

KEYPORT COMMUNITY PLAN



**KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT
NOVEMBER 19, 2007**

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KITSAP COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT

614 DIVISION STREET MS-36, PORT ORCHARD WASHINGTON 98366-4682
(360) 337-7181 FAX (360) 337-4925 HOME PAGE - www.kitsapgov.com/dcd/

LARRY KEETON, DIRECTOR

DETERMINATION OF NONSIGNIFICANCE

Description of Proposal: The proposed action involves the 1918 platted town of Keyport and the non-military portions of the Keyport peninsula (approximately 72.6 acres) located within an unincorporated portion of Kitsap County, in close proximity to Poulsbo and Liberty Bay. The Kitsap County Comprehensive Plan has designated the site as a Rural Village to evaluate the potential for designation as a Limited Area of More Intense Rural Development (LAMIRD) under the Revised Code of Washington (RCW) 36.70A.070. The Sub-Area Plan proposes designation as a LAMIRD with associated infill residential, commercial, retail, and recreational uses. This Sub-Area Plan includes elements on land use, housing, transportation, capital facilities and utilities. Upon completion of SEPA review and public hearings by Kitsap County, this Sub-Area Plan will be adopted and incorporated into the Kitsap County Comprehensive Plan.

Proponent: Kitsap County Department of Community Development

Lead Agency: KITSAP COUNTY

Location of proposal, including street address, if any: The peninsula of land located on Liberty Bay, south of Poulsbo and north of Brownsville, at the east termination of Washington State Route 308.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

- There is no comment period for this DNS.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.
- This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for 30 days from the date below. Comments must be submitted by: 17-August-2007.

COMMENTS:

Marine Shorelines surround the Keyport peninsula. Subsequent development proposals will be conditioned pursuant to KCC 19 (Critical Areas Ordinance) with respect to fish and wildlife habitats (§ 19.300) and KCC 22 (Shorelines Management Master Program) with respect to shorelines. The December 11, 2006 Final EIS for the Kitsap County Comprehensive Plan in hereby incorporated by reference.

Responsible Official: David Greetham
Position/Title: Manager, Land Use and Environmental Review Phone: (360)337-7181
Contact Person: David Greetham
Position/Title: SEPA Administrator, Dept. of Community Dev. Phone: (360) 307-4225
Address: 614 Division Street, Port Orchard, WA 98366

DATE: 18-July 2007 Signature: David Greetham

You may appeal this determination to the Dept. of Community Development, at 614 Division Street, Port Orchard WA 98366, no later than (date) 17-August-2007 in writing, with a \$200.00 appeal fee.

You should be prepared to make specific factual objections. Contact David Greetham to read or ask about the procedures for SEPA appeals.

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KEYPORT COMMUNITY PLAN

ACKNOWLEDGEMENTS

KITSAP COUNTY COMMISSIONERS

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

Chris Endresen, (former Chair, District 1)

KITSAP COUNTY PLANNING COMMISSION

REPRESENTING NORTH KITSAP:

Lou Foritano
Linda Paralez
Thomas E. Nevins

REPRESENTING CENTRAL KITSAP:

Dean Jenniges
James Sommerhauser
John Taylor (Chair)

REPRESENTING SOUTH KITSAP:

Lary Coppola (Vice Chair)
Michael A. Gustavson
Fred Depee

KITSAP COUNTY, DEPARTMENT OF COMMUNITY DEVELOPMENT

Larry Keeton, Director
Jim Bolger, Assistant Director
Scott Diener, Community Planning Manager

Community Planning Staff

James Weaver, AICP, Senior Planner
Katrina Knutson, Associate Planner
Tiffany Taylor, Planning Intern

Department of Community Development Divisions

Patty Charnas, Natural Resources Manager
Cindy Read, GIS
David Nash, GIS

KITSAP COUNTY, OTHER DEPARTMENTS

Jim Avery, Kitsap County Assessor
Greg Cioc, Public Works
Bill Edwards, Public Works
Barry Loveless, Public Works
Scott Murphy, Public Works
Jim Rodgers, Public Works
Dave Tucker, Public Works
Jodi Wroblewski, Parks & Facilities

PORT OF KEYPORT COMMISSIONERS

Milt Meeds
John Melrose
Tom Dudzic

KEYPORT COMMUNITY CLUB OFFICERS

Milt Meeds (President 2007-2008)
Ellen Strong (President 2006-2007)
Doug Chamberlain (Vice President 2007-2008)
Rhonda Williamson (Secretary 2007-2008)
Deborah Dubois (Treasurer 2007-2008)

KEYPORT COMMUNITY MEMBERS

(signed-in for 2007 meetings)

Bob & Jo Ballard, Paul Berg, Bruce & Sue Boblet, Eric Buechler, Kathy Carpenter, Doug Chamberlain, Carolyn & Mike Chinn, Don & Alberta Cramsey, Rich & Barbara Culley, Mark & Jan Discher, Deborah DuBois, Tom & Linda Dudzic, Elizabeth Gale Laraine Gaulke, Dick & Shirl Golden, Walter Hannawacker, Spencer Horning, Doug Jennings, Diane Jennings, Denny Johnson, Jim & Linda Laughlin, Don & Ednamay Kennedy, Arthur Kennedy, Charley & Mike Knapp, Gary Kohler, Tom Lewis, Alfon McFadden, Frank Mahaffey, Milt & Lynn Meeds, Andra & Jason Murray, Ray Newell, Evonne & Warren Posten, Keith & Katherine Reed Andrew Sheridan, John Steinmetz, Karol Stevens, Don Stevens, Ellen Strong, Carol Thompson, John Thompson, Brian Watne Gene & Pat Warden, Rhonda Williamson.

MEMBERS OF THE FOLLOWING ORGANIZATIONS:

Naval Undersea Museum
Kitsap Transit
U.S. Navy & Naval Base Kitsap Representatives
Whiskey Creek Restaurant
Keyport Bible Church
Poulsbo Fire Department

Photo & Text Contributions

Dianne Robinson
Scott Ash
Katrina Knutson
James Weaver, AICP

KEYPORT COMMUNITY PLAN

DEDICATION

*This plan is dedicated to Kitsap County Commissioner,
Chris Endresen for her vision and dedication to the community and
citizens of Keyport and for her tireless devotion toward enrichment of
all the communities within Kitsap County.*

*Chris Endresen,
Kitsap County Commissioner, District 1
(1993-1994, 1996-2007)*

RESERVED FOR ADOPTION ORDINANCE

ORDINANCE NO. 402-2007

Relating to Land Use Regulations for the Keyport Area, Adopting the Keyport Community Subarea Plan, as part of the Kitsap County Comprehensive Plan, Making Corresponding Changes to the Comprehensive Plan and Land Use Map, and Amending the Zoning Ordinance and Map to Add Regulations to Implement the Keyport Community 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, and amended on June 2002, December 2003 and October 2004 after extensive review and recommendation by the public and Planning Commission.
3. On December 11, 2006, the Board of County Commissioners (Board) adopted the Kitsap County Comprehensive Plan 10-Year Update 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). The Keyport Rural Village Area was designated as a potential for listing as a potential for designation as a Limited Area of More Intense Rural Development (LAMIRD) in the both the 1998 and 2006 Kitsap County Comprehensive Plan.
4. 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.
5. 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.

6. A community planning process began for Keyport in the fall of 2003, with the intention that the community, through the Keyport Improvement Group and its committees, would be instrumental in the development of the Keyport Community Plan.
7. Early Keyport Community Plan public meetings with Kitsap County Department of Community Development staff were held on February 1, 2005, February 22, 2005 and March 15, 2005.
8. On February 26, 2007 through formal motion (3-0 vote), the Board directed Department of Community Development staff to provide an analysis of the Keyport area for the potential designation as a LAMIRD, as provided for under the Growth Management Act [RCW 36.70A.070 (5)(d)].
9. Eight Keyport Community Plan public meetings with Department of Community Development staff in conjunction with the Keyport Improvement Group, held on February 13th & 27th, March 13th & 27th, April 10th & 24th, and May 8th & 22nd of 2007.
10. On February 13th, 2007, the Keyport meetings focused on the kickoff of the Keyport Community Planning effort, definition and discussion of the Growth Management Act, Limited Area of More Intensive Rural Development (LAMIRD), the History of Keyport, the Plan Elements, the Community Goals and Concerns, and the proposed project schedule.
11. On February 27th, 2007 the Keyport meetings focused on the alternatives for potential LAMIRD boundaries and the associated Growth Management Act requirements for LAMIRD boundaries. Three boundary alternatives were evaluated and discussed and three more were proposed by the group. A vote was conducted for the preference of the three initial boundary proposals with Alternative 1 and Alternative 5, both boundaries that did not include Keyport Trace or areas south of the causeway winning the majority of votes.
12. On March 13th, 2007 the Keyport meetings focused on a number of items with a presentation by Patty Charnas from Department of Community Development Natural Resources Division discussing the Shoreline Critical Areas and the associated setbacks from marine shorelines. The main topic of discussion was the direct impacts upon Keyport parcels. Barry Loveless from the Kitsap County Public Works Wastewater Division presented to the citizens regarding the

existing sewer infrastructure, sewer expansion options, and the requirements for forming a Limited Improvement District (LID). Jim Rogers from Kitsap County Public Works Road Division discussed the transportation improvement possibilities and challenges. Pedestrian travel and Mosquito Fleet Trail improvements were discussed, specifically relating to pedestrian travel across the causeway. LAMIRD boundaries were also discussed and the creation of a Keyport Online Survey was mentioned.

13. On March 27th, 2007 the Keyport meetings focused on input from Navy officials and discussions of the interactions the community has with the Navy installation on the peninsula. Diane Jennings, a Public Affairs Officer from the Naval Undersea Warfare Center presented the Navy's perspectives and answered community questions. John Claussen from Kitsap Transit also presented to the community regarding the possibility of a Park and Ride lot at Keyport Junction, viability of bus service to Keyport, and the available transit options for the community.
14. On April 10th 2007 the Keyport meetings focused on a discussion with the Fire Chief, Jim Shields of the Poulsbo Fire Department, Fire District #18 regarding the level of emergency service, volunteers, response time, fire station properties and fire facilities within Keyport. The Chief also answered community questions and discussed the upcoming ballot measure for Fire District #18. James Weaver from the Department of Community Development presented and discussed the existing zoning, setbacks, and density for Keyport. Potential zoning proposals were discussed for community input.
15. On April 24th, 2007 the Keyport public meetings focused on a discussion with Kitsap County Assessor, Jim Avery regarding taxing districts, assessment methodology, assessment rates and the various bond measures on the ballot. Additional discussion was conducted by Jodi Wroblewski from the Kitsap County Facilities, Parks & Recreation department. Specific interest items were park funding and potential park improvements in Keyport and the upcoming fiscal challenges facing the future park maintenance and improvement programs. Land Use and zoning were discussed in detail at this meeting with comparison documents from Manchester and Port Gamble and the potential Keyport specific land use zones, density, and setbacks that may be adopted as part of the plan.
16. On May 8th, 2007 the Keyport public meeting focused on the results of the Keyport Online Survey, measuring the community's desire or aversion to specific elements or proposals. Dave Tucker of the Kitsap County Public Works Department, Storm water Division spoke about the storm water infrastructure located in Keyport and about the Low Impact Development opportunities for handling storm water. Land Use and zoning were discussed and refined at this meeting with specific Keyport land use zones, allowed uses, permit processing

for each zone, cluster development, densities, and setbacks that were proposed as part of the plan.

17. On May 22nd, 2007 the Keyport public meeting was a recap of the proposals and decisions made at previous meetings regarding land use, zoning, densities, setbacks and other elements of the plan. Proposed LAMIRD Boundaries were discussed and the results of the Keyport Online Survey were compared to the resulting zoning maps. Meeting discussion focused upon the proposed view protection code and overlay map, with proposed height restrictions based upon an existing Manchester model. The proposal and various iterations of a possible view protection code was debated and eventually voted for complete removal by the citizens present. Discussion also oriented around the Design Guidelines for the commercial district and evaluation of a various provisions to ensure a compatible architectural quality for commercial development in the area. Debate occurred about the tools available for ensuring the bulk and scale of new commercial development was compatible with the "main street" character of the community. The design guidelines were voted to be included within the plan.
18. Between May 22, 2007 and July 18, 2007, County staff utilized the Keyport Online Survey and the Keyport Improvement Group recommendations and worked to prepare the updated Draft Keyport Community Plan.
19. On July 18, 2007 Kitsap County released the Draft Keyport Community Plan and State Environmental Policy Act; Determination of Non-Significance (DNS) for public and agency review.
20. On July 24, 2007, a public meeting was held with the Keyport Improvement Group and Keyport citizens to distribute copies of the Draft Keyport Community Plan, to discuss elements of the plan, to answer questions and to discuss the public approval process and upcoming public meetings.
21. On July 24, 2007, a public meeting was held by the Kitsap County Planning Commission for introduction and discussion related to the draft Keyport Community Plan.
22. On August 14, 2007, a public hearing was held by the Kitsap County Planning Commission to receive oral and written testimony relating to the Keyport Community plan. Oral and written testimony period for the Planning Commission public hearing listed above closed on August 17, 2007.
23. On August 28, 2007, the Planning Commission held a decision-only work/study session to deliberate and formulate their recommendations to the Board on the Keyport Community plan update. Nine members of the Planning Commission were in attendance.

24. The Kitsap County Planning Commission considered the draft Keyport Community Plan and voted 8 to 1 to recommend a modification to *Appendix B: Section 17.321D.060 Item A. Height*

From: A. *No structure in the Keyport Village Commercial zone shall be constructed to have more than two stories.*
1. *Sub-Grade stories and basements are permitted up to 30 inches above sidewalk grade or natural grade, which ever is lower.*

To: A. *No structure in the Keyport Village Commercial zone shall be constructed to have more than two stories facing Washington Avenue, with all stories above the second story setback a minimum of 10 additional feet from the façade line.*
1. *Sub-Grade stories and basements are permitted up to 30 inches above sidewalk grade along Washington Avenue.*

25. The Planning Commission voted 8 to 1 to designate Keyport as a LAMIRD based on staff findings that recognize the existing development (pre-1990) and natural limitations with limited infill opportunities and recommend approval of the Keyport Community Plan with the sole modification indicated above and forward the Draft Keyport Community Plan for approval to the Board of County Commissioners.

26. The Board of County Commissioners held a public hearing on November 19, 2007 to consider the Planning Commission's recommendation. The hearing was closed on that day.

27. The Board of County Commissioners voted 3 – 0 on November 19, 2007 to approve the Keyport Community Plan and associated Goals, Policies, Logical Outer Boundary, and development regulations with a single modification to the Kitsap County Planning Commission Recommendation.

28. The Board of County Commissioners considered the draft Keyport Community Plan and Kitsap County Planning Commission Recommendation and voted 3 to 0 to recommend a modification to *Appendix B: Section 17.321D.060 Item A. Height*

From: A. *No structure in the Keyport Village Commercial zone shall be constructed to have more than two stories.*
1. *Sub-Grade stories and basements are permitted up to 30 inches above sidewalk grade or natural grade, which ever is lower.*

To: A. *No structure in the Keyport Village Commercial zone shall be constructed to have more than two stories facing Washington*

Avenue, provided however, additional stories may be allowed if those stories above the second story are set back a minimum of 10 additional feet from the façade line and if the building otherwise meets height limitations.

1. *Sub-Grade stories and basements are permitted up to 30 inches above sidewalk grade along Washington Avenue.*
29. The proposal is consistent with the 13 statewide planning goals contained within the Growth Management Act (RCW 36.70A.020). The Keyport Community Plan would encourage development in areas where adequate public facilities and services exist and can be provided in an efficient manner.
30. 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.
31. The proposed Keyport Community Plan promotes the public interest and welfare of the citizens of Kitsap County, and should be approved.

Section 2. Pursuant to the Growth Management Act, Chapter 36.70A RCW and Article 11, Section 11 of the Washington Constitution, the Board of County Commissioners adopts the attached Keyport Community Plan, dated July 18, 2007; the attached corresponding amendments to the 2006 Comprehensive Plan and Land Use Map; and the attached amendments to the 2006 Zoning Ordinance and Map, adding Section 321.D, "Areas of More Intensive Rural Development", and specific zoning regulations for the Keyport Rural Village.

Section 3. If any provision of this ordinance, or its application to any person, entity or circumstance is for any reason held invalid, the remainder of the ordinance, or the application of the provision to other persons, entities or circumstances is not affected.

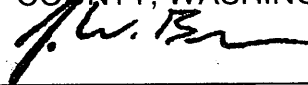
Section 4. Should any errors, errata, or amendment to Keyport Community Plan and associated Land Use map that was passed by the Board during its deliberations on November 19, 2007 be inadvertently left out upon publication, the explicit action of the Board as discussed and passed shall prevail upon subsequent review and verification by the Board.

Section 5. NOW THEREFORE, BE IT FURTHER ORDAINED, that the Kitsap County Board of Commissioners, based on the foregoing findings, hereby adopt and enacts the text and policy for the Keyport Community Sub-Area Plan as described in Attachment 2, incorporated herein by this reference.

Effective Date: This Ordinance shall take effect immediately.

Dated this 19th Day of November, 2007

BOARD OF COMMISSIONERS
KITSAP COUNTY, WASHINGTON



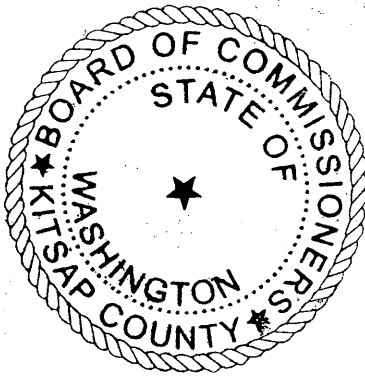
JOSH BROWN, Chair



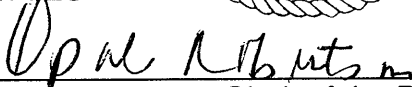
JAN ANGEL, Commissioner



STEPHEN BAUER, Commissioner

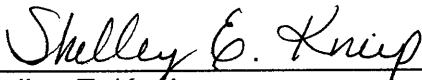


ATTEST:



Opal Robertson, Clerk of the Board

Approved as to Form:



Shelley E. Kneip
Deputy Prosecuting Attorney

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KEYPORT COMMUNITY PLAN

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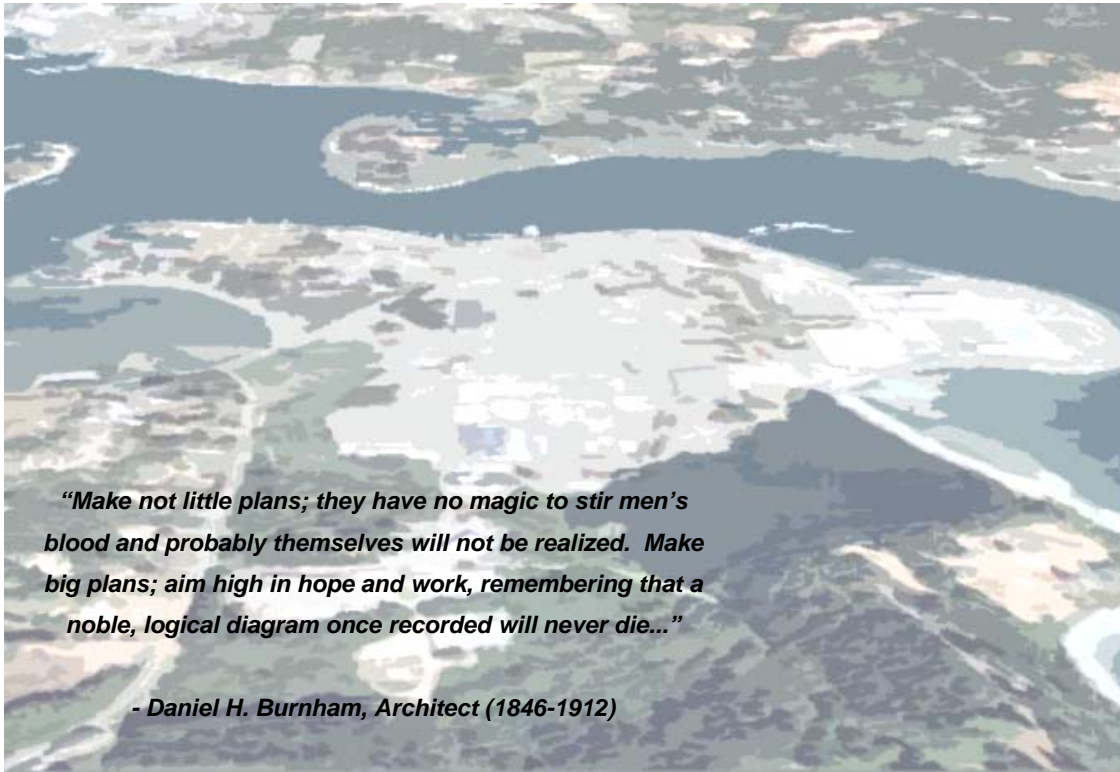
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CHAPTER 1: INTRODUCTION

In the fall of 2003, when members of the Keyport Improvement Club were asked what questions they would like answered by the Kitsap County Commissioners, one person asked, "Are we a rural village?" Thus was launched a quest.

At the direction of the Commissioners the Department of Community Development provided the Kitsap County Comprehensive Plan and the Manchester Sub Area Plan to the Keyport Improvement Group. Within that comprehensive plan, Keyport was included in consideration as a rural village. The town of Suquamish has a completed application for being designated a rural village as well as Manchester. During the summer and early fall of 2004, members of the Keyport Improvement Club board studied these documents. They decided to recommend pursuing a rural village plan for Keyport. On January 11, 2005, the membership voted to form a committee that would create this document.

Efforts have been made to generate community awareness of our project, the purpose being inclusiveness of opinion. Committee members are not necessarily members of the Keyport Improvement Club; but they are residents of Keyport, or have vested interests in the town.

1.1 HISTORY OF KEYPORT

During the 19th Century, the Keyport area attracted homesteaders on land that had been forests. The settlers established a farming community, a general store, and a pier at the present site of the Naval Undersea Warfare Center, and, in 1896, they named the waterfront community Keyport, saying that the site was key to Dogfish Bay (later renamed Liberty Bay).

The Navy acquired the land in 1905 for the establishment of a new West Coast Torpedo Station and began construction in 1914. Most of the original farmhouses were converted to military housing and still exist today. The general store, now known as the Keyport Mercantile, was moved to its present location at this time. The area on the west side of the navy base was platted for development in 1914, and the town of Keyport began to grow.

The Port of Keyport port district was established, and a dock and warehouses were built next to the relocated general store to serve as a landing for the Mosquito Fleet.

Throughout the early 1900s, and especially during the tremendous growth of the Naval Torpedo Station during World War II, employment was dominated by the naval presence. The town attracted many small-town businesses, including a hotel, grocery stores and meat markets, marine repair facilities, cafes, barber shops, a school, a dentist office, and a post office. The number of residences on small lots grew until they had covered the peninsula alongside the navy base.

Today, Keyport is a quiet, close-knit community on a peninsula at the end of a highway. The community consists of many residences and several multi-family units, and a small variety of commercial businesses and services, including the Keyport Post Office, the original mercantile, a well-known restaurant, an automobile repair shop, the Port of Keyport marina, a private marina, two parks, a church, a fire station, and several in-home enterprises. A great many of the homes built by the earliest settlers can still be seen, and many original commercial buildings still exist as private homes and apartments.

Keyport village has a small-town ambience with fabulous saltwater and mountain views. The community has not lost that old-time neighborliness; there is an active community club, everyone knows one another, and it's a place where people feel safe to walk in the evenings and let their kids play in the parks.

1.2 PURPOSE OF THE COMMUNITY PLAN

Adopted by the Washington State Legislature in 1990, the Growth Management Act (GMA) required most counties and cities in the state to adopt "comprehensive plans" to guide growth and development for the next 20 years.

In essence, a comprehensive plan serves as a "blueprint" for how a community would like to grow and change over time. Comprehensive plans contain goals, policies and implementing strategies designed to provide direction for future decision-making.

Kitsap County adopted its original Comprehensive Plan in 1998 (Comprehensive Plan) and adopted an update of that plan in December, 2006. Kitsap County also issued a Rural Issue Paper Appendix as part of the 1998 Kitsap County Comprehensive Plan regarding rural LAMIRD designation. This Keyport Community Plan partially implements the Comprehensive Plan and those documents by addressing the specific issues and features of a limited geographic area, and provides more detailed policies and implementation strategies that are tailored to the geographic area. The plan also identifies the Keyport community as a Limited Area of More Intense Rural Development (LAMIRD), under the Washington State Growth Management Act.

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.070(5) and as applicable to Keyport as a "Type 1" LAMIRD under that legislation.

This Keyport Community Plan resolves the specific issues identified in the Comprehensive Plan such as community densities and land uses, identification of, and regulation to protect critical areas, and adequacy of infrastructure, facilities, and services, and provides planning level guidance for future public and private projects within the Keyport Community.

1.3 ORGANIZATION OF THE DRAFT KEYPORT COMMUNITY PLAN

Each of the substantive elements of the Keyport Community Plan contains goals, policies, and key catalyst projects specifically related to that element, but certain sections provide additional sub-chapters in addition to the goals and policies.

The elements of the plan include Land Use and Economic Development, Transportation & Pedestrian Improvements, Public Facilities & Infrastructure, Port Improvements & Waterfront Development, Natural Environment / Parks & Recreation, Arts & Culture, Sustainability, and Community Building / Plan Implementation. Within these sections, goals and policies are arranged by subject and present the long-term objectives for each Keyport Community Plan element. Goals and policies are distinguished as follows:

Goals are ends toward which the plan is directed. They are usually somewhat general in form and express ideals.

Policies are intermediate milestones on the way to reaching goals. They are expressed in a form that is measurable and achievable.

Key Projects are specific projects that would achieve both goals and policies for the community.

The final element, Implementation and Community Building, proposes specific actions to carry policies and further specifies how the Keyport Community Plan will be applied. Appendices of supporting data are also provided.

Relationship to Other Plans, Policies and Regulations

This sub-area plan concurrently amends and becomes functionally part of the Kitsap County Comprehensive Plan. The County has reviewed the goals, policies, performance standards and projects contained in this sub-area plan for consistency with the Washington State Growth Management Act of 1990 (GMA), the County-Wide Planning Policies, and the 2006 Kitsap County Comprehensive Plan, and the Rural Issue Paper Appendix of the 1998 Kitsap County Comprehensive Plan (Index # 20539) and considers them to be compliant with those documents. This plan also includes a chapter that describes existing Keyport specific public facilities and infrastructure (Chapter 4) as identified components and within the levels of service referenced in the Kitsap County Capital Facilities Element adopted in December 11, 2006.

1.4 PUBLIC PARTICIPATION

A community planning process began for Keyport in the fall of 2003, with the intention that the community, through the Keyport Improvement Group and it's committees, would be instrumental in the development of the Keyport Community Plan. Committees consisting of interested community members were created to focus on specific issues such as drainage, housing, traffic, utilities and parks. These committees met to develop goals, policies and regulations for community review. A series of public meetings with County staff was held in 2005 to begin the review process and encourage involvement among interested community members.

The committees, County staff, and community worked cooperatively to assemble pertinent information. During the meetings, information was gathered to further refine the community's vision and to formulate the components of the plan. The planning process for Keyport stalled in 2006 as the County completed the 10 Year Update of the Kitsap County Comprehensive Plan, which was ultimately adopted in December 2006.

Keyport's planning process began in full again in 2007 with the Board of County Commissioner's approval of a preliminary annual Comprehensive Plan

Amendment that included the adoption of a Keyport Community Plan. Bi-weekly community meetings began with a Kick off workshop held on February 13, 2007. During meetings, throughout the winter and spring, the Keyport Improvement Group and the community worked with the Department of Community Development on the development of draft criteria for designating a LAMIRD boundary, land use, zoning, and development regulations. Public outreach included mailings to all residences within ¼ mile of Keyport and a Keyport Online Survey that evaluated the community desires, opinions, and distaste for specific components of a proposed plan. The Draft Plan was the accumulation of that survey input, feedback from community meetings & workshops, input from individual community members and business owners and the Department of Community Development.

1.5 KEYPORT'S VISION

Keyport is a rural, historic waterfront village bounded and limited in size by its natural borders of water and the Naval Undersea Warfare Center. The community consists primarily of single family homes, a few small businesses, and a community park system. The community is close-knit, where people know and greet their neighbors, and has an active community club which provides social events. The Keyport community wants to limit urban growth to retain its sense of community and small-town ambience.

Keyport citizens would prefer that future business expansion would be limited to small businesses and services serving the community, consistent with historical usage located near the downtown core. The Keyport community desires to re-establish certain historic commercial zoning and to establish appropriate land use zoning to maintain historic rural character where it is consistent with historical public services. The community would like to establish development patterns, including lot sizes, which may encourage infill development consistent with the Growth Management Act. These infill development patterns would be consistent with historical progressive development, yet limit urban-like sprawl and high density growth.

The Keyport community would like to improve existing transportation infrastructure and services to make it easier and safer to get around the community, make the community more pedestrian friendly, and improve parking for visitors. Improvements would be requested from Kitsap County as feasible to improve public infrastructure and facilities, including expansion of the sewer lines, upgrading the storm water drainage system, improving street lighting, and improving marine access.

The community would like to retain a flexible community park system attractive as gathering and recreational centers for both children and adults. Keyport citizens would like to preserve and enhance the small-town atmosphere and visual character of the area for the community as well as visitors, where one can

enjoy a safe and pleasurable walk, enjoy the spectacular marine and mountain views, and have easy access to a village center that acts as a social center with restaurants and services providing for basic needs.

1.6 DESIGNATION AS A RURAL VILLAGE AND THE LIMITED AREA OF MORE INTENSE RURAL DEVELOPMENT (LAMIRD)

In accordance with the GMA [RCW 36.70A.070(5)(d)], the County, as part of the mandatory rural element portion of its 1998 & 2006 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). Keyport has been identified as a potential Rural Village.

1.7 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 respect similar historical densities. Commercial and industrial uses will be small in scale, providing necessary services to the Village community.

1.8 GUIDELINES FOR DETERMINING THE BOUNDARY OF A RURAL VILLAGE AND LAMIRD

In order to determine what should be included in the Keyport 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 Keyport Village boundary as a Type 1 LAMIRD per RCW 36.70A.070 (5)(d)(i).

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 Keyport area, alternatives for a logical outer boundary were established to gain community input and preference. The alternatives for Logical Outer Boundaries included the essential elements of “pre-1990” development patterns with urban densities greater than 3 units per acre and that possessed existing public services of water and sewer, such as the Keyport Trace Subdivision.

Staff and community input were utilized to determine those areas which were not an obvious inclusion or exclusion in the Keyport Village. For example, some parcels on the south end of the causeway across Dogfish Bay included parcels in the Keyport Trace subdivision. However, these parcels were not ultimately included in the logical outer boundary because due to the fact that they were part of an existing neighborhood that was nearby to Keyport, was divided by a water body (Dogfish Bay) and did not specifically share a great many of the infrastructure, commercial, or historical elements contained within and that defined the Keyport community. This evaluation was further supported by the community in the results of the Keyport Online Survey (Appendix A).

Also consideration of inclusion or exclusion were the Keyport Naval Base and Undersea Museum parcels within the LAMIRD boundaries evaluated based upon the close relationship that the community enjoys with those entities both in infrastructure support and employment source. Those parcels were not found to meet all the LAMIRD criteria for public services, pre-1990 platting, rural community character, and served as a logical natural boundary due to the historical military ownership and Federal regulation of these parcels since 1914. Ultimately, after further discussion with naval personnel and the community at large, those parcels were excluded from the logical outer boundary, with the

intent to solicit input and recommendations for joint participation from the Navy and the Undersea Museum as a part of the Keyport Community Plan.

1.9 DESCRIPTION OF PREFERRED LAMIRD BOUNDARY.

The staff analysis of the criteria for determination of LAMIRD logical outer boundary alternatives supported as the most compact alternative that best met the Growth Management Act requirements was the one that was bound on three sides by water bodies and the fourth by the Naval installation. This proposed boundary would serve as the logical outer boundary of Keyport and would contain the area from the bridge on the Route #308 causeway to the South, from the Naval Undersea Warfare Center naval base boundary to the East, from the waters of Nesika Bay on the North, and from the waters of Dogfish Bay to the West.

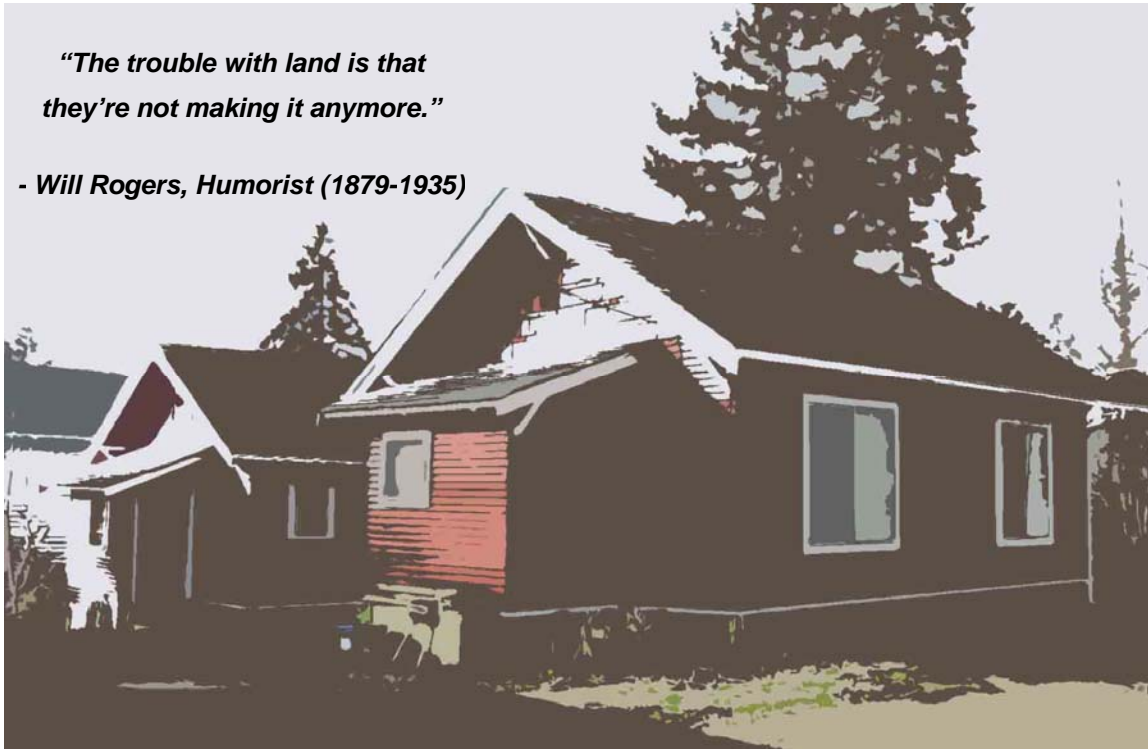
These logical outer boundaries identified in Figure 1.9.1 below, collectively were supported by over 80% of the response from the Keyport Online Survey (Appendix A), with variations regarding inclusion or exclusion of the Naval and Museum properties.



Figure 1.9.1 Keyport Limited Area of More Intense Rural Development Boundary

“The trouble with land is that they’re not making it anymore.”

- Will Rogers, Humorist (1879-1935)



CHAPTER 2: LAND USE & ECONOMIC DEVELOPMENT

Keyport is a rural, historic waterfront village bounded and limited in size by its natural borders of water and the Naval Undersea Warfare Center. The community consists primarily of single family homes, a few small businesses, and a community park system. The community is close-knit, where people know and greet their neighbors, and has an active community club which provides social events. Keyport wants to limit urban growth to retain its sense of community and small-town ambience. Keyport would prefer that future business expansion would be limited to small businesses and services serving the community, consistent with historical usage located near the downtown core.

Zoning changes are desired to re-establish certain historical commercial zoning and to establish appropriate zoning where it does not now exist consistent with historical public services. The community would like to establish development patterns, including lot sizes, respect the historical land use patterns while still providing incentives for sensitive and complementary infill development. These

patterns would be consistent with historical progressive development, yet limit urban-like sprawl and high-density growth.

Keyport would like to improve existing transportation infrastructure and services to make it easier and safer to get around the community, make the community more pedestrian friendly, and improve parking for visitors.

Improvements would be requested from Kitsap County as feasible to improve public infrastructure and facilities, including expansion of the sewer lines, upgrading the stormwater drainage system, improving street lighting in the commercial zone, and improving marine access. The Keyport Village would like to promote a pedestrian connection across Dogfish Bay that eliminates the dangerous situation that currently exists. The community would also like to retain a flexible community park system attractive as gathering and recreational centers for both children and adults.

Keyport would like to preserve and enhance the small-town atmosphere and visual character of the area for the community as well as visitors, where one can enjoy a safe and pleasurable walk, enjoy the spectacular marine and mountain views, and have easy access to a village center that acts as a social center with restaurants and services providing for basic needs.

2.1 RESIDENTIAL LAND USE

Historical Residential Land Use

During the 19th Century, the Keyport area attracted homesteaders on land that had been forests. The settlers established a farming community and, in 1896, they named the waterfront community Keyport, stating that the peninsula site was key to Dogfish Bay (later renamed Liberty Bay). The Navy acquired the land in 1905 for the establishment of a new West Coast Torpedo Station and began construction in 1914. Most of the original farmhouses were converted to military housing and still exist today. The area on the west side of the navy base was platted for development in 1918 by the Keyport Townsite Company, and the residential town of Keyport began to grow. The number of residences on small lots grew until they had covered the peninsula alongside the navy base.

Historic Residential Zoning

Prior to the adoption of this plan, properties within the Keyport village have experienced a variety of different zoning designations. These designations included the original 1918 plat of Keyport which predated zoning in Kitsap County and designated a total of 16 blocks into 230 residential lots approximately 40 feet in width by 110 feet in length, with larger lots near the waterfront to the north. The original layout of the 1918 Keyport town plat resulted in an approximate density of 5 lots per acre.

During the decades prior to the Washington State Growth Management Act (GMA), the Keyport land use zoning consisted of the primary zones that closely matched the development patterns and historical plats within Keyport. The zoning consisted of residential 2 homes per acre (R-2), residential 5 homes per acre (R-5), and business general (BG). Throughout the nineteen nineties, the Kitsap County Comprehensive Plan adopted zoning that would be compliant with the GMA and included significant changes to all rural zoning in Kitsap County. Keyport was rezoned as Rural Residential (RR), and the business portions of the community were designated as Neighborhood Commercial (NC) zoning. The densities and minimum lot sizes of each of these respective designations are shown in table 2.1.1.

Table 2.1.1 Historic Zoning Densities and Lot Sizes		
Zone	Density	Minimum Lot Size
(Pre-Growth Management)		
R-2 - Residential Zone	2 Dwelling Units/1 Acre	.50 acre (21,780 sq. ft.)
R-5 – Residential Zone	5 Dwelling Units/1 Acre	.20 acre (8,712 sq. ft.)
BG – Business General	N/A	N/A
(Post-Growth Management)		
RR – Rural Residential	1 Dwelling Unit/5 Acres	5 acres (217,800 sq. ft.)
NC – Neighborhood Commercial	N/A	N/A

This variety of zoning designations combined with the extensive platting of Keyport at the beginning of the 1900’s has created a mixture of development patterns throughout the Keyport Village. The Keyport Community Plan proposes to create zoning designations that provide consistent and predictable regulations for infill development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas.

Residential Zone Designations

The Keyport Village will contain two residential designations (Figure 2.1.1 and Appendix E); Keyport Village Residential and Keyport Village Low Residential. The zoning in each residential designation recognizes the existing pattern and intensity of development of its area. Uses allowed in these zones will be similar to other LAMIRD residential land use designations in the Kitsap County Comprehensive Plan. The complete list of zoning requirements and allowed uses are shown in Appendix B.

KEYPORT VILLAGE RESIDENTIAL (KVR)

This designation is applied to areas within the Keyport Village where the platting of parcels has been most intense, primarily east of Sunset Avenue in the downtown

Keyport area. The average size for currently developed lots in these areas is approximately .2 acres (8,712 square feet) as most of the 40 foot by 100 foot platted lots were doubled up to develop home sites. To acknowledge this historic development, the Keyport Community Plan sets the minimum divisible lot sizes at .2 acres or at a base density of 5 units per acre with the ability to recognize each historic lot as one dwelling unit. The lot requirements and setbacks for this zone are shown in Table 2.1.2.

KEYPORT VILLAGE LOW RESIDENTIAL (MVLRL)

This designation is applied to areas within the Keyport village where platting has occurred piece meal. Individual short plats over the years have created areas without consistent lot sizes. This development pattern is due to the changing zoning over the years and a lack of available services such as sewer and water. The average size for currently developed lots in these areas is just over 0.50 acre (21,780 square feet), though several smaller lots currently exist. To acknowledge this existing development pattern, this designation’s minimum density for developable lots is set at 2 dwelling units per acre.

To develop lots smaller than 0.50 acres, property owners could cluster their developments (see clustered development), which would allow lots as small as .25 acres(10,890 square feet) with a set amount of dedicated public recreation space. The lot requirements and setbacks for this zone are shown in table 2.1.2.

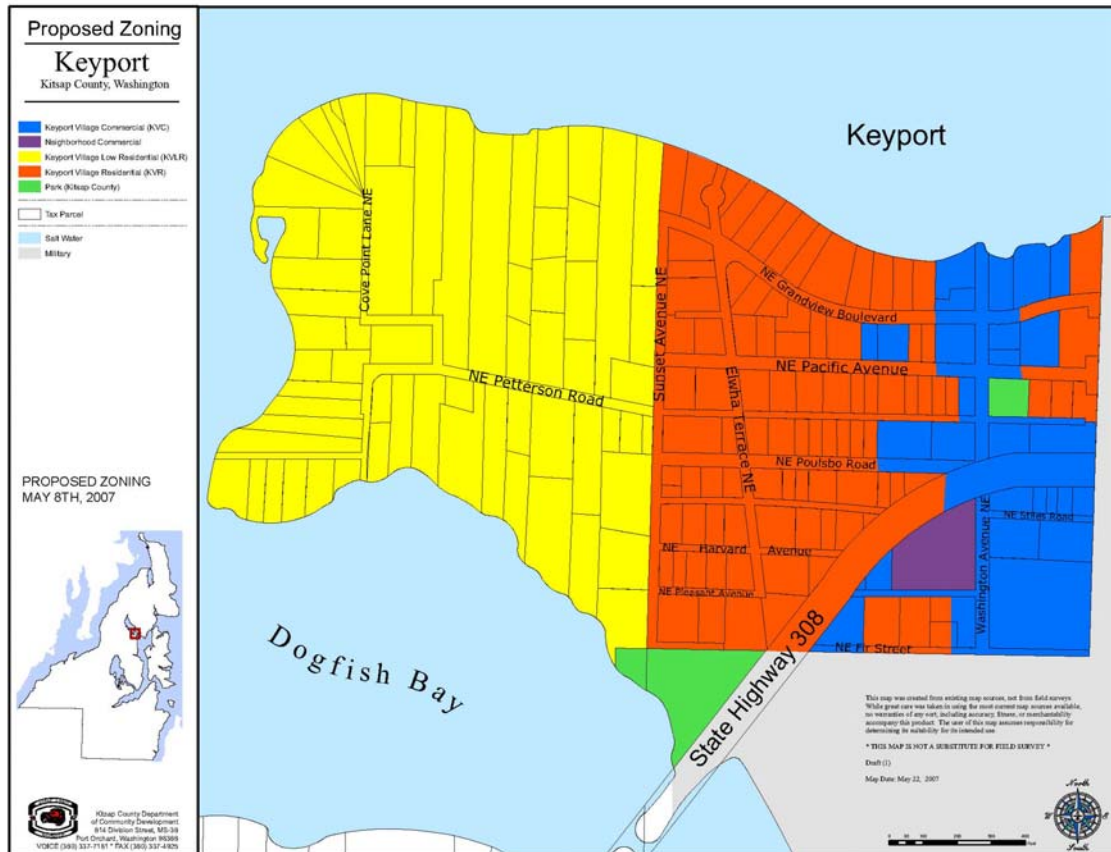


Figure 2.1.1 Keyport Community Plan Proposed Zoning

Table 2.1.2. PROPOSED REQUIREMENTS AND SETBACKS FOR KVR AND KVLZ ZONES		
	Keyport Village Residential KVR (orange)	Keyport Village Low Residential KVLZ (Yellow)
Maximum Density	5 units per acre (or historic underlying lot number)	2 units per acre w/o clustering (3 units per acre w/ clustering)
Minimum Lot Size	5,000 sq. ft.	21,780 sq. ft. w/o Clustering (12,500 sq. ft. with clustering)
Minimum Lot Width	30 feet	50 feet
Minimum Lot Depth	80 feet	80 feet
Front yard Setback	10 feet (5 feet with porch)	10 feet
Side yard Setback	5 feet	5 feet
Rear yard Setback	5 feet	15 feet
Maximum Height	35 feet	35 feet

Keyport Land Use Capacity Analysis

The 2006 Kitsap County Comprehensive Plan listed the existing population of Keyport and set the population growth targets for the 2025 planning horizon. Keyport was identified to have a population of 535 during 2003 with an anticipated population of 560 if present growth rates were projected into the 2025 planning horizon. The distribution of forecasted population within the Limited Area of More Intense Rural Development boundaries was compared to the distribution of land use zoning designations. (Figure 2.1.2)

As part of the Keyport Community Plan, a land capacity analysis was conducted for the dwelling unit capacity and acreages of the Keyport proposed zoning designations. (Appendix H) The analysis methodology included calculation of vacant and underutilized parcels in Keyport. Vacant parcels are not occupied by any habitable or commercial structure. Underutilized parcels are parcels that may have an existing dwelling unit or structure, but could be further subdivided.

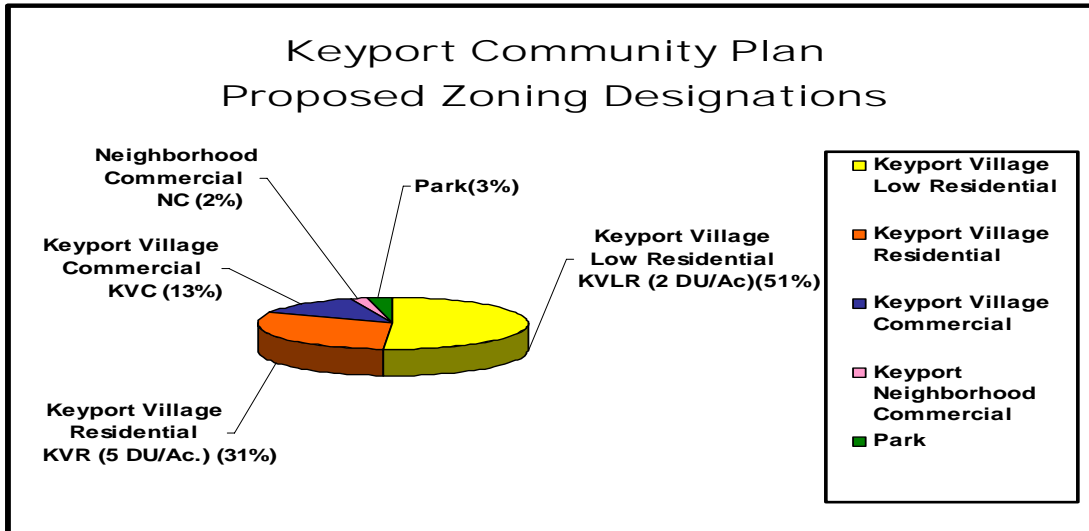


Figure 2.1.2 Distribution of Keyport proposed zoning designations.

The results of the Keyport Land Use Capacity Analysis were that Keyport possess a total of 188 individual lots identified as redevelopable (either vacant or underutilized). The full development of all of these 188 lots have been calculated to yield a total of 28 additional units in Keyport. This calculation anticipates that Keyport Village Residential is redeveloped at a density of 5 units per acre and Keyport Village Low Residential is developed at the base density of 2 units per acre.

Included in this analysis was identified a total of 17 commercial properties that were considered as redevelopable (either vacant or underutilized). The redevelopable commercial properties may potentially yield as many as 17 additional dwelling units if all were developed under a mixed-use format of commercial on the ground floor with dwelling units on the floor above. Typically, commercial mixed-use development is at the discretion of the developer and the calculation of these potential units is not typically factored into the Land Use Capacity Analysis tables.

Clustered Development Proposal

The community meetings and Keyport Online survey reflected a desire for additional open spaces in the western portion of the community and an option for property owners to pursue historical infill development options. The Keyport Village has historically developed in densely platted rectangles with little or no public recreation open space. It is this lack of open space combined with the removal of natural vegetation, in part, that may have contributed to localized stormwater problems. To encourage the retention of vegetated or active recreation open space in the Keyport Village, the Plan proposes to create a density bonus for clustered development.

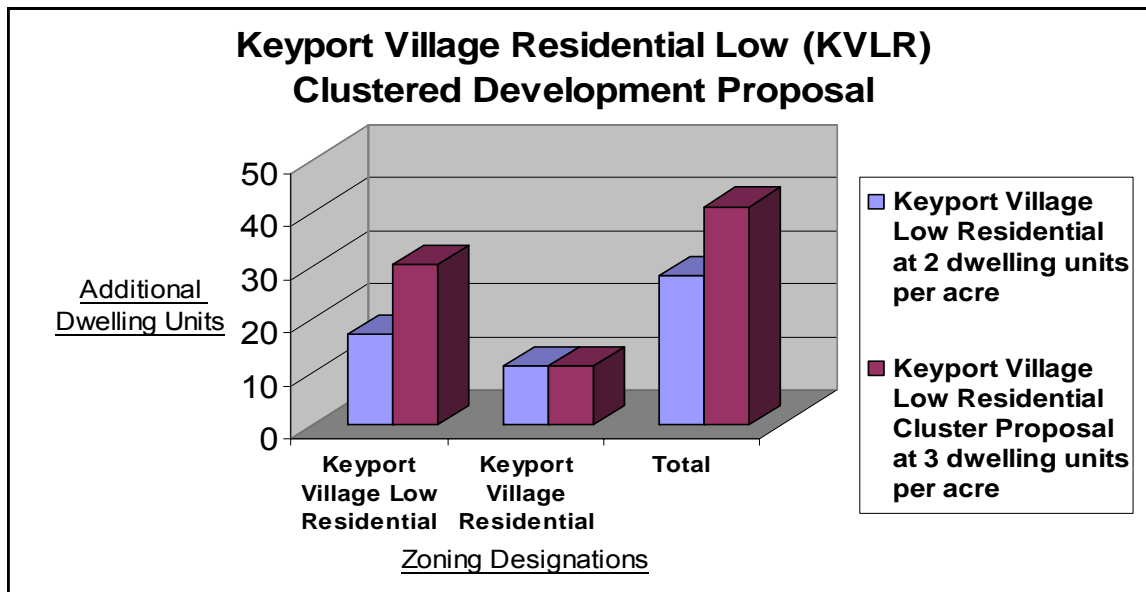


Figure 2.1.3 Keyport Clustered Development Proposal Chart

As an incentive to cluster, developers that propose to dedicate a particular amount of their property in public recreation space or open space will be allowed a maximum of three units per acre. The three units per acre through clustering proposal was utilized historically through the performance based development provision of the pre-growth management zoning code and development regulations as far back as 1978.

For example, a property owner with 2 acres in the Keyport Village Low Residential zone (.50 acre minimum divisible lot size), would normally only be able to subdivide the parcel into 4 lots. No open space needs to be included and all of the acreage could be available for clearing or for homes. With the clustered development proposal, this owner would dedicate a minimum of 12,000 square feet of the two gross acres in open space and be allowed to subdivide the remaining land into 6 lots, each at the minimum developable lot size. The clustered development proposal would address a number of issues raised by the community in both the community meetings and in the Keyport Online Survey identifying a desire for more public open space and active recreation opportunities in Keyport with another desire for the increased density for the subdivision of remaining large lots. The provision of the open space percentage is consistent with historical planned unit developments allowed under historical Kitsap County zoning.

In the analysis of the impact of the Clustered Development Proposal, one outcome would be an increase of an additional 13 dwelling units within the Keyport Community (Please refer to Appendix H). The Keyport Land Use Capacity Analysis identified that the Keyport Village Low Residential zone would have an estimated 7 additional dwelling units that could be provided on vacant parcels and an estimated 10 additional dwelling units that could be provided on

larger lots with existing homes. The implementation of the Clustered Development Proposal would increase the number to 23 additional dwelling units that could be provided on larger lots with existing homes as shown in figure 2.1.3.

2.2. Housing

The key Housing goals and proposals recognize that Keyport has ample zoning capacity to more than fulfill its 2006-2025 Comprehensive Plan Growth target for housing as identified in the Keyport Land Use Capacity Analysis. The housing goals were developed out of a combination of community comments, Keyport Online Survey results, the Vision Statement, and Keyport Improvement Group meetings. Throughout the Keyport planning process, community comments continually turned toward affordable housing for a greater diversity of incomes, a concern that elderly or fixed income residents were being taxed out of their homes, and a desire to maintain the single-family character and architectural quality of Keyport. Keyport is committed to seeking ways of meeting the needs of diverse populations and families, and exploring innovative approaches to providing affordable homes by providing housing to serve residents at all stages of life.

The Keyport housing strategy includes:

- Encouragement of additional Accessory Dwelling Units (ADUs) that will provide infill housing opportunities for property owners and residents. The accessory dwelling unit as a housing strategy allows the existing architectural character and historic single family homes of Keyport to be maintained, while promoting a housing type that allows a wide range of incomes, including the elderly or young adults to live and contribute to the neighborhood without having to relocate to an entire other community when economic changes occur.
- Encouragement of live-work opportunities and mixed-use projects in the downtown commercial zones. The incorporation of residential uses in the Keyport Village Commercial zones provides opportunities for investment costs for small businesses to be incorporated into and offset by additional housing opportunities. The historical character of many small town main streets similar to Keyport was for shop owners to live in apartments or homes with the business enterprise, providing additional activity downtown after business hours and increasing the vitality of the commercial district.
- Because Keyport has many older single-family and multi-family homes that were not built with accessibility in mind, Keyport may have few buildings that are American Disability Act (ADA) accessible. Such limitations make it difficult for some individuals with disabilities to find a

home to live in Keyport, or to remain after becoming infirmed or disabled. Encouragement of the creation of additional homes that meet these requirements would provide additional opportunities for elderly or disabled populations to enjoy the Keyport community.

- The final component of the Keyport housing strategy is to make certain through active community participation in the development review process, that new housing developments in Keyport serve the overall community sense of design and esthetics – building “neighborhood” as well as building housing. Participating in public meetings, providing comments, and voicing concerns at public hearings is anticipated to be an effective means to assist local government in facilitating this goal.

While these strategies are proposed to be implemented as new development occur, there are few housing strategies that require significant new resources, there is envisioned to be a community stewardship organization – presumably the Keyport Improvement Group (please see Chapter 9: Plan implementation / Community Building) that will work with developers, the Kitsap County Department of Community Development, and residents to monitor and implement the housing strategies of the plan.

2.3 KEYPORT HISTORIC BUILDINGS

Keyport was founded as early as 1880 by the earliest homesteaders, with more and more arriving by the turn of the century. Keyport benefits from its early founding by possessing many historic structures and home sites. Keyport Community Plan, Appendix C includes a table of all Keyport structures that were built within or before the historic period of significance (50 years ago or more) and that may qualify for the historic status under the Washington State Department of Archaeology & Historic Preservation.

Keyport possesses many buildings that are more than fifty years old, with the Keyport homesteaders during those early years building many of the structures and homes on lands that were later appropriated by the Navy with the founding of the Keyport Torpedo Station. A number of those buildings of most significance were originally built on the land appropriated by the Navy and are still standing and maintained including Quarters A, G, and many other buildings.

Significantly important buildings in Keyport include:

The Keyport General Store; 1903

The Keyport general store and post office was built in 1903 and run by a young man named Henry Husby, the building was next to the community dock at the end of the peninsula and served as the social and commercial hub of Keyport. Upon the founding of the Keyport Torpedo Station, the



building was moved in 1914 its present location on Washington Avenue and is now known as the Keyport Mercantile.

Keyport Community Church; 1937

The Keyport Community Church, shown here in 1962, was built by volunteers-churchgoers and non-who labored throughout much of the 1930's to piece it together. It was dedicated in 1937 and has served as a center of community activity ever since.



Keyport School Building; 1908

Students pose in front of the final Keyport School building in 1930. Built in 1908, it was used until the 1940's. The structure was eventually sold to the North Kitsap Baptist Church and was later used as a restaurant in Poulsbo, Washington.



Quarters D; estimated 1899

The Anton Norum family home was given up in 1914 to serve as Commander Jensen's quarters for the Keyport Torpedo Station. The Norums, shown on the porch, moved to a cabin in Lemolo. Quarters D was eventually replaced in 1936 by Quarters S, a new Commanders Quarters.



Quarters G, 1898

The founding of the Keyport Torpedo Station in 1914 incorporated many homes from the early homesteaders. Quarters G, as it looked in 1981, is one of the structural reminders of the Keyport pioneers. This turn of the-century home was built and owned by Peter Hagen.



Quarters E; 1918, F; 1917, J; 1921, & K; 1921

The home to the far right is Quarters D, to the left of Quarters D are (from right to left): Quarters E, F, J, and K, all of which are still in use today.



Historic Preservation Goals and Policies recognize the importance of archaeological, cultural, and historic resources in Keyport. Historic Preservation Strategies include:

- Encourage creation of Historic House Plaques and creation of a Keyport Historic Homes walking tour and brochure.
- Encourage preservation on-site of historic structures eligible for inclusion on a local, state or federal register of historic places. If a historic structure cannot be preserved, recommend documentation, photography, text, video, architectural recycling, etc. as a mitigation measure for community impacts.
- Historic (pre-1920) single-family, residential structures that are proposed for additions to the structure are encouraged to consider additions compatible with the character of the original structure or to the rear of the structure, preserving the original architectural character from the public street.
- New buildings are encouraged to be constructed so that the overall character of the street, including traditional building forms, roof shapes, and relationship of building to street, compatible with the existing context of nearby historic structures.
- Where possible, create tax incentives and encourage private purchase and renovation of historic structures.

The Plan recommends examining the feasibility of a local historic registry program and the creation of a Kitsap County Historic Preservation ordinance which would provide incentives for preservation of historic resources.

2.4 COMMERCIAL LAND USE

Existing Business & Commercial Land Use

The Keyport community consists of a small variety of commercial businesses and services, including the Keyport Post Office, the original mercantile/general store, a well-known restaurant, an automobile repair shop, a motel, a couple of office buildings, the Port of Keyport marina, a private marina, two parks, a church, a fire station, and several in-home enterprises.

Keyport also enjoys a limited amount of tourism from the Naval Undersea Museum, which is open and free to the public. The museum is visible on one's

first approach to the town, situated overlooking the bordering estuary and the bridge crossing it. The Naval museum houses two Historic Naval Ships, the RV Deep Quest and RV Trieste II. Both are deepwater submarines. The museum features exhibits on the Ocean Environment and the technologies of diving, submarines, torpedoes, and mine warfare plus various temporary and outdoor exhibits. Significant artifacts displayed include major U.S. torpedoes dating from the Whitehead and Howell torpedoes to modern Mk 46 and Mk 50 weapons; a Confederate mine from the Civil War; torpedo tubes from the fleet ballistic missile submarine USS Tecumseh (SSBN 628); and a simulation of the control room from the fast attack submarine Greenling (SSN 614). The exhibits offer numerous video, audio, and hands-on activities to enhance a visitor's enjoyment and understanding

Historical Commercial Zoning

The Keyport community was originally designated as mostly commercial zoning, Commercial Zone Designations with nearly half of the Keyport platted town designated as Business General zoning (Figure 2.4.1). The Business General Zone regulations and land uses (obtained from the September 1973 Kitsap County Zoning Ordinance): In the Business-General zone, the historic uses included retail trade, repair & maintenance service establishments, offices, storage or automobile services, churches, community clubs, hotels & motels, recreation establishments, dwellings on the second story of a building, or most businesses that are intended to serve the neighborhood and the community in which they are located, as well as the traveling public.

The Keyport community had indicated through the community meetings and online Keyport Survey that they prefer that future business expansion would be limited to small businesses and services serving the community, consistent with historical usage located near the downtown core. The community had also indicated that the distribution of neighborhood commercial zoning in the 1998 Comprehensive Plan for compliance with the Growth Management Act, did not often accurately accommodate many existing business

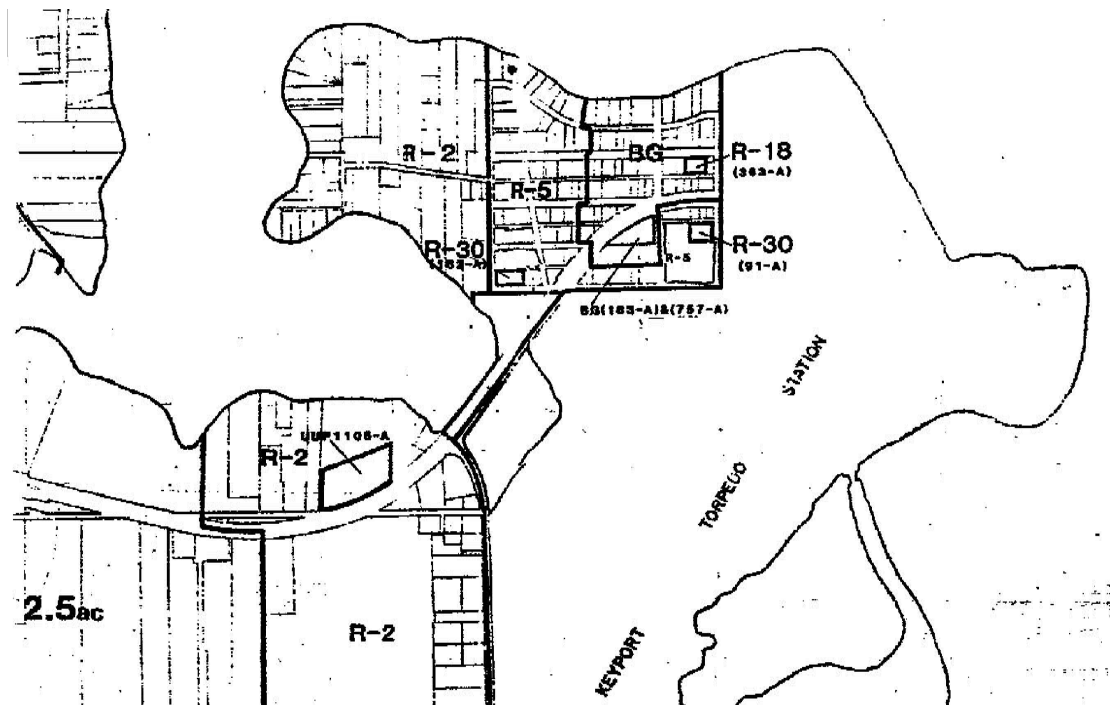


Figure 2.4.1 Keyport Historical Zoning (1973 Kitsap County Zoning Ordinance)

Commercial Zoning

The Keyport Online survey focused on the area of ‘downtown’ Keyport which was partially designated Neighborhood Commercial in the Kitsap County Comprehensive Plan. The community group indicated that the size and locations of these designations were inappropriately placed or too large for the current or future population of Keyport. They developed a range of alternate commercial boundaries showing how each could accommodate businesses suitable for the village of Keyport.

Using the results of this process, the Keyport commercial zoning designation was applied generally to the area adjacent to Washington Avenue NE, clearly identifying the corridor as the historic “main street” of the community and the commercial core of the neighborhood. Additional commercial parcels were added along Highway 308 frontage and along the Liberty Bay waterfront to acknowledge existing businesses and to provide additional commercial opportunities for the community. (Figure 2.1.1 and Appendix H).

The commercial designations have been applied to areas where historic commercial development has occurred and/or where future development has been deemed acceptable by the community. The commercial uses in this zone are of modest intensity and are generally consistent with similar Limited Area of More Intense Development (LAMIRD) commercial designations in the Comprehensive Plan. Such uses could include restaurants, dry cleaners, video stores, professional services, laundromats and/or specialty stores.

Neighborhood Commercial (NC)

The existing Neighborhood Commercial zoning designation was retained for one parcel on Washington Avenue to accommodate the existing hotel and existing grandfathered structure, built in 1977. The Neighborhood Commercial zoning is consistent with the current and historical use of the parcel and reflects the land use permits previously issued. (Figure 2.4.2)



Figure 2.4.2 Continental Hotel and Neighborhood Commercial zone designation (purple).

Keyport Village Commercial (KVC)

This designation is applied to areas where historic commercial development has occurred and/or where future development has been deemed acceptable by the community. The commercial uses in this zone are of modest intensity and are generally consistent with similar Limited Area of More Intense Development (LAMIRD) commercial designations in the Comprehensive Plan. Such uses could include restaurants, dry cleaners, video stores, professional services, Laundromats and/or specialty stores.

To accommodate properties in this zone with existing residential-only uses, such properties will be allowed to rebuild, remodel or add on, but when doing so must meet all the requirements of the Keyport Village Residential zone.

Within this designated commercial area, parking is a concern. As the area continues to develop, the availability of parking may be of concern. One strategy to offset the parking concern is the proposal to maintain street parking on Washington Avenue, minimizing frequency of driveways or no parking zones. Additionally, maintaining the excess right-of-way on Highway 308 as community parking would be beneficial to help alleviate this issue. To allow for pedestrian oriented commercial development in a manner compatible with the historical character of Keyport, parking regulations for new commercial development have been crafted to a level commensurate with the uses designated and desired type of commercial projects in this zone (Appendix B).

Table 2.4.1. PROPOSED REQUIREMENTS AND SETBACKS FOR KVC AND NC ZONES		
	Keyport Village Commercial KVC (blue)	Neighborhood Commercial NC (Purple)
Maximum Density	5 units per acre for Mixed Use (or historic underlying lot number)	30 units per acre per KCC 17.382.070
Minimum Lot Width	30 feet	N / A per KCC 17.382.070
Front yard Setback	N / A	20 feet, per KCC 17.382.070
Side yard Setback	N / A	10 feet, per KCC 17.382.070
Rear yard Setback	N / A	10 feet, per KCC 17.382.070
Maximum Height	35 feet	35 feet , per KCC 17.382.070
Design Guidelines	Applicable	Applicable

Mixed Use Development

Mixed use developments combine several uses on one site including residences, shops, offices, entertainment, and public spaces. This synergistic combination creates live/work/play environments that offer a variety of choices to multiple users. Being compact, mixed-use development may also result in a more efficient use of roads, utilities, and public services that make housing more affordable.

To encourage two-story mixed-use development, the height for commercial or mixed-use properties within this zone will be set at 35 feet. Additionally, the concern regarding the small town character and the pedestrian friendliness of future commercial development was repeatedly raised as an issue at the community meetings and through the Keyport Online Survey. Implementation of design guidelines for all commercial properties was supported by the community in an effort to ensure new development promotes pedestrian activity and is sensitive to the historic character of the Keyport village.

Mixed Use proposals will be calculated for residential density in a similar manner as the Keyport Village Residential zone to acknowledge the historic development pattern. The Keyport Community Plan sets the minimum divisible lot sizes at .2 acres or at a base density of 5 units per acre with the ability to recognize each historic lot as one dwelling unit.

Design Guidelines

The importance and the small size of the Keyport downtown and commercial area brings a greater amount of focus and attention to detail from the community. The community expressed the importance of design guidelines, both in the Keyport Online Survey (Appendix A) and the community meetings. Support was expressed for design guidelines that were oriented to design of building facades, streetscape, transparency at the ground floor, location of entrances, balconies

and terraces at second floors, street signage, and how building corners at the major intersections could be emphasized or enhanced. The community also expressed support for attractive window types, canopies and weather protection, landscaping around blank walls and how the back of buildings are treated throughout the commercial parcels in Keyport.

In response to the community desire for Design Guidelines, Appendix G proposes a draft design guidelines for use throughout Keyport. The design guidelines would be administered by the Department of Community Development in the review of any permit within the Keyport Village Commercial Zone or the Neighborhood Commercial zone, within the Keyport Limited Area of More Intense Rural Development. It may be noted that there are only a total of 29 parcels proposed to be commercial and most of those (15) were located on Washington Avenue. Additionally, signage was discussed with a focus on pedestrian oriented blade signs along Washington Avenue, illuminating Washington as the “front door” to Keyport and the main interaction with tourists and visitors.

2.5 ECONOMIC DEVELOPMENT

The economic history of the Keyport community has typically grown and waned with the direct activity of the adjacent U.S. Navy base. Although historical economic growth was and to a large degree still is tied to the military, the relocation of the main gate from the center of “downtown” Keyport to the edge of Dogfish Bay has had significant economic impacts to the business and economic vitality of the community. This section deals with the economic development of Keyport, including the history, the present, and the vision and goals for community change.

Economic History

During the 19th Century, the Keyport area attracted homesteaders on land that had been forests. The settlers established a farming community, a general store, and a pier. Economic activity by the early settlers was resource based with industry in farming, fishing, and logging.

Throughout the early 1900s, and especially during the tremendous growth of the Naval Torpedo Station in World War II, employment was dominated by the naval presence. The town attracted many small-town businesses, including a hotel, grocery stores and meat markets, marine repair facilities, cafes, barber shops, a school, a dentist office, and a post office. Keyport continued to succeed as a small community after the war years, serving a large population of Military personnel and consultants.

Keyport continued to prosper as a small community with the majority of transit and employment for the Keyport Naval Base entering and existing through the main gate in the middle of downtown Keyport. Keyport began to suffer from an economic malaise in the seventies and mid eighties, coinciding with the relocation of the Keyport naval base main gate. In 1985, the main gate to Keyport was relocated, eliminating the need for travel through the business district to access the naval base. Events on 9-11 further changed the open neighborly atmosphere historically enjoyed between the naval base and the community as a result of the heightened security for all military installations after that point. All of these separately contributed to a slightly lagging economic vitality for the community.

Keyport Economic Forecast

The 2006 Kitsap County Comprehensive Plan listed the existing economic activity in Keyport and set the projected growth targets for the 2025 planning horizon. Keyport was identified to have a employment base of 63 non-military (or military consultant) jobs in the LAMIRD Boundary during 2003. The present amount of military focused or military contracting employment on the Naval Base Kitsap at Keyport was estimated as 1,452 in 2006.

The 2006 Kitsap County Comprehensive Plan also identified a total anticipated jobs of 67 non-military (or non-military consultant) if present growth rates were projected into the 2025 planning horizon. Table 2.5.1 breaks down the non-military positions by industrial category. The employment data depicted above classifies companies (and hence jobs) by NAICS (North American Industrial Classification System), and the similar Standard Industrial Classification (SIC) system. Below is a brief definition of major employment sectors. Figure 2.5.1 illustrates the non-military employment distribution through Keyport.

Table 2.5.1 Keyport Employment by Category (source 2006 Kitsap County Comprehensive Plan)							
	Manufacturing	WTU	Retail	FIRES	Const/Res	Gov/Ed	Total
2003	6	0	3	50	4	0	63
2025	6	0	3	50	8	0	67

The three sectors below can be aggregated 'industrial' sector category jobs.

- **Construction / Resources:** Agriculture, forestry, fishing; Mining; Construction.
- **WTU: Wholesale / Trade:** Transportation & warehousing.
- **Manufacturing:** Manufacturing.

The sectors below can be aggregated into 'commercial' sector category jobs.

- **Retail / Trade:** Retail and Trade.
- **FIRES:** Finance and insurance; Real Estate and Services
- **GOV / ED:** Government and Education (public and private).

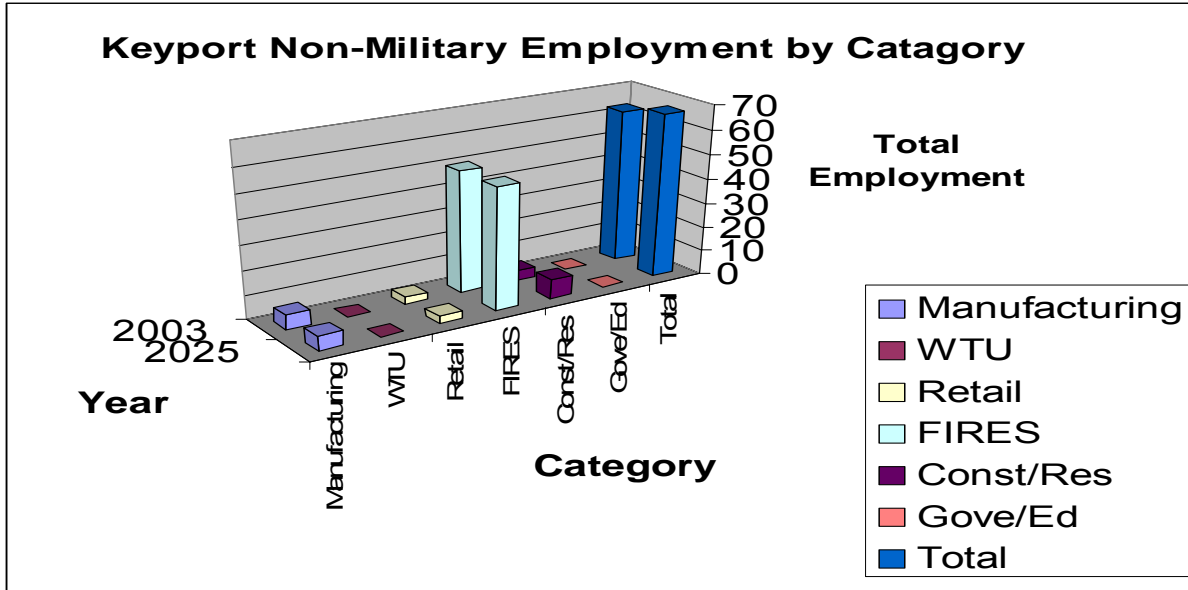


Figure 2.5.1 Keyport Non-Military Employment by Category: source 2006 Kitsap County Comprehensive Plan.

The Keyport economic present status and the forecasted growth show exactly what industries are strongest in the Keyport village and where there are opportunities for improvement. Keyport possesses the ability to target future growth in areas where there has been little or no economic activity such as additional retail, transportation, and government or educational facilities.

Economic Development Strategies

Economic Development strategies for a small community such as Keyport need to be finely crafted to best fit the character and scale of the community. By providing for a diversity of enterprises which both serve and employ local residents, Keyport is better able to withstand fluctuations in the larger regional economy. In addition, people who live and work in their community are available to invest time and money in their families, organizations, and community life.

A key to a successful, diverse local economy is to create and undertake business opportunities as they arise. A diverse local economy will include economic activity along a continuum, from resource-based businesses such as fishing, to small scale business, home-based businesses, retail, professional and personal services, technology and knowledge based businesses and tourism. The following economic development strategies were a result of the community meetings, individual comments, and Keyport Online survey results.

Keyport as a Tourist Destination

Keyport possess a number of benefits that lend itself to a prime tourist destination. The Keyport community benefits from it’s location at the entry to Liberty Bay. Liberty Bay and Poulsbo in particular has become a very attractive

destination for the boating community from Seattle and the entire Puget Sound area. Often during summer, boats anchor in lines in both Poulsbo and Keyport docks for any available space or slip to tie up and explore the communities. The influx of marine tourism has bolstered the Poulsbo economy with income streams generated from outside the region. Keyport also may benefit from this economic opportunity, not only from the overflow from Poulsbo marine tourism, but as a destination in of itself.

Keyport already boasts a wonderful tourism asset in the Naval Undersea Museum. The Museum is free to the public and as of 2007, serves approximately 40,000 visitors per year. Keyport also has a unique and renowned destination restaurant, the Whiskey Creek Steak House. The opportunity for the Keyport community to capitalize on the existing and expansion of museum tourism to the Naval Undersea Museum lies in the ability to provide linkages to the adjacent services such as book stores, art galleries, bakeries, coffee shops, restaurants, and similar small retail accommodations to serve the tourist population.

Keyport itself has much to offer tourists in the outstanding views and public access to water, with a public park on Dogfish Bay and the port facilities on Liberty Bay. The flat, walkable topography of the peninsula lends itself to pedestrian mobility and casual walks and the quaint architectural character of the cottages and historic homes lend a unique charm to the community. Encouraging the tourism industry would include overnight accommodations such as unique small boutique hotel or bed and breakfast facilities which would enhance the tourism experience while providing additional income opportunities for existing residents with minimal impact to the built environment.

Washington Avenue Key Projects

Washington Avenue is the “Main Street” of Keyport and many consider as the front door to Keyport. The public wharf and the Keyport Mercantile were historically located as the north anchors of the commercial avenue with the majority of all Keyport commercial activity and parcels oriented to Washington Avenue. Washington Avenue also provides the direct linkage to the Naval Undersea Museum by way of a pedestrian gate at the southern terminus of the public street. For economic development to successfully be implemented in Keyport, the five projects for Washington Avenue are keys to that success. (Figure 2.5.1)



Figure 2.5.1 Washington Avenue Key Projects

The Naval Undersea Museum Pedestrian Gate is a Keyport Community Plan Project that is important because it provides the pedestrian connection between the Keyport community and the Naval Undersea Museum. The gate was open during museum hours, offering pedestrian access between Keyport and the museum until the events of 9-11. The museum grounds have continued to be open and accessible to the public during museum hours. The project includes coordination with the Keyport Naval Undersea Museum for restored pedestrian access from Washington Avenue to the Museum. The museum is a regional destination that the entire Keyport Community would benefit from increased access. Improvements would include:

- Opening of the pedestrian gate at the south terminus of Washington Avenue during normal Museum hours.
- Possible gateway or entry monument Museum entrance.
- Signage along Washington Avenue and at the Port of Keyport public dock.

The Keyport Saturday Street Fair / Farmers Market is a Keyport Community Plan Project that could include coordination with local farmers (Scandia, Central Valley, etc.), local performers, and artisans to provide a Saturday event similar to the Poulsbo Farmers Market or other community events around Kitsap County. Project elements would include designated areas for booths, local music or community theater programs, coordination with museum events, and an

economic opportunity event to showcase Keyport on a weekly basis.

The Keyport Village Square is a Keyport Community Plan Project that incorporates transportation improvements and traffic calming devices such as specialized paving that enhance the intersection of Washington Avenue and Washington State Route 308. The focus of the intersection as the social, economic, transportation, and activity center of the Keyport community would include the following improvements:

- Raised or enhanced paving at the intersection.
- A community kiosk or specialized lighting.
- Enhanced corner sidewalks & pedestrian improvements.
- An Entry monument, artwork, or other community landmark.
- Landscaping or street trees.

The Washington Avenue Pedestrian Improvements includes coordinated enhancement of the pedestrian elements of Washington Avenue from the Naval Undersea Museum to the Port of Keyport Marina. Improvements would include widened or specialized sidewalks (coloring, inlays, etc.), Specialized lighting, Coordinated street furniture (trash, benches, signs, etc)., landscaping or street trees and historic plaques or markers.

Marina Improvements for the Port of Keyport is a Keyport Community Plan Project that includes enhancement or expansion of the existing Port of Keyport Marina as the main waterfront access point and recreation center of the Keyport Community. Improvements are detailed in Chapter 6: Port & Waterfront Development.

Accommodate and Encourage Home Businesses

The advent of advance technology through internet and web based information transfer, has provided the ability to have increasingly sophisticated business services from home based businesses. Accommodating these type of businesses in Keyport was desired due to the low impact of the infrastructure and buildings required for these undertakings and the ability for existing residents and buildings to immediately be put to work providing these type of economic development opportunities. Businesses could include professional services, auction services or small “boutique” businesses that offer fewer higher priced or limited demand products for a market that is limited only by access to the internet. Artist studios, writers, and the creative arts in general also fall into this category for small, home based business. This category of economic development also brings in substantial income from outside the community or region, further benefiting the community as a whole.

2.6 VIEW PROTECTION

View protection was discussed heavily in both the Keyport public meetings and in the Keyport Online Survey. The concept of view protection received substantial support when protecting public views of Liberty Bay, Dogfish Bay, and the Olympic Mountains including public views from Keyport Saltwater Park, the Port of Keyport Dock at Washington Avenue and from public street ends.

The concept of private view protection, either through height restrictions, view corridors, or other measures became very controversial when the actual development language was discussed and debated in the community meetings. A draft view protection proposal, modeled after development code adopted in the Manchester Limited Area of More Intensive Rural Development was submitted to the community for review and comment. The issue polarized the community between those impacted by private view protection language and those benefiting from the protected private views.

No compromise could be struck in the community meetings and the item was voted to be removed from the draft Keyport Community Plan. It was agreed that the draft plan appendix would include the draft proposal, but that it was to be included for context and not as a recommendation.

Please refer to Appendix F to review the Keyport view protection draft proposal. The issue continued to divide the community and ultimately became the subject of competing petition drives with one for and one against. The view protection proposal became the “line in the sand” for a community that generally agreed on the majority of land use and community issues.

As view protection is not a required component of a Limited Area of More Intense Rural Development, the view protection language is not proposed to be included at this time within this Draft Keyport Community Plan. The community may revisit the issue at a future date, as a development code proposal, independent of the Limited Area of More Intense Rural Development approval.

2.7 LAND USE/ECONOMIC DEVELOPMENT GOALS & POLICIES

Goal 1 Protect and enhance the Keyport Village character.

Goal 2 Provide zoning that is consistent with Keyport’s existing built environment and lot sizes that allow for beneficial infill development.

Policy Key-1 Set minimum lot sizes, set backs, heights, and densities for residential development

Policy Key-2 Require application of Design Guidelines for all new commercial development in Keyport.

Goal 3 Encourage property owners to cluster newly subdivided lots.

Policy Key-3 Reinststate the historical density bonus for all future clustered developments in the Keyport Village Low Residential (KVLR) zone.

Goal 4 Promote the establishment and support of a vital Keyport Village Commercial zone.

Policy Key-4 Establish a commercial zone appropriate for the population and transportation network of the Keyport Village.

Policy Key-5 Promote businesses that further the economic vitality of Keyport as a “destination”.

Goal 5 Encourage mixed-use development within the commercial zone.

Policy Key-6 Modify County parking requirements to levels appropriate for the Keyport Village.

Policy Key-7 Encourage the development of design standards for the Keyport Village Commercial zone.

Policy Key-8 Allow structures within the Keyport Village Commercial zone to achieve a height of 35 feet.

View Protection

Goal 6 Protect Keyport’s existing views of the Olympic mountain range, Liberty Bay, Dogfish Bay and Puget Sound.

Policy Key-9 Encourage development that creates the least impact to existing views.

Historic Preservation

GOAL 7 Archaeological, cultural, and historic structures or places are an important community asset, are a part of Keyport’s character, and should be identified, evaluated, and preserved.

Policy Key-10 The Keyport community, in conjunction with the Poulsbo Historical Society, should identify and seek funding to institute a historic survey, implement a local, historic registry program and/or the creation of a landmark commission.

Policy Key-11 If feasible, the County should be encouraged to implement a local historic preservation ordinance.

GOAL 8 Historic structures or places are an important feature of community design and should be preserved and enhanced.

Policy Key-12 Design Guidelines should be implemented for design of projects adjacent to a historic structure to ensure that new development is compatible with the structure and that its surroundings are preserved.

2.8 LAND USE & ECONOMIC DEVELOPMENT KEY PROJECTS

Washington Avenue Key Projects

Washington Avenue is the “Main Street” of Keyport and many consider as the front door to Keyport. The public wharf and the Keyport Mercantile were historically located as the north anchors of the commercial avenue with the majority of all Keyport commercial activity and parcels oriented to Washington Avenue. Washington Avenue also provides the direct linkage to the Naval Undersea Museum by way of a pedestrian gate at the southern terminus of the public street. For economic development to successfully be implemented in Keyport, the five projects for Washington Avenue are keys to that success including the Naval Undersea Museum Pedestrian Gate, the Keyport Saturday Street Fair / Farmers Market, The Keyport Village Square (please refer to Chapter 3, Section 3.6), The Washington Avenue Pedestrian Improvements, Marina Improvements (please refer to Chapter 5, Section 5.6).

integral part of the regional transportation fabric, this plan relies heavily on working with the Washington State Department of Transportation (WSDOT), the Navy, Kitsap County, and Kitsap transit agencies to ensure safe, reliable, and effective transportation within Keyport and the surrounding areas. A well-coordinated transportation system will enhance the quality of life in Keyport and the surrounding area while increasing the efficiency of land use and the provision of quality services.

This discussion summarizes the existing conditions of transportation facilities within the Keyport planning area. This discussion also includes an analysis of the Future Conditions of the transportation facilities within the planning area and potential impacts associated with a proposed Limited Area of More Intense Rural Development. Finally, the discussion identifies proposed transportation improvements to mitigate potential impacts.

This plan is also supportive of, and consistent with, certain state, regional, and existing Kitsap County transportation plans as well as incorporating local preferences. Previous historical transportation documents have also been reviewed to acknowledge past decision that created the existing transportation network. The following documents have been reviewed and incorporated to ensure consistency of this Community Plan with current plans and adjacent areas;

- Kitsap County Comprehensive Plan 10-Year Update, December 2006
- Kitsap County Parks, Recreation & Open Space Plan, June 2000, Updated June 2006
- The Mosquito Fleet Trail Master Plan, August 2001
- Kitsap County Bicycle Facilities Plan, May 2001
- Kitsap County Greenways Plan, June 1996
- Washington State Highway System Plan, 2003-2022 (WSDOT)
- Highways of Statewide Significance – Update 2003
- Puget Sound Regional Council (PSRC), Destination 2030, Metropolitan Transportation Plan, 2001
- Kitsap Transit, Transit Development Plan 2006-2012, 2006

3.1 Vehicular Transportation Infrastructure & Services

3.1.1 Existing Roads and Infrastructure

Below are the existing vehicular transportation infrastructure and roads available within the Keyport Village boundary.

Washington State Facilities

State Route 308 is the sole vehicular public entry into the Keyport community and is identified as a Urban Minor Arterial under the Federal Functional Classification and Kitsap County roadway category. When the current state highway numbering system was first posted in January 1964, the highway that is now SR 308 was signed as part of SR 303. In 1971, the E-W portion of SR 303 from SR 3 to Keyport was renumbered SR 308 through the Revised Code of Washington (RCW 47.17.567). In the later 1970s, a freeway was built west of the earlier SR 3 alignment from Silverdale to Poulsbo. SR 308 was extended west from old SR 3, now Silverdale Way/Viking Way, to the freeway. The SR 3/SR 308 interchange also serves the main gate to the Bangor US Naval Submarine Base located west of SR 3. Today, SR 308 is 3.42 miles long.

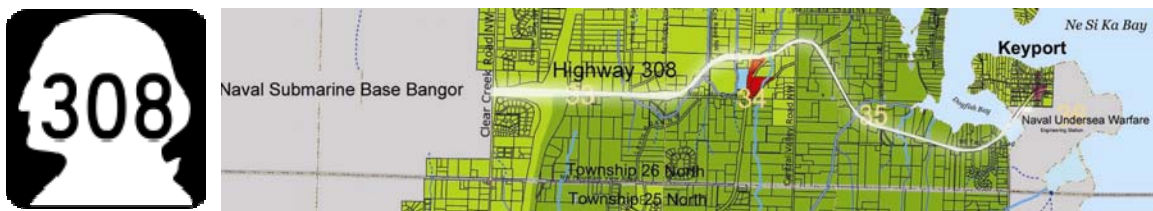


Figure 3.1.1 Washington State Route 308

State Route 308 is a two lane roadway with a typical 100 foot right-of-way at most sections. The right-of-way widens within Keyport to 120 foot wide for a short section at the intersection of NE Fir Street. Typical travel lane width is 10-12 feet wide, with an average of four feet of paved shoulders on either side. Speeds along most of Highway 308 are 50 Miles per hour with a reduced speed of 35 miles per hour at the intersection of Keyport Trace Road as the roadway curves to meet Brownsville Highway. Within Keyport the speed limit is also 35 miles per hour.

The major intersections along the Highway 308 corridor serving Keyport are located at State Route Highway 3 overpass, the controlled light intersection of Viking Way / Silverdale Way, a controlled light intersection located at Scandia Way / Central Valley Road, the stop sign controlled intersection with Brownsville Highway, and the controlled light intersection with the main access gate to the Keyport Naval Base. An uncontrolled intersection of importance to Keyport is the intersection of Highway 308 and Washington Avenue NW

The Highway 308 entrance to the Keyport Community is across a causeway built over Dogfish Bay. The causeway right-of-way is 100 feet wide with two travel lanes of



Figure 3.1.2 State Route 308 causeway across Dogfish Bay.

approximately 12 feet wide each with concrete barriers on either side of the roadway to keep vehicles from veering off into the bay. The pedestrian paths across the causeway are the paved shoulders on either side of the travel lanes within the concrete barriers and vary in width from 2 feet to 6 feet. Outside of the concrete barriers includes embankments providing the road bed out of Dogfish Bay. The east side of the causeway also includes power poles and power lines that provide the electrical connection for the Keyport community.

County Facilities

The Kitsap County roads in the Keyport community, other than State Route 308 are all designated as local access roads under the Federal classification system, with a maximum speed limit of 25 miles per hour. The Kitsap County road log number and a brief description is provided for each roadway within Keyport.

Washington Avenue NE (Road Log #59290) is a two lane roadway that runs North / South from the north terminus at the Port of Keyport docks to the south terminus at the Naval Undersea Museum Gate. It has a 50 foot wide right-of-way, two-lane concrete cross-section, parking on both sides, with concrete curb, gutter, & four foot wide sidewalks on both sides. Washington Avenue NE is identified as the primary commercial avenue within Keyport.

Elwha Terrace NE (Road Log #59252) is a two lane roadway that runs diagonally Northwest /Southeast from the north waterfront edge of Keyport to the south terminus at NE Pleasant Avenue. Elwha Terrace NE also serves as an electrical transmission corridor with an aerial tower located at the northern terminus within a 50 cul-de-sac where the overhead power lines cross Liberty Bay to link with Lemolo and to the southern terminus near NE Pleasant Avenue and the Keyport Saltwater Park where the electrical lines route over Highway 308 into the Naval Undersea Museum. The roadway consists of a 30 foot wide right-of-way, two-lane asphalt cross-section, with narrow asphalt shoulders on both sides. Elwha Terrace NE has no streetlights, curbs, gutters, or sidewalks.

Sunset Avenue NE (Road Log #59385) is a two lane roadway that runs North / South from the north waterfront edge of Keyport to the south terminus at NE Pleasant Avenue. The roadway consists of a 30 foot wide right-of-way, two-lane asphalt cross-section, with narrow asphalt shoulders on both sides. The Sunset Avenue NE right-of-way is undeveloped north of NE Pacific Avenue and the entire developed portion of Sunset Avenue NE has no streetlights, curbs, gutters, or sidewalks.

Aland Lane NE (Private)) is a private roadway that runs North / South with the south terminus at NE Petterson Road. The roadway shows of a 20 foot wide easement, two-lane asphalt cross-section, with narrow asphalt shoulders on both sides. Aland Lane NE has no streetlights, curbs, gutters, or sidewalks.

Cove Point Lane NE (Road Log #59210) is a roadway at the western edge of Keyport that runs North / South, and with the south terminus at NE Petterson Road. The roadway shows of a 20 foot wide easement, two-lane asphalt cross-section, with narrow asphalt shoulders on both sides. Cove Point Lane NE has no streetlights, curbs, gutters, or sidewalks.

NE Grandview Boulevard (Road Log #59440) is a two lane roadway that runs East / West from western terminus near the Sunset Avenue NE right-of-way (undeveloped) to the eastern terminus that ends at the fenced property line of the Keyport Naval Station.. The roadway consists of a 40 foot wide right-of-way, two-lane asphalt cross-section, with asphalt shoulders on both sides. NE Grandview Boulevard has no streetlights, curbs, gutters, or sidewalks.

NE Pacific Avenue (Road Log #59180) is a two lane roadway that runs East / West from western terminus at the corner of Sunset Avenue NE to the eastern terminus that ends at the fenced property line of the Keyport Naval Station. The roadway consists of a 50 foot wide right-of-way, two-lane asphalt cross-section, parking with wide asphalt shoulders on both sides. NE Pacific Avenue has no streetlights, curbs, gutters, or sidewalks.

NE Petterson Road (Road Log #59200 & #59201) is a two lane roadway that runs East / West with a southern jog (thus the Road Log #59201) that terminates in the western waterfront of the Keyport peninsula to the eastern terminus with an intersection at Sunset Avenue. The roadway consists primarily of a 30 foot wide right-of-way with a varying width as wide as 40 feet for a small section, narrow 20 foot sections, and the most narrow westernmost jog of 15 foot wide. The roadway includes both a single and two-lane asphalt cross-section, with narrow asphalt shoulders on both sides. NE Petterson Road has no streetlights, curbs, gutters, or sidewalks.

NE Poulsbo Road (Road Log #59380) is a two lane roadway that runs East / West from western terminus at Sunset Avenue NE to the eastern terminus that ends edge of Highway 308 in the center of Keyport. The roadway consists of a 40 foot wide right-of-way, two-lane asphalt cross-section, parking with asphalt shoulders on both sides. NE Poulsbo Road has no streetlights, curbs, gutters, or sidewalks.

NE Stiles Road (Road Log # 59291) is a narrow roadway that was originally platted as an alley that runs East / West from western terminus at Washington Avenue NE to the eastern terminus that ends at the fenced property line of the Keyport Naval Station. The roadway consists of a 16 foot wide right-of-way, single lane asphalt cross-section, with narrow asphalt shoulders on both sides. NE Stiles Road has no streetlights, curbs, gutters, or sidewalks.

NE Harvard Avenue (Road Log #59250) is a two lane roadway that runs East / West from western terminus at Sunset Avenue NE to the eastern terminus that

ends edge of Highway 308. The roadway consists of a 40 foot wide right-of-way, two-lane asphalt cross-section, parking with asphalt shoulders on both sides. NE Harvard Avenue has no streetlights, curbs, gutters, or sidewalks.

NE Pleasant Avenue (Road Log #59420) also known as NE Pleasant Alley is a narrow roadway that was originally platted as an alley that runs East / West from western terminus at Sunset Avenue NE to the eastern terminus that ends at the intersection with Elwha Terrace NE. The roadway consists of a 16 foot wide right-of-way, single lane asphalt cross-section, with narrow asphalt shoulders on both sides. NE Pleasant Avenue has no streetlights, curbs, gutters, or sidewalks.

NE Fir Street (Road Log #59295) is a two lane roadway that runs East / West from western terminus at the edge of Highway 308 to the eastern terminus that ends at the intersection of Washington Avenue NE. The roadway consists of a 30 foot wide right-of-way, two-lane asphalt cross-section, parking with asphalt shoulders on both sides with the Naval Undersea Museum fence located at the southern right-of-way edge.. NE Fir Street has no streetlights, curbs, gutters, or sidewalks.

3.1.2 Traffic Analysis

Methodology

Capacity analyses are described in terms of Level of Service (LOS.) LOS is a qualitative term that describes the operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval which can range from LOS A (little or no delay) to LOS F (long delays, congestion). Measurements of LOS are a comparison of a roadway volume (V) to a roadway capacity (C), with the equation volume / capacity (V / C) measuring the ratio of the two. Kitsap County has adopted LOS C ($v/c = 0.79$) as the minimal standard for roadways and intersections for rural roadways. Under current conditions, all roadways in the study area are considered to be rural in nature (minimum LOS of C), with the exception of state routes, where WSDOT has adopted LOS D as the V/C threshold and the Puget Sound Regional Council adopted LOS C as the V/C threshold.

The maximum theoretical vehicle-carrying capacity of a roadway is determined to be approximately 18,000 to 22,000 vehicles per lane per day. There are, however, many factors that can reduce the actual capacity of particular roadway segments. These factors include lower posted speeds, the presence of driveways or cross-streets, narrow lane widths, and pedestrian activity. The placement of traffic signals can also lower the capacity of a roadway segment.

Existing Conditions

Volumes for Average Daily Traffic (ADT) on the existing network for 2007 are shown on Table 3.1.2. Volumes for 2005 were based on traffic count data collected by the Washington State Department of Transportation (WSDOT), with additional counts on county roads provided by Kitsap County Public Works in 2007. Based on the existing roadway conditions and daily traffic volumes, all roadway segments providing access to the area under normal conditions presently operate at a volume-to-capacity ratio less than 0.60 which is Level of Service A, or well above the acceptable Level of Service standards for Kitsap County roadways.

Table 3.1.2: 2006-7 LOS and V/C Comparison				
Roadway	Average Daily Traffic 2005 Volumes	Capacity : number of vehicles at LOS C	Volume- to- Capacity Ratio	LOS
Highway 308 at SR 3 off ramp (Milepost 0.10)	7,800	29,600 (4 Lanes)	.26	A
Highway 308 after Silverdale Way / Viking Way (Milepost 1.24)	11,000*	29,600 (4/2 Lanes)	.37	A
Highway 308 before Brownsville Highway (Milepost 3.00)	7,000*	14,900 (2 Lanes)	.47	A
Highway 308 after Brownsville Highway (Milepost 3.01)	6,100*	14,900 (2 Lanes)	.41	A
Highway 308 after Naval Base Keyport Exit	n/a (assumed less than 6,100)	14,900 (2 Lanes)	n/a	A (est.)

* Based upon actual 2007 traffic counts & 2005 Annual Traffic Report, WSDOT

Future Conditions

The capacity limits for narrowest portions of Highway 308 traffic concurrency would fall below acceptable levels of service at a capacity of 11,771 vehicles per day. With an accepted average growth rate of 2.2% per year, at the current rates, all roadway segments studied are expected to operate at or above the acceptable Level of Service standards for Keyport area Kitsap County roadways to 2025 and possibly far beyond.

Current Scheduled Improvements

No scheduled improvements are proposed for 2007 in either the Washington State Transportation Improvement Program (STIP) for Highway 308 or 2007 improvements for any Keyport community roads for the Kitsap County Six-Year Transportation Improvement Program (TIP).

3.1.3 Parking

Parking of vehicles in the Keyport community at peak employment or special event occasions is a concern for the community. Parking in Keyport is handled informally, with the majority of on street parking for the commercial district occurring in on the State Highway 308 right-of-way east of Washington Avenue NE.

The majority of public and private parking spaces are located on either side of Washington Avenue NE. The majority of parking providers in Keyport are: the Naval Undersea Museum, Keyport Bible Church, Keyport Continental Motel, the office Building on Poulsbo Avenue, Whiskey Creek Tavern, Keyport Auto Repair, Keyport Post Office, Keyport Mercantile, and the Port of Keyport.

Given the proximity of the Naval Base Keyport, existing public or private parking spaces within the Keyport community are utilized during peak employment hours (weekdays, 9 am to 4 pm) by Naval Base staff and consultants. Providing a consistent and reliable parking solution for day to day needs has been identified as a necessary component to support the revitalization efforts of the Keyport commercial district.



Figure 3.1.3 Keyport Parking in the 1920s.

3.2 Transit

Transit Services

Kitsap Transit is the transit provider for Kitsap County and currently provides worker vanpool and ACCESS services to the Keyport area. The low population of Keyport as an employment center, retail center, or as a residential community limits the availability of transit services enjoyed by more populous, urbanized areas of the County.

Bus Service

The nearest Kitsap Transit main Bus Route is #33 which is a commuter route from the Silverdale Mall transit center to Poulsbo with final service to the Bainbridge Ferry dock and linkages to Seattle at peak commuter times during the morning and evening hours. The Keyport community can access this bus route at an existing bus stop located at the intersection of Highway 308 and Silverdale Way / Viking Way, otherwise known as Keyport Junction. The shuttle route provides a total of

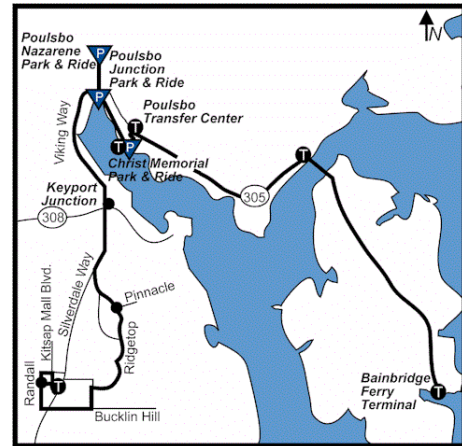


Figure 3.2.1 Kitsap Transit Bus Route #33

16 trips daily between those two stops. Discussions with Kitsap Transit officials have included the possibility of a Park and Ride at the Keyport Junction location to provide further access to these and other transit routes.

Shuttle Route

Presently, Kitsap Transit Shuttle Route #34 provides transit access from the Silverdale Mall transit center to the Bangor Naval Base. The shuttle route provides a total of 16 trips daily between those two stops. Discussions with Kitsap Transit officials have led to the proposal that the Shuttle Route #34 could reduce a possibility of three trips from Bangor and transfer those trips to

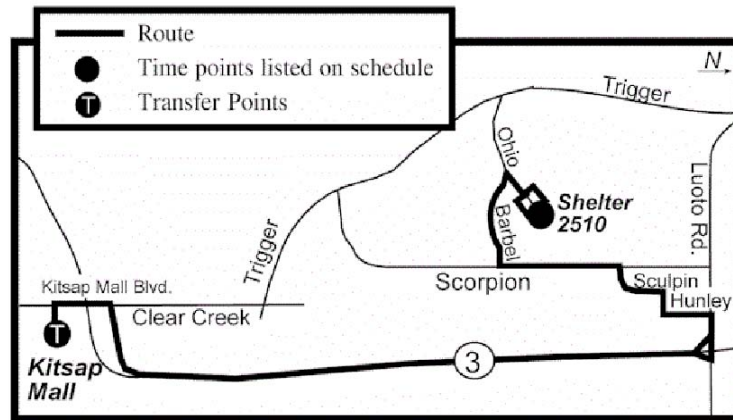


Figure 3.2.2 Kitsap Transit Bus Route #34 Bangor Shuttle

provide three services per day to Keyport.

Van Pool

Kitsap Transit’s fleet of vanpool vehicles are available for groups of five or more. Vanpools provide the flexibility of serving a number of businesses with a number of different pick-up points. Kitsap Transit also serves the disabled or elderly through their ACCESS shuttle program. These shuttles are specially designed for the needs of their clientele providing home to destination service.

Van Link

The Van Link program is designed to provide local social agencies with vans to transport their clients. This program gives the agencies the ability to schedule client outings, work programs, daycare and training as their schedule dictates. The Kitsap Transit Van Link program gives agencies more control over scheduling client outings or work programs. Kitsap Transit has indicated the Van Link program may be a promising solution to serve the Keyport community with alternative transit options while accommodating the limited population of the community.

Park and Ride Lots

Kitsap Transit serves and operates a network of commuter park-and-ride lots throughout Kitsap County and encourages their use to reduce traffic congestion around ferry terminals and major employment sites. Service to Kitsap County's four Washington State Ferry terminals, Kitsap Transit Foot Ferry, Puget Sound Naval Shipyard, Bangor, Keyport and other employment sites is provided by regular routed bus service, and worker/driver buses or vanpools. As an alternative to bus transit, commuters and carpools are encouraged to meet at and utilize the park-and-ride lots. Most of the park-and-ride lots have lights and shelters for passengers waiting for buses; a few have telephones and other user amenities. Many of the lots have specific rules posted as to allowed use and maximum time limits. The nearest park and ride lots serving Keyport are located at 7555 Old Military Road in Bremerton located approximately 6.5 miles to the south of Keyport or the Park and Ride lot at the Poulsbo Junction intersection of Lindvig Way and Viking Way approximately 5.4 miles to the north of Keyport.

The potential for construction of a park and ride lot at Keyport Junction (the intersection of State Route 308 and Silverdale Way) was discussed with representatives of Kitsap Transit. Keyport Junction was identified as a natural crossroads for commuters heading west to Bangor Sub Base, heading north to Poulsbo and Seattle, and for heading south to Bremerton and Port Orchard. It was noted that "the Airporter", the shuttle bus to Sea-Tac Airport, utilizes Keyport Junction as an existing stop.

The transit agency indicated that although the Keyport Junction was not identified as a transportation priority in the six year capital improvement plan, the twenty year plan may explore future improvements for Keyport Junction as the population increases in the area.

3.3 Other Transportation Options

Rail

Historically, the Keyport Naval Base included a narrow gauge rail line and electric locomotive as part of the torpedo storehouse and infrastructure in 1915. The Keyport Station railroad was built to relieve laborers of the tough job of hauling torpedoes from shop to dock with hand-drawn carts. In 1922 an electric car replaced a steam locomotive which had a tendency to throw sparks and set off grass fires. The battery operated electric train had a row of flat cars which went in one side and out the other of buildings such as this which were constructed to accommodate the Station's narrow-gauge railroad hauling torpedoes and freight to and from the piers.

Keyport is presently not served by a public rail line and within the planning horizon, no provisions or plans include installation of a rail line to the Keyport community or to Naval Base Keyport. The Naval Base Keyport narrow gauge rails on have since been paved over with concrete and the locomotive has been removed. The nearest existing rail line to Keyport is the existing Bremerton to Bangor Rail Line owned and operated by the Navy. The existing rail infrastructure is located approximately 5 ½ miles to the south west from Keyport.

Marine

The Keyport community was historically founded based upon Marine transport as the sole means of transportation for people and goods. In the early 1900's the Athalon was run by the Liberty Bay Transportation Company in the Seattle-Poulsbo route. In those days, it was in stiff competition with the Hyak. Every run was a race and the prize, the pick of all the freight and passengers. In 1908, the Kitsap ran from the Colman Dock in Seattle for Suquamish-Lemolo-Poulsbo-Scandia- Pearson-Keyport In 1926, the Kitsap Line ran passenger and freight ferries from Pier 3 in Seattle on the Port Madison-Keyport-Poulsbo route.

Keyport continues to benefit from both excellent public and private access to waterfront facilities that continue to provide the ability to foster marine



Figure 3.3.1 Keyport Station Narrow Gauge Railroad – 1915, 1922, & 2006

transportation as a viable solution for moving goods and services. Presently, the majority of marine transport in Keyport is either for recreation purposes or for the Navy. Keyport is served by private marine transport agencies such as Northwest Electric Boat Rentals and similar services.

Air

Air transport to Keyport is limited with no existing public or private air transport facilities. Keyport is provided with proximity to “the Airporter”, a shuttle bus to Sea-Tac Airport, that utilizes Keyport Junction (the intersection of State Route 308 and Silverdale Way) as an existing stop. Keyport also benefits from the proximity to the Poulsbo Seaplane Base #83Q with water runways in Liberty Bay, Runway 13 and Runway 31 located approximately 1.5 miles to the north west of Keyport. Please refer to Chapter 5.1 *Port of Keyport* for description of existing and proposed Sea Plane public dock facilities. All private docks described in Chapter 5: *Port Improvements & Waterfront Development*, are also viable candidates for potential private Sea Plane waterfront access.



Figure 3.3.2 Mosquito Fleet Ferry, Athalon

Flight restriction zones have been designated in the Washington State Department of Ecology, Central Puget Sound Geographic Response Plan to minimize disturbance to certain wildlife species. An identified location could represent a marine mammal haulout site, a seabird or heron colony, or the individual nest of a sensitive species such as bald eagle. The no-fly bubble is the area within a 1,500 foot radius and below 1,000 feet in altitude around the location.

All aircraft, including those from the government, contractors or media, are expected to avoid these zones when restrictions are in effect. In the event that one of these zones must be entered during a spill response, clearance must be obtained from the Washington Department of Fish and Wildlife (WDF&W) and the United States Fish and Wildlife Service (USFWS), or when marine mammals other than sea otters are concerned, the National Marine Fisheries Service (NMFS). Sea otters are managed by the United States Fish and Wildlife Service.

PORT MADISON FLIGHT RESTRICTION ZONES / SENSITIVE WILDLIFE										1/2		Includes half of the month									
NOAA Chart 18474										Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Code	Location	Seabird Colony	Seabird Conc.	Waterfowl Conc.	Marine Mammal Haulout	Sensitive Nesting Species	Shorebird Conc.	Flight Exclusion													
WC-7	Miller Bay			Yes		Yes		No													
WC-8	Keyport Dock	Yes						No													
WC-9	Keyport					Yes		Yes													
WC-10	Port Madison					Yes		Yes													
WC-16	Dyes Inlet/ Clear Creek			Yes				Yes						1/2			1/2				

* FLIGHT AND GROUND ENTRY RESTRICTIONS

Flights below 1000 feet require clearance: See appendix on Flight Restriction Zones

Sensitive season - Minimize overflight disturbance

Figure 3.3.3 Central Puget Sound General Response Plan: Flight Restriction Zones(Pg 6-6)

3.4 Pedestrian and Non-Motorized Infrastructure & Services

Expanding the pedestrian and non-motorized road network is consistent with the overall Transportation Element Goals of both the Kitsap County Comprehensive Plan and this Community Plan. These goals encourage an integrated multi-modal transportation system and to provide a transportation system that effectively encourages non-motorized modes of travel, including pedestrian and bicycle. Both pedestrian and bicycle facilities should be an integral part of the transportation network, and the provision for these facilities should be incorporated in the transportation improvement program.

Pedestrian and Bicycle Safety

Pedestrian and Bicycle safety is a primary goal for any transportation improvements. The Washington State Department of Transportation evaluated pedestrian and bicycle accidents between 1988-1993 and then again between 1994-1996. Please Refer to Appendix D: Kitsap County Pedestrian / Bicycle Collision Data for complete figures.

During 1988-1993, Kitsap County sustained over 279 total bicycle collisions over the five year study (55.8 per year), with 62 of those occurring on State Highways. Of those collisions, 275 were injuries, and no fatalities occurred during that five year study.

During 1994-1996, Kitsap County sustained over 161 total bicycle collisions over the two year study (80.5 per year), with 37 of those occurring on State Highways. Of those collisions, 154 were injuries, and unfortunately, there were 4 fatalities during that two year study.

During the 1990-1995 study, Kitsap County sustained a total of 354 pedestrian accidents over the five year study (70.5 per year), with 105 of those occurring on State Highways. Of those accidents, 339 were injuries, and unfortunately, there were 15 fatalities during that five year study. Also during 1996, Washington State Department of Transportation analyzed all accidents on State Route 308, which included a total of 9 property damage accidents, 5 injury accidents and no fatalities between Silverdale Way and Keyport.

Significant efforts have been made in Kitsap County to improve pedestrian and bicycle safety since those studies. This plan analyzes the existing pedestrian and bicycle facilities serving the Keyport Community and will propose infrastructure and safety improvements to encourage safe, non-motorized transportation alternatives.

Pedestrian Facilities

The pedestrian facilities in Keyport, including sidewalks, trails and other walking infrastructure are more limited in Keyport than other similar historic communities. The majority of sidewalks in the community are located in the commercial core of Keyport, Washington Avenue NE, with four foot sidewalks on the majority of either side of the street. Washington Avenue has limited street lights and directional or community signage. There is one existing pedestrian cross walk across State Route 308 at Washington Avenue NE (Figure 3.4.2).

Sidewalks also are provided on the north side of NE Pacific Avenue adjacent to the Keyport Community Park. The Naval Undersea Museum has provided five foot width sidewalks from their front entrance to the traffic light located on the edge of State Route 308, but there is no crosswalk or pedestrian button for providing

Going Home? "Slow Down!"



The day is over; you are on your way out the gate, slowly weaving your way through the serpentine at the required 20 miles per hour, then out to the light at the intersection with Keyport Hwy 308.

The light turns green; you turn left, and hit it! Pedal to the metal and you can actually hit 50 mph before you reach the causeway!

The speed limit is 35 mph folks!

Residents of the Keyport community request drivers from NUWC Keyport "Slow Down!" Pedestrians are concerned about potential accidents and their safety on the roadway. The causeway is a favorite place to fish or watch wildlife and many people walk, jog, or ride bikes on this stretch of highway.

A resident's request to reduce the speed limit to 25 mph between the NUWC Keyport Main Gate and Keyport Trace neighborhood (on the left about a quarter mile west of the bridge) has been submitted. The State Patrol will monitor rush hour traffic periodically, but that shouldn't be necessary.

Be a good NUWC Keyport neighbor and obey the speed limit!

Figure 3.4.1 Keyport Undersea Warfare Center News Article.

a safe means for pedestrians to cross from that sidewalk end to the Keyport Saltwater Park.

The remainder of pedestrian routes and walkways within public rights-of-way are either asphalt or gravel shoulders. The shoulders are of ample width on the wider roadways such as NE Pacific Avenue, NE Grandview Boulevard, NE Poulsbo Ave, and NE Harvard Avenue, but are much narrower on streets such as Elwha Terrace NE, Stiles Road, Sunset Avenue NE, Petterson Road NE, and NE Fir Street. The Keyport citizens expressed in public meetings and in the Keyport Online Survey that paved or gravel shoulders were preferable for most of the

residential areas except for Washington Avenue NE and the State Route 308 corridor.



Figure 3.4.2 Washington Avenue NE Crosswalk across State Route 308.

State Route 308 is the sole pedestrian egress path for entry or exit in the Keyport Community. The right-of-way for the Highway 308 corridor is a minimum of 100 foot wide for the entire length within Keyport and across the causeway. The paved surface is on average 30 feet wide with two 12 foot travel lanes with shoulders on either side ranging from approximately 2 feet to 6 feet. At the edge of the shoulders on the upland side of the State Highway 308 are shallow ditches for storm water drainage. Of significant concern to pedestrians and bicyclists are the narrow shoulder widths on the Causeway across Dogfish Bay and the concrete barriers at the edge of those shoulders. The close proximity of the travel lanes and the inability to provide a safe area of pedestrian refuge on the causeway has been of significant concern and has actually contributed to impeding pedestrian and non-motorized travel into and out of Keyport.

Bicycle Facilities

Figure 3.4.4 illustrates the existing Kitsap County bicycle routes serving the Keyport Community planning area. There is one designated bicycle route that would serve Keyport, Bicycle Route #39:

- 39 Bicycle Route 39 travels along State Route 308 from the Naval Base Bangor main gate 3.2 miles to the west of Keyport, and runs south east along Brownsville Highway and Illahee Road to tie into the City of Bremerton in the Mannette neighborhood.



Figure 3.4.3 State Route 308 causeway across Dogfish Bay.

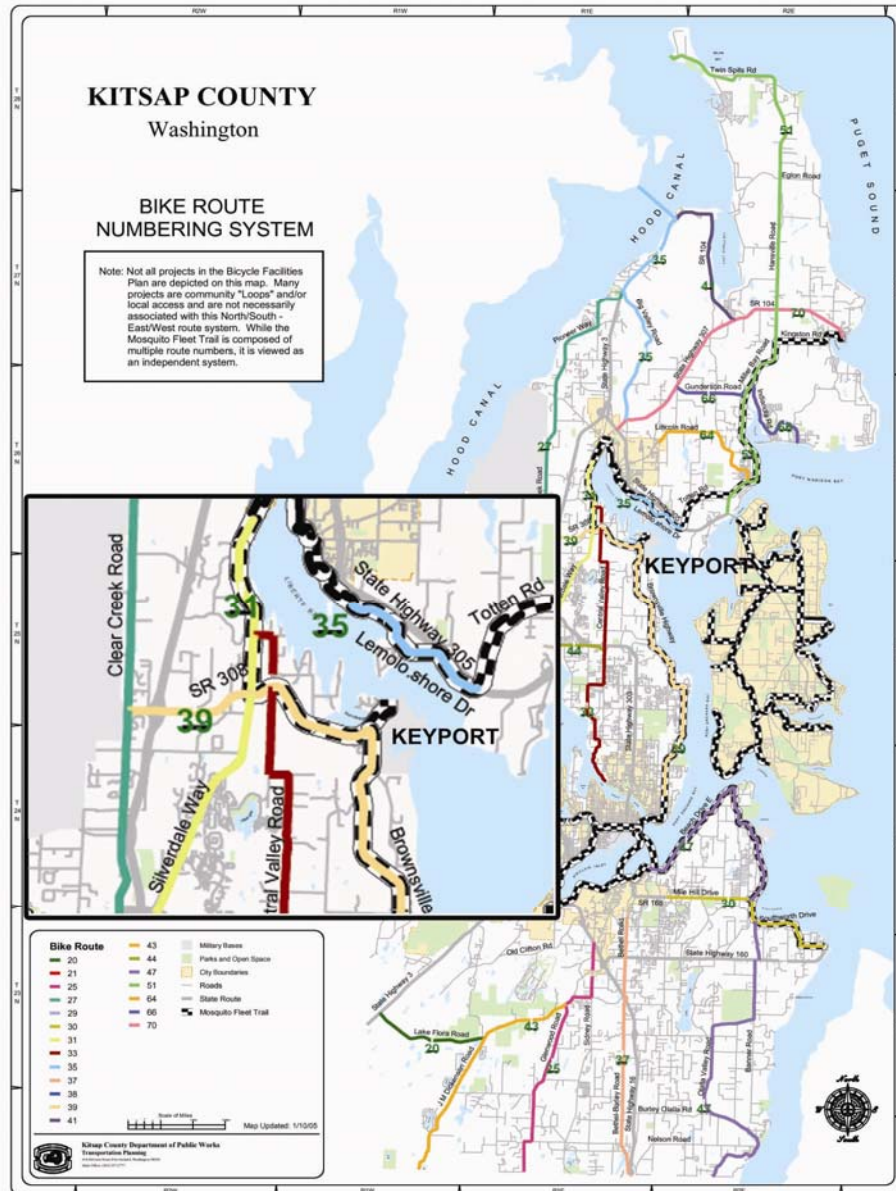


Figure 3.4.4 Keyport Bicycle Routes, Kitsap County Bicycle Facilities Plan, May 2001

Mosquito Fleet Trail

From the very beginning of settlement in the Puget Sound region over 150 years ago, the most efficient and effective way to move from one area to another was by boat. The early settlers depended on water-based transport, small steamers that buzzed around the Puget Sound so quickly and regularly that they came to known as the “Mosquito Fleet.”

Many of the “ports of call” were crude docks that could accommodate a few neighbors if the tide was high, to very formidable docks that could handle freight and an ever-growing number of passengers. Many of these structures are long

gone, but at some sites piling still exist. At other locations replacement docks have been built at their original locations, and some are still functioning today as they did decades ago. These sites are identifiable along the shoreline from Olalla in South Kitsap all the way north to Bainbridge Island . Each has a “history” associated with it, as well as a rich community heritage. This fleet was operational until the middle of the 1900’s when roads and bridges were developed to link communities together. Eventually, larger and faster ferries were brought into service thus eliminating the need for these small vessels and they vanished from our legacy.

The Mosquito Fleet Trail is a proposed Kitsap County public trail designed to connect the historic Mosquito Fleet ferry docks and landing sites while promoting waterfront access, scenic views, and historic landmarks.

Figure 3.4.5 illustrates Keyport’s role as a destination and historic port of call and ferry landing for the Mosquito Fleet Trail.

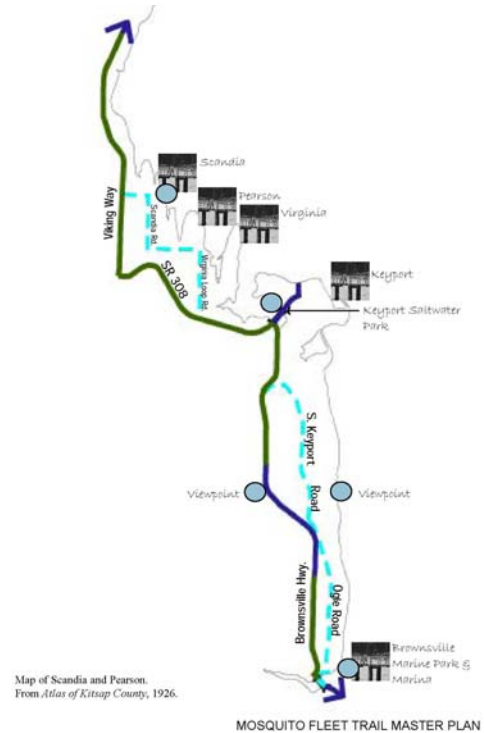
The Mosquito Fleet Trail is intended to primarily serve cyclists and pedestrians and where possible, equestrians as well.

When designing cross section alternatives it was necessary to balance the needs of particular user groups against the constraints of the existing conditions. In addition federal funding sources require that facilities for pedestrians and cyclists meet certain minimum standards. With these considerations in mind, multiple cross section alternatives were considered as described below.

Project 4: Poulsbo to Brownsville



42



Map of Scandia and Pearson. From Atlas of Kitsap County, 1926.

MOSQUITO FLEET TRAIL MASTER PLAN

Figure 3.4.5 Mosquito Fleet Trail Master Plan – Keyport (Page 42)

Mosquito Fleet Trail Plan Proposed Pedestrian Improvements

Various paths, trails, lanes, and segments are proposed for different portions, segments, and terminations of the Mosquito Fleet Trail. The following plan excerpts relating to Keyport transportation infrastructure improvements are from

the Mosquito Fleet Trail Master Plan, and associated Mosquito Fleet Trail documents.

Separated Trails

Separated Trails are proposed in the Mosquito Fleet Trail Plan In areas where the road right-of-way is wide enough, a two-way separated path for shared usage is proposed. As with the off-road trail cross section, surfacing options include asphaltic concrete, Portland cement, gravel, or soft surface. Separated trails are typically preferred by less skilled cyclists, who do not feel comfortable maneuvering along traffic or in narrow, dangerous conditions such as crossing the SR 308 causeway. Often bicycle commuters and more skilled cyclists prefer to use on-road bicycle facilities due to the predictability of traffic and the desire to ride at higher speeds. For this reason, the separated trail cross section includes the provision of paved shoulders alongside the roadway.

Roadways are rarely located in the center of road right-of-way. Without a survey of the corridor, it is difficult to determine in the field how much right-of-way is available on either side of the roadway. In some instances, accommodating a separated trail could involve shifting the road centerline to one side or the other. To maximize the waterfront experience, a separated trail is preferred on the waterside of the roadway where the corridor is adjacent to the shoreline.

Separated Paths

Separated paths are two-way facilities for shared use by bicyclists and pedestrians, and if desired, equestrians as well. The recommended width for a 2-way multi-use path is 10 feet for areas of anticipated low usage and 12 feet for areas of high volume usage. The recommended spacing between the road edge and the edge of path is 5 feet (6 feet is preferred). Planting in the separation should be selected for its appropriateness within the local landscape, using native species as much as possible, and should not interfere with sight distance and visibility. A paved surface (asphaltic concrete or Portland cement) is recommended for both reasons of durability and to accommodate road bikes. If equestrian use is expected, an adjacent soft surface is preferred. Refer to the Kitsap County Bicycle Facilities Plan (December 2000) for specific design guidelines on separated pathways.

A separated path should not replace on-road bicycle facilities. Portions of the trail corridor that have a separated path, should include either bicycle lanes (4 to 5 feet) or paved shoulders (2 to 4 feet) along the roadway.

Bicycle Lanes

The bicycle lanes cross section accommodates cyclists in a designated striped lane and pedestrians either in the shoulder or on a sidewalk in the case of a

curbed roadway. For reasons of safety, bicycle lanes are always one-way facilities traveling in the direction of traffic designated for exclusive use by bicyclists. For safety reasons, bicycle lanes are designated for exclusive use by bicyclists and should not be used by pedestrians. Pedestrians should be provided with sidewalks in urban areas. Along rural roads and in less developed areas, pedestrians should be provided with a 3' gravel or paved shoulder outside the bicycle lane. On one-way streets the bicycle lane should be located on the right hand side of the roadway. Refer to the Kitsap County Bicycle Facilities Plan (December 2000) for more detailed information on the design of bicycle lanes.

For Bicyclists and Pedestrians, incorporate recommendations of the Mosquito Fleet Trail Master Plan, including:

- Providing off-road routes or separated trails within the ROW, wherever possible, especially across the SR 308 causeway in coordination with WSDOT.
- Providing signed bike lanes, paved shoulders or widened curb lanes for bicycle commuters and faster cyclists.
- Minimizing street crossings for bike/pedestrian paths.
- Creating a minimum 5'-wide planting area between separated trails and roadway.
- Provide alternate signed routes for bicyclists, to lessen conflicts and make accessible greater scenic variety.
- Establish a "Share the Road" campaign that educates residents, visitors, bus drivers and others about bicyclists using the roadway.
- Provide signage with area maps and location finders

Mosquito Fleet Trail Improvements For Pedestrians:

- Provide sensible, accessible connections to area trails
- Provide direct and accessible connections to local destinations (schools, parks, retail)
- Provide smooth transitions from pedestrian trails to local sidewalks

Mosquito Fleet Trail Improvements for Cars:

- Provide nighttime lighting and/or reflective surfaces along the travel route
- Provide gently sloping shoulders or widened curb lanes, where possible, along the route.
- Provide well- and consistently-signed directional routing at intersections and area attractions.
- Evaluate design speeds of roadways for consistency.
- Develop recommendations for making design speeds more uniform along any given roadway.
- Develop traffic-calming measures where appropriate, including:
 1. At entries to urban areas
 2. At entries/proximity to residential neighborhoods
 3. Along county roads with fast-moving traffic
 4. Where design speeds and/or route direction dramatically shift

3.5 Transportation Goals & Policies

Goal 9 Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.

Policy Key-13 All future Washington State Route 308 Improvements, are encouraged to include separated, continuous, 5-foot paved bicycle / pathways for pedestrian use. These walkways shall be coordinated with the Mosquito Fleet Trail Plan as necessary.

Policy Key-14 Developments abutting County rights-of-way within the Keyport Village Commercial zone shall require sidewalk construction.

Policy Key-15 The County shall facilitate the development of the Mosquito Fleet Trail improvements within the Keyport Village Boundary.

Policy Key-16 Transit travel should be facilitated in all ways reasonable. Encourage the expansion of Kitsap Transit's shuttle route #34 to provide a base level of trip frequency within the Keyport Village Boundary.

Goal 10 Provide the citizens the opportunity to participate in the development of transportation planning policy.

Policy Key-17 Encourage Keyport participation by citizens, organizations or individuals, in County and State transportation planning efforts within or adjacent to the Keyport Village.

Goal 11 Reduce accidents and potential accidents by providing a safe transportation system through good design practices.

Policy Key-18 Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements during the transportation planning process.

Goal 12 Minimize negative environmental impacts by the transportation system.

Policy Key-19 Maintain environmental standards and mitigation requirements that are the same or higher than those placed upon the private sector, especially adjacent to or upstream from salt-water marine environments.

3.6 Transportation Key Projects

1. Mosquito Fleet Trail Segment – Keyport:

Completion of the Keyport segment of the Mosquito Fleet Trail has been identified as a Key Project by the community and should be considered the primary focus for transportation infrastructure improvements in the Keyport. Primary components of the Mosquito Fleet Trail include the blind curve along State Route 308 after the Keyport Trace Intersection, a separated pedestrian connection or pedestrian bridge across Dogfish Bay, and pedestrian improvements including cross walks and pedestrian signal lights along State Route 308 from the main entrance of the Keyport Naval Station to the pedestrian sidewalks on Washington Avenue NE.

2. Traffic Calming through special treatment for Keyport Town Square (Intersection of State Route 308 & Washington Ave NE).

Coordination with WSDOT and inclusion of traffic calming (specialized paving, raised table, signage, and pedestrian safety improvements) for the Keyport Town Square at the intersection of State Route 308 and Washington Avenue NE has been identified by the community as a Key Project. This would include specific identification of the State Route 308 and Washington Avenue NE intersection as the cultural focal point and geographic and commercial center of the Keyport community. The traffic calming elements of the proposal would address the pedestrian risks from vehicular speeds through the uncontrolled intersection.

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CHAPTER 4: PUBLIC FACILITIES & INFRASTRUCTURE

This chapter describes existing Keyport specific public facilities and infrastructure as they related to Keyport goals, policies, and projects. The following components are intended as a component of the Keyport Community plan and are referenced in further detail in the Kitsap County Capital Facilities Element adopted in December 11, 2006.

4.1 Naval and other Federal Facilities

Keyport Naval Undersea Warfare Center has a proud history and tradition of dedicated technical expertise in the unique world of undersea warfare. The Naval Undersea Warfare Engineering Center at Keyport is the second oldest of the county's military installations and was constructed in 1910 and activated in 1914 with a total appropriation of \$145,000. Today, the base has approximately

4,400 military and civilian personnel (300 military personnel, 3,300 federal civilian employees, and 800 private contractors).

Since 1914, Keyport has existed by federal authority to serve the public trust by providing Test, Training, and Evaluation services; Life-cycle support; and maintenance of Fleet Material Readiness. The Division operates and maintains unique national assets in the precision ranges and in the technologically unique maintenance and repair facilities. Established in the 1950's, the ranges were the first three dimensional underwater tracking ranges in the world.

Keyport's Naval Undersea Warfare Station Vision is to be the Center for:

- Integrated Undersea Warfare Systems Dependability
- Integrated Mine and Undersea Warfare Supportability
- Undersea Vehicle Maintenance and Engineering

Keyport's Naval Undersea Warfare Station Facilities

Keyport Naval Undersea Warfare Station's facility covers 243 acres with more than 160,000 square feet of industrial shops. Additional buildings include administrative offices, officer's quarters, and Keyport's major tourist facility, the Naval Undersea Museum. The base sports a boat launch, a large picnic area on a lagoon, and a number of hiking trails on "Radio Hill" used by employees during lunch breaks. The Keyport Naval Undersea Warfare Station also has two piers, designated as Pier 1 and Pier 2. Pier 1 has a moorage length of 495 ft, a width of 76 ft, and an alongside depth of 21 ft. Pier 2 has a moorage length of 950 ft, a width of 48 ft, and an alongside depth of 19 ft.

Keyport Post Office

The post office is conveniently located in downtown Keyport at 1998 State Highway 308 NE. The building has been at its current location since 1968. The post office offers postal boxes, mailing, package materials, and stamps. Peak hours tend to be around mid-morning and in the evening when most users return from work. No expansion or renovations are planned; however, users have stated the preference for an additional access. If an additional access were provided, a drive through mail drop could be provided, allowing for a smoother traffic flow during peak hours.

4.2 Sewer Collection & Treatment

The Keyport community lies within the Central Kitsap wastewater collection and conveyance system service area. The Central Kitsap collection and conveyance system delivers wastewater to the Central Kitsap Wastewater Treatment Plant (CKWWTP) through a system of over 100 miles of collector pipes, 44 pump stations, and over 35 miles of force main or gravity interceptors. The contributing

flows are conveyed to the treatment plant via two main interceptors, one from northern portions of the service area and one from the south. Wastewater treatment is provided at the Central Kitsap Wastewater Treatment Plant which is a regional facility designed to serve the central area of Kitsap County. The facility began operating in 1979 as a conventional activated sludge - secondary treatment facility. The treatment plant provides sewage service for the cities of Silverdale, Keyport, and Poulsbo, the Central Kitsap area, the Naval Submarine Base Bangor, and the Naval Undersea Warfare Engineering Station at Keyport.

The effluent from the Central Kitsap Treatment Plant is discharged to Port Orchard Bay, Puget Sound. The effluent is discharged approximately 3,200 feet offshore at a depth of 46 feet below mean low water.

Central Kitsap Wastewater Treatment Plant Key Facts:

- Treated 1.3 billion gallons of wastewater in 2005
- The average daily flow in 2005 was 3.5 million gallons of wastewater.
- Removed 93 percent of the suspended solids and 96 percent of the Biochemical Oxygen Demand (BOD) before discharging the effluent into Puget Sound.
- 815 dry tons of Biosolids were transported to Southwestern Washington for composting.
- Capacity average flow for the maximum month: 6.0 million gallons per day

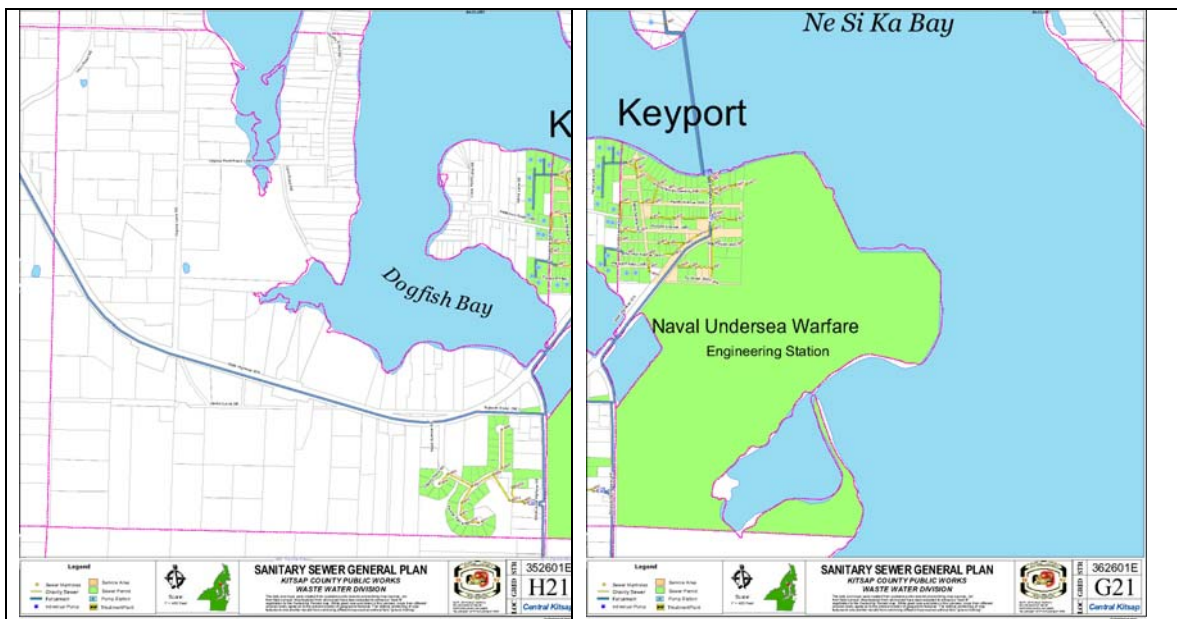


Figure 4.2.1 Keyport existing wastewater infrastructure.

Table 4.2.1. Central Kitsap Wastewater Treatment Plant Capacity Calculations		
	Average Gallons Per day	Population**
Existing Plant Capacity	6 million gallons per day	24,000 ERUs or 60,000 people
Existing Average volume	3.5 million gallons per day	14,000 ERUs or 35,000 people
Excess Capacity	2.5 million gallons per day	10,000 ERUs or 25,000 people
Total Future anticipated Keyport Population for 2025: 224 ERUs or 560 people		

* Population calculated by multiplying ERU's by the Kitsap County's average household size (2.5).

** Assumes Keyport average of 100 GPD per person.

This capacity calculations and above table concludes that even if every lot allowed under this Plan was developed and each was connected to the current sewer plant for the 224 proposed connections, it would result in little more than 2 percent of total excess available sewer capacity and 0.9 percent of total capacity. No expansion of the existing sewer treatment plant or any other capital improvements would be necessary.

Any new distribution lines would need to be funded through mechanisms such as a Port of Keyport funded project, developer extensions, or formation of a Local Improvement Districts (LID's). A LID requires petition signatures representing ownership of more than 51% of the land area within the boundary of the proposed LID. If a LID petition successfully passes, only those residents within the LID boundary would be assessed the new sewer costs.

4.3 Water Systems

Keyport is served by the Kitsap Public Utility District (KPUD or District), a municipal corporation in Washington State with incorporated boundaries the same as Kitsap County. The District is governed by an elected board of commissioners. The district's purpose is to preserve and protect the water resources of Kitsap County for the benefit of the people, and to supply public utility service. The district office is located at 1431 Finn Hill Road, in Poulsbo, Phone 360-779-7656.

As an operation of the water division and some level of services to tens of thousands of county residents, KPUD provides ongoing community and technical reports of our extensive water resource monitoring system, area specific weather and evapotranspiration (ET) data monitoring, broad based community water conservation education, and water reuse planning. Kitsap Public Utility District was designated lead agency for development of the county Coordinated Water System Plan and the county Ground Water Management Plan. In the process, KPUD initiated a comprehensive, county-wide water resource monitoring program which includes well water levels, rainfall, stream flow and Well Identification Number program.

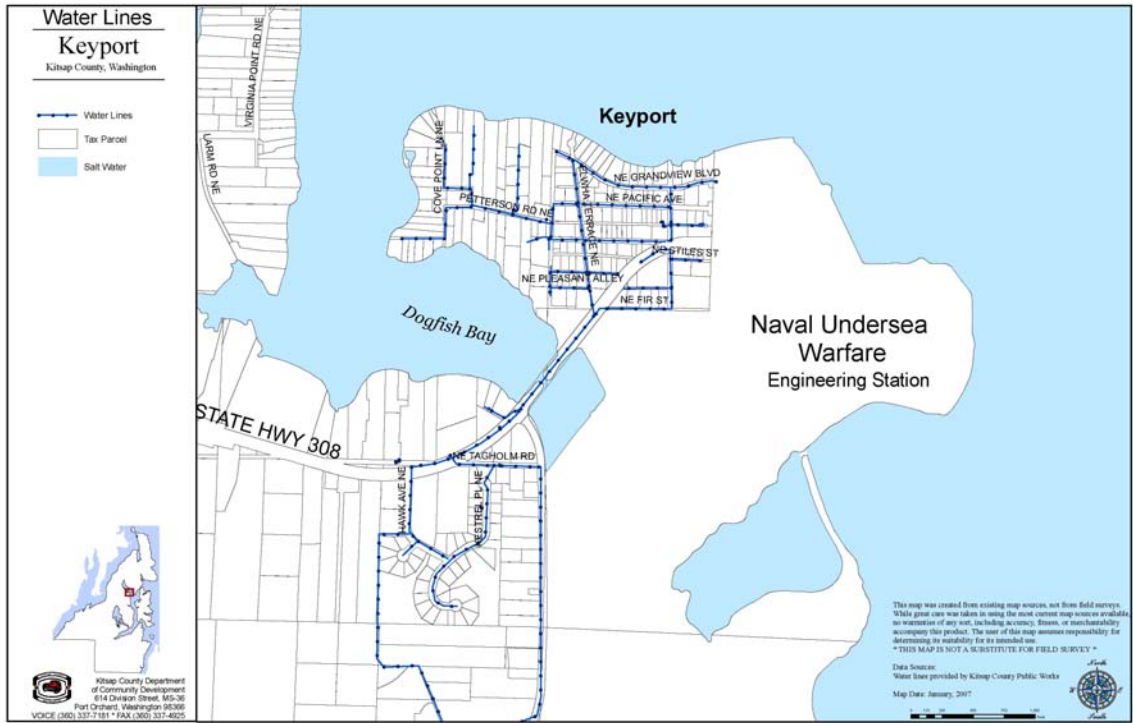


Figure 4.3.1 Keyport Water Lines.

Information from this section was compiled from Kitsap County’s Consolidated Water Plan dated May 9, 2005. Two Class A water systems exist in the Keyport Community, the Keyport Water System and the Naval Undersea Warfare Center at Keyport system. The two systems are connected with a metered 8 inch emergency intertie connection. The Keyport Water System (Public Water System ID# 38550J) includes capacity for 827 approved connections, with 386 connections existing; a source capacity of 600 gallons per minute and a storage capacity of 400,000 gallons. The Naval Undersea Warfare Center at Keyport water system (Public Water System ID# 90520E) includes 186 existing connections, a source capacity of 1,000 gallons per minute and a storage capacity of 600,000 gallons.

4.4 Surface & Storm Water Management

Storm water facilities are a tool to help minimize the impact of development on the quantity and the quality of water running off a site. The detention systems are designed to allow the water to run off the site at the same rate as it did before the property was cleared and developed. All storm water system required by Kitsap County Code Title 12 on property in the Keyport community are submitted to the County and approved before construction. Many sites are inspected during construction and most sites—whether they are maintained privately by the property owner or publicly by the County—are inspected periodically as part of a preventative maintenance program. Proper maintenance and regular inspection

of storm drainage facilities can reduce flooding and improve water quality in local streams.

Storm water facilities are engineered facilities that are designed to convey storm runoff, remove pollutants and control flow rates. These facilities include pipes, ditches, swales, filters, ponds, underground tanks and vaults. These systems are specifically designed to capture, treat, store, and then slowly release storm water runoff downstream or into the ground.

Keyport presently has a limited storm drainage system that is primarily centered around flows to the north via Washington Avenue NE and flows to the south via Highway 308. Figure 4.4.1 illustrates the location and type of existing stormwater facilities throughout Keyport.

The stormwater infrastructure in the north portion of the Keyport peninsula includes a drainage ditch along the south edge of NE Grandview Ave, a collection pipe system along NE Pacific Avenue, and a collection pipe system along the east side of NE Poulsbo Avenue, that all feed into a stormwater collection pipe system along Washington Avenue NE that outfalls near the Port of Keyport docks into Liberty Bay / Ne Si Ka Bay.

The stormwater infrastructure in the south portion of the Keyport peninsula includes a commercial pipe collection system along Poulsbo Avenue NE, a ditch along NE Stiles Road, a ditch along the southwestern portion of Washington Avenue NE, a collection pipe along the southeastern portion of Washington Avenue NE, and a ditch along the north edge of NE Harvard Avenue, that all feed into a stormwater collection system along Highway 308 that outfalls near the Naval Base Keyport entrance on the eastern edge of the Highway 308 causeway.

Additional stormwater infrastructure in the Keyport include a drainage ditch along Sunset Avenue NE that discharges into Keyport Saltwater Park and an isolated stormwater collection vault that collects on the west portion of NE Petterson Road.

The stormwater facilities often discharge through outfall or sheet flow directly into adjacent water bodies. Keyport is a community that is surrounded by water bodies that receive stormwater discharge, including Dogfish Bay, Liberty Bay, Ni Se Ka Bay, and the Port Orchard Channel. Table 4.4.1 below identifies these outfalls in the Keyport general area.



Figure 4.4.1 Keport Stormwater Facilities

The Kitsap County Health District issues Ongoing Warning Advisories for areas that periodically experience high levels of non-point pollution. Non-point pollution includes pollutants such as sewage, oil, and chemicals that run off the land into marine waters during periods of heavy rain. Consuming shellfish during these

periods may pose a threat to human health. However, it is difficult to predict when these periods might occur. A result of this non-point pollution that may impact Keyport, the Health District often advises against harvesting shellfish Liberty Bay near Poulsbo due to the uncertainties in these heavy rain incidents.

Designation of Keyport as a critical drainage area as defined by Kitsap County Code chapter 12. Section 28 would allow additional mitigation measures to be applied to Keyport to address some of the community’s specific stormwater and drainage issues.

KCC Chapter 12.28 Critical Drainage Areas

12.28.010 Special Drainage Improvements

In order to mitigate or eliminate potential drainage-related impacts on critical drainage areas, the director may require drainage improvements in excess of those required in other sections of this title.

(Ord. 199 (1996) § 9.10, 1996)

Outfall Number	Type of Infrastructure	Location
Washington Avenue Outfall	6 – 12 inch pipe	North terminus of Washington Avenue into Liberty Bay / Ne Si Ka Bay
LMK 257	6 – 12 inch pipe	Brownsville Highway into Dogfish Bay.
LMK 258	Greater than 12 inch pipe	Highway 308 causeway into Dogfish Bay (North)
LMK 259	6 – 12 inch pipe and greater than 12 inch pipe	Highway 308 causeway into Dogfish Bay (middle and South)
LMK 260	Stream or Seep/Stream	Into Dogfish Bay
LMK 261	Stream or Seep/Stream	Into Dogfish Bay
LMK 263	6 – 12 inch pipe and Stream or Seep Stream	From Virginia Point Road into Dogfish Bay
LMK 1034	Greater than 12 inch pipe	South Keyport Road into South Slough and Port Orchard Inlet.

Table 4.4.1 Keyport general area existing Marine Storm water Outfalls.

4.5 Electrical and Natural Gas Service

Electrical Service is provided to the Keyport community by Puget Sound Energy. Puget Sound Energy maintains a balanced power-supply portfolio containing a diversified mix of cost-effective resources with approximately one-third of the electricity PSE customers use comes from the utility's own power plants. Together, these plants have more than 1,800 megawatts of power-generating

capacity. The major electrical infrastructure serving Keyport includes the electrical sub-station south of Highway 308, the electrical Sub-station serving the Naval Undersea Warfare Center, and the electrical transmission lines to Poulsbo across Liberty Bay, located at the northern terminus of Elwha Terrace Road.

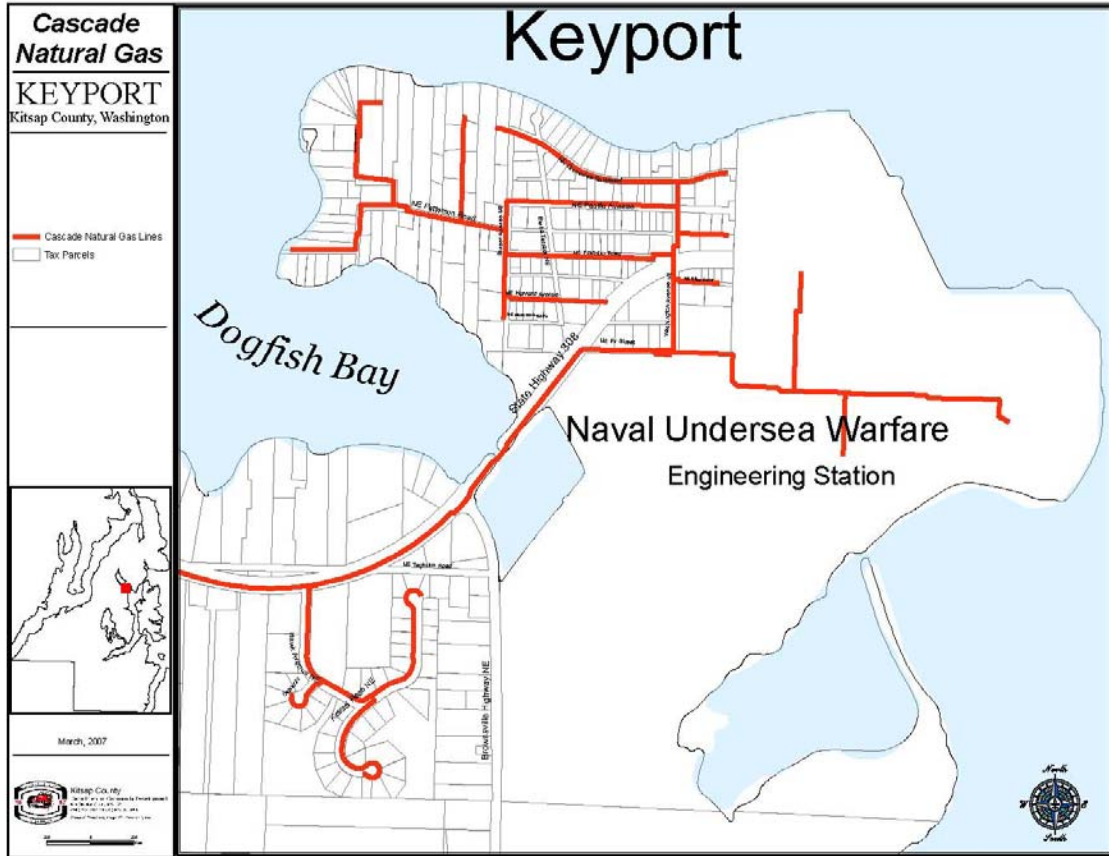


Figure 4.5.2 Keyport Natural Gas Lines

Natural Gas Service is provided to Keyport by Cascade Natural Gas, with a service center located approximately 13 miles southwest at 6313 Kitsap Way in Bremerton.

4.6 Fire Protection & Emergency Medical Services:

The Keyport community lies within the Poulsbo Fire Department district with the nearest service provided by Station #73. Station 73 is located in the downtown core of the Keyport Community at 1863 NE Pacific Avenue, Keyport, Washington 98345. Phone: 360-779-3456



Figure 4.6.1 Keyport Fire Station #73

Station 73 (Keyport Fire Station) was established in 1944 as Kitsap County Fire District 3 (KCFD 3) and merged with Kitsap county fire District 18 and the Poulsbo Fire Department in 1988. It is an unstaffed station and relies on an approximately 10 to 12-person volunteer crew who respond from home on an on call basis when alerted by the county's 911 system. Station 73 has three bays, a small office and kitchen. The station hosts the community's annual 4th of July pancake breakfast every year.

Engine 73 (#0108)

Year: 1996
 Make: E-One
 Model: Cyclone Engine: Cummins 8.3 L Diesel
 Pump: 1,250 GPM Hale
 Tank: 500 Gallons
 Color: Red & White



Aid Car 73 (#0307)

Year: 1991
 Make: Lifeline
 Model: Modular Type III
 Engine: 7.3 L Diesel
 Color: Neon Green & White



Brush Unit 73

Year: 1996
 Make: Ford
 Model: F-350
 Type 6 Wildland Engine*
 Pump: 150 GPM
 Tank: 240 Gallons
 15 Gallons of Class A Foam
 Color: Red & Silver
 *Co-op loan from Washington State Department of Natural Resources



Figure 4.6.2 Keyport Fire Station #73 equipment as of May 2007.

The Keyport community benefits from the nearby emergency medical services located at Harrison Hospital in Silverdale, approximately 7 miles to the southwest. The Harrison Hospital Silverdale campus, which opened in 2000 at the corner of Myhre Road and Ridgetop Boulevard offers 24/7 emergency care, Mother/baby care, outpatient surgery; rehabilitation services, and, advanced imaging services—including an open MRI—combined with a large array of physicians' offices complement patient care all located at this award-winning facility.

4.7 Law Enforcement

The Keyport community is served by the Kitsap County Sheriff's Office which provides police protection services through its Patrol, Detective and Support Services, and Correction Facilities Divisions. Kitsap County Law Enforcement Facilities serving Keyport include the Kitsap County sheriff's office located at 3951 Randall Way, located approximately 6 miles Southwest in Silverdale and the Kitsap County District Courts located in both Poulsbo and Silverdale.

Patrol Division. The Patrol Division provides 24-hour coverage and responds to calls for service, patrols neighborhoods and marine waters, enforces traffic laws, assures security in schools, coordinates search and rescue efforts, and trains new officers and volunteers to assist deputies with law enforcement duties.



Figure 4.7.1 Kitsap County Marine Unit Safe Boat

Detective and Support Services Division. Detectives in the Kitsap County Sheriff's Office investigate both crimes against persons such as homicide, rape, robbery and assault; and property crimes, such as fraud, identity theft, and computer crimes. The Support Services Division serves and processes court

papers, complaints, and reports, performs dispatch and reception duties, and orders, receives, and distributes equipment used by the Patrol Division, the Detective Division, and Court Security. .

Corrections Division. The mission of the Corrections Division is to manage a safe and humane environment for persons who have been charged with and/or convicted of criminal or civil offenses. The corrections facility offers a variety of inmate programs and correctional options, including Work Release, Community Inmate Worker Road Crew, Electronic Monitoring, Special Detention, and AmeriCorps.

4.8 Public Education & Library Services

The Keyport community primary education services are provided by North Kitsap School District, within the Pearson School Sub-District. The district covers 110 square miles, serves approximately 7000 students, and facilities include elementary schools (K-6), Two junior high schools (7-9), and Two high schools (10-12). Additionally, the North Kitsap School District includes a Spectrum Community School (alternative high school), the West Sound Vocational Skills Center offering career & technical education and the Marine Science Center programs.

Students from Keyport typically attend Hilder Pearson Elementary School on Central Valley Road, with upper grades at Poulsbo Middle School, and North Kitsap High School, located in Poulsbo. Transportation bus services for students are provided on a limited basis. School buildings also provide space throughout the year for community meetings, extra curricular activities, and special events. Community youth and athletic organizations also use school athletic fields and gymnasiums. Local higher education is provided mainly by Olympic College, with campuses in Bremerton and Poulsbo, and by a number of private colleges and schools in the district.

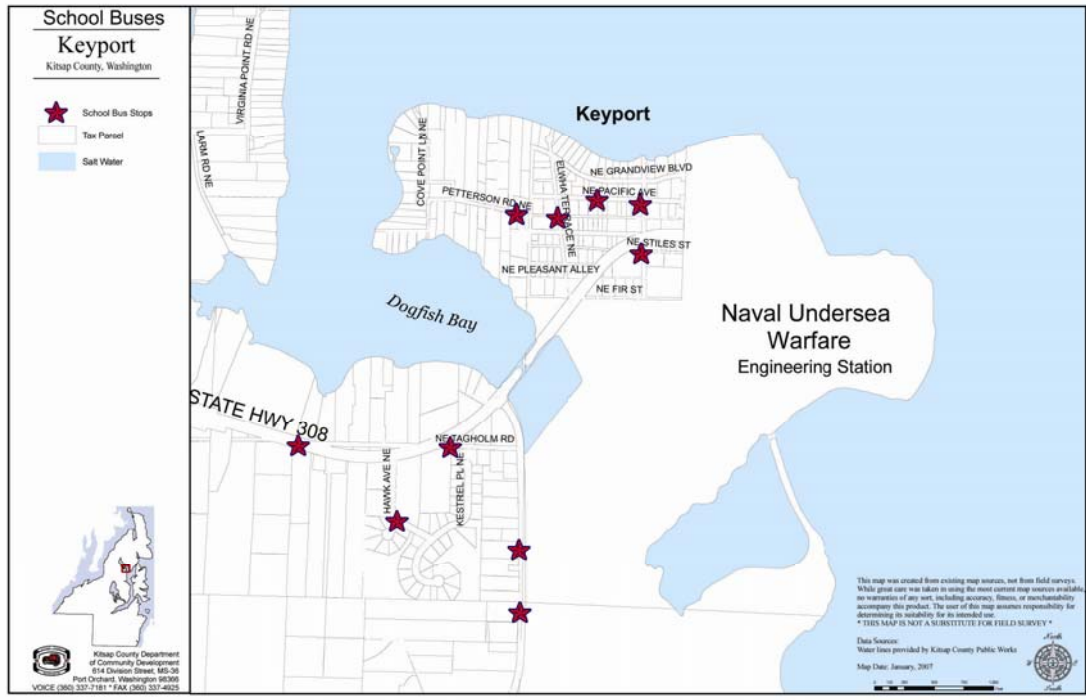


Figure 4.8.1 School Bus Stops in Keyport.

Library service is provided by Kitsap Regional Library at either the Poulsbo Library, located at 700 NE Lincoln Street, or the Silverdale Library located at 3450 NW Carlton in Silverdale. Both libraries have weekday hours beginning at 10 am and closing at either 6 pm or 8 pm, and with reduced hours on weekends. Additionally Kitsap Regional Library sponsors a Bookmobile throughout the rural communities of Kitsap County, but does not presently serve Keyport.

4.9 Solid Waste Disposal

Keyport solid waste disposal is managed by Waste Management. Waste Management offers residential, apartment, and condominium curbside services including garbage, recycling and yard waste collection for Keyport residents. Waste Management also provides commercial, industrial, construction, and demolition dumpster collection.

The nearest recycling centers for the Keyport community would be either the Silverdale solid waste drop box facility located approximately 10 miles to the Southwest at 8843 NW Dickey Road or the Poulsbo solid waste drop box facility located at 21868 NW Viking Way also approximately 10 miles away. The transfer facility handles recycling, sharps disposal, batteries, antifreeze, uncontaminated motor oil, Garbage, yard debris, and appliances. Additionally,

the Submarine Base Bangor Recycle Center is also available for Military personnel use.

4.10 Public Facilities and Infrastructure Goals and Policies

Goal 13 Encourage expansion of the existing sewer distribution system to all properties within the Keyport Limited Area of More Intense Rural Development boundary.

Policy Key-20 Encourage all new construction and remodel projects involving an increase in sewage beyond the existing capacity of the septic system to connect to sewer if within 200 feet of an existing line.

Policy Key-21 Immediately respond to all failed septic systems by notifying proper jurisdictional authority (Kitsap County Health District).

Policy Key-22 Encourage property owners on shorelines or near other critical areas to connect to the sewer system.

Policy Key-23 Create a Local Improvement District for properties west of Sunset Avenue.

Goal 14 Encourage enhanced Library Services in Keyport.

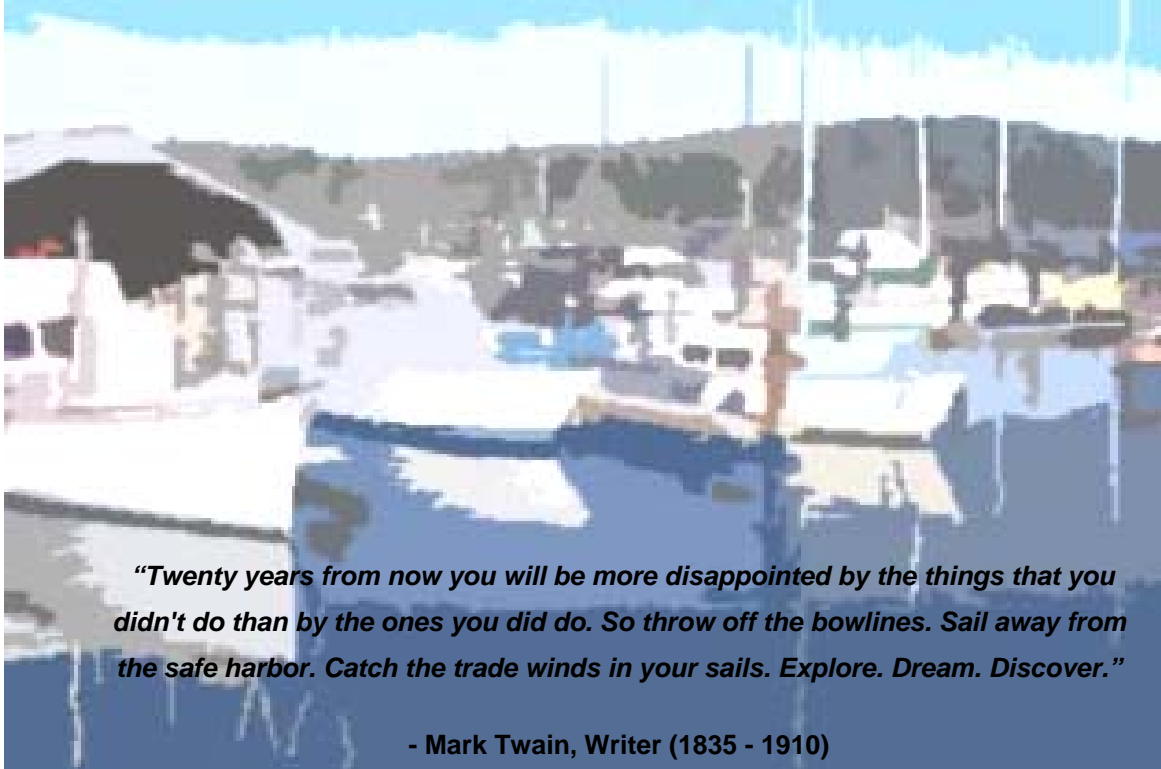
Policy Key-24 Encourage regular service of the Kitsap Regional Library Bookmobile within Keyport.

4.11 Public Facilities and Infrastructure Key Projects

Sewer Improvement District

Facilitate the creation of a Sewer Improvement District utilizing the Port of Keyport as the main organizing entity and working in conjunction with Kitsap County Public Works Department. The Port, with assistance from Kitsap County Public Works would create a minimum of two alternatives for providing sewer to parcels west of Sunset Avenue NE and a pricing structure for both proposals.

One proposal would include a centralized public pump station at the lowest point near Petterson Drive or Cove Point Lane and the second proposal would estimate individual grinder pump systems for each development that could tie into a centralized conduit or pipe within the Petterson Road right-of-way that could eventually accommodate sewerage of the all parcels west of Sunset Avenue. Funding may be implemented independently by a vote of the Port Commissioners, a vote of the entire Port District as component of a larger port improvement project, or a private Local Improvement District.



CHAPTER 5: PORT IMPROVEMENTS & WATERFRONT DEVELOPMENT

Liberty Bay is popular with boaters for both geographic and economic reasons. The bay is small enough to be protected from storms, but is big enough to accommodate boats as large as 100 feet. Poulsbo and Liberty Bay waterfront is an attractive destination for recreational boaters from the major urban centers of Puget Sound and their visits are a significant contribution to tourism in Poulsbo. As the gateway to Liberty Bay, the Port of Keyport is the primary waterfront access to Liberty Bay and to other marine destinations. Of the total five marinas in Liberty Bay, Keyport

hosts two of those with the Port of Keyport and the marina at Keyport Marine Services. Additionally, numerous private docks, floats,

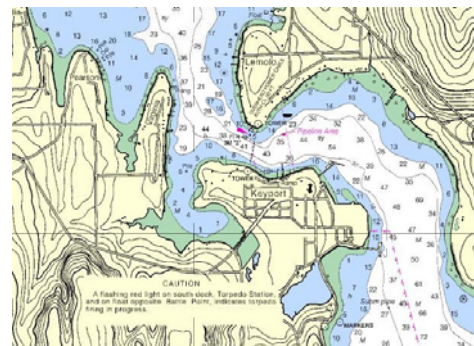


Figure 5.1.1 Keyport Nautical Chart (NOAA Chart#18446)

and mooring buoys provide private boating, recreation, and waterfront access for Keyport residents.

5.1 Port of Keyport

History

The history of the port of Keyport begins with the Mosquito Fleet. The very earliest steamers had no docks in Keyport for dropping off supplies and visitors. The sound of three whistles set the rowboats in motion as residents hurried out to their floats to see what the ship had left for them. The siting of the Keyport community dock, similar to most Mosquito Fleet docks past and present, are in gently sloping areas that provide easier access to the shoreline. Steep and wooded natural ravines commonly bisected the shoreline between dock locations often separating communities from land connections resulting in these dock sites frequently being the only established travel connections for the communities and immediate areas. The golden years of the Mosquito Fleet lasted from the 1880s to the early 1920s. Over the years, some 2,500 individual steamers were part of the Mosquito Fleet. Each community, no matter how small, depended on the steamers for their link to the greater community.



Figure 5.1.2 Mosquito Fleet Steamer Hyak at Keyport.

The very first residents of Keyport did not have access to docks. The settlers established a farming community and in 1896, they named the waterfront community Keyport. The Keyport general store, built in 1903 was located on the tip of the peninsula at the present site of the Naval Undersea Warfare Center and provided



Figure 5.1.3 Original Keyport Store & Community Dock.

a dock for all residents to use. The general store, now known as the Keyport Mercantile, due to the installation of the Naval facilities, was relocated to its present site on Washington Avenue with the 1914 platting of the town of Keyport. The Port of Keyport port district was established, and a dock and warehouses were built next to the relocated general store to serve as a landing for the Mosquito Fleet.

Existing Facilities

The Port of Keyport existing facilities include 29 Permanent Moorage slips and transient moorage slip. No covered moorage or live aboard slips are provided. Public restrooms area available and dockside infrastructure includes drinking water, and electrical hookups. Pedestrian improvements include picnic tables.



Figure 5.1.4 Existing Port of Keyport & boat ramp.

1

The port of Keyport also provides a 12 foot wide concrete boat launch ramp and loading float. The boat ramp current condition includes a moderate grade to water with the traction somewhat hindered by algae growing on the ramp surface. The concrete presently is uneven and breaking up at the end of the ramp and the asphalt approach is crumbling on the left side. Additionally, three striped trailer parking spaces are provided on Washington Avenue. Facilities that are available at similar marinas that are not available at the Port of Keyport include a boat hoist, pump out stations or Sanitary Dump, Fuel Station or fueling facilities, shower facilities, or laundry.

Proposed Port of Keyport Improvements

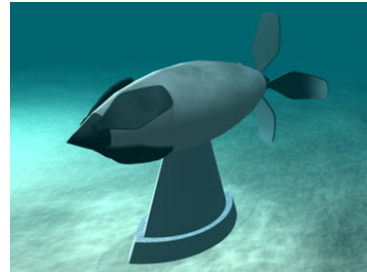
Proposed improvements to the Port of Keyport include the potential improvement of the boat ramp, pedestrian improvements, a breakwater/finger pier, addition of transient slips, addition of public dock access for marine transit, water taxi and/or seaplanes. A primary economic opportunity for Keyport may lie with water borne tourism and infrastructure to attract increased water dependent tourism and transit and the possibility to capture overflow facilities from the Poulsbo moorage facilities which operate at near capacity throughout the boating season. Additional improvements may include tidal and wave energy generation infrastructure, wireless internet, and small craft launching or storage facilities.

- Boat Ramp Improvements could include widening of the boat ramp, resurfacing of the drive ramp, installation of barrier curbs along the west edge of the ramp, extension for low-tide launchings, construction of a launching dock, or other similar improvements.
- Pedestrian Improvements could include improved pedestrian access to the beach, a pedestrian shelter, barbeque facilities, informational signage, and improved seating or more picnic benches, and improved ADA access.
- Breakwater / Finger Pier improvements would consist of a single long floating breakwater / finger pier that would help protect the port facilities from passing vessel wakes and provide an protected inside moorage and unprotected outside moorage along its length.
- Additional Transient Slips would allow visiting boaters to stay in Keyport overnight and for accommodating group activities such as visiting yacht clubs, wooden boat shows, or similar gatherings. Encouraging water dependent tourism from these improvements may lead to increased economic development opportunities throughout Keyport.
- Pump out station or fuel station. Installation of pump out station and /or possible fuel station for transient vessels and local boaters allows the Port of Keyport to become a destination and provide additional services.
- Public Dock for Marine transit / water taxi and Seaplanes would provide a finger dock for marine transit and water taxis from nearby Poulsbo and the Suquamish Casino. The proposed public dock would also allow for seaplanes to tie up similar to the Port of Poulsbo Seaplane Base #83Q and utilizing existing Liberty Bay water runways #13 and #31. A Seaplane float dock would allow air service to be provided directly to Keyport, possibly increasing opportunities for tourism.



Figure 5.1.5 Port of Brownsville Improvements

- Tidal and wave energy generation includes the installation of energy generation devices such as a water turbine that produces energy from the daily inflow and outflow of Liberty Bay or a float mounted generator that generates energy from the wakes of passing vessels. These installations may ultimately provide the Port of Keyport with energy independence.
- Small craft facilities. A new small craft facility would allow more recreational opportunities at the Port and will allow more access to local waterways by kayak, small skiff, or sailboats. By constructing a small watercraft facility the Port could serve the public by meeting the needs of small recreational boaters.



A possible addition would be, in the event of a sale of the Keyport Marine Service facility, the purchase and operation of that facility by the Port of Keyport. This alternative would provide Keyport with a public boat yard and marine service facility, increase the ability to provide transient moorage, and allow collocation of facilities between the two docks.

5.2 Keyport Marine Service

Keyport Marine Services is a boat and vessel repair facility for both recreational and commercial vessels and is located at 1954 Grandview Boulevard at the northeastern edge of the Keyport community on the inlet connecting Liberty Bay to Ne Si Ka Bay and the Puget Sound.

With the exception of a tidal grid in the Port of Poulsbo, the Keyport Marine Services boat yard is the only repair facility and the last commercial boatyard operating in Liberty Bay. The remainder of the Liberty Bay boat yards have been closed over the years due to a decline in commercial fishing, expensive infrastructure replacement costs, and significant permitting hurdles. Tourism has been identified as a significant economic growth industry and with an increasing recreational boating community to service, Keyport Marine Services is one of only half a dozen remaining boat yards on the Kitsap peninsula.

The commercial facility has been in service since 1976 and is classified as a waterfront dependent industry employing a number of employees and has contributed approximately \$140,000 a year to the economic vitality of Keyport. The

Figure 5.1.7 Possible Port of Keyport Improvements

Keyport Marine Services also offers recreational boating moorage slips and public restrooms.

No proposed expansion or improvements are anticipated as part of this plan, but support of the existing facilities and maintaining the existing waterfront dependent industry is an important community goal.



Figure 5.2.1 Keyport Marine Services facilities.

5.3 Waterfront Development

The Keyport peninsula includes just over one mile of private shoreline. The majority of Keyport shoreline areas are generally flat or gently sloped, although there are many steep banked areas, especially near the northwestern tip of the Keyport peninsula. The Keyport community has historically included significant amounts of waterfront development. Waterfront development may include private docks, piers, groins, floats, boat ramps, boardwalks, bridges, and other overwater structures such as boathouses, or any structure within the average high tide water line.

This description also includes bulkheads, stairs, rockeries, or other “hardening” of the shoreline. Shores can be impacted by waterfront development activities in many ways and the Keyport private shoreline has been increasingly developed over the years. The Keyport community is presently home to just under a dozen private docks in both Dogfish Bay and Liberty Bay.

Private Docks

Keyport waterfront development presently includes a total of 12 private docks including the Keyport Marine Services dock, in addition to the public dock provided by the Port of Keyport. Prior to 1976, there were very few private docks in Keyport. As seen in Figures 5.3.2 through 5.3.5, a number of private docks have been constructed since 1976, with the most active dock construction occurring between 1992 and 2002.

Although dock construction assists in meeting the needs for recreation and marine transportation access, goals for future private and public docks may encourage

sensitive construction practices, co-location or joint use docks, and encourage material usage that minimize the potential impact to local species and habitat.

Bulkheads

Significant portions of the Keyport shoreline have also had concrete or rock bulkheads installed to protect existing homes, water front development, and public and private property. The majority of bulkheads exist along the Northern and Western portions of the Keyport shoreline.

Similar mitigation measures for future shoreline improvements may include mitigation measures that encourage sensitive construction practices and material usage that minimize adverse impacts to local beaches and minimize alteration of the natural shoreline. Additional restoration and habitat enhancement measures may be adopted with new development or construction.



Figure 5.3.1 Keyport Private Docks

Keyport Shoreline Past and Present



Figure 5.3.2 Keyport Northern Shoreline 1920s



Figure 5.3.3 Keyport Northern Shoreline 1976-1977



Figure 5.3.4 Keyport Northern Shoreline 1992



Figure 5.3.5 Keyport Northern Shoreline 2002

5.4 Shoreline Waterborne Spill and Incident Response Plans

The Keyport shoreline area falls under the Washington State Department of Ecology, Central Puget Sound Geographic Response Plan jurisdiction for any waterborne spills and for pollution incident response plans. Geographic Response Plans (GRP) are intended to help the first responders to a spill avoid the initial confusion that generally accompanies any spill. This document serves as the federal and state on-scene-coordinators “orders” during a spill in the area covered by this GRP. As such, it has been approved by the U.S. Coast Guard Marine Safety Office and the Washington State Department of Ecology Spills Program.

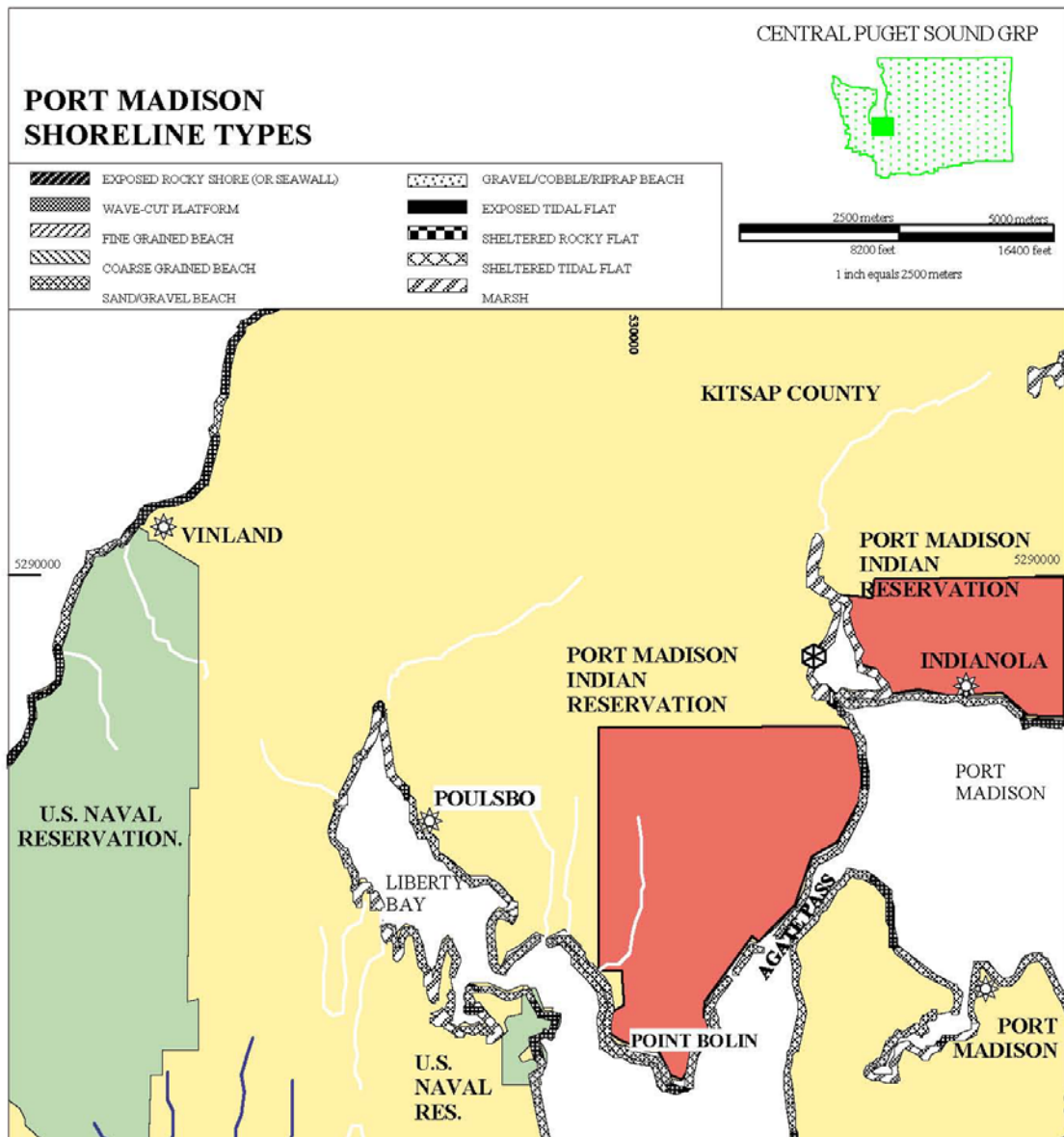


Figure 5.4.1 Central Puget Sound Geographic Response Plan; Shoreline Types

The first goal of a GRP was to identify, with the assistance of the Washington State Natural Resource Damage Assessment Team, resources needing protection; response resources (booms, boat ramps, vessels, etc.) needed, site access and staging, tribal and local response community contacts, and local conditions (e.g. physical features, hydrology, currents and tides, winds and climate) that may affect response strategies. Note that GRPs only address protection of sensitive **public** resources. It is the responsibility of private resource owners and/or potentially liable parties to address protection of private resources (such as commercial marinas, private water intakes, and non-release aquaculture facilities).

Secondly, response strategies were developed based on the sensitive resources noted, hydrology, and climatic considerations. Individual response strategies identify the amount of boom necessary for implementation. The response strategies are then applied to Potential Spill Origins and trajectory modeling, and prioritized, taking into account factors such as resource sensitivity, feasibility, wind, and tidal conditions. The following maps and tables are obtained from the Washington State Department of Ecology, Central Puget Sound Geographic Response Plan.

Proposed Booming and Collection Strategies Matrix						
Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	Site Access	Resources Protected
CPS 12	Keyport Lagoon	Exclusion – Keep oil out of lagoon	200'	Close causeway and add 200' of protective boom in front of causeway.	Vehicle access from Keyport, boat access from Naval Base or fuel dock at Poulsbo	Pigeon Guillemots.
CPS 13	Entrance to Liberty Bay	Diversion / Collection – prevent oil from entering Liberty Bay	1000'	Anchor at launch ramp, collect oil between launch ramp and stone rip-rap. Caution Pipeline Area	Vehicle access from Keyport, boat access from Naval Base or fuel dock at Poulsbo	Marine birds, waterfowl, & baitfish spawning beaches
CPS 14						
CPS 15						
CPS 16	Liberty Bay	Diversion / Collection – prevent oil from entering Liberty Bay	500'	Angle north leg toward the east to collect oil in North of bay.	Boat access from Keyport Marina, Naval Base, & Fuel Dock in Poulsbo.	Protect fish & wildlife resources in inner Liberty Bay.
CPS 17	Liberty Bay	Diversion / Collection – prevent oil from entering Liberty Bay	500'	Locate south leg just west of powerlines and east of the house w/ flagpole flying state flags, collect oil at small private ramp.	Boat access from Keyport Marina, Naval Base, & Fuel Dock in Poulsbo.	Protect fish & wildlife resources in inner Liberty Bay

Table 5.4.1 Central Puget Sound Geographic Response Plan; Booming Strategies

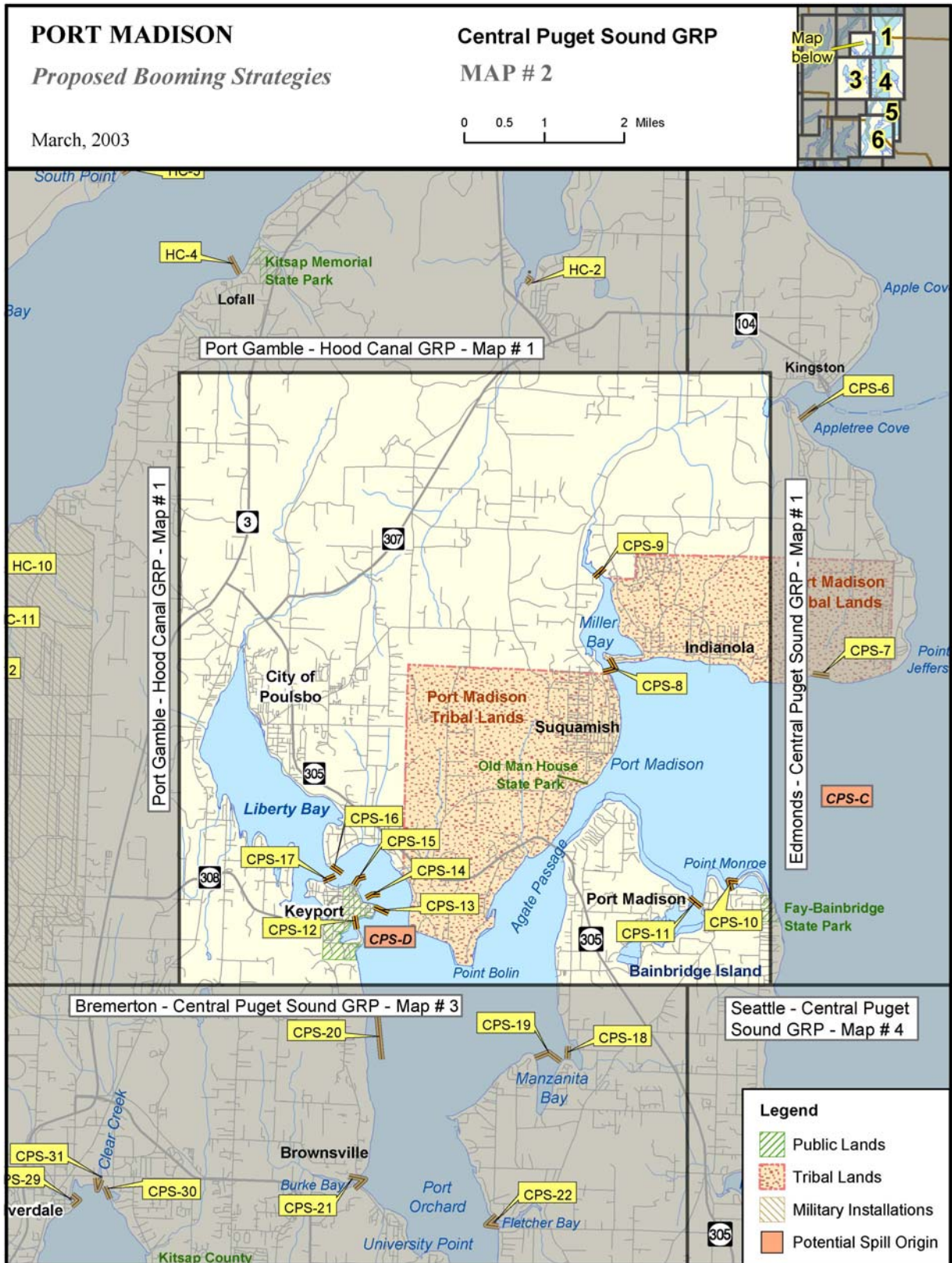


Figure 5.4.2 Central Puget Sound Geographic Response Plan; Proposed Booming Strategy

5.5 Port of Keyport & Waterfront Development Goal & Policies

Goal 15 Encourage expansion of the existing Port of Keyport Facilities

Policy Key-25 Update the Port of Keyport Master Plan.

Policy Key-26 Identify specific projects for a Port of Keyport funding measure .

Policy Key-27 Search out grant opportunities for shoreline improvement or replacement of marine facilities.

Goal 16 Minimize additional private docks in Keyport.

Policy Key-28 Encourage joint use docks for any new dock development.

5.6 Port of Keyport and Waterfront Development Key Projects

Update the Port of Keyport Master Plan.

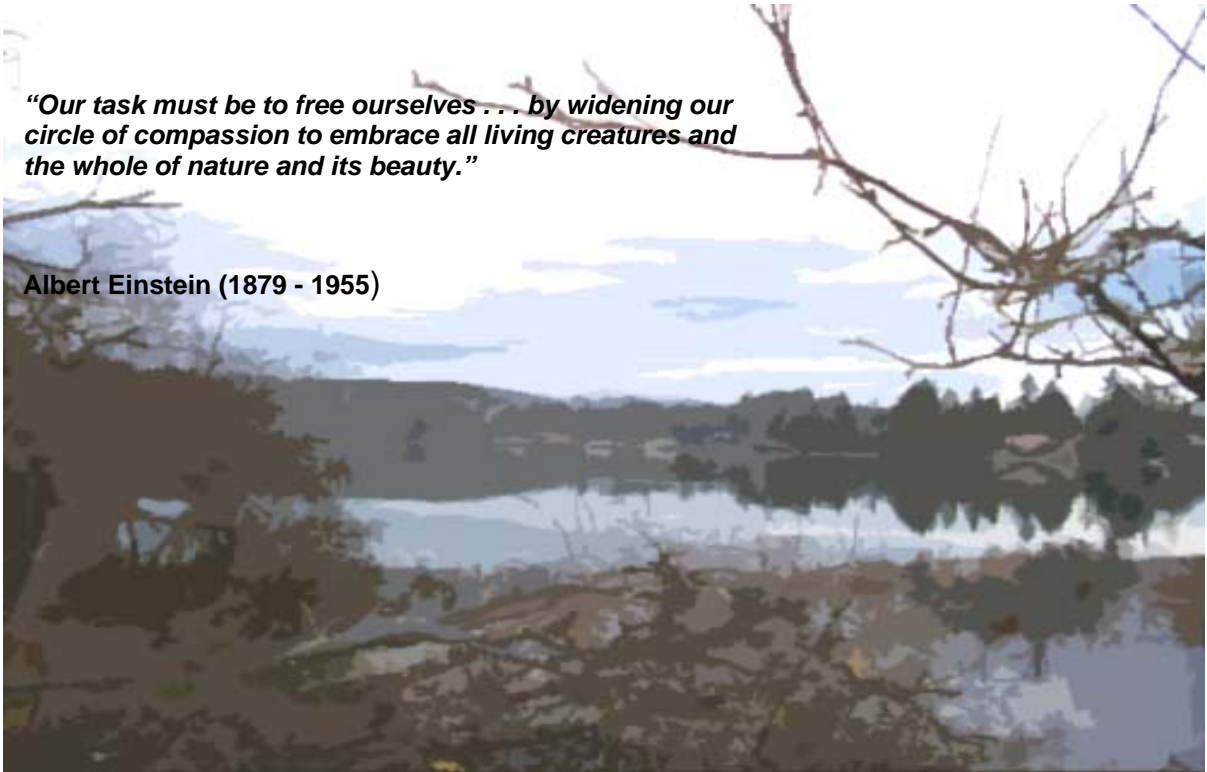
The update of the Port of Keyport Master Plan would be the first step to identify the recreation opportunities, economic opportunities, and infrastructure opportunities that may be pursued by the Port of Keyport in facilitating public access to the water and economic development within Keyport.

One component of that Master Plan may include the purchase and / or inclusion of the Keyport Marine Services facilities by the Port of Keyport. Inclusion of those facilities would provide one of the sole publicly managed vessel haulout facility in Liberty Bay or even Puget Sound and would provide an economic revenue stream for the Port to provide public marine access. The ability to link with these facilities as an expansion of the port may provide additional shoreline access and opportunities for a port with multiple shoreward connections.

Additional opportunities for the port to pursue economic development through partnerships with any private waterfront development and upland provision of infrastructure throughout the Keyport Community may exist. Each of these items may be addressed in an Update of the Port of Keyport Master Plan.

“Our task must be to free ourselves . . . by widening our circle of compassion to embrace all living creatures and the whole of nature and its beauty.”

Albert Einstein (1879 - 1955)



CHAPTER 6: NATURAL ENVIRONMENT / PARKS & RECREATION

6.1 Natural Environment

The Keyport natural environment includes many general natural habitat ecosystems, all of which, whether forest, estuary, stream, or grassland, depend on dependable water quality and availability. Protection of these habitats has been determined to be beneficial to both wildlife and water quality.

The Keyport land area contains specific natural wildlife habitats that support a variety of plant, animal, and bird communities. The Keyport salt and freshwater habitats also support a number of fish and amphibian communities. Additionally, the Keyport habitat areas are home to significant or protected species. Finally, the Keyport natural environment discussion would encompass impacts to critical aquifer recharge areas, air quality, and frequently flooded areas.

General Keyport Natural Habitats

Habitat communities in the Keyport area include ecosystems consisting of five primary habitat types including; westside lowlands conifer-hardwood forest, herbaceous and riparian wetlands, bays & estuaries, marine nearshore, and urban environments. Each of these habitat types contain common plant and animal species that generally occur in these areas or regularly migrate through these areas.

Historically, most of the Kitsap peninsula consisted of *westside lowlands conifer-hardwood forest habitat* areas. Some blocks of these second-growth areas still exist throughout the Keyport area, predominately the shoreline around Dogfish Bay and the upland areas south of Keyport Trace. The habitat area primary includes conifer tree communities consist of Douglas fir, western hemlock, and western red cedar. Deciduous trees include big-leaf maple, black cottonwood, and red alder along stream corridors and in cleared areas. Hardwood trees are actually not a dominant tree in this habitat and are usually cultivated. Non-woody species include fern, salal, rhododendron, and various berries. Common animals associated with this habitat are brown bats, Douglas squirrels, beaver, black-tailed deer, rabbit, skunk, and chipmunk. Common birds include crow, robin, bald eagle, barn owl, wren, warbler, heron, and woodpecker.

Herbaceous and riparian wetlands habitat include freshwater aquatic beds and streambeds and the surrounding land. These habitat drainage areas, streams, and wetlands have historically been the most affected by filling, channeling, dams, or changes in hydrology. The habitat types occupy relatively small areas in Keyport, mostly south of Highway 308 and are often identified as critical areas in Kitsap County. The habitat area often include water loving trees such as big-leaf maple from the forest habitat in addition to semi-aquatic plant communities such as devils-club, elderberry, sedges, cat-tails, reeds, and many grass species. Common animals include beaver, muskrat, raccoon, river otter, frogs, salamanders, and newts. Common bird species include blue heron, widgeon, bufflehead, Canada goose, and various ducks.

Urban environment is a habitat type that is primary developed property including residential, commercial, industrial, and institutional buildings. Common animals associated with this habitat type include domesticated dogs & cats, rodents, raccoons, and opossum. Common birds include starlings, gulls, finches, sparrows, crows, and doves. Most of “downtown” Keyport could be considered an Urban habitat environment.

Bays & estuary habitats are areas with significant mixing of salt and freshwater, include intertidal sand and mud flats, saltwater and brackish marshes, and open-water portions of associated bays. Examples of these habitats are Dogfish Bay and the south lagoon on Naval Base Kitsap, Keyport. Legend has it that Dogfish Bay was so named because its waters were so thick with dogfish that the pioneers could literally rake them onto shore. Plant communities in these habitat areas include bog laurel, eelgrass and similar salt tolerant species. Common animals include beaver,

muskrat, raccoon, river otter, frogs, salamanders, and newts. Common bird species include blue heron, loon, kingfisher, osprey, cormorant, gulls, grebe, terns, Canada goose, and various ducks.

Marine nearshore environments are marine water habitat areas along shorelines not significantly affected by freshwater inputs. Examples of these habitats in Keyport are shorelines of Liberty Bay and Port Orchard Inlet. Marine mammals include steller sea lion, harbor seals, and occasional visits from gray or orca whales. Bird species include gulls, grebe, merganser, cormorant, and scoter. Aquatic fish species include salmon, steelhead, herring, sole, smelt, dogfish skates, and sculpins.

Significant Species

The Keyport area is home to a number of priority and significant species and species that may be threatened or classified as endangered by Washington State or Federal Agencies. This section includes discussion of some of these species, their habitat, and possible impacts.

The national bird, the *bald eagle*, which was recently de-listed as threatened both federally, is protected within the state, makes it's home in the Keyport area habitat. The eagle is a fish eater, hunts and locates their nests in tall conifers near expanses of salt water such as Dogfish Bay and Liberty Bay. Eagle habitat areas are designated in a two tier system with Priority 1 habitat areas within 400 feet of an eagle nest and Priority 2 habitat areas within 800 feet of nest sites or a combination of shoreline within ½ mile of a nest site. Keyport area nests are located on Virginia Point and the southern portion of the Naval Undersea Warfare Center. Priority 2 eagle habitat areas in Keyport have been identified along the causeway shoreline of Dogfish Bay, the southeastern shoreline of the Naval Undersea Warfare Center, and the western tip of the Keyport peninsula.

The *great blue heron* is listed as uncommon and a state monitored species. Heron rookeries are commonly found in large groves of red alder, usually in wetlands, and near open water. No specific heron rookeries have been identified in Keyport, but individual heron nests may exist in the habitat areas of Dogfish Bay and the south lagoon of the Naval Undersea Warfare Center. Similar habitat is also used by the *marbled murrelet* which is a state and federally listed threatened species.

In the nearshore marine habitat, a number of aquatic fish species have been listed by state and federal agencies as threatened species. These fish species include *Chinook Salmon*, *Puget sound Bull Trout*, and a proposed listing of the *Puget Sound Steelhead*. Additionally, *Coho salmon* and *Steelhead* have also been listed as a species of concern. The waterfront environment of the entire Keyport peninsula would be the critical habitat areas possibly affected by these ecosystem protections and may be addressed further in Section 6.2 Kitsap County Critical Areas.

Marine mammals such as *grey whales*, *orca whales*, and *steller sea lions*, although rare visitors to the Keyport local waters and marine nearshore environment, are also

federally and state listed species as endangered or threatened and may be impacted by non-point pollution, stormwater outflows, and habitat damage. Protections relating to these species may be more related to regulations of water borne activity when the animals are sighted locally, such as safe approach distances and similar measures.

Liberty Bay historically has been an important feature in Washington's commercial oyster industry for more than 40 years with as much as 200 acres of dedicated tidelands producing approximately 20,000-25,000 gallons of oysters annually. As recently as until 1993, commercial oyster production in Liberty Bay was an important component of the local and regional economy, but was reduced and eventually eliminated due to deteriorating water quality. Significant efforts to improve water quality have resulted in Dogfish Creek in the Liberty Bay watershed near Poulsbo showing remarkable improvement and the Lemolo area as having a upgraded and may already be removed from the restrictions for certain shellfish harvesting. Although oysters are not a listed or endangered species, recent efforts to return oysters within Liberty Bay have been conducted and are an ongoing effort.

Aquifer Recharge Areas

The Keyport community contains portions of two types of aquifer recharge areas, Category I and Category II. Critical Aquifer Recharge Areas are those land area that contain hydrogeologic conditions that facilitate aquifer recharge and/or transmit contaminants to an underlying aquifer. Factors considered in the identification of critical aquifer recharge areas include depth to water table, presence of highly permeable soils, presence of flat terrain, and the presence of more permeable surface geology.

Category 1 critical aquifer recharge areas are those areas where the potential for certain land use activities to adversely affect groundwater is high. Keyport has Category 1 critical aquifer recharge areas located at the eastern shoreline of Dogfish Bay and adjacent to the south lagoon on the Naval Undersea Warfare Engineering Station.

Category 2 critical aquifer recharge areas are areas that provide recharge effects to aquifers that are current or potentially will become potable water supplies and are vulnerable to contamination based upon the type of land use activity. Category 2 aquifer recharge areas include highly permeable soils, areas above shallow aquifers and areas with high concentration of potable water supply wells. The Category 2 critical aquifer recharge areas in Keyport are predominately adjacent to the western shoreline of Dogfish Bay.

Air Quality

The measurement of air quality for the Keyport Village area is dependent on the Puget Sound Clean Air Agency (PSCAA). PSCAA operates under the 1991

Washington Clean Air Act (RCW 70.94). Although there have been no violations of the national ambient air quality standards for this area in the last eight years it has been an area of concern.

Kitsap County initiated a ban on all outdoor burning for its urbanized areas in late 2000. Outdoor burning adds to the pollutants in the air, which has been increasingly problematic in recent years. This ban does not currently apply to the Keyport Community. Questions regarding burning or air quality within the Keyport Community area can be directed to the Puget Sound Air Pollution Control Agency at (800) 552-5365 or the Kitsap County Public Works Department at (360) 337-7121.

Frequently Flooded Areas

Frequently flooded areas are lands included on the FEMA flood insurance maps as Flood Zone A, which may be defined as inundated with water during periods of high rainfall, extreme high tides or strong winds. In the Keyport, these areas are located along the shoreline. Property owners wishing to develop in these areas of frequent flooding should be notified of this danger before they receive development approvals.

6.2 Kitsap County Critical Areas

There are four types of critical areas located within the Keyport Community; wetlands, geologically hazardous areas, streams and shorelines (figure 6.2.1). Each type is strictly regulated by the Kitsap County critical areas ordinance (351-2005). Each is described below.

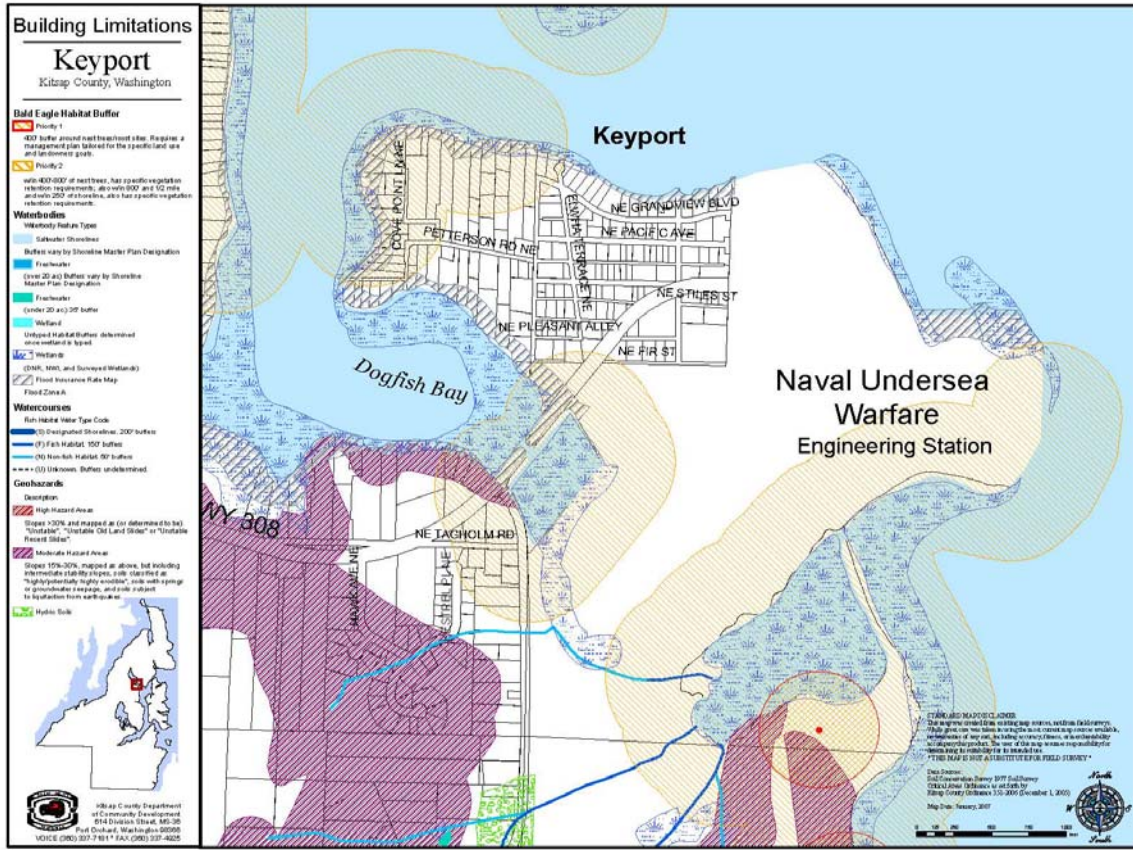


Figure 6.2.1 Keyport Critical Areas and Building Limitations.

Wetlands

The Keyport Community contains few wetlands scattered through the community. The largest wetland would be directly connected to the marine shorelines of Dogfish Bay both East of the causeway, South along the edge of Highway 308, and West along the shorelines of Virginia Point. Other small wetlands may be distributed throughout the community but while several wetlands have been mapped by Kitsap County, there are nearly as many that remain unmapped. The documentation of unmapped wetlands could help protect these resources from damage. The wetlands within Keyport provide wildlife habitat and contribute to the healthy hydrology of the area and would hold amounts of storm water.

Moderately Geologically Hazardous Areas

Moderately geologically hazardous areas include slopes (between 15% and 30%) and may include intermediate stability slopes, soils classified as “highly or potentially highly erodible”, soils with springs or groundwater seepage, and soils subject to

liquefaction from earthquakes. These areas primarily exist in limited areas along portions of the Dogfish Bay southern shoreline, along Highway 308 and through the Keyport Trace neighborhood. Limited moderately geologically hazardous areas are also located within the Naval Undersea Warfare Engineering Station. Developing in or near these areas may require increased geo-technical analysis, mitigation, or reports to protect wildlife and decrease the likelihood of damage due to geological actions.

Streams

The primary streams located within the Keyport Area are located south of Highway 308 and the Keyport community and either flow northeast into Dogfish Bay which is part of Liberty Bay or Northeast into the South Lagoon which opens to the Port Orchard Inlet. A number of streams are designated as fish-bearing at their lower elevations and are protected by development requirements such as buffers and setbacks. A number of smaller streams and all the streams at their upper elevations are also designated as non-fish habitat.

Daniels Creek is a small stream approximately two miles in length that flows north from Central Valley Road to its discharge into the west shore of Dogfish Bay near Keyport. Land use in the drainage is a combination of rural residential and agricultural. Daniels Creek is one of nine streams in Kitsap County are so polluted with bacteria that the Health District advises the public to avoid contact with it. The Kitsap Creek and Daniels Creek upstream investigations were initiated in 2005, pollutant sources are still being identified. As Daniels Creek and its wetland headwaters act as part of Keyport, Dogfish Bay, and Liberty Bay hydrology, their protection is of importance to public as well as private wells.



Figure 6.2.2 Daniels Creek monitoring station



Figure 6.2.3 Health Advisory warning sign posted on Daniels Creek

Shorelines

The shorelines of the Keyport community provide important habitat for many species of fish and wildlife. Salmon, smelt, osprey and eagles all utilize this shoreline for food and shelter. This habitat helps make Keyport unique and the protection of these species is of great importance.

Since development is not prohibited along these shorelines, the least invasive methods should be utilized. Traditional rock and concrete bulkheads should be replaced if possible by those more environmentally-friendly and others only allowed in high erosion areas where existing homes are endangered. A reduction in the use of fertilizers and pesticides by shoreline property owners is another opportunity to diminish environmental impacts. Such methods allow for shoreline development in these areas while maintaining this vital habitat.

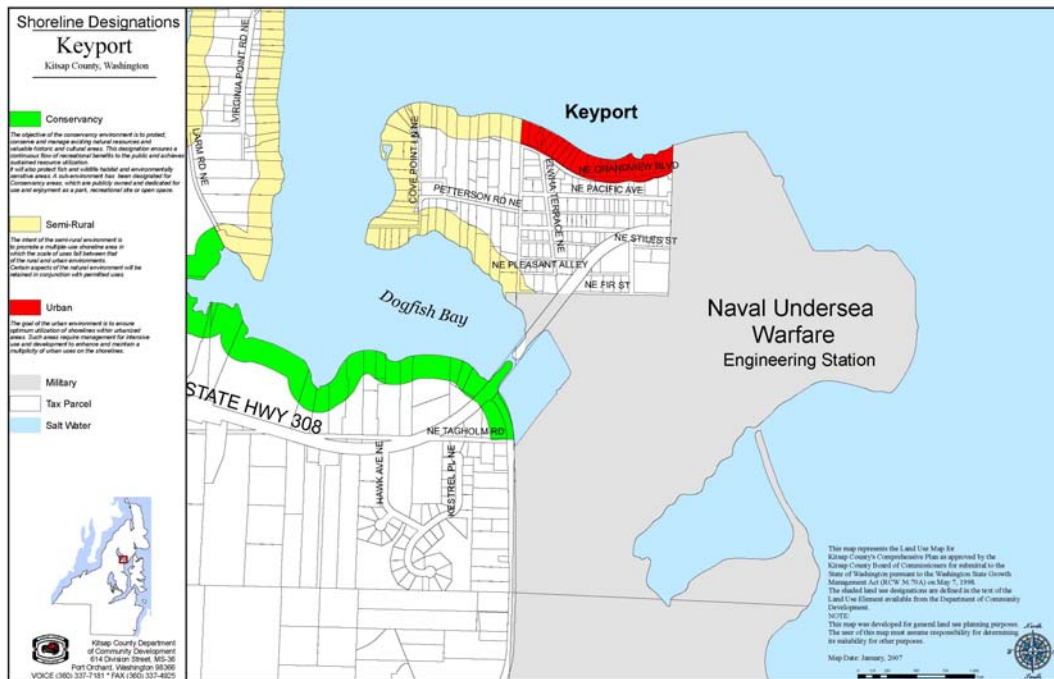


Figure 6.2.2 Kitsap County Shorelines Master Plan, Keyport Shoreline Designations.

The Kitsap County Shoreline Management Master Program developed in 1999 set shoreline designations and development requirements for Kitsap County shorelines. In this program the Keyport shoreline has been designated *Urban* along the north portion of the community, near the Port of Keyport, *Semi-Rural* around the remainder of the Keyport peninsula, and *Conservancy* along the southern shoreline of Dogfish Bay, adjacent to Highway 308. The historical zoning classifications and

historical densities along the shoreline would be consistent with the Program’s policies for these designations.

Kitsap County adopted a revised critical areas ordinance in 2005 which maintained shoreline buffers and setbacks as set forth in the approved 1999 Kitsap County Shoreline Management Master Program. This critical areas ordinance was subsequently appealed. This resulted in revised shoreline buffers and setbacks being adopted in response to the Central Puget Sound Growth Hearings Board decision. The revised shoreline regulations do affect both *Urban* and *Semi-Rural* shoreline designations, which includes most of the Keyport peninsula. The *Natural* and *Conservancy* shorelines were unaffected by this ordinance. The Kitsap County Shoreline Management Master Program is anticipated to be fully updated in 2011 and these regulations will be analyzed and revisited during that effort.

6.3 Parks & Recreation

Existing Facilities

Keyport enjoys two Kitsap County public parks and the Port of Keyport facilities to provide open space, park and recreation opportunities in the community. These two agencies provide the majority of facilities with in the sub-area, including trails, waterfront piers, boat launches, picnic areas, and playgrounds. Table 6.3.1 below and Figure 6-34 list the different park facilities in the Keyport community.

Facility Name	Managed by	Location	Acres	Recreational Facilities
Keyport Central Park	Kitsap County Partnership Property	Washington Avenue NE	0.1	playground, picnic area, and a lighted horseshoe court
Keyport Saltwater Park	Kitsap County	Highway 308 and McKittrick Road	2.0	Saltwater beach access, playground, picnic area.
Keyport Community Dock	Port of Keyport	North terminus of Washington Avenue NE	n/a	Saltwater access, boat ramp, picnic area.
Future Mosquito Fleet Trail	Kitsap County & State of Washington	Pedestrian Access along Highway 308	n/a	Will serve pedestrian, bicycle, and non-motorized travel.

Table 6.3.1. Park and Recreational Facilities in Keyport

Keyport Central Park

Keyport Central Park lies within the heart of the Keyport community, located on the east side midway along Washington Avenue, this tenth acre partnership park provides the community with play equipment and picnic spaces. The park also is the site of sewer pump station number sixteen which provides the capacity and infrastructure that serves not only the Keyport community but also serves the capacity from Poulsbo. The park is an important part of the community and the result of a strong grassroots campaign with Kitsap County to create the public space in 1997 as part of the installation of the new pump station. The park is regularly the site of community gatherings, fourth of July parades, and is the sole location in the community for small children to play that is served by public sidewalks.

Keyport Saltwater Park

Keyport Saltwater Park serves as the entrance point to the Keyport Community and is a two acre forested park at the north edge of the causeway across Dogfish Bay at the intersection of State Route 308 and McKittrick Road at the entrance to the Keyport Naval Station. The park is a partnership property with the community and was the result of a property surplus from the federal lands.

The park provides saltwater beach access, a playground, a picnic area and the forested shorelands. A well and pump house that serve the Keyport community were retained through the transfer from federal ownership and are the sole buildings within the park. Access to the park may be provided from unmarked trails at the south end of the Sunset Avenue NE right-of-way or from walking on the shoulders of Highway 308. A stop light is provided at the park entrance for the Keyport Naval Base entrance.

Community requested improvements for the park include safety lighting at the entrance, a pedestrian crosswalk and pedestrian button for the McKittrick Road signal light. The most significant improvement would be a separated safe pedestrian path along Highway 308 from Washington Avenue to the park entrance, continuing on across the causeway (please refer to Mosquito Fleet Trail).

Keyport Community Dock

Liberty Bay and Keyport is popular with boaters and for small craft recreation for many reasons including



Figure 6.3.1 Port of Keyport Dock

the protected character of the bay from storms, and the accessibility of the bay to attractive nearby waterfront destinations. The main public waterfront access is the community dock at the Port of Keyport, located at the northern terminus of Washington Avenue. The Port of Keyport and Keyport Community Dock facilities are described fully in Chapter 6: Port Improvements and Waterfront Development.

Mosquito Fleet Trail Plan & Mosquito Fleet Trail

The Mosquito Fleet Trail generally traces the county's eastern shoreline from Southworth north to Kingston. Created to service the County's recreational and non-motorized transportation needs, this system of lanes and off-road trails will also provide safe pedestrian and bike routes between neighborhoods, schools, parks and retail areas. It is being implemented over time as part of a larger recreational, non-motorized transportation and open space plan for Kitsap County.

A portion of this system includes improvements to and within Keyport, providing access to the Port of Keyport and the Keyport Community Dock. A combination of bike lanes and separated paths are the primary proposals through these areas. The master plan for this system breaks the project into portions and each is prioritized for funding. The Keyport State Route 308 improvements and associated Keyport segments of the Mosquito Fleet Trail one of the top priority for desired community projects.

In addition to the Mosquito Fleet Trail, Kitsap County is currently pursuing "Scenic Byway" status for the Mosquito Fleet corridor, meaning that the route would be designated a scenic driving route for visitors and tourists across the state. Kitsap is pursuing this status to make the corridor and related capital improvements, eligible for funding from additional sources. Development of the Mosquito Fleet Trail may benefit from this designation as well.

The Mosquito Fleet Scenic Byway may be an amazing tool for bringing to light the colorful history of local and trans-Sound ferries that were the Peninsula's main means of transport for over 75 years. While many visitors initially may be drawn to the route for its scenic qualities, the story of early marine travel may quickly unfold and develop through a series of improved interpretive displays. The often rustic surroundings may be drawn into the storyline as well, helping to illustrate the history and nature of early white settlement along the shoreline. The natural setting and terrain, in many areas along the route largely undisturbed, may also be tied into the unfolding story. And, other, later developments in marine exploration and navigation, such as at Bangor, Keyport and Bremerton, illustrate the local area's regional and national significance in marine travel.

Envisioned is a scenic byway that reveals much of the area's history through its rural, rustic character and remnant landscape, interspersed with areas of naturally occurring native vegetation. All this, along a route that traces the eastern shoreline of the Kitsap Peninsula, where the Mosquito Fleet predominated and where many of

its docks and dock sites are still evident and accessible.

Connections to alternative forms of travel, throughout the length of the corridor, are also envisioned. Included will be a contiguous system of bicycle and pedestrian trails along much of the same route, with side loops and alternate corridors established to take advantage of other nearby scenic and historic sites. In addition, a number of these auxiliary routes will be of such a length and location as to provide a recreational alternative for car travelers, as well – letting them get out of their vehicles and stretch their legs for awhile. And, connections to marinas, ferry services and other boating operations will afford opportunities for byway travelers to get out onto the waters of Puget Sound.

As part of this vision, a network of routes will connect to cross-bay ferry connections, as demand warrants. This element will create an especially evocative experience for the area tourist, as it revisits the activities of the Mosquito Fleet. There are foot ferries currently running between Port Orchard and Bremerton – additional runs potentially may be added connecting dock landings across narrower inlets and along the peninsula's eastern shore.

MEETING FACILITIES

Three facilities are available for meetings or may be rented for meetings within the Keyport Limited Area of More Intense Rural Development boundary.

Facility	Location	Meeting Accommodations
Keyport Bible Church	15270 Washington Ave NE Keyport, Washington 98345 Ph: 360-779-4235	Available by Appointment Large Meetings Small Meetings
Fire Station #73	1863 NE Pacific Avenue Keyport, Washington 98345 Ph: 360-779-3456	Available by Appointment Small Meetings
Keyport Mercantile	103 Washington Ave NE Keyport, WA 98345 Ph: 360-779-7270	Available by Appointment Small Meetings
Keyport Undersea Warfare Museum	1 Garnett Way Keyport, Washington 98345 Ph: 360-396-5547	Available by Appointment Large Meetings Small Meetings

6.5. NATURAL ENVIRONMENT / PARKS & RECREATION GOALS AND POLICIES

Goal 17 Protect, restore, and enhance the natural and shoreline resources that add to the unique character of the Keyport Village.

Policy Key-29 Encourage public ownership and permanent preservation of lots with significant critical areas or wildlife habitat.

Policy Key-30 Monitor private septic systems and immediately respond to any failed system within Keyport that may flow into Dogfish Bay or Liberty Bay.

Policy Key-31 Encourage the replanting of native tree and plant species on all properties, especially those publicly-held.

Policy Key-32 Encourage creation of Keyport natural greenways, vegetated pathways, backyard natural habitat corridors, and street plantings.

Goal 18 Maintain current public facilities, parks, and port facilities, and add new facilities when determined by the community.

Policy Key 33 Coordinate with the Keyport Village community on any development plans for public facility improvements and additions.

Policy Key 34 Pursue creative funding strategies, grants, and opportunities to leverage federal, state, local, and volunteer sources for maintenance and capital improvement budgets.

Goal 19 Provide facilities to serve the variety of ages and needs in the community.

Policy Key 35 Explore the planning and construction of a community center within the Keyport Village boundary.

6.6. Natural Environment / Parks & Recreation Key Projects

Public Access Improvements to Keyport Saltwater Park.

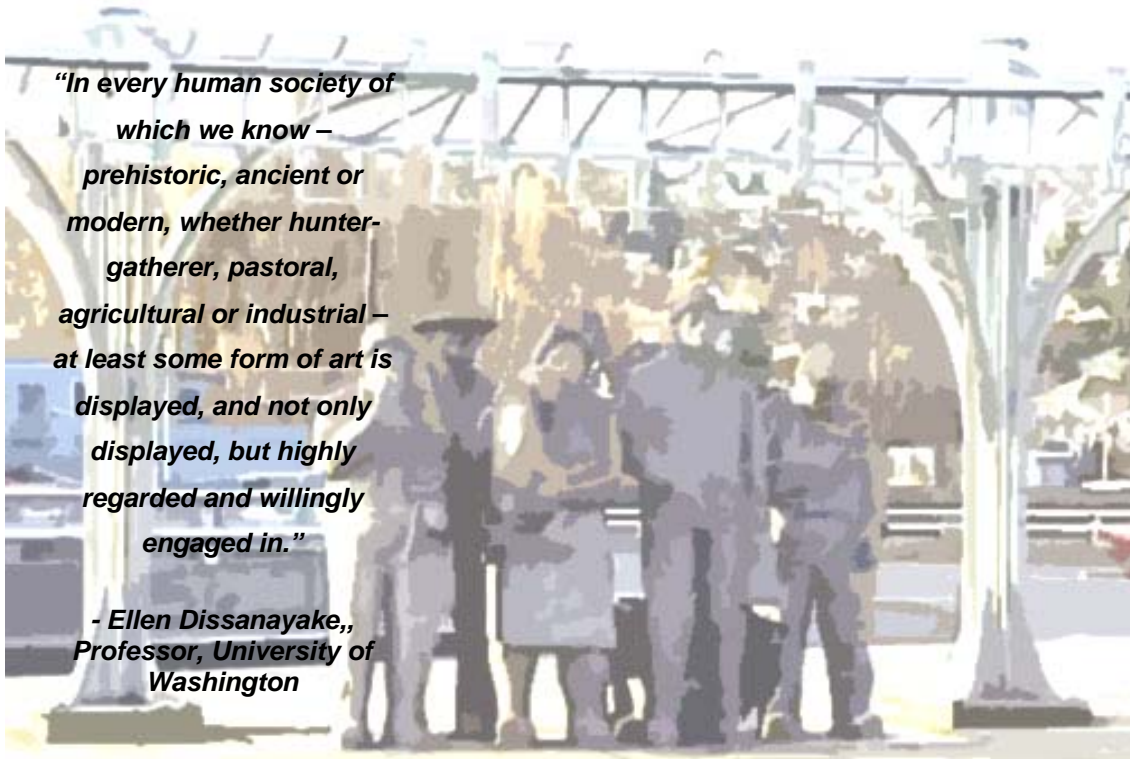
The Keyport Saltwater Park is the most visible public facility in the entire Keyport community and serves as the entrance gateway to the Keyport Rural Village. Providing safe public access to the park through a separated pedestrian path along

State Route 308, connecting Washington Avenue NE with the park and then across the Dogfish Bay causeway to the entire Kitsap peninsula would have the greatest beneficial impact while accomplishing multiple goals of the community, the county, the state, and the adjacent federal installations. This pathway would not only serve the “Safe routes to schools” goals for Washington State and Kitsap County, but would also provide an important link in the completion of the Mosquito Fleet Trail.

Pedestrian access improvements projects include a cross walk, pedestrian signal buttons, and park entrance lighting at the Highway 308 / McKittrick Road intersection signal light, resolving the current unsafe crossing conditions. The intersection improvements would link the excellent existing pedestrian access to the Keyport Naval Base and the Naval Undersea Museum with the public park. The park entrance lighting would be able to serve multiple uses by illuminating the Keyport community entrance signage, assist in discouraging criminal activity, and provide visibility for the pedestrians waiting to cross State Route 308. These projects would be key catalysts for meeting Keyport transportation, recreation, & economic development goals. Funding for this and other Keyport Parks projects would be from a Transfer of Development Rights Pilot project and other sources.

"In every human society of which we know – prehistoric, ancient or modern, whether hunter-gatherer, pastoral, agricultural or industrial – at least some form of art is displayed, and not only displayed, but highly regarded and willingly engaged in."

- Ellen Dissanayake,, Professor, University of Washington



CHAPTER 7: ART & CULTURE

7.1 Arts

There is a strong need to bring the arts to Keyport both as part of the community aesthetic and as a component of Keyport's economic development. Opportunities to bring the arts to Keyport could be done through a focus on local arts and artists. This can be done by attracting the artists through resources such as small galleries or studios, encouraging live / work spaces, public art installations, art walks or events, and artist residencies. The goal of attracting artists to the community, and focusing attention on the local artists would be an important part of this solution.

Specific Art suggestions include:

- Artists, art galleries, and art studios could be encouraged within the community to create a creative economic environment for Keyport. Local

artists and craftsmen can be promoted through locally-owned businesses, such as galleries. Artists and craftsmen can be attracted to the area with the provision of affordable live/work spaces within town.

- Public Art can create an identity for Keyport, and provide an opportunity for the local artists and craftsmen to produce works for public display. They can provide an identity for the community by referencing the heritage of the area through the content matter depicted in the art. Public Art can include murals or mosaics on infrastructure buildings, community kiosks, statues, unique street furniture, etc. Local artists can be commissioned to create these works with funds from grants; they can also be created as community projects through programs at the community center.
- Art events, can be created in the community to bring together the local arts community to showcase their work to the surrounding community, while maintaining the small town, rural village atmosphere.
- Art classes can be provided at community centers, and during summer open-air sessions to encourage the creation of art among the residents of Keyport, taught by local artists.
- Artist residencies could be created within the Keyport area, to provide the opportunity for artists from other areas to generate their creativity within the town. They could provide public art, and art lessons to the community.

7.2 Culture

Historically music and social culture events were a regular occurrence in Keyport from the Saturday night socials at the local grange hall to the Navy concerts at the Naval Undersea Museum. Additional sponsored events in the Keyport community, such as a music by the bay or similar summertime gatherings may be occasions that could be celebrated by the community as well as generate tourist interest in Keyport as a destination.

Presently, Keyport's community centers bring together area residents for various events, from potlucks to the annual Fourth of July parade are the larger community events that take place within Keyport and help to create the cherished village atmosphere and character. The Naval Undersea Museum provides educational opportunities for the immediate and surrounding community.

Cultural Proposals for Keyport

The proposed cultural improvements for Keyport could include events such as a farmers market, small musical concerts, and children's puppet shows and activities that would be small enough to be enjoyed and not have adverse impacts on the community. Other cultural improvements can include additional

activities such as community theater, outdoor movies, classes, lectures or talks, and events that appeal to the residents of Keyport.

- Farmers market can provide the Keyport community with opportunities to purchase produce directly from the farmer. The market can also host artists, cooking competitions, salmon/crab/clam bakes, and wine/beer fests.
- Musical concerts can be provided to the public at various venues, such as the park, the Naval Undersea Museum, the waterfront, or the community centers such as the firehouse.
- Activities for children can be provided by parks and recreation at local parks and the Port facilities during the summer.

7.3 Arts & Culture Goal & Policies

Goal 20 Encourage local support for a creative and economic environment that allows artists to continue to live and work in and for the community.

Policy Key-36 Create a stimulating visual environment through the public and private artworks programs, and create a greater understanding and appreciation of art and artists through community dialogue, education and involvement.

Policy Key-37 Advocate for the inclusion of quality public art in projects built by both private developers and public agencies, promote quality design in both the natural and built environments and use artists on design teams

Goal 21 Preserve and share the community's unique setting, character, history, arts and culture by developing partnerships, resources and attractions that respect the needs and desires of Keyport residents.

Policy Key-38 Identify and record Keyport's "Sense of Place" through a continuous public dialogue about the influence of the arts, history, and culture.

Policy Key-39 Use artistic, historic, and cultural events as vehicles for sharing Keyport's uniqueness with residents and visitors while cultivating partnerships among the local artists, organizations and those interested in the arts, economic development, tourism, and historic preservation.

Policy Key-40 Identify local artists and publicize their value to the community through opportunities for public dialogue, and online database, and directory of artists, and residency programs, with support through non-profit organizations.

7.4 Arts & Culture Key Projects

Keyport Public Art Project

The installation of a public art project could provide the Keyport community with a unique opportunity to reflect utilizing local artist and generate additional interest in identification of Keyport as a “destination”. Public art projects could include murals or mosaics on the public sewer pump stations and well houses through the Kitsap County 1% for arts program. Similar public art projects could include a community kiosk, unique street lights or street furniture along Washington Avenue, signature lighting announcing the Port of Keyport, or possibly a statue or gateway monument or sign design announcing the entrances to Keyport.

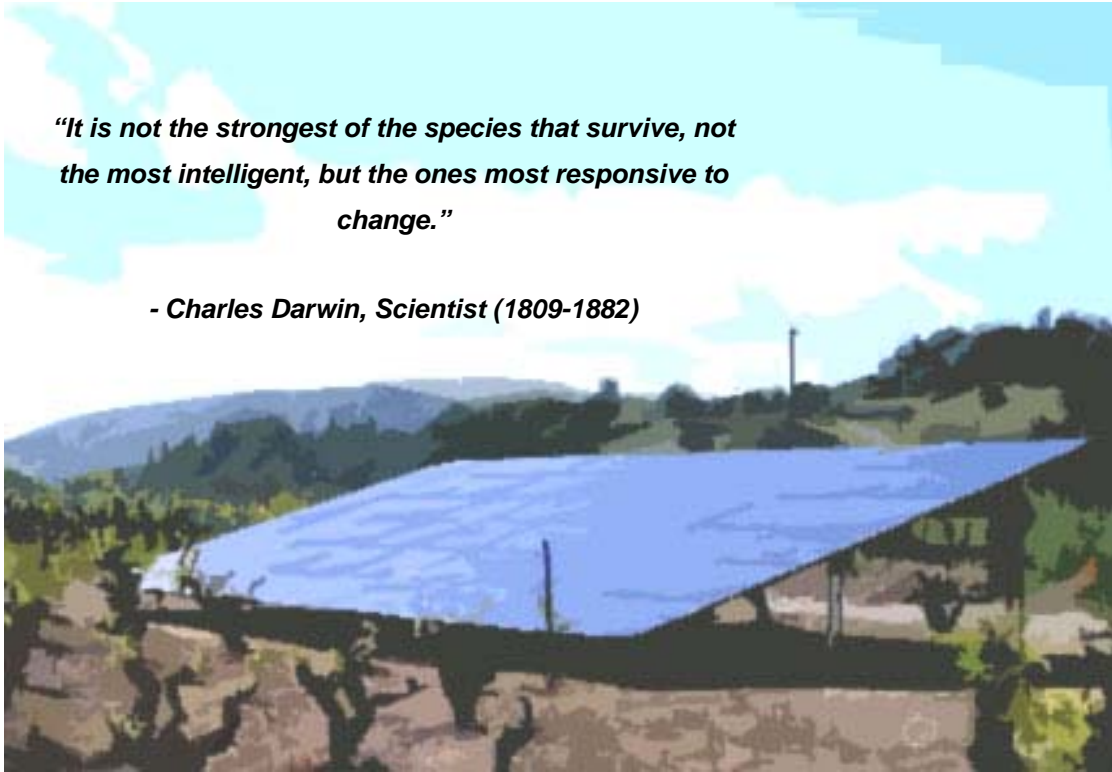
Local non-profit groups, agencies, and organizations such as the Pomegranate Center, Washington's Artist Trust Organization, the Kitsap County Arts Board, the Washington State Department of Community, Trade, and Economic Development and other organizations could all be instrumental in assisting the Keyport Improvement Group, Port of Keyport, and the Keyport community in pursuing art and culture opportunities.



Figure 7.4.1 Possible examples of Keyport public art projects

"It is not the strongest of the species that survive, not the most intelligent, but the ones most responsive to change."

- Charles Darwin, Scientist (1809-1882)



CHAPTER 8: SUSTAINABILITY

8.1 Sustainability (Green Building, etc.)

Sustainability is a practice of minimizing the overall impact that humans have on the environment. Keyport has not historically pursued sustainable options for the built environment, energy, or infrastructure development methods. Sustainability in Keyport can utilize the surrounding renewable natural resources and reduce the energy costs of the residents. These proposals would make Keyport more independent from centralized energy systems and promote a lower impact on resources located outside the community.

Proposals for the Implementation of Sustainability in Keyport

Various methods of sustainability are proposed for the Keyport community.

- Promote Low Impact Development (LID) stormwater practices including bioretention swales, rain gardens, permeable sidewalks, and green roofs.

- Promotion of low water usage fixtures, drought tolerant landscaping, gray water reuse, and aquifer recharge solutions for projects within Keyport
- Encourage installation of low energy usage (fluorescent or LED) lighting for all street lighting, Port lighting, and public property lighting
- Encourage solar, wind, and renewable energy generation installation on public and private property within Keyport
- Pursue grant opportunities for Green Communities or for maintaining a sustainable community

New developments within Keyport can utilize green building practices, which lower the impact on the environment. The expansion of the Port of Keyport can incorporate alternative energy generating energy from the tidal and wave movements in Ne Si Ka Bay.

8.3 Sustainability Goal & Policies

Goal 22 Encourage sustainable practices and green building in Keyport.

Policy Key-41 Implement Low Impact Develop Standards for Keyport Stormwater development and improvements as allowed under state and federal requirements.

Policy Key-42 Promote Solar, Wind, Tidal, Wave Generation and other renewable energy generation to serve the Keyport Community.

Policy Key-43 Promote installation of energy efficient fixtures (both electric & water based)

Policy Key-44 Promote U.S. Green Building Council's; Leadership in Energy & Environmental Design (LEED) silver certification standards for all future public buildings in Keyport.

8.4 Key Projects for Sustainability in Keyport

Port of Keyport Energy Pilot Project

The key catalyst project to assist bringing sustainability to Keyport would involve including renewable energy solutions of solar, wind, tidal, and/or wave generation power infrastructure to the community Keyport community through future Port of Keyport expansion. The Port, as a public entity, would qualify for grants and public resources in this energy generation project and serve as a potential test bed for implementation of these technologies with commercial and residential applications. The independent generation of electricity for the Port would allow the port to continue to operate in emergencies independent of the status of the electrical grid as well as providing opportunities for increased revenue through excess generation capacity.



CHAPTER 9: COMMUNITY BUILDING / PLAN IMPLEMENTATION

9.1 Keyport Community Building

Keyport residents have a strong affinity for their small community and express a desire to maintain the organizational and interpersonal aspects of that the rural village. The value placed in the community goes far beyond the built or even the natural environment and places a great deal of importance upon the social institutions and the importance of the social connections within the community for the foundations of any proposed growth.

The community parades, potluck dinners, picnics, and barbeques that exist in Keyport are the quality of life elements that most new subdivision developments and bedroom communities strive to attain and often lament have been lost in the pursuit of "progress". It is this social component of historic main street / small town quality in Keyport that has persevered through the years, and that Keyport residents fiercely want to protect.

In the Keyport Online Survey, over 90 % of the respondents supported the maintenance of the Keyport's peaceful, quite small town ambiance and they overwhelmingly support the Keyport Improvement Group as the official community organization to interact with local, state, and federal agencies.

9.2 Implementation

The goals and policies set forth in the Keyport Community Plan provide direction for Keyport's growth and change over time. The goals and policies, however, do not specifically describe how they will be achieved. Consequently, more specific strategies that describe how the policies are to be implemented are necessary. This is the purpose of the Implementation chapter of the Keyport Community Plan.

In addition, the County recognizes the need for cooperation in the provision of public services, concurrency requirements and rural resource needs. The goals, policies and implementation strategies of this chapter are intended to guide the future actions of the community. The goals and policies of this chapter will be further accomplished by the implementation of coordinated water system plans, water system management plans, sanitary sewer plans, transportation plans, capital improvement plans, zoning changes and other actions undertaken by Kitsap County.

9.3. Implementation / Community Building GOALS AND POLICIES

Goal 23 Foster an environment that supports the active and meaningful involvement of the community in local, county-wide and regional issues.

Policy Key-45 Ensure that Keyport residents have access in the community to information regarding future land uses and activities.

Policy Key-46 Encourage the support and maintenance of the Keyport Improvement Group to represent the citizens of Keyport in furthering of the Plan's goals and policies.

9.4. Implementation / Community Building Key Projects

Designation and support of the Keyport Improvement Group as the official representative organization.

The Keyport Improvement Group is a non-profit organization set up to represent the interests of the Keyport Community and to assist in the maintenance of the Keyport Central Park and the Keyport Saltwater Park. The organization has historically led the community in matters involving land use, finance, infrastructure, and the interaction with the adjacent Navy installation. The community appears to have confidence the Improvement Group is contentious and unbiased in its approach to the various issues and stewardship of Keyport. Designation as an official organization and recognition by Kitsap County would

provide the organization with the ability to further pursue partnerships in funding and capital improvement projects.

9.5 Implementation Strategies Matrix

The Implementation chapter compiles key projects from all of the chapters of Plan. Implementation strategies are identified according to chapter of the Plan, the County department or other agency most likely to assume responsibility for implementation; and the priority of the action.

Priority levels are divided into:

1. High – To be implemented in the first five years of the plan;
2. Medium – To be implemented in the second five years of the plan; and
3. Low – To be implemented in the last ten years of the planning period.

The list of implementing strategies also distinguishes one-time tasks from on-going activities. While the list that follows is intended to be complete, other additional tasks may be identified over time.

Table 9.5.1 Implementation Strategies for Key Projects

Chapter	Key Project Description	Coordination	Priority Level
Chapter 2 Land Use & Economic Dev.	Washington Avenue Key Projects	Department of Community Development & Kitsap County Public Works	Medium
Chapter 3 Transportation Project 1	Mosquito Fleet Trail Segment - Keyport	Kitsap County Parks, Public Works, & Special Projects Departments & Washington State Department of Transportation.	High
Chapter 3 Transportation Project 2	Traffic Calming through special pavement for Keyport Town Square (Washington Ave. & Highway 308 Intersection)	Kitsap County Public Works and Washington State Department of Transportation.	Medium
Chapter 4 Public Facilities & Infrastructure	Sewer Improvement District	Kitsap County Public Works, Landowners, & Port of Keyport	Medium
Chapter 5 Port & Waterfront Dev.	Update the Port Master Plan	Port of Keyport & Kitsap County Department of Community Development	High
Chapter 6 Natural Resources & Parks Project 1	Public Access Improvements to Keyport Saltwater Park	Kitsap County Parks & Public Works Departments, Washington State Department of Transportation & U.S. Navy	High

Chapter 6 Natural Resources & Parks Project 2	Keyport Central Park – Transfer of Development Rights Funding Pilot Program	Kitsap County Parks & Department of Community Development.	High
Chapter 7 Arts & Culture	Keyport Public Art Project	Kitsap County Arts Board, Pomegranate Center and similar non-profits, Keyport Improvement Group.	Medium
Chapter 8 Sustainability	Port of Keyport - Energy Pilot Project	Port of Keyport, Kitsap Public Utility District, Washington State, Washington State Energy Office, Dept. of Energy	Medium
Chapter 9 Community Building	Designation of Keyport Improvement Group as representative body for Keyport.	Kitsap County Board of Commissioners & Keyport Improvement Group	High

Tables 9.5.2 Compilation of all Goals & Policies

CHAPTER 2: LAND USE AND ECONOMIC DEVELOPMENT	
Goal / Policy Number	Related Goal / Policy Language
Goal 1	Protect and enhance the Keyport Village character.
Goal 2	Provide zoning that is consistent with Keyport’s existing built environment and lot sizes that allow for beneficial infill development.
Policy Key-1	Set minimum lot sizes, set backs, heights, and densities for residential development.
Policy Key-2	Require application of Design Guidelines for all new commercial development in Keyport.
Goal 3	Encourage property owners to cluster newly subdivided lots.
Policy Key-3	Reinstate the historical density bonus for all future clustered developments in the Keyport Village Low Residential (KVLR) zone.
Goal 4	Promote the establishment and support of a vital Keyport Village Commercial zone.
Policy Key-4	Establish a commercial zone appropriate for the population and transportation network of the Keyport Village.
Policy Key-5	Promote businesses that further the economic vitality of Keyport as a “destination”.
Goal 5	Encourage mixed-use development within the commercial zone.
Policy Key-6	Modify County parking requirements to levels appropriate for the Keyport Village.
Policy Key-7	Encourage the development of design standards for the Keyport Village Commercial zone.
Policy Key-8	Allow structures within the Keyport Village Commercial zone to achieve a height of 35 feet.
Goal 6	Protect Keyport’s existing views of the Olympic mountain range, Liberty Bay, Dogfish Bay and Puget Sound.
Policy Key-9	Encourage development that creates the least impact to existing views.

Goal 7	Archaeological, cultural, and historic structures or places are an important community asset, are a part of Keyport's character, and should be identified, evaluated, and preserved.
Policy Key-10	The Keyport community, in conjunction with the Poulsbo historical society, should identify and seek funding to institute a historic survey, implement a local, historic registry program and/or the creation of a landmark commission.
Policy Key-11	If feasible, the County should be encouraged to implement a local historic preservation ordinance.
Goal 8	Historic structures or places are an important feature of community design and should be preserved and enhanced.
Policy Key-12	Design Guidelines should be implemented for design of projects adjacent to a historic structure to ensure that new development is compatible with the structure and that its surroundings are preserved.

CHAPTER 3: TRANSPORTATION & PEDESTRIAN IMPROVEMENTS

Goal / Policy Number	Related Goal / Policy Language
Goal 9	Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.
Policy Key-13	All future Washington State Route 308 Improvements, are encouraged to include separated, continuous, 5-foot paved bicycle / pathways for pedestrian use. These walkways shall be coordinated with the Mosquito Fleet Trail Plan as necessary.
Policy Key-14	Developments abutting County rights-of-way within the Keyport Village Commercial zone necessitate sidewalk construction.
Policy Key-15	Set minimum lot sizes, set backs, heights, and densities for residential development.
Policy Key-16	Require application of Design Guidelines for all new commercial development in Keyport.
Goal 10	Provide the citizens the opportunity to participate in the development of transportation planning policy.
Policy Key-17	Encourage Keyport citizen participation, organizations or individuals, in County and State transportation planning efforts within or adjacent to the Keyport Village.
Goal 11	Reduce accidents and potential accidents by providing a safe transportation system through good design practices.
Policy Key-18	Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements during the transportation planning process.
Goal 12	Minimize negative environmental impacts by the transportation system.
Policy Key-19	Maintain environmental standards and mitigation requirements that are the same or higher than those placed upon the private sector, especially adjacent to or upstream from salt-water marine environments.

CHAPTER 4: PUBLIC FACILITIES & INFRASTRUCTURE

Goal / Policy Number	Related Goal / Policy Language
Goal 13	Encourage expansion of the existing sewer distribution system to all properties within the Keyport Limited Area of More Intense Rural Development boundary.
Policy Key-20	Encourage all new construction and remodel projects involving an increase in sewage beyond the existing capacity of the septic system to connect to sewer if within 200 feet of an existing line.

Policy Key-21	Immediately respond to all failed septic systems.
Policy Key-22	Encourage property owners on shorelines or near other critical areas to connect to the sewer system.
Policy Key-23	Create a Limited Improvement District for properties west of Sunset Avenue.
Goal 14	Encourage enhanced Library Services in Keyport.
Policy Key-24	Encourage regular service of the Kitsap Regional Library Bookmobile within Keyport.
CHAPTER 5: PORT IMPROVEMENTS AND WATERFRONT DEVELOPMENT	
Goal / Policy Number	Related Goal / Policy Language
Goal 15	Encourage expansion of the existing Port of Keyport Facilities
Policy Key-25	Update the Port of Keyport Master Plan.
Policy Key-26	Identify specific projects for a Port of Keyport funding measure.
Policy Key-27	Search out grant opportunities for shoreline improvement or replacement of marine facilities.
Goal 16	Minimize additional private docks in Keyport.
Policy Key-28	Encourage joint use docks for any new dock development.
CHAPTER 6: NATURAL ENVIRONMENT / PARKS & RECREATION	
Goal / Policy Number	Related Goal / Policy Language
Goal 17	Protect, restore, and enhance the natural and shoreline resources that add to the unique character of the Keyport Village.
Policy Key-29	Encourage public ownership and permanent preservation of lots with significant critical areas or wildlife habitat.
Policy Key-30	Monitor private septic systems and immediately respond to any failed system within Keyport that may flow into Dogfish Bay or Liberty Bay.
Policy Key-31	Encourage the replanting of native tree and plant species on all properties, especially those publicly-held.
Policy Key-32	Encourage creation of Keyport natural greenways, vegetated pathways, backyard natural habitat corridors, and street plantings.
Goal 18	Maintain current public facilities, parks, and port facilities, and add new facilities when determined by the community.
Policy Key-33	Coordinate with the Keyport Village community on any development plans for public facility improvements and additions.
Policy Key-34	Pursue creative funding strategies, grants, and opportunities to leverage federal, state, local, and volunteer sources for maintenance and capital improvement budgets.
Goal 19	Provide facilities to serve the variety of ages and needs in the community.
Policy Key-35	Explore the planning and construction of a community center within the Keyport Village boundary.

CHAPTER 7: ARTS & CULTURE	
Goal / Policy Number	Related Goal / Policy Language
Goal 20	Encourage local support for a creative and economic environment that allows artists to continue to live and work in and for the community.
Policy Key-36	Create a stimulating visual environment through the public and private artworks programs, and create a greater understanding and appreciation of art and artists through community dialogue, education and involvement.
Policy Key-37	Advocate for the inclusion of quality public art in projects built by both private developers and public agencies, promote quality design in both the natural and built environments and use artists on design teams
Goal 21	Preserve and share the community's unique setting, character, history, arts and culture by developing partnerships, resources and attractions that respect the needs and desires of Keyport residents.
Policy Key-38	Identify and record Keyport's "Sense of Place" through a continuous public dialogue about the influence of the arts, history, and culture.
Policy Key-39	Use artistic, historic, and cultural events as vehicles for sharing Keyport's uniqueness with residents and visitors while cultivating partnerships among the local artists, organizations and those interested in the arts, economic development, tourism, and historic preservation.
Policy Key-40	Identify local artists and publicize their value to the community through opportunities for public dialogue, and online database, and directory of artists, and residency programs, with support through non-profit organizations.
CHAPTER 8: SUSTAINABILITY	
Goal / Policy Number	Related Goal / Policy Language
Goal 22	Encourage sustainable practices and green building in Keyport.
Policy Key-41	Implement Low Impact Develop Standards for Keyport Stormwater development and improvements.
Policy Key-42	Promote Solar, Wind, Tidal, Wave Generation and other renewable energy generation infrastructure to serve the Keyport Community.
Policy Key-43	Promote installation of energy efficient fixtures (both electric and water based)
Policy Key-44	Promote U.S. Green Building Council's; Leadership in Energy & Environmental Design (LEED) silver certification standards for all future public buildings in Keyport.
CHAPTER 9: COMMUNITY BUILDING AND PLAN IMPLEMENTATION	
Goal / Policy Number	Related Goal / Policy Language
Goal 23	Foster an environment that supports the active and meaningful involvement of the community in local, county-wide and regional issues.
Policy Key-45	Ensure that Keyport residents have access in the community to information regarding future land uses and activities.
Policy Key-46	Encourage the support and maintenance of the Keyport Improvement Group to represent the citizens of Keyport in furthering of the Plan's goals and policies.

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“We shape our buildings, thereafter they shape us.”

- Winston Churchill (1874—1965)



CHAPTER 10: GLOSSARY OF TERMS & REFERENCES

10.1 GLOSSARY OF TERMS

Aquifer – A water-bearing layer of permeable rock, sand, or gravel.

Best management practices – A physical, structural, or managerial practice that has gained general acceptance for its ability to prevent or reduce environmental impacts.

Bicycle lane – A clearly marked land of travel for bicycles on the side of a street or roadway, separated from the automobile lanes by painted strips, curbs or buttons.

CAO – Critical Areas Ordinance

Capacity – The ability to contain, absorb or receive and hold employment, residential development, vehicles, sewage, etc.

Clustered housing – A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive areas (ESAs).

Concurrency – Adequate public facilities are available when the impacts of development occur. This definition includes the two concepts of “adequate public facilities” and of “available public facilities” as defined in WAC 365-195-210.

Critical aquifer recharge areas (CARA) – Areas that are susceptible to contamination to a current or future potable water supply aquifer (Chapter 19.600, KCC).

Critical areas – Areas such as wetlands, aquifer recharge areas, fish and wildlife habitat, frequently flooded areas, geologically hazardous areas, and rare or endangered plant habitat.

Density – The number of families, persons or housing units per unit of land, usually expressed as "per acre." There are several different ways of measuring density, including:

Net density – Units per net residential, commercial or industrial development site area; and

Gross density – Units per gross site area before dedication, covenants or designation of a portion of the site as unbuildable or open space.

Easement – A right or privilege that a person may have on another's land, such as a right-of-way.

Ecology – The Washington Department of Ecology.

Environmental Impact Statement – A document detailing the expected environmental impacts of a proposed action.

Environmentally sensitive areas (ESAs) – Those areas, designated, mapped and regulated by environmentally sensitive area regulations. These areas have existing site conditions that require development standards to minimize specific on-site and off-site adverse environmental impacts including stream siltation, hill-slides, and reduction of wildlife habitat. ESAs include wetlands, riparian corridors, steep slopes, slide-prone areas, areas subject to liquefaction during seismic events, hazardous waste sites, floodplains, and wildlife habitat areas.

Erosion hazard areas – Areas that because of natural characteristics, including vegetative cover, soil texture, slope gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion.

Growth Management Act (GMA) – Washington State House Bill 2929, adopted in 1990, and set forth in the Revised Code of Washington (RCW) at Chapter 36.70A. The GMA established statewide planning requirements relating to, among other topics, comprehensive plans, urban growth areas (UGAs), and environmentally sensitive areas or "critical areas."

Habitat – The place or type of site where a plant or animal naturally or normally lives and grows.

Housing type – Different varieties of dwelling units, including – single-family detached; single-family attached (i.e., duplexes); townhouses; multi-family apartments and condominiums; accessory dwelling units; and manufactured homes.

Housing unit – A housing unit is a house, apartment, manufactured home, a group of homes, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters.

Infill development – Development consisting of either construction on one or more lots in an area that is mostly developed, or new construction between two existing structures.

KCC – Kitsap County Code.

Level of service (LOS) – An established minimum capacity of public facilities or services that must be provided to meet current or projected demand; a qualitative measure describing the operational conditions within the traffic stream, and their perception by motorists and passengers.

Limited Area of More Intense Rural Development (LAMIRD) - This designation is consistent with the 1997 amendment to GMA and is subject to a number of guidelines and criteria (RCW 36.70A.070(5)(d)). These amendments provide an opportunity to help reconcile the County's historical land use pattern within the parameters of GMA.

Mitigation – The process of avoiding, reducing, or compensating for the environmental impact(s) of a proposal (see WAC 197-11-768).

Mixed-use – the presence of more than one category of use in a structure; for example, a mixture of residential units and offices in the same building.

Mode – Types of transportation available for use, such as a bicycle, an automobile, or a bus.

Multi-modal – Referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.

Multi-family dwelling or housing – A structure or portion of a structure containing 3 or more dwelling units, including units that are located one over the other.

Non-motorized mode – Any mode of transport that utilizes a power source other than a motor. Primary non-motorized modes include walking and bicycling.

On-street parking – Parking spaces located in the public right-of-way.

Open space – Land or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and

structuring urban development and form.

Overlay zone – A zoning district that encompasses one or more underlying zones and that imposes additional requirements above that required by the underlying zone (e.g., a special height limitation applied to a portion of a view protection overlay zone).

Park-and-ride lot – A parking lot where transit riders can leave their vehicles and ride a bus or other mode of public transport to another location.

Pedestrian orientation – An area where the location and access to buildings, types of uses permitted on the street level, and storefront design, are based on the needs of customers on foot.

Policy – An agreed course of action adopted and pursued by decision-makers to achieve one or several goals and objectives and which is used as a guide for formulating programs.

Public facilities – Any use of land, whether publicly or privately owned, for transportation, utilities, or communication, or for the benefit of the general public, including streets, schools, libraries, fire and police stations, municipal and county buildings, powerhouses, recreational centers, parks and cemeteries.

RCW – Revised Code of Washington.

Right-of-way – Land in which the state, county, or a city owns the fee simple title or has an easement dedicated or required for a transportation or utility use. The right-of-way is the right to pass over the property of another. It refers to a strip of land legally established for the use of pedestrians, vehicles or utilities.

Riparian areas – Lands situated along the banks of streams, rivers and lakes.

Runoff – Water from rain, snowmelt, or irrigation that flows over the ground surface and returns to streams.

Sediment – The fine grained material deposited by water or wind.

Seismic hazard areas – Areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

Special needs housing – Housing that is provided for low income or indigent persons and, where applicable, their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in order to sustain appropriate housing on a permanent, long-term or transitional basis.

State Environmental Policy Act (SEPA) – Enacted in 1971, SEPA provides the framework for agencies to consider the environmental consequences of a proposal before taking action. It also gives agencies the ability to condition or deny a proposal due to identified likely significant adverse impacts. The Act is implemented through the SEPA Rules, Chapter 197-11 WAC (Washington Administrative Code).

Streetscape – The visual character of a street as determined by elements such

as structures, access, greenery, open space and view.

Sub-Area Plan – A coordinated policy statement governing a portion of a county or city that is adopted under the Washington State Growth Management Act (GMA). A document or series of documents prepared by a professional planning staff and planning commission that sets forth guidelines and policies for the future development of a community. Such a plan should be the result of considerable public input, study, and analysis of existing physical, economic, environmental and social conditions, and a projection of likely future conditions.

Surface water – Streams, rivers, ponds, lakes or other waters designated as “waters of the state” by the Washington State Department of Natural Resources (WAC 222-16-030).

Urban Growth Area (UGA) – An area where urban growth will be encouraged. Counties establish UGAs under the Washington State Growth Management Act (GMA). Consistent with the GMA, all growth outside of UGAs must be rural in nature.

WAC – Washington Administrative Code.

Watershed – The region drained by or contributing water to a stream, lake or other body of water.

Wetland or wetlands – Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and under normal circumstances to support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include artificially wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. Wetlands may include artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or city (RCW 36.70A.030).

WSDOT – Washington State Department of Transportation

Zoning – The process by which a county or municipality legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction.

10.2 REFERENCES

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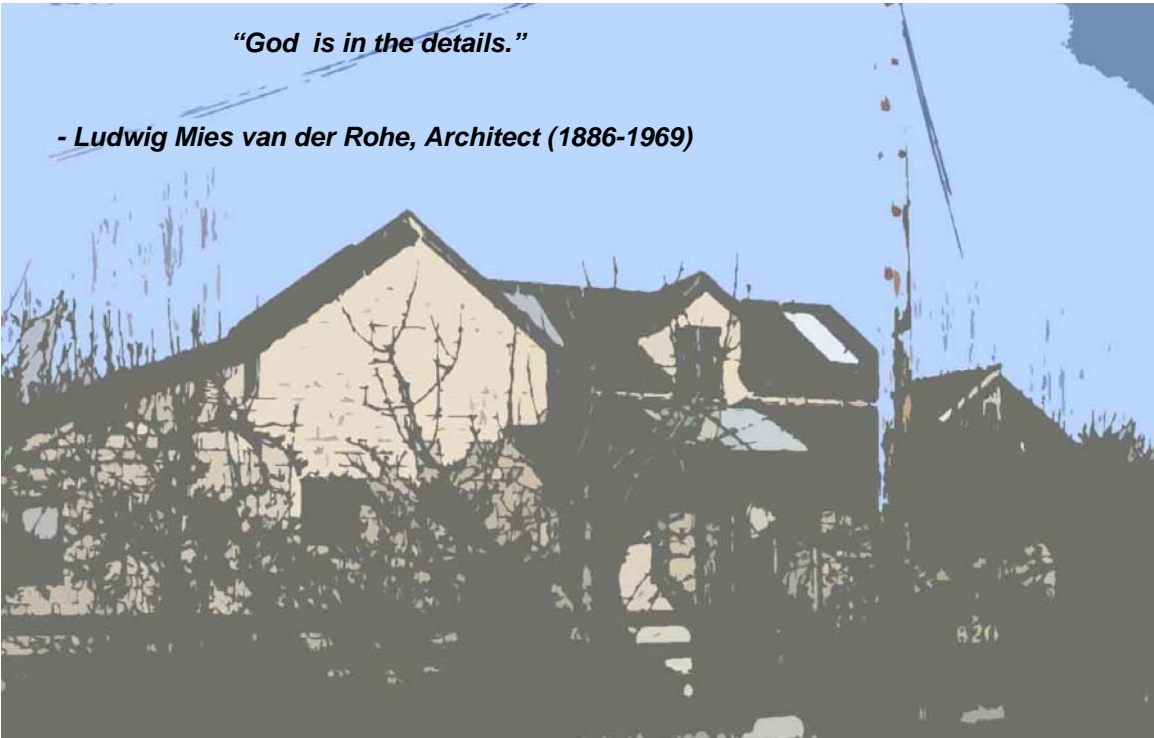
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"God is in the details."

- Ludwig Mies van der Rohe, Architect (1886-1969)



APPENDICES

- Appendix A: Keyport Online Survey Results**
- Appendix B: Amendments to Kitsap County Zoning Ordinance**
- Appendix C: Keyport Historic Buildings Analysis**
- Appendix D: Kitsap County Pedestrian / Bicycle Collision Data**
- Appendix E: Mosquito Fleet Trail Plan – Keyport Excerpts**
- Appendix F: View Protection**
- Appendix G: Keyport Design Guidelines**
- Appendix H: Zoning Maps & Keyport Land Use Capacity Analysis**
- Appendix I: Keyport Park – Transfer of Development Credits**

APPENDIX A: KEYPORT ONLINE SURVEY RESULTS



- Keyport Online Survey began March 20, 2007 and ended May 4, 2007.
- Keyport Online Survey served as a vital component to provide community input for Keyport planning study, with the goal of preparing a community plan.
- Keyport has previously been identified by the County as a candidate for a designated “limited area of more intensive rural development”, or LAMIRD, which would recognize Keyport’s identity under the Washington State Growth Management Act as a rural village with historical boundaries while preventing urban-type sprawl.
- The intent of sub-area plan and survey is to recognize what Keyport residents appreciate about their community and develop the standards and regulations to preserve those distinguished characteristics.
- Total results submitted: 45 community members of a total Keyport population of 535 people (approximately 8.4 percent response rate).

KEYPORT ONLINE SURVEY – COMPLETE RESULTS:

Basic Information

After an introductory paragraph describing the online survey and the value of this tool as a gauge for community concerns, interests, and desires related to many issues. The first set of three survey questions were basic information of name, address and email. The fourth question asked if inclusion in the community email list, please note that over 88% responded positively possibly indicating acknowledgement of email as a valuable communication tool for the community.

Question 4: Would you like to be included in the Keyport Community Stakeholders email list?

4. Would you like to be included in the Keyport Community Stakeholders email list?		Response Percent	Response Total
Yes		88.1%	37
No		11.9%	5
Total Respondents			42
(skipped this question)			3

Relationship to Keyport

Survey Text:

“Survey Participant Information”

“Information regarding your relationship and location within the Keyport community is important in identifying what issues are most important to geographic locations and/or groups within the community.”

***Please note, participant information is not required and may be filled in with N/A if desired. At no time will any of this information be distributed or used for any purpose other than the Keyport Community Plan.”*

Question 5: Please select the item which best describes your relationship to Keyport.

5. Please select the item which best describes your relationship to Keyport.			
		Response Percent	Response Total
I live in Keyport and own my home.		59.1%	26
I live in Keyport and rent my home.		6.8%	3
I own property in Keyport and rent to others.		11.4%	5
My place of employment is in Keyport.		0%	0
I own a business located in Keyport.		0%	0
I visit Keyport regularly (more than twice a month)		4.5%	2
I visit Keyport occasionally (less than once a month)		0%	0
View Other (please specify)		18.2%	8
Total Respondents			44
(skipped this question)			1

Question 5 Other Responses Included:

1. I own a home in Keyport
2. Rent to others and live there on and off.
3. I live/own in Keyport trace
4. I live just outside of Keyport;
5. Live and part owner Keyport Mercantile;
6. I live near Keyport;
7. I live and work in Keyport at Keyport Bible church;
8. I visit Keyport and live nearby on Brownsville Hwy;
9. Estate Trustee

Question 6: If you live in Keyport, how long have you been a resident?

6. If you live in Keyport, how long have you been a resident?			
		Response Percent	Response Total
Less than 1 Year		2.6%	1
1 Year to 5 Years		28.9%	11
5 Years to 10 Years		15.8%	6
More than 10 Years		34.2%	13
View Other (please specify)		18.4%	7
Total Respondents			38
(skipped this question)			7

Question 6 Other Responses Included:

1. Property Owner
2. We have lived there on and off for 5 to 10 years
3. 30 years in my residence;
4. nearby over 10 years;
5. temporary resident;
6. 2.5 years on Brownsville Hwy;
7. Absentee trustee

Keyport Community Interest Groups

Question 7: Which Sub-Committees or Subjects would you interested in participating in?

7. Which Sub-Committees or Subjects would you be interested in participating in? (more than one may be chosen)			
		Response Percent	Response Total
Commercial Land Use / Economic Development		29.7%	11
Residential Land Use / Housing		70.3%	26
Transportation / Pedestrian Improvements		24.3%	9
Public Facilities / Infrastructure (Sewer, Storm Water, etc)		37.8%	14
Port Improvements / Waterfront Development		29.7%	11
Natural Environment / Parks & Recreation		24.3%	9
Arts & Culture		13.5%	5
Sustainability (Green Building, Renewable Energy, etc.)		13.5%	5
Implementation / Community Building		5.4%	2
<input type="button" value="View"/> Other (please specify)		13.5%	5
Total Respondents			37
(skipped this question)			8

Question 7 Other Responses Included:

1. None
2. Youth activities
3. View protection
4. All of the above
5. None

Keyport Existing Conditions

Question 8: What geographical areas you consider as the Keyport Community?

8. What geographical areas you consider as the Keyport Community? (please choose all that apply)			
		Response Percent	Response Total
The Keyport Historic town plat (East of Sunset Ave.)		68.2%	30
The peninsula north of Dogfish Bay		84.1%	37
The Naval Station and Undersea Warfare Museum		36.4%	16
The Keyport Trace Subdivision		11.4%	5
<input type="button" value="View"/> Other (please specify)		6.8%	3
Total Respondents			44
(skipped this question)			1

Question 8 Other Responses Included:

1. And areas that are due east and north of Keyport Trace
2. Naval station is historically important and a participating neighbor and is important financially to the community, but is a military installation.
3. Tagholm and power station area

Question 9: What is the best thing about Keyport:

1. People are friendly, a small town feeling and very little traffic.
2. Quiet, Compact, Well defined and accessible to other areas.
3. Small town surrounded by water
4. The life style and the people
5. Tranquil
6. Friendly and community spirit
7. Quiet
8. Small town friendliness

9. SMALL TOWN COMMUNITY
10. SMALL TOWN LIVING
11. Small community
12. Small Community
13. Access to Liberty Bay
14. Quiet
15. Quiet
16. Small village environment, low key development (lack of side-walks is a plus) Great views of water and Olympics while walking around town. Community gatherings. Community parks, narrow streets
17. Small neighborhood
18. Quiet Community, great neighborhood for people to live
19. Close community
20. Rural community
21. Being small, rural and our view of the water
22. Friendly involved people in the community, location, being on the water, slower pace, little traffic
23. Whiskey Creek Steak House
24. The view, the land and the people
25. Quiet living, friendly neighbors
26. No traffic
27. Small but alive
28. Small historical atmosphere
29. View and small town atmosphere
30. Old-time, small-town friendly community atmosphere close to the water
31. Older homes in excellent condition
32. Natural boundaries keep it small
33. Atmosphere
34. Individuality
35. Small village atmosphere
36. Far away from Silverdale/Poulsbo
37. Friendly neighbors.
38. Small and quiet
39. Location
40. Location

Question 10: What is the worst thing about Keyport:

1. A lack of a true community center (main street) and unkempt properties (lacking pride of ownership). Unsupervised kids making noise late into the night at the city dock.
2. Lack of small retail uses.
3. Homes lacking maintenance
4. No sewer, high density housing
5. Junked cars and yards
6. Boat traffic excessive speed going by Keyport docks
7. No stores
8. The roads
9. PROPERTY TAXES
10. Mobiles & apartments
11. Unkempt Properties
12. Lack of public transportation
13. Traffic
14. Nothing
15. No surface water management west of Sunset , Property taxes not reflective of lack of functional county services .
16. No sewer to home; derelict cars & boats and junky yards.
17. Limited useable public waterfront
18. Old unmaintained homes/lots that are on very small lots
19. The fact that people want sewer, will build more and ruin the feel and the views
20. Dirty unkempt look to some prominent buildings downtown, port in poor shape,
21. Lack of economic activity

22. The Mercantile is not open
23. Lack of amenities and infrastructure
24. Unsightly buildings/rundown port
25. Rentals that are not kept up
26. Poorly maintained
27. Nothing
28. Kids are stuck in town with little to do
29. Mobile homes
30. Septic tank drain fields
31. Litterers
32. Roads
33. Lack of pride in the area
34. Unsightly and poorly built/maintained buildings. Common denominator is (in some cases former) ownership by Juel Lange.
35. Run down homes and businesses
36. Rundown rentals

Question 11: What would you keep about Keyport:

1. Small town feeling.
2. Post office and PO boxes with no other mail delivery.
3. Quiet, homey atmosphere
4. The casual streets and lot sizes
5. Lack of traffic in downtown
6. Commercial and single family residences
7. The marina
8. PUBLIC DOCK & PARKS
9. Views
10. Small businesses
11. Historical spots
12. Everything
13. I like things as they are, with the exception of "worst things about Keyport" list
14. Leave just like it is
15. Post Office, small town feel
16. Small town quietness and safety
17. Semi-rural character
18. Keep it just the way it is, no sewer, no subdividing
19. Community "feel",
20. Museum
21. The diversity and village "feel"
22. Neighborhood ambiance
23. Small feel
24. Rural, historic nature
25. View
26. Sense of community, the Keyport Mercantile!
27. Village atmosphere
28. The little town feel.
29. Wooded sections around town
30. Village identity
31. Leave it alone for the most part (just undo the harm done by the "Stop All Growth Acts"
32. Small town atmosphere.
33. Historic buildings
34. Single family dwellings

Question 12: What would you change about Keyport:

1. It's appearance (first impression).
2. More commercial development.

3. Adding sidewalks
4. Get rid of the trailers
5. Bring in a very few arts/studio businesses
6. No additional multifamily development
7. SEWERS & DRAINAGE WEST OF SUNSET
8. UNDERGROUND UTILITY LINES
9. Potholes in road
10. More small businesses
11. 3 lanes leaving town (between the gate & Brownsville road)
12. Nothing
13. Surface water management infrastructure west of Sunset, speed bumps on Petterson,
14. No
15. Grocery store and gas station, slow traffic down before cosway-10-mph.
16. Find something for the teens to do to stay out of trouble
17. Dilapidated residences
18. Nothing, that's why we moved here
19. Improve the "curb appeal" of the area, improve port facilities, make better use of museum for visitors.
20. Ferries to other Kitsap Locations
21. A couple more businesses
22. Improve Port of Keyport
23. More activity in the summer that keeps us economically active and alive
24. Community Maintenance and improve port
25. Laws that preserve small town and view
26. Improve the eyesores and promote a small-business hub
27. Zoning against mobile homes
28. Eliminate junk cars, fix up homes
29. Disrespect for others property.
30. Lots filled with junk cars
31. Unkempt appearance
32. Fix historical zoning & Make sewer available but not mandatory
33. The Continental Inn. What a blight.
34. Upgrade marina
35. Rundown rentals

Keyport Vision Statement

The following Keyport Vision Statement was included in the survey:

“Keyport is a rural, historic waterfront village bounded and limited in size by its natural borders of water and the Naval Undersea Warfare Center. The community consists primarily of single family homes, a few small businesses, and a community park system. The community is close-knit, where people know and greet their neighbors, and has an active community club which provides social events. Keyport wants to limit urban growth to retain its sense of community and small-town ambience.

Keyport would prefer that future business expansion would be limited to small businesses and services serving the community, consistent with historical usage located near the downtown core. The Keyport community desires to re-establish certain historic commercial zoning and to establish appropriate land use zoning to maintain historic rural character where it is consistent with historical public services. The community would like to establish development patterns, including lot sizes, which may encourage infill development consistent with the Growth Management Act. These infill development patterns would be consistent with historical progressive development, yet limit urban-like sprawl and high density growth.



Keyport would like to improve existing transportation infrastructure and services to make it easier and safer to get around the community, make the community more pedestrian

friendly, and improve parking for visitors.

Improvements would be requested from Kitsap County as feasible to improve public infrastructure and facilities, including expansion of the sewer lines, upgrading the storm water drainage system, improving street lighting, and improving marine access.

The community would like to retain a flexible community park system attractive as gathering and recreational centers for both children and adults. Keyport would like to preserve and enhance the small-town atmosphere and visual character of the area for the community as well as visitors, where one can enjoy a safe and pleasurable walk, enjoy the spectacular marine and mountain views, and have easy access to a village center that acts as a social center with restaurants and services providing for basic needs.”

Question 13: Do you generally support this vision statement? (Yes/No)

13. Do you generally support this vision statement?			
		Response Percent	Response Total
Yes		90.7%	39
No		9.3%	4
No Opinion		0%	0
Total Respondents			43
(skipped this question)			2

Question 14: Do you have any suggestions, changes, or comments regarding the vision statement?

1. No
2. Great! Good neighbors keep communities positive
3. Make note that there is to be no more high density housing in Keyport village which also includes the commercial area
4. Add art studios to vision of small businesses
5. NO
6. NIGHT LIGHTS IN PARKS
7. If improving transportation infrastructure means wider road ways and sidewalks, I think that should be limited to east of sunset, but taxes should reflect this.
8. See comments previous about the extent of Keyport Community
9. I don't agree with expansion of sewer lines, I know many of us do not want additional subdivision. I also fear many elderly landowners could be forced to pay for something they don't need
10. That looks good
11. Should be more flexibly on types of businesses
12. Improve port of Keyport
13. That the existing uses be given the ability to grow and flourish in the non residential areas of Keyport.
14. Add view protection statement
15. No
16. No
17. Add roads to list of improvements
18. Keep growth very low

Keyport Limited Area of More Intense Rural Development (LAMIRD) Boundaries

The following Keyport LAMIRD information was included in the survey

“Description of LAMIRD, What are they? Existing rural areas characterized by more intensive development, yet are not areas of urban growth, nor are they to be the pattern of future rural development.”

“Revised Code of Washington (RCW) 36.70A.070

(5) Rural element. Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest, or mineral resources. The following provisions shall apply to the rural element:

(d) Limited areas of more intensive rural development. Subject to the requirements of this subsection and except as otherwise specifically provided in this subsection (5)(d), the rural element may allow for limited areas of more intensive rural development, including necessary public facilities and public services to serve the limited area as follows:

(i) Rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads developments. A commercial, industrial, residential, shoreline, or mixed-use area shall be subject to the requirements of (d)(iv) of this subsection, but shall not be subject to the requirements of (c)(ii) and (iii) of this subsection. An industrial area or an industrial use within a mixed-use area or an industrial area under this subsection (5)(d)(i) is not required to be principally designed to serve the existing and projected rural population;

(ii) The intensification of development on lots containing, or new development of, small-scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses, that rely on a rural location and setting, but that do not include new residential development. A small-scale recreation or tourist use is not required to be principally designed to serve the existing and projected rural population. Public services and public facilities shall be limited to those necessary to serve the recreation or tourist use and shall be provided in a manner that does not permit low density sprawl;

(iii) The intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents. Rural counties may allow the expansion of small-scale businesses as long as those small scale businesses conform with the rural character of the area as defined by the local government according to RCW 36.70A.030(14). Rural counties may also allow new small-scale businesses to utilize a site previously occupied by an existing business as long as the new small-scale business conforms to the rural character of the area as defined by the local government according to RCW 36.70A.030(14). Public services and public facilities shall be limited to those necessary to serve the isolated nonresidential use and shall be provided in a manner that does not permit low-density sprawl;

(iv) A county shall adopt measures to minimize and contain the existing areas or uses of more intensive rural development, as appropriate, authorized under this subsection.

Lands included in such existing areas or uses shall not extend beyond the logical outer boundary of the existing area or use, thereby allowing a new pattern of low-density sprawl.

Existing areas are those that are clearly identifiable and contained and where there is a logical boundary delineated predominately by the built environment, but that may also include undeveloped lands if limited as provided in this subsection. The county shall establish the logical outer boundary of an area of more intensive rural development.

In establishing the logical outer boundary the county shall 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;

(v) For purposes of (d) of this subsection, an existing area or existing use is one that was in existence:

(A) On July 1, 1990, in a county that was initially required to plan under all of the provisions of this chapter;”

Question 15: Do you generally support designation of Keyport as a LAMIRD?

15. Do you generally support designation of Keyport as a LAMIRD?		Response Percent	Response Total
Yes		87.8%	36
No		4.9%	2
No Opinion		7.3%	3
Total Respondents			41
(skipped this question)			4

Keyport Limited Area of More Intense Rural Development (LAMIRD) Boundaries

The following Keyport LAMIRD boundary descriptions were included in the survey

“LAMIRD BOUNDARY ALTERNATIVE 1

- Most Compact boundary.
- Captures Historic Town limits.
- Does not include Naval Base Keyport.
- Natural water boundary & ends at southwest edge of causeway.
- Does Not Include Museum.

LAMIRD BOUNDARY ALTERNATIVE 2

- Includes Historic Town limits and entire Naval Base Keyport.
- Natural water boundary & ends at southwest edge of causeway.
- Does not include any parcels west of Brownsville Highway.
- Includes Museum property.

LAMIRD BOUNDARY ALTERNATIVE 3

- Maximum possible LAMIRD boundary.
- Includes Keyport Trace, Tagholm Road, and portions of 308 & Brownsville Highway.
- Includes entire Naval Base Keyport and Museum Property.

LAMIRD BOUNDARY ALTERNATIVE 4

- Includes Keyport Trace, Tagholm Road, and portions of 308 & Brownsville Highway.
- Does not include Naval Base Keyport or Museum Property.
- Boundary Ends at South Edge of Keyport Trace & Existing Sewer.

LAMIRD BOUNDARY ALTERNATIVE 5

- Includes Keyport Trace, Tagholm Road, and portions of 308 & Brownsville Highway.
- Does not include Naval Base Keyport
- Does Include Museum Property.

LAMIRD BOUNDARY ALTERNATIVE 6

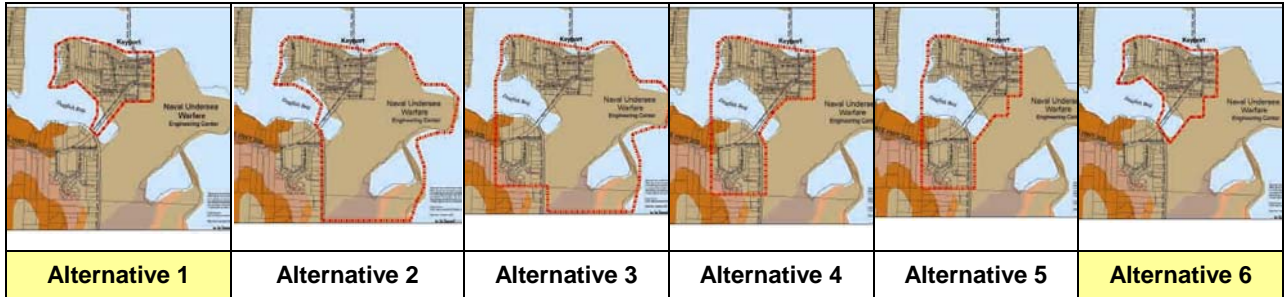
- Next Most Compact boundary.
- Captures Historic Town limits.
- Does not include Naval Base Keyport.
- Natural water boundary & ends at southwest edge of causeway.
- Does Include Museum Property”

“The Washington State Growth Management Act (RCW 36.70A.070) cites when establishing the logical outer boundaries of Limited Areas of More Intense Rural Development (LAMIRD), the boundaries must: (A) preserve the character of existing natural neighborhoods and communities (pre 1990), (B) utilize physical boundaries such as bodies of water, streets and highways, and land forms and contours, (C) prevent abnormally irregular boundaries, and (D) provide the ability to provide public facilities and public services in a manner that does not permit low-density sprawl.”

Question 16: Please choose a Limited Area of More Intense Rural Development Boundary that best defines the Keyport Community.

16. Please choose a Limited Area of More Intense Rural Development boundary that best defines the Keyport community. (Please use the BACK button to review the alternatives in detail)

		Response Percent	Response Total
LAMIRD BOUNDARY ALTERNATIVE 1 (Most Compact)		29.3%	12
LAMIRD BOUNDARY ALTERNATIVE 2 (Compact w/ Naval Station)		24.4%	10
LAMIRD BOUNDARY ALTERNATIVE 3 (Maximum w/ Naval Station)		4.9%	2
LAMIRD BOUNDARY ALTERNATIVE 4 (Maximum w/o Naval Station)		2.4%	1
LAMIRD BOUNDARY ALTERNATIVE 5 (Maximum w/ Museum Only)		9.8%	4
LAMIRD BOUNDARY ALTERNATIVE 6 (Compact w/ Museum Only)		29.3%	12
Total Respondents			41
(skipped this question)			4



The Keyport Community Plan and survey included discussion and recommendations for various elements including; Commercial Land Use, Economic Development, Residential Land Use, Housing, Transportation / Pedestrian Improvements , Public Facilities / Infrastructure , Port Improvements / Waterfront Development, Natural Environment / Parks & Recreation , Art & Culture, Sustainability ,Implementation and Community Building.

The following survey questions related to numerous suggestions for Keyport community vision, goals, and key projects. Survey participants were requested to indicate their opinion for each item by clicking one of the columns of Very Important, Somewhat Important, Not Important, or No Opinion.

Commercial Land Use / Economic Development Goals, Policies, and Key Projects

Question 17: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

17. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Maintain a sense of community & small town ambiance in downtown.	90% (37)	7% (3)	2% (1)	0% (0)	41
Re-establish / reinforce a defined Community Center.	39% (16)	39% (16)	17% (7)	5% (2)	41
Expand, encourage small business downtown.	41% (17)	44% (18)	15% (6)	0% (0)	41
Encourage sensitivity to Historic business elements of Keyport.	59% (24)	37% (15)	5% (2)	0% (0)	41
Encourage Mixed-Use (Commercial & Residential) projects in downtown.	49% (20)	32% (13)	20% (8)	0% (0)	41
Encourage pedestrian connections to the Naval Undersea Museum.	44% (18)	44% (18)	12% (5)	0% (0)	41
Start a Keyport Saturday Street Fair or Farmer's Market.	12% (5)	34% (14)	39% (16)	15% (6)	41
Expand and encourage home based business throughout community.	34% (14)	41% (17)	22% (9)	2% (1)	41
Allow Bed and Breakfast Inns throughout community.	20% (8)	51% (21)	22% (9)	7% (3)	41
Enhance Washington Boulevard as Keyport commercial downtown core.	44% (18)	41% (17)	12% (5)	2% (1)	41
Adopt Design Guidelines for Commercial Properties.	54% (22)	39% (16)	5% (2)	2% (1)	41
Promote creation of small business incubator facility (meeting room, copier, answering service, etc.) for home based business in Keyport.	15% (6)	37% (15)	44% (18)	5% (2)	41
Create a Business Improvement District for the commercial core.	17% (7)	51% (21)	24% (10)	7% (3)	41
Maintain & Encourage additional community events and activities.	46% (19)	39% (16)	12% (5)	2% (1)	41
Install wireless internet service at Port that serves all of Keyport.	35% (14)	22% (9)	35% (14)	8% (3)	40
Designate Keyport Village Center at intersection of Washington & Highway 308 with landscape, paving, and other enhancements.	41% (17)	37% (15)	17% (7)	5% (2)	41
Allow reduced parking requirements for commercial development in Keyport.	24% (10)	34% (14)	32% (13)	10% (4)	41
Limit all commercial construction in Keyport to a maximum of two stories.	59% (23)	28% (11)	13% (5)	0% (0)	39
Limit all commercial construction in Keyport to a maximum of 35 feet height, regardless of number of stories.	51% (21)	37% (15)	12% (5)	0% (0)	41
Allow commercial buildings to construct with no setback from sidewalk or property lines.	24% (10)	37% (15)	29% (12)	10% (4)	41
Require screening (fencing, landscape, etc.) for all trash receptacles.	27% (11)	27% (11)	46% (19)	0% (0)	41
				Total Respondents	41
				(skipped this question)	4

Question 18: Comments on Commercial Vision, Goals, and Key Projects.

1. I oppose several of the above - why doesn't questionnaire let me say that?

2. All projects should be 'green'
3. Setbacks are fine if there's space
4. View protection
5. Keyport Bible Church has been a center of Keyport activities since 1926. The current site as housed a church since 1937. zoning should reflect this use.
6. I would like to see a nice core area on Washington starting with the expansion and upgrade of the port marina. Adding more guest slips so we can draw the boaters to the area businesses and museum.
7. Small town ambiance should not be limited to downtown
8. None
9. Parking is already a problem in Keyport
10. NONE
11. Improve visitor moorage
12. In such a limited area everything that is done or fails to get done has far-reaching impact on the whole.
13. Encourage variety as it is hard to predict what may be successful.

Question 19: Suggestions for additional Vision, Goals, and Key Projects

1. Sidewalks in core. Transit service to gate and to core.
2. Covered bus stop areas & park like benches for community chats
3. Get public transportation to town
4. NONE
5. I like the idea of improving infrastructure and ambience of down town to promote business and visitors but think it should be limited to downtown
6. Sewer availability for all homes.
7. Promote safety and reduce delinquency by creating a youth center (common room, internet, pool table, etc.) for the local teens in Keyport.
8. Larger sidewalks with trees on Washington Ave. Picnic area/Gazebo on dock
9. Improve port of Keyport
10. View protection ordinance
11. Improve lighting in parks and streets
12. "Dead cars" and trash in yards be required to be removed
13. The property for sale at Washington and #308 may have an upwelling, artesian water flow. The geologic survey reported on water patterns when the Superfund program was establishing these parameters.
14. Focus on "green" and local history

Question 20: Are there specific parcels that should be designated as Commercial (please specify address or Assessor Parcel Number)?

1. Any parcel within 200 feet of Washington
2. Marina (not marine repair) need to have adequate parking
3. Grandview Blvd #1986,1974,1954,1957,All of Washington Ave including 15498,15550,15501,15499
4. Yes 15270 &15272 should be zoned to allow the existing use of church. No conditional use should be required for expansions in church use.
5. N/A
6. All of Washington Street plus 1 block all streets north and south; include Posten's marine service facility
7. Washington Ave. core
8. No comment
9. Treat the marina service area appropriate to its historical usage.

Question 21: Are there specific businesses you would encourage?

1. Professional Services
2. Restaurants , specialty stores , Marine related retail.
3. Hair salon; Laundromat; internet cafe; gas station; arts &crafts
4. Arts/studios/marine repair
5. Book store/coffee shop/gifts or flowers
6. Home based cottage industry type ok
7. Grocery/general store and gas station.
8. Gift shop, antique shop, used book store

9. Store, restaurant, bakery, wine bar, shops, home business, marina, boating rental/store, art studio, bed and breakfast, condos
10. Bed and breakfast, something that utilizes marina
11. New general store and lunch shop.
12. Family
13. Restaurants, gift/hobby/knickknack type shops (like Poulsbo or Leavenworth), but without a theme.
14. Only businesses that support the Keyport community
15. The Mercantile
16. Those with environmentally sensitive focus
17. Few

Question 22: Are there specific businesses you would discourage?

1. No
2. Anything noisy, dirty, potentially immoral or inviting trouble from cliental such as tattoo or massage parlor; adult stores
3. Fast foods/trailer parks
4. Tattoo parlor
5. TAVERNS
6. Large industrial or commercial
7. Gas station, major retail,
8. Bars, strip joints, casinos
9. "Adult store", heavy manufacturing
10. Anything that is LOUD or not friendly to the environment
11. Those generating high traffic volumes
12. No
13. Any adult only businesses
14. Major chain stores of all kinds
15. No businesses that do not support the community
16. The boat storage
17. Most
18. Anything large

Residential Land Use / Housing Vision, Goals, Policies, and Key Projects

Question 23: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

23. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Maintain Single Family homes as primary residential housing type.	75% (30)	22% (9)	2% (1)	0% (0)	40
Protect Private Views through view protection code or language.	60% (24)	28% (11)	12% (5)	0% (0)	40
Encourage sewer extensions throughout Keyport boundary.	58% (23)	28% (11)	12% (5)	2% (1)	40
Allow infill development and subdivision of larger lots.	35% (14)	32% (13)	28% (11)	5% (2)	40
Encourage multi-family development and condominiums.	5% (2)	18% (7)	78% (31)	0% (0)	40
Encourage conversion of existing multi-family apartments to condominiums.	21% (8)	28% (11)	44% (17)	8% (3)	39
Encourage low-interest loans for structure / building rehabilitation.	55% (22)	35% (14)	10% (4)	0% (0)	40
Allow additional mobile home parks.	0% (0)	2% (1)	98% (39)	0% (0)	40
Allow reduced front yard setbacks for development with front porches.	31% (12)	31% (12)	33% (13)	5% (2)	39
Require a minimum of parking spaces per unit for residential development in Keyport.	26% (10)	56% (22)	18% (7)	0% (0)	39
Providing an adequate supply of affordable housing for individuals of all income levels throughout Keyport.	20% (8)	32% (13)	48% (19)	0% (0)	40
Encourage Historic Research, Designation, or Plaques for Historic Homes.	32% (13)	42% (17)	20% (8)	5% (2)	40
Require screening (fencing, landscape, etc.) for all multi-family trash receptacles.	38% (15)	32% (13)	28% (11)	2% (1)	40
Encourage development of Accessory Dwelling Units (ADU)s and Guest Quarters on existing residential lots in Keyport.	23% (9)	33% (13)	31% (12)	13% (5)	39
				Total Respondents	40
				(skipped this question)	5

Question 24: Comments on Residential Vision, Goals, and Key Projects?

1. No
2. Thanking those who worked on this!
3. No mobiles & run-down apartments/ trashy houses & yards
4. Clean up appearance and bring unified historic look to downtown and port.
5. None
6. View protection
7. Do Not allow additional mobile homes in community. Converting apartments to condominiums would be a PLUS!
8. Size of lots makes some of this redundant

9. "Green"
10. I oppose several of the above
11. There are a number of deteriorating buildings in Keyport. These should attract serious attention and pressure to upgrade.

Question 25: Suggestions for additional Residential Vision, Goals, and Key Projects?

1. Enable large parcels to divide to "infill" at something close to what has evolved over time.
2. Consider how to secure finances from limited residents, especially if there's an unforeseen expensive need.
3. Clean up residences and yards
4. I would very much like to see an expanded sewer system.
5. Re: all
6. None
7. View protection
8. Restrict infill to 4 or less lots.
9. Saltwater Park is a county concern. We can be aware, but can't keep up with it.
10. "Green"
11. Demolish the Continental Inn and build houses similar to those in Poulsbo Place.

Question 26: Are there specific parcels that should be designated different Residential zoning (please specify address or Assessor Parcel Number)?

1. 15410 PETTERSON RD NE
2. 15478 COVE POINT LANE NE
3. Current vacant shore lots should be reviewed as potential conservancy status (Key Heron and Bald Eagle uses)
4. No
5. 1986,1974,1954,1957 Grandview, All of Washington
6. 15410 Petterson Rd. NE
7. Need to see parcels map
8. No comment
9. Marina service

Question 27: Are there specific Housing types you would encourage?

1. ADUs
2. Cottage types, porches, Cape Cod styles
3. Single family only
4. Energy efficient
5. Single Family
6. Single family dwellings
7. Those similar to what we have now
8. New housing exteriors should reflect historic ambience
9. Single family homes.
10. Cottage - single family
11. Single family homes, with height and view restrictions
12. Small condos
13. Single family
14. Single family
15. Single family residences or condo's
16. Single family and extended family homes
17. Encourage home/condo ownership instead of rental units
18. Single family homes
19. Attached town homes with adequate parking
20. No comment
21. Single family
22. Single family homes (with and without ADUs)

Question 28: Are there specific Housing types you would discourage?

1. No

2. Modern, Exotic,. commercial looks, glaring colors
3. Apts. multifamily dwelling, low income housing
4. Trailers/mobile homes
5. Multi-family
6. Multi-family dwellings
7. Building prop. line to prop. line & *35 ft in height
8. Multi-family,
9. Mobile homes
10. Apartments. Mobile Homes.
11. Additional multifamily rentals
12. Subdivision of lots, apartments, condos, mobiles
13. Trailer parks, large apartments
14. Tiny apartments
15. Condominium
16. Mobile homes
17. Condo's and apartments, mobile homes
18. Discourage rental units
19. Mobiles, apartments, and condominiums except for apartment conversions to condominiums
20. High-rise apartments or condos
21. In-fill in a swamp. (look on Petterson)
22. Multi-family, apartments, condos,
23. Trailers, condos, apartments
24. Multi-family apartments.
25. Multi-family & condo's

Transportation / Pedestrian Improvements Vision, Goals, Policies, and Key Projects

Question 29: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

29. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Install Crosswalks at Central Park and Intersection of Washington Ave. and Highway 308.	48% (19)	28% (11)	20% (8)	5% (2)	40
Improve Pedestrian Safety throughout Keyport.	50% (20)	38% (15)	12% (5)	0% (0)	40
Encourage Sidewalk enhancements on Washington Avenue.	54% (21)	33% (13)	10% (4)	3% (1)	39
Install sidewalks throughout Keyport.	22% (9)	20% (8)	55% (22)	2% (1)	40
Have established Park & Ride Lot on Highway 308 (possible Viking Way intersection or closer to Keyport).	33% (13)	36% (14)	26% (10)	5% (2)	39
Provide Kitsap Transit service to Keyport.	38% (15)	49% (19)	10% (4)	3% (1)	39
Improve Pedestrian & Bicycle access along Highway 308 and across the Causeway.	62% (24)	28% (11)	10% (4)	0% (0)	39
Establish walking loop throughout Keyport connecting to the Park.	42% (17)	32% (13)	25% (10)	0% (0)	40
Provide Taxi Service to Keyport.	15% (6)	23% (9)	51% (20)	10% (4)	39
Provide Aqua-Taxi / Pedestrian Ferry service to Poulsbo downtown & Clearwater Casino docks.	28% (11)	35% (14)	30% (12)	8% (3)	40
Lower speed limits throughout Keyport.	42% (17)	32% (13)	18% (7)	8% (3)	40
Ensure maintenance of existing streets and transportation facilities.	75% (30)	22% (9)	2% (1)	0% (0)	40
Require reduced parking requirements for commercial development in Keyport.	25% (10)	32% (13)	32% (13)	10% (4)	40
				Total Respondents	40
				(skipped this question)	5

Question 30: Comments on Transportation / Pedestrian Improvements Vision, Goals, and Key Projects?

1. Transit service should be a priority.
2. Thinking ahead! Only way to avoid congestion & safety .f.
3. Current on street parking is out of control, reducing road to one lane in spots
4. Lower speed limits way before causeway.
5. Sidewalks with trees on Washington. Pave parking area
6. Need to slow traffic down coming into Keyport to use post office. 35 to high a speed limit
7. Great ideas
8. Washington Street already has sidewalks for most of it
9. Go green
10. I oppose several of the above - especially sidewalks throughout Keyport

Question 31: Suggestions for additional Transportation / Pedestrian Improvements Vision, Goals, and Key Projects?

1. More transient moorage at Port.
2. Eventually widening Brownsville Highway & light @ intersection to 308
3. Sidewalk to museum along 308
4. Parking on homeowners land, not public streets

5. Flashing yellow at Washington by Whiskey Creek restaurant.
6. Purchase vacant lots currently for sale on 308 between church and Keyport garage. Pave and use for parking, farmers market, etc.
7. Blinking light at 35 mile sign as you enter Keyport
8. Better street lighting
9. Walking on the highway is not safe.
10. Mosquito Fleet Trail/Brownville hwy improvements
11. Foot ferry link to Poulsbo, Kingston, Winslow. Not interested in access to Suquamish Casino.

Question 32: Are there specific Transportation / Pedestrian Improvements Projects you would encourage?

1. Sidewalks in core area.
2. Aqua-Taxi; sidewalks; buses
3. Put crosswalk on 308 to base entrance road
4. Kitsap Transit and Taxi service
5. Aqua ferry would be great!
6. I think Pedestrian improvements in down town are important but residential west of Sunset should remain more Rural.
7. Highlighted crosswalk Washington street.
8. Speed bump at cross walk for Washington Ave.
9. Crosswalk from salt water park to museum
10. Would like to have Keyport community able to use walkways and paths on the Navy Base with proper identification cards. Would be willing to pay a fee for the cards background checks.
11. The access to county links
12. Require commercial to provide "adequate" parking within their property

Question 33: Are there specific Transportation / Pedestrian Improvements you would discourage?

1. Reliance on driving to & from Keyport
2. Keep crosswalks to a minimum.
3. Speed bumps, roundabouts,
4. I would discourage Side walk west of Sunset. I think this should keep it's more rural feel.
5. No
6. No
7. Thoughts of sidewalks in the rest of town
8. No sidewalks throughout Keyport
9. Access to Suquamish Casino.

Public Facilities / Infrastructure Improvements Vision, Goals, Policies, and Key Projects

Question 34: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

34. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Encourage sewer extensions throughout Keyport boundary.	58% (23)	30% (12)	8% (3)	5% (2)	40
Upgrade storm water system throughout Keyport.	42% (17)	45% (18)	10% (4)	2% (1)	40
Install Street Lighting for enhanced safety.	44% (17)	33% (13)	23% (9)	0% (0)	39
Underground all utility lines. (Cable, Electric, Telephone, etc.).	48% (19)	38% (15)	15% (6)	0% (0)	40
Encourage use of Low Impact Development standards for storm water controls.	35% (14)	48% (19)	10% (4)	8% (3)	40
				Total Respondents	40
				(skipped this question)	5

Question 35: Comments on Public Facilities / Infrastructure Vision, Goals, and Key Projects?

1. Sewer availability is important.
2. Is there a way to make Keyport water taste better?
3. Add marina improvements
4. Extension of Sewer development should come with specific limitations on growth management. I do not want to encourage over development
5. Sewer to all homes a must.
6. Keep parks up. Add picnic area on waterfront at port. Upgrade port with more docks for transient moorage. Rebuild current dock.
7. Need to move sewer pumping station away from beach
8. None
9. Better roads within Keyport
10. Put all utility lines underground!
11. I feel we have street lighting
12. Out here we don't have restored power until 3 days after rest of town
13. Low impact night lighting
14. Storm water management is a real problem which degrades properties in Keyport.

Question 36: Suggestions for additional Public Facilities / Infrastructure Vision, Goals, and Key Projects?

1. Visitor moorage and access to town
2. See above. Improve old waterfront park for better use.
3. None
4. Affordable sewage
5. The roads are worse the further away from Washington
6. Improved storm water management through innovative efforts like swales

Question 37: Are there specific Public Facilities / Infrastructure Projects you would encourage?

1. Sewer extension.
2. In such a small area best to have underground utility lines-- looks junky otherwise
3. Kayak storage for visitors/community parking area
4. Under grounding all utilities
5. Sewer extensions throughout
6. Street lights, underground utilities
7. Improving sewer lift station system by port.
8. Improve port of Keyport; move sewer transfer pumping station away from beach
9. None
10. No
11. Making Cove Point Lane, a public, not private, road
12. Encourage - make available - but DO NOT require connection to the sewer
13. Anything that keeps the water from pooling under my house or at the bottom of Poulsbo Ave.

Question 38: Are there specific Public Facilities / Infrastructure Projects you would discourage?

1. Sidewalks on residential streets
2. Anything increasing light pollution
3. Sewer, keep Keyport rural
4. None
5. No
6. Lighting out here
7. Stars are prettier without street lights!

Port Improvements / Waterfront Development Vision, Goals, Policies, and Key Projects

Question 39: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

39. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Expand the Port Facility to include more Permanent Moorage.	32% (13)	50% (20)	10% (4)	8% (3)	40
Expand the to Port Facility to include more transient slips for visiting boaters.	60% (24)	30% (12)	8% (3)	2% (1)	40
Install a Breakwater or Finger Pier to protect from passing vessel wakes.	35% (14)	35% (14)	20% (8)	10% (4)	40
Improve and expand the Boat Ramp.	75% (30)	12% (5)	10% (4)	2% (1)	40
Create storage facility and increased facilities for small craft. (kayak canoe,, dinghy, small sail boats under 14').	35% (14)	38% (15)	22% (9)	5% (2)	40
Create Public Water-taxi / Ferry / Sea-Plane dock similar to Poulsbo.	42% (17)	25% (10)	25% (10)	8% (3)	40
Maintain and encourage expansion of boatyard repair and haul out facilities.	42% (17)	20% (8)	30% (12)	8% (3)	40
Improve and expand pedestrian amenities at Port (picnic tables, benches, barbecues, group shelter similar to Brownsville Marina).	51% (20)	33% (13)	13% (5)	3% (1)	39
Utilize bonding and Port District levies to help fund Port improvements.	52% (21)	32% (13)	10% (4)	5% (2)	40
Install wireless internet service at Port that serves all of Keyport.	38% (15)	20% (8)	38% (15)	5% (2)	40
Improve pedestrian beach access throughout Keyport.	35% (14)	22% (9)	40% (16)	2% (1)	40
				Total Respondents	40
				(skipped this question)	5

Question 40: Comments on Port Improvement / Waterfront Development Vision, Goals, and Key Projects?

1. All good.
2. Using water rather than roads eliminates congestion
3. Current port is in very bad disrepair. Docks need rebuilding or replacement. Little or no transient moorage to encourage tourism. Install gazebo/picnic area. install breakwater.
4. Remove boat ramp
5. None
6. New docks and expand port to the east
7. Question sea-plane dock with power lines overhead
8. Pockets of shellfish are not for walking on
9. I oppose some of the above
10. The port is a real asset to the community. I consider myself fortunate to be able to own a house close to such a nice dock.

Question 41: Suggestions for additional Port Improvement / Waterfront Development Vision, Goals, and Key Projects?

1. Private marina where Keyport marine is

2. Ramp should be repaired. Contact Doris Small at Washington fish and wildlife about waterfront restoration/ramp improvements.
3. Improve existing port before expanding
4. None
5. New slips, electrical, water, maybe a restroom facility
6. Private marina for more permanent moorage. improve sanitation for both

Question 42: Are there specific Port Improvements / Waterfront Development you would encourage?

1. The waterfront needs more focus-- part of the charmed setting
2. Breakwater and additional moorage
3. Boatyard repair and haul out facilities
4. Repair boat ramp
5. Expansion of boatyard repair and haul out facilities
6. More "Port" parking
7. Encourage waterfront owners to improve waterfront habitat. Form committee to study options with fish and wildlife, USGS, salmon restoration. Set up information center at dock for habitat learning center.
8. Remove derelict boats; fix floats
9. None
10. Reasonable port improvement and expansion could leverage the Poulsbo Port success to bring additional dollars to the area.
11. Boat ramp extension
12. Use of native vegetation on waterfront

Question 43: Are there specific Port Improvements / Waterfront Development you would discourage?

1. Boatyard repair & making more beach access for everyone
2. Water taxi to casino
3. Water taxi
4. Port expansion for permanent rentals
5. Condos/apartments/boat yard
6. Yes. Many of the suggestions appear to benefit one private marine business. That's wrong.
7. Beach access
8. None
9. No
10. Outhaul and bottom cleaning
11. Do NOT encourage pedestrian access to the beach

Natural Environment / Parks & Recreation Vision, Goals, Policies, and Key Projects

Question 44: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

44. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Create natural Greenways (vegetated pathways, backyard natural habitat corridors, street plantings, etc.)	44% (17)	41% (16)	13% (5)	3% (1)	39
Encourage clean storm water practices and a clean bay program.	67% (26)	28% (11)	3% (1)	3% (1)	39
Have a flexible community park system.	59% (23)	28% (11)	5% (2)	8% (3)	39
Encourage rapid response and removal of derelict boats and vessels.	56% (22)	26% (10)	13% (5)	5% (2)	39
Support and enhance Mosquito Fleet Trail projects and Kitsap Bike Tour projects with linkages to Keyport.	41% (16)	46% (18)	10% (4)	3% (1)	39
Clearly delineate Keyport Park boundaries and improve visibility and community connections with park.	56% (22)	36% (14)	5% (2)	3% (1)	39
Embrace and enhance the natural beauty of Keyport.	72% (28)	23% (9)	5% (2)	0% (0)	39
Develop a recreation facility for youth/teens. (i.e. sports field / clubhouse with access to computers, pool, games, music, etc.)	31% (12)	36% (14)	26% (10)	8% (3)	39
				Total Respondents	39
				(skipped this question)	6

Question 45: Comments on Natural Environment / Parks & Recreation Vision, Goals, and Key Projects?

1. How can you do it all?
2. See prior comments on waterfront restoration.
3. Very good
4. We get the kayakers from Poulsbo, they used to go to Saltwater Park
5. Clean and green

Question 46: Suggestions for additional Natural Environment / Parks & Recreation Vision, Goals, and Key Projects?

1. Water-taxis to Poulsbo recreation facilities for youth
2. Better access to museum from downtown and use of theater by community
3. Better upkeep of parks etc.
4. Accommodation for kayakers at the port

Question 47: Are there specific Natural Environment / Parks & Recreation projects you would encourage?

1. Clean up waterfront & park
2. Improve entrance to Keyport with plantings and signs
3. Flexible community park system
4. Look at current park usage and ways to use areas better.
5. No

6. Backyard wildlife habitat

Question 48: Are there specific Natural Environment / Parks & Recreation projects you would discourage?

1. Rapid removal of derelict boats & vessels
2. No
3. Laser beam training of dogs at Central Park

Arts & Culture Vision, Goals, Policies, and Key Projects

Question 49: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

49. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Encourage Artists and Studios to locate in Keyport.	29% (11)	39% (15)	18% (7)	13% (5)	38
Incorporate public art (murals, sculpture, lighting, etc.) into local projects, parks, and gathering spaces.	18% (7)	49% (19)	28% (11)	5% (2)	39
Encourage Art fairs and public art events in Keyport.	24% (9)	45% (17)	32% (12)	0% (0)	38
Have regular Art classes conducted at Community Center or at a Keyport location.	5% (2)	49% (19)	38% (15)	8% (3)	39
Construct a community theater or outdoor pavilion area for local theater to be presented (summer Shakespeare, etc.).	8% (3)	28% (11)	59% (23)	5% (2)	39
Conduct regular small concerts or music festival (bluegrass, string quartet, blues, etc.)	22% (8)	41% (15)	27% (10)	11% (4)	37
				Total Respondents	39
				(skipped this question)	6

Question 50: Comments on Art & Culture Vision, Goals, and Key Projects?

1. Galleries should be discouraged to help foster the arts.
2. Sounds like too much for a village & interferes with residents sense of privacy and quietness
3. Farmers markets, cooking competitions, salmon/crab/ clam bakes, etc. Local wineries or beer fest.
4. Excellent
5. These things would be nice if feasible
6. The museum events are big enough

Question 51: Suggestions for additional Art & Culture Vision, Goals, and Key Projects?

1. A goal would be several galleries in Keyport .
2. Consider having visiting artists offer classes or summer open-air sessions
3. Music at park or waterfront.
4. No
5. A children's parks and recreation sessions at central park in summer

Question 52: Are there specific Art & Culture Projects you would encourage?

1. Encouraging artists and Studios in Keyport
2. No
3. Are there people to staff any of this?

Question 53: Are there specific Art & Culture Projects you would discourage?

1. Anything drawing large crowds by means of private cars: too much congestion & reduces safety factor.
2. Rock concerts
3. No
4. Anything that draws more people than the sheriff's neglect can handle

Sustainability (Green Building, etc.) Vision, Goals, Policies, and Key Projects

Question 54: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

54. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Encourage Solar, Wind, & renewable energy generation installation on public property within Keyport (Pump stations, Fire station, Parks, etc.)	26% (10)	38% (15)	33% (13)	3% (1)	39
Encourage Port expansion Improvements to include energy generation from wave (vessels) and tidal actions (Liberty Bay).	28% (11)	28% (11)	38% (15)	5% (2)	39
Encourage installation of low energy usage (fluorescent or LED) lighting for all street lighting, Port lighting, and public property lighting.	36% (14)	41% (16)	23% (9)	0% (0)	39
Encourage Solar, Wind, and renewable energy generation installation on private property within Keyport (residences, businesses, etc.)	26% (10)	38% (15)	31% (12)	5% (2)	39
Promote use of U.S Green Building Council, LEED (Leadership in Energy and Environmental Design) standards for sustainable building practices.	21% (8)	32% (12)	39% (15)	8% (3)	38
Promote low water usage fixtures, drought tolerant landscaping, gray water reuse, and aquifer recharge solutions for projects within Keyport.	26% (10)	44% (17)	31% (12)	0% (0)	39
Pursue grant opportunities for Green Communities or for maintaining a sustainable community.	33% (13)	36% (14)	26% (10)	5% (2)	39
				Total Respondents	39
				(skipped this question)	6

Question 55: Comments on Sustainability (Green Building, etc.) Vision, Goals, and Key Projects?

1. Aquifer recharge could be dropped as public water is provided.
2. Make the most of what we naturally have.
3. Environmental safeguards are important
4. The future is green

Question 56: Suggestions for additional Sustainability (Green Building, etc.) Vision, Goals, and Key Projects?

1. Seek incentives & volunteers & youth groups
2. No
3. This is one more reason for the public transportation links

Question 57: Are there specific Sustainability (Green Building, etc.) Projects you would encourage?

1. Tidal generation should be encouraged.
2. Anything to have less reliance on oil & gas & be less harmful to environment.
3. Solar
4. No
5. Besides having power back on with everyone else?

Question 58: Are there specific Sustainability (Green Building, etc.) Projects you would discourage?

1. Given the surrounding topography and observation, wind power generation doesn't rate much encouragement.
2. Making waterfront more accessible to public
3. Wind (too noisy) for a small community

4. No
5. Wind generation

Implementation and Community Building Vision, Goals, Policies, and Key Projects

Question 59: Please rate the following Vision, Goals, and Key Projects in your order of Importance.

59. Please Rate the following Vision, Goals, and Key Projects in your order of importance:

	Very Important	Somewhat Important	Not Important	No Opinion	Response Total
Establish Non-Profit 501c3 status for community grant management and project funding.	45% (17)	26% (10)	11% (4)	18% (7)	38
Encourage installment or expansion of a Neighborhood Watch program.	48% (19)	40% (16)	8% (3)	5% (2)	40
Designate an official organization to maintain regular communication with stakeholders, government officials, and Naval facility representatives.	53% (20)	34% (13)	13% (5)	0% (0)	38
Create a sense of pride in Keyport and maintain Keyport's high quality of life.	88% (35)	8% (3)	5% (2)	0% (0)	40
Maintain Keyport's peaceful, quiet, and small town ambiance.	90% (36)	10% (4)	0% (0)	0% (0)	40
Encourage location or construction of Kitsap Regional Library Branch or Library Extension within Keyport.	21% (8)	21% (8)	49% (19)	10% (4)	39
Maintain and encourage the Keyport Community Club (Keyport Improvement Group) as the official Keyport organization.	67% (26)	13% (5)	10% (4)	10% (4)	39
Encourage enhanced response regarding enforcement of existing regulations such as, abandoned vehicles, long-term storage on public streets, derelict vessels, etc.	72% (29)	20% (8)	8% (3)	0% (0)	40
				Total Respondents	40
				(skipped this question)	5

Question 60: Comments on Implementation and Community Building_Vision, Goals, and Key Projects?

1. Excellent, but please include view protection in our vision statement
2. Abandoned vehicles, long term storage, etc - out!
3. Once the internet is available to all, a library building is unnecessary
4. Peace and quiet is key.

Question 61: Suggestions for additional Implementation and Community Building Vision, Goals, and Key Projects?

1. Same as above
2. No comment

Question 62: Are there specific Implementation and Community Building_Projects you would encourage?

1. If any projects they should go through the port
2. No comment

Question 63: Are there specific Implementation and Community Building_Projects you would discourage?

1. Apartments, mobile homes and condos
2. Most who volunteer are wearing three hats already, I see these working if more step forward

The Keyport Online Survey then thanked the citizens for participating in the survey and described the importance of public participation as a critical component of the community planning process and how the survey was one tool for assisting Kitsap County in documenting the concerns and opinions on the issues facing Keyport. The last survey question related to the survey itself and solicited comments and suggestions for improvement.

Question 64: Are there any other general comments?

1. As much flexibility as possible should be built into the plan as you never know what may be proposed that could enhance the community but may have been inadvertently prohibited. So I would advocate a simple method for what could be called variances to the adopted plan.
2. This survey was much too long. Please, condense next time! By the end, felt used. Consider yes & no or multiple choice questions. Mail first, then have option of using e-mail or mail-in.
3. Addition of sewers to the current areas not available is a major move for many. and the preservation of the single family style of life, no more multi family building and the potential reassignment of apts to condo. this is the most important starting point.
4. Keyport's attraction is its quiet small town 1930's life style that is unique in today's world. Very few towns are at the "end of the road". Improvements should be directed toward the communities benefit without significantly changing Keyport's "end of the road" character. In my view marine access, the arts, underground utilities, and cosmetic improvements benefit the community and maintain the character. Trailers, casino patrons taking water taxis, lots of crosswalks and sidewalks do not.
5. PLEASE CONSIDER THREE BUILDING LOTS PER ACRE FOR LARGE LAND PARCELS WEST OF SUNSET.
6. CONSIDER THREE BUILDING LOTS PER ACRE ON LARGER PARCELS WEST OF SUNSET. THANK YOU
7. I support projects that encourage visitors to support local businesses and projects and events that strengthen a sense of community. we should be very careful to keep a small village feel. Surface water management is very important as it is a very specific problem for us and adjacent neighbors. I am not interested in sidewalks in our area.
8. I think this is a wonderful, very unique community. It is like stepping back 40 years in time. I would love to see the area revitalized and the buildings, downtown and port area brought up to match the areas natural beauty.
9. Thank you for asking. It is important that we create this vision that would involve all of the home owners. Please preserve the life investment of many of our home owners by preserving their existing views. Thank you.
10. Survey did not have a place to say you disagree with the item only you had no opinion or not important.
11. The planning department is doing a wonderful job of understanding the unique character of Keyport. Thank you.
12. Please publish results of the survey for us absentee landowners
13. James Weaver is doing an outstanding job leading this effort. He clearly wants to see it work for us, and he brings a lot of great experience, expertise, ideas, and patience to the job.

APPENDIX B: AMENDMENTS TO THE KITSAP COUNTY ZONING CODE

Title 17 ZONING

Chapter 17.321

LIMITED AREAS OF MORE INTENSIVE RURAL DEVELOPMENT (LAMIRD)

Chapter 17.321 D. KEYPORT RURAL VILLAGE

Sections:

17.321D.010	Purpose
17.321D.015	Applicability
17.321D.020	Rural village zones
17.321D.030	Procedures
17.321D.040	Uses
17.321D.050	Density
17.321D.055	Lot Size.
17.321D.060	Height
17.321D.065	Parking
17.321D.070	Setbacks
17.321D.075	Lot coverage
17.321D.080	Signs and lighting
.17.321D.090	Special Provisions
17.321D.100	Variance

17.321D.010 Purpose.

The purpose of this chapter is to set forth the regulations, procedures and special development objectives that apply to the Keyport rural village. The county has identified Keyport as a *limited area of more intensive rural development* (“LAMIRD”). A fundamental underpinning of this chapter is to comply with the requirements of the State Growth Management Act, while preserving and enhancing the unique historic character of the village. The intent of these regulations is to provide for visually compatible infill, development, and redevelopment of the existing commercial and residential areas in Keyport, while also containing such development within logical, permanent LAMIRD boundaries.

In the event of a conflict between the requirements of these regulations for the Keyport Rural Village and any other statute, rule, ordinance or regulation, the more restrictive requirement shall govern. The Keyport Community Plan shall be considered as a reference in any resolution.

17.321D.015 Applicability.

This chapter applies to all development within the boundaries of the Keyport Limited Area of More Intense Development (LAMIRD). The Comprehensive Plan and the county zoning maps designate the permanent LAMIRD boundaries and zoning districts within the LAMIRD boundaries. In the event of a conflict between the requirements of these regulations and any other applicable statute, rule, ordinance, or regulation, the more restrictive regulation shall apply.

17.321D.020 Rural Village zones.

Within the Keyport Rural Village, three land use zones exist. The purpose of each of the three Keyport Rural Village zones is set forth below.

- A. Keyport Village Residential (KVR). This zone is intended to recognize and encourage redevelopment of the historic residential patterns within the village. Residential densities may approximate historic densities but shall not exceed 5 dwelling units per acre.
- B. Keyport Village Commercial (KVC). This zone is intended to meet many of the village needs for basic retail shopping, tourism, and local services. The zone also recognizes and reflects the historically significant commercial use of the village, as well as the types of uses present in July 1990. The commercial zone may provide for tourist, visitor, and recreation uses. This zone may also support limited new commercial uses including isolated small-scale businesses and cottage industries not designed to serve the town population, but providing jobs to rural residents. Residential densities may approximate historic densities of 5 dwelling units per acre with the provision for a mixed-use development density bonus based upon the historic underlying platted lots.
- C. Keyport Village Low Residential (KVLRL). This zone is intended to recognize and encourage redevelopment of the existing residential patterns in the Keyport village area west of Sunset Avenue. Residential densities may approximate historic density maximums of 2 dwelling units per acre with a provision for performance based developments to allow a maximum of 3 units per acre per the conditions of KCC 17.321D.090 B

17.321D.025 Keyport Design Guidelines.

All references to Keyport Design Guidelines shall refer to the Keyport Community Plan, Appendix G. Within the area identified as the Keyport Rural Village Limited Area of More Intense Rural Development (LAMIRD), the following conditions apply to all commercial development within Keyport Village Commercial KVC or Neighborhood Commercial NC zones for:

- 1. All new construction, including any land use permit, grading or building permit, must undergo review by the Department of Community Development to meet the Keyport Design Guideline requirements before any land use or building permit may be issued.
- 2. Any remodel of existing structures that impacts more than 20% of the perimeter walls of the structure must undergo review by the Department of Community Development to meet the Keyport Design Guideline requirements before any land use or building permit may be issued.
- 3. Any remodel of existing structures that impacts more than 50% of the building

façade along Washington Avenue must undergo review by the Department of Community Development to meet the Keyport Design Guideline requirements before any land use or building permit may be issued.

17.321D.030 Procedures.

- A. In order to ensure that all commercial development furthers the goal of maintaining and enhancing the rural character of the village, all commercial development shall comply with the Keyport development objectives of Section 17.321 D.025. The director of community development shall refer any formal proposal requiring a administrative conditional use permit or conditional use permit or PBD approval for consistency with the Keyport Design Guidelines as provided by the Keyport Community Plan, Appendix G.

17.321D.040 Uses.

Uses shall be allowed in accordance with Chapter 17.381 and 17.381.040.D, Rural Sub-Areas Use Table.

17.321D.050 Density.

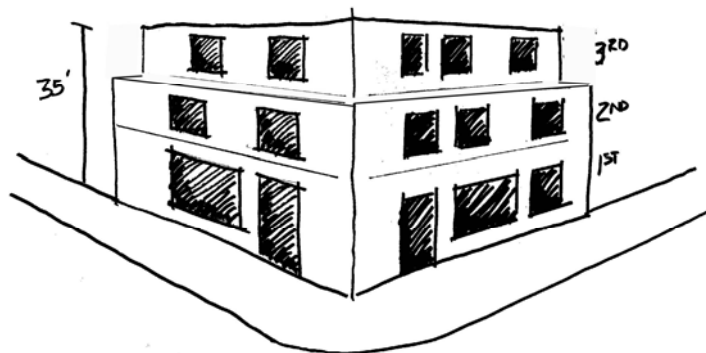
Density shall be in accordance with Chapter 17.3 82 and 17.3 82.090, Rural Sub-Areas Density and Dimensions Table.

17.32 1D.055 Lot size.

Lot sizes shall be in accordance with Chapter 17.3 82 and 17.3 82.090, Rural Sub-Areas Density and Dimensions Table.

17.321D.060 Height.

- A. No structure in the Keyport Village Commercial zone shall be constructed to have more than two stories facing Washington Avenue, provided however, additional stories may be allowed if those stories above the second story are set back a minimum of 10 additional feet from the façade line and if the building otherwise meets height limitations.
 - 1. Sub-Grade stories and basements are permitted up to 30 inches above sidewalk grade along Washington Avenue.
 - 2. All other height requirements shall be in accordance with Chapter 17.382 and 17.382.090, Rural Sub-Areas Density and Dimensions Table.



17.321D.065 Parking.

- A. Parking requirements for all uses shall be determined by the director through analysis of the proposed use and with reference to the parking requirements of Chapter 17.435. The availability of street parking may be considered by the director. The determination of the director shall be an administrative decision made concurrently with the department's decision or recommendation on a proposal.
- B. Parking associated with an individual use shall, to the greatest extent feasible, be located behind structures or otherwise fully screened from street view.
- C. All required commercial parking in the KVC zone may be provided off-site in shared or joint use parking areas, or considered with on-street parking except that provision must be made to develop or reserve on-site or on-street parking spaces for handicapped parking.
- D. All required residential parking in the KVC zone for mixed use projects must be provided on site. No offsite parking is acceptable for residential parking requirements.
- E. Shared or joint use parking lots shall be screened. The following standards may be modified upon recommendation of the director.
 - 1. From adjacent residential zones by six foot high solid wood fencing or, landscaped screen, or similar visual separation intended to soften the edges of the parking area;
 - 2. From adjacent streets by a combination of solid wood fencing, plantings, public seating, shelters, or public information kiosks. Screening and plantings shall be of a height to shield light from vehicles but shall not interfere with general visibility into the parking area for public safety purposes. The goal is to achieve visual separation and soften the edges of the parking area.
- E. Shared or joint use parking lots shall provide internal landscaping as follows:
 - 1. For parking areas providing up to fifty stalls, twelve square feet of landscaping, in addition to the perimeter or street screening, must be provided for each stall, including one tree for every five stalls.
 - 2. For parking in excess of fifty stalls, an additional eighteen square feet of landscaping shall be provided for each stall over fifty, including one tree for every four stalls over fifty.
 - 3. Landscaped areas shall have minimum dimensions of four feet in any direction, exclusive of vehicle overhangs, and a minimum area of thirty-six square feet.
 - 4. Trees shall be a minimum of six feet high, with a minimum two-inch caliper if deciduous.
 - 5. Landscaped areas shall be distributed equally throughout the parking area to create shade and break up large expanses of asphalt or other paving.

17.321D.070 Setbacks.

Setbacks shall be in accordance with Chapter 17.382 and 17.382.090, Rural Sub-Areas Density and Dimensions Table.

17.321D.075 Lot coverage.

Lot coverage shall be in accordance with Chapter 17.382 and 17.382.090, Rural Sub-Areas Density and Dimensions Table.

17.321D.080 Signs and lighting.

- A. Signs and external lighting shall be designed to reflect historic styling and comply with the town development objectives and shall be reviewed by the director or designee for architectural and site design consistency with the Keyport Design Guidelines.
- B. Internal illumination and neon lighting or signage is prohibited, except for window signs not exceeding four square feet; provided, that an applicant may request review of proposed signs by the director or his designated community committee, if one has been appointed. Following such review and on the recommendation of the committee, the director may allow internally illuminated signs or signs with neon lighting.
- C. All other requirements of Chapter 17.445, Signs, apply in the KVC zones.

17.321D.090 Special Provisions.

- A. Within the area identified as the Keyport Rural Village, the following conditions apply to all existing, newly created and or reconfigured lots.
 - 1. All new construction, including any site development activity permit (SDAP), grading or building permit requiring access to a county right-of-way, must undergo appropriate review by the department of public works to meet current right-of-way use requirements before any site work may begin.
 - 2. No grading of more than seventy-five cubic yards of earth may occur unless a site development activity permit (SDAP) is first obtained.
 - 3. Drainage review is required prior to issuance of any SDAP or building permit. When the issuance of a grading or building permit will result in an increase in the total amount of impervious surface that currently exists on a lot:
 - a. The director will review each SDAP and building permit application to determine whether special drainage requirements are necessary to prevent newly installed impervious surfaces from creating a drainage problem or exacerbating an existing drainage problem. In making this determination, the director may consult the citizen complaint data bases, perform an on-site inspection, review the condition of the receiving downstream drainage system, review the Kitsap County soil survey, and consult with the surface and storm water management program to determine if there have been identified drainage problems or corrections that are located in the vicinity of the application. The director will conduct his review in accordance with the “Downstream Analysis” section of Chapter 2 of the county’s *Storm Water Design Manual*;
 - b. If, in the opinion of the director, the proposal will not create a drainage problem or exacerbate an existing drainage problem, the applicant, will be required to meet the minimum drainage and erosion control requirements of the Storm Water Management Ordinance (Chapters 12.04 – 12.32 of this code);
 - c. If, in the opinion of the director, the proposal will create or exacerbate an existing drainage problem then, before the director can recommend approval of the application, the applicant may be required to:
 - (1) Provide an engineered drainage plan that addresses impacts of increased runoff on adjacent and downstream properties;
 - (2) Provide on-site storm water management BMP’s to reduce or eliminate surface water discharge; and/or

(3) Improve or contribute to the improvement of the downstream drainage system

B. Within the Keyport Village Low Residential Zone, the following conditions apply to all newly created and/or reconfigured lots that request or result in a density of three units per acres.

1. Three units per acre may only be requested through a performance based development (KCC 17.425) and the use of lot clustering, common open space (KCC 17.425.040B)

a. Within the Keyport LAMIRD, Recreational Open Space (KCC 17.425.040 C) is modified as follows. All residential PBD's in Keyport Village Low Residential shall provide a developed recreational area that meets the following requirements:

1. A contiguous area that is five percent of the lot area, (excluding critical areas). Said area shall be:
 - a. Developed as an open grass field (manicured to a condition that allows mowing by mechanical means) or a natural area (not inside critical areas, or their buffers), that contains a pathway and benches;
 - b. Owned in common and/or available for use by all residents of Keyport; and
 - c. A provision implemented by the covenants for perpetual maintenance.

2. A developed active recreation facility or facilities commensurate with the number of units / lots contained within the PBD. A "facility" shall be: a paved "sport court"; children's play area; exercise fitness trail; community garden area with water service; or similar amenity (bocce ball, volleyball, horseshoes, putting green, rock climbing wall, etc.) Facilities shall be provided as follows:

- a. 1 facility per every 3 lots, partial calculations above (0.49) are rounded up to include an additional facility.
- b. All facilities shall be located adjacent to a public right of way or provided pedestrian easement access to the nearest public right of way and shall include directional signage and signage identifying the ability for public use.
- c. Land shown in the final development plan as common open space, and its landscaping and/or planting contained therein, shall be permanently maintained by and conveyed to one of the following:
 1. An association of owners formed and continued for the purpose of maintaining the common open space. The association shall be created as an association of owners under the laws of the state of Washington and shall adopt articles of incorporation of association and bylaws. The association shall adopt, in a form acceptable to the prosecuting attorney, covenants and restrictions on the open space providing for the continuing care of the area. No common open space may be altered or put to a change in use in a way inconsistent with the final development plan unless the final development plan is

first amended. No change of use or alteration shall be considered as a waiver of any covenants limiting the use of the common open space, and all rights to enhance these covenants against any use permitted are expressly reserved;

2. A private non-profit conservation trust or similar entity with a demonstrated capability to carry out the necessary duties and approved by the county. Said entity shall have the authority and responsibility for the maintenance and protection of the common open space and all improvements located in the open space.

17.321D.100 Variance.

Variations may be authorized according to the provisions of Chapter 17.500

Chapter 17.381 ALLOWED USES
Chapter 17.381.040 D. Rural Sub-Areas.

	KEYPORT RURAL VILLAGE ZONING		
Use	KVC	KVLRL (2 DU/Acre)	KVR (5 DU/Acre)
RESIDENTIAL USES			
Accessory dwelling units (1)	ACUP	P	P
Accessory living quarters (1)	ACUP	P	P
Accessory use or structure (1) (17) (18)	ACUP	P	P
Adult Family Home	ACUP	CUP	CUP
Bed and breakfast house	ACUP (34)	P (34)	P (34)
Caretaker's dwelling	ACUP	X	X
Convalescent home or congregate care facility	ACUP	CUP	CUP
Cottage housing developments	CUP	ACUP	ACUP
Dwelling, duplex	CUP	ACUP (3)	ACUP (3)
Dwelling, existing	P	P	P
Dwelling, multi-family	CUP	CUP	CUP
Dwelling, single-family - attached	CUP (26)	P	P
Dwelling, single-family - detached	CUP (26)	P	P
Home business (1)	ACUP	ACUP	ACUP
Hotel/Motel	ACUP	X	X
Manufactured homes	CUP (43)	ACUP (43)	ACUP (43)
Mixed use development (44)	ACUP	X	X
Mobile homes	CUP (43)	CUP (43)	CUP (43)
Residential care facility	ACUP	ACUP	ACUP

	KEYPORT RURAL VILLAGE ZONING		
Use	KVC	KVLR (2 DU/Acre)	KVR (5 DU/Acre)
COMMERCIAL / BUSINESS USES			
Accessory use or structure (1) (17)	ACUP	P	P
Adult entertainment (1)	X	X	X
Ambulance service	X	X	X
Auction house	X	X	X
Auto parts and accessory stores	ACUP	X	X
Automobile and equipment rentals	CUP	X	X
Automobile service and repair and car washes	ACUP	X	X
Automobile service station (6)	X	X	X
Automobile, recreational vehicle or boat sales	X	X	X
Boat/marine supply stores	ACUP	X	X
Brew pubs	ACUP	X	X
Clinic, Medical	ACUP	X	X
Conference Center	X	X	X
Custom art and craft stores	ACUP	X	X
Day-care center (14)	CUP	CUP	CUP
Day-care center, family (14)	CUP	CUP	CUP
Drinking establishments	CUP	X	X
Engineering and construction firms	ACUP	X	X
Espresso stands	ACUP	X	X
Farm and garden equipment and sales	CUP	X	X
Financial, banking, mortgage and title institutions	ACUP	X	X
General office and management services – less than 2,000 s.f.	ACUP	X	X
General office and management services – 2,000 to 4,999 s.f.	ACUP	X	X
General office and management services – 5,000 to 9,999 s.f.	ACUP	X	X
General office and management services – 10,000 s.f. or greater	CUP	X	X

	KEYPORT RURAL VILLAGE ZONING		
Use	KVC	KVLR (2 DU/Acre)	KVR (5 DU/Acre)
COMMERCIAL / BUSINESS USES			
General retail merchandise stores – less than 5,000 s.f.	ACUP	X	X
General retail merchandise stores – 5,000 to 9,999 s.f.	ACUP	X	X
General retail merchandise stores – 10,000 to 24,999 s.f.	CUP	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	X	X
Kennels or Pet Day-Cares (1)	CUP	X	X
Kennels, hobby	CUP	CUP	CUP
Laundromats and laundry services	CUP	X	X
Lumber and bulky building material sales	X	X	X
Mobile home sales	X	X	X
Nursery, retail	ACUP	CUP	CUP
Nursery, wholesale	ACUP	CUP	CUP
Off-street private parking facilities	CUP	X	X
Personal services – skin care, massage, manicures, hairdresser/barber	ACUP	X	X
Pet shop - retail and grooming	ACUP	X	X
Research Laboratory	CUP	X	X
Restaurants	ACUP	X	X
Restaurants, Drive-In	CUP	X	X
Restaurants, High-turnover	CUP	X	X
Temporary offices and model homes	CUP	X	X
Tourism facilities, including outfitters, guides, and seaplane and tour-boat terminals	CUP	X	X
Transportation terminals	X	X	X
Veterinary clinics/Animal hospitals	ACUP	X	X

	KEYPORT RURAL VILLAGE ZONING		
Use	KVC	KVLR (2 DU/Acre)	KVR (5 DU/Acre)
RECREATIONAL / CULTURAL USES			
Accessory use or structure (1) (17)	ACUP	P	P
Amusement centers	CUP (11)	X	X
Carnival or Circus	CUP (11)	X	X
Club, Civic or Social (12)	ACUP	X	X
Golf courses	CUP	X	X
Marinas	ACUP	X	X
Movie Theaters, indoor	CUP	X	X
Movie Theaters, outdoor	CUP	X	X
Museum, performing arts theaters, galleries, aquarium, zoo, historic or cultural exhibits	ACUP	X	X
Parks and open space	P	P	P
Race track (auto or motorcycle)	X	X	X
Recreational facilities, private	CUP	CUP	CUP
Recreational facilities, public	CUP	CUP	CUP
Recreational vehicle camping parks	X	X	X
INSTITUTIONAL USES			
Accessory use or structure (1) (17)	ACUP	P	P
Government/Public structures	ACUP	CUP	CUP
Hospital	X	X	X
Places of worship (12)	ACUP	CUP	CUP
Private or Public Schools (20)	ACUP	CUP	CUP
Public facilities and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and- ride lots(16)	ACUP	CUP	CUP

	KEYPORT RURAL VILLAGE ZONING		
Use	KVC	KVLR (2 DU/Acre)	KVR (5 DU/Acre)
INDUSTRIAL USES			
Accessory use or structure (1) (17)	ACUP	P	P
Air pilot training schools	X	X	X
Assembly and packaging operations	X	X	X
Boat Yard	ACUP	X	X
Cemeteries, mortuaries, and crematoriums (10)	CUP	X	X
Cold storage facilities	X	X	X
Contractor's storage yard (21)	CUP	X	X
Fuel distributors	X	X	X
Helicopter pads (13)	X	X	X
Manufacturing and fabrication, light	X	X	X
Manufacturing and fabrication, medium	X	X	X
Manufacturing and fabrication, heavy	X	X	X
Manufacturing and fabrication, hazardous	X	X	X
Recycling centers	X	X	X
Rock crushing	X	X	X
Slaughterhouse or animal processing	X	X	X
Storage, hazardous materials	X	X	X
Storage, indoor	X	X	X
Storage, outdoor	X	X	X
Storage, self-service	CUP	X	X
Storage, vehicle and equipment (1)	X	X (18)	X
Top soil production, stump grinding	X	X	X
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	X	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	X	X
Warehousing and distribution	X	X	X
Wrecking yards and junk yards (1)	X	X	X

	KEYPORT RURAL VILLAGE ZONING		
	KVC	KVLR (2 DU/Acre)	KVR (5 DU/Acre)
RESOURCE LAND USES			
Accessory use or structure (1) (17)	ACUP	P	P
Aggregate extractions sites	X	X	X
Agricultural uses (15)	X	P	P
Aquaculture practices	X	CUP	CUP
Forestry	X	X	X
Shellfish/fish hatcheries and processing facilities	CUP	X	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	ACUP	ACUP (2)	ACUP (2)

Chapter 17.382 DENSITY, DIMENSIONS, AND DESIGN

Chapter 17.382.090 Rural Sub-Areas Density & Dimensions Table.

Standard	Keyport Sub-Area		
	KVC	KVLR	KVR
Minimum Density (du/acre)	N/A	N/A	N/A
Base / Maximum density (du/acre)	5	2 (45)	5
Minimum lot size (39)	N/A	12,500 s.f.	4,000 s.f.
Maximum lot size (39)	N/A	N/A	N/A
Minimum Lot width (feet)	30	80	40
Minimum Lot depth (feet)	N/A	80	80
Maximum height (feet) (40)	35	35	35
Maximum Impervious Surface Coverage	N/A	50% for residential properties less than or equal to .50 acres 40% for residential properties greater than or equal to .51 acres.	50% for residential properties less than or equal to .50 acres 40% for residential properties greater than or equal to .51 acres.
Maximum Lot Coverage	N/A	N/A	N/A
Setbacks Generally (34)(38)			
Front (feet) (41)(42)(43)	N/A	10 20 feet for garage	10 5 feet for porch (46), 20 feet for garage
Side (feet) (42)(43)	N/A	5	5
Rear (feet) (42)(43)	N/A	15	15

17.382.110 Footnotes for tables.

45. Density in the KVLR zone may be increased to 3 units per acre through a Performance Based Development (PBD) process pursuant to the regulations cited in Kitsap County Code 17.321D.080 B.
46. Front porch must meet following requirements to qualify for 5 foot front setback:
 - a. Porch shall be 40 % open on each of two sides, no enclosed porches.
 - b. Minimum porch dimensions shall be 4 feet by 6 feet, or 24 square feet.
 - c. Porches shall not be less than 4 feet in width.

APPENDIX C: KEYPORT HISTORIC BUILDINGS

The cultural and historic resources of a community tell the story of its past and make any single community distinct from other places. These resources provide tangible connections to the people and events that have shaped our communities and our collective histories. Preserving the physical reminders Keyport creates a sense of place and community pride. Historic preservation also generates a wide range of economic benefits including those associated with the rehabilitation and adaptive reuse of historic buildings and heritage tourism, as well as the impacts that historic designation has on neighborhood character and property values. Other benefits include the role that historic preservation plays in economic development and downtown revitalization.

TABLE 1: Keyport building historical notes were obtained from Kitsap County Assessor records and include all structures shown to have been constructed more than 50 years ago (1957). The Washington State Department of Archaeology & Historic Preservation and the Washington State National Register utilize the 50-year benchmark for general historic eligibility.

NO	ASSESSOR ACCOUNT NUMBER	ADDRESS	YEAR BUILT	NUMBER OF STORIES	BUILDING / USE DESCRIPTION
1	352601-1-120-2007	PETTERSEN RD NE, south side	1925	2	Single Family Res.
2	352601-1-049-2005	PETTERSEN RD NE, south side	1918	1	Single Family Res.
3	352601-1-050-2001	PETTERSEN RD NE, south side	1918	1	Single Family Res.
4	4366-010-009-0000	1668 NE POULSBO AVE	1943	1	Single Family Res.
5	4366-009-018-0209	1714 NE POULSBO AVE	1943	1	Single Family Res.
6	4366-009-020-0007	1720 NE POULSBO AVE	1920	1	Single Family Res.
7	4366-009-022-0203	1728 NE POULSBO AVE	1920	1	Single Family Res.
8	4366-009-025-0002	1776 NE POULSBO AVE	1924	1	Single Family Res.
9	4366-009-032-0102	NW CORNER OF NE POULSBO AVE AND WASHINGTON AVE	1927 (1934)	1	Restaurant, Office
10	4366-012-022-0009	1754 NE HARVARD AVE	1920	1	Single Family Res.
11	4366-012-023-0008	1788 NE HARVARD AVE	1920	1	Single Family Res.
12	4366-013-011-0000	15270 WASHINGTON AVE NE	1930	2	Church
13	352601-1-016-2004	15611 COVE PT LN NE	1931	1	Single Family Res.
14	352601-1-017-2003	15615 COVE PT LN NE	1943	1	Single Family Res.
15	352601-1-018-2002	15619 COVE PT LN NE	1929	1	Single Family Res.
16	352601-1-019-2001	15623 COVE PT LN NE	1928	1	Single Family Res.
17	352601-1-010-2000	15478 COVE PT LN NE	1951	1	Single Family Res.
18	352601-1-020-2008	15627 COVE PT LN NE	1930	1	Single Family Res.
19	352601-1-009-2003	15410 NE PETERSON RD	1951	1	Single Family Res.
20	352601-1-003-2009	1590 NE GRANDVIEW BLVD	1910	2	Single Family Res.
21	352601-1-111-2008	1598 NE GRANDVIEW BLVD	1942	2	Single Family Res.
22	4366-003-001-0003	1662 NE GRANDVIEW BLVD	1922	2	Single Family Res.
23	352601-1-013-2007	15554 COVE PT LN NE	1914	2	Single Family Res.

NO	ASSESSOR ACCOUNT NUMBER	ADDRESS	YEAR BUILT	NUMBER OF STORIES	BUILDING / USE DESCRIPTION
24	4366-002-014-0000	15504 ELWHA TER NE	1919	2	Single Family Res.
25	4366-002-013-0001	1682 NE GRANDVIEW BLVD	1934	1	Single Family Res.
26	4366-002-012-0002	1720 NE GRANDVIEW BLVD	1922	1	Single Family Res.
27	4366-002-011-0003	1732 NE GRANDVIEW BLVD	1929	2	Single Family Res.
28	352601-1-007-2005	15611 ALAND LN NE	1901	2	Single Family Res.
29	4366-002-010-0004	1776 NE GRANDVIEW BLVD	1930	1	Single Family Res.
30	4366-001-005-0003	1986 NE GRANDVIEW BLVD	1920	2	Single Family Res.
31	4366-002-009-0007	1794 NE GRANDVIEW BLVD	1918	1	Single Family Res.
32	4366-001-002-0006	1954 NE GRANDVIEW BLVD	1916	4	Single Family Res.
33	4366-002-001-0104	15501 WASHINGTON AVE NE	1936	2	Single Family Res.
34	4366-002-006-0000	NE GRANDVIEW BLVD (NORTH SIDE, LOT #6, BLOCK 002)	1941	2	Single Family Res.
35	4366-002-005-0001	1850 NE GRANDVIEW BLVD	1935	1	Single Family Res.
36	4366-001-001-0007	15498 WASHINGTON AVE NE	1935	2	Single Family Res.
37	4366-002-004-0002	1866 NE GRANDVIEW BLVD	1920	1	Single Family Res.
38	352601-1-025-2003	15495 COVE PT LN NE	1917	2	Single Family Res.
39	4366-002-003-0003	1872 NE GRANDVIEW BLVD	1920	1	Single Family Res.
40	4366-006-017-0008	15458 ELWHA TER NE	1920	1	Single Family Res.
41	4366-004-004-0008	15465 ELWHA TER NE	1920	2	Single Family Res.
42	4366-006-013-0002	1795 NE GRANDVIEW BLVD	1928	1	Single Family Res.
43	4366-002-001-0203	15499 WASHINGTON AVE NE	1914	1	Supermarket
44	4366-006-011-0004	1800 NE PACIFIC AVE	1910	1	Single Family Res.
45	352601-1-114-2005	1322 NE PETTERSON RD.	1934	1	Single Family Res.
46	4366-006-009-0008	1820 NE PACIFIC AVE	1905	2	Single Family Res.
47	4366-006-014-0100	1746 NE PACIFIC AVE	1936	1	Single Family Res.
48	4366-005-001-0008	15423 ELWHA TER NE	1942	1	Duplex
49	4366-006-008-0009	1849 NE GRANDVIEW BLVD	1910	2	Duplex
50	4366-006-006-0001	1852 NE GRANDVIEW BLVD	1916	1	Single Family Res.
51	4366-006-005-0002	1876 NE GRANDVIEW BLVD	1934	1	Single Family Res.
52	4366-006-004-0003	1872 NE GRANDVIEW BLVD	1925	2	Single Family Res.
53	4366-006-001-0006	15449 WASHINGTON AVE NE	1924	1	Storage Warehouse
54	4366-006-012-0102	1766 NE PACIFIC AVE	1940	1	Single Family Res.
55	352601-1-001-2001	15343 SUNSET AVE NE	1955	1	Single Family Res.
56	4366-010-003-0006	NW CORNER OF NE PACIFIC AVE & SUNSET AVE NE	1923	1	Single Family Res.
57	4366-010-001-0008	SW CORNER OF NE PACIFIC AVE & ELWHA TERRACE NE	1932	2	Single Family Res.
58	4366-009-014-0005	1765 NE PACIFIC AVE	1932	1	Single Family Res.
59	4366-009-012-0007	1803 NE PACIFIC AVE	1920	1	Single Family Res.
60	4366-009-010-0009	1819 NE PACIFIC AVE	1934	1	Single Family Res.
61	4366-009-009-0002	1835 NE PACIFIC AVE	1932	1	Single Family Res.
62	4366-009-008-0003	1843 NE PACIFIC AVE	1930	1	Single Family Res.
63	4366-009-006-0005	1851 NE PACIFIC AVE	1930	2	Single Family Res.
64	4366-009-004-0007	1871 NE PACIFIC AVE	1940	2	Single Family Res.
65	352601-1-042-2002	15407 SOUTH PETTERSON RD.	1918	1	Single Family Res.

NO	ASSESSOR ACCOUNT NUMBER	ADDRESS	YEAR BUILT	NUMBER OF STORIES	BUILDING / USE DESCRIPTION
66	4366-009-003-0008	1889 NE PACIFIC AVE	1940	1	Single Family Res.
67	4366-009-002-0009	1895 NE PACIFIC AVE	1947	1	Single Family Res.
68	4366-009-001-0000	1911 NE PACIFIC AVE	1922	2	Triplex
69	4366-008-004-0009	1971 NE PACIFIC AVE	1930	2	Triplex
70	4366-008-007-0006	2015 NE PACIFIC AVE	1930	2	Single Family Res.
71	352601-1-122-2005	15403 SOUTH PETTERSON RD	1910	1	Single Family Res.
72	352601-1-031-2005	1312 NE SOUTH PETTERSON RD	1949	2	Single Family Res.
73	352601-1-039-2007	1303 NE SOUTH PETTERSON RD	1942	0	Single Family Res.
74	4366-008-012-0009	1954 NE ST HWY 308	1930	1	Auto Service
75	352601-1-051-2000	15305 NE SUNSET AVE	1941	1	Single Family Res.
76	352601-1-036-2000	1275 NE SOUTH PETTERSON RD	1941	2	Single Family Res.
77	4366-011-005-0002	1621 NE POULSBO AVE	1920	1	Single Family Res.
78	4366-011-004-0003	1631 NE POULSBO AVE	1918	2	Single Family Res.
79	4366-011-001-0006	SW CORNER OF NE POULSBO & ELWHA TERRACE	1917	2	Single Family Res.
80			1925	1	Single Family Res.
81	4366-012-015-0008	15234 ELWHA TER NE	1930	2	Single Family Res.
82	4366-012-013-0109	1725 NE POULSBO AVE	1920	1	Single Family Res.
83	4366-012-011-0002	1733 NE POULSBO AVE	1925	1	Single Family Res.
84	4366-012-008-0106	1785 NE POULSBO AVE	1922	1	Single Family Res.
85	4366-012-007-0008	1797 NE POULSBO AVE	1930	2	Single Family Res.
86	4366-011-005-0101	15220 SUNSET AVE NE	1940	1	Single Family Res.
87	4366-013-007-0006	2021 NE ST HWY 308	1923	1	Single Family Res.
88	4366-016-003-0102	1655 NE HARVARD AVE	1930	1	Single Family Res.
89	4366-015-013-0003	15158 ELWHA TER NE	1940	1	Single Family Res.
90	4366-015-016-0000	15100 ELWHA TER NE	1941	1	Single Family Res.
91	4366-015-023-0001	1922 NE FIR ST.	1937	1	Single Family Res.
92	4366-015-025-0009	1920 NE FIR ST	1920	1	Single Family Res.
93	4366-015-028-0303	15101 NE FIR ST.	1922	1	Single Family Res.

PLEASE NOTE: All addresses and building information was obtained from the Kitsap County Assessors Office and the Kitsap County Geographic Information Service maps.

TABLE 2: Housing Quarters historical notes from Naval Base Kitsap - Property Records and from "Torpedo Town U.S.A., is a history of the Naval Undersea Warfare Engineering Station".

Housing Quarters		
<i>Building</i>	<i>Historical Notes</i>	<i>Year Built</i>
A	Pioneer home* owned by Henry Husby	1908
E		1918
F		1917
G	Pioneer home* owned by Peter Hagen	1898 est.
H		1917
I		1917
J		1921
K		1921
L		1921
O	Executive Officer's residence	1934
P		1934
Q		1934
R		1937
S	Commanding Officer's residence; replaced Quarter D, a pioneer home* owned by Anton Norum	1937
T		1942
U		1942
V		1942
124	Previously owned by Herman Boldt, longtime station employee; obtained in 1943 land acquisition.	1916
125	Previously owned by John Hallia; obtained in 1943 land acquisition.	1930
126	Previously owned by C.R. Sutherland; obtained in 1943 land acquisition.	1930
127	Previously owned by J.H. Dobson; obtained in 1943 land acquisition.	1930
128	Previously owned by Frank Holman; obtained in 1943 land acquisition.	1930
133	Previously owned by Brigadier General Hollon Richardson, Civil War hero; obtained in 1943 land acquisition.	1900 est.

* A pioneer home is one that was built and owned by one of the five original families that lived on the Keyport peninsula prior to the establishment of the torpedo station.

TABLE 3: Major Buildings historical notes from Naval Base Kitsap - NUWES Property Records and from “Torpedo Town U.S.A., is a history of the Naval Undersea Warfare Engineering Station”.

Naval Base Keyport: Major Buildings 50 years or older		
Bldg.	Current Name/Use	Yr. Built
001	Civilian Personnel	1915
006	Diving Locker	1917
012	Supply, Comptroller, Data Processing (original structure built in 1918)	1943
013	Small Craft Berthing (Pier #2)	1942
014	Storage (formerly radio station and quarters)	1916
015	Quality Evaluation Laboratory	1945
017	Hobby Shop (formerly stables and quarters)	1914
024	Quality Test Center	1918
033	Boat Repair Shop	1923
035	Barracks	1918
036	Boatswain Locker	1921
038	Welding/Machine Shop	1923
039	Janitorial Office	1920
040	Safety Office	1921
047	Technical Operations	1919
048	Boat Machine Shop	1922
072	Plating & Polishing Shop	1936
073	Machine Shop	1936
074	Dispensary	1934
076	Fire Station (chapel formerly located here)	1937
080	Advanced Technology Training Center (ATTC)	1941
081	Mechanical Test/Assembly Shop	1941
082	Command Headquarters, shop	1942
083	Proof, Test, & Evaluation, shop	1942
084	Heat Treat Shop	1942
085	Battery Shop	1942
093	Service Station	1943
094	Public Works Administration, Data Processing	1942
095	Public Works Field Office/Shop	1942

Bldg.	Current Name/Use	Yr. Built
097	Command Conference Center (formerly BOQ)	1942
098	Advanced Undersea Weapons Shop	1943
099	Torpedo Test Facility (Pier #1)	1943
105	Quality Assurance, shop	1943
106	Engine Test Facility	1942
107	Carpenter Shop	1942
108	Propulsion Test Facility	1942
110	Paint Shop	1942
134	Photo Lab (formerly decontamination center)	1943
137	Museum	1942
144	Cable Splicing Shop	1939
170	Environmental Test	1942
180	Public Works Offices	1944
183	Auto Hobby Shop	1942
187	Compressed Air Plant	1954
198	Gymnasium	1942
205	Service Station	1961
206	Weapons Quality Engineering Center	1957
207	Prototype PATE Facility	1957
211	Pier #1	1915
212	Pier #2	1917
213	Tennis Court	1937
215	Tennis Court	1942
216	Athletic Field	1920
217	Flagpole	1919
233	Machine Shop Annex	1941
234	Heating Plant	1943
Data derived from NUWES Property Records.		

KITSAP COUNTY

APPENDIX D: PEDESTRIAN / BICYCLE COLLISION DATA

Pedestrian safety was identified as one of the most important issues facing the Keyport Community, with significant risk to pedestrians identified on the SR-308 causeway across Dogfish Bay. The causeway is the only access point for both pedestrian and bicycle transportation to and from Keyport. The Kitsap County bicycle and pedestrian collision data includes excerpts from four separate Washington State Department of Transportation documents.

The Bicycle collision data from 1988 – 1993 is from page 39 of the Washington State Department of Transportation publication, Washington State Bicycle Collision Data 1988-1993, published in May 1994 (Revised March 1995).
website: <http://www.wsdot.wa.gov/mapsdata/tdo/accidentbicycle.htm>

The Bicycle collision data from 1994-1996 is from pages 23 and 41 of the Washington State Department of Transportation publication, Washington State Bicycle Collision Data 1994-1996, published in August 1997.
website: <http://www.wsdot.wa.gov/mapsdata/tdo/accidentbicycle.htm>

The pedestrian collision data from 1994-1996 is from pages 43 and 61 of the Washington State Department of Transportation publication, Washington State Pedestrian Collision Data 1990-1995, Published in March 1997.
website: <http://www.wsdot.wa.gov/mapsdata/tdo/accidentpedestrian.htm>

The pedestrian collision data from 1996 is from page 3-64 of the Washington State Department of Transportation publication, 1996 Washington State Highway Accidents, Published in 1997.
website: http://www.wsdot.wa.gov/mapsdata/tdo/PDF_and_ZIP_Files/StateHwyAccidentReport.pdf

WASHINGTON BICYCLE COLLISIONS 1988 TO 1993

KITSAP COUNTY

COLLISION TYPE	#	%	INJ.	FAT.	INTER STATE	HIGH WAY	CO. RD.	CITY RD.	OTHER
COLLISION GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION									
Type 1-3: Driveway/Alley	51	18.3	50	0	0	5	25	20	1
Type 4: Curb Shoulder	11	3.9	11	0	0	5	5	1	0
TOTAL GROUP A	62	22.2	61	0	0	10	30	21	1
COLLISION GROUP B: COLLISIONS @ INTERSECTIONS									
Type 5b/6b: Cycl. Disregard Sign/Signal	32	11.5	32	0	0	6	16	10	0
Type 7b: Cyclist Fails to Yield	17	6.1	16	0	0	3	5	9	0
Type 8b: Cyclist Turning	7	2.5	7	0	0	2	0	5	0
Type Bb: Cyclist Xing or Entering	13	4.7	13	0	0	4	3	6	0
TOTAL GROUP B, TYPE 5b-Bb	69	24.7	68	0	0	15	24	30	0
Type 5m: Motor Veh. Disregards Sign	0	0	0	0	0	0	0	0	0
Type 6m: Motor Veh. Disregards Signal	0	0	0	0	0	0	0	0	0
Type 7m: Motor Veh. Fails to Yield	32	11.5	31	0	0	8	10	14	0
Type 8m: Motor Veh. Turning	0	0	0	0	0	0	0	0	0
Type Bx: Inadequate Information	17	6.1	17	0	0	7	4	6	0
TOTAL GROUP B, TYPE 5m-Bx	49	17.6	48	0	0	15	14	20	0
TOTAL GROUP B	118	42.2	116	0	0	30	38	50	0
COLLISION GROUP C: MOTORIST ENTERS/LEAVES ROADWAY @ MID-BLOCK LOCATION									
Type 11: Backing from Driveway	0	0	0	0	0	0	0	0	0
TOTAL GROUP C	0	0	0	0	0	0	0	0	0
COLLISION GROUP D: BICYCLIST HIT FROM BEHIND BY MOTOR VEHICLE									
Type 13a: M. Veh./Cycl. Going Straight	21	7.5	21	0	0	6	6	9	0
Type 13/14/16/17: Motor Veh. Passing	2	0.7	2	0	0	0	1	1	0
Type 15: Motorist Following Too Closely	0	0	0	0	0	0	0	0	0
TOTAL GROUP D	23	8.2	23	0	0	6	7	10	0
COLLISION GROUP E: BICYCLIST TURNING/SWERVING									
TOTAL GROUP E	30	10.8	30	0	0	4	21	5	0
COLLISION GROUP F: MOTORIST TURNING, BICYCLIST NOT									
TOTAL GROUP F	3	1.1	3	0	0	0	1	2	0
COLLISION GROUP G: OTHER									
Type 26: Cyclist Going Wrong Way	29	10.4	29	0	0	8	16	4	1
Type 28: Motorist Going Wrong Way	0	0	0	0	0	0	0	0	0
Type 35: Motorist Driveout from Parking	0	0	0	0	0	0	0	0	0
Type 36: Cycl. Strikes Slow/Stop Veh.	12	4.3	11	0	0	4	2	6	0
Type 38b: Miscellaneous	2	0.7	2	0	0	0	1	1	0
TOTAL GROUP G	43	15.4	42	0	0	12	19	11	1
GRAND TOTAL ALL GROUPS	279	100.0	275	0	0	62	116	99	2

TABLE 8 WASHINGTON BICYCLE COLLISIONS 1994-1996
County Summary (Rate per 10,000 Population per Year)
Percentages based on 4,892 Collisions

County	1995 Population	# of Collisions	Collision Rate	# of Bicyclist Fatalities	Bicyclist Fatality Rate
Adams	15,200	12	2.63	0	0.00
Asotin	19,100	15	2.62	0	0.00
Benton	131,000	74	1.88	0	0.00
Chelan	60,000	46	2.56	0	0.00
Clallam	63,600	42	2.20	0	0.00
Clark	291,000	231	2.65	4	0.05
Columbia	4,200	2	1.59	0	0.00
Cowlitz	89,400	116	4.33	2	0.07
Douglas	29,600	16	1.80	0	0.00
Ferry	7,100	0	0.00	0	0.00
Franklin	44,000	13	0.98	0	0.00
Garfield	2,350	1	1.42	0	0.00
Grant	64,500	47	2.43	1	0.05
Grays Harbor	67,700	66	3.25	1	0.05
Island	68,900	24	1.16	1	0.05
Jefferson	25,100	11	1.46	1	0.13
King	1,613,600	1,914	3.95	5	0.01
Kitsap	220,600	161	2.43	4	0.06
Kittitas	30,100	40	4.43	0	0.00
Klickitat	18,100	11	2.03	0	0.00
Lewis	65,500	53	2.70	1	0.05
Lincoln	9,700	3	1.03	0	0.00
Mason	45,300	23	1.69	3	0.22
Okanogan	36,900	18	1.63	0	0.00
Pacific	20,800	14	2.24	0	0.00
Pend Oreille	10,700	1	0.31	0	0.00
Pierce	660,200	488	2.46	5	0.03
San Juan	12,300	4	1.08	0	0.00
Skagit	93,100	71	2.54	0	0.00
Skamania	9,550	1	0.35	0	0.00
Snohomish	525,600	372	2.36	4	0.03
Spokane	401,200	490	4.07	2	0.02
Stevens	35,400	13	1.22	0	0.00
Thurston	189,200	174	3.07	1	0.02
Wahkiakum	3,700	1	0.90	1	0.90
Walla Walla	52,700	33	2.09	0	0.00
Whatcom	148,300	133	2.99	0	0.00
Whitman	40,500	23	1.89	0	0.00
Yakima	204,100	135	2.20	3	0.05
Total	5,429,900	4,892	3.00	39	0.02

TABLE 26 WASHINGTON BICYCLE COLLISIONS 1994-1996
KITSAP COUNTY - 220,600 Population
2.43 Bicycle Collisions per 10,000 Population per Year

COLLISION TYPE	#	%	Injury	Fatal	Inter- state	High- way	Co Rd	City St	Other
GROUP A: BICYCLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION									
TYPE 1-3: Driveway/Alley	34	21.1	32	1	n/a	9	10	15	0
TYPE 4: Curb Shoulder	2	1.2	2	0	n/a	1	1	0	0
TOTAL GROUP A	36	22.4	34	1	n/a	10	11	15	0
GROUP B: COLLISIONS @ INTERSECTION									
TYPE 5b/6b: Bike Disregard Sign/Signal	13	8.1	13	0	n/a	1	6	6	0
TYPE 7b: Bicycle Fails to Yield	13	8.1	13	0	n/a	5	3	5	0
TYPE 8b: Bicycle Turning	3	1.9	3	0	n/a	1	0	2	0
TYPE Bb: Bicycle Xing or Entering	16	9.9	16	0	n/a	3	8	4	1
SUBTOTAL GROUP B, Type 5b-Bb	45	28.0	45	0	n/a	10	17	17	1
TYPE 5m: Motor Veh. Disregard Sign	1	0.6	1	0	n/a	0	0	1	0
TYPE 6m: Motor Veh. Disregard Signal	1	0.6	1	0	n/a	0	0	1	0
TYPE 7m: Motor Veh. Fails to Yield	14	8.7	14	0	n/a	4	3	7	0
TYPE 8m: Motor Veh. Turning	0	0.0	0	0	n/a	0	0	0	0
SUBTOTAL GROUP B, Type 5m-8m	16	9.9	16	0	n/a	4	3	9	0
TYPE Bx: Inadequate Information	10	6.2	10	0	n/a	4	1	5	0
TOTAL GROUP B	71	44.1	71	0	n/a	18	21	31	1
GROUP C: MOTOR VEHICLE ENTERS/LEAVES ROADWAY @ MIDBLOCK LOCATION									
TYPE 11: Backing from Driveway	2	1.2	2	0	n/a	0	1	1	0
GROUP D: BICYCLE HIT FROM BEHIND BY MOTOR VEHICLE									
TYPE 13a: M. Veh./Bike Going Straight	6	3.7	6	0	n/a	0	3	3	0
TYPE 13/14/16/17: Motor Veh. Passing	1	0.6	1	0	n/a	0	1	0	0
TYPE 15: M. Veh. Following Too Closely	0	0.0	0	0	n/a	0	0	0	0
TOTAL GROUP D	7	4.3	7	0	n/a	0	4	3	0
GROUP E: BICYCLE TURNING/SWERVING NOT AT INTERSECTION									
Bicycle Turning/Swerving	14	8.7	11	3	n/a	5	6	3	0
GROUP F: MOTOR VEHICLE TURNING, BICYCLE NOT									
Motor Vehicle Turning, Bicycle Not	1	0.6	1	0	n/a	0	0	1	0
GROUP G: OTHER									
TYPE 26: Bicycle Going Wrong Way	22	13.7	21	0	n/a	4	8	10	0
TYPE 28: Motor Veh. Going Wrong Way	0	0.0	0	0	n/a	0	0	0	0
TYPE 35: M. Veh. Driveout from Parking	1	0.6	1	0	n/a	0	0	1	0
TYPE 36: Bike Strike Slow/Stop M. Veh.	6	3.7	5	0	n/a	0	3	3	0
TYPE 38: Miscellaneous	1	0.6	1	0	n/a	0	0	1	0
TOTAL GROUP G	30	18.6	28	0	n/a	4	11	15	0
COUNTY TOTAL	161	100	154	4	n/a	37	54	69	1

TABLE 22 WASHINGTON PEDESTRIAN COLLISIONS 1990-1995
County Summary (Rate per 10,000 Population per Year)
Percentages based on 11,160 Collisions

County	1995 Population	# of Collisions	Collision Rate	# of Ped. Fatality Collisions	Ped. Fatality Rate
Adams	15,200	12	1.32	1	0.11
Asotin	19,100	21	1.83	1	0.09
Benton	131,000	146	1.86	4	0.05
Chelan	60,000	109	3.03	4	0.11
Clallam	63,600	92	2.41	5	0.13
Clark	291,000	411	2.35	22	0.13
Columbia	4,200	4	1.59	0	0.00
Cowlitz	89,400	146	2.72	9	0.17
Douglas	29,600	19	1.07	6	0.34
Ferry	7,100	3	0.70	1	0.23
Franklin	44,000	67	2.54	4	0.15
Garfield	2,350	0	0.00	0	0.00
Grant	64,500	70	1.81	5	0.13
Grays Harbor	67,700	134	3.30	10	0.25
Island	68,900	39	0.94	1	0.02
Jefferson	25,100	17	1.13	1	0.07
King	1,613,600	5,048	5.21	154	0.16
Kitsap	220,600	354	2.67	15	0.11
Kittitas	30,100	40	2.21	5	0.28
Klickitat	18,100	20	1.84	1	0.09
Lewis	65,500	77	1.96	4	0.10
Lincoln	9,700	6	1.03	0	0.00
Mason	45,300	56	2.06	4	0.15
Okanogan	36,900	46	2.08	7	0.32
Pacific	20,800	25	2.00	3	0.24
Pend Oreille	10,700	6	0.93	1	0.16
Pierce	660,200	1,301	3.28	62	0.16
San Juan	12,300	13	1.76	0	0.00
Skagit	93,100	120	2.15	8	0.14
Skamania	9,550	6	1.05	1	0.17
Snohomish	525,600	904	2.87	41	0.13
Spokane	401,200	843	3.50	24	0.10
Stevens	35,400	25	1.18	4	0.19
Thurston	189,200	271	2.39	11	0.10
Wahkiakum	3,700	1	0.45	1	0.45
Walla Walla	52,700	73	2.31	2	0.06
Whatcom	148,300	201	2.26	10	0.11
Whitman	40,500	45	1.85	4	0.16
Yakima	204,100	389	3.18	21	0.17
<i>Total</i>	5,429,900	11,160	3.43	457	0.14

TABLE 40 WASHINGTON PEDESTRIAN COLLISIONS 1990-1995
KITSAP COUNTY - 220,600 Population
2.67 Pedestrian Collisions per 10,000 Population per Year

Collision Type	#	%	Ped Injury	Ped Fatality	Inter-state	High-way	Co Rd	City St	Other
1. Bus Related	3	0.8	1	2	n/a	1	1	1	0
2. Driverless Vehicle	4	1.1	4	0	n/a	0	1	3	0
3. Backing Vehicle	12	3.4	11	1	n/a	4	2	6	0
4. Disabled Vehicle Related	3	0.8	3	0	n/a	1	0	1	1
5. Work/Stand/Play in Road	24	6.8	23	1	n/a	5	9	10	0
6. Pedestrian not in Road	19	5.4	18	1	n/a	7	4	8	0
7. Driveway	21	5.9	21	0	n/a	11	3	7	0
8. Non-Intersection; Ped. Xing Rd.									
<i>a. Driver Violation Only</i>	5	1.4	5	0	n/a	1	2	2	0
<i>b. Ped. Violation Only</i>	81	22.9	75	6	n/a	15	40	24	2
<i>c. Driver & Ped. both Violating</i>	11	3.1	11	0	n/a	3	3	5	0
<i>Sub Total 8</i>	97	27.4	91	6	n/a	19	45	31	2
9. Non-Inter.; Ped. walk along Rd.									
<i>a. Driver Violation Only</i>	3	0.8	3	0	n/a	0	3	0	0
<i>b. Ped. Violation Only</i>	9	2.5	8	1	n/a	2	6	1	0
<i>c. Driver & Ped. both Violating</i>	10	2.8	10	0	n/a	1	6	3	0
<i>Sub Total 9</i>	22	6.2	21	1	n/a	3	15	4	0
10. All Other Non-Intersection	16	4.5	15	1	n/a	1	11	3	1
11. Intersection; Veh. Straight									
<i>a. Driver Violation Only</i>	19	5.4	19	0	n/a	9	4	6	0
<i>b. Ped. Violation Only</i>	49	13.8	49	0	n/a	22	12	15	0
<i>c. Driver & Ped. both Violating</i>	13	3.7	12	1	n/a	3	3	7	0
<i>Sub Total 11</i>	81	22.9	80	1	n/a	34	19	28	0
12. Intersection; Veh. Turning Rt.									
<i>a. Driver Violation Only</i>	17	4.8	17	0	n/a	7	1	9	0
<i>b. Ped. Violation Only</i>	4	1.1	4	0	n/a	0	1	3	0
<i>c. Driver & Ped. both Violating</i>	3	0.8	3	0	n/a	1	1	1	0
<i>Sub Total 12</i>	24	6.8	24	0	n/a	8	3	13	0
13. Intersection; Veh. Turning Lt.									
<i>a. Driver Violation Only</i>	20	5.6	19	1	n/a	10	0	10	0
<i>b. Ped. Violation Only</i>	1	0.3	1	0	n/a	0	0	1	0
<i>c. Driver & Ped. both Violating</i>	3	0.8	3	0	n/a	1	0	2	0
<i>Sub Total 13</i>	24	6.8	23	1	n/a	11	0	13	0
14. All Other Intersection	4	1.1	4	0	n/a	0	1	3	0
<i>County Total</i>	354	100.0	339	15	n/a	105	114	131	4

APPENDIX E: MOSQUITO FLEET TRAIL PLAN—KEYPORT EXCERPTS

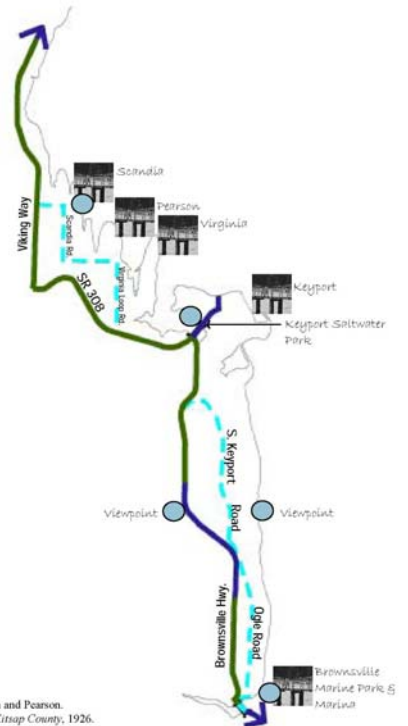
The Mosquito Fleet Trail Master Plan defines in greater detail a project that is both part of the Kitsap County Open Space Plan and the Kitsap County Bicycle Facilities Plan. The basic concept is that of a trail corridor for use by bicyclists and pedestrians that skirts the eastern shoreline of Kitsap County, connecting historic Mosquito Fleet docks along the way. It is a route for usage by commuters, school children, bicycle touring groups, recreation users, and tourists. It links cultural resources and scenic sites, parks and docks, businesses and schools, transit and public facilities, and communities and cities. When complete, it will improve the quality of life for the citizens of Kitsap County.

Keyport was a major stop for the Mosquito Fleet and it's inclusion as a destination within the Mosquito Fleet Trail is a key element to providing both a safe route for pedestrians to access the Keyport Community and as a contributing element to the success of the Keyport economic revitalization. The following excerpts from the Mosquito Fleet Trail Plan documents relate specifically to Keyport.

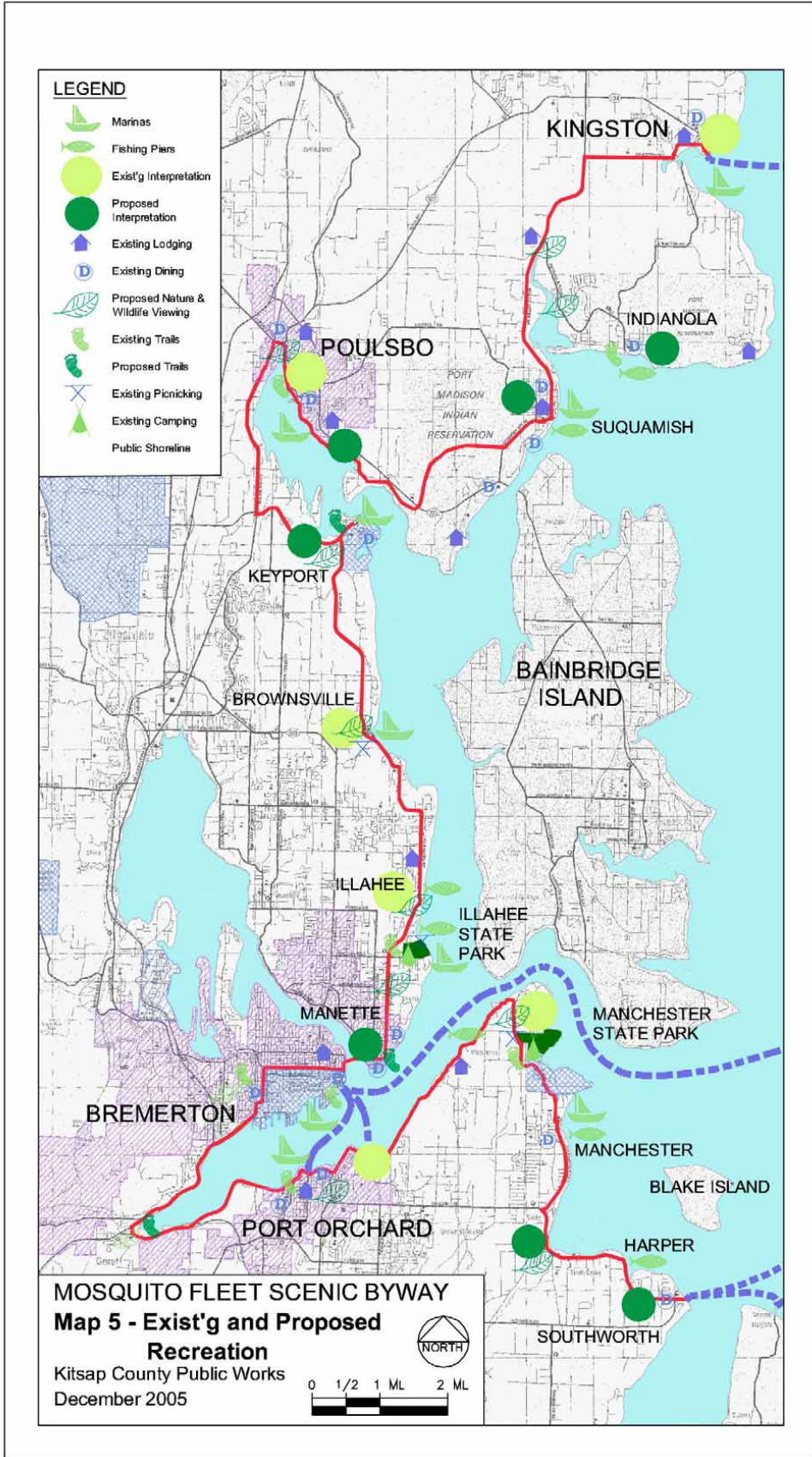
Project 4: Poulsbo to Brownsville

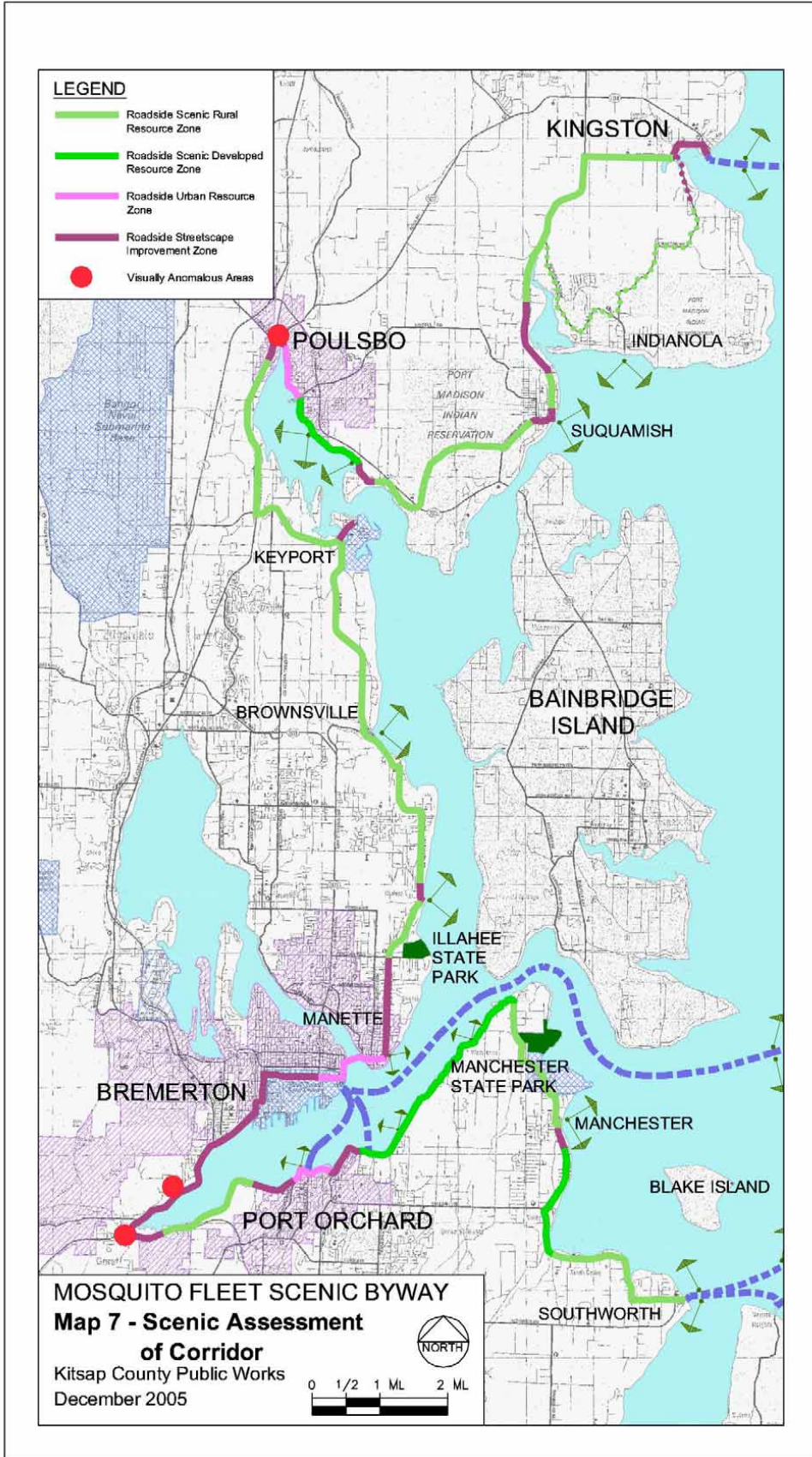


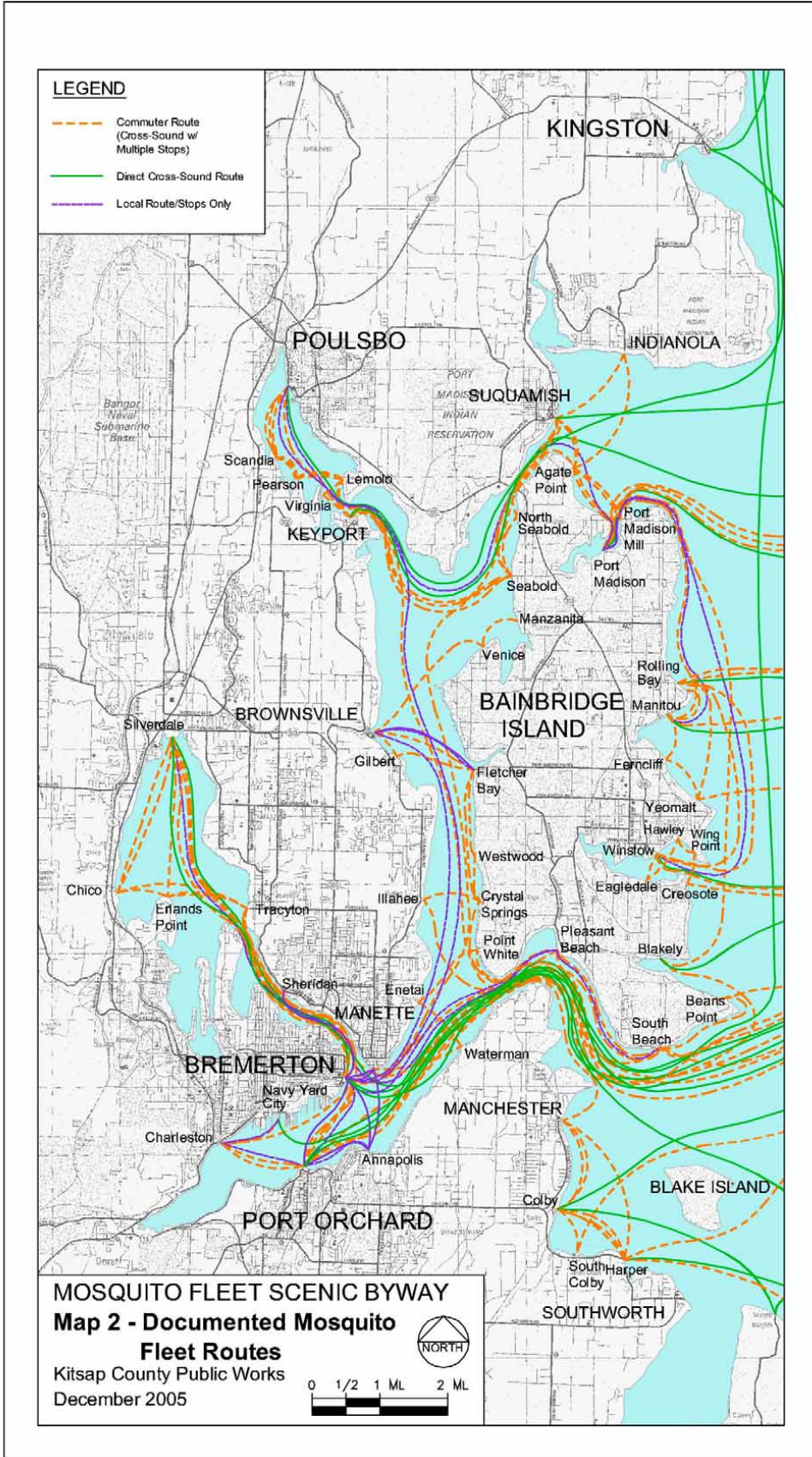
Map of Scandia and Pearson.
From Atlas of Kitsap County, 1926.



MOSQUITO FLEET TRAIL MASTER PLAN









SCENIC BYWAY ROUTE
SEGMENT 14
SR 308

Project termini: Viking Way to Brownsville Hwy.

Length: 1.78 ml.

Road Classification: Rural major collector/ DHV over 200

R.O.W. Management: WSDOT

Adjacent Land Use : Open space/ rural res./ protected rural/ neighborhood comm./ military

PREVIOUS PLANNING	
KC Greenways Master Plan Proposals	High priority, bicycle lanes Scenic Rural Resource Zone
KC Comprehensive Plan Proposals	
Other Plan Proposals	
ROAD DATA	
Speed Limit	40 to 45 mph
ADT	5,000-9,999 (WSDOT counts, 1996), 11,800-7,900 (WSDOT 5/05)
R.O.W. width	± 105' typical, narrows slightly at end, wider pull-outs
Road width (approx.)	± 30'
Description	2 – 12' travel lanes + 3' paved shoulder + 3' gravel shoulder
Surface Condition	A.C., good
On-street Parking (Y/N)	n
# of intersections	7
Truck % (approx.)	medium
% grade (approx.)	Gradual rise & falls
Hazards	
FEATURES	
Visual experience	Passive, rural
Viewpoints	Open pasture & water views
Landmarks (Historic or Scenic sites)	Connection to Keyport (mosquito fleet dock), & Navy Submarine Museum
Recreation sites	Connection to Keyport Saltwater Park
Other opportunities	Hilder Pearson Elementary School/ Park & Ride on Scandia Rd.
NOTES	

MOSQUITO FLEET TRAIL

DIGITAL INVENTORY

APPENDIX F: KEYPORT VIEW PROTECTION PROPOSAL

One of Keyport's unique features is its expansive views of many scenic areas. From many properties in Keyport, views of Liberty Bay, the Olympic Mountains, Mt. Rainier, and Dogfish Bay. These views are of great value and importance to the Keyport community. In an effort to reduce the future impacts of view obstructions, a proposal for view protection regulations restricting the height of new residential construction parcels in a way that will significantly impact existing views along the Keyport waterfront.

The following view protection proposal was discussed at the May 22, 2007 Keyport Improvement Group meeting. The issue polarized the community between the waterfront owners and the non-waterfront owners. The group voted at that meeting to exclude the view protection proposal from the community plan. The portion of residents who supported the view protection proposal began a petition drive to indicate support of the proposal. A counter petition was also distributed. The following information is provided for the Kitsap County Planning Commission and the Board of County Commissioners to evaluate the contentious proposal and determine if the proposal meets the needs of the entire community for inclusion within the final Keyport Community Plan.

View Protection Overlay Zone

Within the keyport village boundary, a view protection overlay zone would be established for all waterfront parcels. (**figure F.1**). The following regulations will only apply to the residentially zoned waterfront properties located within the view protection overlay zone.

Height Restrictions

It is anticipated that many lots in Keyport would have their views significantly impacted by new construction built to the county's 35-foot height restriction. These impacts may be exacerbated by property owners building at their properties' highest points. Adjacent neighbors could see their views blocked, often in their entirety, by this kind of construction. This proposal would impose a lower height restriction for the waterfront parcels.

The maximum height of all new construction would be reduced from 35 feet to 28 feet measured from the mid-slope point of the property's buildable area to the highest point of the structure. This restriction would apply to new construction as well as additions and remodels to existing structures.

The further property owners build down the slope, the higher their structures can be while maintaining the 28-foot restriction. The opposite is also true; the further upslope property owners build the lower their structures must be to meet the restriction.

KITSAP COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT

614 DIVISION STREET MS-36, PORT ORCHARD WASHINGTON 98366-4682
(360) 337-7181 FAX (360) 337-4662 HOME PAGE - www.kitsapgov.com/dcd/

Larry Keeton, Director

Keyport Community Planning Process KEYPORT LAMIRD; PRELIMINARY VIEW PROTECTION

View protection was raised in the Keyport Community Survey as a very important issue with the Keyport Community Online Survey. The Survey Results are as follows:

Survey Question:	Very Important	Somewhat Important	Not Important	No Opinion	Total Answers
Protect Private views through view protection code or language.	60 % (24 of 40)	28 % (11 of 40)	12 % (5 of 40)	0 % (0 of 40)	40

The view protection proposal below is a very preliminary draft that may provide the Keyport community with a possible view protection code language and view protection overlay zone. Comments and suggestions are welcome to be included in the Draft plan.

Draft KEYPORT View Protection Language Proposal:

This view protection language proposal is to be applied to all water front parcels with a limitation of maximum building height for waterfront parcels limited to 28 feet. This is consistent with and based upon the view protection language adopted for the Manchester Limited Area of more Intense Rural Development.

Within the View Protection Overlay, the maximum height shall be 28 feet. Height shall be measured from the average elevation of the property's buildable area to the structure's highest point. Buildable area is considered all portions of the property except wetlands and/or geologically hazardous areas. Properties within the View Protection Overlay Zone may build as high as 35 feet under the following circumstances:

- a. **There is no existing view of Liberty Bay, the Olympic Mountains, Mt. Rainier or Dogfish Bay from the subject property or any adjacent property; or**
- b. **The owners of all adjacent properties approve the building height prior to building permit issuance; or**
- c. **It can be explicitly shown that the structure will not cause the blockage of existing views from any of the adjacent properties.**

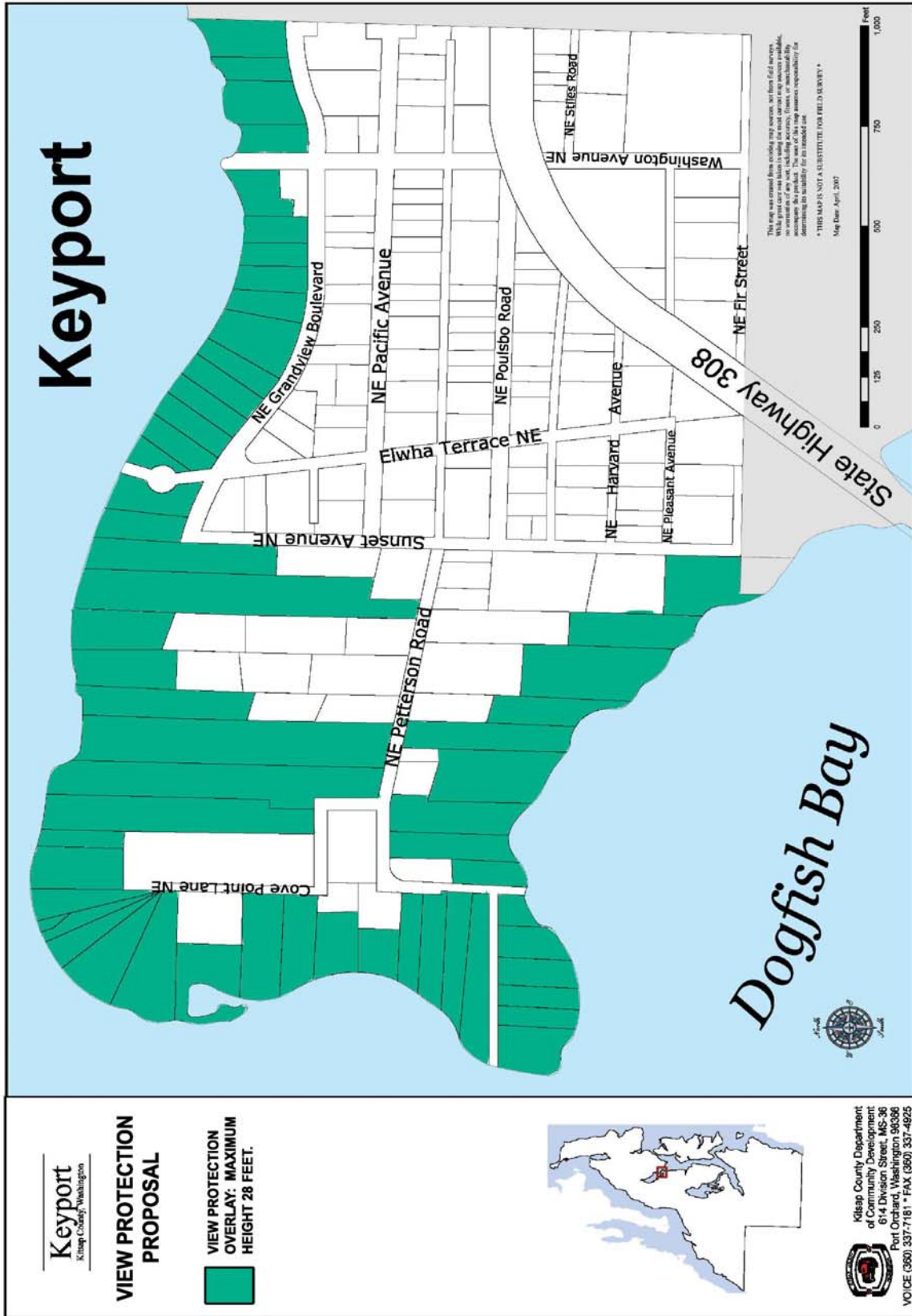


Figure F.1 Keyport Proposed View Protection Overlay Zone



KITSAP COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT

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Larry Keeton, Director

Keyport Community Planning Process Community Stakeholder Group Meeting: M I N U T E S

Tuesday, May 22, 2007, 7:00 – 9 p.m.

Location: Keyport Bible Church, 15270 Washington Ave. NE, Keyport, WA

Meeting Facilitators: Deborah Dubois, Keyport Improvement Group Treasurer,
& James Weaver, Kitsap County Department of Community
Development (DCD)

Meeting Attendance (from sign-up sheet): Paul Berg, Don Cramsey, Rich Culley, Deborah Dubois, Walter Hannawacker, Doug Jennings, Ednamay Kennedy, Gary Kohler, Linda & Jim Laughlin, Frank Mahaffey, Jason & Andra Murray, Warren and Evonne Posten, John Steinmetz, Rhonda Williamson, James Weaver (DCD).

Agenda Item I: Meeting Introduction:

Deborah Dubois, Treasurer of the Keyport Improvement Group, began the meeting and asked everyone around the room to introduce themselves and to describe where in Keyport they lived. The room proceeded to introduce themselves around the table. A number of attendees did enter the room later in the meeting and introduced themselves as they entered. Deborah Dubois then turned the meeting over to James Weaver from Kitsap County Department of Community Development. James thanked Ellen and gave the group a brief status update of the community plan.

Agenda Item II: Review of the Previous Meeting Land Use Items.

James Weaver from the Kitsap County Department of Community Development reviewed the past meeting information and noted all the issues and items discussed over the past three months. Items that were discussed in detail by this group included community goals and concerns, vision statements, Key projects, Limited Area of More Intense Rural Development (LAMIRD) boundaries, Shoreline Buffers and waterfront setbacks, Naval Undersea Museum and Navy involvement in the community, sewer and septic systems, parks and recreation, storm water systems, transportation, pedestrian improvements, and public transit, Fire service, property assessments, residential land use, density, and setbacks, commercial revitalization, commercial land uses, mixed-use developments, parking, lot sizes, online survey results and the two topics on the agenda tonight, View Protections and Keyport Commercial Design Guidelines.

James indicated that the two items that were agreed upon by the community and confirmed by the online survey were the proposed zoning map with the zones as Keyport Village Residential, Keyport Village Low-Residential, Keyport Village Commercial, and Parks. The other item agreed upon by the committee and confirmed by the survey was the limits of the Limited Area of More Intense Rural Development (LAMIRD) boundaries, with the boundaries included the Keyport peninsula and ending at the southern end of the causeway. The Navy property was also excluded from those boundaries.

Agenda Item III: Proposed View Protection Code and Overlay Map

James Weaver from Kitsap County Department of Community Development then discussed the preliminary proposed Keyport view protection code language and view protection overlay. James provided handouts with the waterfront lots shown that would be limited to a maximum height of 28 feet for any structure. He indicated that the code language for the view protection was the exact language utilized from the Manchester LAMIRD view protection code and was simply applied to Keyport in a similar manner as had been done in Manchester. The desire for view protection was expressed in previous meetings by many community members who were concerned that expansion or further subdivision would eliminate existing views of Liberty Bay and the Olympic Mountains. It was discussed that the survey included a question that stated: "Protect private views through view protection code or language." The survey results were that 60% (24 of 40) responded that these were very important, 28% (12 of 40) responded that these were somewhat important, 12% (5 of 40) responded that these were not important, and that 0% responded with no opinion.

The proposed view protection code for all waterfront parcels was as follows:

Within the View Protection Overlay, the maximum height shall be 28 feet. Height shall be measured from the average elevation of the property's buildable area to the structure's highest point. Buildable area is considered all portions of the property except wetlands and/or geologically hazardous areas. Properties within the View Protection Overlay Zone may build as high as 35 feet under the following circumstances:

- a. There is no existing view of Liberty Bay, the Olympic Mountains, Mt. Rainier or Dogfish Bay from the subject property or any adjacent property; or**
- b. The owners of all adjacent properties approve the building height prior to building permit issuance; or**
- c. It can be explicitly shown that the structure will not cause the blockage of existing views from any of the adjacent properties.**

Further discussion ensued that described the view protection code with limits on waterfront structures of a maximum height of 28 feet, with a maximum height of 35' for parcels that were not waterfront, allowing a view over the top of the waterfront structures. It was noted that there was no protection for views across lots at the ground floor or below 28 feet, that there was no restriction on landscape or trees, and that there was no protection for view corridors for adjacent structures, only a proposed height limitation.

Discussion by the group was very lively and polarized in either one side or the other for stricter view protection measures or complete elimination of any view protection measures, with each side very emotional and convincing in their arguments. Several examples were discussed and evaluated how they would be treated under the proposed view protection code. The exemptions to the view protection code were also discussed. The conversation included clarification of height calculation methods and how basements or daylight basements would be treated. Further debate ensued regarding alternative heights of 30 feet or 32 feet, but no compromise position could be reached by the group.

The number of responses to this item as very or somewhat important (88% total) in the survey was noted as an important issue throughout the discussion. The group then discussed the relevance of the view protection measures to the commercial district. It was noted that this would only affect a total of four commercial parcels that were waterfront. Two of the commercial property owners discussed the potential impacts to their properties and encouraged the group to exempt the commercial properties from any view protection code or overlay. The group voted that commercial properties should be excluded from the view protection code or overlay and that the standard height restriction of 35 feet should be applicable to waterfront Keyport Village Commercial zoned parcels.

Further debate ensued relating the residential view protections with each side making convincing arguments. The group indicated they would like to vote on the issue and twelve of the fifteen community members present voted for no view protection overlay or code should be included in the draft plan. It was noted that many of the regular community members were not present at this meeting and that those most impacted by or benefiting from view protection were not able to have their voice heard in this vote. It was acknowledged by staff that this view protection issue was much too contentious issue to have decided in these community meetings and that view protection would be included in the draft plan as an Appendix for additional comment, with the Public Hearing, Kitsap County Planning Commission, and public comments received after release of the draft plan to assist the Board of County Commissioners in the final decision regarding whether or not view protection would be implemented as part of the Keyport Community Plan.

Question: *What the recourse would those who would like view protection have to ensure their voices are heard supporting implementation of this view protection code and overlay?*

Reply: Although this is the last community meeting prior to release of the draft community plan, the Draft Keyport Community Plan will include a sixty day comment period where the County will be soliciting comments from community members, property owners, state agencies, the tribes, and others. Writing letters regarding this contentious issue would be best suited now as well as after the release of the draft plan. Additionally, a public hearing for community testimony will be conducted with public input provided to both the Kitsap County Planning Commission and the Board of County Commissioners prior to approval of any Final Keyport Community Plan. The public approval process described is the same process applied to all the Kitsap County community plans and land use policy decisions and ensures that every effort to collect public input is provided and considered, prior to plan approval.

Agenda Item IV: Proposed Keyport Design Guidelines

James Weaver then proposed a much less contentious item for discussion with the group. He provided a PowerPoint presentation of examples of projects and design guidelines throughout Kitsap County. Examples included two story, three story, and four story projects with similar height requirements as Keyport. Recently built projects were shown in the presentation from Bainbridge Island, Kingston, Poulsbo, Bremerton, and other Kitsap County area that illustrated the different treatments utilized for multiple floor buildings. Discussions of recent Manchester land use and building appeals were entertained and the designs for both Manchester Commons and Colchester Commons were reviewed.

The presentations also focused on facades, streetscape, transparency at the ground floor, location of entrances, balconies and terraces at second floors. Examples of window types, canopies and weather protection, landscaping around blank walls and how the back of buildings are treated. Some examples were shown of how building corners at the major intersections could be emphasized or enhanced. Various examples of treatment of the building facades were shown with different base, middle, and cap portions of a building façade could be differentiated with materials, paint, or embellishment. Additionally, signage was discussed with a focus on pedestrian oriented blade signs along Washington Avenue, illuminating Washington as the “front door” to Keyport and the main interaction with tourists and visitors.

The group was very supportive of the design guidelines proposal for Washington Avenue and unanimously endorsed inclusion of design guidelines within the Draft Keyport Community Plan. Additional discussion also included application of the side streets of Grandview, Pacific, Poulsbo, and Stiles and how these design guidelines could be applied to all the commercial properties in Keyport. It was noted that there were only a total of 29 parcels proposed to be commercial and most of those (15) were located on Washington Avenue. The addition of the other 14 parcels was seen as beneficial to the community. It was voted by the community group that the design guidelines should be included to be applied to all the commercial properties in Keyport.

Agenda Item V: Other Business:

No other business was discussed.

Agenda Items: Next Steps / Future Meetings

This meeting is the last scheduled Kitsap County meeting for the Keyport Community Improvement group prior to release of the Draft Keyport Community Plan. A future meeting may be scheduled for the distribution of the Draft Community Plan. The draft and final public approval process for the plan will include multiple public meetings for comment and public hearings for testimony both with the Kitsap County Planning Commission and with the Kitsap County Board of County Commissioners. All future meetings will be noticed and posted in the community to provide ample notification and ability to collect community input. The Draft Keyport Community Plan is anticipated for public release during the last week in June. Upon this, the meeting was adjourned.

9:00 p.m. Meeting Adjourn

Please Note: Meeting minutes are provided by Kitsap County Department of Community Development staff with comments, questions, discussion and conversations summarized to the best ability. Any corrections or comments may be directed to James Weaver at jweaver@co.kitsap.wa.us.

APPENDIX G: DESIGN GUIDELINES

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

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

Design Guidelines Overlay Zone

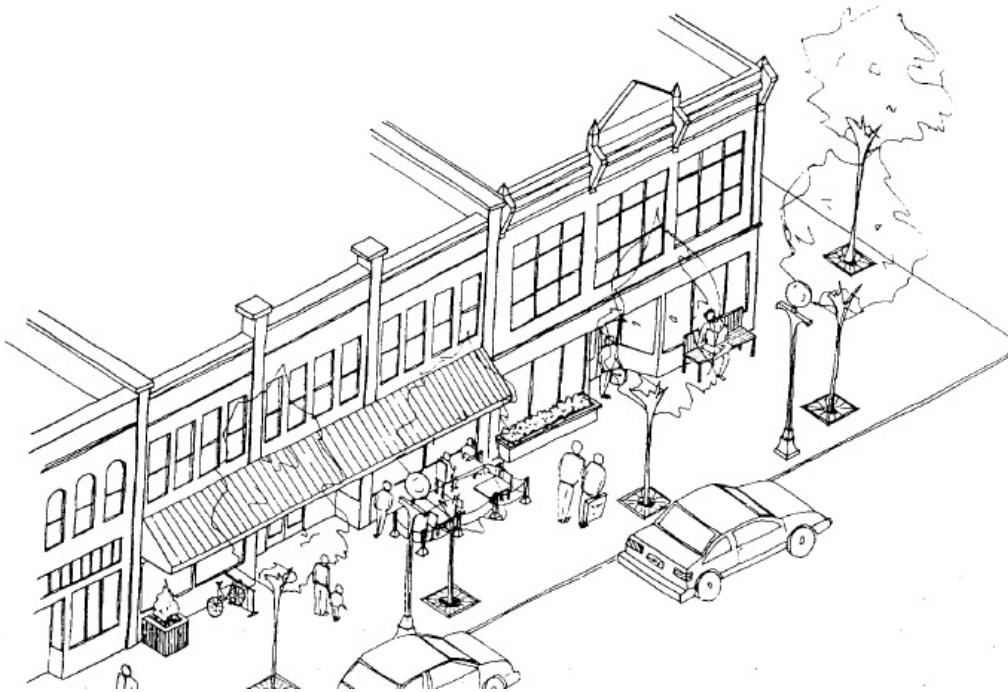
Within the Keyport village boundary, a Design Guidelines overlay zone would be established for all commercial parcels. The following design guidelines will only apply to the commercially zoned properties including Keyport Village Commercial (KVC) and Neighborhood Commercial (NC).

Design Guidelines

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

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

KEYPORT DESIGN GUIDELINES



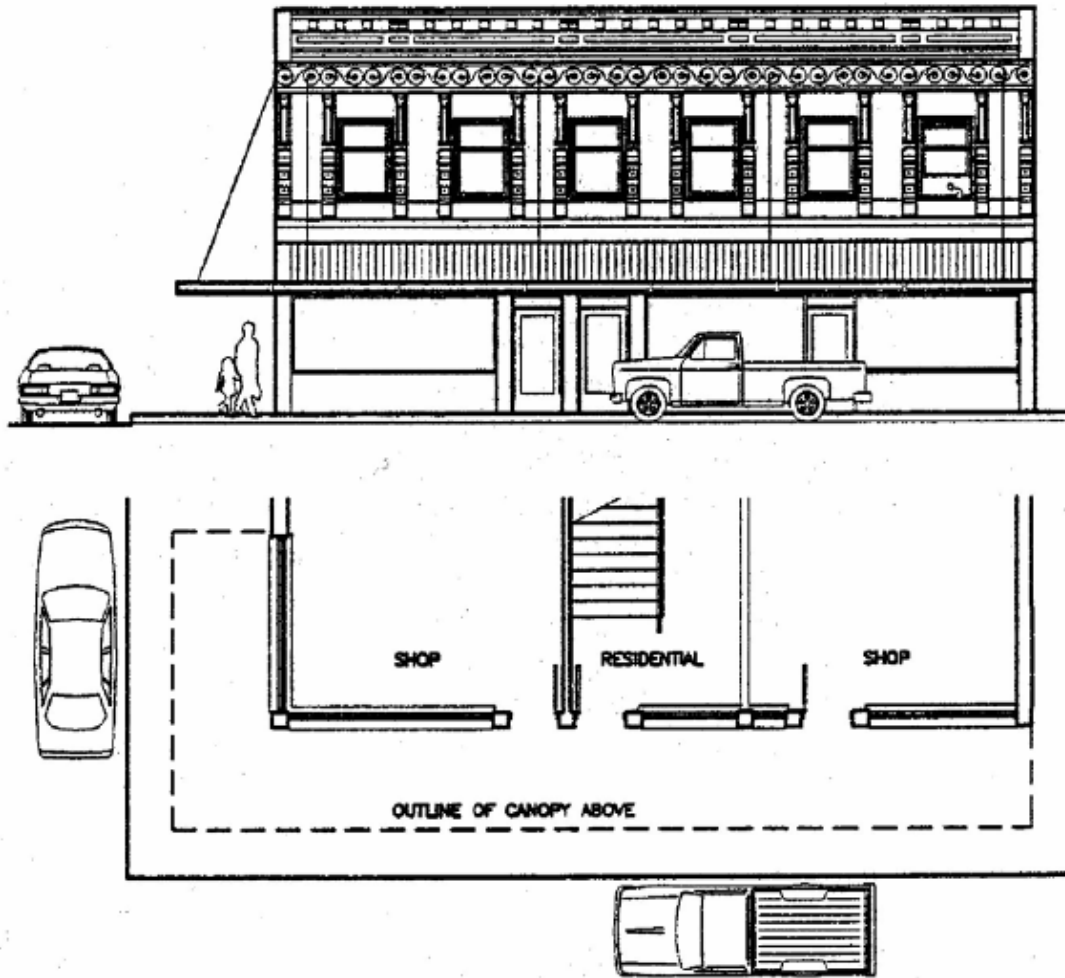
BUILDING DESIGN STANDARDS.

A. Application

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

B. Articulated building mass, bulk, and transparency.

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



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

C. Roof Design.

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

D. Color and materials.

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

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

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

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



F. Landscape

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

G. Exterior Lighting

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

H. Compatibility

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



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

PUBLIC STREET FRONTAGE IMPROVEMENTS.

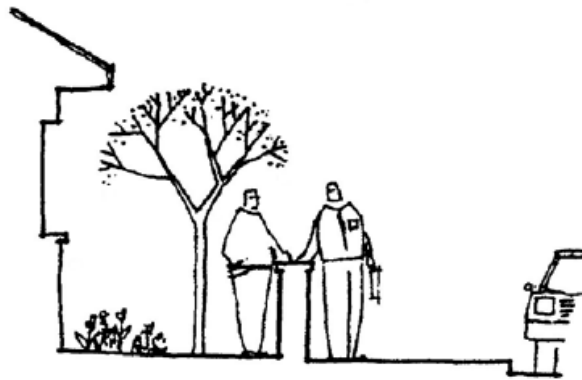
A. Public Improvements

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

B. Pedestrian circulation.

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

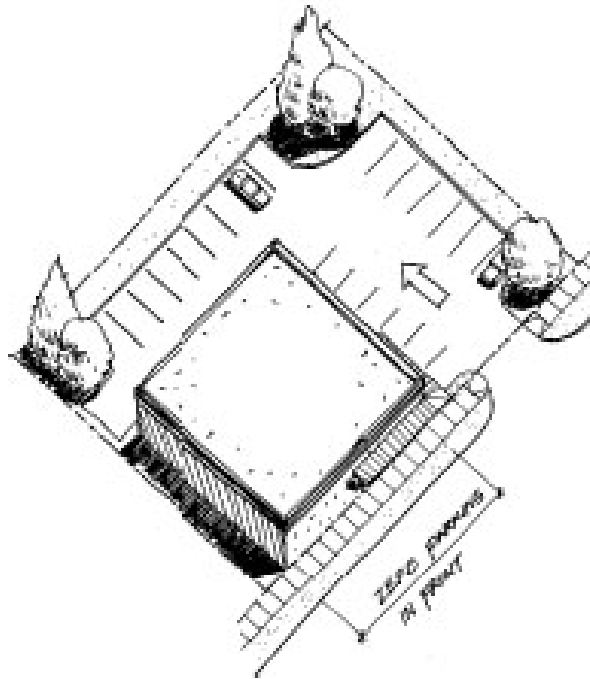
- a. Front yard setbacks at ground level shall be paved in a decorative brick, textured concrete, or enhanced paving. If the setback area is not used for retail or restaurant purposes, it shall be maintained as an urban park area, with benches, waste receptacles, potted plantings, and similar features.



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

B. Parking and vehicular access.

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



APPENDIX H: ZONING MAPS & KEYPORT LAND USE CAPACITY ANALYSIS

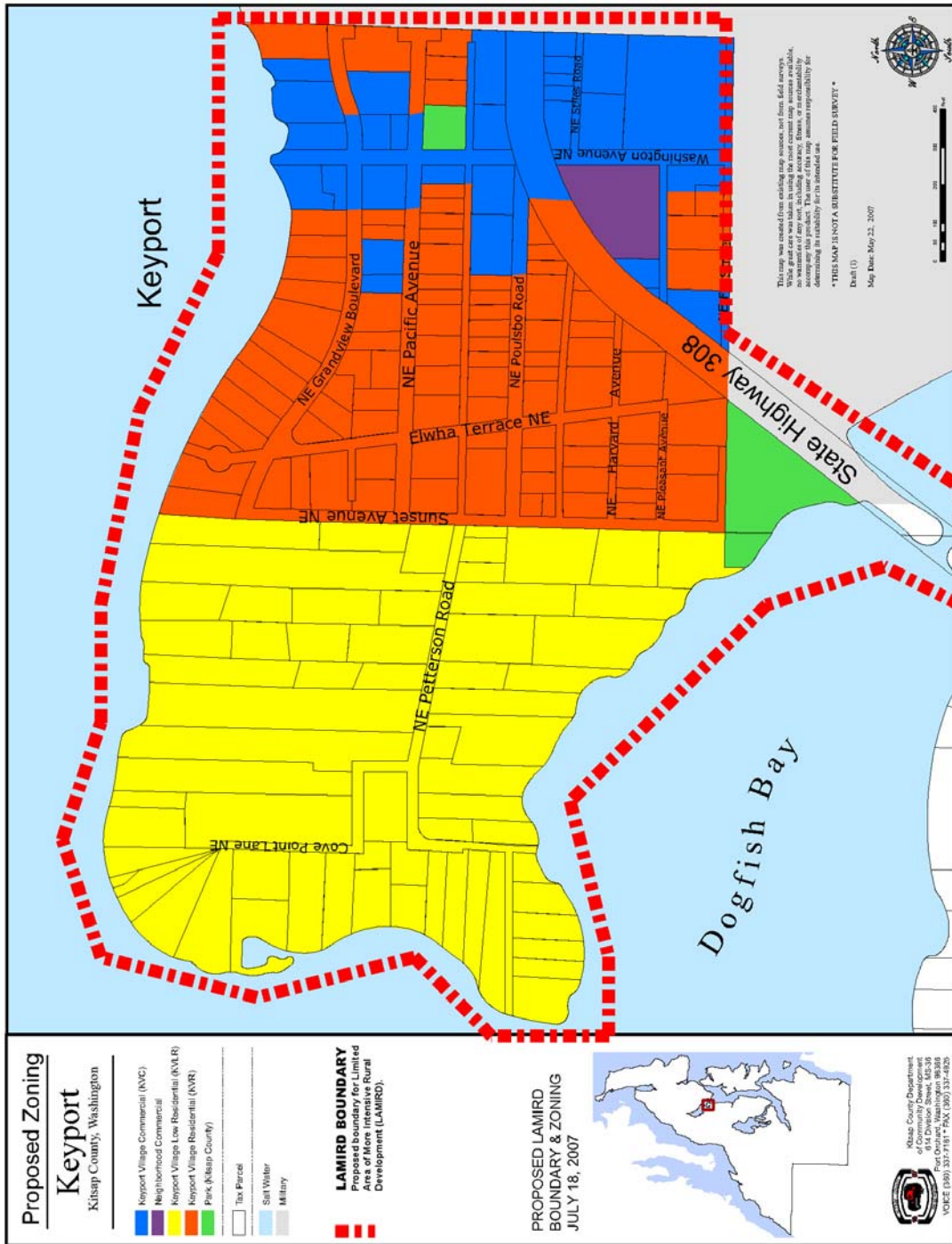


Figure H.1 Keyport Proposed Zoning Map

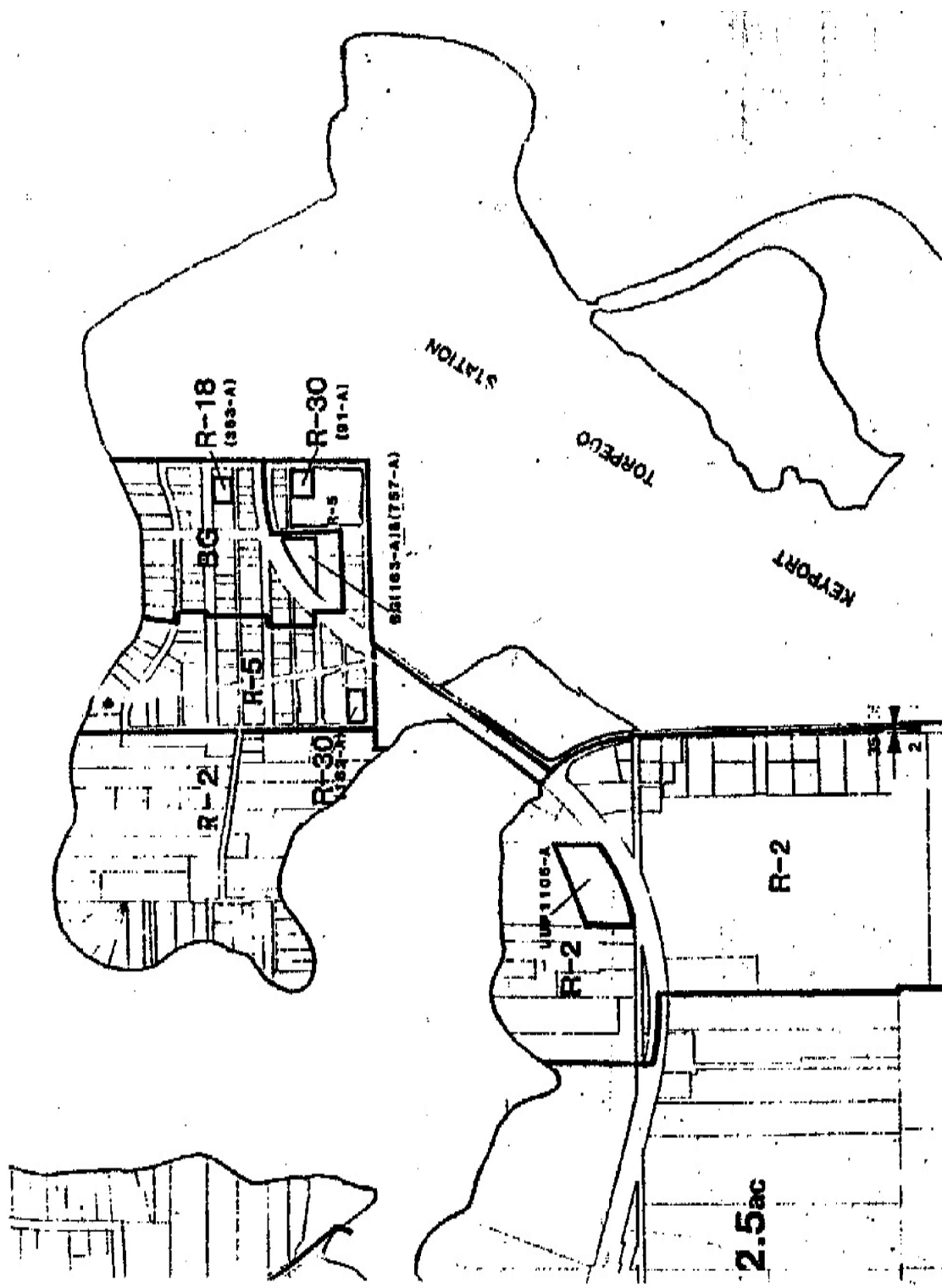


Figure H.2 Keyport Historical Zoning Map (Kitsap County 1978 Zoning)

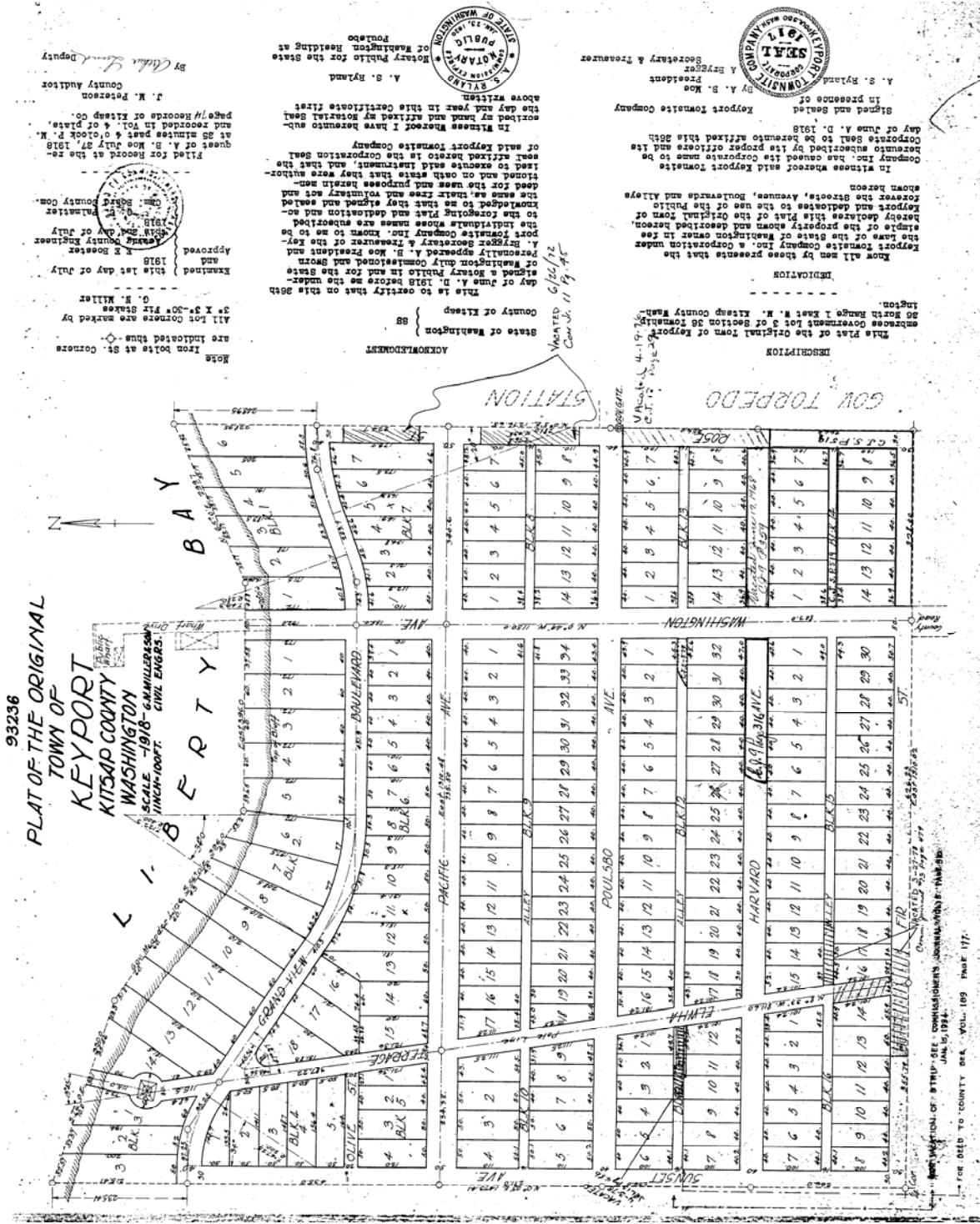


Figure H.3 1918 Original Plat of Town of Keyport

Appendix H
Keyport Land Capacity Analysis
 Keyport Village Low-Residential (KVLR) zone at 2 dwelling units per acre.

VACANT

	Keyport Village Low Residential <i>2 Dwi/Ac</i>	Keyport Village Residential <i>5 Dwi/Ac</i>	Keyport Village Commercial	Keyport Neighborhood Commercial	Park	Sub Total
Total # of Vacant Parcels	7	5	2	0	0	14
Total Vacant Acres per Zone	2.83	0.54	0.51	0	0	3.88
Redevelopable Parcels	7	5	2	0	0	14
Redevelopable Acres	2.83	0.54	0.51	0	0	3.88
Additional Dwelling Unit Capacity	7	5				12

UNDERUTILIZED

	Keyport Village Low Residential <i>2 Dwi/Ac</i>	Keyport Village Residential <i>5 Dwi/Ac</i>	Keyport Village Commercial	Keyport Neighborhood Commercial	Park	Sub Total
Total # of Underutilized Parcels	58	89	26	1	3	177
Total Underutilized Acres per Zone	28.79	18.54	7.7	1.18	1.89	58.1
Redevelopable Parcels	8	6	15	0	0	29
Redevelopable Acres	8.25	2.07	3.11	0	0	13.43
Additional Dwelling Unit Capacity	10	6				16

TOTALS (Vacant & Underutilized)

	Keyport Village Low Residential <i>2 Dwi/Ac</i>	Keyport Village Residential <i>5 Dwi/Ac</i>	Keyport Village Commercial	Keyport Neighborhood Commercial	Park	Total
Total # of Parcels (Keyport)	65	94	28	1	3	191
Total Acres per Zone (Keyport)	31.62	19.08	8.21	1.18	1.89	61.98
Redevelopable Parcels	15	11	17	0	0	43
Acres	11.08	2.61	3.62	0	0	17.31
Total Additional Dwelling Units	17	11	0	0	0	28

**Appendix H:
Keyport Land Capacity Analysis**
Keyport Village Low-Residential (KVLR) zone at 3 dwelling units per acre.

	VACANT					Sub Total
	Keyport Village Low Residential <i>3 Du/Ac</i>	Keyport Village Residential <i>5 Du/Ac</i>	Keyport Village Commercial	Keyport Neighborhood Commercial	Park	
Total # of Parcels	7	5	2	0	0	14
Total Acres per Zone	2.83	0.54	0.51	0	0	3.88
Redevelopable Parcels	7	5	2	0	0	14
Acres	2.83	0.54	0.51	0	0	3.88
Additional Dwelling Unit Capacity	7	5				12

	UNDERUTILIZED					Sub Total
	Keyport Village Low Residential <i>3 Du/Ac</i>	Keyport Village Residential <i>5 Du/Ac</i>	Keyport Village Commercial	Keyport Neighborhood Commercial	Park	
Total # of Parcels	58	89	26	1	3	177
Total Acres per Zone	28.79	18.54	7.7	1.18	1.89	58.1
Redevelopable Parcels	13	6	15	0	0	34
Acres	12.04	2.07	3.11	0	0	17.22
Additional Dwelling Unit Capacity	23	6				29

	TOTALS					Total
	Keyport Village Low Residential <i>3 Du/Ac</i>	Keyport Village Residential <i>5 Du/Ac</i>	Keyport Village Commercial	Keyport Neighborhood Commercial	Park	
Total # of Parcels	65	94	28	1	3	191
Total Acres per Zone	31.62	19.08	8.21	1.18	1.89	61.98
Redevelopable Parcels	20	11	17	0	0	48
Acres	14.87	2.61	3.62	0	0	21.1
Additional Dwelling Unit Capacity	30	11	0	0	0	41

KEYPORT PARK – APPENDIX I: TRANSFER OF DEVELOPMENT CREDITS

Keyport benefits from well maintained and well used public parks. These public parks, both Keyport Central Park and Keyport Saltwater Park are small in size, (.1 acre and 2 acres respectively) but have great importance the Keyport community and the residents of all ages. The proximity and access to these parks ensure that they enjoy regular usage and are continually a focal point for community gatherings and private functions.

The Keyport Community Plan, Chapter 6: Natural Environment / Parks and Recreation, describes these parks in detail. As noted in Goal 18, and Policy 33 and 34 of that chapter (please see below), the maintenance and improvement of these parks are essential to maintaining the recreation and community activities in Keyport. Present funding is a combination of Kitsap County Department of Facilities, Parks, & Recreation staff and funding with regular fundraising involvement and volunteer efforts from the Keyport Improvement Group and community members in Keyport.

Chapter 6: Natural Environment / Parks and Recreation

Goal 18 Maintain current public facilities, parks, and port facilities, and add new facilities when determined by the community.

Policy Key 33 Coordinate with the Keyport Village community on any development plans for public facility improvements and additions.

Policy Key 34 Pursue creative funding strategies, grants, and opportunities to leverage federal, state, local, and volunteer sources for maintenance and capital improvement budgets.

Policy Key-34 promotes the pursuit of creative funding strategies to maintain and provide financial means for capital improvements to the Keyport Parks. The pilot project of participating in the Transfer of Development Rights program is an opportunity to utilize the development potential of the existing public parks program and transfer that to an urban area in a manner that provides the funding opportunities sorely needed to serve the Keyport parks. The pilot project would begin with allocation of the three development rights existing in the Keyport Central Park and placing those rights in the TDR program for sale at market value during the next round of Kitsap Comprehensive Plan Site Specific or rezone requests. Under the TDR program, developers interested in upzoning

their urban parcels elsewhere in the County would pay the market value for those development rights which would then be placed within a trust account for allocations solely related to Keyport parks improvements or maintenance. This pilot project would be an innovative funding source that, if successful would be able to applied to parks programs throughout Kitsap County.

TRANSFER OF DEVELOPMENT RIGHTS PROGRAM

The Transfer of Development Rights (TDR) program was created and approved on December 11, 2006 as part of the Kitsap County Comprehensive Plan and is included in the Kitsap County Code under Chapter 17.430. Kitsap County's Transfer of Development Rights or TDR Program is a voluntary land use incentive program. It helps private "sending site" landowners achieve an economic return through the sale of development rights to "receiving site" landowners.

Rural landowners receive financial compensation without developing or selling their land and the public receives preservation of the land. Transferred development rights can be used to build additional residential units on other parcels in more appropriate urban areas.

The Kitsap County Transfer of Development Rights Program is voluntary but sending sites must be certified by Kitsap County. Before a Transfer of Development Certificate is issued, a 40-year deed restriction is placed on the sending site to maintain the property in rural use, forestry, farming or other uses consistent with the policy goals of Rural & Resource Lands. Development rights entitled by the certificate may then be transferred through private party transactions.

TDR SENDING SITE CRITERIA

All rural parcels are potentially eligible for certification as a TDR sending site. A parcel must be undeveloped or have unused development potential to qualify as a sending site. An example of unused development potential is a 10-acre parcel zoned Rural Residential (1 unit per 5 acres) with an existing house. The parcel could be subdivided for an additional 5-acre lot and home, or the one house could be continued to be enjoyed and the development rights to that unused portion could generate economic return via the Transfer of Development Rights Program.

TDR SENDING SITE FACTS

- TDR deed restrictions are for a 40-year period and then expire and the parcel is restored to full development potential, according to the ordinances then in effect.

- TDR development rights may be restored by purchasing development rights from other rural properties.
- TDR deed restrictions are extinguished if parcel is included in an Urban Growth Area through a Sub-Area Plan or Kitsap County Comprehensive Plan Update.

TDR RECEIVING SITE CRITERIA

A receiving site is a parcel of land located where the existing services and infrastructure can accommodate additional growth. All urban parcels are eligible for certification as a TDR receiving site. Transfer of Development Rights Certificates are required as a condition of approval, as described in Kitsap County Code Section 17.430.070 and generally as follows:

- Site Specific Comprehensive Plan Amendments requesting a higher density.
- Rezones requesting a higher density or intensity zone.
- Expansions of Urban Growth Areas by Sub-Area Plan or Kitsap County Comprehensive Plan Update, at the discretion of the Board of County Commissioners upon adoption.
- Within incorporated City limits, how development rights may be applied to a parcel is subject to interlocal agreements to be developed with Kitsap County.

TDR RECEIVING SITE FACTS

- TDR deed restrictions are for a 40-year period and then expire and the parcel is restored to full development potential, according to the ordinances then in effect.
- TDR development rights may be restored by purchasing development rights from other rural properties.

TDR deed restrictions are extinguished if parcel is included in an Urban Growth Area through a Sub-Area Plan or Kitsap County Comprehensive Plan Update.

TRANSFER OF DEVELOPMENT RIGHTS DOCUMENTS

Transfer of Development Rights Program - Information Brochure

http://www.kitsapgov.com/dcd/community_plan/tdr/tdr_brochure.pdf

Transfer of Development Rights Program - Sending Site Certificate Application

http://www.kitsapgov.com/dcd/community_plan/tdr/kc_tdr_sending_app.pdf

Transfer of Development Rights Program - Kitsap County Code: Title 17, Chapter 430

<http://www.kitsapgov.com/dcd/>

KEYPORT PARKS FUNDING – TDR PILOT PROJECT

The main intent of the Keyport Parks Funding –TDR Pilot Project is to provide a source of income for Keyport parks maintenance and improvements. Keyport Central Park at the corner of NE Pacific Avenue and Washington Avenue NE (Assessor Parcel Number 4366-008-001-0002) is technically owned by Kitsap County Roads and contains three individual tax lots (Lots 1, 2, & 3 of block 8) as defined by the legal description and by the original 1918 Plat of the town of Keyport (Please See Appendix H).

Parcel 4366-008-001-0002 Legal Description:

KEYPORT PLAT OF ORIGINAL TOWN

LOTS 1 TO 3, BLOCK 8, KEYPORT PLAT OF ORIGINAL TOWN, AS RECORDED IN VOLUME 4 OF PLATS, PAGE 74, RECORDS OF KITSAP COUNTY, WASHINGTON.

Under the Transfer of Development Rights Program, Each existing lot as defined in Kitsap County Code section KCC 16.08.120 is anticipated to possess, at minimum, one development right per Kitsap County Code section KCC 17.455.020. That provision provides the Keyport Central Park with a total of three (3) development rights to participate in the Transfer of Development Rights program. The three TDR certificates are provided below and upon approval of the Final Keyport Community Plan, will be made available for funding.



#95 - TRANSFER OF DEVELOPMENT RIGHTS PROGRAM

TRANSFER OF DEVELOPMENT RIGHTS PROGRAM SUMMARY

Kitsap County's Transfer of Development Rights or TDR Program is a voluntary land use incentive program. It helps private "sending site" landowners achieve an economic return through the sale of development rights to "receiving site" landowners.

Rural landowners receive financial compensation without developing or selling their land and the public receives preservation of the land. Transferred development rights can be used to build additional residential units on other parcels in more appropriate urban areas.



The Kitsap County Transfer of Development Rights Program is voluntary but sending sites must be certified by Kitsap County. Before a Transfer of Development Certificate is issued, a 40-year deed restriction is placed on the sending site to maintain the property in rural use, forestry, farming or other uses consistent with the policy goals of Rural & Resource Lands. Development rights entitled by the certificate may then be transferred through private party transactions.

TDR SENDING SITE CRITERIA

All rural parcels are potentially eligible for certification as a TDR sending site. A parcel must be undeveloped or have unused development potential to qualify as a sending site. An example of unused development potential is a 10-acre parcel zoned Rural Residential (1 unit per 5 acres) with an existing house. The parcel could be subdivided for an additional 5-acre lot and home, or the one house could be continued to be enjoyed and the development rights to that unused portion could generate economic return via the Transfer of Development Rights Program.

TDR SENDING SITE FACTS

- TDR deed restrictions are for a 40-year period and then expire and the parcel is restored to full development potential, according to the ordinances then in effect.
- TDR development rights may be restored by purchasing development rights from other rural properties.
- TDR deed restrictions are extinguished if parcel is included in an Urban Growth Area through a Sub-Area Plan or Kitsap County Comprehensive Plan Update.

TDR SENDING SITE PROCESS

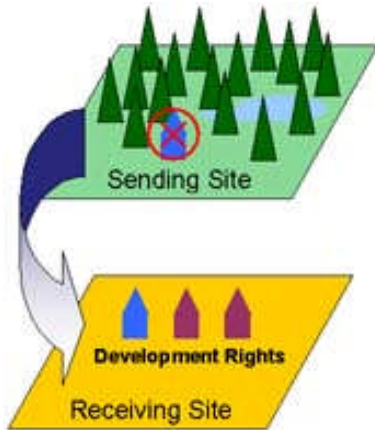
If there is more than one development right available on a rural property (i.e., the combination of zoning and acreage would allow one to subdivide and build more than a single house), then a landowner may be able to participate in the TDR program. The first step is to complete a TDR Sending Site Certification application form and return it with the requested supporting documents to Department of Community Development, 614 Division Street, MS-36, Port Orchard, WA, 98366. The fee to review the parcel and certify the development rights is \$150.

Brochure #95 - TRANSFER OF DEVELOPMENT RIGHTS PROGRAM

TDR SENDING SITE CERTIFICATION

Sending site Certification allows a landowner to proceed with placing an easement on the property and receiving a certificate for the development rights to be transferred. Certified sending site landowners may then sell their credit(s) directly to a private buyer, list their available credit(s) on a Kitsap County TDR website, or may have a Realtor® represent them, among other options.

Development rights may be bought and sold repeatedly. If one purchased development rights, they may sell them to someone else. However, the applicant for a development permit where development rights will be used must also ultimately be the owner of those development rights. Development rights do not expire until they have been used. If development rights are purchased, they are "good" until they are applied to a receiving site.



TDR RECEIVING SITE CRITERIA

A receiving site is a parcel of land located where the existing services and infrastructure can accommodate additional growth. All urban parcels are eligible for certification as a TDR receiving site. Transfer of Development Rights Certificates are required as a condition of approval, as described in Kitsap County Code Section 17.430.070 and generally as follows:



- Site Specific Comprehensive Plan Amendments requesting a higher density.
- Rezones requesting a higher density or intensity zone.
- Expansions of Urban Growth Areas by Sub-Area Plan or Kitsap County Comprehensive Plan Update, at the discretion of the Board of County Commissioners upon adoption.
- Within incorporated City limits, how development rights may be applied to a parcel is subject to interlocal agreements to be developed with Kitsap County.

Receiving sites may use credits from more than one sending site. If a project is in need of more development rights than a particular sending site has available, the applicant may purchase additional rights from other sending sites. If a sending site has multiple development rights from one sending site those rights may be used on more than one receiving site. It is not necessary to transfer all of the development rights from a particular sending site together; they may be split up.

The information provided in this brochure provides an overview of the Program, sending site application form, and TDR implementation processes. For further information or questions, please contact Kitsap County Department of Community Development – Community Planning Division staff or consult the TDR Code listed in Kitsap County Code Section 17.430.



Certificate of Development Right

Kitsap County

Department of Community Development

This Certificate issued pursuant to the requirements of Title 17, Chapter 17.430 of the Kitsap County Development Code represents one development right from the parcel identified below and certifies said development right to be available for transfer.

Kitsap County Assessor Parcel No.	4366-008-001-0002 – lot 1	Development Right Certificate Serial No.:	00001-2007
Easement Recording Number:	TBD	Parcel Size:	0.1 ac Zoning RR
Parcel Address	Corner of NE Pacific Avenue & Washington Ave. NE – Lot 1/Block 8 Keyport, WA 98345 (City/State/Zip)	Parcel Owner:	Kitsap County
			September 2007
			Date

Larry Keeton, Director
Department of Community Development



Certificate of Development Right

Kitsap County

Department of Community Development

This Certificate issued pursuant to the requirements of Title 17, Chapter 17.430 of the Kitsap County Development Code represents one development right from the parcel identified below and certifies said development right to be available for transfer.

Kitsap County Assessor Parcel No. 4366-008-001-0002 – lot 2 Development Right Certificate Serial No.: 00002-2007

Easement Recording Number: TBD Parcel Size: 0.1 ac Zoning RR

Parcel Address Corner of NE Pacific Avenue & Washington Ave. NE – Lot 2/Block 8 Parcel Owner: Kitsap County

Keyport, WA 98345
(City/State/Zip)

September 2007
Date

Larry Keeton, Director
Department of Community Development



Certificate of Development Right

Kitsap County

Department of Community Development

This Certificate issued pursuant to the requirements of Title 17, Chapter 17.430 of the Kitsap County Development Code represents one development right from the parcel identified below and certifies said development right to be available for transfer.

Kitsap County Assessor Parcel No. 4366-008-001-0002 – lot 3 Development Right Certificate Serial No.: 00003-2007

Easement Recording Number: TBD Parcel Size: 0.1 ac Zoning RR

Parcel Address Corner of NE Pacific Avenue & Washington Ave. NE – Lot 3/Block 8 Parcel Owner: Kitsap County

Keyport, WA 98345
(City/State/Zip)

September 2007
Date

Larry Keeton, Director
Department of Community Development