

## Kitsap County Comprehensive Plan Update - Deliberations Matrix - December 2<sup>nd</sup> 2024 (5:30pm)

**Legend:**

**Grey Shading** – Cells that are shaded grey in the “planning commission recommendation” column mean that the staff recommendation came *after* the planning commission process (after 9/24/2024).

**Yellow Shading:** Items that still need Board discussion.

**Underline/StrikeoutText** – May include changes from August 30 draft, or any subsequent proposed changes from staff or planning commission.

#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
<b>Kitsap County Code – Title 16 (Land Division and Development)</b>					
1	Boundary Line Adjustments (16.04.050.G)	Public comment – Delay BLA code: There needs to be more public engagement and vetted properly. Consider a BLA purpose statement and task force.  Public comment – consider model ordinance.	Remove and defer all proposed changes to the Boundary Line Adjustment requirements (KCC16.04.050.G), the new definition of “Building Site” (KCC 16.10.xx) and the amendment to the definition of “Boundary Line Adjustment” (KCC 16.10.xx). Also, remove duplicate BLA definition. This will allow for a more focused process involving the key stakeholders (surveyors, real estate, builders, etc.).  Recommend adding a strategy to Land Use Element related to review of Boundary Line Adjustment code in the future.	Remove and defer all proposed changes to the Boundary Line Adjustment requirements (KCC16.04.050.G), the new definition of “Building Site” (KCC 16.10.xx) and the amendment to the definition of “Boundary Line Adjustment” (KCC 16.10.xx). Also, remove duplicate BLA definition. This will allow for a more focused process involving the key stakeholders (surveyors, real estate, builders, etc.).	Support staff recommendation
2	Land Division – location of recreation area - (KCC 16.24.040.I.3.c)	Public comment concerned with addition of adding “centrally”.	Amend KCC 16.24.040.I.3.c to read:  c. Be <u>conveniently</u> located <del>common to all residents within the interior of the land segregation in a manner that</del> <u>and</u> affords good visibility of the tract from roads, sidewalks and dwellings;	Amend KCC 16.24.040.I.3.c to read:  c. Be <u>conveniently</u> located <u>common to all residents within the interior of the land segregation in a manner that</u> <del>and</del> affords good visibility of the tract from roads, sidewalks and dwellings;	Support staff recommendation
3	Land Division – non-conforming lots for public purpose (16.04.050.J)	Public comment concerned that this addition would preclude non-conforming lots be created for a public purpose (for example, sectioning off one acre in a RR lot for a sewer pump station).	Amend KCC 16.04.050.J to read:  <u>J. A division of land made for the purpose of transferring land to a governmental entity and/or nonprofit land trust to accomplish any public purpose. The public purpose must confer a significant benefit to the general public.</u>	Amend KCC 16.04.050.J to read:  <u>J. A division of land made for the purpose of transferring land to a governmental entity and/or nonprofit land trust to accomplish any public purpose. The public purpose must confer a significant benefit to the general public.</u>	Support staff recommendation

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<b>Kitsap County Code – Title 17 (Zoning)</b>					
4	Lighting Standards (17.105.110) and (17.420.030.C)	Public comment that lighting should be shielded.	Add “shielded” to code language in 17.104.110  [...] Lighting is to be <b>shielded and</b> directed <b>downward and</b> away from adjoining properties <b>in accordance with KCC 17.420.030.C</b> . Not more than one foot candle of illumination may leave the property boundaries.		Support staff recommendation
5	UCR Zoning Classification	The only properties zoned as Urban Cluster Residential are the Arborwood and Royal Valley properties.	Consider keeping existing zoning density allowances of 5-9 dwelling units per acre in the UCR zone only. Zoning density allowance would still increase to 14 dwelling units per acre in the Urban Low (UL) zone.		Support staff recommendation
6	Permitting Existing Accessory Dwelling Units (KCC 17.415.010.J)	Consider striking KCC 17.415.010.J: <i>J. Existing, unpermitted ADUs shall acquire a permit through the provisions of this chapter and Chapter 17.410, Allowed Use</i>  Concern is that many ADUs may have existed prior to ADU code and this part of code would be difficult to enforce.	<i>Unpermitted ADUs shall acquire a permit through the provisions of this chapter and Chapter 17.410, Allowed Use</i>		J. <del>Existing, u</del> Unpermitted ADUs shall acquire a permit <del>require a permit</del> through the provisions of this chapter and Chapter 17.410, Allowed Use
7	Parking for ADUs (17.490.030)	Comment from Department of Commerce suggesting to make ADU parking standard in 17.490.030 consistent with the proposed ADU standards in 17.415.010(H)	Recommend eliminating conflicting language between 17.415.010(K) to 17.415.010(H)(1)(c), as follows:  H.1.c. The ADU is within <del>a quarter mile</del> <b>one-half (1/2) mile</b> of a <b>major</b> transit stop <b>as defined in RCW 36.70A.696(8)</b> .  <del>K. ADUs proposed within one-half (1/2) mile of a major transit stop as defined in RCW 36.70A.696(8) are not required to provide off-street parking.</del>		Support staff recommendation

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8	<p>Parking standards for other housing types</p>	<p>Comment from Department of Commerce indicating that County should adopt lower parking standards for affordable housing near major transit stops, as required by RCW 36.70A.620.</p> <p>Commerce also suggests the County should adopt lower parking standards for housing for seniors and people with disabilities.</p>	<p>Add new parking standards near “Frequent Transit Service” to table in KCC 17.490.030:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Land Use</th> <th style="text-align: left;">Parking Spaces Required in All Zones (Except as Modified to the Right)</th> <th style="text-align: left;">High-Capacity Transit Station Frequent Transit Service Area Modifications</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">Multifamily (Condos/Townhouses/ Apartments) and Cottage Housing</td> <td style="vertical-align: top;"> <p><u>1.5 per unit + 0.5 per unit on street or set aside</u></p> <p><u>Units with 1 or fewer bedrooms: 1 space per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p> </td> <td style="vertical-align: top;"> <p><u>Units with 1 or fewer bedrooms: 1 space per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Studio apartments: 0.75 spaces per unit.</u></p> <p><u>Units with 1 or fewer bedrooms: 1 space per unit</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Housing units that are affordable to very low-income or extremely low-income individuals: 0.75 spaces per unit.</u></p> </td> </tr> <tr> <td style="vertical-align: top;"><u>Housing units specifically for seniors or people with disabilities</u></td> <td style="vertical-align: top;"><u>0.5 spaces per unit + 0.5 spaces per unit set aside</u></td> <td style="vertical-align: top;"><u>0.5 spaces per unit set aside.</u></td> </tr> </tbody> </table>	Land Use	Parking Spaces Required in All Zones (Except as Modified to the Right)	High-Capacity Transit Station Frequent Transit Service Area Modifications	Multifamily (Condos/Townhouses/ Apartments) and Cottage Housing	<p><u>1.5 per unit + 0.5 per unit on street or set aside</u></p> <p><u>Units with 1 or fewer bedrooms: 1 space per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p>	<p><u>Units with 1 or fewer bedrooms: 1 space per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Studio apartments: 0.75 spaces per unit.</u></p> <p><u>Units with 1 or fewer bedrooms: 1 space per unit</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Housing units that are affordable to very low-income or extremely low-income individuals: 0.75 spaces per unit.</u></p>	<u>Housing units specifically for seniors or people with disabilities</u>	<u>0.5 spaces per unit + 0.5 spaces per unit set aside</u>	<u>0.5 spaces per unit set aside.</u>		<p>Support staff recommendation</p>
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Multifamily (Condos/Townhouses/ Apartments) and Cottage Housing	<p><u>1.5 per unit + 0.5 per unit on street or set aside</u></p> <p><u>Units with 1 or fewer bedrooms: 1 space per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p>	<p><u>Units with 1 or fewer bedrooms: 1 space per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Studio apartments: 0.75 spaces per unit.</u></p> <p><u>Units with 1 or fewer bedrooms: 1 space per unit</u></p> <p><u>Units with 2 or more bedrooms: 1.5 spaces per unit + 0.5 spaces per unit set aside.</u></p> <p><u>Housing units that are affordable to very low-income or extremely low-income individuals: 0.75 spaces per unit.</u></p>												
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			<p>Along with this change, update definition of “High Capacity Transit Station Area” in 17.110.340 to match RCW 36.70A.620 as follows:</p> <p>“<del>High capacity transit station</del> <u>Frequent transit service</u> areas” include only those portions of urban growth areas within:</p> <p><u>A. One quarter-mile of a transit stop that receives transit service at least two times per hour for twelve or more hours per day; or</u></p> <p><u>B. One-half mile of the following public ferry terminals:</u></p> <p>1. Kingston – Washington State Ferry and Kitsap Transit Fast Ferry (see boundary in Chapter <a href="#">17.700</a>, <a href="#">Appendix E1</a>).</p>		
9	Parking Stall Dimensions (KCC 17.490.040)	New legislation (SB 6015) prohibits minimum parking stall width from exceeding 8-feet.	Update table in 17.490.040 of Parking Chapter to reduce required minimum widths from 9 feet to 8 feet.		Support staff recommendation
10	Tree Canopy Code (KCC 17.495)	<p>Public comment throughout process has been in favor of retaining trees, and strengthening tree code, especially in favor of retaining larger (24”+ diameter) trees.</p> <p>Some public comment request that tree ordinance is deferred to be considered at a later date. Codes being considered are complex and many at once (CAO, PREP Program, etc.). Tree code has possibility hamper infill development and impact staff capacity. Another reason to delay is conflict with WUI Code.</p>	Recommend approve with amendments (see below)	Recommend approve with amendments (see below)	Support staff recommendation.
11	Tree Canopy Code (KCC 17.495.020)	Small infill projects are promoted in the Plan but may struggle to “pencil” with the requirements of this chapter. Short plats (4-9) lots are examples of these challenges	<p>17.495.020 Applicability</p> <p><u>Tree canopy requirements shall apply to subdivision of land or single-family and multi-family development creating four (4) or more developable lots or units OR on a property of 1/2 acre or more within unincorporated urban growth areas.</u></p>		Support staff recommendation.

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
12	Tree Canopy Code (KCC 17.495.050)	Public comment that street trees planted along newly designated ROW internal to a new plat should count as replacement trees.	Amend KCC 17.495.050 to read:  B. Trees planted in public rights-of-way or areas to be dedicated as public-right-of-way <u>classified as arterials or collectors by the Kitsap County Road Standards</u> shall not count toward a <u>development's private lot's</u> existing or replacement tree unit credits. <u>Trees that are retained or replaced within local and minor collector rights-of-way are counted toward tree unit credits.</u>	Amend KCC 17.495.050 to read:  B. Trees planted in public rights-of-way or areas to be dedicated as public-right-of-way <u>classified as arterials or collectors by the Kitsap County Road Standards</u> shall not count toward a <u>development's private lot's</u> existing or replacement tree unit credits. <u>Trees that are retained or replaced within local and minor collector rights-of-way are counted toward tree unit credits.</u>	Support staff recommendation
13	Tree Canopy Code (KCC 17.495.030.F)	Incentives could be added to retain existing large trees	Amend KCC 17.495.030.F as shown in Attachment A.	Amend KCC 17.495.030.F as shown in Attachment A.	Support staff recommendation
14	Tree Canopy Code (KCC 17.495.030.F)	Deciduous replacement trees should count for 1 credit similar to a conifer replacement tree.	Amend KCC 17.495.030.F as shown in Attachment A.	Amend KCC 17.495.030.F as shown in Attachment A.	Support staff recommendation
15	Tree Canopy Code (KCC 17.495.030.E)	This is not a complete sentence	Recommend change to <u>Diameter at breast-height (DBH) means the diameter of a tree trunk measured at 4.5 feet above average grade of the tree trunk. DBH is used in determining the diameter of existing trees.</u>	Support staff recommendation on KCC 17.495.030.E.	Support staff recommendation
16	Tree Canopy Code (KCC 17.495.050.C.4.b)	The % of trees that must be in private tracts is too high at 50%. Should be reduced.	Recommend reducing the percentage to 25% consistent with Pierce County's requirement.	Support staff recommendation on KCC 17.495.050.C.4.b.	Support staff recommendation
17	Tree Canopy Code 17.495.050 (C)(3)(b)	Invasive and noxious species.	Recommend change to 17.495.050 (C)(3)(b) Individual species of non-native replacement trees planted shall not exceed 35 percent of the total number of all replacement trees unless approved by the Director due to site-specific conditions. <u>Non-native replacement trees shall not be listed on the approved State Noxious Weed list and County Noxious Weeds of Concern list;</u> and		Support staff recommendation

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18	Multifamily Open Space (KCC 17.470.070)	Multifamily design standards do not have a prescriptive open space standard. The design standards discuss “usable” open space but usable is not defined.	No Change to existing code language in 17.470.070	No Change to existing code language in 17.470.070	Support staff recommendation
19	Park and Ride Impact Fee	Kitsap Transit concerned with \$2,500/space impact fee for Park and Rides	Recommend consideration of the fee in 2025 when impact fee schedule is updated.	Support staff recommendation to make no change to impact fees, and to consider in 2025.	Support staff recommendation

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
20	STEP Definitions in Code (KCC 17.110.318)	Housing: The code currently groups all STEP housing types under use type "transitory accommodations". As identified in Table 20: PSH and emergency housing barrier review checklist in the Housing Element Technical Analysis appendix, all STEP housing types should be defined in code, and allowed in sufficient zones to accommodate projected needs, as required by RCW 36 70A.070(2)(c).	17.110.318 "Group living" means the residential occupancy of a structure that does not meet the definition of family living. Generally, group living facilities have a common eating area for residents, and residents may receive care or training. Group living includes the following: A. Assisted living facility. B. Boarding house, rooming house, or lodging house. C. Congregate care facility. D. Dormitory. E. Hospice. F. Monastery or convent. G. Independent living facility. H. Shelter, nontransitory accommodation. I. Skilled nursing care facility, memory care, convalescent or rest home. <a href="#">J. Transitional Housing (as defined by RCW84.36.043(3)(c)).</a> <a href="#">K. Permanent Supportive Housing (as defined by RCW36.70A.030(31)).</a>		Support staff recommendation
21	STEP Definitions in Code (KCC 17.110.726)	Same as above	17.110.726 "Transitory accommodations" means shelters, as defined in Chapter 17.505, that are not permanently attached to the ground, may easily be erected and dismantled or moved, and are intended for temporary occupancy. Transitory accommodations also includes <a href="#">emergency shelter (RCW36.70A.030(15))</a> , <a href="#">emergency housing (RCW36.70A.030(14))</a> , and all other facilities specifically identified in Chapter 17.505, Transitory Accommodations.		Support staff recommendation
22	Shelter Definition in Code	Two definitions for shelter; one in 17.110 and another in 17.505.	17.505.020 Definitions. G. "Shelter <b>Structure</b> " means a place giving temporary protection that is not on a permanent foundation and is used for the shelter of homeless or other vulnerable populations consistent with the allowance of this chapter. Allowable shelters are membrane shelters or structures made of wood, composites, metal or other suitable materials as follows: 1. A membrane shelter is any tent or other fabric enclosure that is not constructed on site, but is manufactured and approved according to manufacturer's specifications. 2. A wood, composite, metal or other suitable material structure must be manufactured according to manufacturer's or other specifications approved by the director and intended for temporary housing or is constructed on site and meets minimum public health and safety building code requirements as established by the building official.		Support staff recommendation

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
<b>Zoning and Urban Growth Area Boundaries</b>					
23	Skokomish Tribe Land Use/Zoning Request  PSIC-Bremerton UGA Expansion	Applicant initial request was to go from RP to Commercial. This was <i>not included</i> in the preferred alternative.  Applicant updated request to Industrial and provided additional supporting materials.	Recommend no change.  The Industrial proposal was not reviewed in the Preferred Alternative. The property does not have a support letter from the urban services provider (Bremerton). Additionally, it is in process to potentially become federal Indian lands which, if approved, would remove County requirements in future uses.	Support staff recommendation of no change	Support staff recommendation
24	Goldberg Land Use/Zoning Request  Port Orchard UGA Expansion	Applicant initial request was to go from RR to UL. This was in Alt. 2 and Alt 3. But <i>not included</i> in preferred alternative.  Applicant updated request from UL to UM.  Both UL and UM zoning is supported by the City of Port Orchard.	Recommend no change.  The UM proposal was not reviewed in the DEIS or Preferred Alternative. The proposal would require a Developers Agreement to ensure the benefits described in the testimony. With the Plan due in December, this proposal would have an impact of scope, schedule and budget of the update.  Could be recommended for future consideration.	Support staff recommendation of no change	Support staff recommendation
25	Kevin Shearer Land Use/Zoning Request	Request was to go from RR to Industrial. The request was in Alternative 3 but <i>not</i> in the preferred alternative  The property is located adjacent another large industrial reclassification in the Puget Sound Industrial Center (PSIC) area.	Recommend no change.  Proposal was excluded from the Preferred Alternative as it did not include documented City of Bremerton support for future service. Property has existing non-compliant use and involved in a code enforcement action. Potential conflict with neighboring rural residential property use. Limited additional employment to allocate. With the Plan due in December, this proposal would have an impact of scope, schedule and budget of the update.		Support staff recommendation
26	City of Bremerton	Consideration to exclude UGA boundary north of Kitsap Lake.  City requests adding land into request for South Kitsap Lake Area. This was not included in the preferred alternative.	UGA expansions should be limited to those that increase housing diversity, provide industrial employment opportunities, include existing urban development, entitlements or services, and/or further annexation/incorporation goals.  Recommend no change.		Support staff recommendation



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27	East Bremerton Urban Medium (UM) Property of interest to Kitsap Transit	Commissioner Walters is concerned that Kitsap Transit is interested in locating a transit training facility on an Urban Medium (UM) property currently occupied by the Eagles and a historic church.	Depending on the scope of the Transit proposal, it may not be an allowed use in the UM zone.  Further discussion could be held in 2025 as part of code development.		Support staff recommendation.
<b>Capital Facilities Plan</b>					
28	Sewer Map	New data available	Add current sewer inventory map to Appendix 'A'	Support staff recommendation on the Capital Facilities Plan as shown in Attachment B.	Support staff recommendation
29	Sewer Map	New data available	Add current sewer inventory map to Appendix 'A' for City of Bremerton.		Support staff recommendation
30	Sewer Maps	New data available	Replace sewer maps for Manchester and Kingston in Appendix A		Support staff recommendation.
31	Transportation Revenue Tables	New data available - Update of estimated future (2030-2044) funding by revenue source. No change in 2024 – 2029 revenue numbers.	Update CFP as follows: <ul style="list-style-type: none"> <li>Exhibit 37. Projected Transportation Grant Revenues for Capital Projects (2024 – 2044 in YOE\$)</li> <li>Exhibit 3-8. Projected Total Transportation Revenues Allocation for Capital (2024 – 2044 in YOE\$)</li> <li>Exhibit 4-8792 Transportation Capital Improvement Revenue Sources (All numbers are in 2024 \$1000s)</li> </ul>	Support staff recommendation on the Capital Facilities Plan as shown in Attachment B.	Support staff recommendation.

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32	Capital Facility Plans – Updated based on 2024 Board action	The draft documents include the information current as of August 2024. The Board has recently updated these documents and should be reflected in the overall plan.	Update the Public Buildings, Parks, Stormwater, Solid Waste, Transportation and Wastewater 6-Year Capital Facility Plans (2025-2030) based on Board actions November 25 <sup>th</sup> , December 2 <sup>nd</sup> , or December 9 <sup>th</sup> 2024.		Support staff recommendation.
33	Capital Facilities Plan Appendix	Final review has identified opportunity to include important transportation information in a separate appendix	<p>See Attachment B for additions to CFP Appendix B – Transportation Tables</p> <ul style="list-style-type: none"> <li>• State Highway Projects Considered in Traffic Forecast Model</li> <li>• Projected 2044 Miles of Deficient State Highways</li> <li>• Map of 2044 Projected State Route Deficiencies</li> <li>• LOS Standards for State Highways</li> <li>• Washington State Ferries Traffic Statistics</li> <li>• Summary of Countywide Travel Statistics</li> <li>• Projected 2044 Roadway Segment Deficiencies</li> </ul> <p>Appendix C – Traffic Model Data</p> <ul style="list-style-type: none"> <li>• Model Transportation Analysis Zone Map</li> <li>• Land Use Assumptions by TAZ, Used in Estimating Travel Demand</li> <li>• Roadway Inventory with Modeled Level of Service</li> </ul>		Support staff recommendation.
33a	Capital Facilities Plan Appendix B	Board request to add a table showing Kitsap Transit ridership statistics.	<p>See Attachment B for addition to CFP Appendix B – Transportation Tables</p> <ul style="list-style-type: none"> <li>• Kitsap Transit Ridership</li> </ul>		Support staff recommendation.
<b>Comprehensive Plan</b>					
33b	Comprehensive Plan, CFP and Development Regulations Ordinance	Establish effective date	Establish effective Date for Ordinance as April 1, 2025, aligning with effective date of Critical Areas Ordinance (CAO).		Support staff recommendation.
34	General Administrative Edits	Following adoption, the County may need to make administrative and formatting edits to adopted documents.	Edit Comprehensive Plan, Capital Facilities Plan, or Development Regulations to correct any Scrivener’s errors, spelling, grammar, capitalization, terminology, formatting, numbering, rewording, or other edits that do not change the intent or substance of any content.		Support staff recommendation.
35	References	Various references and links need to be added to the Comprehensive Plan	Add links and references as needed in various chapters, including but not limited to, Critical Areas Map, DNR Aggregate Resources, DNR Geologic Portal, Buildable Lands Report, Joint Land Use Study, Fair Housing Tool, Kitsap Homeless Housing Plan		Support staff recommendation.

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36	Port Gamble Heritage Park Framework	<p>Comments that PGHP should not be approved until an EIS is approved</p> <p>PGHP is a reference document, which is different from “adopted by reference”.</p>	<p>No change. The Plan does not adopt the Port Gamble Forest Heritage Park Framework. It does include the impacts within the FEIS and includes a specific policy about additional wildlife and environmental review prior to planning new major projects. Any <i>adoption</i> of the Framework would be considered separately at a later date.</p>	Support staff recommendation of no change.	Support staff recommendation.
37	Groundwater	<p>Public comments received regarding water availability and groundwater quantity protection.</p> <p>The Comprehensive Plan may benefit from enhancements regarding groundwater and reflect work underway and planned regarding groundwater protection.</p>	<p>Land Use Goal 19: Support farming, agriculture, <u>and the environment</u>. Maintain and enhance the viability of agricultural uses and activities in rural areas, including cultivation, animal husbandry, and value-added production <u>while protecting the environment</u>.</p> <p><u>Land Use Policy 19.6 Assess the effect of agricultural practices on non-point source pollution and groundwater impacts.</u></p> <p><u>Land Use Policy 19.7 Develop measures to minimize adverse impacts of agricultural activities utilizing best management practices.</u></p> <p><u>Environment Goal 3: Protect aquifers and surface waters to ensure that water quality and quantity are maintained or improved.</u> Adjust the other goal numbers accordingly.</p> <p><u>Environment Policy 1: Coordinate among all appropriate local, state, federal, and tribal agencies, and non-governmental organizations County departments in the review and analysis of groundwater quality and quantity.</u></p> <p><u>Capital Facilities and Utilities Policy 8.10: Protect the quality and quantity of groundwater used for domestic water supplies.</u></p> <p><u>Capital Facilities and Utilities Strategy 8.f: Review and if necessary, update previously adopted plans (2004 Groundwater Management Plan and Coordinated Water System Plan) to be consistent with the Comprehensive Plan.</u></p>		Support staff recommendation.
38	Land Acknowledgement	Include shorelands to usual and accustomed areas.	<p>Recommended change: All tribes who signed their specific treaties maintain their hunting, fishing, and gathering rights on “usual and accustomed” grounds which include land, <u>shorelands</u>, and waterways within Kitsap County.</p>		Support staff recommendation.

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39	Introduction: GMA Goals (pg. 13)	The draft document does not include the list of GMA goals that are helpful to establish a foundation of comprehensive planning.	<p>Introduction: On pg. 13 insert the following between paragraphs 1 and 2):</p> <p><u>The GMA approved by the state legislature directs local jurisdictions to address fifteen goals for planning:</u></p> <ul style="list-style-type: none"> <li>• <u>Urban growth. Encourage development in urban areas.</u></li> <li>• <u>Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land.</u></li> <li>• <u>Transportation. Encourage efficient multimodal transportation systems.</u></li> <li>• <u>Housing. Plan for and accommodate housing affordable to all economic segments.</u></li> <li>• <u>Economic development. Encourage economic development throughout the state.</u></li> <li>• <u>Property rights. Private property shall not be taken for public use without just compensation having been made.</u></li> <li>• <u>Permits. Applications should be processed in a timely and fair manner.</u></li> <li>• <u>Natural resource industries. Maintain and enhance natural resource-based industries.</u></li> <li>• <u>Open space and recreation. Retain open space, enhance recreational opportunities.</u></li> <li>• <u>Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.</u></li> <li>• <u>Citizen participation and coordination. Encourage the involvement of citizens.</u></li> <li>• <u>Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate.</u></li> <li>• <u>Historic preservation. Identify and encourage preservation.</u></li> <li>• <u>Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.</u></li> <li>• <u>Shoreline management (RCW 36.70A.480)</u></li> </ul> <p><u>These goals are unprioritized and must be balanced based on local circumstances.</u></p>		Support staff recommendation.

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
<b>Land Use Element</b>					
40	<b>NEW STRATEGY: Land Use Strategy 4.c</b>	In lieu of updating BLA code in 16.04.060.G... the County could consider inserting a policy or strategy in the Comprehensive Plan to address BLA at a later date.	<b>Strategy 4.c. Convene a stakeholder group to review Boundary Line Adjustment code.</b>		Support staff recommendation.
41	Land Use Strategy 6.a. Active living facilities (pg. 37)	With increased densities, common space (internal or external) should be provided in new development.	Land Use Strategy 6.a. Adopt, review, and update as necessary <b>development regulations for</b> requirements and incentives for <b>developments to provide</b> facilities that promote active living <b>and their inclusion</b> in <b>new residential</b> developments.		Support staff recommendation.
42	Land Use Policy 6.6.	Feedback from Olympic College to include student housing and students	Encourage land use that removes barriers to expansion of medical and health care opportunities, <b>student housing, focusing on</b> access <b>to services to</b> for seniors, <b>students,</b> and <b>other</b> underserved communities.		Encourage land use that removes barriers to expansion of medical and health care opportunities, focusing on access <b>to services</b> for seniors, <b>students,</b> and other underserved communities.
43	<b>NEW STRATEGY: Land Use Strategy 6.c.</b>	Feedback from Olympic College to include student housing	<b>Support grant funding to help subsidize student housing for health care education.</b>		<b>Support grant funding to help subsidize student housing.</b>
44	Description of Urban Industrial Land Use (pg. 42)	Should not limit to only 4-year educational institutions	This designation provides for a mix of industrial and business uses such as light manufacturing, hi-tech, warehousing, biotech, business parks, <b>higher education institutions</b> <del>4-year educational institutions</del> , equipment [...]		Support staff recommendation.

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
45	<b>NEW Goal: Land Use Goal 13: Annexations and incorporations</b>	Annexations and incorporations are motioned throughout the Land Use Chapter without a specific goal	<p><u>Goal x: Further GMA goals for annexation or incorporation Urban Growth Areas.</u></p> <p><u>Policy x.x: Coordinate with cities regarding their associated UGAs in planning efforts.</u></p> <p><u>Policy x.x: Cooperatively develop a timeline for annexation or incorporation with local cities or community groups.</u></p> <p><u>Strategy x.x: Work with cities to develop a pre-annexation, annexation, or incorporation interlocal agreements.</u></p> <p><u>Strategy x.x: Create annexation and incorporation program to assess property values, revenues, expenditures, development opportunities, and annexation or incorporation timelines and ultimate transitions.</u></p>		<p><u>Goal x: Further GMA goals for annexation or incorporation of Urban Growth Areas.</u></p> <p><u>Policy x.x: Coordinate with existing cities regarding their associated UGAs in planning efforts.</u></p> <p><u>Policy x.x: Cooperatively develop a timeline for annexation or incorporation with local cities or community groups.</u></p> <p><u>Strategy x.x: Work with cities to develop a pre-annexation, annexation, or incorporation interlocal agreements.</u></p> <p><u>Strategy x.x: Create annexation and incorporation program to assess property values, revenues, expenditures, development opportunities, and annexation or incorporation timelines and ultimate transitions.</u></p>
45.a	<b>New Strategy: Annexation of Kitsap Lake</b>	The City of Bremerton should aim to annex the Urban Growth Area expansion area near Kitsap Lake	<u>Strategy x.x Evaluate the Urban Growth Area expansion north of Kitsap Lake in 2028 and consider removal from the UGA if the area has not yet annexed.</u>		Support staff recommendation.
46	Land Use Strategy 16.e. Rural compatibility (pg. 69)	Provide timeline for implementation of this strategy.	Land Use Strategy 16.e. <u>Beginning in 2025</u> , explore regulations and incentive programs to improve compatibility between diverse rural uses (e.g. small-scale agriculture, rural businesses, and residences).		Support staff recommendation.

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
47	Resource Lands Background (pg. 72)	Using the word “some” may diminish the actual presence of agriculture in the County.	RCW 36.70A.170 requires counties to designate resource lands in their comprehensive plans. Resource lands are required to have long-term commercial significance for the region, including intense capacity and productivity. For this reason, although <del>some</del> agricultural activity does occur in Kitsap County, the county’s agricultural land lacks the capacity for long-term commercial significance. Therefore, Kitsap County does not designate any agricultural resource lands. Forestlands and mineral resource lands are designated.		RCW 36.70A.170 requires counties to designate resource lands in their comprehensive plans. Resource lands are required to have long-term commercial significance for the region, including intense capacity and productivity. For this reason, although <del>some</del> agricultural activity <del>does</del> occurs in Kitsap County, the county’s agricultural land lacks the capacity for long-term commercial significance. Therefore, Kitsap County does not designate any agricultural resource lands. Forestlands and mineral resource lands are designated.
48	Land Use Policy 20.3. Mineral resource use notifications (pg. 75)	This is a policy for mineral resources, but the same language is a strategy under forestry (LU Strategy 19.c).	Move Land Use Policy 20.3 to Land Use Strategy 20.d		Support staff recommendation.

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
<b>Economic Development Element</b>					
49	Introduction: Relationship to Other Elements	Clarifying statement and added jobs growth target.	For example, the Land Use element ensures an adequate amount of land is appropriately zoned to accommodate a variety of employment opportunities, <u>while this economic development chapter prioritizes growth in both underlying infrastructure and the utilization of industrial zoning.</u> <del>And the</del> Housing element plans for affordable housing options for the workforce to live near employment centers, <u>to better fulfill the 18,184 jobs Kitsap County is targeted to achieve by 2044, per our employment growth targets.</u>		For example, the Land Use element ensures an adequate amount of land is appropriately zoned to accommodate a variety of employment opportunities, <u>while this economic development chapter prioritizes growth in both underlying infrastructure and the utilization of industrial zoning.</u> <del>And</del> The Housing element plans for affordable housing options for the workforce to live near employment centers. <u>The Economic Development element aims to fulfill Kitsap County's employment growth target of 18,184 jobs by 2044.</u>
50	Introduction: Background	Added Navy and higher education information, references, and details.	See proposed edits in Attachment C.		Support staff recommendation.
51	Terminology of ownership (pg. 80 and others)	Document reflects the term "our" beginning in the Background section of Economic Development Element. The term should be removed and replaced with Kitsap's throughout the documents.	As a result, <del>our</del> <u>Kitsap's</u> local economy ranks high within the Region in several essential economic development indicators: workforce educational attainment; engineering talent; development of intellectual property; per capita economic output; employment levels; and median household incomes. (Change in the other 15 instances in the document)		Support staff recommendation.



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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
52	Clarity in housing type (pg. 80)	“Garden-style” is not clearly defined and can mean different housing configurations. The text should be removed.	More than half of Kitsap County residents are cost-burdened, spending more than a third of their income on housing. Affordable housing is difficult to attain in the community. The median cost of a home in Kitsap, excluding Bainbridge Island, is more than \$500,000. Meanwhile, a new <del>garden-style</del> one-bedroom apartment in Kitsap, regardless of location, starts at around \$1,700 a month.		<del>More than half of Kitsap County residents are cost-burdened, spending more than a third of their income on housing. The median cost of a home in Kitsap, excluding Bainbridge Island, is more than \$500,000. Meanwhile, a new garden-style one-bedroom apartment in Kitsap, regardless of location, starts at around \$1,700 a month. Affordable housing is difficult to attain in the community. The median cost of a home in Kitsap, is \$565,000. Meanwhile the average rent is \$1,713 a month.</del>
53	Economic Development Policy 1.6. Enhancing economic outcomes for under-represented communities (pg. 82).	Focus of this policy should be beyond just women in the workforce.	Economic Development Policy 1.6. Enhance economic outcomes for Kitsap’s youth and families and increase participation of <del>under-represented communities women</del> in the workforce.		Support staff recommendation.
54	Economic Development Strategy 1.c.	KEDA comment suggesting to expand description of different incentives.	Support investments and offer incentives ( <del>potentially Tax Increment Financing, Targeted Urban Area, Multifamily Tax Exemption, and others</del> ) in the development and/or redevelopment of the Silverdale Regional Center.		Support staff recommendation.
55	REMOVE. Economic Development Strategy 3.e.	KEDA suggestion to remove.	<del>Seek funding for business recruitment and formation research.</del>		Support staff recommendation.
56	Economic Development Strategy 3.f. Enhancing economic outcomes for youth (pg. 84)	Expand strategy to employment for youth in the community.	Economic Development Strategy 3.f. Support educational and economic programs that prioritize and encourage the ability of our youth to maintain residency <del>and gain employment</del> in Kitsap County.		Support staff recommendation.
57	Economic Development Policy 4.3. Foster economic diversification. (pg. 85)	Acknowledge growing industries that may be the employment of future generations.	Economic Development Policy 4.3. Foster economic diversification <del>focusing on employment for future generations.</del>		Support staff recommendation.
58	<del>NEW POLICY. Economic Development Policy 4.6. (pg. 85)</del>	Goal does not include reference to energy and water availability as part of sustainability.	<del>Economic Development Policy 4.6. Ensure adequate water supply and energy generation facilities for economic growth and existing businesses.</del>		<del>Economic Development Policy 4.6. Ensure adequate water and energy for economic growth and existing businesses.</del>
59	Economic Development Policy 5.1. Cost of living (pg. 85)	Too broad of a policy as costs of living are well beyond Kitsap’s role in the economy.	<del>Economic Development Policy 5.1. Work to decrease costs of living in Kitsap County.</del>  Adjust following Goal 5 Policy numbering accordingly		Support staff recommendation.

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
60	<b>NEW STRATEGY.</b> Economic Development Strategy 5.e. Transit service (pg. 86)	Transit is a key component to addressing economic disparities in the community. Access to employment can be limited without a vehicle.	<u>Economic Development Strategy 5.e. Expand community and destination transit services particularly in and between urban activity centers.</u>		Support staff recommendation.
61	Economic Development Policy 6.5. Tailored economic efforts and investments (pg. 87)	Youth and seniors can often be left out of discussions on marginalized communities.	Economic Development Policy 6.5. Support tailored economic development efforts and investments for historically marginalized communities <u>including youth and seniors.</u>		Support staff recommendation.
62	Economic Development Strategy Policy 6.a.(pg. 87)	Unhoused individuals may not fit the intent of this list	Meaningfully engage historically underrepresented populations in economic development processes, including BIPOC, immigrant and low-income communities, LGBTQIA+, individuals with disabilities, and <u>unhoused people formally incarcerated</u> individuals.		Meaningfully engage historically underrepresented populations in economic development processes., <u>including BIPOC, immigrant and low-income communities, LGBTQIA+, individuals with disabilities, and unhoused people individuals.</u>
63	<b>NEW STRATEGY.</b> Economic Development Strategy 7.d. Leveraging lodging tax. (pg. 87)	The use of Lodging Tax is missing from this Goal focused on Tourism.	<u>Economic Development Strategy 7.d. Strategically leverage Lodging Tax revenues for specific community benefits through the Lodging and Tax Advisory Committee (LTAC) process.</u>		<u>Economic Development Strategy 7.d. Strategically leverage Lodging Tax revenues as described by RCW 67.28.1816.</u>
64	<b>NEW POLICY</b> Economic Development Policy 9.1	Comment from Olympic College	<u>Acknowledge that Kitsap County has been designated as a Health Professional Shortage Area (HPSA).</u>		<u>Acknowledge that Kitsap County has been designated as a Health Professional Shortage Area.</u>
65	<b>NEW POLICY</b> Economic Development Policy 9.2	Policy to support Health Care Professionals Shortage policy 9.1	<u>Accommodate growth in health care access, services, employment, and higher education opportunities.</u>		Support staff recommendation.
66	Economic Development Policy 9.3	Comment from Olympic College, discussed with KEDA	Expand options for health care access to <u>support a local pipeline of healthcare professionals and provide more local educational opportunities to build <del>local employment base and existing and future population</del> an employment base for existing and future populations.</u>		Support staff recommendation.
67	<b>NEW STRATEGY.</b> Economic Development Strategy 9.c.	Include better references to Allied Health Campus.	<u>Invest in and support student housing and childcare infrastructure to grow the Olympic College Allied Health Campus.</u>		<u>Support student housing and childcare infrastructure to grow the Olympic College Allied Health Campus.</u>

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#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
68	<b>NEW STRATEGY.</b> Economic Development Strategy 9.d.	Include better references to Allied Health Campus.	<a href="#">Partner with and support Olympic College in efforts to pursue state and federal grant opportunities to fund a new Olympic College Allied Health building on its campus.</a>		<a href="#">Partner with Olympic College in efforts to pursue state and federal grant opportunities to fund a new Olympic College Allied Health building on its campus.</a>
69	Economic Development References	Requested additional, more direct references from KEDA	<a href="#">2024 Washington Statewide Defense Economic Impact Study</a> <a href="#">U.S. Bureau of Labor Statistics</a> <a href="#">Zillow: Real Estate, Apartments, Mortgages &amp; Home Values</a> <a href="#">Renter Cost Burden   Puget Sound Regional Council</a> <a href="#">Kitsap County, Washington had 2nd highest wage growth among large U.S. counties - Axios Seattle</a> <a href="#">SLOP Program Overview</a>		<a href="#">Child Care Gaps Assessment</a>
<b>Environment Element</b>					
70	Introduction	Add acknowledgement of the connection between a healthy environment and tribal treaty rights.	Kitsap County recognizes the importance of protecting the natural environment while providing for the needs of the growing number of residents and businesses that call this place home. Ecosystems such as forest lands, shorelines, freshwater systems, and other areas all make up the natural environment of Kitsap County. Human well-being depends on a healthy, natural environment to provide for clean air, clean water, food, and overall high quality of life. <a href="#">Tribal treaty rights are intrinsically linked to a healthy natural environment.</a> The quality and abundance of Kitsap County’s natural environments are well documented and are what define Kitsap County as the “natural side of Puget Sound.		Support staff recommendation.
72	Introduction	Add acknowledgement of Streamflow Restoration Act	Kitsap County continues to carry out its programs under the “Water as a Resource” policy (Kitsap County Resolution 134-2016), which cooperatively addresses water as a resource, not a waste stream. <a href="#">Kitsap County acknowledges the Streamflow Restoration Act (RCW 90.94) and actively participated in the development of the draft WRIA 15 Watershed Restoration and Enhancement Plan that identifies actions that measure, protect, and enhance instream resources and improve watershed functions that support the recovery of threatened and endangered salmonids.</a>		Support staff recommendation.

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73	Environment Strategy 1.c. and <b>NEW STRATEGY 1.d. Incentive-based environmental protection (pg. 97)</b>	The contents of this strategy should be split into two as they are both important steps forward.	Environment Strategy 1.c. Provide incentive-based, non-regulatory programs for the protection of the natural environment such as acquisition of important habitats through fee simple and conservation easements from willing sellers. <b>Environment Strategy 1.d.</b> Institutionalize the Shore Friendly Kitsap Program which provides technical assistance for residential property owners to motivate voluntary actions for healthy shorelines.  Change following Strategy numbering accordingly.		Support staff recommendation.
74	Environment Strategy 1.h. Conservation Futures Tax Program (pg. 98)	Further emphasize the Conservation Futures Tax Program in the strategy by moving it to the front.	Environment Strategy 1.h. <b>Through the Conservation Futures Tax Program,</b> support and incentivize the protection of high priority habitat and ecosystems, their functions, and the processes that form <b>them. and maintain them with the Conservation Futures Tax Program</b>		Support staff recommendation.
75	Environment Strategy 1.o. Terrestrial and aquatic ecosystems (pg. 98)	Kelp and eel grass are kelp aquatic plant species that should be called out in the strategy.	Environment Strategy 1.o. Identify, protect, and enhance terrestrial and aquatic ecosystems so that they maintain viable, reproducing populations of plants and animals <b>including kelp and eelgrass.</b>		Support staff recommendation.
76	Environment Strategy 2.d.	Clarify benefits of non-listed species to natural systems.	Acknowledge the benefits of non-listed species to natural systems <b>and water availability</b> and explore designating Species of Local Importance in the Critical Areas Ordinance.		Support staff recommendation.
77	Environment Policy 3.1	Include connection to tribal health.	Recognize that a <b>healthy thriving and</b> vibrant environment is a foundation of <b>a</b> strong and healthy community, <b>tribal way of life,</b> and other positive outcomes.  Recognize that a healthy and vibrant environment is a foundation of strong social, community, health, and other positive outcomes		Support staff recommendation.
78	Environment Strategy 5.d. Low Impact Development (LID) site planning principles (pg. 102)	Water quantity is absent from the draft strategy related to LID techniques.	Environment Strategy 5.d. Identify and protect critical aquifer recharge areas by utilizing Low Impact Development (LID) site planning principles to the greatest extent possible for reducing stormwater runoff <b>and facilitating water quantity recharge.</b>		Support staff recommendation.
<b>Housing Element</b>					
79	Housing Strategy 4.a. Manufactured home park displacement (pg. 123)	The strategy is not broad enough and should require review of other methods to prevent displacement of residents of existing manufactured home parks	Housing Strategy 4.a. Evaluate <b>regulations to limit displacement of residents of existing manufactured home parks if sold or redeveloped (e.g. adopting an ordinance that would require requiring</b> owners of manufactured home parks to offer the property for sale to the residents as a cooperative prior to being offered for sale on the open market).		Support staff recommendation.

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80	Housing Policy 6.2. Removal of local regulatory barriers that limit the provision of a diverse supply of housing units (pg. 124)	The private sector will be a large part of addressing housing diversity. They should be included in our discussions of barrier removal.	Housing Policy 6.2. Coordinate with Tribes, jurisdictions, agencies, <a href="#">the building industry</a> and community partners to identify and remove local regulatory barriers that limit the provision of a diverse supply of housing units affordable to low-, very low-, and extremely low-income households, especially for populations historically affected by systematic inequities.		Support staff recommendation.
81	<b>NEW POLICY. Housing Policy 9.6. Re-entry services (pg. 127)</b>	Reference to re-entry services is missing from the Plan.	<a href="#">Housing Policy 9.6. Explore increased support and expansion of services for formally incarcerated individuals re-entering the community.</a>		Support staff recommendation.
82	<b>NEW POLICY. Housing Policy 9.7. Mental health and substance abuse services (pg. 127)</b>	References to mental health and substance abuse services are missing from the Plan.	<a href="#">Housing Policy 9.7. Explore increased support and expansion of services for residents suffering from mental health or substance abuse issues.</a>		Support staff recommendation.
83	<b>NEW STRATEGY. Housing Strategy (pg. 128)</b>	Direction of local mental health and substance abuse funding	<a href="#">Strategy 9.d. Focus local mental health and substance abuse funding towards strategic and sustainable programs/projects that show measurable, significant outcomes.</a>		Support staff recommendation.
84	<b>NEW POLICY 9.8</b>	Add childcare to Housing Element	<a href="#">Policy 9.8. Identify and confront barriers to providing adequate capacity of childcare services.</a>		Support staff recommendation.
85	<b>NEW STRATEGY 9.e</b>	Support for childcare	<a href="#">Strategy 9.e. Remove barriers to family childcare providers in provision of service to Kitsap families.</a>		<a href="#">Strategy 9.e. Remove barriers to in-home childcare providers in provision of service to Kitsap families.</a>
86	Introduction	Add aging population information to the background section	<a href="#">According to the Kitsap County Division of Aging and Long Term Care (DALTC) Area Plan 2024-2027 (Area Plan), in 2010, 7.8% of Kitsap residents were ages 50-54 which represented the largest age group in the county. In 2020, the largest age group is 60-64 making up 7.5% of the population. The Area Plan reflects community needs and highlights goals for developing age friendly, dementia-friendly communities while preparing for an increase in the aging population.</a>  <a href="#">Add to reference: Kitsap County Division of Aging and Long Term Care Area Plan 2024-2027</a>		Support staff recommendation.
87	<b>NEW POLICY 9.7</b>	Add aging and long-term care (senior care) policy to the comp plan	<a href="#">Policy 9.7. Support the goals of the Kitsap County Division of Aging and Long-Term Care Area Plan 2024-2027.</a>		Support staff recommendation.

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88	<b>NEW STRATEGY 9.f</b>	Add aging and long-term care (senior care) strategy to the comp plan	<p><u><a href="#">Strategy 9.f. Remove barriers to healthy aging and Age-Friendly communities.</a></u></p> <p><u><a href="#">Add to list of key terms “Age-Friendly communities support the needs of older adults and provide a safe, healthy and, productive environment and, according to the World Health Organization, can include community and care; transportation; housing; social participation; outdoor spaces and buildings; respect and social inclusion; civic participation and employment; and communication and information.”</a></u></p> <p><u><a href="#">Add to reference: The WHO Age-friendly Cities Framework - Age-Friendly World.</a></u></p>		Support staff recommendation.
89	Introduction: Background	Commerce requested references to Housing Appendices A, B, and C in the Housing Element.	<p>(insert before the “Affordable Housing” subheading)</p> <p><u><a href="#">Adequate Provisions Documentation, located in Appendix A: Housing Element Technical Analysis, includes Table 7.1: Housing units needed to manage both current and projected housing needs, broken down by income bracket; Table 7.2.1 demonstrates how the County makes adequate provisions to accommodate all housing needs; and Tables 7.3.1-7.3.4 assesses barriers to Moderate Density housing, Low-Rise or Mid-Rise housing, Permanent Supportive Housing (PSH) and emergency housing; and Accessory Dwelling Unit housing; and Table 7.4 assesses local option tools for addressing affordable housing funding gaps.</a></u></p> <p><u><a href="#">Section 5 in Appendix B: Housing Availability and Affordability Analysis includes the “Analysis of Racially Disparate Impacts” analyzed of homeownership rates, rates of cost burden, rates of overcrowded housing, and household median income for different races/ethnicities to help identify possible disparities.</a></u></p> <p><u><a href="#">“Comprehensive Plan Land Use and Housing Elements Policy Review, “located in Appendix C: Racially Disparate Impacts, evaluated the Land Use and Housing elements of the Comprehensive Plan and the racially disparate impact connection – comparing the 2016 Comprehensive Plan and the draft updated Comprehensive Plan.</a></u></p>		Support staff recommendation.

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<b>Transportation Element</b>					
90	References to Appendices	Missing references to information provided in the Appendices	<p>Edit Chapter 5 / Transportation Element as follows.</p> <p><b>GROWTH MANAGEMENT ACT AND REGIONAL COORDINATION</b>                      The Washington State Growth Management Act is the framework for all land use planning in the state and lays out the requirements for comprehensive plans and development regulations that implement the plans. The Transportation Element is a required element and must include:</p> <ul style="list-style-type: none"> <li>• Land use assumptions used in estimating travel, <a href="#">located in the CFP Appendix C – Traffic Model Data</a> ;</li> <li>• Estimated impacts to state-owned transportation facilities, <a href="#">located in the CFP Appendix B – Transportation Tables</a>;</li> <li>• Facilities and services needs, including:                             <ul style="list-style-type: none"> <li>o Inventory of air, water, and ground transportation;</li> <li>o Multimodal level of service standards;</li> <li>o Plans for bringing substandard facilities or services to acceptable level of service standards;</li> <li>o 10-year demand and need forecasts, <a href="#">located in the CFP</a>; and</li> <li>o ADA transition plan</li> </ul> </li> <li>• Concurrency strategies</li> <li>• Consistency with capital facilities plans</li> </ul>		Support staff recommendation.
91	The “How Transportation Projects are Selected Box” (pg. 133)	The County is updating the Project Evaluation System and the link in the box should also be updated.	Update the Project Evaluation System link in the box.		Support staff recommendation.
92	<b>NEW POLICY.</b> <a href="#">Transportation Policy 1.9. Public input in Transportation Improvement Program (TIP) priorities. (pg. 135)</a>	Ensure that the public has involvement in the TIP scoring criteria and the project selection process.	<a href="#">Transportation Policy 1.9. Solicit public feedback and incorporate comment into development of the Transportation Improvement Plan (TIP) priorities, when appropriate.</a>		Support staff recommendation.
93	Transportation Strategy 1.l. Public involvement in transportation project planning and implementation. (pg. 136)	The TIP is not specifically noted as a mechanism to support this strategy.	Transportation Strategy 1.l. Promote public involvement by engaging a broad spectrum of individuals, historically underserved people and communities, and community advisory committees, in systems and project planning and implementation processes <a href="#">(e.g. Transportation Improvement Program (TIP) project selection process).</a>		Support staff recommendation.

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94	Transportation Strategy 3.a. Safety review in project selection (pg. 137)	The strategy is unclear as to its aims.	Transportation Strategy 3.a. <del>Sustain Highlight</del> safety review <del>and analysis</del> of the multi-modal transportation system in the County’s Comprehensive Safety Action Plan to support project selection and project design processes.		Support staff recommendation.
95	<b>NEW POLICY.</b> Transportation Policy 4.5. School priority in Complete Streets planning (pg. 138)		<u>Transportation Policy 4.5. Ensure walk, bike, and roll facility planning includes priority for connection to schools, childcare facilities, and other youth activity centers.</u>		Support staff recommendation.
96	Transportation Strategy 4.b. Walk, bike, and roll facilities plan. (pg. 138)	The strategy is unclear.	Transportation Strategy 4.b. Develop a walk, bike, and roll facilities plan and <del>ensure consistency with identify the community connections system and how it relates to</del> the County Road Design Standards.		Support staff recommendation.
97	<b>NEW POLICY.</b> Transportation Policy 1.10 (pg. 135)	New policy that provides direction for planning and infrastructure specific to bicycle and pedestrian modes.	<u>Transportation Policy 1.10. Implement the goals and policies designated in the adopted Kitsap County Non-Motorized Facility Plan.</u>		Support staff recommendation.
98	Transportation Strategy 6.a. (pg. 139)	Board recommendation to add reference to Port of Bremerton Airport Feasibility Study	Transportation Strategy 6.a. Coordinate with the Port of Bremerton and other airport operators to support aviation access to the County and address impacts to the community with existing aviation activities and potential impacts of growth, <u>consistent with the Port of Bremerton Airport Feasibility Study.</u>		Support staff recommendation.
99	Transportation Strategy 7.f. (pg. 140)	Board recommendation to add reference to Kitsap Transit Study.	Transportation Strategy 7.f. Explore the feasibility of expanding the interlocal ferry system to other Kitsap County locations, <u>consistent with Kitsap Transit’s Long-Range Transit Plan.</u>		Support staff recommendation.
100	Transportation Policy 7.3. Public transit in rural areas	Ensure LAMIRDS are considered as part of transit services in rural areas.	Transportation Policy 7.3. Provide public transit services to rural areas <del>and</del> <u>LAMIRDS</u> to provide practical transportation alternatives.		Support staff recommendation.
<b>Climate Change Element</b>					
101	<b>Goal #8, New Strategy 8.e</b>	Staff recommended strategy related to hydrology & water availability	<u>Strategy 8.e. Protect and restore areas of hydrologic importance for water availability, including headwater wetlands, floodplains, and aquifer recharge areas.</u>		Support staff recommendation.
102	Climate Change Strategy 12.c	Addressing comment #20 and #72 from Futurewise “The comprehensive plan alternative must reduce greenhouse gas pollution consistent with VISION 2050.”	<u>Strategy 12.c. Periodically conduct GHG emissions inventory and analysis to quantify and monitor the effectiveness of climate change policies and strategies (Tree Canopy Regulations, C-PACER, transportation mode shift, focusing growth in UGA, etc.) in reducing GHG emissions; and adaptively manage mitigation measures to achieve VISION 2050 and Countywide Planning Policies.</u>		Support staff recommendation.



**Kitsap County Comprehensive Plan Update - Deliberations Matrix - December 2<sup>nd</sup> 2024 (5:30pm)**

#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
103	Climate Change Strategy 7.g.	Add new strategy about monitoring and adaptively managing forest cover.	<a href="#">Climate Change Strategy 7.g. Utilize the Kitsap Natural Resource Asset Management Program (KNRAMP) to establish baseline data, monitor tree canopy cover and successional stages, and adaptively manage forest cover.</a>		Support staff recommendation.
104	Climate Change Policy 18.4	Methane release should be addressed	Climate Change Policy 18.4. Reduce carbon footprint <a href="#">and methane release</a> of wastewater treatment facilities.		Climate Change Policy 18.4. Reduce carbon footprint <a href="#">and methane release</a> of wastewater treatment facilities.
<b>Parks and Open Space Element</b>					
105	Parks Strategy 4.a. Shoreline access. (pg. 155)	This strategy should include coordination with landowners.	Parks Strategy 4.a. Identify and consider opportunities to increase public access and foster environmental and economic benefits associated with Kitsap Peninsula Water Trails and designation as part of the National Water Trails System <a href="#">in coordination with other public landowners (e.g. port districts).</a>		Support staff recommendation.
161	Parks Policy 5.4 and 5.6 (pg. 156)	These policies are structured unlike the others. The opening references to the Parks Department should be removed from these two policies	<p>Parks Policy 5.4. <del>Kitsap County's Parks Department will Strive</del> to limit conflict between wildlife and humans and decrease impact on habitat by improving identification of protected areas using the Kitsap Natural Resource Asset Management Program as an information source.</p> <p>Parks Policy 5.6. <del>Kitsap County Parks Department will c</del>Continue to improve educational efforts and signage regarding the importance of limiting contact with wildlife and the value of habitat preservation.</p>		Support staff recommendation.
107	Parks Policy 5.9. Environmental consideration with Parks planning (pg. 156)	Provide examples where possible for preservation and restoration activities.	Parks Policy 5.9. Ensure that the County's Parks, Recreation, and Open Space Plan is consistent with habitat inventories, habitat protection, restoration programs <a href="#">(e.g. 2014 Chico Creek Watershed Assessment for the Identification of Protection and Restoration Actions)</a> , natural resource management policies, and County code.		Support staff recommendation.
<b>Capital Facilities Element</b>					
108	Capital Facilities and Utilities Policy 12.5. Energy generation.	This policy would be more accurate if about "assessing" energy generation needs, rather than "supporting" energy generation.	Capital Facilities and Utilities Policy 12.5. <a href="#">Support necessary energy generation and redundant facilities Coordinate with local energy utilities to assess energy generation needs to serve of</a> the Kitsap Peninsula.		Support staff recommendation.

**Kitsap County Comprehensive Plan Update - Deliberations Matrix - December 2<sup>nd</sup> 2024 (5:30pm)**

#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
<b>Manchester Subarea Plan</b>					
109	Manchester Policy 4.1 (pg. 223)	Policy is inconsistent with Non-Motorized Plan, and Transportation Policies 3.2 regarding safety and solutions near schools, and 4.1 regarding access for all ages and abilities.	Manchester Policy 4.1. <del>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 trails/bike lanes for non-motorized use.</del> <u>Beach Dr., Colchester Dr., Chester Rd., Main Street, Madrone Street, and California Avenue improvements should incorporate Complete Streets and Safe Routes to Schools design approaches to provide access for all ages and ability, safety, and provide access to and link land uses and activity areas within the Manchester community.</u>		Support staff recommendation.
110	Manchester Policy 14.1 (pg. 225)	Mosquito Fleet Trail is not formally adopted	Remove references in Plan to “Mosquito Fleet Trail” and replace with “non-motorized facilities”.		Support staff recommendation.
<b>Silverdale Regional Center Subarea Plan</b>					
111	Silverdale Regional Center. Ferry Transportation (pg. 244)	Additional mention of interlocal ferry as addition to “connectivity and mobility” section is appropriate.  Note that interlocal ferry is already included as an implementation action at end of Chapter, and also mentioned in Transportation Strategy 7.f	<u>Silverdale Regional Center Policy 5.9. Explore addition of interlocal ferry from Old Town to other economic and activity centers in Kitsap County.</u>		Support staff recommendation.
<b>Kingston Subarea Plan</b>					
112	Figure 30. Kingston Countywide Center Zoning Map (pg. 205)	Map reflects the correct Centers boundary but the wrong zoning. Appears to be from Alternative 3.	Revise Figure 30. Kingston Countywide Center Zoning Map		Support staff recommendation.

## Kitsap County Comprehensive Plan Update - Deliberations Matrix - December 2<sup>nd</sup> 2024 (5:30pm)

#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
113	Introduction	Narrative wording change needed	Kingston <del>promotes provides</del> expanded development opportunities in its downtown as infill development occurs and major projects including the SR104 realignment and Port of Kingston redevelopment occur.		Kingston <del>promotes provides</del> expanded development opportunities in its downtown as infill development occurs and major projects including the SR104 realignment and Port of Kingston redevelopment occur.
114	Kingston Strategy 2.A (pg. 207)	The strategy does not include first review date to base the “every three years after” statement.	Kingston Strategy 2.a. <del>Beginning in 2026 and</del> every three years after, establish a community workgroup process to review the Kingston Design standards and code provisions to ensure they are in alignment with the comprehensive plan update goals and policies.		Support staff recommendation.
115	Kingston Strategy 5.a	Discussion if transit expansion come before or after development	Kingston Strategy 5.a. Explore the reduction of parking requirements <del>to promote transit route expansion where transit route expansion is expected.</del>		Kingston Strategy 5.a. Explore the reduction of parking requirements <del>to promote transit route expansion where transit route expansion is expected.</del>
116	Kingston Policy 12.2. Severe Weather Shelters (Pg. 210)	The policy omits non-profit organizations important to the provision on severe weather shelters.	Work with Kingston Community Advisory Council <del>and non-profit organizations (e.g. Kingston Cares)</del> to support ongoing efforts to provide severe weather shelter services and/or warming stations in public buildings.		Support staff recommendation.
117	Kingston Policy 16.1. Prepare a Kingston conservation plan (pg. 212)	The Tribes are absent from the list of stakeholder and governments participating in conservation efforts.	Kingston Policy 16.1. Prepare a Kingston conservation plan and list of potential properties for conservation, preservation, and wildlife enhancement in coordination with <del>local Tribes, the</del> Great Peninsula Conservancy, West Sound Watersheds Council, and Puget Sound Salmon Recovery programs.		Support staff recommendation.
118	Kingston Policy 16.2. Acquire shoreline property (pg. 212)	The Subarea Plan is focused on the Kingston UGA yet this policy references shoreline access outside of the boundary. This could create confusion.	Kingston Policy 16.2. Acquire shoreline property for public access to Apple Tree Cove, <del>Port Gamble, Miller Bay,</del> Puget Sound, and <del>local lakes, including</del> Carpenter Lake. <del>and Miller Lake</del>		Support staff recommendation.
119	<b>NEW STRATEGY. Kingston Strategy 16.e. Shoreline access and the Port of Kingston</b>	Coordination with the Port of Kingston regarding shoreline access will be important as they redevelop the Kingston waterfront.	<del>Kingston Strategy 16.e. Coordinate shoreline access opportunities with the Port of Kingston and their future development plans.</del>		Support staff recommendation.

**Kitsap County Comprehensive Plan Update – Deliberations Matrix – December 2<sup>nd</sup> 2024 (5:30pm)**

#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
120	Kingston Strategy 17.b, 17.c and 17.d.	Three separate strategies cover dog parks in Kingston	Combine existing strategy 17.b, 17.c and 17.d as shown below:  <u>Kingston Strategy 17.b. Develop criteria for location and design of local dog parks, identify areas suitable for such facilities, and establish a budget for acquisition, maintenance, and upkeep.</u>		Combine existing strategy 17.b, 17.c and 17.d as shown below:  <u>Kingston Strategy 17.b. Develop criteria for location and design of local dog parks, identify areas suitable for such facilities, and establish a budget for acquisition, maintenance, and upkeep.</u>
121	Kingston Strategy 17.d. Dog park facilities (pg. 213)	The Kingston Village Green has requested removal of goals and policies that could create additional obligations on the Park District.	Kingston Strategy 17.d. Establish a plan, budget, and volunteer group for the upkeep of the dog park facility <u>in coordination with the local parks district.</u>		Support staff recommendation.
122	Kingston Policy 18.1. Coordinated discussions of parks and open space. (pg. 214)	The Kingston Village Green has requested removal of goals and policies that could create additional obligations on the Park District.	Kingston Policy 18.1. Coordinate discussions of new, renovated, or existing parks and open space plans and facilities with community groups (e.g., Kingston Community Advisory Council, <u>park stewards</u> , Rotary, <u>Village Green Metropolitan Park District</u> , Chamber, Port of Kingston), <u>environmental organizations (e.g. Kitsap Environmental Coalition)</u> and residents).		Support staff recommendation.
123	Kingston Goal 19. Kingston Village Green (pg. 214)	The Kingston Village Green has requested removal of goals and policies that could create additional obligations on the Park District.	<del>Kingston Goal 19. Support the Village Green Community Center as a central aspect of the Kingston UGA. Kingston Policy 19.1. Consider the Village Green property and facilities when locating new community activities and assets in Kingston. Kingston Policy 19.2. Leverage the Village Green Community Center to provide increased access to County services by north county residents and businesses. Ideas include office hours by the County Commissioner and key department teams (DCD), pop-ups to offer services or explain new projects.</del>		Support staff recommendation.
124	Kingston Policy 20.1. Promote expansion of access and accessibility of transit (pg. 214)	Transit within Kingston is valuable but connection to regional destinations should also be mentioned.	Kingston Policy 20.1. Promote expansion of access and accessibility of transit and transit facilities within the Kingston UGA <u>to benefit the community and provide access to regional activity centers (e.g. Poulsbo, Silverdale, Seattle).</u>		Kingston Policy 20.1. Promote expansion of access and accessibility of transit and transit facilities within the Kingston UGA <u>and provide access to employment and regional activity centers (e.g. Poulsbo, Silverdale, Seattle).</u>
125	Kingston Strategy 20.a. Transit coordination (pg. 214)	Coordination with transit services on the Edmonds side of Puget Sound should be promoted.	Kingston Strategy 20.a. Coordinate with Kitsap Transit, <u>Sound Transit, Community Transit</u> and Washington State Ferries to provide access and service frequencies necessary to support planned population and employment growth and densities.		Support staff recommendation.

**Kitsap County Comprehensive Plan Update - Deliberations Matrix - December 2<sup>nd</sup> 2024 (5:30pm)**

#	Topic	Summary of Issue	Staff Recommendation	Planning Commission Recommendation	Board Direction
126	<b>NEW STRATEGY. Kingston Strategy 21.h. (pg. 215)</b>	The KCAC feels a reservations system should still be explored but is absent from the draft Plan.	<a href="#">Kingston Strategy 21.h. Continue to explore the use of a reservation system with WSDOT for Kingston Ferry service.</a>		Support staff recommendation.
127	Kingston Strategy 22.a. Traffic calming techniques. (pg. 215)	Examples of traffic calming techniques would be valuable for public understanding.	Kingston Strategy 22.a. Explore traffic calming techniques, where safe and feasible within the Kingston UGA <a href="#">(e.g. painted visual cues or plastic bollards in areas such as Barber Cut-Off Rd at West Kingston Rd.)</a>		Support staff recommendation.
128	Kingston Strategy 22.e. Sidewalk expansions (pg. 216)	Addition of section West Kingston Road is a potential area for sidewalk expansion.	Kingston Strategy 22.e. Expand sidewalks in commercial and residential areas to complete continuous connections between activity centers consistent with Kingston Complete Streets and Kingston Design Standards. These should include: <ul style="list-style-type: none"> <li>• Along SR104 from ferry terminal to Lindvog Avenue.</li> <li>• Along West Kingston Road from Carpenter Creek Bridge to Kingston Middle School.</li> <li>• Along Ohio Ave NE from SR 104 to Kingston Laborer’s Training School.</li> <li>• Along Lindvog Ave NE from SR 104 to NE 272nd Street.</li> <li>• <a href="#">Along the south side of West Kingston Road from Central Ave. to South Kingston Rd.</a></li> </ul>		Support staff recommendation.

# ATTACHMENT A

## TREE CANOPY CODE AMENDMENTS (KCC 17.495)

### KCC 17.495.030

EE. Existing on-site tree unit credits shall be calculated according to Table 17.495.030-2.

**Table 17.495.030-2**  
**Credit Values for Existing and Replacement Trees**

Tree Category (DBH <sup>1</sup> or Size)	Tree Unit Credit (per tree)
Existing healthy trees between 1” and up to 8” DBH	1
Existing Larger than 8” and up to 12” DBH	1.5
Existing Larger than 12” and up to 18” DBH	2
Existing Larger than 18” and up to 24” DBH	3
Existing Larger than 24” <u>and up to 36”</u> DBH	<del>3.5</del> <u>4.5</u>
<u>Existing Larger 36” DBH</u>	<u>5.5</u>
<u>Existing Groves of three (3) or more trees, each with DBH Larger than 8” DBH</u>	<u>5</u> <u>6.5</u>
Replacement 2-inch caliper deciduous or broadleaf tree	<del>.5</del> <u>1</u>
Replacement 6-foot-tall evergreen, conifer tree	1

**1** Diameter at breast height (DBH), is used in determining the diameter of existing trees. For example: On a 7,500 square foot lot in ULR zone (3 credits needed) with one 24” DBH tree, one 12” DBH tree, and two 6” DBH trees, the minimum tree unit credits are met by retaining the 24” DBH tree only, or retaining the 12” DBH tree and one of the 6” DBH trees, or remove all trees on site and plant 6 new deciduous or 3 new conifers to meet the minimum tree density units for the lot.

## ATTACHMENT B CAPITAL FACILITIES PLAN UPDATES

**Exhibit 3-7. Projected Transportation Grant Revenues for Capital Projects (2024 – 2044  
in YOE\$)**

Transportation Grants	Subtotal 2024-2029	Subtotal 2030-2044	Total 2024-2044
<b>Estimated Revenues</b>	\$79,963,000	\$179,580,333	\$256,543,333

Source: Kitsap County Transportation Planning 2023; LDC, 2023

**Exhibit 3-8. Projected Total Transportation Revenues Allocation for Capital (2024 –  
2044 in YOE\$)**

Total Transportation Revenues	Subtotal 2024-2029	Subtotal 2030-2044	Total 2024-2044
<b>Estimated Revenues</b>	\$125,998,000	\$287,380,333	\$413,378,333

Source: Kitsap County Transportation Planning 2023; LDC, 2023

**Exhibit 4-92 Transportation Capital Improvement Revenue Sources (All numbers are  
in 2024 \$1000s)**

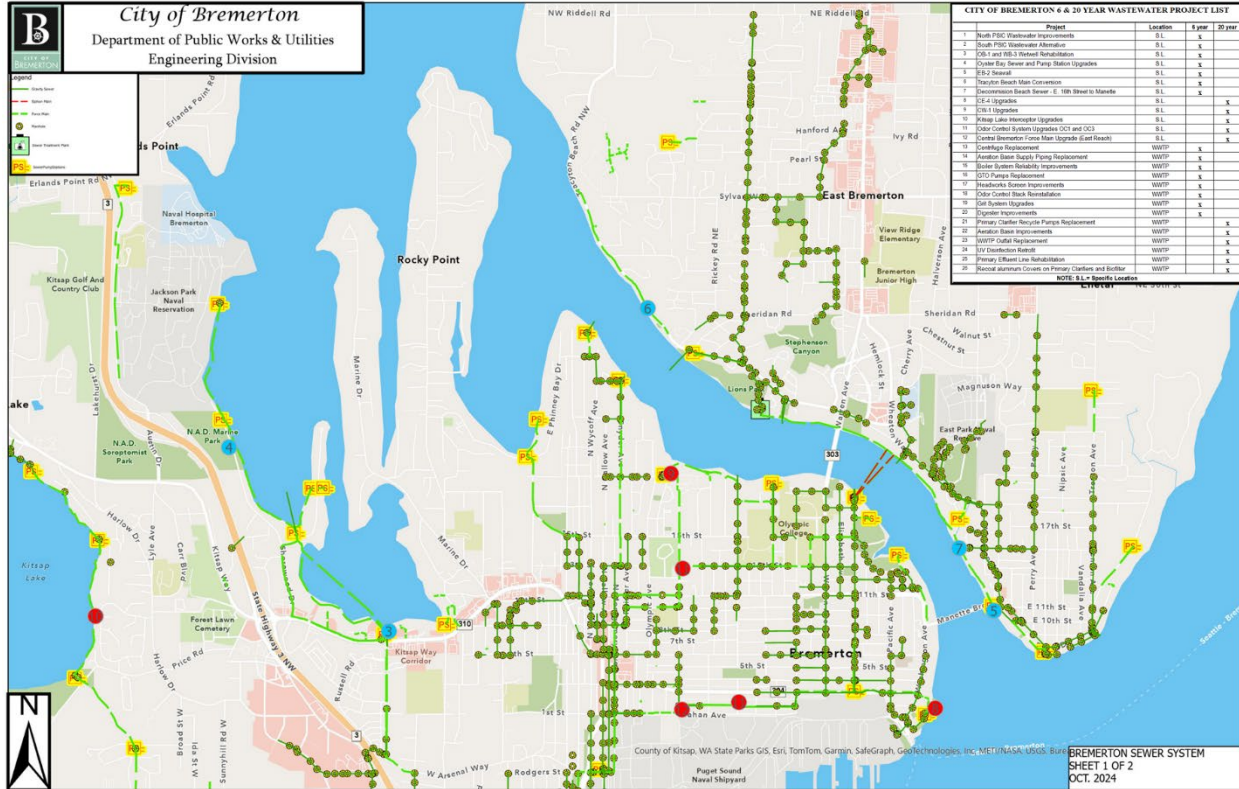
Revenue Source	Total Revenue Years 2024- 2029	Total Revenue Years 2030- 2044	Total Revenue Years 2024- 2044
<b>Federal Funding</b>	61,452	143,388	204,840
<b>Local Funds</b>	34,035	72,800	106,835
<b>State Funds</b>	15,511	36,192	51,703
<b>Impact Fees</b>	15,000	35,000	50,000
<b>Total</b>	<b>125,998</b>	<b>287,380</b>	<b>413,378</b>

Source: Kitsap County TIP, 2023

# CFP Appendix A – Sewer Maps

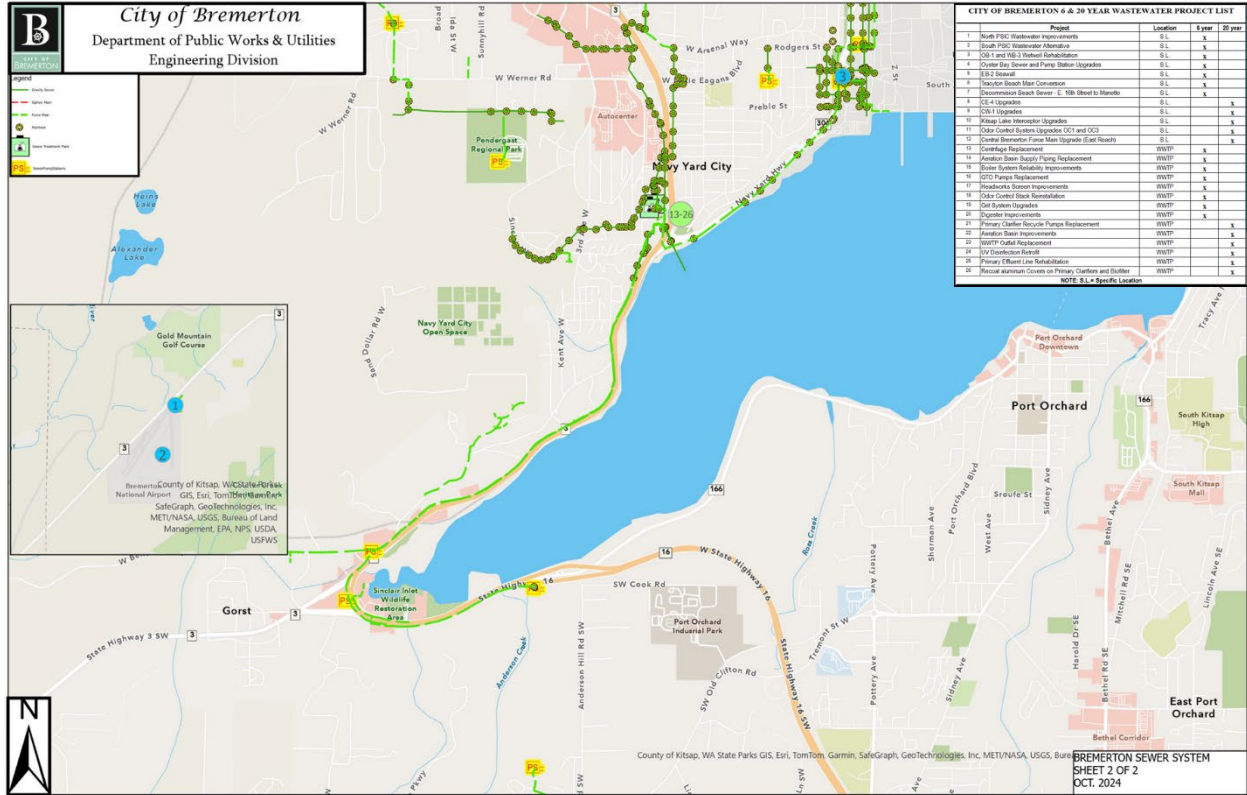
## Additions from the City of Bremerton

Bremerton North - 6 & 20 Year Sewer Plan



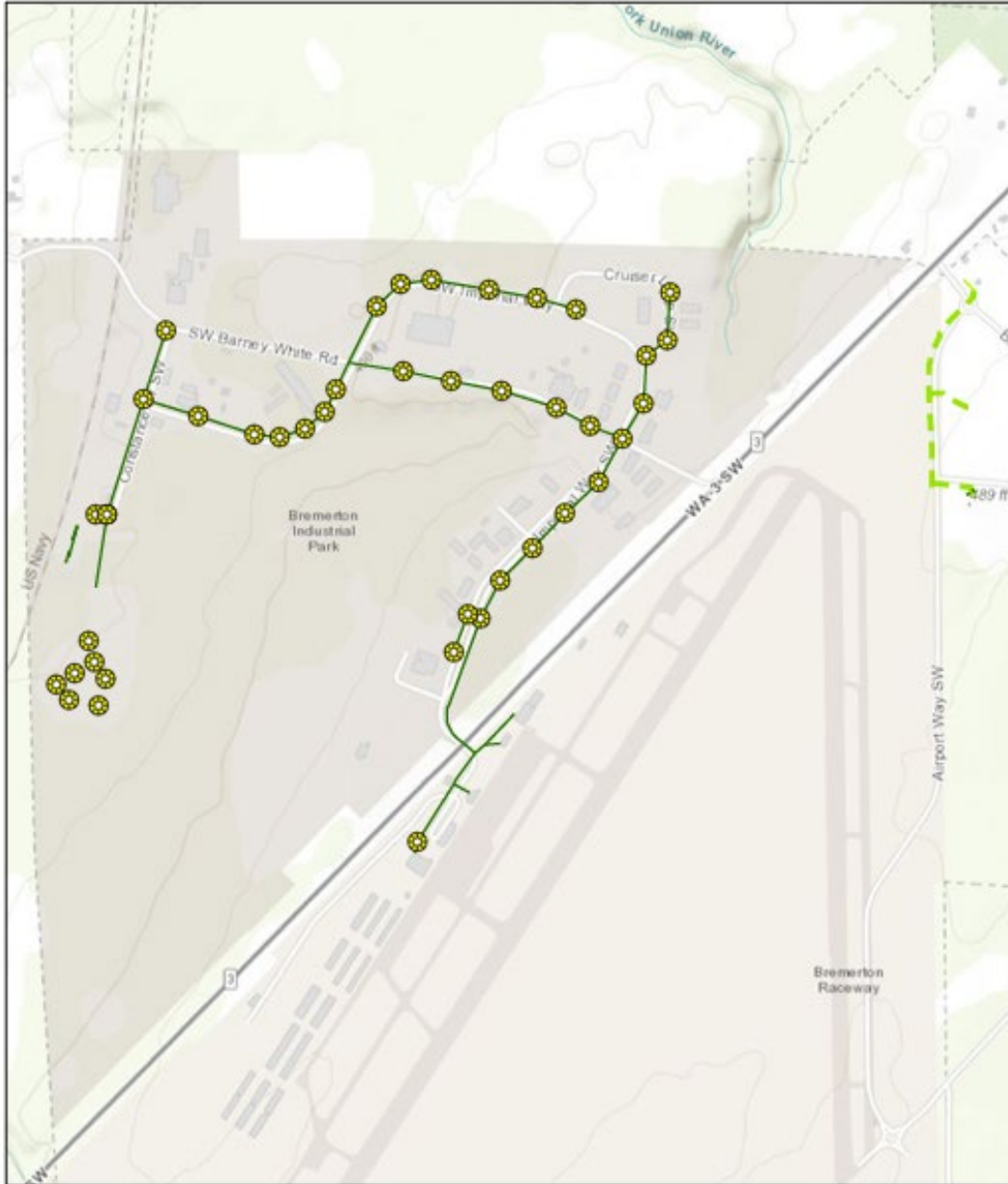


# Bremerton South - 6 & 20 Year Sewer Plan



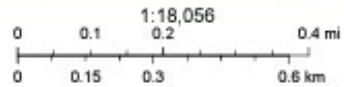
# Bremerton Airport Existing Sewer Facilities

## Bremerton Airport Area Sewer Map



11/20/2024, 9:15:04 AM

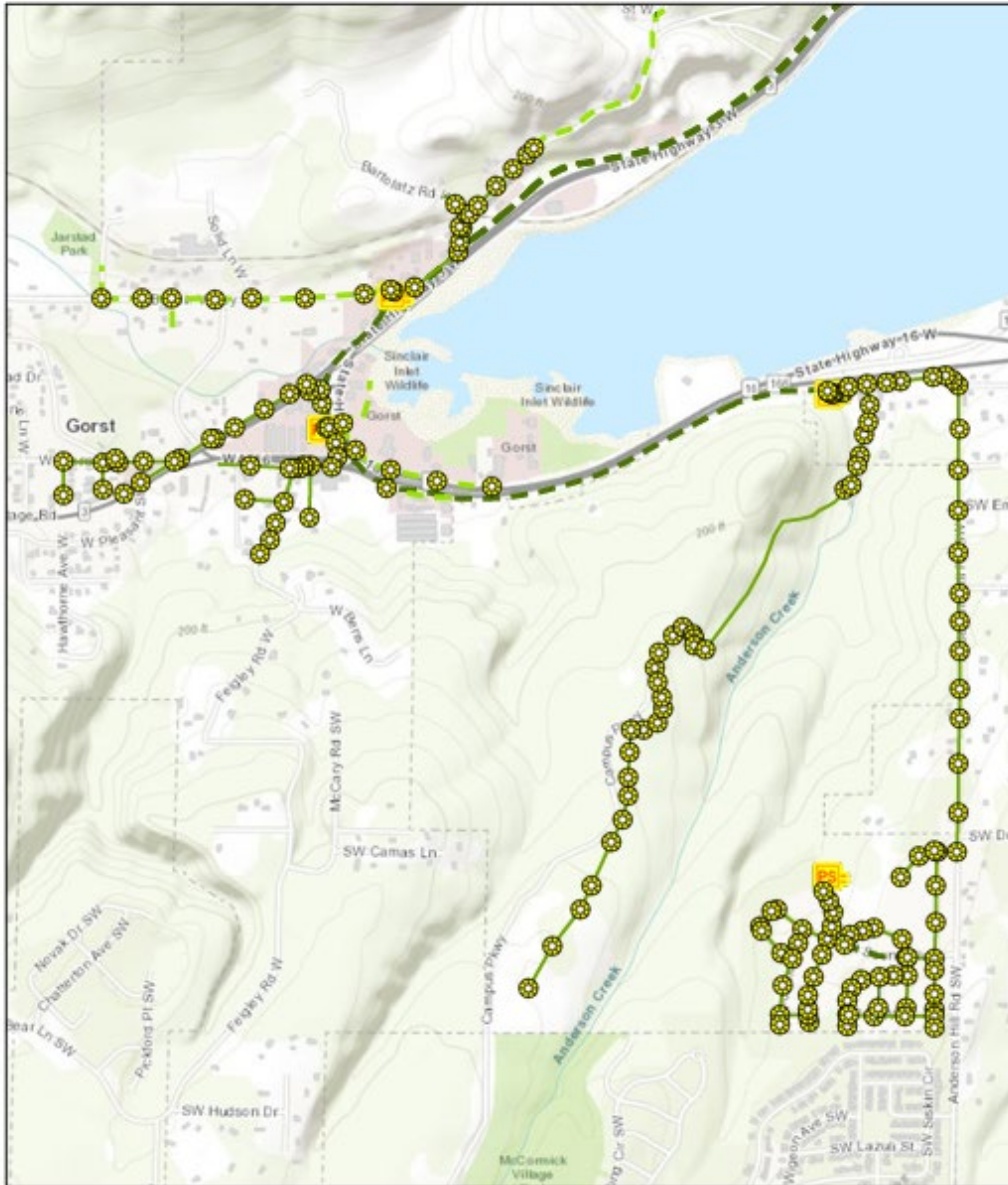
- Manhole
- Sewer Mains
- Private
- Pressure Mains
- Collector



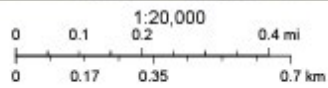
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Goast Area Existing Sewer Facilities

Goast Area Sewer Map



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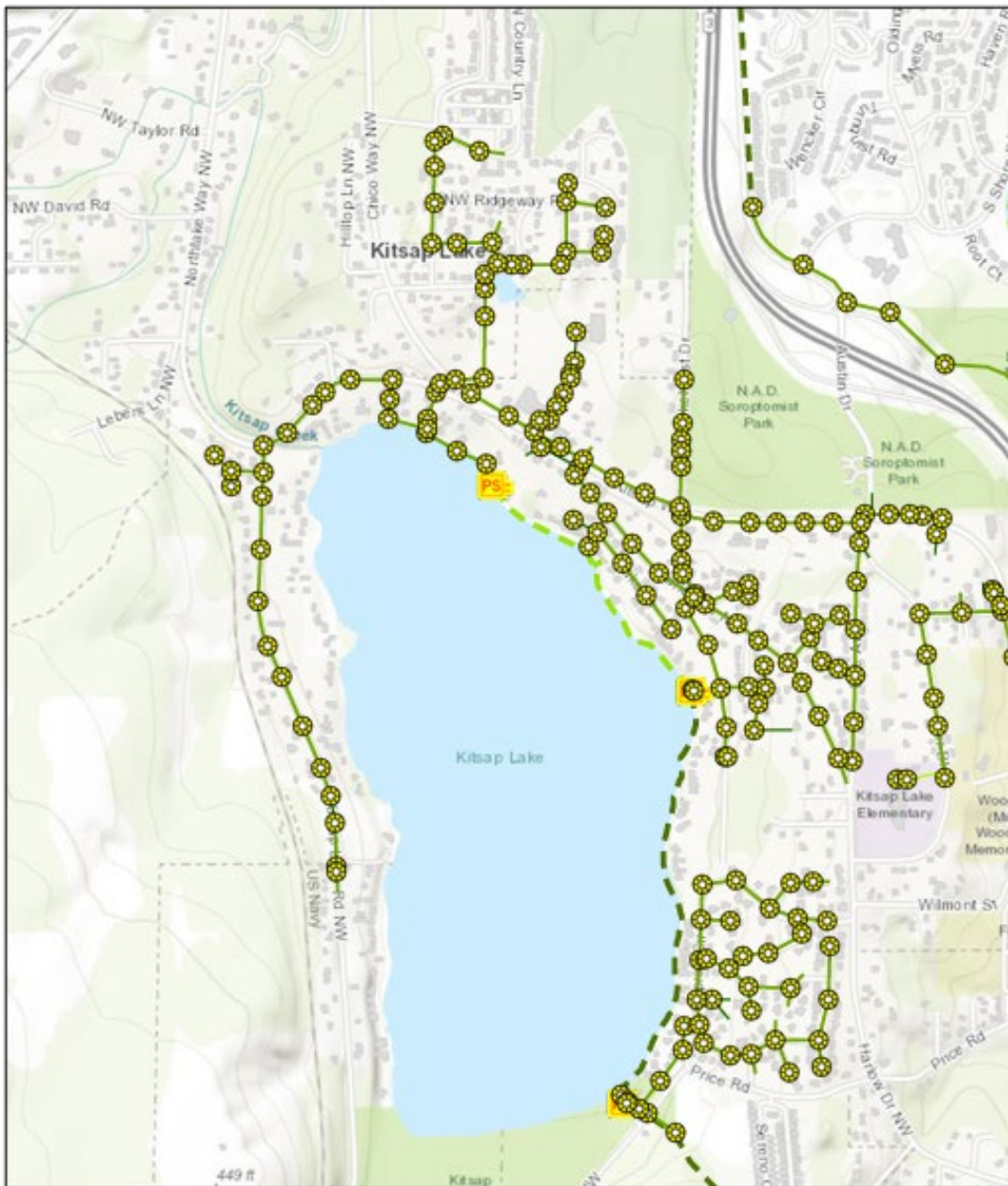


- Manhole
- Sewer Pump Stations
- Sewer Mains
- COB
- Pressure Mains
- Collector
- Transmission

Sources: Esri, HERE, Garmin, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

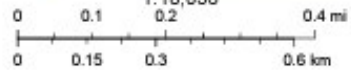
Kitsap Lake Area Existing Sewer Facilities

Kitsap Lake Area Sewer Map



11/20/2024, 9:04:50 AM

1:18,056

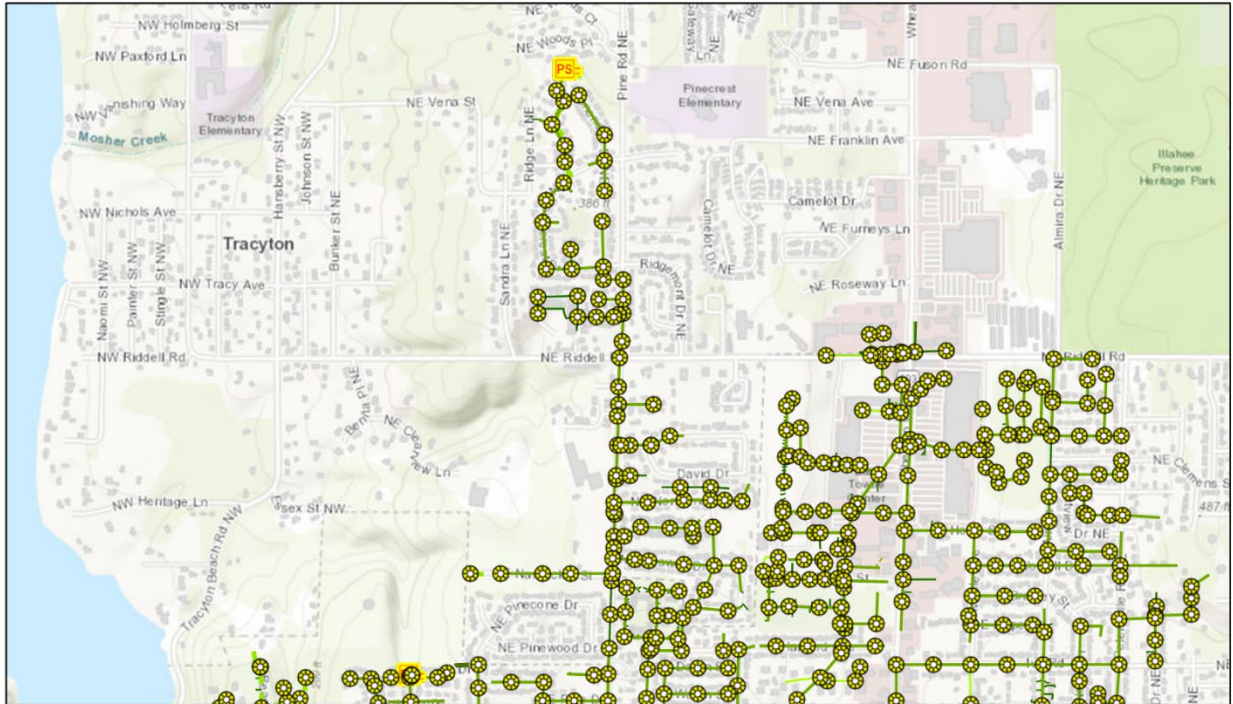


- Manhole
- Sewer Pump Stations
- Sewer Mains**
- COB
- Private
- Pressure Mains
- Collector
- Transmission

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

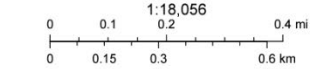
# East Bremerton Area Existing Sewer Facilities

## East Bremerton Area Sewer Map



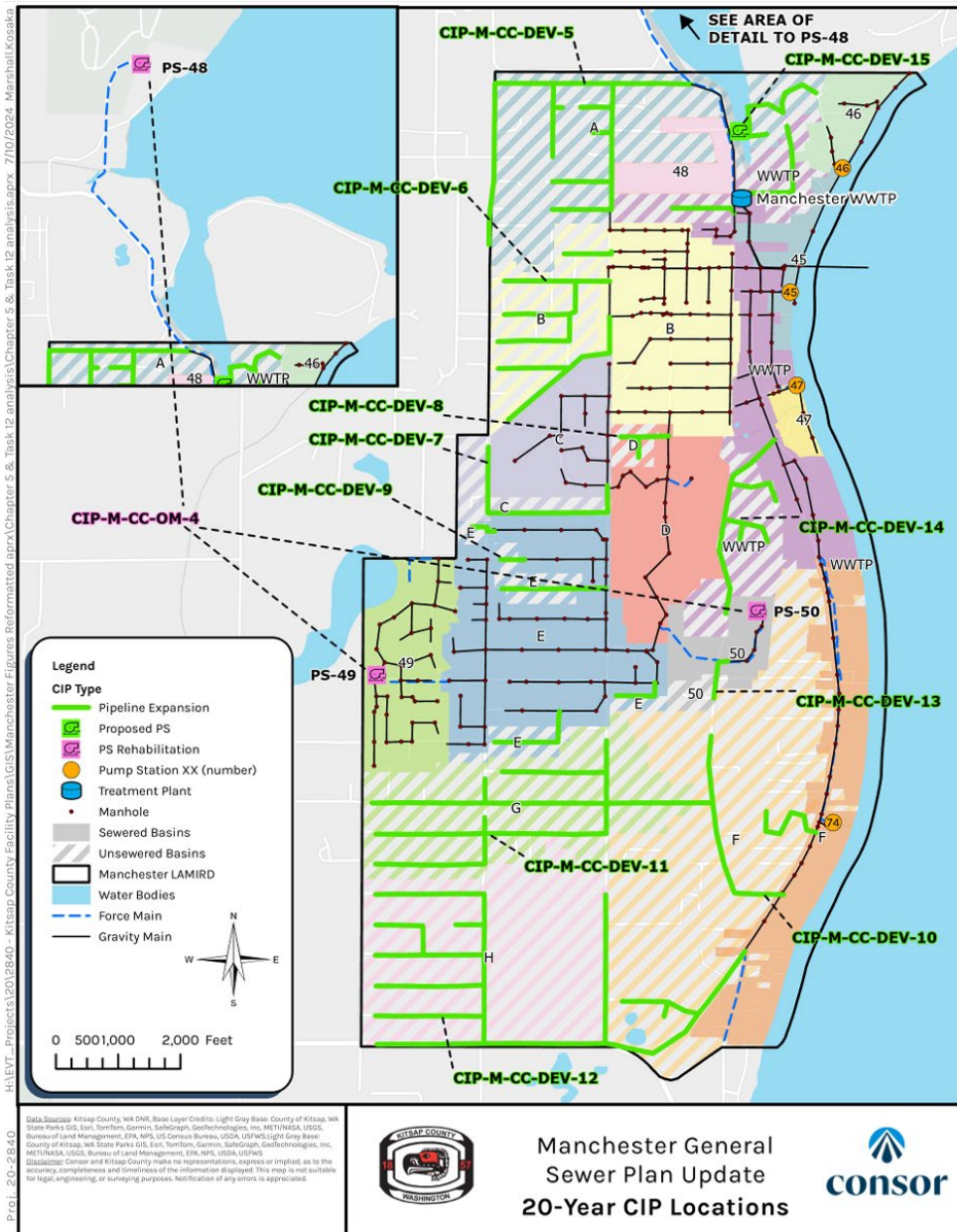
11/20/2024, 9:17:28 AM

- |                     |             |                    |
|---------------------|-------------|--------------------|
| Manhole             | Sewer Mains | Laterals           |
| Sewer Pump Stations | COB         | Pressure Mains     |
|                     | County      | Collector          |
|                     | Private     | Transmission       |
|                     |             | Gravity            |
|                     |             | Pressure           |
|                     |             | <all other values> |



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

# Manchester General Sewer Plan



H:\EVT\_projects\20\2840 - Kitsap County Facility Plans\GIS\Manchester Figures\_Reformatted.aprx\Chapter 5 & Task 12 analysis.aprx 7/10/2024 Marshall Kosaka  
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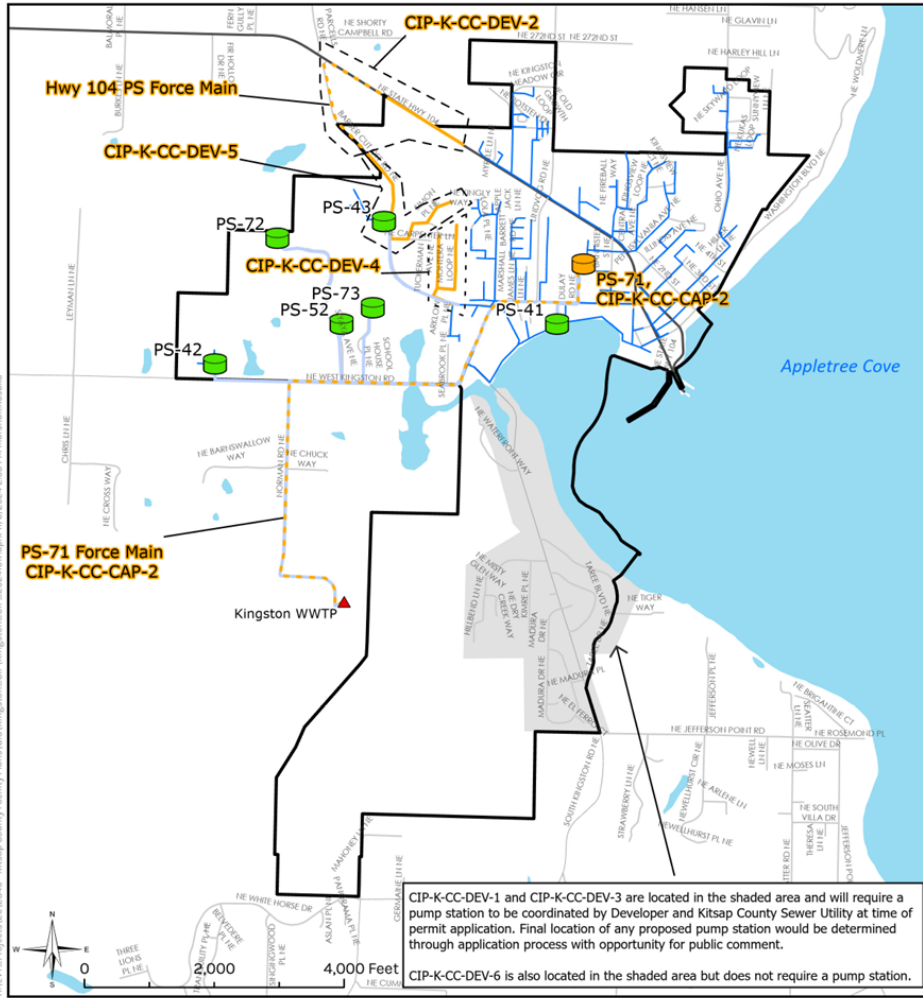
Data Sources: Kitsap County, WA DNR, Bival Layan Credits, Light Gray Basin, County of Kitsap, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Light Gray River, County of Kitsap, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/NASA, USGS, Bureau of Land Management, EPA, NPS, USGS, USFWS  
 Disclaimer: Conser and Kitsap County make no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



**Manchester General Sewer Plan Update**  
**20-Year CIP Locations**



# Kingston General Sewer Plan



CIP-K-CC-DEV-1 and CIP-K-CC-DEV-3 are located in the shaded area and will require a pump station to be coordinated by Developer and Kitsap County Sewer Utility at time of permit application. Final location of any proposed pump station would be determined through application process with opportunity for public comment.  
 CIP-K-CC-DEV-6 is also located in the shaded area but does not require a pump station.

**Legend**

- Treatment Plant
- Pump Station
- Force Main
- Gravity Main
- CIP Gravity Main Alignment
- CIP Force Main Alignment
- Service Area

**Kingston General Sewer Plan Update**  
**20-Year CIP Overview Map**  
 November 2024

Project No. 20-2840  
 Data Sources: Kitsap County, WA DNR.  
 Coordinate System: NAD 1983 StatePlane Washington North FIPS 4601 Feet  
 Disclaimer: Consor and Kitsap County make no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

## CFP Appendix B – Transportation Tables

### State Highway Projects Considered in Traffic Forecast Model

Projects	Estimated Completion Date
SR 166 Bethel/Bay/Maple Roundabout	2023
SR 305 West Port Madison, Agatewood Rd, Adas Will Lane – Safety	2024
SR 104 Kingston Ferry Terminal Traffic Improvement	TBD
SR 3 Freight Corridor New Alignment (Belfair Bypass)	2028
SR 160 Long Lake Road – Roundabout	2026
SR 166 Wolves Road – Compact Roundabout	TBD
SR 3 Division & Pleasant – Roundabout	2027
SR 305 Totten Road – Safety Improvements	2027
SR 305 Johnson Road Roundabout	2023
SR 3 Belfair Area Widening and Safety Improvements Stage 2	TBD
Studies	
SR 3 Gorst Area – Planning and Environmental Linkages	2029



## Estimated Impacts to State-owned Transportation Facilities

### Projected 2044 Miles of Deficient State Highways

State Highway	LOS Standard	Total Length (miles)	Alternative 1		Alternative 2		Alternative 3		Preferred Alternative	
			Deficient Segment s (lane-miles)	Pct of Total	Deficient Segment s (lane-miles)	Pct of Total	Deficient Segment s (lane-miles)	Pct of Total	Deficient Segment s (lane-miles)	Pct of Total
104	C/D	23.1	6.4	27.8%	6.3	27.4%	6.3	27.4%	8.3	36%
16	C/D	84.2	30.2	35.8%	30.8	36.5%	30.8	36.5%	31.6	38%
160	D	15.8	0.8	4.9%	1.6	10.0%	1.5	9.6%	0.9	6%
166	C	11.2	2.8	25.0%	0.0	0.0%	0.0	0.0%	2.9	26%
3	C/D	182.4	60.8	33.3%	60.2	33.0%	61.9	34.0%	65.6	36%
302	C	1.4	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0%
303	E Mitigated	46.4	3.2	6.8%	2.8	6.1%	2.8	6.1%	3.8	8%
304	D	16.7	2.9	17.1%	2.9	17.1%	2.9	17.1%	3.1	19%
305	C/D	30.3	11.5	38.0%	11.9	39.2%	11.9	39.2%	14.3	47%
307	C	10.7	6.7	62.6%	6.7	62.6%	6.7	62.6%	6.7	63%
308	C	9.8	0.3	3.0%	0.3	3.0%	0.0	0.0%	0.3	3%
310	D	7.4	1.6	21.4%	2.2	30%	0.0	0.0%	2.2	30%
Total		439.3	127.1	28.9%	125.7	28.6%	124.8	28.4%	139.7	32%

# Map of 2044 Projected State Route Deficiencies



**Deficient Roadway Segments - State Routes - Pref Alt**  
*Kitsap County Comprehensive Plan*

transpogroup 

LOS Standards for State Highways

<b>Highways of Statewide Significance (HSS)<sup>1</sup></b>	Urban	LOS D	Based upon 70% of posted speed limit	SR 3, SR 16, SR 104, SR 304, SR 305 and SR 307
	Rural	LOS C		
<b>Highways of Regional Significance (HRS)<sup>2</sup></b>	Tier 1 (within ~3-mile buffer around most heavily traveled freeways)	LOS E-mitigated	Highway Capacity Manual – latest edition preferred.	SR 166 and SR 303,
	Tier 2 (outside 3-mile buffer but within UGA)	LOS D		SR 160,
	Tier 3 (outside UGA)	LOS C		SR 308

Washington State Ferries Traffic Statistics

<b>Route</b>	<b>2019 Ridership</b>	<b>2020 Ridership</b>	<b>2021 Ridership</b>
Edmonds / Kingston	4.1 million	2.9 million	3.5 million
Seattle / Bremerton	2.5 million	0.9 million	1.1 million
Seattle / Bainbridge Island	6.2 million	2.6 million	3.7 million
Fauntleroy / Vashon Island Southworth	3.1 million	1.9 million	2.1 million

## Kitsap Transit Ridership

RIDERSHIP	2019	2020	2021	2022	2023
ACCESS BUS	254,941	119,465	138,008	166,578	186,054
FAST FERRY	489,920	236,160	329,744	501,850	769,732
LOCAL FERRY	561,860	279,902	233,396	287,721	322,498
ROUTED BUS	1,968,877	929,926	714,427	888,009	1,110,640
TAXI	3,347	1,012	2,001	3,159	2,528
VANLINK	52,168	15,533	17,682	36,916	52,283
VANPOOL	153,526	77,758	63,381	75,487	78,553
WORKER/DRIVER	368,356	234,734	230,823	215,938	202,399

## Summary of Countywide Travel Statistics

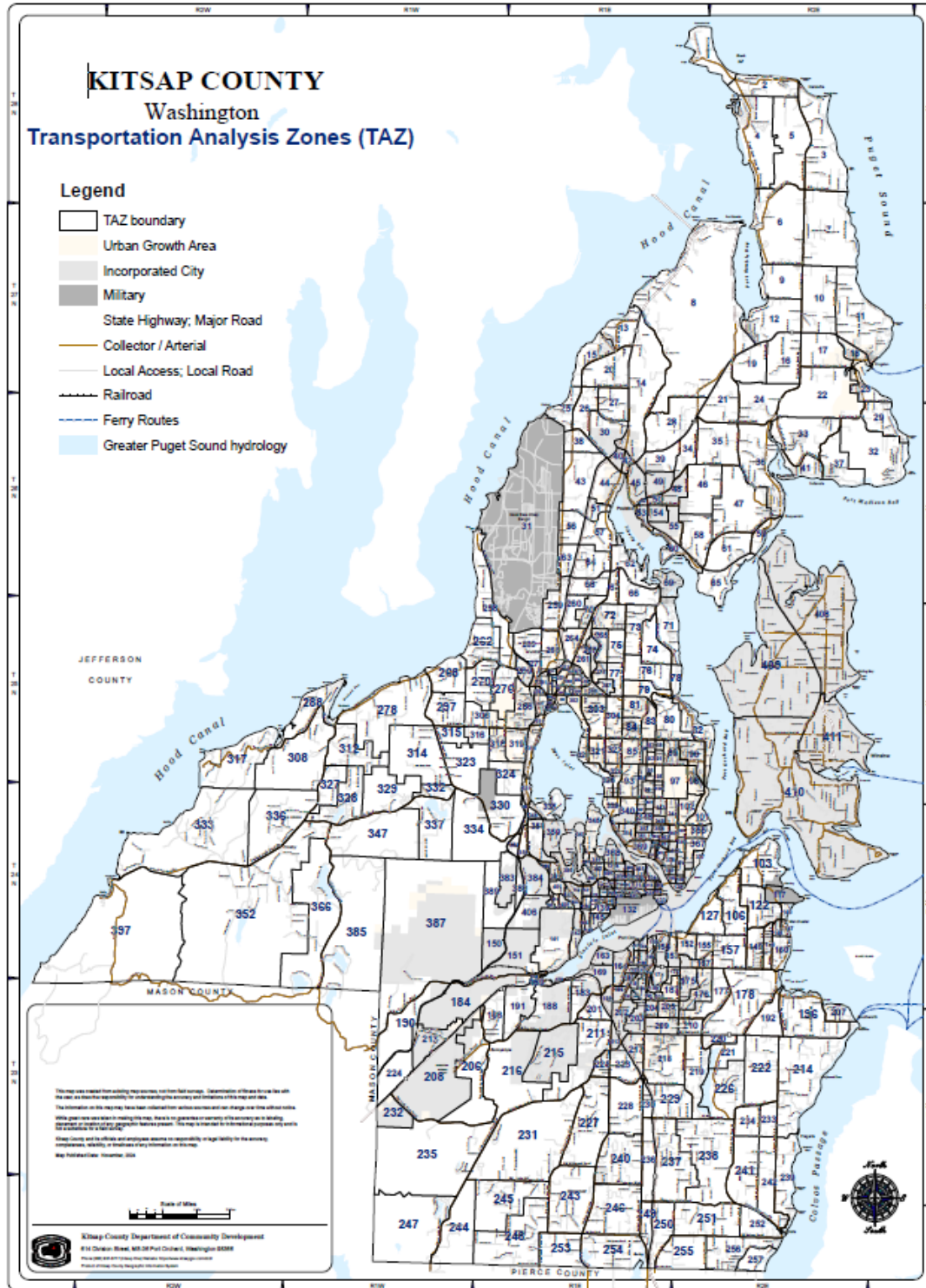
Category	Alternative 1	Alternative 2	Alternative 3	Preferred Alternative
<b>Countywide Population</b>				
Existing (2020)	275,611	275,611	275,611	275,611
2044	346,358	346,358	346,358	346,358
% Increase	26%	26%	26%	26%
<b>Countywide Employment</b>				
Existing	91,763	91,763	91,763	91,763
2044	186,211	192,087	193,704	192,977
% Increase	103%	109%	111%	110%
<b>PM Peak Hour Vehicle Miles Travelled (VMT)</b>				
Existing	124,000	124,000	124,000	124,000
2044	214,000	230,800	222,000	231,000
% Increase	72%	85%	78%	86%

Projected 2044 Roadway Segment Deficiencies

	ALTERNATIVE 1 (NO-ACTION)	ALTERNATIVE 2	ALTERNATIVE 3	PREFERRED ALTERNATIVE
NORTH-CENTRAL COUNTY	72.6	77.6	78.1	73.8
SOUTH COUNTY	56.8	56.2	58.8	67.9
TOTAL DEFICIENT LANE-MILES	129.4	133.8	136.9	141.6
TOTAL 2044 COUNTY ROADWAY LANE- MILES	1295.2	1295.2	1295.2	1,295.2
TOTAL 2044 NORTH- CENTRAL COUNTY LANE-MILES	626.6	626.6	626.6	626.6
TOTAL 2044 SOUTH COUNTY LANE-MILES	668.6	668.6	668.6	668.6
PERCENT OF DEFICIENT LANE- MILES (NORTH- CENTRAL)	11.6%	12.4%	12.5%	11.8%
PERCENT OF DEFICIENT LANE- MILES (SOUTH)	8.5%	8.4%	8.8%	10.1%
EXCEEDS COUNTYWIDE CONCURRENCY STANDARD OF 15%	NO	NO	NO	NO

# CFP Appendix C – Traffic Model Data

## Model Transportation Analysis Zone Map



## Land Use Assumptions by TAZ, Used in Estimating Travel Demand

This is a sample of the 9-page table.

TAZ	2020-SFHH	2020-MFHH	2020-EMP	2044-SFHH	2044-MFHH	2044-EMP
1	120	13	17	172	13	38
2	152	17	22	239	17	27
3	202	54	23	284	54	33
4	566	63	53	827	63	49
5	128	14	20	167	14	6
6	218	24	556	258	44	611
7	144	45	20	214	45	17
8	607	89	226	914	167	2341
9	62	7	7	78	7	10
10	120	37	190	181	37	560
11	575	179	397	600	645	1434
12	405	45	50	508	45	138
13	274	26	13	350	26	36
14	262	20	156	722	70	221

## Roadway Inventory with Modeled Level of Service

These are samples of each 40-page table.

### 2020 Modeled Road Network Level of Service

Number column correlates with road network GIS file.

Number	FromNode	ToNode	FC	Length	IsUGA	Lanes	Volume	MaxVC	Cap2020	VC2020	LOS2020
86	1193	1194	Minor Collector	0.10952	0	1	214	0.79	555	0.38	A
86	1194	1193	Minor Collector	0.10952	0	1	97	0.79	555	0.17	A
142	1381	1401	Minor Arterial	0.22102	1	1	64	0.89	650	0.10	A
142	1401	1381	Minor Arterial	0.22102	1	1	850	0.89	650	1.58	F
145	1506	1516	Major Collector	0.06329	1	1	32	0.89	600	0.05	A
145	1516	1506	Major Collector	0.06329	1	1	35	0.89	600	0.06	A
153	1842	1845	Major Collector	0.03062	1	1	0	0.89	600	0.00	A
153	1845	1842	Major Collector	0.03062	1	1	0	0.89	600	0.00	A
236	1807	1809	Major Collector	0.05924	1	1	210	0.89	600	0.35	A

### 2044 Modeled Road Network Level of Service

Number column correlates with road network GIS file.

Number	FromNode	ToNode	FC	Length	IsUGA	Lanes	Volume	MaxVC	Cap2044	VC2044	LOS2044
86	1193	1194	Minor Collector	0.10952	0	1	381	0.79	555	0.69	B
86	1194	1193	Minor Collector	0.10952	0	1	330	0.79	555	0.59	A
142	1381	1401	Minor Arterial	0.22101	1	1	150	0.89	1395	0.11	A
142	1401	1381	Minor Arterial	0.22101	1	1	972	0.89	1395	0.70	C
145	1506	1516	Major Collector	0.06328	1	1	60	0.89	600	0.10	A
145	1516	1506	Major Collector	0.06328	1	1	151	0.89	600	0.25	A
153	1842	1845	Major Collector	0.03061	1	1	0	0.89	600	0.00	A

# ATTACHMENT C

## ECONOMIC DEVELOPMENT UPDATES

### **Economic Development Background** (insert at the end of the background section)

While part of Greater Seattle, Kitsap also has its own unique microeconomy; the ~~two~~ two strongest factors ~~that impact~~ impacting Kitsap's economy are regional effects from Greater Seattle and localized effects from Naval Base Kitsap. ~~The former~~ As is one of the nation's most vibrant economies, Seattle's economic performance, along with employment and population trends, create ripple effects in Kitsap's far smaller community; post-pandemic "suburban boom" is an example of this. Meanwhile, day-to-day economic life in Kitsap itself shows that Naval Base Kitsap (NBK) is a behemoth: According to- the 2024 Washington Statewide Defense Economic Impact Study from the Office of the Lieutenant Governor, NBK generates The latter has an annual economic impact in the region of more than \$4 billion annual economic impact of \$6.8 billion GSP (Gross State Product)—, with billions more further billions in federal government capital investment forecast for investment and modernization of Navy installations in Kitsap through 2038. Government employment is a strong economic characteristic of Kitsap, making up just over one-third of paychecks—twice the rate it occurs nationally—and public entities are typically seven of the top ten largest employers in the county.

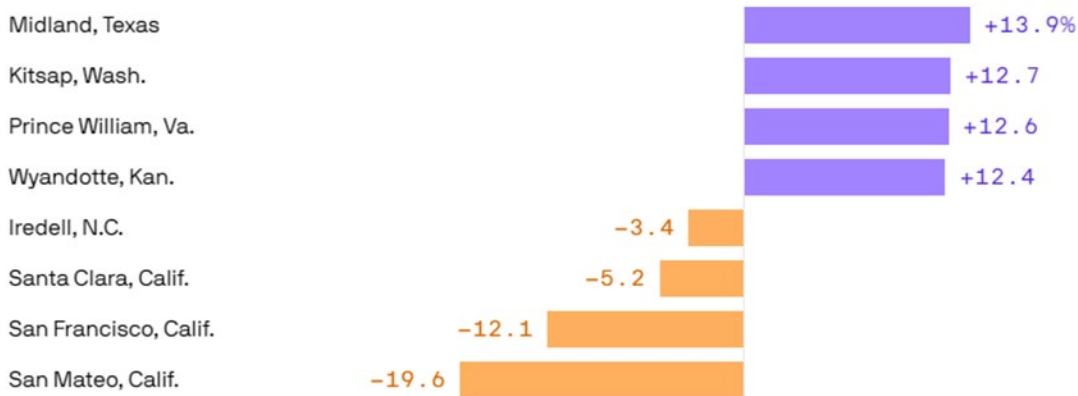
Nonetheless, the private sector is strong, healthy and growing in Kitsap. Our ~~The Kitsap also has a~~ "homegrown" private sector ~~that~~ headquarters a small set of firms with a footprint beyond Kitsap County's borders that sell products either nationally or internationally: SAFE Boats International, Skookum Contract Services, Watson Furniture, Farbank, and Town and Country Markets are all examples of companies that either started in Kitsap or saw significant growth here. The largest private employer in the community is St. Michael Medical Center. Kitsap-based, while our community's tribal corporations, Port Madison Enterprises and Noo-Kayet Investments, are also among the top private employers.

For a more diverse economic future, private sector industries currently showing ~~promise~~ the potential to mature into larger clusters in Kitsap's economy- include maritime, light manufacturing, business and professional services, architecture and engineering, construction, health care, airport operations and tourism. These industries show promise for a wide range of reasons, whether because of United States ~~Bureau of~~ Labor ~~Statistics~~ (BLS) data, skill sets within the workforce, or geographic/strategic opportunity—such as Silverdale's role in serving the healthcare needs of both the Kitsap and Olympic peninsulas, and the strategic opportunity that Bremerton National Airport could represent with increased growth, investment and operations.



## Large counties with greatest gains and losses in average weekly wages

Counties with at least 75,000 employees in 2021; Q3 2021 - Q3 2022



Caption: Data: Bureau of Labor Statistics; Chart: Axios Visuals

~~More Affordable housing is difficult to attain in the community. According to Puget Sound Regional Council, Kitsap joins Pierce and Snohomish counties in having just over half of its households "cost-burdened", meaning they spend more than a third of their income on housing. Generally, the county grows at just under or over 1% annually, according to State of Washington Office of Financial Management population estimates. than half of Kitsap County residents are cost-burdened, spending more than a third of their income on housing. Affordable housing is difficult to attain in the community.~~

~~More than half of Kitsap County residents are cost-burdened, spending more than a third of their income on housing. Affordable housing is difficult to attain in the community. The median cost of a home in Kitsap, excluding Bainbridge Island, is more than \$500,000. Meanwhile, a new garden-style one-bedroom apartment in Kitsap, regardless of location, starts at around \$1,700 a month.~~

The median cost of a home in Kitsap, is \$565,000. Meanwhile the average rent is \$1,713 a month.

~~Kitsap is growing and on track to achieve or exceed its population targets. Drivers There is indication and further potential for this growth trajectory to increase, depending on remote work patterns, workforce and talent lifestyle choices, as well as connectivity to Seattle; one factor that has increased Kitsap's attractiveness to worker talent is Kitsap Transit's fast ferry fleet. behind-population increases are not only our community's relative affordability to Seattle, but the changes in business and personal lives driven by the COVID pandemic, from the rise of remote work to the attractiveness of having a home in a more rural area or otherwise placing a greater value upon quality of life. Another contributing factor making Kitsap attractive to talent is the rise of Kitsap Transit's fast ferry fleet.~~

According to a 2019 multistate collaborative childcare study by the Bipartisan Policy Center, Kitsap County is facing a 51.1% daycare gap with a 4,620 supply, number of childcare slots offered by locally operated and state-recognized providers, and a 9,980 potential need, the number of children age five and under with all available parents in the labor force, according to the 2014-2018 American

Community Survey five-year sample. The estimated annual economic impact for Kitsap County from income loss, productivity loss, and tax revenues is between \$131 million and \$200 million.

Kitsap County offers a robust education system that supports lifelong learning, with strong public schools, career and technical programs, and growing postsecondary options. The public schools focus on Science, Technology, Engineering and Math (STEM) and Career and Technical Education (CTE) programs to build job-ready skills and offer dual credit opportunities for college advancement. For younger students, two districts provide Spanish dual-language programs, enhancing bilingual skills from kindergarten through eighth grade.

Higher education in Kitsap is anchored by Olympic College, which serves over 8,500 students annually and supports a large military-connected student body. Its partnerships with Old Dominion University Global, Washington State University, and Western Washington University (WWU) allow students to pursue bachelor's and master's degrees locally. Western Washington University's expanding presence across the Olympic and Kitsap Peninsulas, with academic centers in Bremerton, Poulsbo strengthens local access to higher education.

This cohesive educational ecosystem provides Kitsap residents a solid foundation for academic and professional success without leaving the area.

## ATTACHMENT D

### Title 17 STEP Housing Updates

17.110.318 “Group living” means the residential occupancy of a structure that does not meet the definition of family living. Generally, group living facilities have a common eating area for residents, and residents may receive care or training. Group living includes the following:

- A. Assisted living facility.
- B. Boarding house, rooming house, or lodging house.
- C. Congregate care facility.
- D. Dormitory.
- E. Hospice.
- F. Monastery or convent.
- G. Independent living facility.
- H. Shelter, nontransitory accommodation.
- I. Skilled nursing care facility, memory care, convalescent or rest home.
- [J. Transitional Housing \(as defined by RCW84.36.043\(3\)\(c\)\).](#)
- [K. Permanent Supportive Housing \(as defined by \(RCW36.70A.030\(31\)\).](#)

17.110.726 “Transitory accommodations” means shelters, as defined in Chapter 17.505, that are not permanently attached to the ground, may easily be erected and dismantled or moved, and are intended for temporary occupancy. Transitory accommodations also include [emergency shelter \(RCW36.70A.030\(15\)\)](#), [emergency housing \(RCW36.70A.030\(14\)\)](#), and all other facilities specifically identified in Chapter 17.505, Transitory Accommodations.

17.505.020

I. “Transitory accommodation” means shelters that are not permanently attached to the ground, may easily be erected and dismantled or moved, and are intended for temporary occupancy. Transitory accommodations also includes [emergency shelter \(RCW36.70A.030\(15\)\)](#), [emergency housing \(RCW36.70A.030\(14\)\)](#), and all other facilities specifically identified in this chapter.

Consider differentiating the two “shelter” definitions.

Edit for consideration

17.110.676 Shelter.

“Shelter” means a residential facility serving as a center to receive, provide and house persons who need shelter. The shelter may allow partners, dependents, pets, and/or possessions. The facility may provide on-site services.

17.505.020

G. “Shelter **structure**” means a place giving temporary protection that is not on a permanent foundation and is used for the shelter of homeless or other vulnerable populations consistent with the allowance of this chapter. Allowable shelters are membrane shelters or structures made of wood, composites, metal or other suitable materials as follows:

1. A membrane shelter is any tent or other fabric enclosure that is not constructed on site, but is manufactured and approved according to manufacturer's specifications.
2. A wood, composite, metal or other suitable material structure must be manufactured according to manufacturer's or other specifications approved by the director and intended for temporary housing or is constructed on site and meets minimum public health and safety building code requirements as established by the building official.

Title 17 links:

[Chapter 17.110 DEFINITIONS](#)

[Chapter 17.505 TRANSITORY ACCOMMODATIONS](#)