with Tribal Governments

The Suquamish Tribe, the Port Gamble S'Klallam Tribe, and other federally recognized Indian tribes have reservations and/or trust resources within Kitsap County, Washington. These tribes are parties to treaties with the United States Government through which certain rights and privileges both on and off reservation were articulated and remain in effect. These tribes have authorities, responsibilities, interests and treaty rights within their respective reservation boundaries and Usual and Accustomed Areas. Since future growth and land use decisions in Kitsap County affect all governmental entities, governmental agencies must be well informed and continuously involved in regional and local planning.

Policies for Coordination with Tribal Governments (CT):

1. Meaningful and substantial opportunities for early and continuous tribal government participation shall be incorporated into regional and local planning activities.
2. Local jurisdictions should work with the tribes to develop agreements that provide for discussion on comprehensive planning issues among governments and ensure that the tribes are consulted on issues within their interest. The parties will jointly determine the appropriate contents of the agreements and a schedule for completing them.
3. Tribal governments, federal agencies, and county and local governments are encouraged to coordinate plans among and between governments and agencies to address substantive areas of mutual interest especially where geographical areas overlay and promote complementary and cooperative efforts.
4. City and County governments are encouraged to include Tribal governments in joint comprehensive planning and development activities for areas within the Tribes' Usual and Accustomed areas. Activities include but are not limited to the establishment and revision of urban growth boundaries, distribution of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural and/or cultural resources.
5. All County, City, and Tribal government agencies shall be included in the normal public notice and comment procedures of other agencies and kept informed of matters of interest to them.
6. The County, the Cities, and Tribal governmental agencies are encouraged to keep one another informed about matters of local and regional interest by mutually agreeable means and schedule.

Element M. Coordination with Federal Government including Navy

The federal government has unique authorities, responsibilities, interests affecting land use and other activities. Military installations are of particular importance to the economic health of Washington State, as well as to national security. Since the impacts of future growth and development in Kitsap County affect all governmental entities, governmental agencies must be well informed and continuously involved in regional and local planning.

Policies for Coordination with Federal Government (CF):

1. Meaningful and substantial opportunities for early and continuous federal government participation shall be incorporated into regional and local planning activities.
2. It is recognized that constitutional and statutory provisions may constrain federal government agencies from entering into local agreements and processes. However, when possible, the County, the Cities, and federal governments should establish intergovernmental cooperative agreements promoting coordination and involvement in activities that are of mutual interest.
3. Federal agencies and county and local governments are encouraged to coordinate plans among and between governments and agencies to make plans as consistent and compatible as possible for properties over which they have authority or activities they authorize and the adjacent areas affected.
4. Federal government agencies are encouraged to participate in City, County, and joint comprehensive planning and development activities that may affect them, including the establishment and revision of urban growth areas encompassing, adjacent to or within federally-owned lands; distribution of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural and/or cultural resources of interest.
5. The following policies relate to promoting coordination among the Cities, County, and the federal government including the Navy:
 - a. All jurisdictions should promote planning that considers the impact of new growth to avoid the potential for encroachment on military readiness activities as described below when developing zoning ordinances or designating land uses affecting military facilities. Each jurisdiction and the Navy should coordinate to identify the types of development and areas of interest to the Navy, method of notice, and opportunities for comment.
 - b. "Military readiness activities" mean all of the following:
 - i. Training, support, and operations that prepare the men and women of the military and Naval ships and submarines for combat.
 - ii. Operation, maintenance, and security of any military installation.
 - iii. Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.
 - c. "Impacts" include but are not limited to:
 - i. Aircraft, boat, and rail traffic.
 - ii. Incompatible adjacent land uses.

- d. Through the Kitsap Regional Coordinating Council, jurisdictions should monitor issues that arise in implementing these policies, and should identify areas for improved coordination.
6. All County, City, and federal governmental agencies shall be included in the normal public notice and comment procedures of other agencies and kept informed of matters of interest to them. (RCW 36.70A.530)
7. The County, the Cities, and federal governmental agencies are encouraged to keep one another informed of matters of local and regional interest by mutually agreeable means and schedule.

Element N. Roles and Responsibilities

The County, Cities, Tribal governments, and special districts are all involved in planning activities related to their statutory authority and responsibility. In addition to the responsibilities defined in previous countywide planning policies, this section further clarifies the planning roles and responsibilities of the Kitsap Regional Coordinating Council and member agencies.

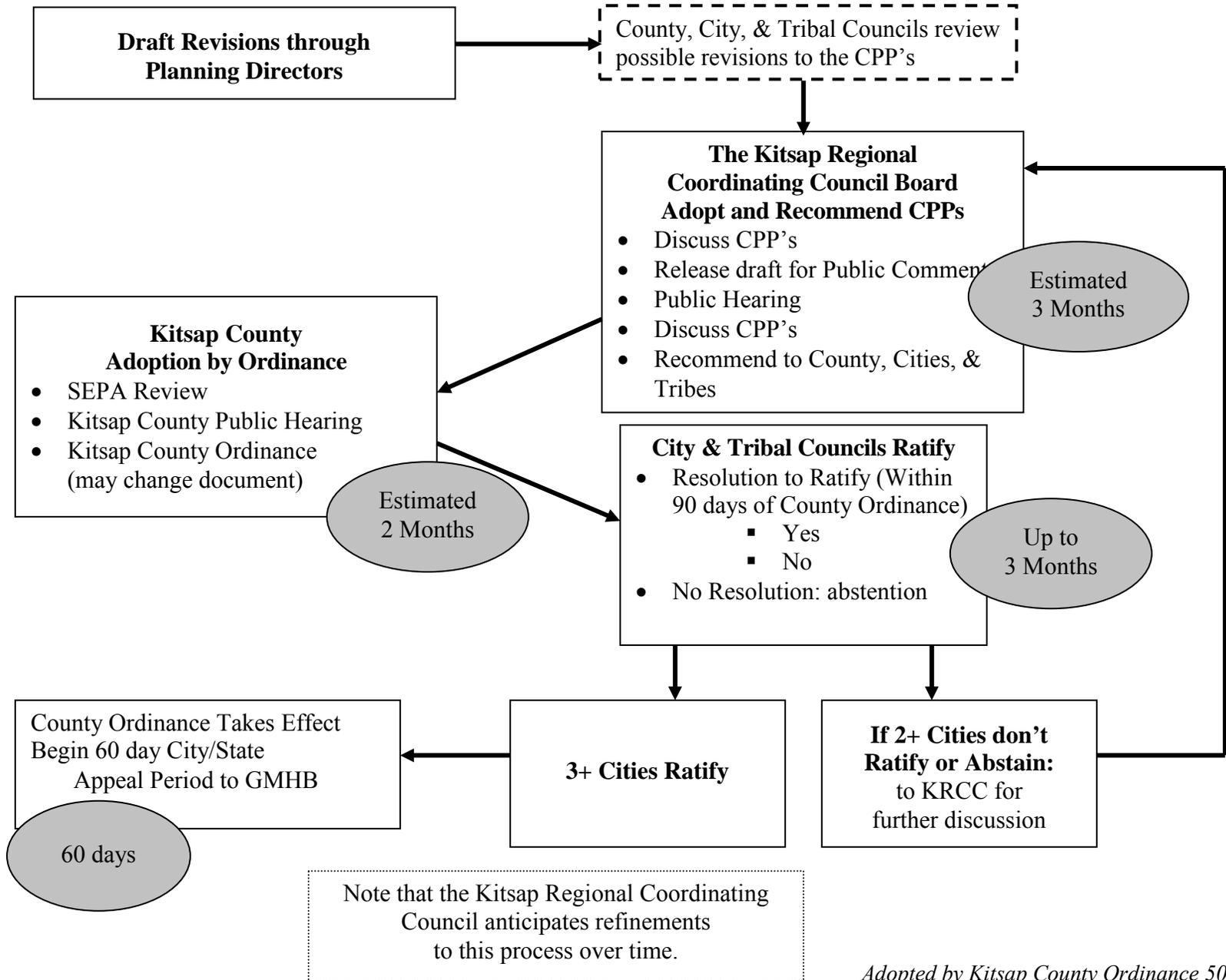
Policies for Roles and Responsibilities (RR):

- 1. The KITSAP REGIONAL COORDINATING COUNCIL was established by interlocal agreement (see Appendix E) to assure coordination, consensus, consistency, and compliance in the implementation of the Growth Management Act and comprehensive planning by County, city and tribal governments within Kitsap County. The Kitsap Regional Coordinating Council also provides a voice for all jurisdictions and opportunity for citizens and stakeholders to provide input to planning policies to be applied countywide. The interlocal agreement adopted by the County, the Cities and the Tribal governments declared that the Kitsap Regional Coordinating Council is necessary to maintain a regular intergovernmental communication network for all local and tribal governments within the county, facilitate compliance with the coordination and consistency requirements of the Growth Management Act, provide an effective vehicle to resolve conflict among and/or between jurisdictions with respect to urban growth boundaries or comprehensive plan consistency, and to build consensus on planning solutions for countywide growth management issues. The Kitsap Regional Coordinating Council shall:**
 - a. Submit agreed-upon recommendations on behalf of member jurisdictions to multi-county regional agencies and State government on proposed changes to multi-county regional plans, State plans, and laws.
 - b. Provide a forum, as necessary, for achieving coordination in the development of local plans and resolving planning and plan implementation issues that are common among jurisdictions.
 - c. Promote coordination and consistency among local plans and between local plans and the Countywide Planning Policies and the Growth Management Act to the extent necessary to achieve regional policies and objectives. Through the Kitsap Regional Coordinating Council forum, jurisdictions should establish a process to monitor and review individual comprehensive plans and associated implementation mechanisms to determine consistency with the Countywide Planning Policies.
 - d. Serve as a forum for resolving disputes locally. The process shall not preclude appeals to the Central Puget Sound Growth Planning Hearings Board if the local process has been exhausted without resolution of the dispute.
 - e. Promote coordination of educational programs and the dissemination of planning-related information of regional interest.
 - f. Coordinate the review, revision and monitoring of the Countywide Planning Policies.
 - g. Apply for grants and administer contracts relative to regional tasks and plans.

- h. Conduct the region-wide growth management planning consistent with these policies.
 - i. Initiate and coordinate the development of other regional planning policies and implementation mechanisms that may improve the effectiveness of the comprehensive planning process.
 - j. Define and implement procedures that assure opportunities for early and continuous public involvement in policy discussions facilitated by the Kitsap Regional Coordinating Council.
- 2. KITSAP COUNTY is the regional government within the county boundaries providing various services within unincorporated and incorporated areas as required and specified by law and by legal agreements. Kitsap County shall:**
- a. Be responsible for the development, adoption and implementation of comprehensive plans and development regulations and the processing of land use permits for the unincorporated portions of the county.
 - b. Be responsible for coordinating water quality planning in multi-jurisdictional watersheds and for other environmental planning activities as agreed to by all affected and interested jurisdictions.
 - c. Be responsible for coordinating the response on the listing for the federal Endangered Species Act in multi-jurisdictional watersheds as agreed to by all affected and interested jurisdictions.
 - d. Be responsible for being a regional sewer provider to the unincorporated areas of Kitsap County as needed to improve water quality consistent with levels of service outlined in the County Comprehensive Plan.
 - e. Maintain a geographic information system to serve as a regional planning data base.
 - f. Execute Urban Growth Area Management Agreements with each city to address joint issues identified in the Countywide Planning Policies and other matters agreed to be of mutual interest.
 - g. Define and implement procedures that assure opportunities for early and continuous public involvement throughout short and long range planning projects.
- 3. CITIES within Kitsap County provide a variety of services primarily to residents within their respective municipal boundaries. Cities shall:**
- a. Provide urban governmental services as identified in the Growth Management Act (Chapter 36.70A RCW) and adopted urban growth management agreements.
 - b. Be responsible for the development, adoption and implementation of comprehensive plans and development regulations and the processing of land use permits within the incorporated portion of the respective city.
 - c. Participate with other agencies in multi-jurisdictional planning activities including but not limited to environmental planning, e.g. water quality planning and coordinating the response on the listing for the Federal Endangered Species Act in multi-jurisdictional watersheds transportation planning, and growth management strategies.

- d. Execute a separate Urban Growth Area Management Agreement with Kitsap County to address joint issues identified in the Countywide Planning Policies and other matters agreed to be of mutual interest.
 - e. Define and implement procedures that assure opportunities for early and continuous public involvement throughout short and long range planning projects.
- 4. SPECIAL DISTRICTS are governmental subdivisions of the county that are usually established to provide a defined scope of services. Special districts shall:**
- a. Be responsible for service provision, capital facility planning and other activities as authorized by law and legal agreements.
 - b. Coordinate capital planning and implementation strategies with local governments to assure consistency with comprehensive plan policies, the Countywide Planning Policies, and the WA State Growth Management Act;
 - c. Participate in service provision identification required in each urban growth management agreement;
 - d. Coordinate with other agencies as appropriate in multi-jurisdictional planning activities;
 - e. Provide technical assistance as appropriate to assist local governments in comprehensive plan development, adoption and implementation;
 - f. Encourage cooperative agreements and consolidate when possible to formalize participation in local and regional processes;
 - g. Define and implement procedures that assure opportunities for early and continuous public involvement throughout short and long range planning projects.
 - h. Site and size facilities consistent with local plans.
- 5. The County and Cities shall coordinate with the County Department of Emergency Management to ensure the integrity of the National Incident Management system and coordinated response in the event of disasters and other emergencies.**

**Appendix A:
Kitsap Countywide Planning Policy Ratification Process**



*Adopted by Kitsap County Ordinance 509-2013
Nov. 25, 2013*

Appendix B-1: Population Distribution Through 2035 2036

Jurisdiction	Census 2010 ¹	Population Growth ²	2035 2036 Targets ³
City of Bremerton	37,729	14,288	52,017
Bremerton UGA	9,082	4,013	13,095
Total Bremerton	46,811	18,301	65,112
City of Bainbridge Island	23,025	5,635	28,660
City of Port Orchard	12,323	8,235	20,558
Port Orchard UGA	15,044	6,235	21,279
Total Port Orchard	27,367	14,470	41,837
City of Poulsbo	9,222	1,330	10,552
Poulsbo UGA	478	3,778	4,256
Total Poulsbo	9,700	5,108	14,808
Central Kitsap UGA	22,712	7,764 6,764	30,476 29,476
Silverdale UGA	17,556 15,556	5,779 8,779	23,335 24,335
Kingston UGA	2,074	2,932	5,006
UGA (Includes Cities) Total	145,434 147,245	63,800 61,989	209,234
Rural Non-UGA	105,699 103,888	16,638 18,449	122,337
Total County	251,133	80,438	331,571

- ¹ 2010 Census data reflects incorporated city and UGA boundaries as of August 31, 2012
² Population growth reflects new residents through the 2035 planning horizon
³ Changes in City or UGA boundaries during the planning horizon may affect the population distributions. This table may be updated periodically to reflect such changes. These updates do not constitute policy changes to the CPP's and will not require adoption and ratification by member agencies.

Appendix B-1 reflects three adjustments to Adopted Appendix B:

- (1) Scriveners error: Census 2010 (Silverdale UGA, Total UGA, and Rural Non-UGA)
- (2) Shift in Population Growth of 1,000 from Central Kitsap UGA to Silverdale UGA
See attached White Paper for analysis
- (3) Extension of Planning Horizon from 2035 → 2036, reflecting WA Dept. of Commerce instruction re: definition of planning horizon

Adopted by Kitsap County Ordinance 522-2015
 May 11, 2015



Kitsap Regional Coordinating Council

Chair
Commissioner Robert Gelder ❖
Kitsap County

Vice-Chair
Mayor Anne Blair ❖
City of Bainbridge Island

Commissioner Charlotte Garrido
Commissioner Ed Wolfe
Kitsap County

Mayor Patty Lent ❖
Council Member Leslie Daugs
Council Member Greg Wheeler
Council Member Dino Davis *
City of Bremerton

Council Member Wayne Roth
Council Member Steve Bonkowski *
City of Bainbridge Island

Mayor Tim Matthes
Council Member Bek Ashby ❖
Council Member Jeff Cartwright *
City of Port Orchard

Mayor Becky Erickson
Council Member Ed Stern * ❖
City of Poulsbo

Council Chair Leonard Forsman
Fisheries Director Rob Purser*
Suquamish Tribe***

Council Chair Jeromy Sullivan
Noo-Kayet CEO Chris Placentia *
Port Gamble S'Klallam Tribe***

Commissioner Axel Strakeljahn
Commissioner Larry Stokes *
Port of Bremerton

Captain Tom Zwolfer
Silvia Klatman, PAO *
Naval Base Kitsap**

Executive Director John Clauson
Kitsap Transit ***

Mary McClure
Executive Management
McClure Consulting LLC

* Alternate

** Ex Officio Member

*** Associate Member

❖ Executive Committee

P.O. Box 1934
Kingston, WA 98346
360-377-4900 (voice)
360-297-7762 (fax)
www.KitsapRegionalCouncil.org

Countywide Planning Policy: Appendix B-2

Kitsap Countywide Employment Targets: 2010 – ~~2035~~ 2036

Originally Adopted by Resolution (No.2014-01),
by the KRCC Executive Board: July 22, 2014

Countywide Employment / Population Ratio: 2.65				
	Growth Allocation: 2010- 2035 2036		Sector Share Summary	
	Total Job Growth	Percent Job Growth	Commercial Job Growth	Industrial Job Growth
Bremerton City	18,003	39%	13,493	4,509
Bremerton UGA	1,385	3%	962	422
Bainbridge Island	2,808	6.1%	1,984	823
Port Orchard City	3,132	6.8%	2,571	560
Port Orchard UGA	1,846	4%	1,712	134
Poulsbo City	4,155	9%	3,607	548
Poulsbo UGA	46	0.1%	44	2
Central Kitsap UGA	1,200	2.6%	1,030	171
Silverdale UGA	9,106	19.7%	6,679	2,427
Kingston UGA	600	1.3%	437	163
Urban UGA (includes Cities)	42,281	91.6%	32,521	9,760
Rural Non-UGA	3,877	8.4%	2,817	1,060
Total County	46,158	100%	35,338	10,820

Adopted by Kitsap County Ordinance 522-2015

May 11, 2015

Appendix C: Urban Growth Area Management Agreements

The intent of the Urban Growth Area Management Agreement is to facilitate and encourage annexation and/or incorporation of urban areas over the 20 year planning period and to ensure compatibility of development within the unincorporated Urban Growth Area. Each Urban Growth Area Management Agreement shall:

1. Describe the goals and procedures of the joint planning process including roles and responsibilities for the unincorporated Urban Growth Area, with the goal of having compatible City and County plans, zoning, and development regulations. The following provisions should apply to the entire Urban Growth Area associated with the City unless mutually agreed otherwise by the City and County:
 - a. The City's zoning code, densities, and development, sub-division, environmental, and construction standards.
 - b. The City's Levels of Service.
 - c. The Comprehensive Plan of the City should reflect land use planning for the entire Urban Growth Area.
2. Identify responsibility and mechanisms for comprehensive plan amendments, zoning changes and development applications within unincorporated Urban Growth Areas. Significant weight should be given to City preferences.
3. Identify services to be provided in the Urban Growth Area, the responsible service purveyors, and the terms under which the services shall be provided, including:

Fire	Storm Water	Solid Waste
Police	Potable Water	Park & Recreation Facilities
Transportation	Sewer	Schools
Utilities: Power and Telecommunications, including broadband where available		
EMS		

All service providers, including special districts, and adjacent jurisdictions should be included in Urban Growth Area planning.

4. Reference the adopted Revenue Sharing Inter-local Agreement, as appropriate (see Appendix D).
5. Develop pre-annexation plans, which shall include:
 - a. 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.
 - b. Offering pre-annexation agreements to property owners interested in annexation and needing assurances from the City about services, planning, or other issues.
 - c. Plans for tiering and/or phasing of infrastructure development, appropriate to the individual Urban Growth Area.
 - d. City priorities for City-led annexation efforts as appropriate.
6. Describe the development and implementation of a public involvement program that identifies roles and responsibilities for respective jurisdictions, including actions and timeline.
7. Be reflected in County and City Comprehensive plans.

Appendix D

Interlocal Agreement Between Kitsap County and the City of Bainbridge Island, City of Bremerton, City of Port Orchard and City of Poulsbo Concerning Revenue Sharing Upon Annexation and In Conjunction With Major Land Use Decisions Within a City's Urban Growth Area

Adopted by all parties in November-December, 2001.

Effective November 24, 2010, the City of Port Orchard is officially withdrawn from this agreement.

Effective November 29, 2011, the City of Bremerton is officially withdrawn from this agreement.

This Agreement, made pursuant to Chapter 39.34 RCW, is between KITSAP COUNTY (hereinafter, the County), a political subdivision of the State of Washington, and the CITY OF BAINBRIDGE ISLAND, the CITY OF BREMERTON, the CITY OF PORT ORCHARD, and the CITY OF POULSBO, (hereinafter, the Cities), municipal subdivisions of the State of Washington.

WHEREAS, through the Kitsap Regional Coordinating Council, the County and the Cities have worked together constructively on revenue sharing issues that in the past have been adversarial; and

WHEREAS, the County and Cities sought a balanced set of revenue sharing provisions that would benefit both the County and the Cities and support the orderly evolution of logical land use patterns and jurisdictional boundaries; and

WHEREAS, the County and Cities reached accord on a set of Principles of Agreement for Revenue Sharing in Annexations and in Major Land Use Decisions; and

WHEREAS, the County and Cities desire to implement the Principles of Agreement through an interlocal agreement;

NOW, THEREFORE, in consideration of the mutual covenants, terms and conditions contained herein, the parties agree as follows:

SECTION 1 ANNEXATIONS

The purpose of this section is to provide a framework for logical and orderly annexations that are consistent with the Growth Management Act, Chapter 36.70A RCW (hereinafter GMA), and to mitigate the fiscal impact to the County of annexations initiated after the effective date of this agreement.

- 1.1** The Cities each confirm their willingness to eventually annex all land within their designated Urban Growth Area (hereinafter UGA) boundaries.
- 1.2** Each City shall encourage annexation of all lands equally, and will support logical and coordinated annexations, consistent with the intent of the GMA.
- 1.3** As part of the Kitsap Regional Coordinating Council's 2002 Work Program, the County and Cities will continue to address coordinated development within the UGAs, including infrastructure standards and funding.
- 1.4** Before the County constructs a major infrastructure improvement within a City's designated UGA, the County and the City will negotiate and execute an interlocal agreement that specifies the level at which the City shall reimburse the County for a portion of its investment in the infrastructure improvement if the area where the improvement is to be located is annexed within a specified period of time.

- 1.5** The County and the Cities anticipate that each specific proposed annexation will require negotiation of other issues particular to its time, place and geography. The Cities and the County commit to completing these negotiations and executing an interlocal agreement on such issues in a timely manner.
- 1.6** As part of this agreement, the County will not oppose annexations within that City's designated UGA or invite the Boundary Review Board to invoke jurisdiction.
- 1.7** The Cities agree to share with the County revenue lost to the County and gained by the annexing City as follows:
- A. Revenue sharing payments shall be based on the following three sources of revenue:
1. The County's portion of the local retail sales tax levied under Chapter 82.14 RCW.
 2. The ad valorem property tax levied by the County pursuant to RCW 36.82.040 for establishment and maintenance of county transportation systems.
 3. The admission tax levied by the County pursuant to Chapter 36.38 RCW.
- B. For purposes of this Section, "lost revenue" means an amount computed as follows:
- The combined total of the County's collections from all three sources within the annexation area during the calendar year preceding annexation
- minus
- The combined total of the County's collections from all three sources within the annexation area during the first full calendar year following annexation.
- C. The amount of the payment from the City to the County will be based on a three-year "soft landing" approach as follows:
1. The Year 1 payment will be equal to 75% of the County's lost revenue.
 2. The Year 2 payment will be equal to 50% of the County's lost revenue.
 3. The Year 3 payment will be equal to 25% of the County's lost revenue.
- D. The calculation of lost revenue pursuant to subsection B of this Section requires revenue data for one full year following annexation. Therefore, the County shall initiate a request for payment under this Section by written notice to the annexing City within two years of the effective date of the annexation.

SECTION 2 MAJOR LAND USE ACTIONS

The purpose of this section is to recognize that retail development near jurisdictional boundaries has an impact on neighboring jurisdictions and, in particular, on existing businesses and the demand for public services and facilities. This Section is designed to mitigate these impacts by providing that sales tax revenues from new major business development within a City's designated UGA, or from the

relocation of an existing major business from a City to a location within the City's designated UGA, will be shared with the affected City.

2.1 For purposes of this Agreement, "major land use" means:

- A. A new development within a City's designated UGA that houses any single retail tenant greater than 40,000 square feet.
- B. The expansion of an existing retail business within the City's designated UGA if the expansion is greater than 40,000 square feet.
- C. A retail business greater than 25,000 square feet that is relocated from a City to the City's designated UGA. Or
- D. An automobile, truck, recreational vehicle, manufactured or mobile home, or boat dealership, regardless of the size of the building permitted, that is newly located within a City's designated UGA, or relocated from a City to the City's designated UGA.

2.2 The County agrees to share with the affected City revenue lost to the City and gained by the County due to a major land use, as follows:

- A. Revenue sharing payments will be required only for local retail sales tax revenues generated from major land uses. Because there are limitations, related to confidentiality, on using a figure based on actual sales tax collections from the new or relocated business, the revenue sharing payment will be based on estimated sales tax revenues derived by using industry standards, such as the Washington State Department of Revenue or the Urban Land Institute, for taxable retail sales per square foot for businesses.
- B. For purposes of this Section, "lost revenue" means an amount computed as follows:

$$\begin{array}{r} \text{Total gross enclosed building square footage of the major land use} \\ \times \\ \text{Industry standard annual average retail sales per square foot for category of business that most closely} \\ \text{resembles the major land use} \\ \times \\ \text{Tax rate levied under Chapter 82.14 RCW} \end{array}$$

for the first full calendar year following the date on which the County issues a certificate of occupancy for the major land use.

- C. The County will make revenue sharing payments for the first full three years after the major land use receives a certificate of occupancy.
- D. The revenue sharing payment from the County to the affected City will be calculated according to the following formulas:
 - 1. For the relocation of a major retail business from a City to the City's designated UGA:
 - a. The Year 1 payment will be equal to 75% of the City's lost revenue;
 - b. The Year 2 payment will be equal to 50% of the City's lost revenue; and

- c. The Year 3 payment will be equal to 25% of the City's lost revenue.
- 2. For new development within a City's designated UGA that houses any single retail tenant greater than 40,000 square feet, the payment amount will be 50% of the City's estimated lost revenue each year for the first three years.
- F. The calculation of lost revenue pursuant to subsection B of this Section requires revenue data for one full year following issuance of a certificate of occupancy. Therefore, the affected City shall initiate a request for payment under this Section by written notice to the County within two years of the date the major land use receives the County's permission to occupy the building.

SECTION 3 MISCELLANEOUS

- 3.1 Duration.** This Agreement will remain in effect until the terms of the Agreement are fulfilled. There is no other term agreed to by the parties
- 3.2 Reevaluation.** Any City or the County may request immediate reevaluation of this Agreement by the Kitsap Regional Coordinating Council Revenue Sharing Policy Committee. If the reevaluation fails to yield a resolution satisfactory to the requesting party within six months from the date the request for reevaluation was made, the requesting party may initiate the process for termination provided in this Agreement.
- 3.3 Termination.** After completion of the Reevaluation process required by this Agreement, a party may terminate this Agreement by 12 months' written notice to the other parties. Termination does not extinguish the obligations of the terminating party under this Agreement for annexations initiated, or major land uses for which an application is filed, prior to the effective date of termination.
- 3.4 Filing.** When fully executed, this Agreement shall be filed with the Kitsap County Auditor.
- 3.5 Notices.** Any notices required by this Agreement shall be delivered, or mailed postage prepaid, and addressed to:

<u>Kitsap County</u>	<u>City of Bainbridge Island</u>	<u>City of Bremerton</u>
Clerk to the Board	City Clerk	City Clerk
Office of the Kitsap County	City of Bainbridge Island	City of Bremerton
Board of Commissioners	280 Madison Avenue N.	345 6 th Street, Suite 600
614 Division Street	Bainbridge Island, WA98110	Bremerton, WA98337
Mail stop 4		
Port Orchard, WA98366		
<u>City of Port Orchard</u>	<u>City of Poulsbo</u>	<u>Kitsap Regional Coordinating Council</u>
City Clerk	Mayor	Chair
City of Port Orchard	City of Poulsbo	Kitsap Regional Coordinating Council
216 Prospect Street	200 NE Moe Street	P.O. Box 1934
Port Orchard, WA98366	Poulsbo, WA98370	Kingston, WA98346

- 3.6 Administration.** As this Agreement contemplates no joint or cooperative undertaking, each party shall administer the Agreement as to its own responsibilities under the Agreement. The

Kitsap Regional Coordinating Council shall oversee the revenue sharing process provided for in this Agreement.

- 3.7 Reporting.** The County and the Cities shall report to the Kitsap Regional Coordinating Council at the start of each calendar year any payments made or received by the reporting jurisdiction pursuant to this Agreement during the preceding calendar year.
- 3.8 Waiver.** The failure by the County or any City to enforce any term or condition of this Agreement shall not be construed to constitute a waiver of any other term or condition, or of any subsequent breach of any provision, of this Agreement.
- 3.9 Entire Agreement.** This Agreement includes the entire agreement of the parties with respect to any matter addressed in this Agreement
- 3.10 Amendment.** This Agreement may be amended only upon the written agreement of the parties made with the same formalities as those required for its original execution.
- 3.11. Countywide Planning Policy.** To the extent that anything in this Agreement may be found to be inconsistent with any part of the Kitsap County-wide Planning Policy, the County and City in 2002 will review the applicable parts of the County-wide Planning Policy and revise them in accordance with this Agreement.
- 3.12 Review.** The County and the Cities shall review this Agreement within the Kitsap Regional Coordinating Council in December of 2003, and every five years thereafter.
- 3.13 Effective Date.** This Agreement shall take effect retroactively to September 4, 2001, as this date has been expressly agreed upon by all the parties.

**KITSAP REGIONAL COORDINATING COUNCIL
INTERLOCAL AGREEMENT**

Adopted by Kitsap County, all four Cities and the Port of Bremerton: 11/22/12 – 02/14/13.
Amendments to the 2001 ILA that established KRCC were made in 2006 and 2007.

THIS AGREEMENT is made and entered into by and between the undersigned parties pursuant to provisions of the Interlocal Cooperation Act of 1967, Chapter 39.34 RCW.

WHEREAS, the undersigned members recognize the need and desirability to participate in a forum for intergovernmental coordination, cooperation, and consultation among member agencies in order to bring about a continuous and comprehensive regional planning process and efficient service delivery; and

WHEREAS, the undersigned members desire jointly to undertake continuous, cooperative study and planning of regional and governmental issues of mutual interest, including but not limited to development, land use, housing, capital facilities, service, utilities, finances, public buildings, water supply, water distribution and drainage, air and water pollution, parks and recreation, transportation planning, and economic development; and

WHEREAS, it is the belief of the undersigned members that regional deliberations, planning, and review can best be achieved with the creation of a separate legal entity whose function and activities are subject to policy direction from the undersigned member agencies according to the provisions of this Agreement; and

WHEREAS, the State Growth Management Act (GMA) requires local jurisdictions to coordinate and ensure consistency when developing comprehensive land use plans and the undersigned members desire to establish the Kitsap Regional Coordinating Council as a separate legal entity to facilitate coordination and consistency of comprehensive land use plans as required by the GMA; and

WHEREAS, the undersigned members desire to use the Kitsap Regional Coordinating Council for developing County-wide Planning Policies (CPPs) under the GMA as a framework to guide Kitsap County and cities situated within the County in developing their comprehensive land use plans.

THEREFORE, in consideration of mutual promises and covenants herein it is hereby agreed:

I. NAME

This Agreement establishes the KITSAP REGIONAL COORDINATING COUNCIL (“Council”), a separate legal entity since 2001.

II. DURATION

The Agreement shall remain in force and effect perpetually or until terminated by majority vote of the member agencies.

III. DEFINITIONS

For the purpose of this Interlocal Agreement, the following terms have the meaning prescribed to them in this section unless the context of their use dictates otherwise:

A. “Member agency” means a voting and dues paying municipal or other government entity located within Kitsap County which is a party to this Agreement.

B. “State” means the State of Washington.

C. “Region” means the territory physically lying within the boundaries of Kitsap County.

D. “Kitsap Regional Coordinating Council” or “Council” means the separate legal entity established by this Agreement to represent member agencies to carry out those powers and managerial and administrative responsibilities delegated pursuant to the provisions of this Agreement.

E. "Majority vote" means more than one-half of the votes cast when a quorum is present and must include a majority of votes from County commissioners and a majority of votes from the representatives of at least two separate cities.

F. "Executive Board" shall mean the representatives of member agencies of the Kitsap Regional Coordinating Council identified in Article IV.B. of this Agreement.

G. "Cost Allocation" means annual dues (the annual allocation among Member agencies of the cost of Council operations determined by the Executive Board for the purposes of calculating members' obligations to contribute to the funding of Council operations for the year, and for the purposes of calculating obligations and distributions in the event of withdrawal or termination).

H. "Ex Officio Member" means a non-voting, non-dues paying member of the Council.

I. "Two-thirds majority vote" means a majority vote and also requires a majority of votes from County commissioners and a majority of votes from the representatives from at least two separate cities.

J. "Associate Member" means a member of the Council which is not a party to this Agreement and who enters into a separate agreement with the Council that establishes the Associate Member's level of participation in Council activities.

IV. MEMBERSHIP AND REPRESENTATION

A. Membership. Membership (except for Associate Members and Ex Officio Members) is established by execution of this Agreement and payment of any required cost allocation as established by the Executive Board.

B. Executive Board. The Executive Board is comprised of the following representatives of member agencies:

1. County Government: three (3) members of the Kitsap County Board of Commissioners;
2. City Governments:
 - a. The Mayor of each city having a population of 10,000 persons or less;
 - b. The Mayor and one (1) member of the City Council of each city having a population between 10,001 persons and 30,000 persons;
 - c. The Mayor and two (2) members of the City Council of each city having a population greater than 30,000 persons;
 - d. A city with a Council/Manager form of government may select one (1) member of the City Council instead of a Mayor. The number of additional City Council members representing the city shall be as described in 2(a-c) above.
3. Port of Bremerton: one (1) representative consisting of a Port Commissioner.
4. City Council, and Port of Bremerton representatives may be selected by whatever means established by each specific member agency for a two (2) year term.

C. The determination of the population of cities will be the most recent annual population estimate of cities and towns prepared by the Washington State Office of Financial Management.

D. A municipal or government entity or a federally recognized Indian Tribe that desires to become a member of the Council must obtain permission to do so by majority vote of the Executive Board. The required permission applies to any entity that wishes to become a Member or Ex Officio Member. A municipal or government entity or a federally recognized Indian tribe that wishes to become an Associate Member must obtain permission to do so by a majority vote of the Executive Board, and must

present a draft agreement for the Executive Board's consideration, establishing the proposed terms, duties, powers and privileges for Associate Member status.

V. POWER, AUTHORITY, AND PURPOSE

This Agreement does not confer additional substantive powers or authorities on member agencies. The powers and authorities conferred herein are limited to the powers that each member agency is authorized by law to perform. The Council has the following power, authority, and purpose:

- A. Provide a regional forum for regional deliberations and cooperative decision-making by the region's elected officials in order to bring about a continuous and comprehensive planning process, and foster cooperation and mediate differences among governments throughout the region.
- B. Consistent with the GMA, coordinate and ensure consistency when developing comprehensive land use plans.
- C. Consistent with the GMA, develop CPPs to be used as a framework to guide the County and the Cities in developing their comprehensive land use plans;
- D. Coordinate actions to provide for the distribution of state and federal grant funds, including but not limited to federal transportation funding, community development block grants, and low income housing grants.
- E. Undertake continuous, cooperative study and planning of regional and governmental problems of mutual interest, including but not limited to development, land use, housing, capital facilities, services, utilities, finances, public buildings, water supply, water distribution and drainage, air and water pollution, parks and recreation and transportation planning.
- F. Coordinate actions to provide for a sustainable economy and environment for the region.
- G. Carry out such other planning and coordinating activities authorized by majority vote of the Council including participation in other forums and organizations.
- H. Establish Bylaws, to be amended from time to time, that govern the procedures of the Council. The Bylaws, as may be amended, are incorporated into this Agreement by this reference as if fully set forth herein.
- I. Contract for administrative services and enter into other agreements as deemed appropriate and/or necessary to implement this Agreement.
- J. Purchase, receive, lease, take by gift, or otherwise acquire, own, hold, improve, use and otherwise deal in and with real or personal property, or any interest therein, in the name of the Council.
- K. Sell, convey, mortgage, pledge, lease, exchange, transfer, and otherwise dispose of its property and assets.
- L. Sue and be sued, complain and defend, in all courts of competent jurisdiction in the Council's name.
- M. To engage in any other activity necessary to further the Council goals and purposes to the extent authorized by chapter 39.34 RCW.
- N. Apply for such federal, state, or private funding of any nature as may become available to assist the organization in carrying out its purposes and functions.
- O. Identify and examine issues such as governance, growth policies, development standards, service provision, revenue-cost sharing and municipal annexations in urban growth areas.
- P. Strive to represent the consensus of views on growth management and planning issues among member agencies. The Council makes recommendations on behalf of those jurisdictions to multi-county regional agencies and State government on behalf of member agencies, on proposed changes to multi-county regional plans, state plans and laws.

Q. Represent the views or position of member agencies within the County on issues of consistency or the resolution of conflicts related to the multi-county regional growth strategy and transportation plan.

R. Make appointments to committees and boards of multi-county regional organizations (e.g. Puget Sound Regional Council, Peninsula Regional Transportation Planning Organization) where appointments are requested to represent more than one member agency of the Council. Members appointed to such committees and boards shall represent the consensus of the views of the Council. If consensus is not reached on a particular issue, the members appointed to such committees and boards shall represent the majority and minority views of the Council, in order to accurately portray the status of discussions on that issue.

S. Review this Interlocal Agreement no fewer than every 10 years with the assistance of legal counsel.

VI. FINANCING

A. **Cost Allocation.** All members shall pay the annual cost allocation as described in the Bylaws. If payment by a member is not paid timely after notice of the cost allocation is received, the member is subject to having its membership status revoked by majority vote of the Executive Board.

B. **Local Government Accounting.** All services and transfers of property to the Kitsap Regional Coordinating Council shall be paid and accounted for in accordance with RCW 43.09.210.

VII. FISCAL YEAR AND BUDGET

A. **The Fiscal Year.** The fiscal year shall coincide with the calendar year.

B. **Adoption of Budget.** By September of each year the Executive Board shall adopt a draft annual work program, budget, and cost allocation for the ensuing fiscal year that identifies anticipated activities, goals, revenues, and expenditures for completing the work program. The final work program, budget, and cost allocation for the ensuing year shall be adopted by the Executive Board no later than November of each year. No increase or decrease to the final budget shall occur without the approval of the Executive Board.

C. **Notice of Budget.** On or before September 30, the Executive Board shall provide written notice of the ensuing year's draft budget, work plan, and cost allocation to the designated representative(s) of each member agency. On or before November 30, the Executive Board shall provide written notice of the final budget, work plan, and cost allocation adopted for the ensuing fiscal year to the designated representative(s) of each member agency.

D. **Accounting, Budgeting, and Reporting.** The Council shall be subject to the Budgeting Accounting & Reporting System (BARS) applicable to Category 1 local governments.

E. **Fiscal Agent.** The Council may retain a fiscal agent. The fiscal agent may be a member agency who shall serve, and be subject to removal, pursuant to the terms and conditions as established by agreement between the fiscal agent and the Council.

F. **Contracting.** All contracts made by or on behalf of the Council shall be in accordance with state law, including, but not limited to: Chapter 39.04 RCW, and Chapter 42.23 RCW, and Chapter 42.24 RCW.

VIII. WITHDRAWAL FROM AGREEMENT

Any member agency has the right to withdraw from this Interlocal Agreement by giving the Executive Board six (6) months prior written notice. Unless otherwise provided by future agreement, any member agency that withdraws shall remain responsible for its financial and other obligations with regard to Council activities until the effective date of withdrawal and with regard to agreements to which the Council is a party and which exist at the time of such notice of withdrawal. Withdrawal by one member agency to this Interlocal Agreement shall not terminate the Agreement as to any other remaining member agencies. Except as provided in Article IX of this Agreement, any member agency that withdraws from this Agreement forfeits any rights it may have to the Council's assets; provided, however, such forfeiture shall not take effect if the Council dissolves within one (1) year of the date of the withdrawal notice.

IX. DISPOSAL OF ASSETS

Upon dissolution of the Council, any Council assets, after payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement, shall be distributed to member agencies which are members of the Council on the date of dissolution. Distribution of assets shall be in proportion to the funding formula for cost allocation as described in the Bylaws, in accordance with Article VI.B. of the Agreement, and existing at the time of dissolution. The debts, liabilities, and obligations of the Council shall not constitute a debt, liability, or obligation of any member agency. If assets cannot reasonably be distributed in proportion to the funding formula, the Council shall declare the assets to be surplus, and shall offer the assets for sale according to the requirements of chapter 43.19 RCW, and shall distribute the proceeds from the sale in proportion to the funding formula established by the Executive Board in accordance with Article VI.B. of this Agreement.

X. LIABILITY AND INSURANCE

A. Any loss or liability to third parties resulting from negligent acts, errors, or omissions of the Council, Member agencies (excluding Associate Members), Ex Officio Members, and/or employees while acting within the scope of their authority under this Agreement shall be borne by the Council exclusively, and the Council shall defend such parties, at its cost, upon request by the member agency, ex officio agency, and/or employee.

B. The Executive Board shall obtain commercial general liability, and auto liability insurance coverage for the Council, Executive Board, and any staff employed by the Council, at levels no less than \$1 million single occurrence and \$2 million aggregate for each type of liability that is insured. The policy shall name each member agency, and their respective elected officials, officers, agents, and employees as additional insured's. The Executive Board shall annually evaluate the adequacy of the Council's insurance coverage.

C. The Executive Board shall require that all contractors and subcontractors utilized by the Council obtain insurance coverage consistent with Article X.B.

XI. LEGAL REPRESENTATION

The Council may retain legal counsel. Legal counsel may be an employee of a member agency, an outside entity, or an individual. In the event of a conflict of interest, the Council may retain substitute or additional legal counsel. Additionally, Council may retain outside legal counsel concerning any matter the Council deems appropriate. Retained counsel shall serve, and be subject to removal, pursuant to the terms and conditions established by agreement between legal counsel and the Council. An adjustment in cost allocation to Members will be made if the Council retains outside legal counsel.

XII. ENTIRE AGREEMENT

This Agreement supersedes all previous Kitsap Regional Coordinating Council interlocal agreements and all prior discussions, representations, contracts, and/or agreements between the parties relating to the subject matter of this Agreement and constitutes the entire contract between the parties.

XIII. MODIFICATION

Except as provided by Article XIX, the terms of this Agreement shall not be altered or modified unless agreed to in writing by all member agencies and such writing shall be executed with the same formalities as are required for the execution of this document.

XIV. WAIVER

The failure of any party to insist upon strict performance of any of the terms and conditions of this Agreement shall not be construed to be a waiver or relinquishment of same, but the same shall be and remain in full force and effect.

XV. NOTICE

Except as provided in Article XVIII of this Agreement, any notice required by this Agreement shall be made in writing to the representative(s) identified in Article IV.B. of this Agreement. Notice is effective on the third day following deposit with the U.S. Postal Service, regular mail.

XVI. SEVERABILITY

If any of the provisions of this Agreement are held illegal, invalid or unenforceable, the remaining provisions shall remain in full force and effect.

XVII. CHOICE OF LAW AND VENUE

This Agreement shall be governed by the laws of the State of Washington, both as to its interpretation and performance. Any action at law, suit in equity, or other judicial proceeding arising in connection with this Agreement may be instituted and maintained only in a court of competent jurisdiction in Kitsap County, Washington.

XVIII. CLAIMS

A. Any claim for damages made under chapter 4.96 RCW shall be filed with the Chair of the Kitsap Regional Coordinating Council, c/o the Clerk of the Kitsap County Board of Commissioners, 614 Division Street, MS-4, Port Orchard, Washington, 98366.

B. Upon receipt of a claim for damages, or any other claim, a copy of the claim will be provided by the Clerk of the Board to each member of the Executive Board.

XIX. EXECUTION AND FILING

A. Counterparts. The parties agree that there shall be multiple original signature pages of this Agreement distributed for signature by the necessary officials of the parties. Upon execution, the executed original signature pages of this Agreement shall be returned to the Clerk of the Kitsap County Board of Commissioners, who shall file an executed original of this Agreement with the Kitsap County Auditor. The Clerk of the Board shall distribute duplicate conformed copies of the Agreement to each of the parties. Parties that sign on as Members at a later date will provide original signature pages of this Agreement to the Clerk of the Kitsap County Board of Commissioners, who shall file the signature pages provided with the Kitsap County Auditor. The Clerk of the Board shall distribute duplicate conformed copies of the signature pages filed later, to each of the parties. Addition of parties at a later date will not constitute a modification under Section XIII of this Agreement.

B. Later Approval and Filing. Later approval and filing of this Agreement by additional parties as set forth in Article IV, Section D, shall be deemed an authorized amendment to the Agreement already on file with the Kitsap County Auditor, without the need for reconsideration and approval by parties that have already approved and executed the Agreement.

XX. EFFECTIVE DATE

This Agreement shall go into effect among and between the parties upon its execution by all of the parties, as evidenced by the signatures and dates affixed below and upon its filing with the County Auditor as provided in Article XIX.

Adopted 2004

Appendix F: Regional and Kitsap Designated Centers List

Regional (Adopted by PSRC)	City of Bremerton	Metro Center
	Silverdale Urban Core	Urban Center
	South Kitsap Industrial Area	Industrial/Employment Center
Jurisdiction	Jurisdiction's (Comp Plan) Designation	KRCC Center Designation
Kitsap County	Kingston	Town or City Center/Transportation Hub
Kitsap County	Southworth	Transportation Hub
Kitsap County	Suquamish	Activity/Employment Center~ Transportation Hub
City of Bremerton	Harrison Employment Center	Activity/Employment Center
City of Bremerton	NW Corporate Campus Employment Center	Activity/Employment Center
City of Bremerton	Port Blakely Employment Center	Activity/Employment Center
City of Bremerton	Upper Wheaton District Center	Mixed Use Center/ Neighborhood
City of Bremerton	Lower Wheaton District Center	Mixed Use Center/ Neighborhood
City of Bremerton	Sylvan/Pine Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bremerton	Perry Avenue Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bremerton	Manette Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bremerton	Charleston Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bremerton	Haddon Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bainbridge Island	Winslow Core	Town or City Center
City of Bainbridge Island	Day Road Light Manufacturing Area	Activity/Employment Center
City of Bainbridge Island	Lynnwood - Neighborhood Service Centers*	Mixed Use Center/ Neighborhood
City of Bainbridge Island	Rolling Bay - Neighborhood Service Centers*	Mixed Use Center/ Neighborhood
City of Bainbridge Island	Island Center - Neighborhood Service Centers*	Mixed Use Center/ Neighborhood
City of Poulsbo	Poulsbo Town Center	Town or City Center
City of Poulsbo	Olhava	Mixed Use Center/ Neighborhood
City of Port Orchard	City of Port Orchard	Town or City Center/ Transportation Hub
City of Port Orchard	Tremont Community Services	Activity/Employment Center
City of Port Orchard	South Kitsap Mall – Mixed Use Center	Mixed Use Center/ Neighborhood
Kitsap Transit	Historic Mosquito Fleet Terminals	Transportation Hub

*- Special Planning Areas

**Appendix G:
Centers & Local Areas of More Intensive Rural Development (LAMIRD) Matrix**

	Type of Growth	UGA Criteria Apply (per GMA)	Mixed Use: High Density Residential with Jobs	<u>Federal Funding Cycles</u> PSRC- managed Transportation Funding : Centers & Corridors *
Incorporated UGA	Urban	Yes	Yes	N/A
Unincorporated UGA	Urban	Yes	Yes	N/A
PSRC Centers: • Regional • Industrial/Employment	Urban	Yes	Yes	Regional Competitive & Countywide
Kitsap Regional Coordinating Council Centers				
Town/City Center	Urban	Yes	Yes	Countywide
Mixed Use/Neighborhood	Urban	Yes	Yes	
Employment/Activity	Urban if in UGA; Rural if outside UGA		Limited if not in UGA	
Transportation Hubs	Urban if in UGA; Rural if outside UGA			
Fully Contained Communities	Urban	Yes	Yes	Countywide if designated as Kitsap Center
Master Planned Resorts	Recreational	No	Limited	Rural set-aside **
LAMIRDs	In-fill Consistent with Existing Character	No	Limited to Existing density with no intensification of use	Rural set-aside **
Industrial in Rural	Employment/Activity Resource-based Industrial	No	No	Rural set-aside **
Rural	Non-urban Rural Character	No	No	Rural set-aside **
Resource Lands	No Residential Growth	Limited	No	Rural set-aside **

* Non-motorized/Enhancement Transportation Funding can be used anywhere in Kitsap County.

** 10% each funding cycle, set by federal statute (1991).

ORDINANCE NO. 522-2015

RELATING TO GROWTH MANAGEMENT, AMENDING THE COUNTY-WIDE
PLANNING POLICIES

BE IT ORDAINED:

Section 1. The Kitsap County Board of County Commissioners makes the following Findings:

- A. The Kitsap County County-wide Planning Policies (CPPs) are intended to establish a county-wide framework from which county and city comprehensive plans are developed and adopted pursuant to RCW 36.70A.210 of the Washington State Growth Management Act (GMA).
- B. The CPPs are developed through a cooperative and collaborative process that involves the Cities of Bainbridge Island, Bremerton, Port Orchard and Poulsbo, as well as the Suquamish and Port Gamble S'Klallam Tribes, through the Kitsap Regional Coordinating Council (KRCC).
- C. Kitsap County has adopted County-wide Planning Policies that promote contiguous and orderly development and establish provisions for urban services to such development, as well as policies for siting public capital facilities of county-wide or statewide nature, affordable housing, coordinated county and city Urban Growth Area (UGA) planning, economic development and employment, and participation with local tribes.
- D. Planning is an iterative process; therefore, it is appropriate that the County-wide Planning Policies should be reviewed and assessed through the KRCC at least every five years, with revisions, if necessary consistent with the State Growth Management Act, Ch. 36.70A RCW.

Section 2. General Procedural Findings. The Kitsap County Board of Commissioners makes the following findings regarding the process and public participation aspects of amending the County-wide Planning Policies:

- A. The Kitsap County Regional Coordinating Council is an organization consisting of elected officials from Kitsap County, the four Kitsap County cities, Bainbridge Island, Bremerton, Poulsbo and Port Orchard, as well as the Suquamish and Port Gamble S'Klallam Tribes. One of the functions of the KRCC is to coordinate land use planning throughout Kitsap County.
- B. Beginning in 2013, the Kitsap Regional Coordinating Council began an update process for the Countywide Planning Policies in order to establish Population and Employment Targets for the 20-year planning horizon.
- C. On March 3, 2015, the Kitsap Regional Coordinating Council held a work study session on the proposed Countywide Planning Policies.

D. On March 3, 2015, the Kitsap County Coordinating Council submitted the proposed amendments to the Washington State Department of Commerce for State Agency 60-Day Review.

E. On April 7, 2015, the Kitsap County Coordinating Council conducted a public hearing on the proposed amendments. Two residents of unincorporated Kitsap County testified.

D. On April 7, 2015, the Kitsap Regional Coordinating Council approved the proposed amendments and forwarded the proposed Countywide Planning Policies to Kitsap County to begin the County's legislative process.

E. On April 13, 2015, State Environmental Protection Act (SEPA) checklists were completed and submitted to the County's SEPA official.

F. On April 15, 2015, the SEPA official issued a Determination of Nonsignificance. A fourteen day appeal period was opened. No appeals were submitted by the requisite date of April 30, 2015.

G. On May 11, 2015, the Board of Commissioners held a hearing to consider the proposed revision to the countywide planning policies.

H. Pursuant to Appendix A of the CPPs, Ratification Process, the Cities of Bremerton, Bainbridge Island, Port Orchard and Poulsbo, and the Suquamish and S'Klallam Tribal Councils must ratify the amendment within 90 days of the date of the County's adoption of this Ordinance. If at least three Cities fail to ratify the amendment within this timeframe, the amendments to the CPPs shall not take place and the matter shall be referred back to the Kitsap Regional Coordinating Council for further discussion.

Section 3. The Kitsap County Board of Commissioners find that the following proposed revisions to the CPPs are appropriate and should be adopted. These changes are summarized as follows and set forth in Attachment A, which is incorporated by reference herein:

A. Changes:

1. Appendix B-1:

- i. Corrects a scrivener's error regarding the Silverdale Urban Growth Area 2010 Census population.
- ii. Finalizes a shift in Population Growth of 1,000 people from the Central Kitsap Urban Growth Area to the Silverdale Urban Growth Area.
- iii. Extends the Planning Horizon to 2036, reflecting Washington State Department of Commerce recommendation.

2. Appendix B-2: Amendment adopts 20-Year Employment Targets for all

Kitsap jurisdictions extending to 2036.

B. All other provisions in the CPPs, as adopted by Kitsap County Ordinance 509-2013, remain unchanged.

Section 4. Effective Date. This ordinance shall take effect upon the earliest date that it is ratified by at least three Cities within the County.

Section 5. Severability. If any provision of this Ordinance, or its application to any person, entity or circumstance is for any reason held invalid, the remainder of the Ordinance, or the application of the provision to other persons, entities or circumstances is not affected.

Section 6. Clerical/Typographical Error. Should this Ordinance, upon being enacted by the Kitsap County Board of Commissioners during its deliberations on May 11, 2015, have anything inadvertently left out or in error upon publication, the explicit action of the Board as discussed and passed shall prevail upon subsequent review and verification by the Board.

DATED THIS 11th day of May, 2015

KITSAP COUNTY BOARD OF
COMMISSIONERS



Robert Gelder

ROBERT GELDER, CHAIR

Charlotte Garrido

CHARLOTTE GARRIDO, COMMISSIONER

Edward E. Wolfe

EDWARD E. WOLFE, COMMISSIONER

Dana Daniels

Dana Daniels
Clerk of the Board

Approved as to form:

Shelley S. Kreep

Deputy Prosecuting Attorney