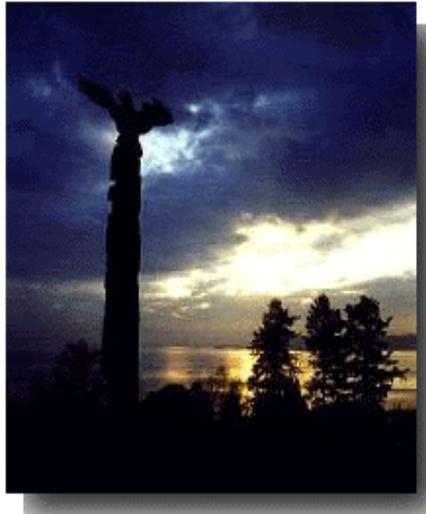


2005 FINAL SUQUAMISH RURAL VILLAGE SUB-AREA PLAN



Picture Provided by Suquamish Tribe/Port Madison Indian Tribe

Prepared by:
Kitsap County
Department of Community Development
614 Division Street, MS-36
Port Orchard, WA 98366-4682

Tel: 360- 337-7181

http://www.kitsapgov.com/dcd/community_plan/subareas/suquamish/default.htm

December 21, 2005



Acknowledgements

The Kitsap County Board of Commissioners formally adopted the Suquamish Rural Village Sub-Area Plan in April 1999. In 2005, a five-year update to the plan was prepared with ongoing enhancement and improvement of the plan.

2004-2005 Suquamish Community Council

Matt Cleverly	Bruce Goodrich	Gail Petranek
Tom Curley	Douglas Hall	Allie Barbosa
Mary Ann Dow	David McMullen	Sandra Senter
Cherie Fahlsing	Kevin McDonald	Julia Smith
Niki Questor	Cindy Drover	Allison O'Sullivan

Suquamish Tribe

Scott Crowell, Community Development Director
Paul Dorn, Enhancement Program Manager
Tom Curley, GIS Program Manager
Karen Driscoll, Tribal Planner
Peg Deam, Cultural Specialist

2005 Kitsap County Board of Commissioners

Chris Endresen, District 1, Chair
Jan Angel, District 2
Patty Lent, District 3

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Kitsap County

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Scott Diener, Planner, Dept of Community Development
Albert Williams, Planner, Dept of Community Development
Dave Greetham, Planner, Dept of Community Development
Cindy Read, Analyst, GIS, Dept of Community Development
Dave Nash, Analyst, GIS, Dept of Community Development
Randy Casteel, Director, Dept of Public Works
Jon Brand, Assistant Director, Dept of Public Works
Greg Cioc, Transportation Planner, Dept of Public Works
Rick Gagnon, Program Manager, Wastewater, Dept of Public Works
Joseph Coppo, Planning, Dept of Facilities, Parks and Recreation

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ORDINANCE NO. 352-2005

RELATING TO GROWTH MANAGEMENT, AMENDING THE KINGSTON SUB-AREA PLAN AND MAKING CORRESPONDING AMENDMENTS TO THE KITSAP COUNTY ZONING CODE AND MAP; AND AMENDING THE SUQUAMISH RURAL VILLAGE SUB-AREA PLAN

BE IT ORDAINED:

Section 1. The Kitsap County Board of Commissioners makes the following findings:

- 1) The Growth Management Act, Chapter 36.70A RCW (GMA), requires that Kitsap County's Comprehensive Land Use Plan and implementing development regulations be subject to continuing review and evaluation. The GMA requires counties to review, and if needed, revise their Comprehensive Plans and implementing development regulations to ensure compliance with the GMA.
- 2) On May 7, 1998, the Board of County Commissioners (Board) adopted the Kitsap County Comprehensive Plan (Plan). Adoption of this Plan met the requirements of the GMA. The Plan was subsequently amended in June 2002, December 2003 and October 2004 after extensive review and recommendation by the public and Planning Commission.
- 3) Kitsap County's Comprehensive Plan provides that it will be reviewed and updated to adjust to changing needs, unforeseen circumstances or new local or regional trends (Kitsap County Comprehensive Plan, Part I Land Use, Comprehensive Plan Amendment Process). The Kitsap County Code Chapter 21.08 Annual Comprehensive Plan Amendment Procedures, Section 21.08.040, provides that the Board will establish a schedule for review and possible amendment of the Comprehensive Plan.
- 4) The Comprehensive Plan is intended to actively guide future growth in Kitsap County and effectively respond to changes in conditions or assumptions. The Comprehensive Plan Amendment process is intended to provide an opportunity for the public to propose amendments to the County's Comprehensive Plan, and amendments to the Kitsap County Code, if required to maintain consistency with the Comprehensive Plan.
- 5) The Kingston Urban Growth Area was originally adopted in 1998, and revised in 2003 to accommodate an interim population projection for the planning period of 2003-2017.

- 6) The Suquamish Rural Village was established as a Limited Area of More Intensive Rural Development (LAMIRD), through the adoption of a sub-area plan in 1999.
- 7) On October 25, 2004, following timely and effective public notice, the Board adopted Ordinance 327-2004 outlining County-wide Planning Policy revisions and 20-year population projections and distributions for the planning horizon of 2005-2025.
- 8) On October 25, 2004, following timely and effective public notice, the Board adopted Resolution 158-2004, an addendum to the 2002 Buildable Lands Report, which identified reasonable measures already existing in various sub-area plans, including Kingston and Kitsap County Code that would be reasonably likely increase consistency between the comprehensive plan and development regulations.
- 9) On April 15, 2005, following timely and effective public notice, the Board adopted Resolution 079-2005, which set forth a time line and process for the 2005 Comprehensive Plan Amendment process, including the initial docket.
- 10) On April 25, 2005, following an extensive public process, the Board accepted a framework and assumptions for the Updated Land Capacity Analysis (ULCA) methodology and gave direction to the Department of Community Development to utilize the ULCA in the on-going sub-area planning.
- 11) Pursuant to RCW 36.70A.130(3), amending the Kingston Sub-Area Plan is the first step in the 10-year review and evaluation of densities permitted within unincorporated Urban Growth areas located in Kitsap County.

Section 2. General Procedural Findings. The Board makes the following findings regarding the public participation process for amending the Kingston and Suquamish Sub-Area Plans, and the developing an Updated Land Capacity Analysis methodology:

- 1) In late 2004, the Suquamish Rural Village and Kingston Sub-Area Plans Steering Committees, as well as ULCA Citizen Advisory Group were established by the Board to reevaluate the Sub-Area Plans and the methodology for the Updated Land Capacity Analysis.
- 2) **Suquamish Rural Village Sub-Area Plan Update Process:**
 - a. The Suquamish Steering Committee was formed to evaluate the following tasks:
 - Update the Suquamish Rural Village Plan to reflect changes in conditions from 1999 to 2004;
 - Identify Community Priorities; and
 - Enhance implementation of existing policies.

- b. The Suquamish Steering Committee met over the course of a 2004-2005 to discuss the following:
- i. The Steering Committee met on December 2, 2004 to discuss road and transit issues. Kitsap County Public Works personnel provided an update on the County's current work program for roadway improvements in the Suquamish area, and discussed various options to improve road and pedestrian safety. Kitsap Transit personnel provided discussions on the role of Kitsap Transit, and the status of routes through the Suquamish area. The Steering Committee decided that several subcommittees would be organized to work on identified priorities: (1) Roads and transit issues; (2) Pedestrian safety; (3) Parks and open space; (4) Bicycle facilities; and (5) Wastewater.
 - ii. The Steering Committee met on January 18, 2005, and to evaluate bicycle safety issues. Representatives from Kitsap County Public Works Department, Bicycle Alliance of Washington and the West Sound Cycling Club participated in this meeting.
 - iii. On February 8, 2005, the Steering Committee met and evaluated stormwater and wastewater issues. Personnel from Kitsap County Public Works Department (wastewater, stormwater, and transportation divisions), provided education and discussion of the issues concerning the Suquamish area. Reports were provided from each subcommittee.
 - iv. On March 16, 2005, the Steering Committee met and continued its review of public transit issues. Representatives from Kitsap Transit were present at this meeting. There was discussion on how to improve the transit problems in the area.
 - v. The Steering Committee met on April 14, 2005. At that meeting, the Suquamish Tribe gave a presentation regarding tribal activities and future plans within the Port Madison Reservation. The Tribal representatives discussed tribal history and culture and recently-completed Tribal projects. The Tribal representatives also presented the Tribe's "future wish list" of projects that included a Community House, Suquamish Dock, Totem Pole Chief Seattle's grave, a pedestrian/bike path, Elder Center, Suquamish Museum and Library, as well as a mixed use facility.
 - vi. On June 7, 2005, the Steering Committee met and discussed the aspects of the Suquamish Rural Village Plan that would need updating.
 - vii. Between June and September 2005, County staff and the Steering Committee sub committees worked to prepare the updated Draft Suquamish Rural Village Sub Area Plan.

3) Kingston Sub-Area Plan Update Process

- a. The Kingston Steering Committee was formed to evaluate the following tasks:
 - Determine whether the Kingston Urban Growth Area requires revision to accommodate population growth through 2025, as determined through the Updated Land Capacity Analysis and consideration of Reasonable Measures, including an analysis of infrastructure serving the area. If it is determined that revision is required, establish a new urban growth area boundary;
 - Consider whether “Arborwood,” a vested Planned Unit Development (PUD), designated as Urban Reserve in the 2003 Kingston Sub-Area Plan should be included in the Kingston Urban Growth Area as part of the 2005 review process;
 - Consider whether the “White-Lueck Site-Specific Application” deferred from the 2004 Comprehensive Plan Amendment process should be approved as part of the review process.
- b. The Kingston Steering Committee met over the course of 2004-2005 to determine whether the current Kingston Urban Growth Area could accommodate the allocated population through the planning horizon of 2005-2025 and provide the appropriate portion of land to meet the residential demand outlined in 2005-2025 population allocation.
- c. The Kingston Steering Committee reviewed the results of the Updated Land Capacity Analysis, which determined the supply of land within the existing urban growth boundary. The Steering Committee also evaluated the demand for residential land presented in the 2005-2025 population allocation for the Kingston Urban Growth Area.
- d. On May 18, June 15 and July 20, 2005, the Steering Committee met to discuss Reasonable Measures identified in Resolution 158-2004 and the Kitsap Regional Coordinating Council (KRCC) *Desktop Reference Guide to Reasonable Measures*. The Steering Committee reviewed measures already existing in the Kingston Sub-Area Plan goals and policies, as outlined in Resolution 158-2004. The Steering Committee determined that the Kingston Sub-Area Plan, originally adopted in 2003, contained reasonable measures that would increase urban densities within the urban growth area.
- e. On October 19, 2005, the Steering Committee met and considered testimony from property owners and representatives who submitted Land Use Reclassification Requests. The Steering Committee deliberated on each individual land use reclassification request, considering environmental constraints, distance to public infrastructure, the goals and policy of the

Kingston Sub-area plan, and the goals, policies and requirements of the Growth Management Act, Chapter 36.70A.RCW.

- f. After the deliberation, the Steering Committee reached consensus on revisions the Kingston Sub-area Plan and the UGA boundary, choosing Alternative 4. Alternative 4 included the existing Kingston Urban Growth Area and four additional properties:

Claro Property

Current Land Use Designation/Zoning: Rural Residential (1 DU/5Acre)

Proposed Land Use Designation/Zoning: Urban Low Residential (5-9 DU/Acre)

Parcel Size: 2 parcels, totaling 10 acres

Robinson Property

Current Land Use Designation/Zoning: Urban Low Residential (5-9 DU/Acre)

Proposed Land Use Designation/Zoning: Urban Medium Residential (10-18 DU/Acre)

Parcel Size: .21 acre

White/Lueck Property (Deferred 2004 Site-Specific Application)

Location: south side of 272nd Street on the southwest intersection of Lindvog Road and 272nd Street

Current Land Use Designation/Zoning: Rural Residential (1DU/5 Acres)

Proposed Land Use Designation/Zoning: Urban Medium Residential (10-18 DU/Acre)

Parcel Size: 2 parcels, totaling 19.17 acres

Arborwood

Location: 1.5 miles southwest of the community of Kingston in an incorporated area of Kitsap County west of South Kingston Road and ¼ mile south of West Kingston Road

Current Land Use Designation/Zoning: Urban Reserve (1DU/10 Acres)

Proposed Land Use Designation/Zoning: Urban Cluster Residential (5-9 DU/Acre)

Parcel Size: 2 parcels, totaling 337 acres

4) Updated Land Capacity Analysis Methodology Process

- a. An Updated Land Capacity Analysis (ULCA) Citizen’s Advisory Group was formed to evaluate the following tasks:
 - Review the Buildable Lands and 1998 Comprehensive Plan Land Capacity Methodology and Assumptions;
 - Evaluate development trends in Kitsap County; and

- If determined necessary, identify options or revised framework and assumptions for land capacity analysis.

- b. On January 11 and February 8, 2005, following timely and effective public notice, the Planning Commission held work study sessions to review and discuss proposed options for the ULCA methodology.
- c. On April 12, 2005, following timely and effective public notice, the Planning Commission held a public hearing to consider testimony and make a recommendation on the preferred framework and assumption on the ULCA. That methodology is to be applied in all future updates to the Kitsap County Comprehensive plan.

5) The Kitsap County Planning Commission Process

- a. On August 23 and November 8, 2005, following timely and effective public notice, the Planning Commission held work-study sessions to review and discuss the Suquamish and Kingston Sub-Area Plans updates.
- b. On November 22, 2005, following timely and effective public notice, the Planning Commission held a public hearing to receive testimony on the Kingston and Suquamish Rural Village Sub-Area Plans.
- c. On November 29, 2005, following timely and effective public notice, the Planning Commission held a decision-only public hearing to deliberate and formulate their recommendation to the Board on the Kingston and Suquamish Sub-Area Plans updates. The Planning Commission recommended that the text and policy updates to the Suquamish Rural Village Sub-Area Plan be approved as recommended by the Suquamish Steering Committee. The Planning Commission recommended that Alternative 4 be adopted, with the exception that the Robinson Land Use Reclassification Request not be adopted. The Planning Commission recommended that the Robinson property remain designated as Urban Low Residential because it was more compatible with the surrounding area.
- d. On December 13, 2005, following a timely and effective public notice, the Board held a public hearing to receive testimony on the Kingston and Suquamish Rural Village Sub-Area Plans.
- e. The Board of Commissioners continued that public hearing to November 19, 2005. At that hearing, Department of Community Development staff testified that they had prepared revisions to the Kingston Sub-Area Plan based upon public comment, including grammatical and organizational changes, further documentation of reasonable measures, and a review and revision to the land capacity analysis to reflect actual conditions.

Section 3. Substantive Findings Relating to Text and Policy Amendments. The Board of County Commissioners makes the following findings with respect to the text and policy amendments to the Kingston and Suquamish Sub-Area Plans.

- 1) The Kitsap County Planning Commission considered the goals and requirements of the GMA (Chapter 36.70A RCW) and made findings pertaining to the proposed amendments to the Kingston and Suquamish Sub-Area Plans. The Planning Commission also reviewed the proposed amendments for compliance with the criteria of KCC 21.08.160 and KCC 21.08.180, as well as the goals and policies of the Kitsap County Comprehensive Plan. Except where otherwise noted, the Board hereby adopts those findings of the Planning Commission.
- 2) Kitsap County Code 21.08.160 sets forth criteria that the Board must consider in general when making amendments to the Comprehensive Plan. In making amendments to the Comprehensive Plan, the Board must consider:
 - a) Whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendments is located have substantially changed since the adoption of the Comprehensive Plan; and
 - b) Whether the assumptions upon which the Comprehensive Plan is based on are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making text or area-wide amendments to the Comprehensive Plan. In making such amendments, the Board must consider:
 - a) Whether the proposed amendment is consistent with and supports other plan elements and/or Development Regulations, and if not, what additional amendments to the plan and/or Development Regulations will be required to maintain consistency;
 - b) Whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan;
 - c) Whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies; and
 - d) Whether the proposed amendment complies with the requirements of the GMA (RCW 36.70A).
- 4) The Board specifically adopts findings made by the Kitsap County Planning Commission regarding the Kingston and Suquamish Sub-Area Plans recommended on November 29, 2005, which found that the proposed general text and policy amendments met the criteria for recommendation for decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code. Additionally, the

proposed text and policy amendments outlined in the Kingston and Suquamish Sub-Area Plans promote the public interest and welfare of the citizens of Kitsap County.

Section 4. Substantive Findings related to the Kingston Sub-Area Plan. The Board of County Commissioners makes the following findings related to the update of the Kingston Urban Growth Area:

- 1) The Kingston Urban Growth Area was established upon the adoption of the 1998 Comprehensive Plan. The Urban Growth Area was revised in 2003, which took into consideration interim population projections for the planning period 2003 to 2017. The interim 2017 population target of 640 new residents allowed ongoing and extensive planning efforts to proceed, pending adoption of a new 20-year population target consistent with the OFM 2005-2025 population range.
- 2) In 2004, the County adopted revised population allocations. Additional future population of 3,135 was projected for the Kingston Urban Growth Area for the planning horizon of 2005-2025.. The population allocated in 2004 included the 2017 population projection used in the 2003 amendments.
- 3) The Updated Land Capacity Analysis, based on the Board accepted framework and assumptions, indicated lands within the existing Kingston Urban Growth Area could accommodate 603 people within vacant parcels and "underutilized lands" could accommodate 271 new people, with an overall ability to accommodate 874 new people within the 2005-2025 planning horizon. In short, the current Urban Growth Area did not contain sufficient land supply to accommodate 2,261 people. These figures are represented as follows:

	1,871	Baseline population (within the existing Kingston UGA 2000 Census)
+	3,135	New allocated population (through 2025 (Land Demand))
=	5,006	Expected population (year 2025)

	3,135	New allocated population (through 2025)
-	874	Population capacity of vacant and "underutilized" lands of Kingston Urban Growth Area (Land Supply)
=	2,261	Population left to accommodate

- 4) Pursuant to RCW 36.70A.215, Reasonable Measures identified in Resolution 158-2004, which some measures were already being implemented in the 2003 Kingston Sub-Area Plan, as well as KRCC *Desktop Reference Guide to Reasonable Measures* are identified and implemented in revised Kingston Sub-Area Plan. The Board finds that the reasonable measures already implemented in the 2003 sub-area plan should be adequate to increase urban densities within Kingston. The 2007 Buildable Lands Report is expected to demonstrate the effectiveness of these reasonable measures. The Planning Commission deliberated as to whether the

expansion of the Kingston Urban Growth Area was appropriate, and if so, where would the expansion of the urban boundary occur should be drawn, while considering and implementing Reasonable Measures. The Planning Commission considered the Kingston Steering Committee recommendations and various alternatives articulated by the Steering Committee.

- 5) The Planning Commission found that there was insufficient land zoned/designated within the existing Kingston Urban Growth Area and an expansion was appropriate to accommodate the population projection for the planning horizon of 2005-2025.
- 6) The Planning Commission voted to recommend approval of Alternative 4 with the exception of the Robinson Land Use Reclassification Request. The Planning Commission found that the Robinson Land Use Reclassification Request from Urban Low Residential to Urban Medium Residential was not compatible with the surrounding character of neighboring uses and recommended that this property remain Urban Low Residential.
- 7) The Board finds that Alternative 4, with the exception of the proposed redesignation of the Robinson property complies with the GMA. The Board finds that the property known as "Arborwood" is currently vested to develop at densities of 1 dwelling unit per acre. Bringing Arborwood into the UGA would allow the property to develop at urban densities through the Urban Cluster Residential (UCR) designation and would reduce the development of rural sprawl. Moreover, the development of Arborwood at UCR densities will also facilitate the extension of public sewer and other urban services into the UGA. The infrastructure extension will serve the existing UGA, acting as a reasonable measure to increase urban density in existing UGA areas not currently served by urban services. Finally, the development of Arborwood will provide additional park and open space facilities as amenities to serve the UGA. However, the County shall condition the redesignation of the Arborwood property as set forth below.
- 8) The Board finds that the Planning Commission recommendation on Alternative 4 accommodates the projected population growth to the Kingston Urban Growth Area for the planning horizon of 2005-2025.
- 9) The Board finds that measures likely to increase consistency between the comprehensive plan and development regulations, outlined in Resolution 158-2004 and the KRCC *Desktop Reference Guide to Reasonable Measures* have been applied and implemented in the Kingston Sub-Area Plan.
- 10) The Board finds that expansion of the Kingston Urban Growth Area and revised text and policy contained within the sub-area plan is consistent with the 13 statewide planning goals outlined within the Growth Management Act (RCW 36.70A.020). The Kingston Sub-Area Plan will encourage development in areas where adequate public facilities and services exist and can be provided in an efficient manner.

- 11) The Board finds the Kingston Sub-area Plan and expansion of the Urban Growth Area is consistent with the County Wide Planning Policies and with the goals and policies contained in the Kitsap County Comprehensive Plan, amended in 2004.
- 12) The Board adopts the Planning Commission's recommendation and finds that Alternative 4, with the exception of the Robinson Land Use Reclassification Request, attached hereto as Attachment 1 constitutes a logical and necessary expansion of the Kingston Urban Growth Area.

Section 5. Substantive Findings related to the Suquamish Rural Village Sub-Area Plan. The Board of County Commissioners makes the following findings related to the goal and policy updates to the Suquamish Rural Village Sub-Area Plan:

- 1) The Suquamish LAMIRD and Sub-area Plan were adopted in 1999, delineating a Logical Outer Boundary that preserves the character of the existing area; the location of physical, prevents an abnormally irregular boundary and has the ability to provide public services and facilities to the area in a manner that will not permit low-density sprawl.
- 2) The Board finds that the text and policy revisions are consistent with the 13 statewide planning goals contained within the Growth Management Act (RCW 36.70A.020).
- 3) The Board adopts the Planning Commission's recommendation on the revisions to the Suquamish Rural Village Sub-Area Plan hereto as Attachment 2 and finds that the text and policy changes within the Sub-Area Plan promotes the public interest and welfare of the citizens of Kitsap County.

Section 6. NOW THEREFORE, BE IT FURTHER ORDAINED, that the Kitsap County Board of Commissioners, based on the foregoing findings, hereby adopt and enacts:

1. The update to the Kingston Sub-Area Plan and Urban Growth Area as described in Attachment 1, incorporated herein by this reference, with the following conditions:
 1. The inclusion of the Arborwood property within the Kingston UGA is subject to the following conditions:
 - a. No development will be permitted until a development agreement is signed by the County and the owner that establishes development standards and an applicable vesting period.
 - b. The owner will dedicate to the County the Greenway area consisting of approximately 104 acres as generally shown in the attached site plan (Attachment 3). The dedication may occur in phases as the area is developed, so long as the property remains in single ownership. As part of the development of adjoining areas, the owner may record

easements and install facilities for trails, drainage, access, utilities and similar uses within the Greenway.

- c. The development agreement will include the following development standards, consistent with the Urban Cluster Residential zone:
- Wetlands and open space will be established outside of the development areas. Designation of open space areas will be subject to County approval and consistent with Kitsap County code.
 - Within the development areas, residential development will occur at an average density of approximately 5 du/acre based on the actual net developable acres. The total dwelling units within the Arborwood property shall not exceed 751, unless and until additional population is allocated to the Kingston UGA.
 - The development agreement will provide that no commercial or retail uses otherwise allowed in the UCR zone will be permitted without further approval by the County.
- d. The owner will withdraw vesting of the Arborwood preliminary plat/PUD upon signing of the development agreement.

2. The text and policy revisions to the Suquamish Rural Village Sub-Area Plan as described in Attachment 2, incorporated herein by this reference.

Effective Date: This Ordinance shall take effect immediately.

Severability: If any provision of this ordinance or its application to any person, entity or circumstance is for any reason held invalid, the remainder of the ordinance, or the application of the provision to other persons, entities, or circumstances is not affected.

Dated this _____ Day of December, 2005

BOARD OF COMMISSIONERS
KITSAP COUNTY, WASHINGTON

CHRIS ENDRESEN, Chair

JAN ANGEL, Commissioner

PATTY LENT, Commissioner

ATTEST:

Opal Robertson, Clerk of the Board

Approved as to Form:

Shelley E. Kneip
Deputy Prosecuting Attorney

Introduction

The Suquamish Rural Village Sub-Area Plan was developed as a continuation of the Kitsap County Comprehensive planning process. Suquamish was identified in the Kitsap County 1998 Comprehensive Plan as a Limited Area of More Intensive Rural Development (LAMIRD) demonstration project, which resulted in the *Suquamish Rural Village Plan*. The Kitsap County Department of Community Development and a Citizen Advisory Group, known as the Suquamish Community Council, in cooperation with the Suquamish Tribe, completed the plan in April 1999. The Kitsap County Board of Commissioners officially adopted this plan as a sub-area plan on April 19, 1999 under Ordinance 232-1999. See Appendix A for a brief discussion of Suquamish, the Port Madison Indian Reservation, the area's rich history and its zone designations prior to the 1990 Growth Management Act.

1998 Kitsap County Comprehensive Plan and Zoning

The Suquamish area was designated Rural Residential with a density of 1 dwelling unit/5 acres in the May 7, 1998 Kitsap County Comprehensive Plan (see Figure 1). The application of the Rural Residential designation established a base density from which to begin sub-area planning. However, the application of the designation did not reflect the existing land use pattern in Suquamish. Due to time constraints in developing the 1998 Comprehensive Plan, the County was unable to utilize the provisions established under Engrossed Senate Bill 6094, which defined areas of more intensive rural development.

Interim Development Regulations

On June 15, 1998, the Board of County Commissioners adopted Emergency Ordinance 221-1998, a moratorium on acceptance of all building permits in the Suquamish area because of the development of small lot sizes which affected natural drainage patterns, traffic, stormwater runoff, parking and pedestrian access. On July 29, 1998 the Board of Commissioners adopted Ordinance 225-1998 amending Ordinance 221-1998 to lift the moratorium on applications for all building permits in the Suquamish area and established interim development regulations for the area. Ordinance 225-1998 divided the single Suquamish sewer service area into two separate areas to establish minimum lot sizes on existing unimproved lots. These interim development regulations were designed to remain in effect until the completion of the sub-area planning process. Ordinance 225-1998 defined the main requirements to be evaluated for the sub-area plan:

- 1) *identify the logical outer boundary of a Rural Village for Suquamish, in accordance with the requirements of the Growth Management Act (GMA) and the Comprehensive Plan;*

- 2) *determine what, if any, permanent development regulations are required to address the cumulative effects of development within the Suquamish area;*
- 3) *identify any infrastructure improvements that are required to deal with the cumulative effects of development in the area; and*
- 4) *identify and implement appropriate method(s) for funding such improvements.*

Limited Areas of More Intensive Rural Development

In 1997, the Washington State Legislature adopted changes to the GMA with Engrossed Senate Bill (ESB) 6094, defining areas of more intensive rural development. Among the changes were new definitions for rural character, rural development and rural services; all of which were not previously defined in the GMA. A new option, added for designation of lands within the “Rural Element,” was referred to as “Limited Areas of More Intensive Rural Development” or LAMIRDs. The GMA now includes specific criteria for the recognition of these areas pursuant to RCW 36.70A.040(5).

Rural Village Designation

In accordance with the GMA [RCW 36.70A.070(5)(d)], the County, as part of the mandatory rural element portion of its 1998 Comprehensive Plan, designated LAMIRDs. The Comprehensive Plan identified potential candidate areas as limited areas of more intensive rural development, then defined as Rural Community, Rural Village, and Rural Industrial or Commercial. This list is included on pages 72 and 75 of the Rural and Resource Lands chapter of the 1998 Kitsap County Comprehensive Plan (amended June 10, 2002, December 8, 2003 and October 25, 2004). Suquamish was identified as a demonstration project to help develop and test criteria for designating Rural Villages and to define a process to be used to consider future designations.

Definition and Characteristics

A “Rural Village” is a predominantly built, mixed-use rural environment, which includes residential, commercial, industrial, community and recreational uses. It often contains a broad mix of land use and densities, including some urban densities, with varying parcel sizes throughout, and is served by public sewer and water.

Residential densities in the heart of the Rural Village vary in size. While recognizing existing densities, new development may not be allowed at the same density. Commercial and industrial uses will be small in scale, providing necessary services to the Village community.

Guidelines for Determining the Boundary of a Rural Village

In order to determine what should be included in the Suquamish Village, guidance was taken from the GMA, the Washington State Department of

Community Trade and Economic Development and the Kitsap County Comprehensive Plan. Significant elements from these documents were utilized to develop general guidelines for determining the Suquamish Village boundary.

These elements include:

- Identify residential parcels that were platted prior to July 1, 1990, according to chapter 36.70A RCW, particularly noting those at urban densities of less than 3 units/acre;
- Identify all commercial, industrial and community services platted prior to July 1, 1990;
- Identify existing structures;
- Identify the existing public services, ie, water and sewer;
- Address: (a) the need to preserve the character of existing natural neighborhoods and communities, (b) physical boundaries such as bodies of water, streets and highways, and land forms and contours, (c) the prevention of abnormally irregular boundaries, and (d) the ability to provide public facilities and public services in a manner that does not permit low-density sprawl; and
- Identify critical areas (ie, wetlands, areas of geological concern, frequently flooded areas, fish and wildlife conservation areas, critical aquifer recharge areas or wellhead protection zones and resource lands).

Once all of these elements were identified for the Suquamish area, a logical outer boundary was established. Staff and community input were utilized to determine those areas which were not an obvious inclusion or exclusion in the Suquamish Village. For example, some parcels on the south end of Suquamish were larger than parcels included in the heart of the Suquamish Village and they were not part of the sewer service boundary. However, these parcels were included because they were part of an existing neighborhood and since many are located on the shoreline, were potential candidates for septic failure that may need future sewer hook-up. On the north end of the Suquamish Village, the County Park was debated for inclusion due to its presence in the community. The irregularity of the northern boundary is due to the inclusion of three parcels that were identified as part of the park. The community requested the line be drawn around those parcels to keep the integrity of the park within the Suquamish Village boundary.

This plan is designed to address the impacts that vehicles, non-motorized facilities, parking and similar transportation facilities have on the character of Suquamish. It will set forth a series of projects, processes and recommendations that will help mitigate the impacts and preserve Suquamish as a community consistent with the previously published vision documents.

Vision for Suquamish

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

Increased growth pressures are threatening the Suquamish Village's natural boundaries. Increased development was beginning to exceed the capacities of the infrastructure systems. Transportation infrastructure and drainage systems were no longer adequate, open space diminished and the rural character of the town changed. Tribal members living in Suquamish and non-Indian residents who moved to Suquamish for its rural qualities and remote location found their chosen lifestyle at risk. However, any vision for Suquamish must balance the preservation of the rights of Tribal members and of non-Indian property owners to enjoy the reasonable use of their land.

The Suquamish Village will make its visitors feel welcome, but not rely solely on tourism as a mechanism for economic health. Economic and cultural diversity shall be celebrated and enhanced for the benefit of all residents of Suquamish. The Suquamish Village's native Indian history and presence shall be enhanced and remain a visible part of the Suquamish experience.

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

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

Public Participation

A community planning process began in the spring of 1992, with the intention that the community, through design committees, would be instrumental in the development of the Suquamish Community Plan. Design committees consisting of interested community members were created to focus on specific issues such as drainage, housing, traffic, utilities and parks. These committees met weekly to develop goals, policies and regulations for community review. A series of public meetings was held to begin the review process and encourage involvement

among interested community members. The committees, County, Tribe and community worked cooperatively to assemble pertinent information. During the meetings, information was gathered to further refine the community's vision.

Although the Suquamish Community Plan was completed in 1993, the County never adopted the Plan until April 19, 1999, under Ordinance 232-1999. At the time of initial completion, Kitsap County's primary focus shifted from community planning efforts to a much broader policy document, the Kitsap County Comprehensive Plan, ie, the County's vision utilizing a twenty-year planning period under the Growth Management Act.

The Kitsap County Comprehensive Plan delineates a series of steps that shall be performed to formally designate a LAMIRD in the rural area. This includes refining the list of potential candidate areas; developing criteria for locating physical boundaries; identifying the types and amount of growth that should be allowed to occur within designated areas; and developing implementing regulations and design guidelines to ensure that development occurs in a manner consistent with rural character. Policies are provided at this time to create a framework for carrying this work forward.

On July 15, 1998, the Board of County Commissioners held a public hearing on Emergency Ordinance 221-1998 and the Planning Commission recommendation. The hearing was continued to July 27, 1998 and the Board of County Commissioners issued their decision on July 29, 1998 as Ordinance 225-1998 which implemented Interim Development Regulations for Suquamish. These adopted interim development regulations would be in effect for the duration of the planning process in order to review and revise the Suquamish Community Plan. The interim development regulations would control building standards in areas most affected by critical stormwater drainage, more closely reflect those of urban sized lots, and address issues of setback and lot coverage.

The County undertook planning, design and construction of stormwater and other infrastructure improvements as recommended in the 1993 Suquamish Community Plan, and set the process in motion to get adequate drainage in the Suquamish Community in the next 3-5 years. The Suquamish Area Citizens Council was reactivated to participate in and support execution of the 1993 Suquamish Community Plan.

Once the Interim Development Regulations were in place, staff began a process to revise the Suquamish Community Plan. This process began with the formation of the new Suquamish Community Council (SCC), which was appointed by the Board of County Commissioners in September 1998. Staff held nine meetings with the SCC and interested public, beginning September 1998 and continuing through March 1999.

The process of forming the SCC began earnestly in August of 1998, and the Council convened for its first meeting in September 22, 1998 at the Suquamish Community Church. During meetings, throughout the fall and winter, the Council worked with the Department of Community Development on the development of draft criteria for designating limited areas of more intensive rural development. The Draft Criteria were presented to the Planning Commission for consideration during a public hearing on January 19, 1999. On January 26th, the Planning Commission sent their recommendation to the Commissioners which required that the Draft Criteria be remanded to the planning staff for revision and inclusion as part of the Suquamish Community Plan, rather than being approved for use as general criteria for all areas of more intensive rural development

Planning staff continued to work with the Suquamish Tribe, the Community Council and the public on the Suquamish Rural Village Sub-Area Plan, and the final draft was completed on March 15, 1999. On March 16, 1999 the Kitsap County Department of Community Development issued a Determination of Significance and Adoption of Existing Environmental Document for the Draft Rural Village Sub-Area Plan and the necessary amendments to the Comprehensive Plan and Development regulations. The public appeal period for the Determination ended on April 2, 1999 and there were no appeals filed.

On March 23, 1999, the Planning Commission held a public hearing on the draft Suquamish Rural Village Sub-Area Plan, and corresponding Zoning Ordinance, map and associative amendments. The hearing was continued to March 30, and the Planning Commission forwarded its recommendation on the Sub-Area Plan and corresponding amendments to the Commissioners on April 1, 1999. The Board of County Commissioners held a public hearing on April 12, 1999 to consider the Planning Commission's recommendation. The hearing was continued to April 19th for decision and the Board of County Commissioners adopted the Suquamish Rural Village Sub-Area Plan, dated March 15, 1999.

In October 2004, Kitsap County commenced an evaluation and public participation process for the five-year update of the Suquamish Rural Village Sub-Area Plan, as previously adopted by the Board of Commissioners. The County wanted to ensure that the review considers the full range of the community's diversity, interests and concerns. Therefore a steering committee consisting of the Suquamish Tribe, friends of Miller Bay, Suquamish Elementary school, and other members of the community was established. Meetings were held almost monthly to review changes and updates necessary to the Rural Village Sub-Area Plan.

Necessary expansions or revisions to the plan contents were determined through an assessment of changes in current conditions and input from the working group members and the community at large to address topics not covered or

covered only briefly in the 1999 plan. Corresponding changes to the implementation language were developed to reflect the identified needs. The Steering Committee held its last meeting on November 17, 2005 reviewing the draft plan page by page, prior to forwarding the draft Suquamish Rural Village Sub-Area Plan to the Planning Commission for its review beginning November 22, 2005.

Population and Housing

The Suquamish Rural Village contained approximately 1,955 persons as of January 1999, with an average household size of 2.55 persons.

As of January 1999, the single largest type of housing structures, based upon Kitsap County Assessor’s categories, is single-family detached units, which account for more than 82.5% of the total supply (see Figure 2 and table below). Mobile/manufactured homes represent the second largest share of housing types in the Suquamish Village, accounting for 16% of the total supply. Multi-family structures (two units or more, including duplexes) account for less than 2% of the total supply.

Suquamish Housing Structures

TYPE *	UNITS	PERCENT
Single Family	667	82.5
Mobile/Manufactured Home	131	16.2
Duplex	6	0.7
Cabin	4	0.5
Multi-family (2+ units)	1	0.1
TOTAL	809	100

***Based upon Kitsap County Assessor’s Categories**

Land Use and Zoning

Land Use Within the Port Madison Indian Reservation

A portion of the Suquamish Rural Village is Trust land, owned either by the Tribe or individual tribal members.

The following list of land types exist within the Port Madison Indian Reservation, as defined by the Suquamish Tribe (see Figure 3):

Individual Trust Lands: Lands that are held in trust for individuals by the Federal Government for members of the Suquamish Tribe or other Tribes. These lands are typically in the name of one individual.

Undivided Interest Trust Lands: Lands that are held in trust by the Federal Government for members of the Suquamish Tribe or other Tribes. Two or more individuals own these lands where each person holds a percentage interest. Any development of these lands requires the consent of all persons holding an interest. Forestry activity within these parcels requires agreement from 51% of the land interest.

Tribal Trust Lands: Lands that are held in trust by the Federal Government for the Suquamish Tribe.

Tribal Fee Lands: Lands that are owned in fee simple status by the Tribe or any person who is an enrolled member of a federally recognized tribe.

Fee Lands: Lands not held in trust.

Land Use Within the Suquamish Rural Village

There are approximately 400 acres of land contained within the Suquamish Rural Village. The table below categorizes the acreage by existing land use type, as defined in the Kitsap County Comprehensive Plan.

Existing Land Use Type by Acreage

LAND USE TYPE	GROSS ACRES	PERCENT OF TOTAL ACRES
Residential	195	48.75
Vacant	81	20.25
Parks	44	11.0

Open Space	40	10.0
Public Facility	24	6.0
Commercial/Industrial	16	4.0
TOTALS	400	100

Suquamish Village Zoning

The Suquamish Village zone designations as illustrated in Figure 4, shall have three new designations – Suquamish Village Low Residential, Suquamish Village Residential and Suquamish Village Commercial. The zoning in each of these designations recognizes the existing pattern of development and intensity of development in those areas. It also provides guidelines to minimize the impact of continued development.

1. Suquamish Village Low Residential (SVLR)

“Suquamish Village Low Residential” shall be applied to those areas identified south of “Suquamish Cutoff Road”, including South Angeline Avenue, and those areas north of Geneva Street, between Park Boulevard and Augusta Avenue. Any development within this zone shall be subject to the requirements of the Kitsap County Zoning Ordinance, with minimum requirements outlined below.

Lot Requirements:

Minimum Lot Size: 4,500 sq ft
 Minimum Lot Width: 50 feet
 Minimum Lot Depth: 90 feet

Setbacks:

Front: 20 feet
 Rear: 5 feet
 Side: 5 feet

2. Suquamish Village Residential (SVR)

“Suquamish Village Residential” shall be applied to the central area of the Suquamish Village. Any development within this zone shall be subject to the requirements of the Kitsap County Zoning Ordinance, with minimum requirements outlined below.

Lot Requirements:

Minimum Lot Size: 3,600 sq ft
 Minimum Lot Width: 40 feet
 Minimum Lot Depth: 75 feet

Setbacks:

Front: 20 feet
 Rear: 5 feet
 Side: 5 feet

3. Suquamish Village Commercial (SVC)

“Suquamish Village Commercial” recognizes that the established Rural Villages often contain historic commercial areas that originally were oriented to water traffic. These areas have evolved over the years to include a variety of services aiding the residents and traveling public. In addition, this designation recognizes existing commercial services located in the Suquamish Village, which are designed to provide for the daily shopping needs of residents.

This designation shall be applied to areas where commercial and public facilities are desirable. Buildings and site design shall reflect the historic commercial development on Augusta Avenue and Division Avenue. The “downtown” shall be the primary commercial district with the possibility of expansion to include the northern edge of Parkway, Augusta Avenue and First Avenue between Center and South Street, and possibly a small portion of Division Avenue. The downtown area shall serve the residents with public facilities, specialty stores, restaurants and retail facilities.

The Suquamish Village Square, which is now under ownership of the Suquamish Tribe, serves as a modern shopping and service area located at the edge of town. This center serves an important function for the traveling public, as well as providing goods and services to the community.

Minimum Lot Size Requirements

The Suquamish Village zoning designations shall meet the lot sizes as noted in the table below.

Minimum Lot Size per Designation

ZONE	MINIMUM LOT SIZE (square feet)
Suquamish Village Low Residential	4,500
Suquamish Village Residential	3,600
Suquamish Village Commercial	N/A

Note:

1. Upon receipt of each land use development application, Kitsap County will review proposals against all applicable rules and regulations, including the Critical Areas Ordinance, Shoreline Master Plan and Stormwater Management Ordinance.
2. In the event of a conflict between the requirements of the regulations listed within this document and any other statute, rule, ordinance or regulation, the more restrictive requirement shall govern.
3. The total impervious surface percentage for any new or remodeled structure shall not exceed 40 percent of the lot area or the existing impervious surface percentage, whichever is greater.

Regulations for Nonconforming Lots

Issues pertaining to nonconforming lots in the Suquamish Rural Village will be addressed as follows:

1. Nonconforming Lots In Single Ownership

If a single lot of record, which was legally created, is smaller in total square footage than that required, or if the dimensions of the lot are less than required, said lot may be occupied by any use permitted within the zone subject to all other requirements of this plan.

2. Nonconforming contiguous lots in common ownership

If there are contiguous lots of record held in common ownership, and each of the lots was legally created, and one or more of the lots is smaller in total square footage than required, or the dimensions of one or more of them are less than required, said lots shall be combined to meet the minimum lot requirements for size and dimensions.

Regulations for Lot Subdivision

The existing lots located within the Suquamish Rural Village which are not nonconforming in size, may be subdivided subject to Kitsap County Code Chapter 16, Land Division And Development. Any development on the newly created lots within the Suquamish Village shall be subject to the requirements of the Kitsap County Zoning Ordinance, with minimum requirements outlined below.

Lot Requirements:

Minimum Lot Size: 21,780 sq ft
Minimum Lot Width: 100 feet
Minimum Lot Depth: 100 feet

Setbacks:

Front: 20 feet
Side: 5 feet
Rear: 5 feet

Goals, Polices and Recommendations

The following goals and policies target achieving certain components or elements of community vision and provide for specific, often adoptable or legislative, guidance to identify or accomplish actionable items (eg, projects, ordinance changes). The goals and policies should be considered by the community as overarching themes and activities in community development.

Goals

- Goal Z-1** Protect and enhance the Suquamish Village character.
- Goal Z-2** Protect the entryway of green corridors and surrounding greenbelts of the Suquamish Village.
- Goal Z-3** Protect the natural environment and the natural drainage system.

Policies

- Policy Z-1** Work with the citizens of Suquamish to develop land use regulations that preserve the “Rural Village” character of Suquamish.
- Policy Z-2** Work to attract appropriate businesses to assist in the revitalization downtown core and improve the district’s image.
- Policy Z-3** Establish land uses that support economic diversity in meeting the needs of the Suquamish residents.
- Policy Z-4** Provide affordable housing, as defined by the Kitsap County Consolidated Housing Authority. *

**As of November 2005 the definition for affordable housing in Kitsap County is “persons who have less than 80% of the County median average income should not spend more than 30% of that income on housing needs”. The reader is advised to determine if this definition remains in effect.*

Recommendations for Residential Development

The following recommendations are not binding, but are appropriate targets for further policy analysis by the community and should be implemented when possible.

- REC RZ-1** Require parking areas be situated toward the rear of parcels.
- REC RZ-2** Require sidewalks between streets and residences where appropriate and needed for public safety.
- REC RZ-3** Encourage aggregation of lots beyond the required minimum lot sizes established for the Suquamish Village.

Recommendations for Commercial Development

The following recommendations are not binding, but are appropriate targets for further policy analysis by the community and should be implemented when possible.

- REC CZ-1** Allow a maximum of two stories in commercial zones, with a potential residential use for the second story.

- REC CZ-2** Encourage parking in the back or sides of buildings, and in shared lots where possible.
- REC CZ-3** Develop design standards to incorporate a Suquamish Tribal theme for the “central business district”.
- REC CZ-4** Require pedestrian oriented storefronts facing the street.

Transportation

The Suquamish Village is located one-mile northeast of the Agate Pass Bridge in northern Kitsap County. The Suquamish Village has increasingly become a thoroughfare for ferry commuters who live in North Kitsap and work in Seattle or Everett. It is located along two roads that link Suquamish to the principal arterial, Highway 305 that connects the Kitsap Peninsula to the City of Bainbridge Island.

Kitsap County has established traditionally engineered Level of Service (LOS) standards for county roads classified as arterials and collectors. The LOS for these road types differs depending on whether the road is located in an urban or a rural area. A higher degree of congestion is tolerated in an urban setting. The LOS is defined as a ratio of quantity of traffic (volume) using a road to maximum amount (capacity) of traffic that a road can handle. Volume-to-capacity ratios (V/C ratios) relate directly to measures of level of service.

The existing network of roads reinforces the rural character of the Suquamish Village. Local access roadways within the area are built to “rural road standards” as defined by Kitsap County Public Works using American Association of State Highway Transportation Officials (AASHTO) and Washington State Department of Transportation (WSDOT) guidelines. Rural roads are characterized by having 40 to 50 feet of rights of way, 20 to 24 feet of roadway width, 9 to 11 feet of paved asphalt per lane with the possibility for shoulders and are designed for low traffic volumes. Currently, local streets (see Figure 5) in the Suquamish area are at or below the minimum road standards established by the County. This does not include the collector streets of Division Avenue or Augusta Avenue.

Traffic conditions on local access roadways have reached a level where it has negative effects on the public health, safety and welfare. The necessary infrastructure is either non-existent or inadequately sized to handle the impacts of any development. The Suquamish Tribe was funded by the Bureau of Indian Affairs to complete an inventory and comprehensive traffic plan for the entire Port Madison Indian Reservation. The study began in early 1999 and was completed in mid-2000. The consulting firm of ADA and Associates was retained by the Suquamish Tribe to conduct the study and prepare the Tribal plan. The Tribal planning staff and the ADA engineers coordinated with Kitsap County Dept of Public Works in gathering information. The Tribal study benefited the community in evaluating the impacts of growth on the transportation system in the Suquamish Village. *(Please contact the Suquamish Tribe for more information on this study.)*

Scheduled Improvements

Kitsap County has the responsibility to develop programs and projects that mitigate traffic impacts from general growth, intensive development and historical

deficiencies. These projects and their funding mechanisms are presented and updated in the Transportation Improvement Program (TIP) on an annual basis.

The current Six Year TIP covers 2005 to 2010. Currently, however, there are three projects identified in the Port Madison Indian Reservation for improvements, originally identified in the 2002-2007 TIP. Priority Project No 16 (2002-2007 TIP) is the NE Totten Road at Suquamish Way, and is slated for channelization improvements soon. Priority Project No 27 (2002-2007 TIP) is a safety, capacity and bike lane improvement feasibility study. This study begins at the Miller Bay Road/SR104 intersection and extends south to the Gunderson road just north of the Suquamish Village. This corridor study is currently underway by the County Public Works Department Engineering staff. Priority Project No. 50 (2002-2007 TIP) is the Widme Road from Totten Road to Lincoln Road. Minor widening and resurfacing is planned to bring the roadway up to current standards. This work is scheduled to be completed by 2007.

Beginning in 2001, the County began a project to widen and pave shoulders on W Kingston Road from Miller Bay Road to SR104. This project improved the capacity of W Kingston Road by adding 10 feet for shoulders and channelization at major school access intersections. The road is a link on the Mosquito Fleet Trail Plan and the Kitsap County Bicycle Facilities Plan. As part of the above project, S. Kingston Road from Jefferson Pt to W. Kingston Road will have paved 5-6 foot wide shoulders with a complete overlay following (County Road Project 1539).

Miller Bay Road NE, from SR104 to NE Gunderson Road, is to be widened to four lanes plus left turn channelization at major intersections within the next ten years. This widening is development driven and depends upon the future development of both Whitehorse and Arborwood. Gunderson Road, from SR307 to Miller Bay Road NE, will be widened to 4 lanes plus left turn channelization at major intersections also within the ten-year time frame. As above, this project is development driven and subject to the construction of Whitehorse and Arborwood.

The Mosquito Fleet Trail is a 57-mile long bicycle and pedestrian trail that is proposed from Kingston to Southworth. It follows the historic stops of the Mosquito Fleet, boats that provided transportation to numerous towns and villages in Kitsap County. In the Suquamish area, the Mosquito Fleet Trail follows Miller Bay Road (primary route, separated bicycle path), south to NE Augusta Ave. and continues on to Suquamish Way NE to the intersection of NE Totten Road, and then westerly along Totten Road to its intersection with SR305. A secondary route is also listed following Suquamish Way NE, southerly past the NE Totten Road/Suquamish Way NE intersection and continuing south to the Suquamish Way intersection with SR305.

Funding

1. County Road Levy

Kitsap County currently levies property tax on real and personal property in the unincorporated area. This road levy is apportioned to the road fund and can be taxed at a rate up to \$2.25 per thousand dollars of assessed value.

2. Local Option Motor Vehicle Fuel Tax

This tax may be levied by counties where motor vehicle fuel is sold within the county and is subject to state motor fuel tax.

3. Impact Mitigation Fees

The road impact fee rates set forth in section 4.110.200 Road Impact Fees of the current Kitsap County Code are in effect. The basic approach to impact fees for Kitsap County is to charge new development its proportional share of new transportation facilities that are required to serve that development.

4. Transportation Benefit Districts (TBD)

The state legislature authorized TBDs in 1987. Counties may create these districts to fund specific transportation needs. The district provides a mechanism for coordinating public and private funds on specific projects. TBDs are authorized to levy special property taxes for one year or to fund bond issues approved by county voters.

5. County Road Improvement District (CRID)

This is a process that allows Kitsap County to facilitate the reconstruction of an existing roadway. The reconstruction benefits the property owner as follows:

1. The roadway is reconstructed to Kitsap County design standards for public roads;
2. The maintenance of the reconstructed roadway becomes the responsibility of Kitsap County; and
3. The property within the improvement district receives an increased property value.

Property owner petitioning is the most common method of forming a CRID. The Board of County Commissioners may also form a CRID by Resolution.

6. Federal Funds – Intermodal Surface Transportation Efficiency Act (ISTEA)

This federal program, reauthorized in 1998 as TEA-21 and again reauthorized in 2005 as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, has three primary categories of funds available to counties. They are:

1. Surface Transportation Program (STP);
2. Transportation Enhancement; and
3. Statewide Competitive

The largest and most important funding source is the Surface Transportation Program. Revenues from this program may be spent on federally classified roads, Intermodal transportation projects, and non-motorized transportation enhancements.

The Enhancement program is directed specifically at non-motorized transportation projects that have previously received no funding. Projects may be suggested by any segment of the community but must be sponsored by a local agency.

The Statewide Competitive fund was created specifically to provide transit with a special venue to compete for ISTEA revenues.

7. Office of the Bureau of Indian Affairs

The US Department of the Interior (parent agency of the Bureau) administers funds which may be allocated on a competitive grant basis for planning and construction on roads (both Tribal and county) on and adjacent to the Port Madison Indian Reservation when a benefit to the Tribal members can be shown.

Concurrency Management

The purpose of Concurrency Management (adopted by ordinance in Feb 1998) is to:

1. Provide adequate LOS on transportation facilities for existing uses and new development in unincorporated Kitsap County;
2. Provide adequate transportation facilities that achieve and maintain County LOS standards as provided in the Transportation Appendix of the 1998 Comprehensive Plan; and
3. Ensure that County LOS standards are achieved “concurrently” with development as required by the Growth Management Act.

The ordinance requires existing highway capacities be determined and weighed against current level of service, thus determining excess capacity. Concurrency allows for the set-aside of excess capacity in the county road system for development. If the county road system is at capacity or exceeds it, a concurrency certificate may not be granted to the project. A development cannot go forward without reduction on size to meet current capacity or the impacted road systems need to be improved. The analysis of LOS adequacy is only applied when determining concurrency for County arterials and collectors in the areas under the County’s jurisdiction.

The Tribe has not entered into an interlocal agreement with the County. Development undertaken by the Tribe or its members, on tribally owned land or trust land is exempt from the County concurrency ordinance. Development of fee

land located on the reservation and owned by non-tribal members is subject to the requirements of the ordinance.

Analysis

Federal Functional Classification System

The functional classification is the division of highways, roads and streets into groups having similar characteristics of providing mobility and/or land access. For transportation planning and design purposes, this grouping by similar characteristics recognizes that individual roads and streets do not serve travel independently of each other (see Figure 6).

A functional classification defines the major role that a road or street serves within the existing and future roadway network. Arterials provide the highest degree of mobility and land access. Local roads and streets emphasize land access in lieu of mobility, ie, speed and reduced travel times. Different criteria are used to determine functional classifications in non-urbanized areas as compared to urbanized areas. The community of Suquamish lies in the non-urbanized area; therefore, all roads and streets in and surrounding Suquamish are considered rural. A full explanation of the functional classification system can be found in *Guidelines for Amending Urban Boundaries, Functional Classifications, and Federal Aid Systems* WSDOT, August 1990. Following is a brief summary of arterial, minor and collector road systems.

Principal arterials serve major centers of activity of a metropolitan area, the highest traffic volume corridors and the longest trip desires, and carry a high proportion of the total urban area travel on a minimum of roadway mileage.

Minor arterials interconnect with and augment principal arterials and form a rural network that link cities and larger towns and form an integrated network providing interregional and inter-county service. Minor arterials constitute routes whose design should be expected to provide for relatively high overall travel speeds with minimum interference to through movement.

Collector roads generally serve travel of primarily intra-county rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on principal or minor arterial routes at moderate speeds. Major collectors provide service to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as schools, parks, shipping points (eg, ferries) and similar traffic generators. Minor collectors are spaced at intervals consistent with population density, to collect traffic from local roads and provide for all developed areas to be within a reasonable distance of a collector road. They also provide service to smaller communities and link traffic to rural areas.

Level of Service Standards

As measures of transportation system effectiveness, level of service standards can help jurisdictions identify where and when transportation improvements are needed and when development or growth will affect system operation. Level of service provides a standard below which a transportation facility or system is not considered adequate.

The following arterial LOS standards are representative of those expected in the rural Suquamish area:

- LOS A: Describes primarily free flow operations at average travel speeds, usually about 90% of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal. Volume/Capacity (V/C), or LOS ratio, range is 0.50 and below.
- LOS B: Represents reasonably unimpeded operations at average travel speeds, usually about 70% of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. LOS range or V/C ratio range is 0.60 to 0.69.
- LOS C: Represents stable conditions; however, ability to maneuver and change lanes in mid-block location may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50% of the average free flow speed for the arterial class. V/C or LOS ratio range is 0.70 to 0.79.
- LOS D: Borders on a range in which small increases in flow may cause substantial increases in approach delay and hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes or some combination of these. Average travel speeds are about 40% of free flow speed. LOS or V/C ratio range is 0.80 to 0.89.
- LOS E/F: Suquamish does not have any E/F LOS roads.

Levels of service standards apply to the facility's location and its functional classification. The following represent Kitsap County's adopted LOS standards for rural areas and its V/C ratio:

Principal Arterial, Rural 0.79/LOS C

Minor Arterial, Rural	0.79/LOS C
Collector, Rural	0.79/LOS C
Minor Collector, Rural	0.79/LOS C
Residential/local, Rural	0.79/LOS C

Inventory of Facilities--Roads and Shoulders

Major routes serving the Suquamish Village include: Miller Bay Road NE, which changes names to Augusta Avenue as it enters the greater village area from the north, and changes names again at NE South Street, becoming Suquamish Way NE as it leaves the village. This corridor is the main north-south route. The other major routes serving the village include: NE Columbia Street, Division Avenue NE and NE Totten Road.

Miller Bay Road NE is classified as a major collector road connecting SR305 through the Port Madison Indian Reservation north to SR104 in Kingston. The Average Daily Traffic count (ADT) is 6,889 (2004 data) just south of W. Kingston Road, and the existing LOS is 0.63 from Gunderson Road to Indianola Road and 0.49 from Indianola Road to South Kingston Road. These equate to LOS B and A respectively. Miller Bay Road has 3-foot gravel shoulders on both sides.

Augusta Avenue is classified as a major collector road. It connects Miller Bay Road NE at the Soundview Blvd/Pebble Beach Dr intersection through the Suquamish Village south to Suquamish Way NE, and terminates at the NE Parkway intersection. The ADT is 5600 vehicles.

The following maintained Kitsap County roads are all classified as local roads within the community of Suquamish: NE Middle St, NE Newton St, NE Nelson St, NE Bell St, NE Prospect St, NE Plum St, NE Maple St, NE Madison St, NE Fern St, NE Geneva St, NE Pine St, NE Cedar St., Fir St, NE Fir St, NE Pear St, Urban Ave. NE, NE South St, NE Winfred St, NE James St, NE Union St, NE Parkway St, North Urban Ave NE, Brockton Ave NE, Angeline Ave, NE, Harris Ave NE, 1st Ave. NE, Soundview Blvd NE, 2nd Ave NE, 3rd Ave NE, 4th Ave NE, 5th Ave NE, Canyon Creek Ct NE, View Terrace NE, NE Whale Dancer Ct, S Angeline Ave, NE, NE McKinstry St, Park Blvd NE, Purves Ave NE.

The following private roads are not part of the Kitsap County road network: NE Totem Lane, NE Hyak Lane, Smith Lane NE, NE Enetai Lane, Cherry Tree Lane NE.

Identified Transportation Projects

A Tribal Transportation Plan was prepared by ADA Engineering and David Hamlin and Associates in October of 1999. Ten projects valued at 1.4 million dollars were identified as part of the planning process. They consisted primarily of betterment projects to help in resolving current and projected traffic problems. The majority of the projects are located on County or State rights-of-way, with

only two projects on Tribal lands. Specifically, four of these proposed capital improvement projects are on county right-of-way. These identified projects did not warrant immediate improvement, but it was recommended that they should be monitored and completed when needed. It was further recommended that the Tribe notify the respective agencies of these findings in order to effect inclusion in the respective six-year Capital Improvement Programs.

The technical data used in the preparation of this extensive transportation plan and analysis included collection of current and historical traffic counts, review of previous traffic plans and SR305 Corridor studies, a level of service analysis at ten intersections, turn counts and movements, a level of service analysis of the future intersection conditions, and subsequent recommendations. Following is a complete list of those locations where improvements were recommended and are priority ranked based on Tribal need and perspective.

1. SR305/Suquamish Way NE – lengthen northbound right-turn lane on SR305
2. Angeline Ave NE – housing access (BIA)
3. SR305/Totten Road NE Signal – monitor as warranted.
4. SR305/Sandy Hook Road NE – install right-turn pocket for southbound right-turns on SR305
5. NE Miller Bay Road/Gunderson Road – install northbound left-turn pocket, southbound right-turn pocket, and northbound merge/acceleration lane.
6. Indianola Road/NE Miller Bay Road – install southbound left-turn pocket, northbound right-turn pocket, and southbound merge/acceleration lane.
7. Suquamish Way NE/Division Ave – install eastbound left-turn pocket.
8. NE Totten Road/Suquamish Way NE – monitor location for potential northbound left-turn pocket.
9. SR305/NW Arts College Access – monitor as warranted to install left-turn pocket on SR305
10. George Lane NW – rights-of-way acquisition (BIA)

Staff Recommended Projects

The following location should be monitored for potential addition to the TIP:
Suquamish Way/Division Ave – eastbound left-turn pocket including illumination.

The following General Paving projects are programmed, subject to funding, within the Suquamish community in the next five years:

2006:

Division Ave	McKinstry to Suquamish Way
McKinstry St	Division to Angeline
Division Ave	Suquamish Way to Prospect
Geneva St	Harris

2009:

Center St	Angeline to end
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Bike Route Recommendations

One of the most cost effective and efficient methods of providing safe bicycle systems is widening shoulders. Shoulder widening within the existing public rights-of-way would be most beneficial along Columbia, Port Gamble/Suquamish, Suquamish Way and Totten Road. In some instances right-of-way constraints may preclude the ability to pave shoulders, but in some instances where new and upgraded storm drainage work is being undertaken it may be possible to ‘tightline’ new drainage structures to add widening on those sides.

The Suquamish community would like to see established bike routes that connect the Suquamish Village to other areas in the nearby community. The following routes are consistent with the County Bicycle Plan and the Mosquito Fleet Trail Plan, and therefore added focus should be placed on these routes in all future County Transportation Improvement Programs:

1. To Poulsbo:
Suquamish Way – Totten Rd – Lemolo Shore Dr – Fjord Dr
2. To Indianola:
Downtown Suquamish – Miller Bay Rd– Indianola Rd
3. To Bainbridge Island:
Suquamish Way – Agate Pass Bridge
4. To Port Gamble:
Columbia Rd- Port Gamble/Suquamish Highway

Traffic Calming on Suquamish Streets

Kitsap County Resolution Number 143-1999 established the Local Traffic Safety Program (LTSP), which states the following objectives:

1. Improve neighborhood livability by mitigating the impact of vehicular traffic on residential neighborhoods.
2. Promote safe and pleasant conditions for residents, motorists, bicyclists, pedestrians and transit riders on residential streets
3. Promote and support the use of transportation alternatives to the single-occupant vehicle
4. Encourage citizen participation in all phases of LTSP activities
5. Make efficient use of County resources by prioritizing traffic calming projects
6. Support the policies contained in the Transportation Element of the County Comprehensive Plan to “Develop innovative roadway design standards which enhance neighborhood identities, but do not infringe on the safety of motorized and non-motorized traffic” and “develop a traffic management strategy that minimizes through traffic in residential neighborhoods”. These may include visual optical chevrons, pedestrian activated crosswalks, speed reduction devices (eg, bumps, pillows) and other calming mechanisms.

Kitsap County has three methods that citizens can use to acquire traffic calming:

1. Streamlined speed hump projects;
2. Residential speed hump purchase projects; and
3. Local Improvement District (lid) process.

Many roads within Suquamish are strong candidates for traffic calming measures.

Gateway Treatment to Slow Traffic into the Village

Gateways are distinctive devices that reinforce a community’s identity. Suquamish, with its rich native heritage and history, as well as the distinction of being the resting place for Chief Sealth, may capitalize on the use of northwest art to meaningfully identify the community as a unique place within Kitsap County. Gateways can be coupled with other visually appealing devices such as colored shoulders, artwork, landscaping and medians to achieve a visual effect that give a sense of place and pride to residents of the community. Finally, gateways define the transition area from rural to ‘more urban’ and visually define the community edge. This serves to let motorists know that they are in a more densely populated area and speed should be reduced.

Chicanes

Chicanes are included in this discussion as they are an effective traffic calming facility that can also be used to as a ‘gateway’ into a community. Chicanes are designed to force oncoming traffic to veer to the left or right (or both) to navigate the chicane.

Description:

- a series of narrowings or curb extensions that alternate from one side of the street to the other forming S-shaped curves
- also called deviations, serpentine, reversing curves, twists, and staggerings

Applications:

- appropriate for mid-block locations only
- most effective with equivalent volumes on both approaches
- typically, is a series of at least three curb extensions
- can use on-street parking to create chicane

Design/Installation Issues:

- unless well-designed, chicanes may still permit speeding by drivers cutting straight paths across the center line
- European manuals recommend shifts in alignment of at least one lane width, deflection angles of at least 45 degrees, and center islands to prevent drivers from taking a straight "racing line" through the feature

Potential Impacts:

- no effect on access
- limited data available on their effect on speed, volume, and collisions
- street sweeping may need to be done manually
- can impact parking and driveway access
- provides opportunity for landscaping

Emergency Response Issues:

- limited data available on their effect on delay to emergency response
- emergency response typically prefer two-lane chicanes to speed humps

Pedestrian Safety

Pedestrian safety is probably the most discussed issue within Suquamish. Of particular concern, school children often walk on the streets that are impacted by parked cars and utility poles. Attempts to correct the problem resulted in the construction of a non-standard walking 'path' that wind around utility poles and trees.

Right-of-way widths are generally 40 feet throughout Suquamish, which is sufficient for normal local street width. A street profile of two 11-foot-wide travel lanes and 3 to 4-foot-wide ditches still leaves 10 feet available for sidewalks or shoulders. However, utility poles, fences, trees and shrubs, and parked cars tend to encroach into the right-of-way. The following considerations need to be presented before any decision is made whether to construct sidewalks and walking paths:

1. *Is the political will there to clear the right-of-way of obstructions?* The obstructions include minor things (eg, mailboxes) and major issues (eg, parked

cars and fences). Residents are often reluctant to remove personal touches to their property, regardless of underlying ownership. The responsibility for moving utility poles that are within a right-of-way is on the utility franchisee. However, poles that are outside of the right-of-way are the responsibility of the county with the cost borne by the county residents. Finally, the county would have to conduct a street inventory to identify barriers that need to be removed.

2. *Suquamish is categorized as a LAMIRD, which may carry with it a different set of design issues than those traditionally associated with a rural community.* The county does not have road standards regarding urban amenities for LAMIRDs. Sidewalks, for example, are considered an urban amenity. The county will have to approve a set of standards for these communities that reflect the urban density without impacting the rural sense that the residents wish to protect.

3. *The Sub-Area Plan must address safety issues that have been identified by the community as very important.* The county has existing policies that promote both safety and the benefits of physical exercise. These policies must be applied to specific improvements through the county's political process.

Cars Parked in Right-of-Ways

As stated above, while the right-of-way is adequate for local roads, the fact that Suquamish has narrow parcels and limited off-street parking often leads to cars parked on-street, which block the shoulders and limited number of walking paths. It is apparent that one of the reasons students are walking in the street is due to the parking pattern. Because of the narrow parcels, there is generally only room for a one-car garage and perhaps parking for an automobile in the driveway.

Possible deterrents to on-street parking are:

1. Signage prohibiting parking along paths;
2. An amnesty day to remove derelict cars;
3. Sidewalks; and
4. Curb and gutter that clearly indicate where on-street parking is permitted

Sidewalks, Curb and Gutter Improvements in Conjunction with Stormwater Improvements

The Stormwater Division of Public Works will be improving the stormwater system from 2006 - 2008. Public Works will piggyback road improvement projects as the stormwater projects are completed. At this time, the projects identified in the 2005-2010 TIP are:

1. Augusta Ave from Center to Geneva, a road overlay project in 2006; cost: \$350,000.
2. Center St from Augusta to Division, a road reconstruction scheduled for 2008; cost: \$1.2million. This project will include sidewalks.

Intersection Improvements at Suquamish Way and SR305

The intersection of Suquamish Way NE and SR305 has been identified in the Suquamish Tribal Transportation Plan as an important intersection project. The intersection receives the majority of traffic from Bainbridge Island ferry surges, is directly at the entrance into the Clearwater Casino and is a primary access point to the City of Poulsbo and the Suquamish community.

The lane configurations and 2005 estimated PM peak hour volumes were developed as part of the Suquamish Tribal Transportation Plan and are as follows:

Southbound Suquamish Way –westbound right turn lane, center lane to the Clearwater Casino, eastbound left turn lane with storage capacity. Projected volumes are SB-WB, 72; SB-through, 32; SB-EB, 209 for a total of 313 movements.

Eastbound SR305 – northbound right turn lane with storage capacity, center lane to Bainbridge Island, southbound left turn lane to Clearwater Casino. Projected volumes are EB-NB, 101; EB-through, 689; EB-SB, 92 for a total of 882 movements.

Westbound SR305 – westbound left turn lane to the Clearwater Casino, center lane to Poulsbo, northbound right turn lane to Suquamish. Projected volumes are WB-SB, 26; WB-through, 940; WB-NB, 426 for a total of 1392 movements.

Northbound Clearwater Casino – northbound right turn lane to Bainbridge Island, left turn and center lane to Poulsbo/Suquamish. Volumes are NB-EB, 14; NB-through, 28; NB-WB, 72 for a total of 114 movements.

Several complaints associated with this intersection have been noted throughout the years. Bicyclists have complained that traffic heading southbound on Suquamish Way moves over to the shoulder to make a right turn toward Poulsbo, thus endangering cyclists. The traffic light tends to back up traffic on both the Suquamish leg of the intersection and the Agate Pass Bridge leg. Traffic queues up to near Totten Road and onto Bainbridge Island as far as Day Road have been noted.

Division Avenue Trail Project

In an effort to complete a Division Ave Trail, interest has been expressed in linking Suquamish to the Nature Preserve north of the community.

The following process should be explored to determine the feasibility of linking the upper part of Suquamish with the Cowling Creek property:

- Meet with Engineering Staff to discuss options, including a new road or bicycle path for pedestrians/bikes.

- Get concurrence from Commissioners to: Maintain right-of-way and bring into system; use right-of-way for trail; and have citizens help to build trail.
- Meet with the president of the Friends of Miller Bay, (the organization working to purchase the Cowling Creek properties) and the citizens advisory group.
- Meet with residents of Division Ave to explain proposals.
- Create a 'trail team.'
- Pave/soft-surface a 10-foot-wide trail.
- Construct a Village Lane road at north and south end of Division: 14-foot-wide lane with 3-foot-wide shoulders (see below).
- Tie into trails in Suquamish Nature Preserve.

Balzow and Division Avenue Trail completion

Balzow trail. The Balzow trail is a partially constructed trail that starts at the end of NE Balzow Way in the south end of Suquamish, and proceeds under the Agate Pass Bridge to the Clearwater Casino. The trail is relatively unknown but has the potential to provide a link for non-motorized travel.

Division Ave trail from South St to Suquamish Way. Interest has been expressed in the creating of a trail through Tribal property from roughly the end of 5th Ave to the south, across the property to Suquamish Way. This would create a safer path for pedestrian traffic than walking along Division Ave. This trail would then use 5th Ave as the corridor to the school.

Slab Improvements--Reconstruction of the Suquamish Dock

The Suquamish Dock area represents a traditional gathering place for tribal members as well as being, at one time, a stop for the Mosquito Fleet. As a focal point for the community, the dock area provides access to Puget Sound, a sweeping view of Seattle, the environs and a cultural treasure. Reconstruction of the dock would solidify the community and provide a visible area for cultural events, economic redevelopment and youth activities.

Division Avenue Improvements

As noted earlier, two issues have arisen regarding the intersection of Suquamish Way and Division Ave. The pedestrian crossing at Division and Suquamish Way (near Texaco) leads into brambles with minimal shoulder clearance and there is clear need for a flasher and/or a left turn lane at that intersection.

Recent traffic counts at the intersection indicate that the intersection operates at a LOS A, virtually free-flow, with an occasional backup for the northbound left turn from Suquamish Way to Division. Observations show that pedestrians crossing Suquamish Way are basically 'on their own' when they cross, as there are no pedestrian actuated signals to stop traffic, nor pedestrian refuge islands. Additionally, the landing on the north side of Suquamish Way is a ditch and is often choked with blackberries—it does not afford a safe walking area for the pedestrian.

Should the intersection be improved, warrants must be met to determine the need for left and right turn pockets and a traffic analysis made to determine storage capacity. Modeling of this intersection would determine storage need. Construction of the left-turn lane should consider a pedestrian actuated signal.

Sidewalks on Division Avenue

The county constructed a walking path along Division Ave from Suquamish Way to Prospect in the early 1990s. The presence of utility poles, ditches, fences and topography precluded the county from constructing a flat path as had been designed. However, every attempt was made to create a reasonable surface for pedestrians to travel.

Maintenance on the path has been lax, and the original 4-foot-wide path has suffered from neglect. Pedestrians often are seen walking in the street, especially when they are in groups, ie, children walking to school. The construction of sidewalks along Division Ave should be a goal of this plan, but the reality of the above-mentioned barriers would require the relocation of utility poles, tight-lining of ditches, removal of barriers within the right-of-way, and considerable cut and fill as appropriate.

Reroute of School Bus from Division-Geneva-Park to Division-Prospect-Park Route

Citizens and the School Crossing Coordinator have stated that there are issues with Kitsap Transit buses, especially at the corner of Geneva and Park during peak hours, where school buses have to make a difficult 90-degree turn onto Park from Geneva. One possible scenario to solve this issue is to reroute the transit buses to either a new Park and Ride or restrict usage of Geneva Street during peak school hours.

Another solution is to change the school bus route away from the Geneva turn and instead to continue up Geneva to Division, right on Division to Prospect, right again on Prospect to Geneva and then right on Geneva from the north. This would eliminate the interface with parking along Park in front of the school where parents are dropping off their children and would allow the school buses to access their dedicated north entrance into the school.

Safe Pedestrian Routes; Safe Walkways to School

Where there are concerns about walkability and/or safety of particular areas, neighborhoods or routes to school, it is a good idea to conduct a safety survey. Appendix B shows a suggested form--*Safe Routes To School / Community Assessment of Safety; How Walkable is Your Community*—to conduct a safe pedestrian route survey in neighborhoods. After completing the surveys, again review Appendix B, *Improving Your Community's Score* for ways to improve the pedestrian safety and walkability of areas within Suquamish.

Shoulder Improvements

Indianola Road from Miller Bay to Beachwood Avenue. The county completed a shoulder-widening project on Indianola Road in 1997 that extended from Indianola to Beachwood Avenue. With the recent activity at the White Horse development, a new access to Indianola Road will be added that will invite more non-motorized usage. Citizens of Indianola and Suquamish have indicated that they would like to see the shoulder widening extended to Miller Bay Road to accommodate increased bicycle and pedestrian activity. There may be an opportunity to seek Bureau of Indian Affairs (BIA) funds as it could be argued that the extension will help connect the two disparate parts of the Port Madison reservation together.

Miller Bay from Suquamish north to Indianola Road. The county currently has a widening project to add signals and shoulders on Miller Bay Road from Gunderson Road to Indianola Road (2007). Bicyclists and pedestrians traveling south on Miller Bay Road from Gunderson must travel on gravel shoulders that range from 1 to 4-feet-wide. Gravel shoulders are not safe, nor suitable for bicycle travel. Often bicycles are forced to travel in the general purpose lanes, competing with automobiles.

Columbia Street/Port Gamble Road from Suquamish; Lincoln Road from Columbia/Port Gamble to Poulsbo; and Totten Rd from Suquamish Way to Sackman Road/Ditto Lane/SR305. In general, the above roads have little or no shoulders and are either very busy (Lincoln) or very windy in nature (Columbia). The shoulder improvements, while providing the bicycle community with a travel surface, would be constructed for general safety purposes on these roads.

Rural Centers and Corridors Program--Planning Analysis

Funding was made available for the Puget Sound Regional Council's Rural Centers and Corridors Program to provide financial incentives and assistance to promote a cooperative multi-modal corridor approach that brings together rural town center(s), county(ies) and state DOT rural highway corridor interests. These entities are encouraged to take this corridor-planning approach to jointly plan and implement essential multi-modal projects to improve centers and corridors for increased safety, improved mobility and access, and to support infrastructure improvements and design amenities to assist in meeting rural center/community economic development needs. See Appendix C for an example of a project programmed for review under the Rural Corridors program—The Miller Bay Corridor program. Eligible projects can cover a broad range of multi-modal transportation system capital needs:

roads, highways, and transit facility improvements; roundabouts; intelligent traffic/transportation systems; transit system amenities; bike-pedestrian sidewalks, bike lanes on roads and off-road bike-pedestrian-equestrian trail projects; traffic and trail signage; gateway entries to towns; and urban design enhancements for "main street" treatments in town/community

centers such as medians, widened sidewalks with curb bulb outs and landscaping for pedestrian/bicyclist- friendly environments.

Goals, Policies and Recommendations

The following goals and policies target achieving certain components or elements of community vision and provide for specific, often adoptable or legislative, guidance to identify or accomplish actionable items (eg, projects, ordinance changes). The goals and policies should be considered by the community as overarching themes and activities in community development.

Goals

- GOAL T-1** Encourage an efficient multimodal transportation system for the Suquamish Rural Village, in coordination with the Tribe and County.
- GOAL T-2** Ensure public involvement in transportation planning.
- GOAL T-3** Minimize negative environmental impacts created by improvements to the transportation system.
- GOAL T-4** Coordinate land use and transportation planning to help manage growth.

Policies

- POLICY T-1** Develop a public involvement program to include neighborhood group interaction.
- POLICY T-2** Consider land use, scenic values, neighborhood impacts and natural features in the review of road improvement projects.
- POLICY T-3** Establish design guidelines for streets in Suquamish to ensure consistent Village character and safety for pedestrians.
- POLICY T-4** Promote bicycle paths, pedestrian paths and greenbelt links in coordination with the Kitsap County Greenways Plan.
- POLICY T-5** Acquire needed rights-of-way based on the County's rural roadway design standards.
- POLICY T-6** Provide a safe, comfortable and reliable transportation system.

POLICY T-7 Integrate drainage and stormwater control systems in the design of roadways and pathways.

Recommendations

The following recommendations are not binding, but are appropriate targets for further policy analysis by the community and should be implemented when possible.

- REC T-1** Build a bus shelter across from the Suquamish Village Shell & Mini Mart, 18490 Suquamish Way NE.
- REC T-2** Support passenger-only ferry service at Kingston, with increased transit connections to Suquamish.
- REC T-3** Examine street options upon completion of the ADA firm's traffic analysis.
- REC T-4** Develop a funding strategy and financing plan upon completion of traffic analysis programs.
- REC T-5** Design road and streets in accordance with the desired Suquamish Village character.
- REC T-6** Reduce traffic and Kitsap Transit bus transportation impact in school safety zones in order to promote safety for children walking/traveling to and from school.

Public Facilities

There are a number of public and tribal facilities that exist in the Suquamish area. These facilities serve the current needs of the community.

Public Buildings

Fire Station

The fire station, located in downtown Suquamish on Augusta Ave is within the fire protection district boundaries of North Kitsap Fire and Rescue and is in a prime location to serve the community. The fire station was remodeled in 1995 and is now staffed twenty-four hours a day. There are no plans to expand this facility in the immediate future.

Elementary School

Suquamish Elementary, located on Park Boulevard, is within North Kitsap School District 400. The present capacity for Suquamish Elementary is 375 students in the main building with an additional 125 students in the portable classrooms. As of September 2005, the school's population is approximately 482 students, which is at capacity. There are no future plans at this time to expand the school or construct additional schools in the area. A renovation to the existing building occurred in 2005 with State funds.

Post Office

The post office is conveniently located in downtown Suquamish on Augusta Avenue. Currently, there are access problems due to traffic and parking situations.

Youth Center

The Suquamish Tribe opened a Youth Center on Augusta Ave in March 1999. This facility is owned and operated by the Suquamish Tribal government. It is available to all youth residing on the Port Madison Indian Reservation. The facility houses both entertainment and learning activities for youth. The services available include: pool tables, video games, big-screen television, job programs, diversionary programs, drug and alcohol counseling, native languages resource center, music program, homework club, tutoring, a computer lab, and tribal song and dance practice. Some services previously located at the Youth Center have moved to the new Education Center on Totten Road.

Community Center

The Suquamish Tribe is planning to build a traditional community house for their members. It is unknown if this facility will be available for public meetings. During the Imagine Suquamish event, the residents were clear in their desire for a community center.

Tribal Court House

A courthouse is located at Suquamish Village Square, which handles all Suquamish Tribal Court activities.

Meeting Facilities

Facility	Location	Meeting Accommodations
Suquamish Community Congregational United Church of Christ	18732 Division Ave NE <i>Phone: 598-4434</i>	<ul style="list-style-type: none">• Large Meetings• Small Meetings <i>Available by appointment and for a fee</i>
Suquamish Elementary	18950 Park Blvd <i>Phone: 598-4219</i>	<ul style="list-style-type: none">• Large Meetings• Small Meetings <i>Available after school hours by appointment</i>

Recreational Facilities

Facility	Location	Activity
Suquamish Elementary	18950 Park Blvd <i>Phone: 598-4219</i>	<ul style="list-style-type: none">• Little League• Softball• Soccer
Suquamish Boat Launch and Pier (Pier is closed pending renovation)	Augusta Ave	<ul style="list-style-type: none">• Fishing• Boat Launching
Suquamish Youth Center	18433 Augusta Ave <i>Phone: 394-5200</i>	<ul style="list-style-type: none">• Various Recreational Games

Goals, Polices and Recommendations

The following goals and policies target achieving certain components or elements of community vision and provide for specific, often adoptable or legislative, guidance to identify or accomplish actionable items (eg, projects, ordinance changes). The goals and policies should be considered by the community as overarching themes and activities in community development.

Goals

- GOAL PF-1** Add new meeting and recreational facilities that have been determined by the community.
- GOAL PF-2** Provide multi-use facilities to serve the variety of ages and needs in the community.

Policies

- POLICY PF-1** County, Tribe and community should work together on the development of plans for public facility improvements and additions.
- POLICY PF-2** Encourage and assist the Tribe in the continuation of the downtown revitalization project.
- POLICY PF-3** Develop areas for youth to meet. Provide recreational and educational opportunities and activities for tribal and non-tribal children and youth, including means of transportation to activities in adjacent communities.

Recommendations

The following recommendations are not binding, but are appropriate targets for further policy analysis by the community and should be implemented when possible.

- REC PF-1** Hold community beautification days in and around public facilities.
- REC PF-2** Work with school personnel to determine the best utilization of classrooms after hours, particularly identifying community needs that can be met there.
- REC PF-3** Community will work with Kitsap County Facilities, Parks and Recreation and Department of Community Development to identify needed public facilities. Determine the interest in/need for a local library, perhaps in conjunction with the school district. Investigate mobile library service to Suquamish.

Public Infrastructure

Water

** Please note that while this information is up-to-date to the greatest extent possible, much of the information is from 1999. More current information will be prepared for future plan insertion when it becomes available.*

Residents of the Suquamish Village obtain their water from both public and private wells. There are approximately 1,244 public water connections served by the Public Utilities District (PUD #1) in the Suquamish area (see Figure 7). The system is approved for 2,749 connections, leaving approximately 1,505 available connections.

There are approximately 590 vacant lots within the boundary. Once the requirements for nonconforming lots are in place, the maximum number of buildable lots is reduced to approximately 510, a reduction of 80 building sites. The number of newly created lots that could be produced through the subdivision provisions allowed within the Suquamish Village is approximately 15. This would produce a total of approximately 525 legal buildable lots, which leaves adequate water connections available to serve the entire Suquamish Rural Village. Any needed capacity expansion is to be done at the developer's expense.

The PUD water system is chlorinated, but no fluoride is added to the system. The PUD samples seven different pressure zones once a month to test the water for acceptability. In case of emergency, there are seven separate reservoir tanks that hold a total of approximately 805,000 gallons of water.

Suquamish is located in the fire protection district boundaries of North Kitsap Fire and Rescue. There is sufficient fire flow and hydrants to serve the Suquamish Village. Any new development will have to meet existing fire flow requirements.

The Suquamish Tribe possesses federally reserved water rights, presently not quantified. Various agencies will work cooperatively with the Tribe on a government-to-government level to ensure that the Tribe's water rights are not infringed.

Any further information or details regarding the water system in Suquamish can be located in the Kitsap Public Utility District Comprehensive Plan.

Sewer

Most of the Suquamish Village is currently served by sanitary sewer service (see Figure 8). In 1998 Kitsap County Public Works completed the expansion of the Suquamish Wastewater Treatment Facility to accommodate existing development and growth in the area.

As noted by Resolution 090-1998, based on Growth Management Act directives, the County is not permitting any sewer main extensions in areas outside of Urban Growth Areas, except for areas of more intensive rural development (ie, Rural Villages). Upon adoption of the Suquamish Rural Village Sub-Area Plan, the County will allow main extensions and connections, as outlined in Resolution 090-1998, to any area within the sewer service boundary. This boundary is a predetermined sewer service area that was agreed upon between the County and the Tribe. Although the Suquamish Rural Village boundary extends beyond this agreed upon boundary, sewer service can only be provided in that predetermined area. Any further extension of the service area boundary to extend sewer service into the remainder of the Suquamish Village requires County and Tribal consent, per the Interlocal Agreement dated September 11, 1995. The only exception to this is found in section 3.4 of the agreement which establishes a special reserve of 50,000 gallons per day (gpd) average peak monthly flow for the exclusive use of the Tribe, its agencies, members and permittees, outside the sewer service area.

The Suquamish Wastewater Treatment Plant, is designed to treat 400,000 gallons of sewage per day. During 1998, the average flow treated was approximately 190,500 gpd. Subtracting the Tribe's allocated flow from outside the service boundary, and their anticipated flow inside the boundary, as well as the current average daily flow to the plant, results in approximately 158,750 gpd of remaining capacity. With a design flow of 250 gpd per parcel, it is estimated that an equivalent of 635 residences can still be served in the treatment plant as of October 2005.

There are approximately 590 vacant lots within the boundary. Once the requirements for nonconforming lots are in place, the maximum number of buildable lots is reduced to approximately 510. The number of newly created lots that could be produced through the subdivision provisions allowed within the Suquamish Village is approximately 15. This would produce a total of approximately 525 legal buildable lots, which leaves adequate sewer connections and capacity available to serve the entire Suquamish Rural Village.

Any proposed on-site sewage disposal must receive approval from the County Health Department upon meeting specific requirements.

Stormwater

Suquamish is located on the east slope of a hill that reaches approximately 300 feet above Puget Sound. The hillside was originally covered with forests and a variety of vegetation typically found in the Puget Sound lowlands. The limited amount of surface water runoff generated in the forested environment was carried to small streams by many shallow gullies and larger ravines. The two main streams still in existence in the Suquamish area are Cowling Creek and

Grovers Creek. Grovers Creek is a shallow gradient stream which flows south from the headwaters near Hansville road to its discharge at the north end of Miller Bay. This stream has many tributaries that contribute surface and ground water runoff from the hills west and to the east of the main stem. Cowling Creek is a steeper gradient stream which flows northeast from the headwaters at Lincoln Road to the discharge at the west side of Miller Bay. This stream has many small tributaries and roadside ditches that contribute surface water, stormwater and ground water runoff from the hills and areas around Miller Bay.

The natural runoff condition has been severely altered by removal of the forest canopy and construction of impervious surfaces associated with roads, businesses and residences. To allow for development of the parcel layer that was created in the early 1900s, natural drainage paths have been channeled, re-routed or eliminated and wetland areas have been drained and filled. The lack of a coordinated infrastructure plan and the subsequent development of the platted land have resulted in nuisance flooding of property and the erosion of drainage ways and steep slopes.

Deforestation and urbanization have also interrupted the natural filtration and infiltration processes, which serve to cleanse runoff in the forested condition. More efficient collection of higher volumes of runoff and their subsequent discharge to streams have altered stream flow regimes by increasing the frequency and duration of peak flows and reducing the quality of water delivered to the streams.

Localized flooding and other stormwater management problems have been frequently observed in the Suquamish Village area, particularly within or downstream of developed areas; thus raising concern over the need to improve local water quality and stormwater facilities. Future development in the basin will increase runoff, magnifying the existing drainage problems, and potentially create new problems.

A Suquamish Regional Stormwater Improvement Project was performed for the Kitsap County Surface Water Management Division in 1999, in order to determine what projects may be needed within the Suquamish area to prevent flooding and other stormwater management problems. Additionally, part of the project was to assess what alternatives might be available to address those problems, and to recommend capital projects and other improvements within the Suquamish area.

In total, 55 separate flooding and drainage problems were identified. A Capital Improvement Plan was developed and prioritized and a total of 12 preferred projects were selected for implementation over the next 5 to 10 years, addressing approximately 75 percent of the flooding and drainage problems that had been identified.

Recently completed improvements as a result of this project include a new storm drain and resurfacing of Angeline Ave. Kitsap County is planning additional improvements consistent with the Final Capital Improvement Plan.

Goals, Polices and Recommendations

The following goals and policies target achieving certain components or elements of community vision and provide for specific, often adoptable or legislative, guidance to identify or accomplish actionable items (eg, projects, ordinance changes). The goals and policies should be considered by the community as overarching themes and activities in community development.

Goals

- GOAL SW-1** To support development of a comprehensive approach to stormwater management that will identify, prioritize, and implement projects to control flows, reduce flooding, and enhance water quality by:
- Preserving natural drainage channels, wetlands, and riparian corridors.
 - Identifying opportunities and encouraging coordination between Road, Wastewater, Stormwater and private land development projects.
 - Providing information and making recommendations that assist the County in developing policy and implementing programs.
 - Providing community input into the County's mapping and data gathering efforts to better identify and prioritize potential community improvements.
- GOAL SW-2** Create a stormwater management system that is based on the utilization of natural drainage ways to the maximum extent practicable.
- GOAL SW-3** Augment the natural system with constructed facilities that complement the natural system by taking advantage of opportunities for filtration, infiltration, and flow control where feasible and reasonable.
- GOAL SW-4** Develop the system in a manner that uses all known and reasonable technology to ensure that flow rates are controlled and runoff quality is enhanced with the goal of ensuring that stormwater discharges meet applicable standards.

Policies

- POLICY SW-1** Preserve the natural drainage system to the maximum extent possible and reasonable.
- POLICY SW-2** Identify the remaining areas of the natural drainage system in the County's Geographical Information System (GIS) as critical drainage areas and restrict land development as necessary to ensure that the natural systems capacity for flow control and water quality enhancement are not compromised.
- POLICY SW-3** Retain natural vegetation by limiting the amount of clearing and grading on individual lots to that necessary for construction of proposed improvements.
- POLICY SW-4** Limit the amount of impervious surface on individual lots to reduce future increases in stormwater runoff.
- POLICY SW-5** Continue to review proposed land development projects to ensure that the projects are coordinated with on-going regional stormwater system planning and development.
- POLICY SW-6** Continue to ensure that new development meet the requirements of applicable stormwater regulations.
- POLICY SW-7** Use structural and non-structural methods to provide for increased treatment of runoff from urbanized areas.
- POLICY SW-8** Schedule the construction of capital projects identified and prioritized in the regional stormwater study currently underway in Suquamish over a ten-year period.

Recommendations

The following recommendations are not binding, but are appropriate targets for further policy analysis by the community and should be implemented when possible.

- REC SW-1** Adopt regulations requiring no net loss of remaining natural drainage ways and wetlands.
- REC SW-2** Specify a minimum lot size that could be developed.

- REC SW-3** Limit amount of clearing and grading on individual lots.
- REC SW-4** Adopt permanent regulations requiring drainage review for each building permit application.
- REC SW-5** Continue County planning, designing and constructing of stormwater conveyance and runoff treatment capital projects.
- REC SW-6** Continue Health District monitoring of water quality in streams and marine waters and reporting of results to the Community Council.
- REC SW-7** Continue Suquamish community involvement to provide input to the County on stormwater issues. The community could assist the County in the identification and prioritization of capital projects and serve as a sounding board for proposed stormwater regulations.

Natural Systems

It is important to recognize natural systems within the Suquamish area. They are divided into the following areas:

1. Geologically Critical Areas;
2. Aquifer Recharge Areas;
3. Surface Water Resources;
4. Frequently Flooded Areas;
5. Plant, Fish and Wildlife Habitat Conservation Areas; and
6. Air Quality.

Geologically Critical Areas

Geologically critical areas are highly susceptible to erosion, landslides, earthquakes or other geological events. Suquamish has an area of slopes greater than 30 percent in the middle of the Suquamish Village, which are considered geologically hazardous areas. See Figure 9 for building limitations and locations of critical areas.

Aquifer Recharge Areas

The entire Suquamish Village is over an “aquifer recharge area of concern” as designated in the Kitsap County Comprehensive Plan, which also lies on a portion of the Suquamish Aquifer (sea-level aquifer) System. The critical aquifer recharge area for this aquifer system is to the north and west in an area approximately bounded by Gunderson, Lincoln, Bond and Miller Bay Roads. There are several wellhead protection areas that are within or adjacent to the Suquamish Village area (see Figure 10). The wellhead protection areas are specifically designed to provide water quality protection for public water supply wells through the inventory and assessment of potential chemical pollutant sources, followed by recommendations of best management practices to protect the drinking water supply. These wellheads are protected under Kitsap County’s Critical Areas Ordinances.

Surface Water Resources

Wetlands, streams and shorelines make up the surface water in the Suquamish Village area. There are existing wetlands within the Suquamish Village; many of which are not identified on the County’s Wetlands Inventory listing. More studies need to be done in this area. The Suquamish Tribe has plans to perform a detailed wetland inventory for the Suquamish area.

Two major creeks in the Suquamish area that are under County monitoring include: Grovers and Cowling Creeks. Grovers Creek is a shallow gradient stream, which flows south from the headwaters near Hansville Road to the discharge at the north end of Miller Bay. This stream has many tributaries that contribute surface and ground water runoff from the hills west and to the east of the main stem. Cowling Creek is a steeper gradient stream, which flows northeast from the headwaters at Lincoln Road to the discharge at the west side of Miller Bay. This stream has many small tributaries and roadside ditches that contribute surface water, stormwater and ground water runoff from the hills and areas around Miller Bay.

Frequently Flooded Areas

Frequently flooded areas are lands inundated with water during periods of high rainfall, extreme high tides or strong winds. In the Suquamish area, they lie adjacent to the shoreline (see Figure 11).

Plant, Fish and Wildlife Habitat Conservation Areas

Due to the natural diversity in the Suquamish Village, there are many areas of plant, fish and wildlife habitats where conservation efforts need to be pursued. Although many of these areas still need to be recognized, Figure 12 illustrates some of these areas that have already been identified. Suquamish citizens, the Tribe and County should work to conserve these natural habitats that are vital to the community.

Air Quality

In the Suquamish Village many residents utilize wood as their primary source of heat. Pollutants from several surrounding areas including Jefferson County and the City of Bremerton also influence the Suquamish Village. For these reasons, there has been a conscience effort by the Suquamish Tribe to educate residents about proper burning practices and air quality health effects in infants, children and the elderly that are directly related to particulate matter suspended in air in the Suquamish area.

Routine and analytical measurement of air quality occurred in the recent past, and currently the monitoring efforts remain unfunded and unstaffed. In the future, interested parties may resume the examination of desired and/or necessary steps for air quality monitoring. Future efforts to re-implement a monitoring program will be noted in subsequent plans.

The measurement of air quality for the Suquamish area was dependent on the Puget Sound Air Pollution Control Agency and the Suquamish Tribal Natural

Resources Department. The Puget Sound Air Pollution Control Agency operated under the 1991 Washington Clean Air Act (RCW 70.94.665). Although there were no violations of the national ambient air quality standards for the area into approximately 2002, it has been an area of concern. For these historical reasons, the Suquamish Natural Resources Department was monitoring air quality at different times of the year with a Nephelometer until 2002. This instrument was stationed at the Suquamish Youth Center, collecting particulate matter of 2.5 parts/million since 1998. The Nephelometer measures light scattering from particles which can then be used to estimate particulate matter of 2.5 (PM 2.5). The Tribe was using a conversion factor in the estimation of PM 2.5, provided by the Nephelometer manufacturer. The Suquamish Tribe Natural Resource Department considered installing a PM 2.5 filter refraction method (FRM) monitoring program in the same general location as the Nephelometer in the summer of 1999. The FRM instrument measures PM 2.5 with the filter method and this kind of sampling has a proven high degree of accuracy. The status of a future program will be investigated in future efforts.

Questions regarding burning or air quality within the Suquamish Village area can be directed to the Puget Sound Air Pollution Control Agency at (800) 552-5365 (*the reader is advised to ensure applicable program/phone numbers are still in effect at the time of proposed contact*), Suquamish Tribe Natural Resource Department at (360) 598-3311, or Kitsap County Public Works Department at (360) 337-7121.

Goals, Polices and Recommendations

The following goals and policies target achieving certain components or elements of community vision and provide for specific, often adoptable or legislative, guidance to identify or accomplish actionable items (eg, projects, ordinance changes). The goals and policies should be considered by the community as overarching themes and activities in community development.

Goals

- GOAL NS-1** Preserve the biological diversity in Suquamish.
- GOAL NS-2** Minimize human interference of natural systems in and around Suquamish.
- GOAL NS-3** Protect, enhance and restore aquatic habitat areas.

Policies

- POLICY NS-1** The County, community and Tribe will work together to develop conservation plans for the Suquamish Village,

including upcoming Endangered Species Act (ESA) mandates.

- POLICY NS-2** Consider the impacts to shoreline habitat, conservation areas, and fish and wildlife population when issuing building permits.
- POLICY NS-3** Encourage the protection of continuous corridors of native vegetation, as feasible, and to enhance or restore wildlife habitat by transplanting or planting native vegetation in the disturbed landscape.
- POLICY NS-4** Encourage voluntary protection of species and habitats by homeowners and on public lands and through use of conservation easements, land trusts, etc.
- POLICY NS-5** Use native plants to assist in the restoration of original landscapes.

PARKS AND OPEN SPACE

There is great potential in the Suquamish Village to utilize the natural systems in the development of parks and open space. Several County documents have addressed these possibilities, including the Park Recreation and Habitat Plan, the Greenways Plan, the 1992 and 1999 Suquamish Rural Village Sub-Area Plans, and the Imagine Suquamish 2004 Report. Below is a summary of Parks and Open Space opportunities and the recommendations of Suquamish community residents.

Public Right-Of -Way Road Ends

The Suquamish Village has a number of public road ends at the shoreline, which offer panoramic views of the Puget Sound. The community would greatly benefit from increased access to these public areas. Since most of the road ends are high bank waterfront, they would only be suitable for viewpoints or rest stops as part of a bicycle trail system. These public rights of way road ends are illustrated on Figure 13.

1. *Pebble Beach Drive*
The road end is a steep, overgrown slope and is pie shaped, 40 feet at the top of the slope and 20 feet at the beach.
2. *James Street*
The road end is a steep, overgrown bank that is 40 feet wide.
3. *Parkway*
The road end is a high bank that is in danger of eroding due to drainage damage. The road end is being used for parking and various public activities. The street end offers excellent views of Puget Sound, and therefore, is an important component of the waterfront Village experience. An informal trail provides beach access.
4. *McKinstry Street*
The road end is part of the Old Man House Park.
5. *Hemphill Street*
The road ends at a medium high, overgrown bank that is 40 feet wide.
6. *South Angeline*
The road ends in a gentle slope toward the beach and contains a slightly overgrown bank with a view of the Agate Pass Bridge.
7. *Center Street*

The top of Center Street is the highest point in Suquamish. The site offers expansive views over the valley and the Olympic Mountains.

Neighborhood and Community Parks

In order for the Kitsap County Facilities, Parks and Recreation Department to devote more time and resources to larger County-owned or regional park systems, the Department would like the community to take an active role in caring for small neighborhood parks. There are currently three small, recognized parks in the Suquamish Village, though the Suquamish Elementary School has playground equipment, hard surfaces, multipurpose game areas, multiple basketball hoops, baseball backstop, and large open grass areas.

1. *Pat Brandt Park*

This park, named in honor of Pat Brandt who spent much time maintaining the park, is utilized as a neighborhood resting area. Located at the intersection of Harris, Angeline and Center Street, the park contains a picnic table and a variety of flowers.

2. *Pathway Park*

This park is located adjacent to Suquamish Elementary and was acquired to serve as a trail connection to the school. It serves as an environmental classroom for school children.

3. *Story Pole Park*

This park, which is owned by the Suquamish Tribe, is located between South Street and Suquamish Way. The park serves as a viewpoint and is used in celebrations such as New Year's and Chief Seattle Days.

In addition to the small parks, the community has pickleball courts, which are owned by the Suquamish United Congregational Church. These courts, located at the corner of McKinstry Street and Division, are open to the public and also provide a popular place to play basketball.

The Suquamish Village has a lack of play lots or playgrounds for children. Desirable parks incorporating play lots and playgrounds are primarily designed for young children up to ten years of age. These parks would generally feature creative play apparatus, hard surfaced multipurpose game areas, as well as comfortable seating for adults. Play and sitting areas are typically landscaped in a manner that will enhance safety while providing an aesthetically appealing view of the site.

Establishing these types of parks require a parcel of one to five acres and should provide active as well as passive recreational opportunities for all age groups. In addition to play apparatus, the park could provide small court game areas, conversation/sitting areas, and landscaping, as well as other developed

amenities. This type of community park would be an integral part of the parks and open space system and would serve many purposes that could benefit the Suquamish Village community.

Community Garden/Pea Patch

There are currently no community gardens in the Suquamish Village; however, community gardens promote healthy communities and can provide food security for many low-income persons. The gardens and those who participate in community gardening contribute to the preservation of open space, provide access to it, and create sustainable uses of the space. Community gardens strengthen community bonds, provide food, and create recreational and therapeutic opportunities for a community. They also promote environmental awareness and provide community education.

The American Community Gardening Association, a nonprofit membership organization supporting community greening, recognizes that community gardening improves the quality of life for people by providing a catalyst for neighborhood and community development, stimulating social interaction, encouraging self-reliance, beautifying neighborhoods, producing nutritious food, reducing family food budgets, conserving resources, and creating opportunities for recreation, exercise, therapy and education. Public community garden programs may be administered by the County Department of Facilities, Parks and Recreation.

Suquamish Nature Preserve

The park, historically known as Boy Scout Park, is located on Middle Street and Brockton Avenue. This 10-acre parcel of land was purchased by the County as a Nature Preserve. The woods and cranberry bog provide a sense of isolation and an opportunity to experience a pristine natural environment.

Community Areas of Interest

1. Place of the Bear (County)

This 200-acre County-owned property east of Widme Road is located outside of the Suquamish Village area; however, since it is such a large, significant piece of property to the community, it is noteworthy to mention here. This is one of the largest natural areas outside of the Suquamish Village providing roaming for area wildlife, such as black bear and white-tailed deer.

History: In the 1930's, Kitsap County acquired over 200 acres known as "Place of the Bear." At that time, the land consisted of five separate parcels. The County placed tax liens on the land due to non-payment of taxes, and in 1932 and 1936 foreclosed on said properties and took possession. The total back taxes on the entire acreage was less than \$400.

Natural features: This forested land is marked by hilly terrain, wetlands, and two small streams. Large areas of the land contain geologically critical areas and are designated in the Critical Areas Ordinance as either: "severe in terms of geologic hazard," or "water erosion hazard high or severe," or both. The property is over an "aquifer area of concern" as identified in the Kitsap County Comprehensive Plan. It lies over a portion of the Suquamish Aquifer System, a shallow, sea level aquifer that is vulnerable to contamination.

While the 1999 Suquamish Rural Village Sub-Area Plan stated that "...the community strongly feels that the County should establish this as a natural area and design a plan to support that designation...", the County has not established a plan to support this designation. Place of the Bear would play a critical role in servicing Kitsap County community residents and visitors and serve open space purpose goals and policies. "... it is in the best interest of the state to maintain, preserve, conserve and otherwise continue in existence adequate open space lands... and to assure the use and enjoyment of natural resources and scenic beauty for the economic and social well-being of the state and its citizens..." (Kitsap County legislative declaration of open space law).

2. Soundview Boulevard Area

The Soundview Boulevard area is described best in an excerpt from the open space nomination written by a Suquamish resident:

"This parcel contains all the natural elements associated with the ecosystems which are particularly vulnerable to development; wetlands, streams, steep slopes, and sensitive vegetation and soil types. This parcel provides critical habitat for the wildlife still to be found in Suquamish, including black bear, deer, pheasants, raccoons, weasels, pine squirrels, flying squirrels and foxes. Bird sighting has identified many types of birds who make their home here. Driving through the parcel from south to north on Sound View Boulevard, you drive along a gracefully curving road under a canopy of trees. To the left a steep slope of deep - green, shaded forest gradually rises, while on the right as you take the first curve, you see a deep ravine dropping down from a sheer cliff. As you continue along, the land flattens and leads to meadows and a sheep farm. This undeveloped parcel reflects the character of the town, which many of its citizens want to hold on to..."

3. Cowling Creek Forest Preserve

The Cowling Creek Forest Preserve, located on the north boarder of Suquamish Village, includes over 50 acres of mostly undeveloped land. The Preserve is a blend of public, private, and tribal ownership. Through conservation easements and open space agreements, the owners have shown their intention to maintain the land in its natural state. Attributes of the Preserve include:

- Walking Trails - The Preserve is accessible by walking trails: from Miller Bay Road, Essex Road and Urban Ave. Besides providing healthy exercise,

these trails provide an opportunity to see and appreciate a wide variety of forest environments.

- Watershed Protection/Clean Water - Natural systems in the Preserve filter and moderate the flow of water into Cowling Creek, which both prevents erosion and facilitates aquifer recharge. This land was designated "an aquifer recharge area of concern" by the Kitsap County Comprehensive Plan.
- Forests/Clean Air - It is difficult to overstate the importance of preservation of forested lands because of the role they play in contributing to clean water and clean air. Forests absorb 6 tons of carbon dioxide and produce 4 tons of oxygen per acre.
- Habitat - This area of critical habitat is home to black bear, deer, and fox, as well as smaller, yet equally important flora and fauna. Large beds of eelgrass are located in the surrounding waters. These eelgrass beds provide habitat for salmon forage fish (surf smelt, sand lance, herring, and candle fish). The largest cedar tree in Kitsap County grows here.
- Education - The Preserve is utilized to teach youth the value of stewardship. The students help with beach seining, removing invasive plants, and replanting with native vegetation.
- Greenway - This green corridor of towering trees provides a beautiful entrance to the Suquamish community.

4. Cowling Creek Salmon Recovery Center and Hatchery

Cowling Creek Salmon Hatchery was the Suquamish Tribe's first hatchery and was established in 1977 to restore chum salmon runs to the many East Kitsap streams whose wild runs had declined precipitously or became extinct over the past century. The hatchery is located north of Suquamish Rural Village on the southwest corner of Miller Bay. Although this hatchery is located outside of the Suquamish Village area, its tie to the community is both historically and culturally significant. The Tribe shares the bounty of the returning salmon with both tribal and non-tribal members alike.

The hatchery came into existence because Bill and Virginia Cowling invited the Tribe to use their land for the hatchery after Tribal Fisheries Department studies identified Cowling Creek's potential as a chum rearing facility. The Cowling Creek watershed encompasses most of the land north of Suquamish Village, with approximately half of the area located within the boundary of the Port Madison Reservation. Virginia transferred land ownership to the Tribe in 1991, a few years after Bill passed away.

Virginia's excitement about this Tribal salmon success story remains unabated and spills out in her conversations with friends, neighbors and visitors. Virginia's bequest to the Tribe was conditioned on the Tribe maintaining salmon production and forever keeping the forest in its natural state with no other development or logging. Virginia was the spearhead for the "Cowling Creek Project", an effort by the Friends of Miller Bay to acquire all the land around the hatchery and to put strict conservation easement protections on this land. The Friends now call the

larger area “The Cowling Creek Forest Preserve” and have constructed trails and provide nature tours for anyone interested in seeing this beautiful forest.

Cowling Creek Hatchery is very unique. The hatchery is deliberately low-tech to avoid the costs and risks of pumping used by more complicated hatchery systems. The hatchery is located at the mouth of one of the largest watersheds on the Port Madison Indian Reservation, home to the Suquamish people.

Characteristics of the hatchery include:

- The hatchery chum salmon are native, originating from local Chico Creek, and were taken throughout the entire run so that their progeny return timing is identical to the wild chum salmon.
- The hatchery was completely designed and constructed by the Suquamish Tribal Fisheries Department, with assistance from Advanced Engineering, Inc. Tribal staff used pre-formed concrete sections and bolted them into place on the site that they graded and compacted.
- The hatchery avoided the fish-blocking problem of most Washington State hatchery dams by incorporating a fish ladder built into the intake and rearing dams.
- The intake dam has a passive settling pond and filtration system built into it that clarifies only the gravity flow water being used in the incubators.
- The incubators are of the Netarts Bay design, one of the most elegant and effective incubators ever conceived.
- Both the eggs and fry are reared on ambient temperature stream water so their development is the same as their wild cousins.
- The fry are reared in a natural pond in the middle of a maturing second growth forest. Twenty years later, the National Marine Fisheries Center discovered the benefits of this rearing and applied the term “natures” rearing, and recommends that most hatcheries adopt this strategy.
- The chum fry are released in the middle of the night, on high tide, again mimicking this predator avoidance strategy their wild cousins follow.
- Cowling Creek Hatchery was the first hatchery in the state to incorporate an advanced adult salmon spawning strategy that only now being applied to most hatcheries statewide. The hatchery chums are spawned one male to one female, throughout the entire run from late October to mid-December.
- Although the stream is small, the creek water quality is very high.

These Cowling Creek Hatchery attributes, and several features, were recognized by the Washington State Association of Engineers with the second place award for engineering excellence in Washington State in 1982. The hatchery supports the second largest run of salmon returning to Kitsap County, with 30,000 chum returning to Cowling Creek in 1998 (well above the 12,000 salmon run average). Adult Cowling Creek salmon attract black bear, eagles, osprey, seals, river otter and sports fishermen.

The public is encouraged to visit, as the land is a near magical combination of soaring, moss-covered hemlock, cedar and fir cut by the ribbons of tiny north and south Cowling Creeks. Paths connect all the incubation and rearing facilities and traffic noise is swallowed up by the forest silence. Visitors may obtain permission to the property by calling the Friends of Miller Bay or the Suquamish Tribe's Salmon Recovery Coordinator at (360) 598-3438. The adult salmon saltwater recapture facility is on private property and has limited access, therefore, no visitors are allowed in this area of the hatchery.

5. Grovers Creek Salmon Hatchery

Visitors are encouraged to stop by Grovers Creek Salmon Hatchery to view the Tribe's Chinook hatchery salmon spawning operation. This is the larger of the two Tribal hatcheries and is more popular with most local residents due to its size and visible location at the corner of Miller Bay Road N.E. and Indianola Road N.E. The hatchery was established in 1978. Over 3,000 Chinook salmon return "home" each year. The returning adult salmon sustain both the hatchery and three rearing ponds located on Dogfish Creek in Poulsbo, Clear Creek in Silverdale and Gorst Creek in Bremerton. All of the rearing ponds are operated in partnerships with local sports clubs: the Bremerton Poggie Club helps run the Gorst rearing ponds; North Kitsap Trout Unlimited runs the Dogfish Creek rearing ponds; and the Bremerton Trout Unlimited run Clear Creek rearing pond. These partnerships between sports fishers and a Tribe are the longest running partnerships in Washington history. Twenty-first century hatchery practices were implemented since the hatchery first opened, and include no Tribal harvest of hatchery adults (to prevent selecting smaller adults), spawning one-on-one, and spawning from the first to the last day of the run to ensure maximum genetic diversity.

The goal of this hatchery, as with Cowling Creek Hatchery, is to work closely with the community to produce more fishing opportunities without impacting wild salmon runs. Grovers Creek Hatchery is open to the public as its federal funding allows. When possible, tours are offered and may be requested by calling the hatchery at (360) 598-3142. The facility has been heavily utilized by local schools for educational programs that include salmon life history, water quality, Treaty fishing rights, and related ecological, historical and cultural studies. The Tribe is working closely with the National Marine Fisheries Service and Washington Department of Fish and Wildlife to ensure Tribal and sport fishing for hatchery Chinook salmon continues to be possible in the marine waters around the Suquamish Village.

Wildlife Corridor

The Kitsap County Greenways Plan identifies wildlife corridors within the County to protect aquatic and terrestrial wildlife resources and their habitats. A

secondary wildlife corridor was identified in the Suquamish area, connecting north from Cowling Creek to the south end of the Suquamish Village, indicated as the Proposed Natural System Corridors on Figure 13. Landowners and the Tribe should preserve this area through conservation easements and protect necessary areas through the County's Critical Areas Ordinance. This area could also serve as a potential trail link to the community utilizing the natural corridors, streams, ravines, riparian areas, easements and potential small parks.

Tree Project

The growth of Suquamish is apparent with development activity throughout the Village putting pressure on our natural resources and environment. Public and private trees are in constant jeopardy of being poorly maintained, neglected or removed. If Suquamish Village is to retain a healthy rural forest, we need to assure the preservation of significant trees, as well as take advantage of every new tree planting opportunity. Trees serve many purposes in our community. They utilize carbon dioxide and produce oxygen thus reducing greenhouse gasses; their roots hold the soil in place preventing erosion, they provide habitat; and their leaves and needles moderate run-off and facilitate aquifer recharge. In addition to their beauty, they soften the hard edges of buildings and streets, making the community a more pleasant place for residents and visitors.

Managing, conserving and enhancing the existing trees, including trees of significance, located in the parks, public areas, public right-of-ways enhances the appearance of the area and protects an important environmental and economic resource for the benefit of residents and visitors. It is in the best interest of the community that a "Tree Project" be established, and overseen by Suquamish residents with the purpose of assisting property owners and public agencies to improve and maintain trees.

Arts and Culture in the Suquamish Community

There is a desire that art and culture be more prevalent in the Suquamish community. With this in mind, support is encouraged for artists in the community, giving them opportunities to create for others to enjoy. Communities that support artists and arts organizations by providing them with venues and audiences are enriched by the experience. This also can revitalize and improve the economies of communities as well as provide a sense of identity. It is in the best interest of the community that an "Arts and Culture in Our Community" program be established, and overseen by Suquamish residents.

In the interim, the above "Arts and Culture" component is included with Parks and Open Space goals and objectives. Future planning efforts should better discuss and identify this element of the Suquamish community. It is recommended that future plans either expand "Parks and Open Space" (eg, become "Parks, Open Space and Culture") or that this element receive its own distinct section with

goals, policies and recommendations.

Trails

Many undeveloped public right-of-ways exist in Suquamish that could be utilized in a trail system. They vary in size from 40 to 60-feet-wide. Although the County could develop these for future streets, the community would benefit from a trail system until such time. It is recommended that these undeveloped public rights of way be integrated into a network of trail loops, which would link parks and recreational facilities. Trail loops may also include existing dirt roads and pathways. The community would like to see a trail loop around the Suquamish Village itself, which would connect with these other areas.

In addition to the trail loop around the Suquamish Village, the community suggests two other trail loops. These trails are listed by suggested tribal names with English equivalents:

1. Bah.loops shag.welth - Raccoon Path

This loop connects Pathway Park and the Suquamish Nature Preserve. It utilizes part of Summit Street and an undeveloped public right-of-way. This 1.5-mile-long trail is mostly level and suitable for jogging.

2. Ha.pie.yots shag.welth - Cedar Tree Path

This loop passes through Soundview Boulevard Ravine. It utilizes Park Avenue NE. The trail follows hilly terrain and is approximately one-mile long.

Trails Planning Recommendations

1. Link parks and recreational facilities through a network of trail loops.
2. Integrate existing dirt roads, pathways on streets and undeveloped public right-of-ways into trail loops.
3. Accommodate trails that will vary in types of use, including bicycling, horseback riding and/or pedestrian.
4. Tie smaller trails to loops around the edges of town.
5. Design minimal impact trails which cross natural systems.

Bike Routes

Suquamish Village desires bike routes to other areas in the nearby community. The following routes have been identified as potential candidates:

1. SR305 to Hansville via Suquamish Way, Miller Bay Rd and Hansville Rd
2. Poulsbo to Suquamish via Lincoln, Columbia, Division
3. SR307 to Indianola via Gunderson Rd, Indianola Rd

4. Poulsbo to Kingston via SR307 and SR104

Bike Routes Planning Recommendations

1. Pave shoulders wider within the existing public rights of way on Columbia, Port Gamble/Suquamish Rd, Suquamish Way and Totten Rd to accommodate safe bicycle passage. Ditches for natural drainage need to be maintained.
2. Install a blinking caution light at intersection of Totten Rd NE and SR305 to improve crossing safety.
3. Provide bike rests to make Suquamish a more desirable area for bicycling. In addition to the specific bike rests recommended, commercial centers are encouraged to add bike rests to reduce auto dependence. Four bike rests within the Suquamish area are proposed below:
 - a. Crossing of Port Gamble/Suquamish Rd and Cowling Creek, offering views of ravine and creek system.
 - b. Crossing of Miller Bay Rd and Cowling Creek, offering views of ravine and creek system.
 - c. Slab Area downtown on Augusta Ave; add benches, bike racks and picnic area.
 - d. Pat Brandt Park

Funding

There are some options that need to be considered for funding. One funding source is the Conservation Future Fund. This is obtained from property taxes and can be used to purchase open space or land for trails. Other options are impact fees on builders, currently imposed and issued by the County, or bond issues, which requires a vote with 60 percent community approval.

Property acquisition and program acquisitions might be funded through park impact fees, conservation futures, grants, government, private foundations and donations. The community, Tribe and County should explore these funding sources.

A parks foundation might be formed to provide a stable source of funding for our parks, established as a 501(c)(3) non-profit corporation. A board of directors made up of local citizen volunteers would oversee fundraising efforts and the allocation of donations to the parks within Suquamish Village area for both general purposes and specific projects.

It is encouraged that innovative methods and volunteerism are used to acquire, develop, and maintain open space, parks, and trails.

Sources of Potential Support:

- Land donations

- Grants
- Partnerships with public and private-sector, schools and organizations
- Donations/volunteer labor of individuals and organizations
- Matching bonds
- Levy measures
- Conservation futures—funds based on property tax revenues, used for acquisition purposes and to acquire interest in open space, forest, and recreation lands.
- Park impact fees (PIF)—dedicated development fees charged in the Suquamish Village area to new housing and commercial units to provide for new parks in developing neighborhoods.
- Neighborhood Matching funds, used to support grant matches on a one-to-one ratio, using in-kind services, cash, or volunteer time. Volunteers design and build playgrounds, study and replant natural areas, buy athletic equipment and undertake other community improvement projects. (Since the creation of the Matching Fund in 1989, communities have completed 450 park projects.)
- Kaboom-Partners with Communities, used for assistance to create children's parks throughout the county.
- Washington State Arts Commission - The Folk Arts Program, used to help preserve, present, and protect the traditional arts of the many diverse cultures in Washington State.
- American Folklife Center
- Office of Arts & Cultural Affairs - ARTS UP Program.
- Wallace-Readers Digest Funds/Rockefeller Foundation
- Ford Foundation
- User fees, trail-park annual permit, or day pass
- Earthcorps, local youth building trails.
- Comcast.net/neighborhoods, employees helping communities with labor needs
- Rockefeller Foundation

Other sources of funding information/potential funding sources

- National Park Service Grant Programs
- National Recreation and Park Association Grant Opportunities
- Washington Interagency for Outdoor Recreation Grant Programs .
- Washington State Arts Commission Grants to Organizations
- Washington State Department of Natural Resources
- Urban and Community Forestry Program
- Education and Assistance
- Washington State Housing Commission Nonprofit Facilities
- Finance Program
- National Park Service Conservation Assistance for Rivers
- Rivers & Trails Program - Pacific Northwest (ID, OR, WA)
- National Transportation Enhancements Clearinghouse (NTEC),

- Federal Highway Administration and Rails-to-Trails Conservancy
- Sources of Funding for Habitat Protection and Restoration, MRSC
- Starbucks Coffee Company Park Grants

Goals, Polices and Recommendations

The following goals and policies target achieving certain components or elements of community vision and provide for specific, often adoptable or legislative, guidance to identify or accomplish actionable items (eg, projects, ordinance changes). The goals and policies should be considered by the community as overarching themes and activities in community development.

Goals

- GOAL POS-1** Coordinate efforts among the community, the Suquamish Tribe and the County to utilize parks and open space within and surrounding the Suquamish Village to their fullest potential. Develop and maintain both existing and new facilities to enhance the natural character of the land, provide visual interest, and present an attractive appearance to the community.
- GOAL POS-2** Preserve open space that contributes to community character; protects resources and ecologically sensitive areas; and enhances recreational, educational and aesthetic opportunities.
- GOAL POS-3** Protect existing parklands, potential recreation areas and natural scenic areas from encroachment of incompatible uses.
- GOAL POS-4** Provide diversified park and recreational facilities and programs with maximum accessibility and safety for potential users, while maintaining flexibility to meet changing needs and preference.
- GOAL POS-5** Provide for coordination among the community residents, the Suquamish Tribe, and the County in order to acquire additional properties (lots and/or acreage) for parks, green space/green belts, natural buffers, and open space.
- GOAL POS-6** Provide a system of mini parks and neighborhood/community parks with facilities appropriate to the needs of residents.

GOAL POS-7 Work on developing arts in our parks and public places.

Policies

- POLICY POS-1** Organize community efforts to work with the Suquamish Tribe and the County to maintain existing parks and open space within and surrounding the Suquamish Village area.
- POLICY POS-2** Organize community groups to work with the County and Suquamish Tribe to further plans, develop and implement Parks and Open Space goals and support policies.
- POLICY POS-3** Establish a prioritized list of Parks and Open Space and scenic viewpoint projects throughout the Suquamish Village.
- POLICY POS-4** Research available funding and possible sites to create new neighborhood park(s), and open space.
- POLICY POS-5** Encourage public ownership and permanent preservation of lots/lands with significant critical areas or wildlife habitat.
- POLICY POS-6** Strictly enforce Kitsap County's Critical Areas Ordinances to protect wetlands, geologically hazardous areas, streams, and wildlife habitat.
- POLICY POS-7** Encourage the replanting of native trees and plant species on all properties especially those publicly-held, discourage the removal of native trees and plant life.

Recommendations

The following recommendations are not binding, but are appropriate targets for further policy analysis by the community and should be implemented when possible.

Public Right-of-Ways Road Ends; Neighborhood and Community Parks

- REC POS-1** Establish regular community clean up days.
- REC POS-2** Develop and implement a plan to provide ongoing park maintenance.

- REC POS-3** Place benches at chosen scenic viewpoints.
- REC POS-4** Install a bike rack in Pat Brandt Park.
- REC POS-5** Establish trails at road ends where appropriate (eg, to provide beach access).
- REC POS-6** Repair and maintain the pickle ball courts. (if so desired)
- REC POS-7** Install lighting in designated parks to improve safety.
- REC POS-8** Acquire existing vacant parcels and acreage in the Suquamish Village as open space. Most desirable parcels are near the waterfront.
- REC POS-9** Acquire land to provide a children's play lot/playground/ Community Park. Organize a community group to work with the County, and the Suquamish Tribe on Master plan and phases of development.
- REC POS-10** Acquire and or establish lands for a community pea patch garden program. Organize a community group to work with the County and the Suquamish Tribe on phases of development

Suquamish Nature Preserve

- REC POS-11** Leave the Suquamish Nature Preserve in its natural state with the exception of a loop trail and the addition of access points into the Preserve.
- REC POS-12** Provide Preserve entrance signage.
- REC POS-13** Provide improvement and maintenance (eg, with natural materials such as wood chips) for the two trails on the site. It is possible this could be adopted by the local Boy Scout troop as an Eagle project.
- REC POS-14** Assure the three bordering undeveloped public rights of way (Newton Street NE, Franklin Street NE and Division Avenue) are included in the Preserve.

REC POS-15 Safeguard the significant contribution the Preserve makes to community drainage.

Community Areas of Interest

Place of the Bear

REC POS-16 Place a conservation easement on this property to provide for permanent protection (also recommended by the county). Organize a community group to work with the County, and Suquamish Tribe on future development of multi-purpose trails, and additional low impact uses within the Park.

Soundview Boulevard Area

REC POS-17 Provide mechanisms to protect this area due to its great importance in the health of the natural systems in and around Suquamish.

Arts and Culture

REC POS-18 Provide signage for parks/public areas throughout our community such as entrance signs of welcome; informing them that we are a bike/pedestrian friendly village.

REC POS-19 Provide sculpture, murals, and other art forms for the community to enjoy.

REC POS-20 Develop a “cultural plan” to strengthen the arts infrastructure by promoting gathering places and performance venues where artists, musicians, dancers, writers and traditional artists may live, work and present their work.

Recommendations for Tribally-Owned Areas

1. Old Man House Park

This site is owned by the Suquamish Tribe and is an essential part of the history of the Suquamish Village. There is a community board that advises the Tribe on plans for the park. Some suggestions for ways in which the natural and historic character of this setting could be promoted are:

- Create a pathway system to connect the park to downtown Suquamish.
- Relocate all signs on the site to the entry location, to avoid clutter and consolidate information.
- Relocate the rest room closer to the park entry.
- Define private beaches on both sides by placing large rocks or other natural materials at property lines.

- Screen adjacent properties with dense, native vegetation.
- Plant native vegetation on the eastern slope to create a sense of enclosure.
- Relocate the parking to the north, to create a pedestrian friendly access point at the street-end.
- Research the possibility of leading surface water through the park to the beach to assist in the stormwater drainage system.

2. The Slab Area

The Suquamish Shores neighborhood, South Street residential area, and the edges of Augusta Avenue and Parkway provide the boundaries of this area. The expansive views of the sky, water and beaches of Puget Sound form the east edge. While the space has strong defined borders and a prime downtown location, it appears fragmented and disordered. The confusion of the downtown area is due to ownership issues. Parkway is a County public right-of-way. The boat launch, beach, pier, cement basketball slab and the small ball field are all parts of the Suquamish Shores property (Tribal trust land leased to the Suquamish Shores homeowners). There are several community suggestions to link the downtown areas.

- Renovate the existing Community Center building to include: restrooms, shower facilities and decks.
- Remove the asphalt slab to allow the area to become more pedestrian oriented for children and adults throughout the year.
- Landscape the slab area with species of grass that are tolerant to heavy traffic and would allow for more comfortable and conducive ceremonial activities/dancing.
- Renovate the pier with new planking, railing and fish cleaning stations.

Historic Preservation

Since Suquamish is located within the Port Madison Indian Reservation, the entire Village contains archaeological and historical sites. Suquamish history is preserved in the natural systems, buildings, and road locations, particularly those roads that lie on top of old Indian trails. A living history also exists in the form of story poles and verbal history.

Non-native Suquamish history is evident in the platted layout, small lots and cabins, and small, dense, commercial districts. A story of early settlement is revealed by the old roads, like Port Gamble/Suquamish Rd, and in the old ferry building, which depicts the era of the mosquito fleet service on Puget Sound.

This mixed culture and rich history make Suquamish a special place to live.

Goals, Polices and Recommendations

The following goals and policies target achieving certain components or elements of community vision and provide for specific, often adoptable or legislative, guidance to identify or accomplish actionable items (eg, projects, ordinance changes). The goals and policies should be considered by the community as overarching themes and activities in community development.

Goals

- GOAL HP-1** Preserve, highlight and integrate the rich native and non-native history of Suquamish in all community planning and development.
- GOAL HP-2** Create guidelines and policies that recognize the influence of the past, but allow history to be written now and evolve over time.

Policies

- POLICY HP-1** Immediately notify the Suquamish Tribe and the Washington State Office of Archaeology when a possible historic site is located.
- POLICY HP-2** Buildings and roads should aid in the preservation of historic structures and landscapes, respecting the cultural and historic significance of Suquamish.

POLICY HP-3 Promote the visibility of native Indian culture in the design of public places by integrating Suquamish Tribal symbols, colors and names through coordination with the Tribe.

POLICY HP-4 Develop building and site design guidelines based on the historic character of the Suquamish Village.

Recommendations

The following recommendations are not binding, but are appropriate targets for further policy analysis by the community and should be implemented when possible.

REC HP-1 Use native plants to assist in restoring the original landscapes.

REC HP-2 Use colors reflective of those predominant on the Port Madison Indian Reservation in downtown Suquamish. These include colors from the earth, water and sky: greens, browns and red hues of the forests and blues, grays and greens of the water and Puget Sound. A range in design themes, such as traditional basket weaves to carvings, is preferable over a one-theme design.

REC HP-3 When a possible historic site is unearthed, follow the current federal legislation outlined in the Native American Graves Protection and Repatriation Act (NAGPRA) as directed by the Suquamish Tribal Council.

Conclusion

In order for the community to maintain this vision, it is imperative that the Suquamish community remains active in the planning process. The community can only accomplish the goals outlined in this plan through continued efforts. Because of the amount of effort that has been put into this Suquamish Rural Village Sub-Area Plan, the Suquamish residents, Tribe and County will maintain a working relationship to achieve the realization of this plan, allowing the Suquamish community to develop its vision.

The Suquamish Rural Village Sub-Area Plan is scheduled for the next review to commence on June 1, 2009.

Figures 1 - 13

- Figure 1 Kitsap County Comprehensive Plan Map
- Figure 2 Residential Buildings Map
- Figure 3 Tribal Trust Lands Map
- Figure 4 Zoning Map
- Figure 5 Streets and Highways Map
- Figure 6 Roadway System/Classification Map
- Figure 7 Water Facilities Map
- Figure 8 Sewer Facilities Map
- Figure 9 Building Limitations Map
- Figure 10 Aquifer Recharge Areas
- Figure 11 Stormwater/Drainage Basin Map
- Figure 12 Fish and Wildlife Habitats
- Figure 13 Natural System Corridors Map

Appendices A - E

Appendix A, Historic Summary

Appendix B, Community Walkability and Safety

Appendix C, Miller Bay Corridor Planning

Appendix D, Planning Commission Findings of Fact

Appendix E, Planning Commission Public Testimony

Appendix A

Historic Summary

Suquamish is an eclectic, shoreside community on the Port Madison Indian Reservation. The reservation was established pursuant to the 1855 Treaty of Point Elliot. The reservation is situated on a large peninsula and connected to Bainbridge Island by the Agate Pass Bridge, a short ferry ride from Seattle. The northeastern part of the reservation is anchored by the rural waterfront village of Indianola; and the heart of the southwestern area is Suquamish, a historic waterfront village. The original inhabitants of the reservation were primarily of the Suquamish Tribe and a few from other tribes represented in the Point Elliot Treaty of 1855 (enlarged by Executive Order in 1864). Under the articles of the Treaty, the Reservation was reserved by the Suquamish Tribe for its use and occupation as a permanent homeland as a sovereign nation.

Although the federal government holds some reservation land in trust, all land within the exterior Reservation boundaries established by treaty is Reservation land. The Reservation consists of over 7,486 acres that contain tribal trust lands, individually and collectively owned trust lands, historic allotments held in trust, and fee lands owned by Indians and non-Indians. The Tribe has taken a proactive position in strengthening its land base by purchasing land as it becomes available. Whenever practical, the Tribe puts its repatriated land in federal trust. Sometimes it chooses to leave the land in fee-status for economic purposes.

The character of the Suquamish Village is shaped by its rich history. Suquamish is the home of Chief Sealth, for whom Seattle is named. Houses on small lots date back to the early twentieth century when Suquamish was subdivided as a vacation village.

Suquamish is nestled on the eastern side of a forested hillside that reaches approximately 300 feet above Puget Sound, creating a greenbelt, which separates Suquamish from nearby communities. Suquamish with its gently rolling hills covered with second- and third-growth timber provide many locations with unsurpassed views of the Olympic Mountains to the west, the Cascades to the east, and Puget Sound, its bays and inlets. The deep green of Douglas Fir, Western Hemlock, and Western Red Cedar provide a grand backdrop for the seasonally changing Red Alder, Broadleaf Maple, and Vine Maple as well as the colorful rhododendrons, and Dogwood. Salmonberries, huckleberries and blackberries are abundant. Bear, deer, and many smaller wildlife may be found at the reservation. The experience of entering a distinct community is accentuated by passing through this greenbelt, along forested roadway corridors. These forests create a dramatic sense of arrival to the small, residential community with

its sweeping views of Agate Pass, Miller Bay and Puget Sound. There is currently tremendous pressure from developers to urbanize near Suquamish Rural Village. Urban growth boundaries for both Poulsbo and Kingston crowd in on the Suquamish Rural Village. Major housing and commercial developments are planned in formerly rural areas recently rezoned to accommodate proposed bedroom and business developments.

Historic Zoning

Prior to the enactment of the Growth Management Act in July 1990, seven types of zoning existed within the Suquamish area: Rural 2.5 acres, Rural 1 acre, Residential 2 units/acre Mobile Home, Residential 5 units/acre Mobile Home, Residential 12 at 6 units/acre, Business General (BG) and Business Convenience (BC). The table below illustrates the appropriate densities and minimum lot size requirements for each designation.

Zoning Designations, Density, Minimum Lot Size

ZONE	DENSITY (DU = Dwelling Units)	MINIMUM LOT (square feet)
RU 2.5	1 DU/ 2.5 acres	100,000
RU 1	1 DU/ 1 acre	35,000
R2 MH	2 DU/ 1 acre	20,000
R5 MH	5 DU/ 1 acre	7,000
R12	6 DU/ 1 acre	5,800
BG	N/A	N/A
BC	N/A	N/A

Appendix B

Develop Safe Routes To School/ Community Assessment of Safety

How Walkable is Your Community?

Location of walk _____

Note: Rating of "1" is the "worst" review, while a rating of "6" is the best score

1. Did you have room to walk?

Some problems:

Sidewalks or paths started and stopped

Sidewalks were broken or cracked

Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.

No sidewalks, paths, or shoulders

Too much traffic

Something else _____

Locations of problems: _____

Rating: (circle one) 1 2 3 4 5 6

2. Was it easy to cross streets?

Some problems:

Road was too wide

Traffic signals made us wait too long or did not give us enough time to cross

Needed striped crosswalks or traffic signals

Parked cars blocked our view of traffic

Trees or plants blocked our view of traffic

Needed curb ramps or ramps needed repair

Something else _____

Locations of problems: _____

Rating: (circle one) 1 2 3 4 5 6

3. Did drivers behave well?

Some problems: Drivers...

Backed out of driveways without looking

Did not yield to people crossing the street

Turned into people crossing the street

Drove too fast

Sped up to make it through traffic lights or

drove through traffic lights?
Something else _____
Locations of problems: _____
Rating: (circle one) 1 2 3 4 5 6

4. Was it easy to follow safety rules?

Could you and your child...

Cross at crosswalks or where you could see and be seen by drivers?
Stop and look left, right and then left again before crossing streets?
Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
Cross with the light?
Locations of problems: _____
Rating: (circle one) 1 2 3 4 5 6

5. Was your walk pleasant?

Some unpleasant things:

Needed more grass, flowers, or trees
Scary dogs
Scary people
Not well lighted
Dirty, lots of litter or trash
Dirty air due to automobile exhaust
Something else _____
Locations of problems: _____
Rating: (circle one) 1 2 3 4 5 6

How does your neighborhood stack up?

Add up your ratings and decide.

1. _____
2. _____
3. _____
4. _____
5. _____
Total _____

26-30 Celebrate! You have a great neighborhood for walking.
21-25 Celebrate a little. Your neighborhood is pretty good.
16-20 Okay, but it needs work.
11-15 It needs lots of work. You deserve better than that.
5-10 It's a disaster for walking!

Improving Your Community's Score...

	What you and your child can do immediately	What you and your community can do with more time
<p>1. Did you have room to walk?</p> <ul style="list-style-type: none"> • Sidewalks or paths started and stopped • Sidewalks broken or cracked • Sidewalks blocked • No sidewalks, paths or shoulders • Too much traffic 	<ul style="list-style-type: none"> • pick another route for now • tell local traffic engineering or public works department about specific problems and provide copy of the checklist 	<ul style="list-style-type: none"> • speak up at board meetings • write or petition city for walkways and gather neighborhood signatures • make media aware of problem • work with a local transportation engineer to develop a plan for a safe walking route
<p>2. Was it easy to cross streets?</p> <ul style="list-style-type: none"> • Road too wide • Traffic signals made us wait too long or did not give us enough time to cross • Crosswalks/traffic signals needed • View of traffic blocked by parked cars, trees, or plants • Needed curb ramps or ramps needed repair 	<ul style="list-style-type: none"> • pick another route for now • share problems and checklist with local traffic engineering or public works department • trim your trees or bushes that block the street and ask your neighbors to do the same • leave nice notes on problem cars asking owners not to park there 	<ul style="list-style-type: none"> • push for crosswalks/signals/parking changes/curb ramps at city meetings • report to traffic engineer where parked cars are safety hazards • report illegally parked cars to the police • request that the public works department trim trees or plants • make media aware of problem
<p>3. Did drivers behave well?</p> <ul style="list-style-type: none"> • Backed without looking • Did not yield • Turned into walkers • Drove too fast • Sped up to make traffic lights or drove through red lights 	<ul style="list-style-type: none"> • pick another route for now • set an example: slow down and be considerate of others • encourage your neighbors to do the same • report unsafe driving to the police 	<ul style="list-style-type: none"> • petition for more enforcement request protected turns • ask city planners and traffic engineers for traffic calming ideas • ask schools about getting crossing guards at key locations • organize a neighborhood speed watch program

<p>4. Could you follow safety rules?</p> <ul style="list-style-type: none"> • Cross at crosswalks or where you could see and be seen • Stop and look left, right, left before crossing • Walk on sidewalks or shoulders facing traffic • Cross with the light 	<ul style="list-style-type: none"> • educate yourself and your child about safe walking • organize parents in your neighborhood to walk children to school 	<ul style="list-style-type: none"> • encourage schools to teach walking safely • help schools start safe walking programs • encourage corporate support for flex schedules so parents can walk children to school
<p>1. Was your walk pleasant?</p> <ul style="list-style-type: none"> • Needs grass, flowers, trees • Scary dogs • Scary people • Not well lit • Dirty, litter • Lots of traffic 	<ul style="list-style-type: none"> • point out areas to avoid to your child; agree on safe routes • ask neighbors to keep dogs leashed or fenced • report scary dogs to the animal control department • report scary people to the police • report lighting needs to the police or appropriate public works department • take a walk with a trash bag • plant trees, flowers in your yard • select alternative route with less 	<ul style="list-style-type: none"> • request increased police enforcement • start a crime watch program in your neighborhood • organize a community clean-up day • sponsor a neighborhood beautification or tree-planting day • begin an adopt-a-street program • initiate support to provide routes with less traffic to schools in your community (reduced traffic during am and pm school commute times)

Appendix C

Miller Bay Corridor

Transportation Corridor Planning Analysis

Lead Sponsor Agency: Kitsap County

Partnership Agencies Involved: Suquamish Tribe, WSDOT, Kitsap Regional Coordinating Council, Kitsap Transit, Indianola Community, Suquamish Community, Kingston Community and City of Bainbridge Island.

This Rural Corridors planning study is designed to assess the ability of the Miller Bay communities to protect their rural areas and village centers from the impact of high volumes of pass-through traffic. There are numerous issues associated with the Miller Bay Corridor, but primarily the communities are focused on safety, revitalization of town centers and the development of non-motorized facilities.

The three communities along the Miller Bay Corridor are unique; Kingston is the gateway to the Olympic Peninsula and is often affected by ferry surges. Indianola is a quaint, eclectic community that is content to be a bit 'isolated' from automotive dependent uses, but wishes to have strong non-motorized opportunities. Finally, Suquamish is strongly identified with the Suquamish Tribe and wishes to restore their downtown while promoting a safe, walkable community.

Suquamish is a community that is significantly impacted by Miller Bay Road, as the corridor bisects the community through its downtown. This impact has limited the ability to redevelop a 'main street' concept as well as provide walkability throughout the community. Students are regularly driven to school, as it is not safe to walk the narrow streets. This action has caused congestion not only on Augusta Ave, the main thoroughfare, but also on several side streets that lead to the elementary school. Additionally, Kitsap Transit runs between 30 and 50 buses a day on these same roads, obviously adding to conflicts with school buses, pedestrians and parents taking their children to school at peak times.

This study would explore urban amenities that would minimize the impact of the traffic within the four to five blocks that comprise the downtown, while offering enticements to shop and trade in a redeveloped community. The community welcomes the idea of curbs, gutters, sidewalks, a gateway possibly based on a tribal theme, lighting at crossroads, and the development of the 'slab', a non-distinct block with superb views of Seattle and Puget Sound, into a community gathering place of celebration. It is noteworthy that Chief Sealth's (Seattle) gravesite is located a short distance from the community gathering place.

Community leaders are most interested in safety issues, the redevelopment of the downtown and non-motorized opportunities. The Miller Bay Corridor study would dovetail with previous Suquamish Sub-area plans that called for these kinds of pedestrian amenities throughout the community.

As stated above, all three communities are unique and distinct from each other. The residents of each have strong concepts of their community, and how they want it to develop. However, there are common themes throughout the corridor: trails and paths are very important, safe routes to schools are absolutely necessary, and the sense of community is critical. A Capital Development Plan funded from this Corridors Project would serve to identify unique capital projects that are within the ability of the community, the county and the tribe to develop and fund. This corridor is destined to grow, and at this point in time, it still has the ability to prevent deterioration of the communities due to this growth. Though each community is unique, they are dependent upon the corridor for access to shopping and employment. Improvements along this route will significantly enhance the sense of place that they enjoy while mitigating traffic impacts.

Appendix D

FINDINGS OF FACT, CONCLUSIONS AND RECOMMENDATIONS OF THE KITSAP COUNTY PLANNING COMMISSION, TO THE BOARD OF COUNTY COMMISSIONERS, REGARDING THE PROPOSED ADOPTION OF THE SUQUAMISH RURAL VILLAGE SUB-AREA PLAN.

The Kitsap County Planning Commission finds as follows:

1. The Growth Management Act, Chapter 36.70A RCW (GMA), requires that Kitsap County's Comprehensive Land Use Plan and implementing development regulations be subject to continuing review and evaluation. The GMA requires counties to review, and if needed, revise their Comprehensive Plans and implementing development regulations to ensure compliance with the GMA.
2. On May 7, 1998, the Board of County Commissioners (Board) adopted the Kitsap County Comprehensive Plan, and amended on June 2002, December 2003 and October 2004 after extensive review and recommendation by the public and Planning Commission. Adoption of this plan satisfied the requirements of compliance set forth in the Washington State Growth Management Act (GMA) of 1990 (Chapter 36.70A RCW). Suquamish Rural Village is designated as a Limited Area of More Intense Rural Development (LAMIRD) in the Kitsap County Comprehensive Plan as amended.
3. Kitsap County's Comprehensive Plan provides that it will be reviewed and updated to adjust to changing needs, unforeseen circumstances or new local or regional trends (Kitsap County Comprehensive Plan, Part I Land Use, Comprehensive Plan Amendment Process, (p. 30-32)). The Kitsap County Code Chapter 21.08 Annual Comprehensive Plan Amendment Procedures, Section 21.08.040, provides that the Board of County Commissioners will establish a schedule for review and possible amendment of the comprehensive plan.
4. The Comprehensive Plan is intended to actively guide future growth in Kitsap County and effectively respond to changes in conditions or assumptions. The Comprehensive Plan Amendment process is intended to provide persons an opportunity to propose amendments to the County's Comprehensive Plan adopted pursuant to the Growth Management Act, Chapter 36.70A RCW, and to development regulations (if required) to maintain their consistency with the Comprehensive Plan.
5. The Planning process to update the Suquamish Rural Village Sub-Area Plan began in late 2004. The Board of County Commissioners appointed Suquamish Rural Village Sub-area Plan Steering committee in September of 2004. The

Steering Committee was charged by the Board of County Commissioners with accomplishing the following tasks:

1. Updates to current language in the adopted plan, to reflect changes in conditions from 1999 to 2004/05.
2. Expanded and/or revised sections of the plan to cover additional topics or provide more detailed guidance, based on additional identified needs.
3. Expanded and/or revised implementation language to improve application of the plan's guidance for future development and activities.
6. The Steering Committee began meeting in October of 2004. The steering committee was asked to identify community priorities and better serve Suquamish residents, enhance the implementation of existing Plan policies, and direct future planning efforts. Additionally, the County will update the current Plan (adopted in 1999) to reflect changes in conditions from 1999 through 2004.
7. On December 2, 2005, the Steering Committee focused on roads and transit issues. Public Works provided an update on the County's current work program for roadway improvements in the Suquamish area, and discussed various options to improve road and pedestrian safety, especially in those areas with limited right-of-way and heavy vehicular traffic. Kitsap Transit provided discussions on the role of Kitsap Transit, and the status of routes through the Suquamish area. After the presentations, the group decided that several subcommittees would be organized to work on identified priorities: (1) Roads and transit issues; (2) Pedestrian safety; (3) Parks and open space; (4) Bicycle facilities; and (5) Wastewater.
8. On January 18, 2005, the Steering Committee focused on bicycle safety and promotion. Guest speakers included Greg Cioc, Public Works, Louise Mc Grody, Bicycle Alliance of Washington and Lee Derror, West Sound Cycling Club.
9. On February 8, 2005, the Steering Committee focused on stormwater and wastewater issues. Stella Vakarc (wastewater), Dave Tucker (stormwater), and Greg Cioc (transportation), Kitsap County Public Works, provided education and discussion of the issues facing Suquamish. The subcommittees ((1) Roads and transit issues; (2) Pedestrian safety; (3) Parks and open space; (4) Bicycle facilities; and (5) Wastewater) gave reports concerning issues affecting the Suquamish Rural Village.
10. On March 16, 2005, the Steering Committee continued their discussion of Public Transit. Kitsap Transit was present and answered question concerning about ridership and where are the riders are coming from. There was some discussion on how to improve the transit problems (i.e. move the park and ride, smaller buses, alternative routes, and/or renumbering bus routes.
11. On April 14, 2005, the Suquamish tribe gave a presentation to the Steering Committee on tribal activities and future plans within the Port Madison

Reservation. Tribal history and culture were explained to the Steering Committee along with completed projects (Angeline Housing Development, Eaglemere Housing Development, Elder's Lodge, Early Learning Center, Wellness Center, Transitional Housing, Stormwater Improvement Project, Sidewalk Improvement Project, Suquamish Village Adaptive Reuse, Cemetery Improvement and a Weather Station at Suquamish Elementary).

The Suquamish Tribe also discussed the tribe future wish list that included a Community House, Suquamish Dock, Totem Pole (rotting inside out needs to replace it), Chief Seattle's grave, pedestrian/bike path (Suquamish Way which is on the County six-year transportation plan), Elder Center, Suquamish Museum and Library, as well as a mixed use facility (envisioned government offices on top and retail on the bottom).

12. On June 7, 2005, it was established by the Steering Committee that the various sub committees would focus and update those elements that they working on and County staff will update the introduction, land use, public facilities, and natural systems. In these areas, it was determined that only the goals and policies needs to be addressed as part of this update. There may be some minor changes required to the SAP based on if any goals and policies are changed.
13. Between June and September 2005, County staff and the sub committees worked to prepare the updated Draft Suquamish Rural Village Sub Area Plan.
14. On October 9, 2002 Kitsap County released the Draft Suquamish Rural Village Sub-Area Plan and SEIS for public and agency review.
15. On November 22, 2005, a public hearing was held by the Kitsap County Planning Commission to receive oral and written testimony relating to the Suquamish Rural Village sub-area plan update. The oral and written testimony period for the items listed above closed on November 29, 2005.
16. On November 29, 2005, the Planning Commission held a decision-only work/study session to deliberate and formulate their recommendations to the Board on the Suquamish Rural Village sub-area plan update. Six members of the Planning Commission were in attendance.
17. The Kitsap County Planning Commission has considered the recommended Suquamish Rural Village sub-area plan update. The Planning Commission voted unanimously to approve and forward the Draft Suquamish Rural Village Sub-Area Plan to the Board of County Commissioners.
18. The proposal is consistent with the 13 statewide planning goals contained within the Growth Management Act (RCW 36.70A.020). The Suquamish Rural Village Sub-Area Plan would encourage development in areas where adequate public facilities and services exist and can be provided in an efficient manner.

19. The proposed sub-area plan is consistent with the County Wide Planning Policies and with the goals and policies contained in the Kitsap County Comprehensive Plan.

20. The proposed Suquamish Rural Village Sub-Area Plan promotes the public interest and welfare of the citizens of Kitsap County, and should be approved.

NOW THEREFORE, the Kitsap County Planning Commission recommends to the Board of County Commissioners as follows:

RECOMMENDATION 1: Adopt the updated Suquamish Rural Village Sub-Area plan. Dated November 2005

Approved by the Planning Commission of Kitsap County, Washington, at a regular meeting thereof, held this 29th day of November, 2005.

By* _____

Monty Mahan, Chair

***NOTE:** Signed original is on file at DCD

Appendix E

<see PDF file>

SIGN IN SHEET- SUGUAMISH SUBAREA PLAN
 PLANNING COMMISSION PUBLIC HEARING: NOVEMBER 22, 2005
Please Print Clearly

RECEIVED
 NOV 22 2005
 CLATSOP COUNTY DEPT
 COMMUNITY DEVELOPMENT

	<u>NAME</u>	<u>ADDRESS</u>	<u>DO YOU WISH TO TESTIFY</u>
✓ 1.	Bruce Goodrich	19022 Angelina NE ^{Sugumish WA 98392}	Yes
✓ 2.	Allie Barbosa	6478 NE South St ^{Sugumish WA 98392}	
3.	Sandra Senter	18842 Soundview, Sugumish	No
4.			
✓	Gail Petranek	4945 Hendrickson Rd NE Poulsbo	Yes
✓ 5.	Joseph Petranek	4945 Hendrickson Rd NE Poulsbo	NO Maybe
✓ 6.	Eli Gordon	6985 Eisenhardt Ln NE Poulsbo	NO Maybe
✓ 7.	TOM CLIRLEY	18001 FURVES Ave. SLP	NO
8.			
9.			
10.			

Sugar Creek Sub-area Plans

Sign-in sheet

	Name	Address	Do you wish to testify?
✓ 26	Niki Quester	P.O. Box 502 INDIANOLA	Yes
27	Mike Casey	P.O. Box 247 - Port Gamble.	
✓ 28	Bu Julia Smith	6328 NE Balzow	yes
29			
30			
31			
32			
33			
34			
35			
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37			
38			
39			
40			

RECEIVED

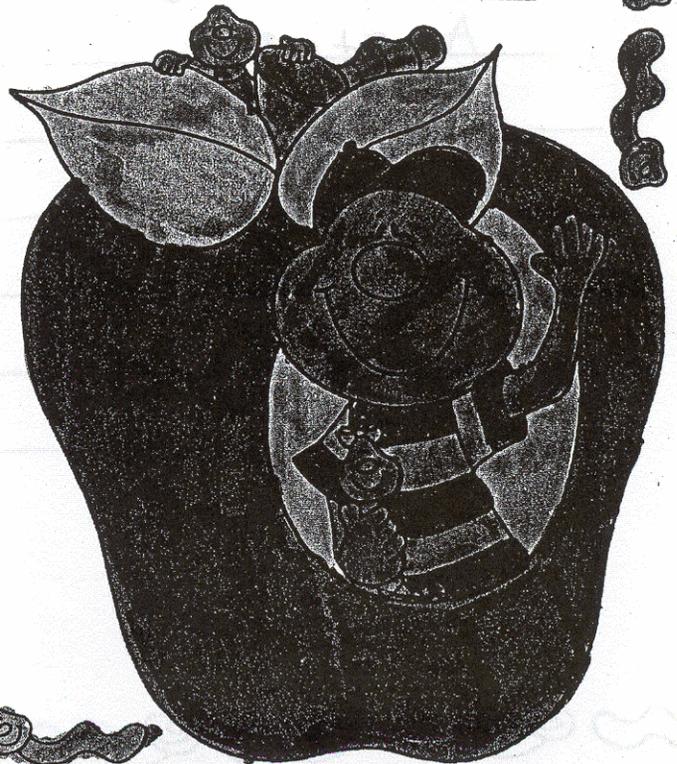
Name _____

9-30-05

Dear Mrs. Petranek:

I was wondering if you can make a bigger sidewalk so when I walk to school it will be safer and so the cars won't be so close to me.

Sincerely,
Jeremy



Name _____

Dear Ms. Petranek:

I wanted to tell you about Bond Road. It is a real race track. I go by it lots of times, because my Grandma lives there. It needs some spot lights. The speed limit need to slow down. There is a school and it's supposed to be 25 mph and cars like to go 35 mph.

Sincerely, *Sincerely*

Austin



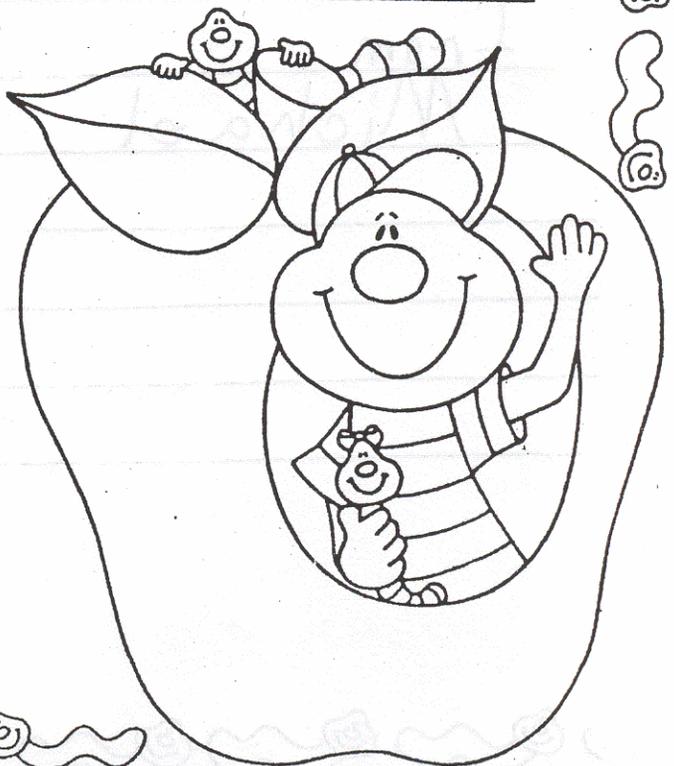
Name _____

Dear, Mrs. Petranek 9-30-05

I think that there should be a bike trail. Since you cant ride bikes on the sidewalk. Although I have no choice right now. If you put in a bike trail, I dont have to ride on the sidewalk. Please put a bike trail and a sidewalk for walkers.

Sincerely,

Sean Carr



Name Michael

Dear Ms. Petronek,

I think the streets are dangerous because the cars don't watch out for children so we should put sidewalks that are 8 inch. off the ground.

If there were cops around every corner the cars wouldn't go so fast. If cars went 100 mph on my street I would not be allowed out side.

from
Michael

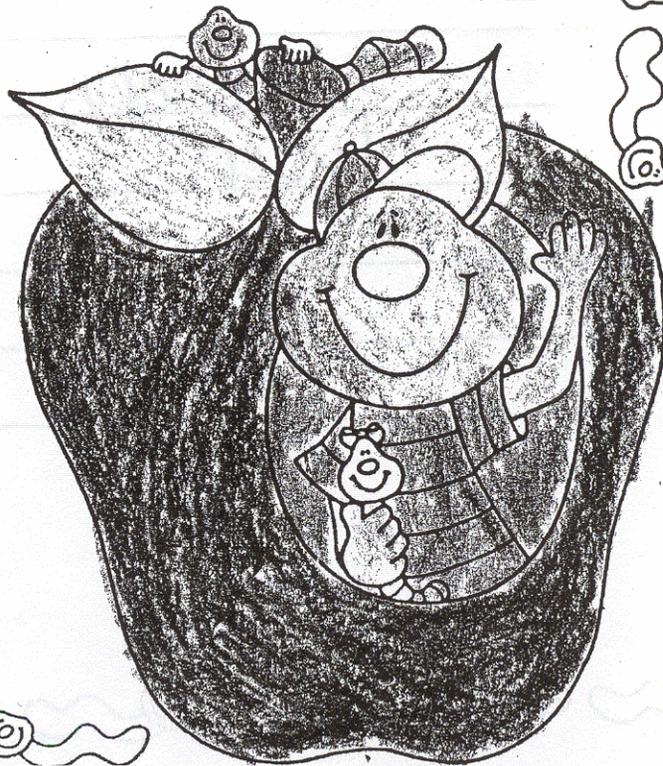


Name Sofia

Dear Mrs. P. Traneh, 9/25/05

I wanted to tell you that people are speeding at Division. One time a guy was going 60mph on a curve and almost flipped over. To stop that we can put more police on Division.

Sincerely
Sofia



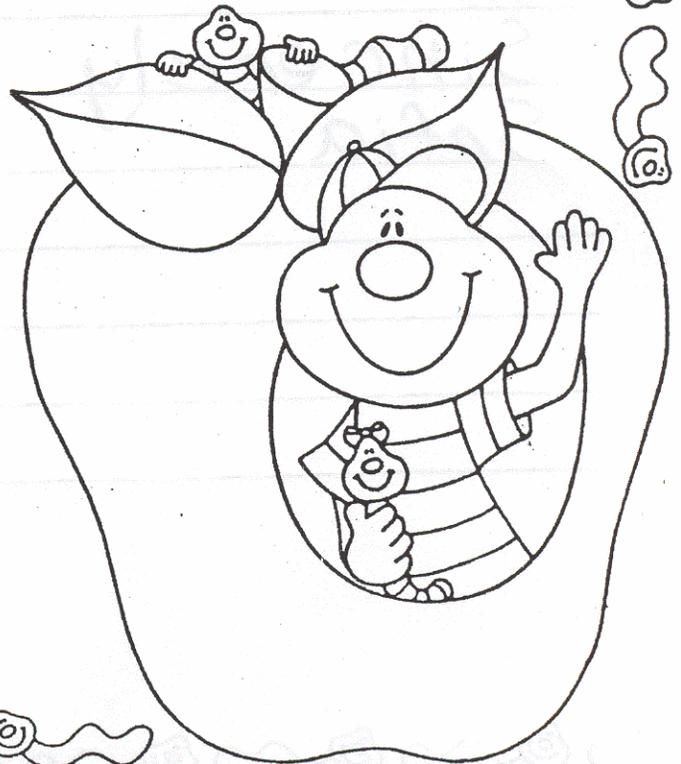
Name _____

9-30-05

Dear Ms. Petranek:

To make our road safe we need more stop signs. And maybe a stop light. We also need more crosswalks. I have seen people having to walk in the ditch. We need to make the sidewalks bigger. And make some speed bumps. It might be helpful to make the road wider. And make the speed limit lower.

Sincerely,
Tyler



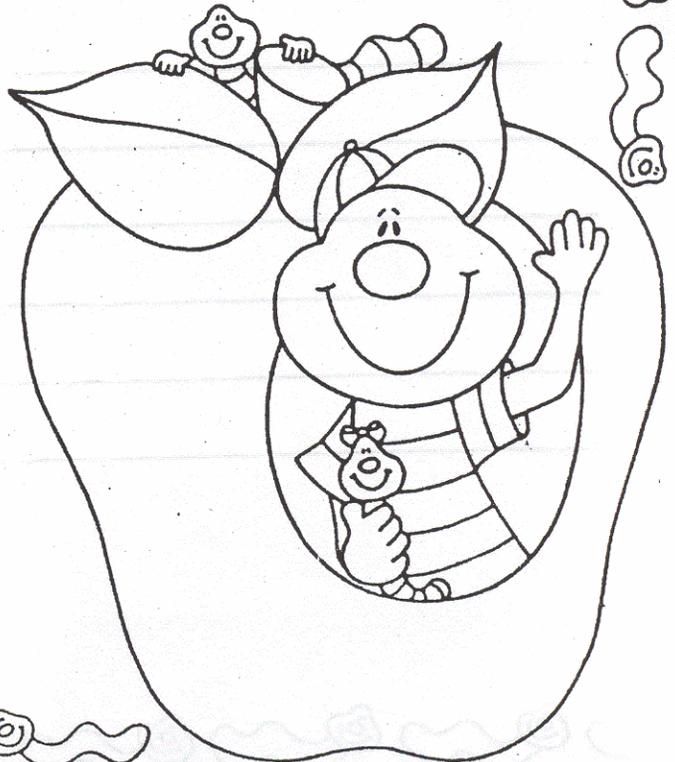
Name _____

Dear Mrs. Petranek:

I wanted to tell you that cars go too fast in this neighborhood. We shouldn't have to go over to the side of the road when I don't go over to the side I feel like the speed limit is 60 miles per hour. I would love to have higher sidewalks.

Sincerely,

Saphyre K. Sandberg

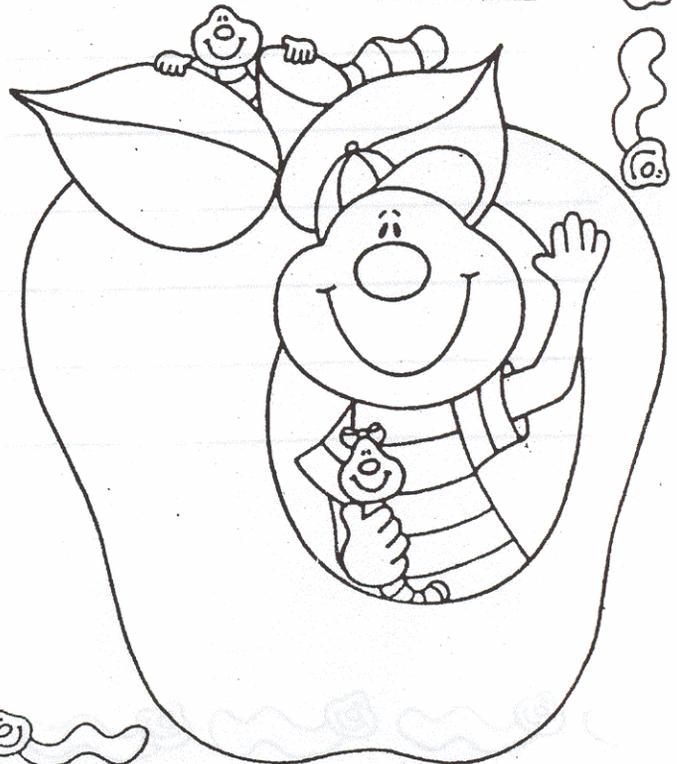


Name _____

Dear Mrs. Petranek

I wanted to tell you about Center Street. I think people are going too fast down the hill. I think we should build a wider road, and have higher sidewalks so it separates the road and the sidewalk better than prints.

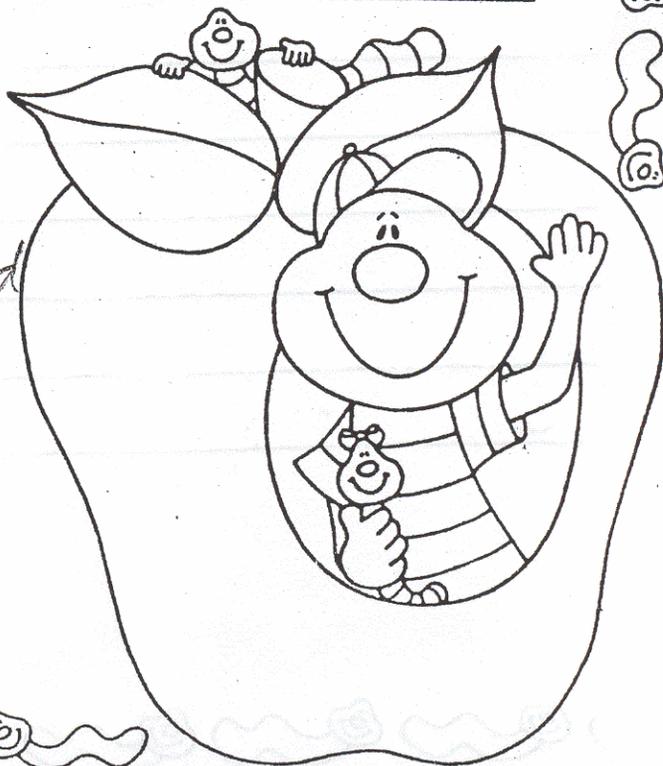
Sincerely,
August



Name 9-30-05

Dear Mrs. Petranek,
I am writing
to you because the
road is really dangerous
I was wandering
if you could put in
bigger sidewalks. Have
more side walks on the
side of the street. Make
speed bumps by the
Sudmannish Pathway
Park. speed bump next to
every sidewalk.

Sincerely,
your friend
Nathan



Name _____

9-30-05

Dear Petanek,
I wanted to tell you about N.E. Center St.
It is very dangerous. I think we need
side walks, stop lights, and more space on the
road please do that. Mrs. Petanek this letter
is to save our streets.

Sincerely,
Sarah Willmes



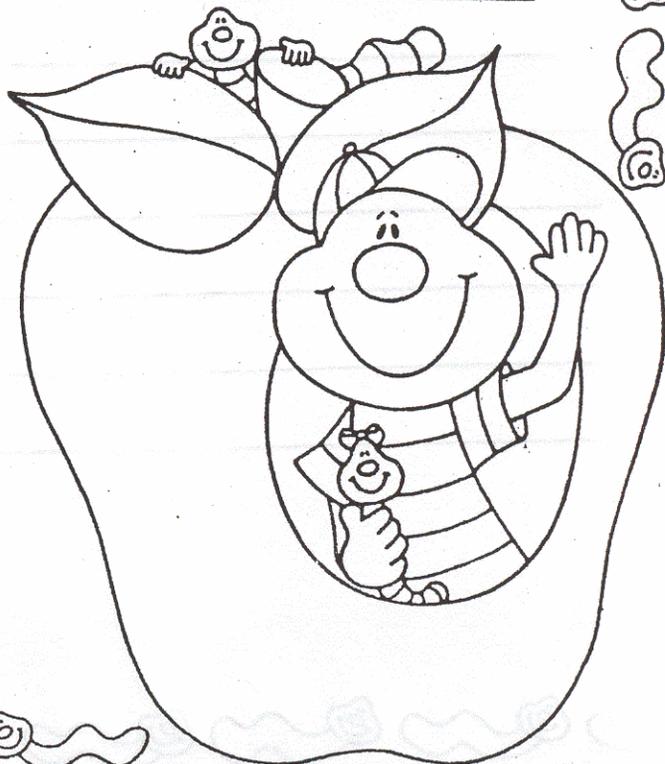
Name _____

Dear Mrs. Petranik

I'm going to tell you about
the roads that are dangerous.
The road next to my road I
don't know the name but a
car flipped over 5 times on it.
The road next to that road =
a car had a baby in it that
was sleeping, and another car
backed out of the drive way,
and the car with the baby
in it swerved to move and
hit a telephone pole but the
baby didn't
wake up.

Sincerely,

Cody



Name _____

Dear Ms. Petranek I wanted
I wanted to tell you about
the roads the roads are
dangus. I was wondering if
you want to raise som
mony to biltt biger side
walke to cepe the kids
Safe.

Sincerely Tylor



Name _____

9-3005

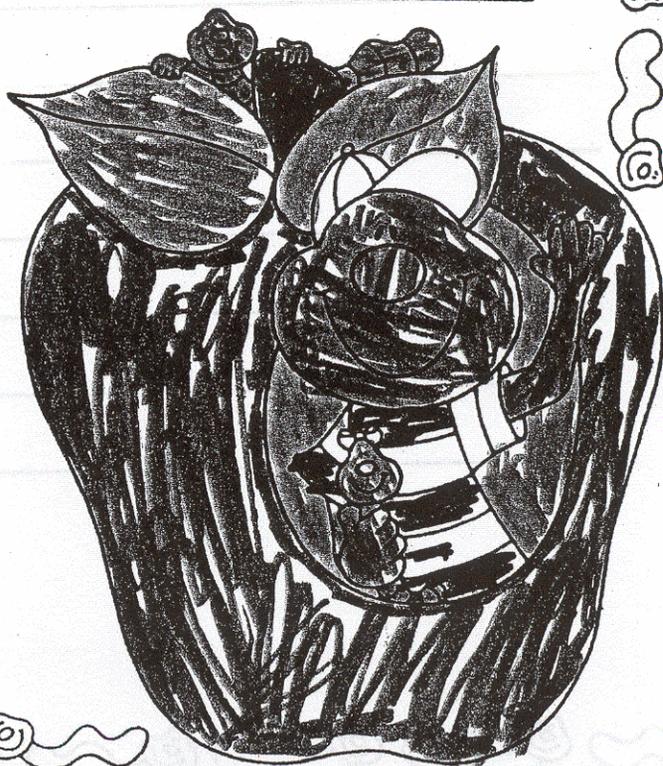
Dear Mrs. Petranek

The Problem
I see is people go
too fast on the road. It's
is dangerous.

My dad got hit
on Lo Fall Rd.

Sincerely

Eric

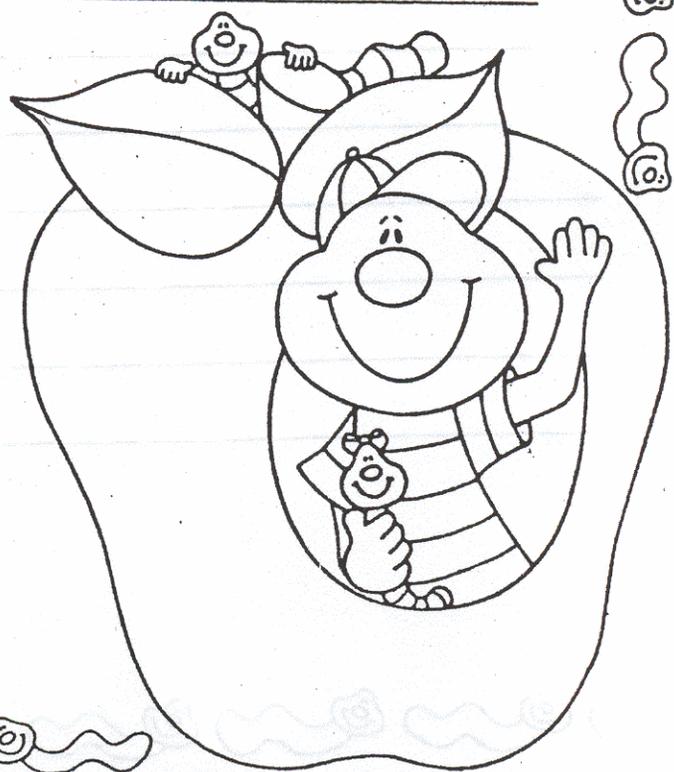


Name JASON

Dear Ms. Petranek:

I think it's dangerous
to walk down Gunderson.
Cars speed zone is 45 mph
and cars go 60 mph.
They need to make a
slow sign so they
don't hit anyone.

Sincerely,
Jason



Comprehensive Plan Land Use Map

Effective February 15, 1999
Amended October 25, 2004

- Limited Areas of More Intense Rural Development
- Tax Parcels

Comprehensive Plan Designation

- Rural Residential
- Limited Area of More Intense Rural Development
- Parks
- Public Facility
- Suquamish Village Commercial
- Incorporated City
- Tribal Lands

Suquamish

Limited Area of More Intense Rural Development

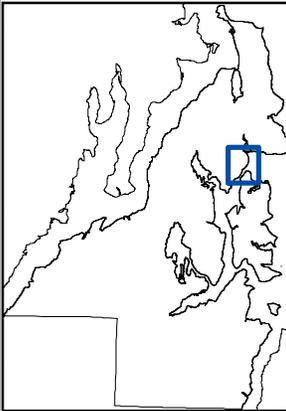
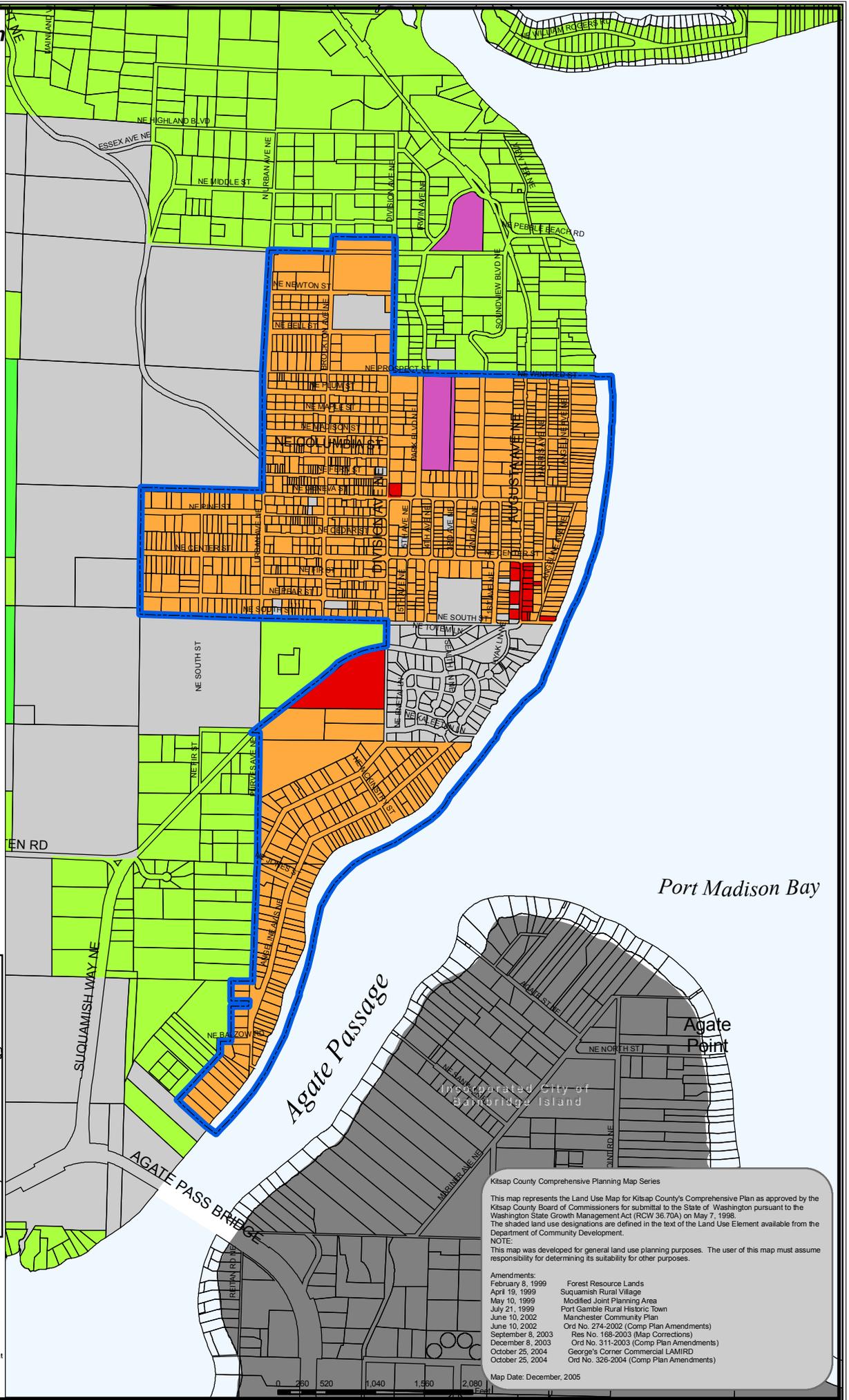


Figure 1

December, 2005

Kitsap County Comprehensive Planning Map Series

This map represents the Land Use Map for Kitsap County's Comprehensive Plan as approved by the Kitsap County Board of Commissioners for submittal to the State of Washington pursuant to the Washington State Growth Management Act (RCW 36.70A) on May 7, 1998. The shaded land use designations are defined in the text of the Land Use Element available from the Department of Community Development.

NOTE: This map was developed for general land use planning purposes. The user of this map must assume responsibility for determining its suitability for other purposes.

Amendments:	Forest Resource Lands
February 8, 1999	Suquamish Rural Village
April 19, 1999	Modified Joint Planning Area
May 10, 1999	Port Gamble Rural Historic Town
July 21, 1999	Manchester Community Plan
June 10, 2002	Ord No. 274-2002 (Comp Plan Amendments)
June 10, 2002	Res No. 188-2003 (Map Corrections)
September 8, 2003	Ord No. 311-2003 (Comp Plan Amendments)
December 8, 2003	Res No. 188-2003 (Map Corrections)
October 25, 2004	George's Corner Commercial LAMIRD
October 25, 2004	Ord No. 326-2004 (Comp Plan Amendments)

Map Date: December, 2005

Agate Passage

Port Madison Bay

Agate Point

Incorporated City of
Bainbridge Island

AGATE PASS BRIDGE



Residential Buildings

Limited Areas of More Intense Rural Development
 Tax Parcels

● Single Family Residence
● Mobile Home

Suquamish

Limited Area of More Intense Rural Development

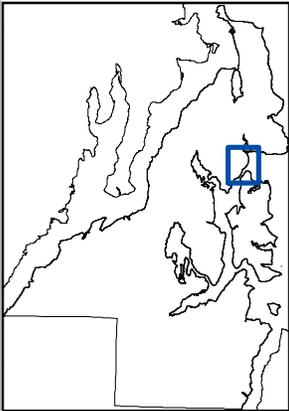
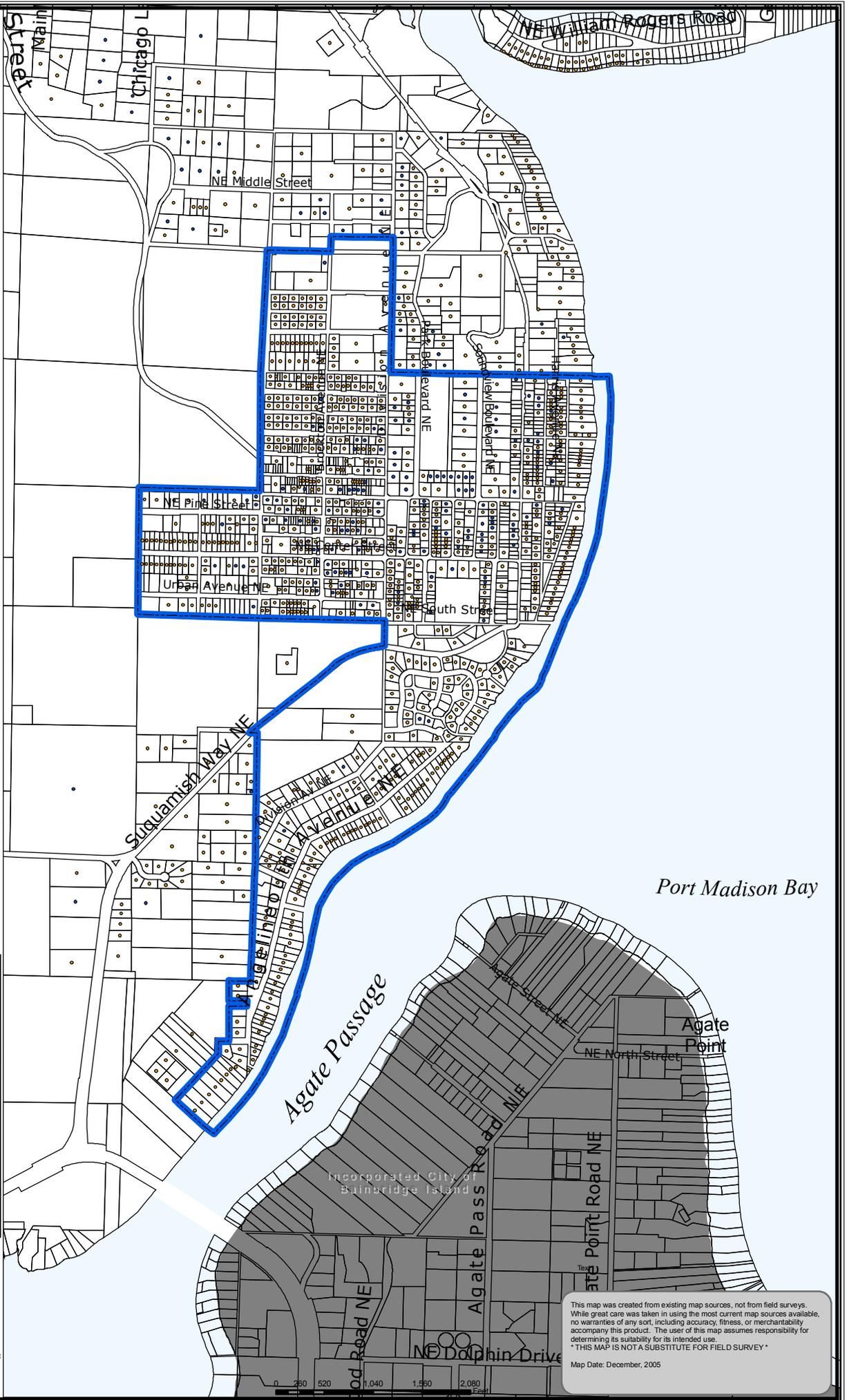
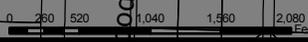
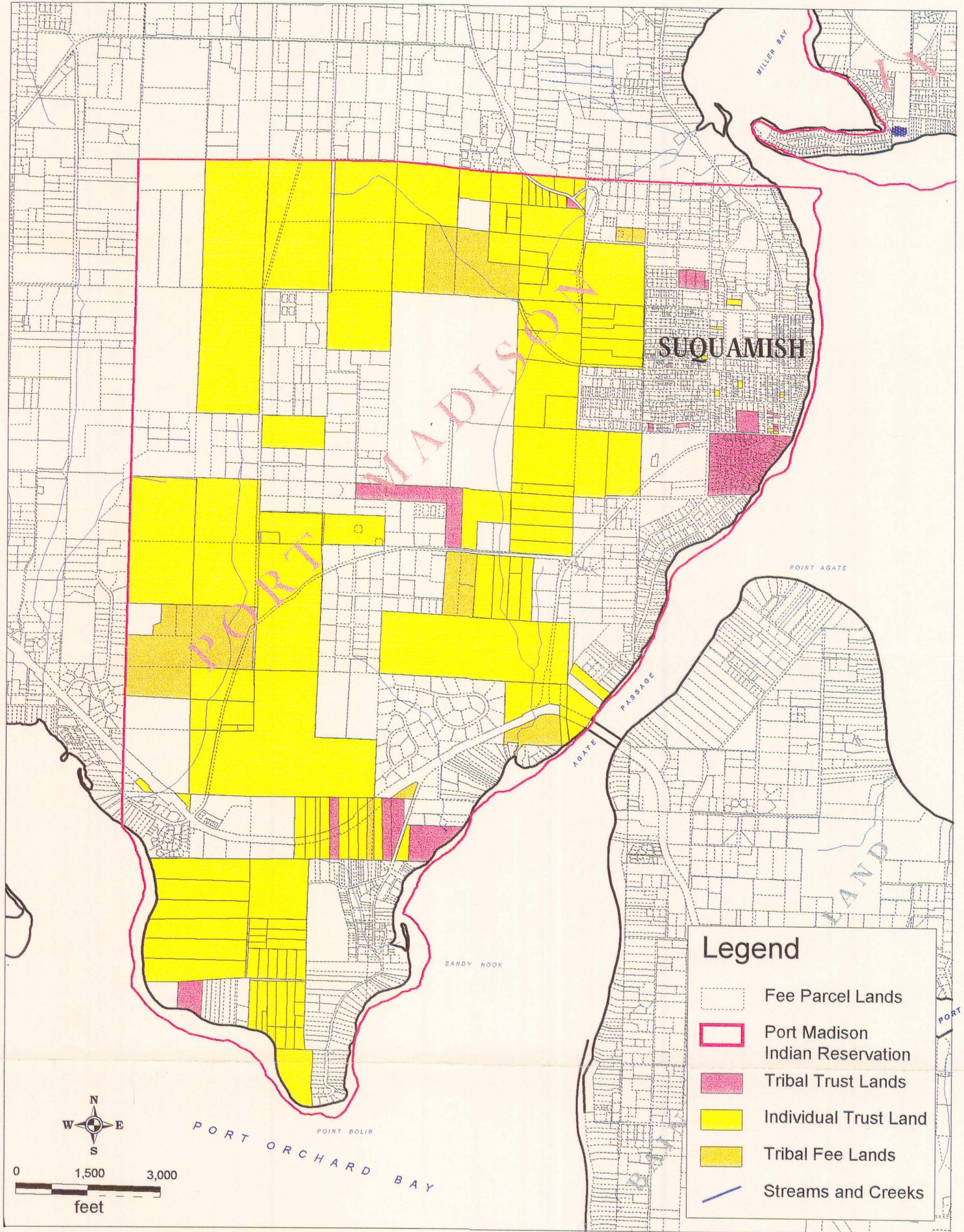


Figure 2

December, 2005



This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use. * THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY *
 Map Date: December, 2005



TRUST LANDS on the SW portion of the Port Madison Indian Reservation **Figure 3** APRIL 19, 1999

Date: 2/10/99
 Produced by the Suquamish Tribe GIS Program
 from data originating with Kitsap Co. GIS, BIA
 and Suquamish Tribe GIS.

Streets and Highways

 Limited Areas of More Intense Rural Development

 State Highway

 Principal Arterial

 Major Arterial

 Major Collector

 Collectors

 Neighborhood Roads

Suquamish

Limited Area of More Intense Rural Development

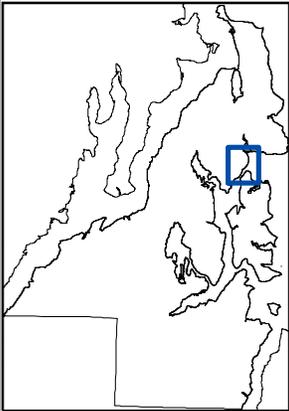
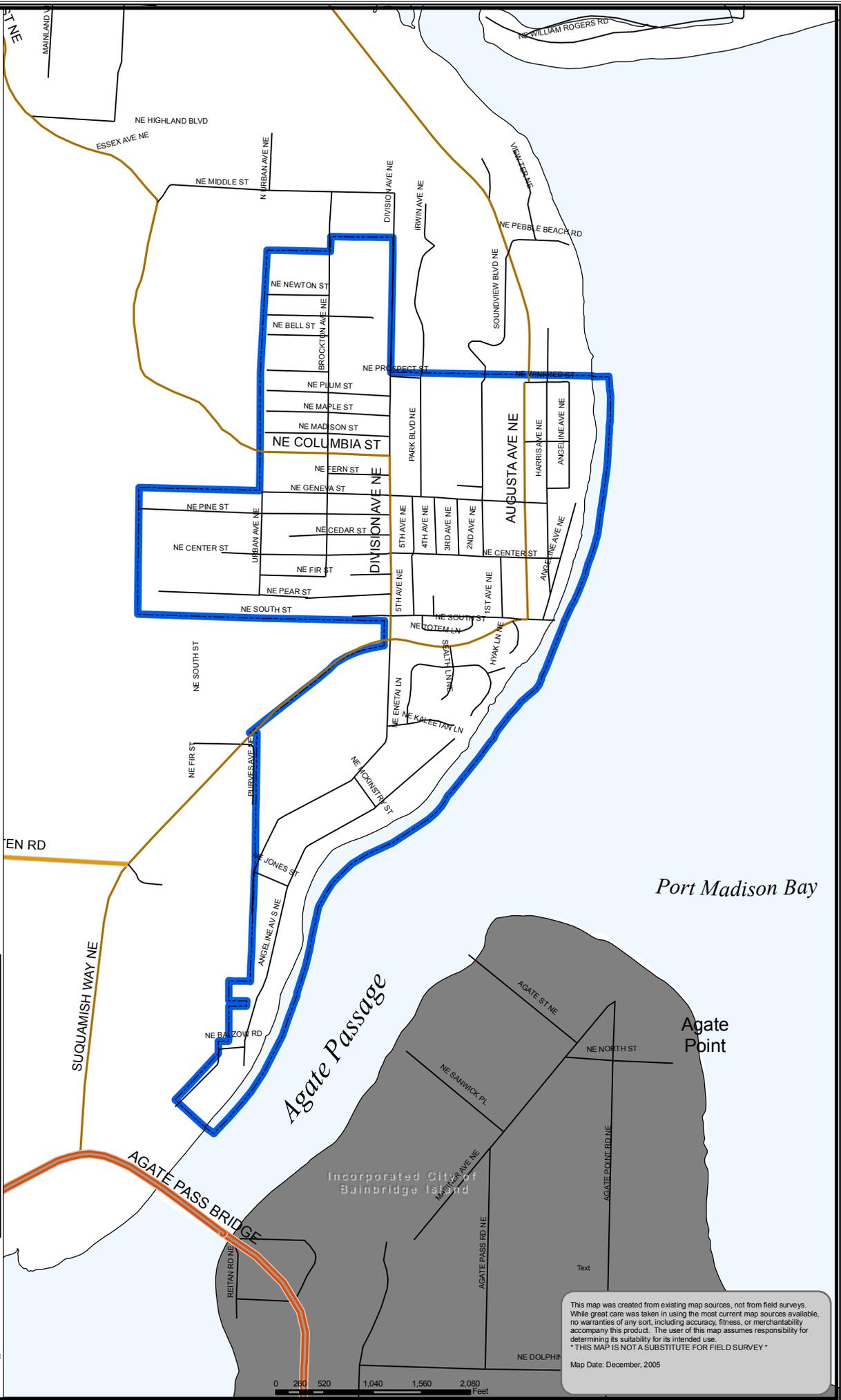


Figure 5

December, 2005



Agate Passage

Port Madison Bay

Agate Point

Incorporated City of Bainbridge Island

0 260 520 1,040 1,560 2,080 Feet

This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use. * THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY *
Map Date: December, 2005