

Chapter 8 - Subarea Plans

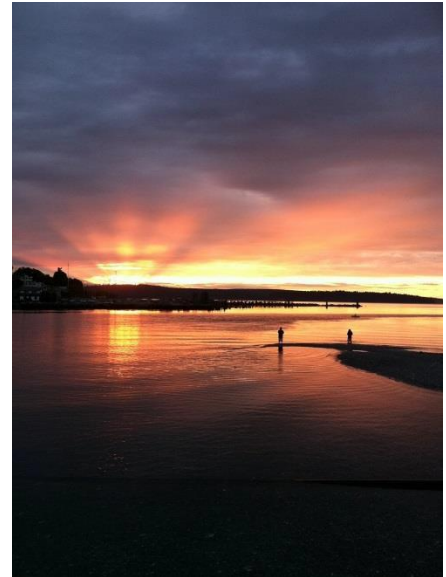


Suquamish



Vision for Suquamish

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



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

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

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

Suquamish Goals and Policies

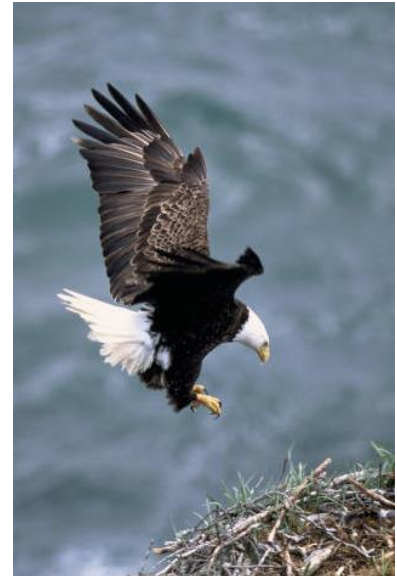
Capital and Economic Development

Suquamish Goal 1. Establish a Kitsap Regional Library Extension.

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

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

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



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

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

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

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

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

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

Transportation (Roads, Walkability, and Bicycling)

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

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

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

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

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

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

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

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

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

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

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

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

Parks and Open Space

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

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

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

Suquamish Policy 16. Improve park maintenance.

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

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



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

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

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

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

Suquamish Goal 11. Public Restrooms.

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



Stormwater and Sewer

Suquamish Goal 12. Continue Suquamish Stormwater and Sewer Improvements.

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

Kingston



Vision for Kingston

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

The Kingston Urban Growth Area, the northernmost in Kitsap County, was established in May 1998 through adoption of the Kitsap County Comprehensive Plan, encompassing 1,400 acres. Kingston's defined areas include Old Town, adjacent to the marina and ferry terminal; the Village Green district; and Lindvog Commercial, encompassing the uptown area along State Route 104. Consistent with the state Growth Management Act and County-wide Planning Policies, Kingston should become a self-governing city within the 20-year planning horizon.



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

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

Kingston Goals and Policies

Economic Development

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

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

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

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

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

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

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

Kingston Policy 6. Reserved.

Kingston Policy 7. Reserved.

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

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

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

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

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

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

Environment

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

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



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

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

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

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

Parks, Trails and Open Space

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

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

potential.

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

Transportation

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

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

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

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



Kingston Transportation Goal 11. Enhance the aesthetic values of the streetscape in Kingston.

Kingston Policy 36. Ensure the streetscape envisioned in the Kingston design standards and the Kingston Complete Streets Plan are implemented.

Kingston Policy 37. Reserved.

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

Kingston Policy 38. Encourage connectivity between developments.

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

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

Kingston Policy 40. Through public-private and public-public partnerships, review the existing public parking availability, and accessibility within Kingston. Consider creating a public parking management program and/or parking improvement district.

Kingston Policy 41. Reserved.

Kingston Policy 42. As feasible implement incentive-based parking programs within the Urban Village Center Zone, such as transit-oriented development, off-site parking, shared-use parking and on street parking. On-street parking incentives should be limited to short-term customer parking close to or adjacent to the commercial development.

Community

Kingston Community Goal 14. Formalize Kingston community identity.

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

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

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



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

Land Use

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

Kingston Policy 47. Reserved.

Kingston Policy 48. Reserved.

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

Kingston Land Use Goal 16. Encourage development that is compatible with Kingston's current design.

Kingston Policy 50. Periodically monitor redevelopment activity that ensure code provisions and the design standards are achieving the vision for downtown Kingston and public feedback while also supporting redevelopment.

Kingston Policy 51. Apply Kingston Design Standards in the permitting process.

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

Kingston Policy 53. Encourage a mix of urban residential, mixed-use, and commercial development in the downtown core as defined by the boundaries of the Urban Village Center and other

commercial zones.



Manchester



Vision for Manchester

The Manchester Community Plan is a statement of the community values and aspirations for the future. This is an effort to recognize what originally attracted visitors in the past combined with a phasing process of improvements to enhance the atmosphere and visual character of the area.

When posed with the question, “What would the perfect Manchester look like?” residents envisioned a village center that acts as a social center with restaurants and cafes, augmented by a food or general store to provide basic needs. It would strive to maintain the small-town charm and quaintness that Manchester currently offers. Of parallel importance is the preservation of the spectacular views of the Puget Sound, the cosmopolitan city of Seattle, Cascade mountain ranges, and the breathtaking view of Mount Rainier. Residents wish to maintain and enhance their high quality of life as well as the quality of the natural environment. Protection of wetlands, streams and wildlife habitat is highly emphasized. This can be accomplished by permitting growth that provides infrastructure enhancements and environmental protections while maintaining Manchester’s Village atmosphere for visitors and a safe and inviting home for residents.



Manchester Goals and Policies

Public Participation

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

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



Zoning and Development Regulations

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

Manchester Policy 2. Maintain maximum height limits of 28 feet consistent with Manchester view protection overlay.

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

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

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

Environment

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

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

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

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



Transportation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Manchester Goal 9. Ensure stormwater management systems that utilize and preserve natural drainage systems, such as streams, and construct facilities that complement these systems by taking advantage of opportunities for filtration, infiltration, and flow control where feasible and reasonable.

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

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

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

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

Public Facilities and Parks

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

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

Manchester Goal 13. Maintain current public facilities.

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



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

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

Manchester Goal 15. Expand walking and biking paths.

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

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

Silverdale Sub Area Plan



Vision for Silverdale Sub Area

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

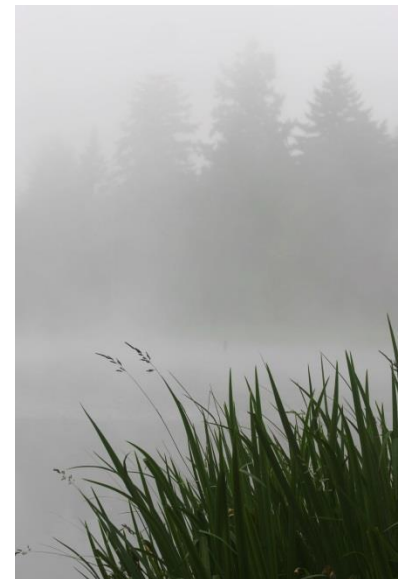
Economic Development - Our status as a regional retail and service center is complemented by the expansion and diversification of our economic base, particularly through expansion of businesses, as well as through development of educational opportunities.

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

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

Governance - Consistent with the state Growth Management Act and County-wide Planning Policies, Silverdale should become a self-governing city within the 20-year planning horizon.

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





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

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

Silverdale Sub Area Plan Goals and Policies

Land Use

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

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

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

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

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



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

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

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

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

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

Economic Development

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Housing

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

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

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

Transportation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Silverdale and the surrounding areas.

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

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

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

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

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

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

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

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

Capital Facilities

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

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

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

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

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

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

Silverdale Regional Center



Vision for Silverdale Regional Center

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

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

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

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

The Urban Community, Connectivity & Mobility, Environment, Economic Development and Housing Elements in this Plan lay the groundwork for urban density development that creates a sense of place, promotes an active transportation system for pedestrians, cyclists, transit and cars, and protects

and includes the natural environment - all without sacrificing Silverdale’s existing character and





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

Silverdale Regional Center Goals and Policies

Urban Community

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Connectivity and Mobility

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

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

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

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



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

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

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



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

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

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

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

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

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

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

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

SRC Policy 34. Develop a hierarchy of importance for circulation facilities. Give strong consideration to:

- Character and aesthetics in the design and implementation of all street projects;
- Integration of open space and landscaping, including street trees;
- Sidewalk standards that promote pedestrian functionality and avoid obstructions;
- Protected, designated bicycle facilities;
- Ample curb space for future or expanded bus stops;

- Environmentally sensitive practices, including natural drainage systems, where appropriate; and
- On-street parking.

SRC Policy 35. Establish and adopt criteria to prioritize the required improvements when circulation facilities are not able to be built in accordance with the specifications. In some cases, there may be extraordinary financial or physical barriers that require deviation from the Standards. Examples include critical areas, mature trees/landscaping, a building within the desired Right of Way, or the County's inability to acquire Rights-of-Way at a reasonable cost.

SRC Policy 36. Interconnect all modes of transportation within the Silverdale Regional Center circulation network.

SRC Policy 37. Invest private and public funds in architecture and circulation facility design that supports transit choices such as transit facing entries, weather protection and pedestrian connections between buildings and community spaces, and transit stop spacing that supports fast, efficient transit.

SRC Policy 38. Design and construct circulation facilities and streetscapes to be an inviting pedestrian environment that supports an urban community and a variety of transportation choices.

SRC Policy 39. Improve circulation and access for persons with disabilities.

SRC Connectivity and Mobility Goal 7: Invest strategically in transportation to achieve goals and policies within the Silverdale Regional Center Plan.

SRC Policy 40. Increase the percentage of annual transportation funding dedicated to sidewalks, trails and bike lanes by shifting funding from SOV motorized facilities.

SRC Policy 41. Support a variety of mobility options to and from other communities.

SRC Policy 42. Consider the health and equity impacts on vulnerable populations, including low-income, children and those with disabilities when locating facilities within the Active Transportation System.

SRC Connectivity and Mobility Goal 8: Pursue the adoption of funding mechanisms to incentivize and support transit and multi-modal transportation trips.

SRC Policy 43. Modify impact fees to insure that development in the Silverdale Regional Center contributes its fair share to multi-modal transportation improvements.

SRC Policy 44. Pursue a County Road Improvement District (CRID) and Utility Local Improvement District (ULID) options for the Silverdale Regional Center.

SRC Connectivity and Mobility Goal 9: Improve mobility for all modes of transportation and create a gateway at Silverdale's urban growth area or regional center edges.

SRC Policy 45. Partner with Washington State Department of Transportation (WSDOT) and local property owners to improve connections between arterial streets and state highways.

SRC Policy 46. Create a wayfinding signage program with a priority on gateway signage.

Environment

Vision: Build a community that draws nature into this developing urban community, creates landscapes that restore both nature and human activity, and cares for and preserves the natural environment for ourselves and future generations.

SRC Environment Goal 10: Improve stormwater quality and management.

SRC Policy 47. Coordinate stormwater detention and treatment as part of the larger regional stormwater system.

SRC Policy 48. Incentivize development that improves stormwater quality and runoff flow control beyond minimum standards.

SRC Policy 49. Protect healthy stands of prominent trees and plant trees within the Green Corridor Network to improve the tree canopy and aid in stormwater management in Silverdale.

SRC Environment Goal 11: Enhance wetlands and the riparian corridors to improve environmental functions and fish and wildlife habitat.

SRC Policy 50. Incentivize the restoration or rehabilitation of wetlands and riparian corridors as part of new development or re-development.

SRC Policy 51. Encourage the development of boardwalks or walking paths in riparian corridors.

SRC Policy 52. Connect natural areas to stream corridors and open spaces outside the Silverdale Regional Center.

SRC Environment Goal 12: Create a sustainable community, consistent with Kitsap County's Comprehensive Plan Sustainability Policies.

SRC Policy 53. Support projects that increase air quality, reduce carbon emissions, or reduce climate change impacts.

SRC Policy 54. Establish a Sustainability Building Strategy for Silverdale. Maintain innovation as a keynote to the County's sustainability efforts.

SRC Policy 55. Encourage buildings and infrastructure in the public and private sectors which:

- Use less energy and have a lower climate impact;
- Use recycled water to reduce consumption of potable water;
- Are less toxic and healthier;
- Incorporate recycled, third party green certified, and locally produced materials;
- Reduce stormwater runoff;
- Provide wildlife habitat; and
- Use green building technologies, products, and processes.

SRC Environment Goal 13: Develop greenhouse gas emissions reduction ratio targets and achieve them through land use, transportation, and commercial and residential building construction and site development strategies.

SRC Policy 56. Pursue an Energy and Climate Plan for Silverdale.

SRC Policy 57. Emphasize mixed-use development in the Silverdale Regional Center so that people live in close proximity and have convenient access to goods and services, preferably within walkable distances.

SRC Policy 58. Support the development of community gardens as a valid replacement for an open space requirement.

SRC Policy 59. Support a multi-modal transportation system so that all people who live and work in the SRC have a variety of convenient low- or no-emission transportation options.

SRC Policy 60. Establish a program to support energy efficiency retrofits of existing buildings which will not be redeveloped in the short term.

SRC Policy 61. Work with Puget Sound Energy to expand participation in the Green Power Program.

SRC Environment Goal 14: Develop Creek restoration, revitalization plans, and a

Green Corridor Network plan in to guide new development and redevelopment.

SRC Policy 62. Retain existing trees in critical areas and their buffers, along designated pedestrian corridors and in other urban green spaces. Plant new trees consistent with the Silverdale Regional Center policies and standards recognizing their micro-climate, urban design and livability benefits.

SRC Policy 63. Collaborate with property owners to ensure the completion of creek restoration or revitalization plans.

SRC Policy 64. Develop management and implementation plans for the Green Corridor Network, including creek and trail restoration that actively addresses the current issues of garbage and safety on existing trail systems.

SRC Environment Goal 15: Improve and expand the use of Transfer of Development Rights (TDR) to locate density adjacent to urban services while preserving open space or farming and forest lands.

SRC Policy 65. Identify the Silverdale Regional Center as a receiving site for the Transfer of Development Rights (TDR) program.



Economic Development

Vision: Foster re-development through processes that balance flexibility and predictability, effective use of financial incentives, and cultivation of public/private partnerships that result in mutually beneficial solutions.

SRC Economic Development Goal 16: Maintain Silverdale's economic engine by accommodating and attracting a majority of anticipated job and housing growth for the Silverdale Urban Growth Area in the Regional Growth Center.

SRC Policy 66. Pursue a Planned Action Environmental Impact Statement (PEIS) for the Silverdale Regional Center.

SRC Policy 67. Support the development of wayfinding signage program.

SRC Policy 68. Phase development so that transportation, open space, and other infrastructure are in place or committed to serve the needs of growth.

SRC Policy 69. Invest in infrastructure to encourage new development or re-development.

SRC Policy 70. Require conduit and/or fiber to be installed as part of all street and utility projects that are at least one block in length.

SRC Economic Development Goal 17: Educate the public about the benefits associated with the Silverdale Regional Growth Center planning efforts.

SRC Policy 71. Complete a market analysis for the Silverdale Regional Center.

SRC Policy 72. Work with the Kitsap Economic Development Alliance to promote the Silverdale Regional Growth Center as a desirable destination to live, work, and play.

Housing

Vision: Nurture a community that accommodates a diversity of income levels, activities, amenities, open spaces, gathering places, recreation and mobility options that all contribute to a self-sustaining community where people aspire to live, work and play.

SRC Housing Goal 18: Locate a majority of Silverdale Urban Growth Area housing growth in the Silverdale Regional Growth Center.

SRC Policy 73. Incentivize the development of higher density residential buildings in the Silverdale Regional Center. Examples of incentives may include an increased height allowance and/or reduced parking requirements for projects that commit to frontage improvements, affordable housing provisions, senior housing provisions, additional open space provisions, and design elements provided to support multi-modal transportation.

SRC Policy 74. Streamline and customize regulations to fit the particular needs of infill and redevelopment. Regulations shall reduce barriers and provide incentives to foster infill and higher intensity development.

SRC Policy 75. Monitor housing creation to ensure that the SRC area housing targets are being achieved. Identify additional steps to spur housing development if monitoring shows the housing goals for Silverdale are not being achieved.

SRC Housing Goal 19: Incentivize the development of affordable housing for persons of low and moderate income.

SRC Policy 76. Adopt regulations that incentivize affordable housing in all developments within the Silverdale Regional Center.