

ILLAHEE COMMUNITY PLAN



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Illahee State

"Illahee State Park is a 75-acre marine camping park with 1,785 feet of saltwater frontage on Port Orchard Bay. "Illahee" means "earth" or "country" in the Indian tradition, and views of Puget Sound from the Illahee beach give the viewer a sense of what that word meant to native people." Washington State Parks

DEDICATION

The Illahee Community Plan is dedicated to those who have preceded us on this piece of earth known as Illahee:

- The Suquamish and other Native Americans;
- The early settlers; and
- Those who respected the natural features of this land.

*“The human spirit needs places where nature has not been rearranged by the hand of man.” ~Author
Unknown*

*To waste, to destroy our natural resources, to skin and exhaust the land instead of using it so as to increase its usefulness, will result in undermining in the days of our children the very prosperity which we ought by right to hand down to them amplified...
~Theodore Roosevelt*

ACKNOWLEDGEMENTS

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To the citizens of Illahee: for your interest; your personal and financial support; your willingness to write, edit, comment, and critique; your insights and wisdom; your concern for the area, the land, and its abundant natural attributes (*Puget Sound; the shorelines and steep slopes; the streams, aquifers, and wetlands; the wildlife; the trees and other native flora*); your sense of community; your love for the area; and your willingness to become informed on land use issues and to plan for the future of our Illahee Community.

Illahee Citizen Advisory Group 2006-2008

John & Marilyn Adair, Elysa Aho, Kay & James Aho, Irene & Jack Aylward, Vicki Bartlett, Barney Bernhard, Audrey Boyer, Emily Boyer, Dale Boyle, Cynthia Brackstad, Jim & Kathy Brady, Tom Brittell, Bob & Julie Brooke, Michael D Brownell, Steve Bryant, Hugh Coe, Terry & Julie Cox, Delores Crist, Gwen Detweiler, Don Dietch, Dolores Doninger, Dedrick & Deloris Easley, Merrill Evans, Kathleen & Martin Francom, Michael Greer, Barb Gutierrez, David Haynes, James & Sabine Hazel, Bob & Carol Henning, Cindy Holben, Dave & Judy Hughes, Steve Jackson, James & Sandy Jacobson, Don Jahaske, Robert H & Doris B Jarvis, Berni Johnston, Laurie Jones, Teresa Jones, Bill Kettenring, Irwin & Judy Krigsman, Merilee Kuklinski, Laurel Kuklinski, John & Peg Lesser, John R. & Arlene Lind, Sharon Looper, Lynn Lund, Rodney & Marina Mansfield, Mike Mantzke, Dennis M May, William & Pat McCauley, Danya McConnell, Wayne & Jan Morris, Larry Newton, Michael Nicolaus, Arden Norvold, Nancy Nystrom, Joe & Joyce O'Hara, Tom & Katie Proteau, Frank Richmond, Tom Rutter, Steve Ryder, George Schaefer, Christie Schultz, Dennis Sheeran, Lenny Smith, Lynn Smith, Jim & Judy Stelson, Cathy & Paul Stensen, Chris & Lynn Stone, Anthony Strickland, Jim & Alice Trainer, Hazel Witte, Rob Woutat, Dan & Mary Ann Wright

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ILLAHEE COMMUNITY PLAN CHAPTER 1



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Introduction

1.1 The Beginning of the Illahee Community Plan

The Illahee Community Plan, hereafter referred to as the Plan, was developed in response to an awakened community spirit. The community was first settled in 1885 and, though relatively small in size, has maintained its identity and character. Over 90 years ago, in 1916, Illahee was officially chartered as a recognized community in Kitsap County.

The 1998 Kitsap County Comprehensive Plan adopted zoning which made Illahee a part of the East Bremerton Urban Growth Area (UGA). Because of that designation, Illahee was given an urban designation and, therefore, urban zoning. Illahee's close proximity to the City of Bremerton allowed Kitsap County to work together with Bremerton to plan for the future of Illahee.

Kitsap County updated its Comprehensive Plan in 2006. At that time, Illahee community members came together to request that Kitsap County staff evaluate the Illahee Community and create a Community Plan for the area. With work plans already docketed for 2007, the Board of County Commissioners allocated Community Planning staff time during 2008 to work with the Illahee Community on a Plan.

In 2006, a grassroots effort was conceived within the Illahee community with the goal of completing background work for the 2008 planning process. With support from Central Kitsap County Commissioner Patty Lent, county staff assisted the community effort by providing mapping and documentation support, attending a community meeting, and offering guidance and assistance when asked.

The grassroots effort produced a frequently asked question (FAQ) sheet in order to provide information to others within the community. Additionally, a questionnaire was developed and distributed to Illahee residents. From that questionnaire, 70 people responded indicating they would like to be involved in drafting the Illahee Community Plan, and all interested parties formed a Citizen Advisory Group (CAG).

The CAG decided to draft a plan for County consideration. They determined the Plan would go through three major stages of development – initial research, preparation of an initial draft, and incorporation of comments and corrections into a final draft.

In March 2006, the Illahee CAG submitted a draft plan to the County that was the culmination of over 18 months of effort that began when the initial community citizens' group met with county representatives in March 2006. Based on Illahee community input, the Illahee area received a down-zone through the Kitsap County 10-Year Update to the Comprehensive Plan (please see section 3.3 for further information). In 2007, the Plan began a second edit toward a final version and completed product for presentation to the Illahee community in September 2007, and a subsequent presentation to the Kitsap County Planning Commission and Board of County Commissioners.

In January of 2008, the Kitsap County Board of Commissioners adopted Resolution 015-2008, directing Department of Community Development staff to work on a subarea plan for Illahee.

1.2 A Brief History of Illahee

The first people to spend time in Illahee were Native North Americans, probably of Suquamish descent. Discovered remains of a campground indicated they likely came often to hunt and dig for clams in the area. The name "Illahee" is a Native American word with a number of meanings related to "land" or "place" and has also been used to denote a "place of rest." The meaning "place of rest" was used in early writings about Illahee and is still used by the community.

The first non-native settler known in this area was William Christianson, who took up the first homestead at the center of Illahee in 1885. He did not complete the homesteading requirements on time, so he relinquished the property to his nephew, Samuel Anderson, who proved up the property in 1895. This property was near the current location of the community dock. Anderson brought cattle here, which were sold for food to logging camps and sawmills. He sold the property in 1903 when he returned to Sweden, but returned later to buy back the property now known as Rue Villa.

Around the turn of the century, the area began to attract attention as a resort, and the Homestead Inn was built to provide needed

lodging. This substantial structure is still in existence after serving as a home for the Palbitska family, who operated the Inn. After additional renovations, it is now a private residence on Illahee Road. Another historical landmark building during this time was the Bergh Ranch, which was built in 1898. It was a two-story structure surrounded by a large orchard and later became the Post Office for the area when mail was brought in by boat. The structure was torn down to build what are now residences along Illahee Road. The surrounding area is often referred to as the Bergh Plat.

In 1903, the Palbitska family, who had moved to the University Point area, established a ranch in the Derek Drive area. In the early 1920s, Oscar Applegren and his wife Emma, who had a ranch on the top of the hill in the Sunset area, cut a trail down a steep gulch to the Palbitska's ranch to gain access to a beach so they could row to the nearest town (Bremerton). The Applegrens, along with neighbor Hugh Kane, Emma's son Lawrence Browne (later changed to Brownell), and others used powder supplied by the county to blast out the first road from the Gilberton/Brownsville area into Illahee. The road project took three months.

Eventually the need for a school developed. At first, school children were rowed across the water to Crystal Springs on Bainbridge Island. Later, in 1907, a school was built on Ocean View Drive. Over the next 22 years, 9 to 30 children were in attendance until the school closed in 1929. A list of the school's 11 teachers is part of Illahee's historical record. As roads became more passable, Hugh Kane drove the local school bus. When large buses were finally able to come to Illahee, the children entered the Sheridan School District in Bremerton.

Ole Hanson of Seattle built the Illahee Community Dock in 1910 for his Land Development Company. Even though the dock has been upgraded several times over the last hundred years, it remains essentially as designed.

In 1916, Ole Hanson circulated a vigorous sales folder highlighting the water and forest views and the three existing houses. Ole's efforts resulted in increased building and the beginning of a flourishing resort and household area. Without roads, access to the area was by water only. The depression of 1929 forced a number of out-of-work Seattle homeowners to leave their Seattle residences and live in their Illahee vacation homes. The record shows that some of them worked here for wages as little as 5 to 25 cents an hour. Many Illahee homes were also abandoned, as well as the beautiful community club house next to the Illahee Community

Dock. Some of these homes were not reoccupied until the outbreak of World War II.

The first store in Illahee was located across the street from the Illahee Community Dock and was replaced in the early 1970s by a new Illahee store (which is currently closed). A second store run by Hugh Kane was a car repair garage and evolved to include a small grocery store. His store was located across the road from the residence at 5321 Illahee Road. Hugh also repaired and drove the Illahee/Gilberton buses, one of which was used as the school bus for the Manette area. Several years after Mr. Kane's death, his store was demolished.

In the early years, Illahee was accessible only by water. Later, the power boats *Vashonia* and *Chickaree* made daily trips to Bremerton and Bainbridge Island. As more small boats were added, they came to be called the Mosquito Fleet. The cost for travel to Bremerton or Seattle was small, and these boats were the main means of travel for some time. (See Figure 1.1 for additional information on the Mosquito Fleet and the Illahee community.)

Eventually, local residents began to push the county for better roads for vehicles to travel the very steep and muddy Illahee slope and into Bremerton. The only road, Fir Drive, went past the Avery and Byer homesteads and was considered barely useable in the 1930s. Kitsap County Commissioner Walter Rue had Illahee Road built in its present location in 1938 or 1939. The Mosquito Fleet vanished once cars had a reliable road system into Bremerton. Commissioner Rue built his residence in Illahee and named it Rue Villa, a name still used to describe the surrounding area.

At the bottom of the hill at 5171 Illahee Road is one of the first and finest houses in the Illahee area. It was built circa 1900 by Major Henry LaMotte, who was a medical officer with Theodore Roosevelt and the Rough Riders in the Spanish-American War. Dr. Ray Schutt bought the house in 1929. A log cabin was later built on the property in the 1930s by a grateful patient. Dr. Schutt also owned the adjacent beach and had a small dam installed upstream along Illahee Creek where he raised trout.

Water became scarce, so local residents worked out a water system by using the pools on the upper hill and Illahee Creek. The telephone system was the first utility to be reliable. A consistent supply of electricity came only after Puget Power began to manage the system.

In the 1930s, Kitsap County Commissioner Walter Rue contacted the East Bremerton Improvement Club (EBIC) to identify whether the present Illahee State Park site was suitable for a county or state park. The EBIC formed a committee and invited the state's park board to review the area. Washington State liked the site and purchased 13 acres of waterfront property from Kitsap County in 1934 for one dollar. The park opened in 1938, with subsequent additions of 45 acres and 11 acres in 1946 and 1949, respectively. The park presently comprises 75 acres and nearly 1,800 feet of waterfront on Port Orchard Bay.

At the center of the community is a tall flagpole with a sign announcing "Illahee Community since 1916." The flagpole, located at the Illahee Community Dock, is one of the distinguishing landmarks of the area. The Port of Illahee was established in 1922, primarily to maintain the dock, and is involved with many areas of interest within the Port District boundaries. The dock is a constant attraction for all ages with fishing, crabbing, squidding, SCUBA diving, kayaking, boating, and recreational swimming representing some of the more active uses. It also is a destination point for residents to enjoy the natural beauty of Port Orchard Bay, Mount Rainier, and the many vessels that navigate these waters.

In April 1941, the U.S. Navy took advantage of the area's sheltered deep water and assigned a small crew of four men from the Naval Degaussing Station in San Diego to establish a station. The crew initially moored a small degaussing barge at the end of the dock and later placed six mooring buoys out in the middle of the bay. The purpose of the Degaussing Station was to reduce the permanent magnetism of the steel of a ship in order to protect it from attracting magnetic mine explosives.

At the outbreak of World War II, the Navy took control of the Illahee community dock and established a larger presence in the community by stationing three large barges, many launches, and two Coast Guard patrol boats in the area. One huge ship after another was degaussed in this area. Each ship was wrapped with several thousand feet of electric cable as it floated quietly between the buoys. These cables went down the side and many times around the hull making a 674-foot electromagnet that neutralized (or degaussed) each ship. When the war ended, the Navy left the community dock, but continued to use the degaussing area at mid-channel until the buoys were removed in the 1970s.

In 2001, Kitsap County took a monumental step to preserve the natural resources of the area by purchasing 352 acres of the

remaining Department of Natural Resources (DNR) School Trust forest lands and primary watershed for use as open space and parks. In 2003, the Illahee Preserve was established, which not only included the old DNR acres, but also a great amount of private land. The Preserve's land along with Illahee State Park forms a significant open space and recreation green area, which will be lauded by future generations as the surrounding area between Bremerton and Silverdale continues to urbanize.

For more than a century, residents of Illahee have felt a sense of community. Often people would buy a house in the area with the idea of moving to somewhere else later. Quickly developing an appreciation for the water, lush greenery, and unique characteristics, they stay for years. Community spirit is active and strong. With this enduring spirit, this beautiful "place of rest" will remain a special place for residents and visitors for generations to come.

Chapter 8 includes additional information and photographs describing historical and archeological sites within the Illahee community. A more detailed look at the history of Illahee is contained in Book III, *The History of Kitsap County*, published by the Kitsap County Historical Society.

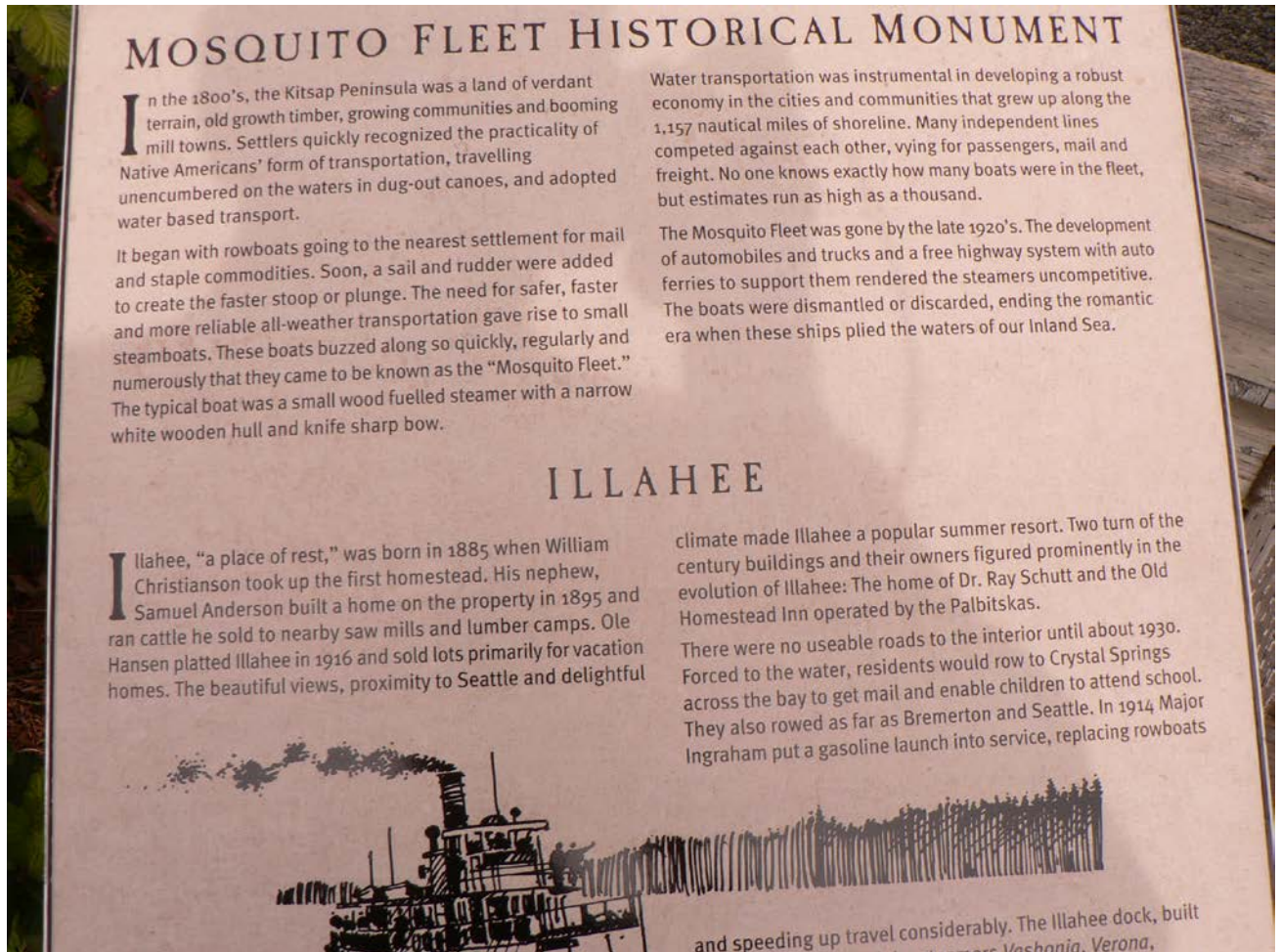


Figure 1.1 Mosquito Fleet Historical Monument at the Foot of Illahee Community Dock

1.3 Visions for the Illahee Community

The Illahee Community Plan is a statement reflecting the civic pride and community involvement that has existed for more than 120 years. The community shares a proud sense of accomplishment in all the current happenings: salmon restoration projects (1994-98), a new culvert (1999), the recent establishment of the Illahee Preserve (2003), and grants to improve conditions in the Illahee Creek watershed (2005/6/7). More importantly, many residents share a real concern for the future of Illahee if they and their neighbors are not actively and materially involved in the planning process. Many of the local citizens recognize what originally attracted them to this area and what keeps them here is now threatened. This planning process allows them to continue to make

improvements to further enhance the atmosphere and character of the area, ensuring that it remains the unique community they know and love.

When posed with the question, “What would you like to see addressed in a community plan?” residents envisioned a community centered around and amongst the abundance of natural resources in the area, which include Illahee State Park, Illahee Creek, and the Illahee Preserve; three miles of pristine waterfront; two major docks; and much more.

Citizens want to maintain the community charm and quaintness that Illahee currently offers. Residents wish to protect the unique quality of the natural environment, park areas, wetlands, streams, and wildlife habitat. Residents also recognize the need to sustain the community connectedness and to accommodate reasonable growth in the area.

These visions and dreams can be accomplished by permitting growth in those areas where infrastructure enhancements already exist and environmental protections are ensured. This also means securing open space designations for the natural resources that need protection and, especially, those already specified as park or preserve. It is this mix of land uses that makes the Illahee area a unique blend of natural resources and open space surrounded by semi-rural areas, urban areas, and a short perimeter of a commercial business strip along State Highway 303.

Illahee is an area blessed with a diversity of natural and man-made resources. Residents desire a community plan that blends the best of these worlds into a place where they can continue to live in harmony with nature and their fellow citizens.

1.4 Public Participation

Citizen Participation Pre-2008:

Citizen involvement and participation were primary objectives of the beginning efforts. Meetings were advertised with signs placed throughout the community, an email list serve and a community website . The previously described, community written initial draft of the Illahee Community Plan was posted on the Illahee Community Website (www.illaheecommunity.com) to give the Illahee community and others further public access.

An initial questionnaire provided the necessary supporting quantitative data indicating that the Illahee community desired a community plan, and a significant number of residents were also willing to help with the process. Many residents responded affirmatively that they would “consider being a member of the Citizens Advisory Group working on the Plan.” This group began work in March 2006 and completed an Initial Draft July 5, 2006. This Initial Draft was distributed to the Kitsap County Commissioners and the Planning Commission on July 10, 2006.

No further revisions to the Plan were initiated in 2006 because it was completed too late for consideration at the Planning Commission’s public meetings or the Board of County Commissioners’ public meetings for the 2006 Comprehensive Plan Update. Nevertheless, from July through much of December 2006, the Illahee community worked with county planners, the Planning Commission, and the County Commissioners to enact much of the Illahee zoning recommendations into the final version of the 2006 Comprehensive Plan Update. Community participation in the public meetings held by the Planning Commission and the Board of County Commissioners was significant. Illahee citizens were visible, concerned, and materially involved with the Comprehensive Plan land use decisions affecting the Illahee community.

During the time of the public meetings, frequent Illahee Community Updates were distributed via email to approximately 200 email recipients, with periodic mailings to the approximately 50 citizens who did not have email, to apprise them of the issues being considered. Additionally, coverage of the proceedings was available in the *Kitsap Sun* and the Kitsap Reporter Group newspapers.

The Citizens Advisory Group (CAG) began another review of the community drafted plan in 2007. Public meetings were held, and Illahee Community Updates were distributed via email to over 250 email recipients and posted on the Illahee Community Website. Periodic mailings to the nearly 100 citizens without email were less frequent due to mailing costs and the availability of the information on the Website.

Public Participation 2008:

Resolution 015-2008 indicated the Kitsap County Board of Commissioners gave their support to the Illahee Community Plan process. Therefore, the Kitsap County Department of Community Development (DCD) began working with the Illahee Community on

their plan in February 2008. A planning process was laid out and began with a postcard mailed to every property owner within the Illahee Community Plan boundary indicating a plan process was beginning and solicited participation.

An open house was held on February 25, 2008, and over 50 citizens were in attendance. At the open house, citizens were able to sign-up to be on the DCD-sponsored Citizen Advisory Group (CAG) or to be an interested party. It was explained that being a member of the CAG would include approximately two meetings a month. The interested parties list was created to receive updates and information regarding the planning process. CAG meetings were held on the following dates:

March 3, 2008
March 17, 2008
March 31, 2008
April 15, 2008
April 28, 2008
May 5, 2008
May 19, 2008
June 2, 2008 and
June 16, 2008.

During the meetings the CAG discussed the Illahee boundary, a vision for Illahee, zoning, development regulations, low-impact development, critical areas regulations, public infrastructure, parks and transportation. Summaries of the above meetings are available on the Kitsap County website.

The Kitsap County Planning Commission held work-studies on the Illahee Community Plan on July 22, 2008 and August 26, 2008. Additionally, the Kitsap County Planning Commission held a public hearing on September 9, 2008 to take testimony on the Plan. The Plan was forwarded to the Kitsap County Board of Commissioners with an approval vote of 8-1.

The Kitsap County Board of Commissioners held two work-studies regarding the Illahee Community Plan in November and December 2008. On November 24, 2008, the Board held a public hearing to take testimony on the proposed plan. On December 23, 2008, the Board voted to approve the Illahee Community Plan by a vote of 3-0.

1.5 Plan Implementation

The Illahee Community Plan concurrently amends and becomes functionally part of the Kitsap County Comprehensive Plan and development regulations upon adoption.

1.6 Goals and Policies

Each chapter of the Illahee Community Plan concludes with a Goals and Policies section, which is a standard feature of land use planning documents. The objective of a Goals and Policies section is to provide a summary of the pertinent issues in the various chapter subsections that have specific items that need to be carried forward into actions. The definitions associated with these terms are 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.

The format for the goals and policies statements is to list the subsection of the chapter most associated with the goal, followed by a sequential numbering system for the policies.

Goal 1 The community will establish a public process that supports the active and meaningful involvement of the community in local, county-wide, and regional issues.

Policy 1.1-1 Ensure that Illahee residents have access to information regarding community events, activities, and land use decisions.

Policy 1.1-2 Encourage and support the continuation of the Illahee Community Citizens Advisory Group (CAG) to represent the citizens of Illahee in furthering the Plan's goals and policies.

ILLAHEE COMMUNITY PLAN CHAPTER 2



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Illahee and Growth Management

CHAPTER TWO GROWTH MANAGEMENT and ILLAHEE

2.1 The Washington State Growth Management Act

The Washington State Legislature adopted the Growth Management Act (GMA) on July 1, 1990. This Act set standards for local jurisdictions' future planning efforts. Many jurisdictions needed to revise their zoning designations, combining them into two distinct classifications, rural and urban. Newly created rural lots were to be generally five acres or greater in size and urban lots four dwelling units per acre or more in density. The Act allowed for some lot sizes between these two classifications under special circumstances.

Through the development of a Comprehensive Plan, each jurisdiction would reconcile its existing zoning patterns with the new urban/rural requirement.

2.2 The Kitsap County 1998 Comprehensive Plan

Over the course of the next ten years, Kitsap County developed three separate Comprehensive Plans for consideration by the State of Washington. The Growth Management Hearings Board validated the third Plan in 1999. This Plan designated urban areas around Port Orchard, Bremerton, Silverdale, Poulsbo, and Kingston. Other areas with many urban characteristics (lot sizes and infrastructure) were designated rural (one dwelling unit per five acres). Some other areas with preexisting urban characteristics included the communities of Suquamish and Manchester.

2.3 The County's 1998 Comprehensive Plan and the Illahee Community

During the considerations for the 1998 Comprehensive Plan, the community of Illahee was included in the area urban designation given for the region between Bremerton and Silverdale.

2.4 Subsequent to the 1998 Comprehensive Plan

Many changes were in progress in Illahee during the time the 1998 Comprehensive Plan was being considered. The community had been plagued by stormwater discharges for 40 years from upstream developments before mitigation requirements were established. Additionally, salmon raising efforts along Illahee Creek were failing due to the storm surges and older, undersized culverts. These problems were addressed and partially resolved with the installation of a new bridge culvert under Illahee Road in 1999.

In 2001, Kitsap County purchased 352 acres of Department of Natural Resources (DNR) land, and in 2003 the County Commissioners established the Illahee Preserve as a Kitsap County Heritage Park. The Preserve is a substantial holding of natural resources and represents approximately 600 acres of public and private lands, most of which is pristine forest and watershed lands. This major purchase and designation, along with Illahee State Park, further contributed to the open space character of the area and Illahee community.

Additionally, the state and environmental groups have recognized Illahee Creek and its watershed with grants totaling over one million dollars. The Port of Illahee is working with the Washington State Department of Ecology to study methods to control the stormwater surges resulting from previous and future developments. Two salmon recovery grants have been completed, and there is a renewed sense in the community and surrounding area that the environmentally sensitive areas in Illahee need to be protected and preserved.

2.5 Urban Open Space and Critical Areas

Illahee has an urban designation because is located in the East Bremerton UGA between Bremerton and Silverdale, and is intended to accommodate additional urban growth in the future.

Due to the high amount of critical areas within the Illahee Community boundary, Illahee was dramatically down-zoned through the 10-Year Update to the Kitsap County Comprehensive Plan.

2.6 Unique Communities and Their Boundaries

Establishing Illahee Community Boundaries

Illahee's Boundary was determined with guidance from the GMA, the Department of Community Development, the Kitsap County Comprehensive Plan, and the Board of County Commissioners`. The applicable guidelines are:

- Address:
 - a. The need to preserve and enhance the character of existing natural neighborhoods, habitats, 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.
- Identify any logical governmental or public jurisdictions.

The Illahee Community Boundary

The Illahee Community Citizen's Advisory Group (CAG) applied the above criteria and established several Illahee boundary maps. The governing criteria used in defining the Illahee Community boundary was the Port of Illahee's boundary, as it represented a governmental and taxing district. The map that was ultimately approved notes the Illahee Community border as the Port of Illahee boundary, with two logical extensions and one area of exclusion.

The first extension was to establish the southern-most border to be consistent with a major street rather than meander through lot lines. It merely shifted the border several hundred feet to the south to 30th Avenue.

The second boundary extension was needed to take in the South Fork of Illahee Creek. This required shifting the western border from an extension of Trenton Avenue to a Perry Avenue extension. This was a logical extension that takes into account the natural lay of the land, which includes the southern-most watershed lands of Illahee Creek, and at the same time more closely corresponds to the established roadways in the area.

The third boundary shift was made during the Board of County Commissioner's deliberations and excluded the commercial Wheaton Way properties that the CAG proposed to include. The approved boundary map is shown in Figure 2.1.

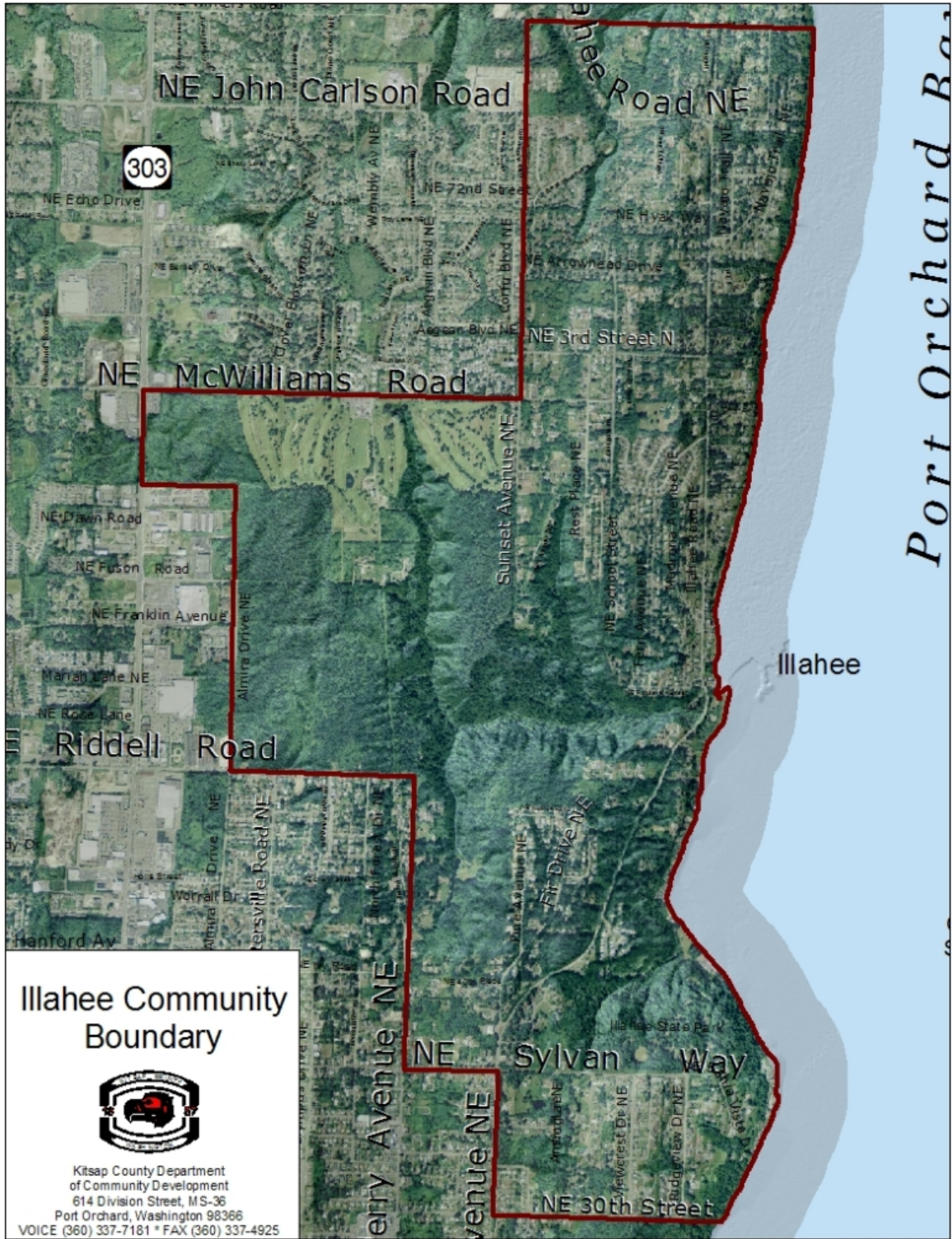


Figure 2.1 Illahee Community Outer Boundary Map

2.7 Washington State Growth Management Planning Goals

The Growth Management Act set 13 goals for any comprehensive planning process. The County must balance these goals in planning, as some of them conflict. The goals are identified in the Revised Code of Washington (RCW Chapter 36.70A.020), which reads as follows:

RCW 36.70A.020 PLANNING GOALS. The following goals are adopted to guide the development and adoption of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under RCW 36.70A.040. The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations:

(1) Urban Growth

Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(2) Reduce Sprawl

Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(3) Transportation

Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

(4) Housing

Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(5) Economic Development

Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(6) Property Rights

Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(7) Permits

Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

(8) Natural Resource Industries

Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(9) Open Space and Recreation

Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

(10) Environment

Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(11) Citizen Participation and Coordination

Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(12) Public Facilities and Services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(13) Historic Preservation

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

2.8 Illahee's Compliance with the Growth Management Act Goals

The Illahee Community Plan will achieve the goals required by the Growth Management Act (GMA) in the following ways:

Urban Growth (GMA Goal 1)

The Illahee Community Plan supports and encourages urban growth within its boundary. Careful consideration was given to the intensity of the urban growth, as much of Illahee is encumbered with critical areas.

Reduce Sprawl (GMA Goal 2)

The Illahee community is reducing sprawl by designating increased zoning densities where services and infrastructure exist or will likely exist in the future.

Transportation (GMA Goal 3)

Illahee has a limited road system primarily due to the steep slopes of Illahee Creek. The only north-south road going through Illahee is Illahee Road, which extends from Bremerton to Brownsville and crosses Illahee Creek near its mouth. The next nearest north-south road, Wheaton Way (State Highway 303), is one and one-half miles to the west. This means the road system essentially detours one and one-half miles to avoid Illahee Creek and the Illahee Preserve. This creates a significant open space area and benefits Illahee Creek, but limits transportation options.

Scheduled bus service is limited by the lack of through roads, and service currently is provided only along the perimeter of the community. There have been no requests submitted as part of the Community Plan to expand service further into the community. Nevertheless, as population increases in the Bremerton and Silverdale areas, bus service will likely be run through Illahee and appropriate stops should be provided.

To increase pedestrian safety, roadway shoulders should be widened to accommodate walking paths, and paths or sidewalks should be mandated for any new developments within the Illahee community boundary.

Housing (GMA Goal 4)

The Illahee community supports the current zoning designations that provide for affordable housing as adopted in the Kitsap County Comprehensive Plan.

Economic Development (GMA Goal 5)

The Illahee Community Plan supports existing businesses: Cottage industries exist as legal non-conforming uses including a garden nursery, hair salon, veterinarian, and a bed and breakfast. Another way the Illahee Community Plan promotes economic development is its support of the Illahee Preserve and Illahee State Park, which generate tax revenue from the great number of people who visit each year.

Property Rights (GMA Goal 6)

The Plan adopts by reference the property rights goals and policies located in the Comprehensive Plan.

Permits (GMA Goal 7)

All permits for development within the Illahee community are processed according to Kitsap County requirements and RCW Chapter 36.70B.

Natural Resource Industries (GMA Goal 8)

There are no natural resource industries, such as timber, agriculture, or fisheries, in Illahee.

Open Space and Recreation (GMA Goal 9)

The Illahee community satisfies open space and recreation goals not only for the Illahee area but also for Kitsap County, the City of Bremerton, and the State of Washington. The Illahee community is an open space and recreation paradise sandwiched between two highly urban locales.

The Illahee community is distinguished by the amount of open space areas and the recreation possibilities offered. At the center of Illahee are Illahee Creek, a salmon stream, and the Illahee Creek corridor, which is surrounded by deeply incised canyons and heavily forested areas. The bulk of the Illahee Creek watershed is still in its natural state. Comprising and surrounding the creek is the Illahee Preserve. At one end of the waterfront is Illahee State Park and at the other end is University Point, both areas of steep and unstable slopes. Recreation opportunities abound at the State Park, which enjoys a major dock area, and at the Illahee Community

Dock, approximately one mile to the north. Rolling Hills Golf Course is a regional golf course open to the general public.

Environment (GMA Goal 10)

Illahee is predominantly encumbered by critical areas, which makes it necessary to balance development with the preservation of the environment.

Additionally, Illahee Creek has been plagued by high levels of fecal coliform. Kitsap County Health Department personnel are working with Illahee Forest Preserve personnel to increase stream monitoring to help determine the source of the problem. Recently, improved water quality has been noted in the stream. Since then, improvements have led to decreased contamination and have resulted in a 2008 Department of Health declaration of “no contamination: a stream having good water quality, meeting the applicable standards, and having a stationary trend for fecal coliform bacteria.”

The Illahee Creek watershed is classified as both a Category 1 and Category 2 Aquifer Recharge area. Studies have noted this as an area of porous substrata, which allows water to flow readily from the shallow aquifer feeding Illahee Creek to deeper aquifers, possibly affecting the base flow of the stream.

The steep slopes and banks create geological hazard zones. Additionally, the 2001 Seattle earthquake revealed a fault line extending through the southern tip of Bainbridge Island into the Illahee area. The impact of this finding may warrant an investigation.

The Kitsap County Critical Areas Ordinance and Shoreline Management Master Program outline the primary governmental protections for the natural systems and habitat. These ordinances are complimented by the Kitsap County Health District water quality monitoring program. Locally, the Port of Illahee, the Illahee Preserve Stewardship Committee, the Illahee Community Club, the Illahee Forest Preserve and community service groups also monitor the environmental conditions of the community and support community clean-up efforts.

Citizen Participation and Coordination (GMA Goal 11)

To develop the Illahee Community Plan, a Citizen's Advisory Group (CAG) was established to research and begin the process. Four public meetings were held to gather ideas from the community and to begin forming a strategy. Additionally, over a thousand questionnaires were distributed to determine community wishes and desires. An Initial Draft Plan was completed on July 5, 2006, and distributed to the Illahee Community, posted on the Illahee Community Website (www.illaheecommunity.com), and distributed to Kitsap County officials and the Planning Commission. When county zoning changes were proposed, areas that were slated for higher density zoning received door-to-door contacts to determine the community's wishes. Whenever at least 70 percent approved a different zoning density, the proposed zoning changes were challenged. (Please see Chapter 1.4 for further information on public participation).

Public Facilities and Services (GMA Goal 12)

The major public facilities and services available in Illahee are associated with open spaces, recreational opportunities, streets, roads, sidewalks, traffic signals, the North Perry Water System, a sewer system, and a stormwater system. The Illahee Preserve is a recently established Kitsap County Heritage Park comprised of wildlife habitat conservation areas, a stream corridor, trails, and an old growth forest. Illahee State Park is a major recreation area supporting camping and saltwater activities. The Illahee Community Dock supports year-round fishing and boating activities. Other public facilities include the Kitsap County Fire Station #45 located at the top of Illahee hill off of Trenton.

Historic Preservation (GMA Goal 13)

Illahee is an archaeological area from earlier centuries when Native Americans inhabited the area, as verified from various findings, including a registered archaeological site at Schutt's Point. The preservation of portions of these lands began with the establishment of Illahee State Park in the 1930s and the Illahee Preserve in 2001.

The Illahee community was originally inhabited by homesteaders. Soon after, the area became a resort and second home community for Seattle residents. The community has been in existence for over

120 years and continues to function as a close-knit and involved group of citizens.

Historic home preservation is being considered near the Illahee Community Dock and the mouth of Illahee Creek, where existing turn-of-the-century homes still exist. To preserve these historical homes, the Plan recommends the development of restoration and preservation standards.

ILLAHEE COMMUNITY PLAN CHAPTER 3



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Zoning and Development Regulations

CHAPTER THREE ZONING and DEVELOPMENT REGULATIONS

3.1 HISTORIC ZONING – PRE-1998 COMPREHENSIVE PLAN

The historic section of Illahee was platted in 1916 as a walking/pedestrian community because it was accessible only by boats stopping at the Illahee Community Dock. The area was advertised as a summer cottage community with most residents coming from Seattle. The platted lots were 40 feet wide by 100 feet in depth.

Illahee became a residential community once road access to the area was established, and the small platted lots were then aggregated to provide enough room for a residential house and a drain field. Most of the lots established during this residential period were double lots or larger. Later, land use regulations eventually set minimum size standards through the zoning regulations that are noted below.

Prior to the enactment of the GMA, the majority of properties within the Illahee community were assigned a semi-rural zoning designation, with the goal, “To encourage quality residential development within the allowed density level, which preserves the semi-rural character of the area.”

There were four zoning designations prior to the adoption of the 1998 Comprehensive Plan: Residential R-2 (2 homes per acre) for portions of the area east of Sunset, Residential R-3 (3 homes per acre) for the bulk of the area, Residential R-5 (5 homes per acre) for the area south of Sylvan Way, and Business General (BG) for the area along the Wheaton Way corridor. The densities and minimum lot sizes are shown in Table 3.1.

Table 3.1 Historic Zoning Densities and Lot Sizes		
Zone	Maximum Density	Minimum Lot Size
Residential R-2	2 Dwelling Units/1 Acre	~0.50 acre (20,000 sq. ft.)
Residential R-3	3 Dwelling Units/1 Acre	~0.33 acre (12,500 sq. ft.)
Residential R-5	5 Dwelling Units/1 Acre	~0.20 acre (7,000 sq. ft.)
Business General BG	NA	NA

3.2 1998 COMPREHENSIVE PLAN AND URBAN ZONING DESIGNATIONS

With the advent of the 1998 Comprehensive Plan, all properties within the Illahee community were assigned urban zoning designations. These urban designations were Urban Low Density (5-9 homes per acre) and Urban Restricted (1-5 homes per acre) for the areas along Illahee Creek. Along the Wheaton Way corridor a commercial zoning designation continued. The densities and minimum lot sizes of these designations are shown in Table 3.2.

Table 3.2 1998 Comprehensive Plan Zoning Densities and Lot Sizes		
Zone	Density	Minimum Lot Size
Urban Restricted	1-5 Dwelling Units/1 Acre	~0.20 acre (7,000 sq. ft.)
Urban Low Residential	5-9 Dwelling Units/1 Acre	~0.11 acre (4,840 sq. ft.)
Urban Medium Residential	10-18 Dwelling Units/1 Acre	~0.06 acre (2,420 sq. ft.)
Urban Commercial	N/A	N/A
Neighborhood Commercial	N/A	N/A

The replacement of the semi-rural zoning classifications with urban zoning designations reflected the projection that the area from Bremerton to Silverdale would eventually become incorporated and, therefore, should have urban zoning.

3.3 2006 UPDATE TO THE COMPREHENSIVE PLAN

In 2006, Kitsap County updated its Comprehensive Plan per RCW Chapter 36.70A. Through that process, extensive public outreach and research was given to the Illahee area. A drastic down zone of the Illahee area occurred as a result of the adoption of the plan. Figure 3 shows the down-zone.

ILLAHEE COMMUNITY PLAN

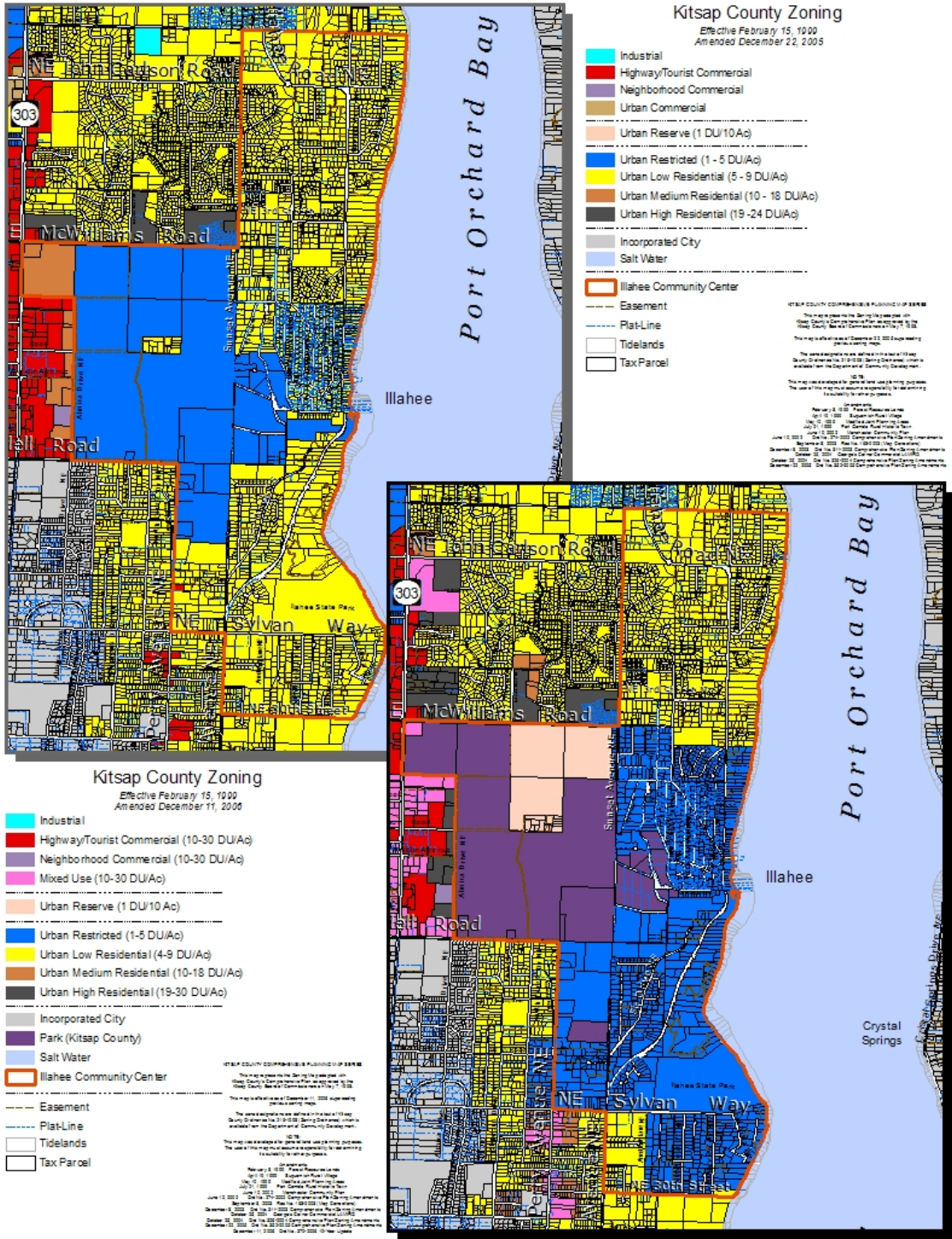


Figure 3.1 2005 and 2006 Illahee Zoning Changes

3.4 RESIDENTIAL ZONING

This Plan utilizes current Kitsap County urban zones and creates one new designation: Illahee Greenbelt Zone.

Table 3.3 Illahee Community Residential Zoning Densities and Lot Sizes		
Zone	Maximum Density	Minimum Lot Size
Urban Restricted Residential (UR 1-5)	5 Dwelling Units/1 Acre	5,800 sq. ft.
Urban Low Residential (UL 5-9)	9 Dwelling Units/1 Acre	2,400 sq. ft.
Illahee Greenbelt Zone (IGZ 1-4)	4 Dwelling Units/1 Acre	10,890 sq. ft.
Urban Reserve	1 Dwelling Unit/10 Acres	435,600 sq. ft.

Urban Restricted Residential (UR)

This zone is applied to areas within Illahee that have been identified with a significant amount of critical areas and regulated pursuant to the CAO, or are planned as greenbelts or urban separators, and are, therefore, appropriate for lower-density development. These areas may include significant salmon spawning streams, wetlands, and steep slopes. Non-residential development is limited. One to five du/ac are generally allowed, but DCD staff determine allowed densities at the time of application following a review of the site and potential impacts to critical areas.

This designation is applied to areas between the Cheney Estates at the southern-most end of the Illahee community, extending through historic Illahee and extending inland west to encompass the bulk of the Illahee Creek watershed.

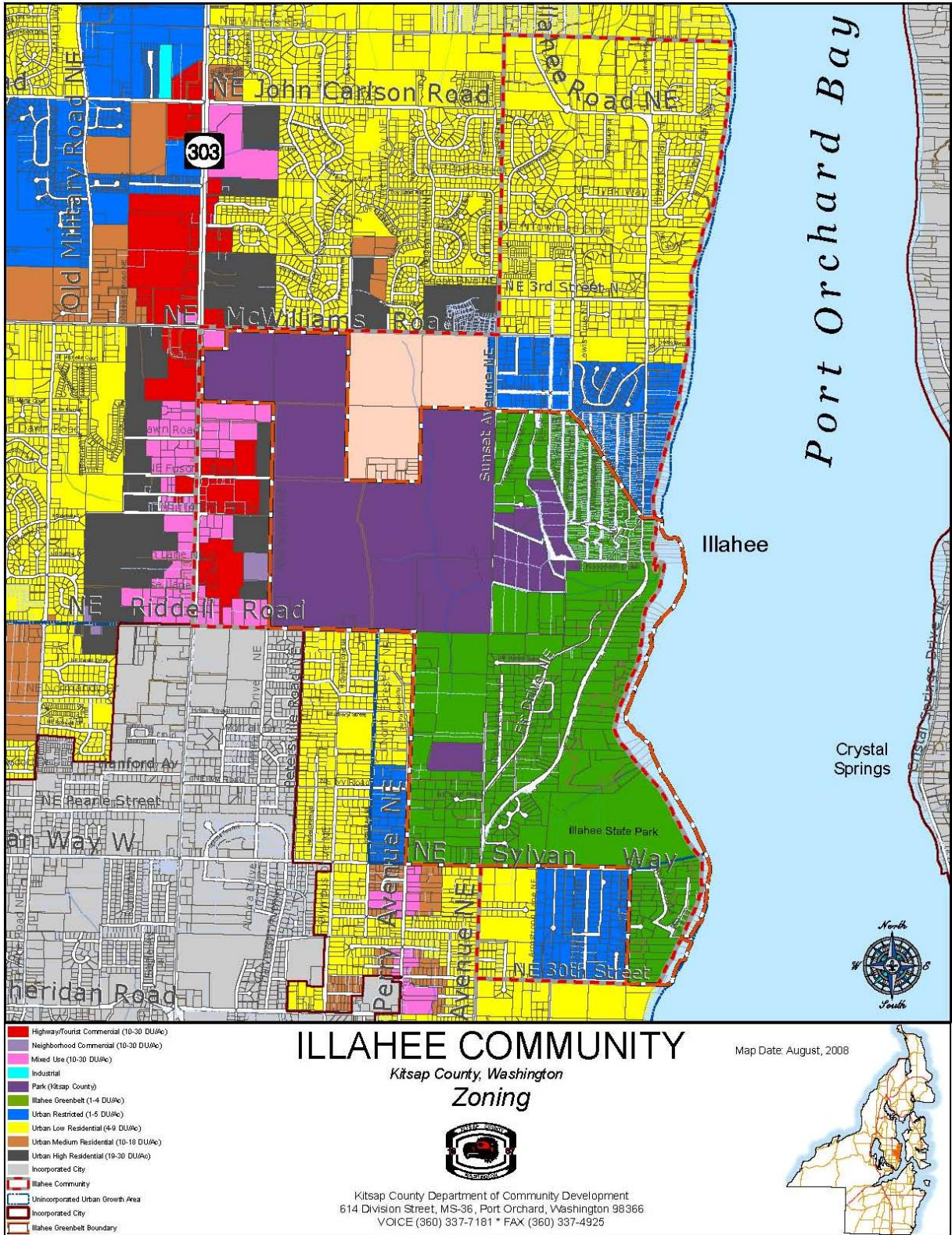


Figure 3.2 Illahee Community Residential Zoning Designations

Urban Low Residential (UL)

The Urban Low designation primarily focuses on single-family dwellings but also may include innovative types such as clustered housing. It also includes regulated environmentally critical areas within the UGAs and other areas identified for low-density urban development. This zone focuses on single-family residences and allows 4–9 dwelling units per acre.

This designation applies to the areas in North Illahee, essentially on the north side of McWilliams Road to the northern-most boundary of the Illahee community.

Illahee Greenbelt Zone (IGZ)

Under the Washington State Growth Management Act (GMA), each county and city that is required to prepare a comprehensive land use plan under RCW [36.70A.040](#) shall identify open space corridors within and between urban growth areas. The GMA states that those open space areas shall include lands useful for recreation, wildlife habitat, trails, and connection of critical areas as defined in RCW [36.70A.030](#). Identification of a corridor under this section by Kitsap County shall not restrict the use or management of lands within the corridor for agricultural or forest purposes.

This Plan creates a Greenbelt Zone that includes lands within Illahee that contain significant critical areas and wildlife habitat areas (please see Figure 4.7). Along with identification of the critical areas within Illahee, the Illahee Community and the DCD requested the Washington State Department of Fish and Wildlife (DFW) identify wildlife corridors within the Illahee Community, in order for the Greenbelt Zone to incorporate those corridors (Please see Figure 4.8 for DFW identified corridors).

This zone allows 1-4 dwelling units per acre and has a 40% maximum impervious surface standard.

Urban Reserve Residential

The Rolling Hills Golf Club property was designated Urban Reserve through the 10-Year Update to the Comprehensive Plan. This designation is intended for areas that may be suitable for inclusion in the UGA in the future and is intended to allow rural development while preventing land use patterns that could foreclose options for

future higher densities. Urban Reserve has a maximum of 1 dwelling unit per 10 acres.

3.5 BOUNDARY LINE ADJUSTMENTS

A boundary line adjustment should not assist in the creation of any lot that is more non-conforming than previously existed.

3.6 VIEW PROTECTION

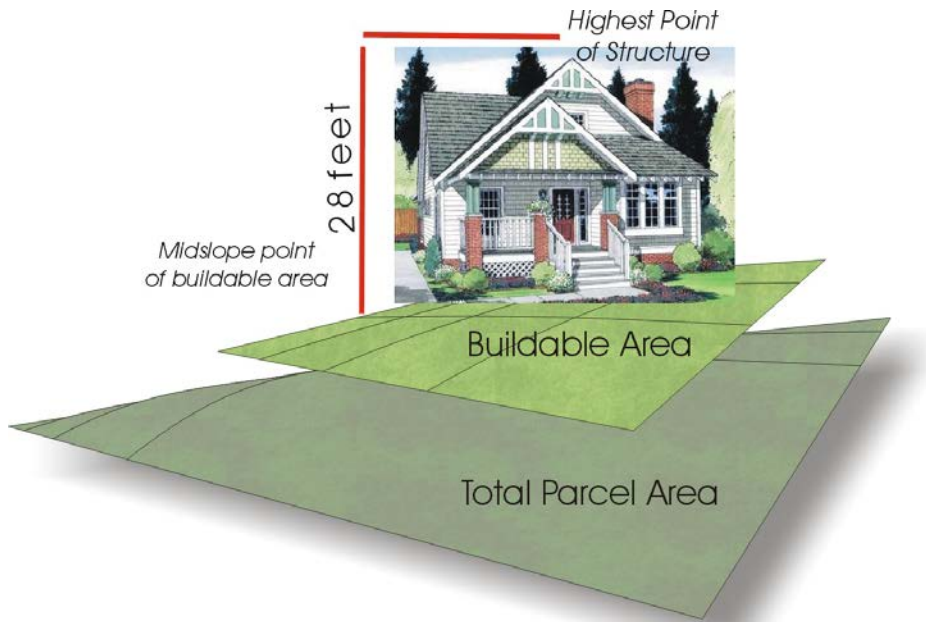
One of Illahee's unique features is its expansive views of many scenic areas. From many properties in Illahee, views of Mount Rainier, the Cascade Mountain Range, Bainbridge Island, Puget Sound, and the Seattle skyline are clearly visible. These views are of great value and importance to the Illahee community and have been impacted over the years by new building construction and the growth of view-obstructing vegetation. In an effort to reduce the future impacts of these obstructions, the Plan establishes regulations restricting the height of new residential construction and restricting the planting of row trees and other vegetation in ways that would significantly impact existing views.

View Protection Overlay Zone

Within the Illahee community boundary, a View Protection Overlay Zone (VPOZ) is established. Contained within the VPOZ are all east sloped properties north of Sylvan Way (Figure 3.2). The following regulations will only apply to the properties located within the VPOZ.

Height Restrictions

The maximum height of all new construction in the View Protection Overlay Zone (VPOZ) is set at 28 feet, measured from the mid-slope point of the property's buildable area to the highest point of the structure. Additionally, all new construction within the VPOZ shall be restricted to a maximum of two (2) stories. A day-light basement shall be allowed pending all other restrictions within this section are met. This restriction would apply to new construction as well as additions and remodels to existing structures.



Generally, the further property owners build down the slope, the higher their structures can be while maintaining the 28-foot elevation restriction. The opposite is also generally true; the further upslope property owners build, the lower their structures must be to meet the restriction.

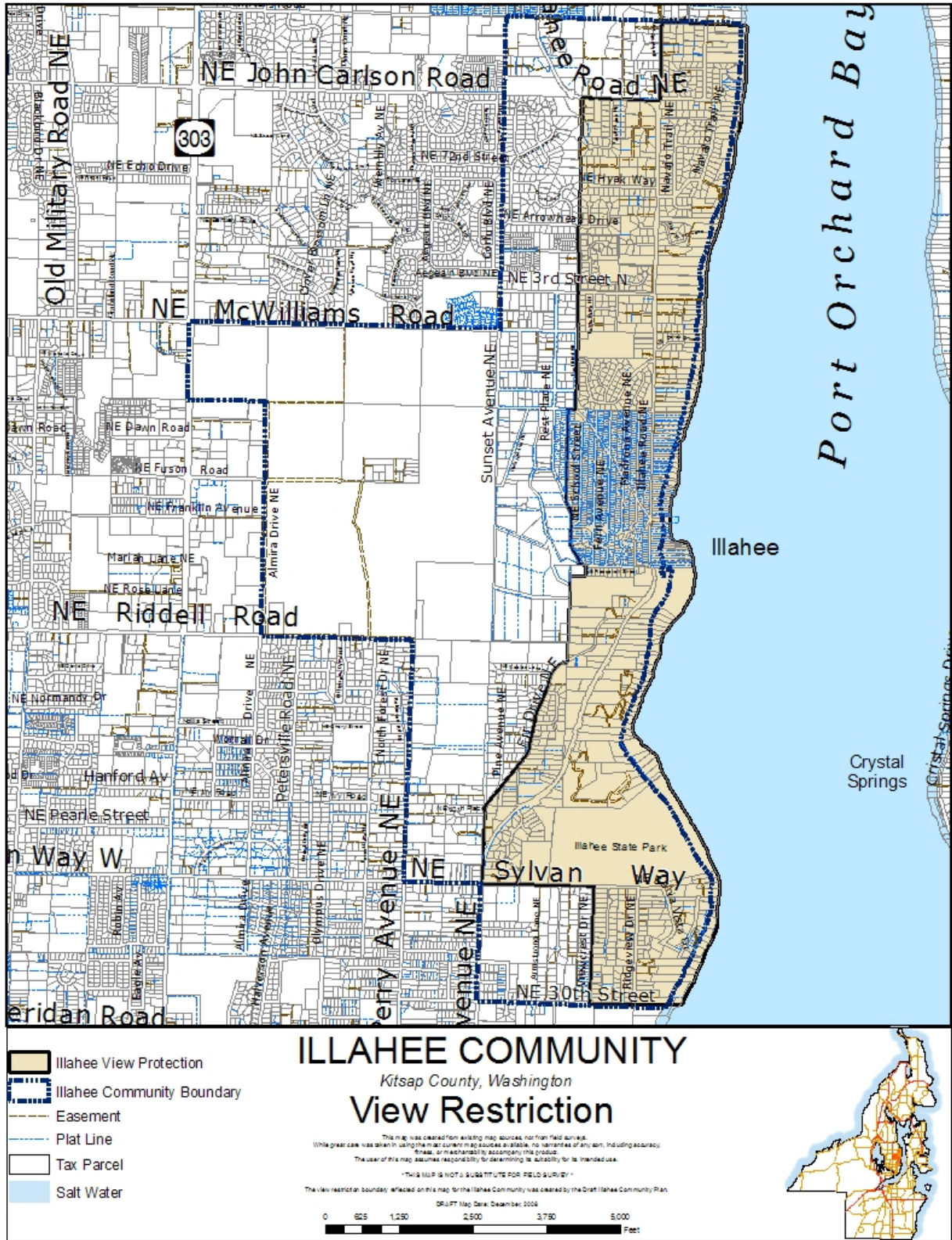


Figure 3.3 View Protection Overlay Zone (VPOZ)

Exemptions from the 28-foot/2 story height restriction are below:

- If there is no existing view of Seattle, Bainbridge Island, the Cascades, Mount Rainier, or Puget Sound.
- If the owners of abutting properties affected by a potential view blockage approve of a higher height.
- If it can be shown the structure will not cause blockage of views.

Vegetation Restrictions

While new construction usually impacts only adjacent properties, the impacts of certain kinds of vegetation are often much greater. Many trees and large shrubs can grow significantly higher, blocking the views of numerous property owners upslope. The impact is heightened when these trees and shrubs are planted in rows. However, while these trees obstruct views, they also provide significant wildlife habitat and reduce stormwater volumes.

To balance these issues, the Plan sets a vegetation restriction on row trees and shrubs. After the adoption of the Plan, newly planted row trees (three or more) and shrubbery such as hedges may not be maintained in a way that significantly impacts existing views from neighboring properties. All existing vegetation is exempt from this restriction.

3.7 COMMUNITY CHARACTER

The Growth Management Act allows unique communities to help manage themselves in part to help them maintain their unique local community character. Along with the natural views of this area, the citizens of Illahee want to protect the visual environment in all respects including construction. These views contribute to the character and feel of the overall area and also the relationships neighbors have with each other. To ensure community character is maintained, this plan encourages new construction that is consistent with the small town charm and character of Illahee.

3.8 PUBLIC RIGHTS-OF-WAY AND TAX TITLE STRIPS

The term "tax title lands" (AKA tax title strips) as used in this chapter shall mean any tract of land acquired by the county for lack

of other bidders at a tax foreclosure sale. Tax title lands are held in trust for the taxing districts. Real property acquired by any county of this state by foreclosure of delinquent taxes may be sold by order of the legislative authority of the county when in the judgment of the county legislative authority it is deemed in the best interests of the county to sell the real property.

"Right of Way" is defined as all property in which the County has any form of ownership, interest, or title, and which is held for the purpose of public roads and associated features such as: median, sidewalks, bicycle facilities, and public utilities. This definition applies regardless of whether or not any road exists thereon or whether or not it is used, improved, or maintained for public travel.

Within the Illahee Community there are many tax title strips and public rights-of-way. Historically, citizens of Kitsap County would go through the proper process (either by Kitsap County Public Works or the Kitsap County Assessors Office) in order to finalize purchase of tax title strips and public rights-of-way requiring Board approval. However, as infill continued to occur in Illahee, many citizens came to the Board of County Commissioners with questions as to why the County was selling land that could be used for trail systems, sidewalks, bike lanes, etc. In 2008, the Board of County Commissioners tasked the Illahee Community Plan Citizen Advisory Group (CAG) to come up with a solution to the problem.

Within the Illahee Community Boundary, tax title strips and public rights-of-way may only be purchased from or vacated by Kitsap County if a pre-existing structure was on the property prior to the adoption of this plan or if, in the determination of county officials, there is no current or future benefit from continued retention. Lack of a plan for rights-of-way or tax title strips by itself shall not constitute a determination of no future benefit of retention.

3.9 GOALS AND POLICIES

Goal 3.1 Provide zoning that allows for protection of the environment.

Goal 3.2 Protect Illahee's existing views of Mount Rainier, the Cascade Mountain Range, Bainbridge Island, Puget Sound, and the Seattle skyline.

Policy 3.2-1 Encourage development that creates the least impact to existing views.

Policy 3.2-2 Utilize the View Protection Overlay Zone for the Illahee community.

Goal 3.3 Protect and enhance Illahee's unique character and small town charm.

Policy 3.3-1 New construction should be consistent with the small town charm and character of Illahee.

Goal 3.4 Promote and encourage the use of Low Impact Development (LID) applications.

Policy 3.4-1 Utilize LID applications such as infiltration of stormwater to help resolve the stormwater surge problems that plague Illahee Creek and Port Orchard Bay.

Policy 3.4-2 Determine if LID applications can be retrofitted to help resolve the stormwater outfall problems that have resulted in the decline of marine life at the Illahee Community Dock.

Policy 3.4-3 Determine what LID applications can be used with proposed new construction in the area to help minimize the loss of aquifer recharge waters that are needed to maintain an acceptable level of the low base flow in Illahee Creek.

Goal 3.5 Promote safety and views by burying all utilities where applicable.

ILLAHEE COMMUNITY PLAN CHAPTER 4



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Natural Systems

CHAPTER FOUR**NATURAL SYSTEMS**

4.1 INTRODUCTION

The natural systems that exist within the Illahee community borders are unique and major contributors to the character of the area. Two large tracts of land have already been recognized for their unique natural features and have been set aside as parks--Illlahee State Park and Kitsap County Illahee Preserve Heritage Park. The natural features in these two parks include wetlands, streams, riparian areas, bluffs, mature forests, snags, shorelines, ravines, meadows, and wildlife corridors. Additionally, Rolling Hills Golf Course provides a third large tract of land recognized and used because of its natural and recreational features.

The park areas and golf course encompass just a portion of these natural features, while the rest of Illahee is privately owned. The limited development in much of this area is due primarily to these natural systems, e.g., steep and unstable slopes, and secondly to a semi-rural zoning prior to 1998. In spite of the 1998 urban rezone, a major portion of the area has retained its open space character because citizen groups within Illahee have worked hard to maintain the natural systems and neighborhood characteristics.

The regulated natural systems located within the Illahee community are: saltwater shorelines; streams; wetlands; frequently flooded areas; aquifer recharge areas; geologically hazardous areas; and fish and wildlife habitat conservation areas. Each of these areas is regulated or controlled in some way by Washington State and Kitsap County regulations and ordinances. The aggregate of these natural systems, each of which in its own way deters or, by law, limits development, most often results in available open space. The collective term for areas with regulated natural systems is critical areas. Due to the vast amount of critical areas in the area, much of Illahee is not a good candidate for the higher density zoning associated with an urban designation. Alternatively, in areas of Illahee where there are no or fewer critical areas (primarily in north Illahee), urban densities are appropriate.

4.2 SALTWATER SHORELINES

The Illahee community contains 3 of the county's 228 miles of saltwater shorelines (Figure 4.1). The shoreline runs nearly due

north and south and faces easterly to Port Orchard Bay, a major waterway approximately one mile wide of Puget Sound waters separating Bainbridge Island and the Kitsap Peninsula mainland. Numerous species of fish, waterfowl, and marine mammals use this stretch of water either for transit or as a permanent residence.



Figure 4.1 Illahee Community Marine Water Shorelines

This important section of shoreline includes both sandy and rocky beaches, high bluffs, low bank waterfront, a large accretion delta, and an estuary plateau at the mouth of Illahee Creek. Along the shoreline's steeper banks, relatively dense stands of trees greatly benefit resident birds such as kingfishers, bald eagles, osprey, and great blue herons. In the more densely populated area around the Illahee Community Dock, few perch trees exist and the dock's light poles, boat houses, or residents' floats are used for perch areas.

While residential structures occupy nearly all the available waterfront lots in the Illahee community, the natural resources along the waterfront have benefited from the previous semi-rural zoning and waterfront setback regulations. Also, along the shoreline areas where steep and high banks dominate, trees help secure the banks from mass wasting and provide slide protection for the landowner and habitat for wildlife.

The saltwater shorelines are important habitat for many species of fish and wildlife. Shellfish abound in the area; juvenile salmon, smelt, and other fish are nearshore dwellers; waterfowl are always present with many species wintering primarily in the delta area at the mouth of Illahee Creek. Osprey, blue herons, and bald eagles are permanent residents; marine mammals such as river otters and harbor seals are also residents that frequent the shoreline and nearshore areas; sea lions occasionally winter in the area; a humpback whale was recently spotted in the Rue Villa area. Gray whales are regular, though more seasonal, visitors to the area. Other mammals such as fox and raccoon depend on the shoreline and nearshore areas for food and shelter.

The area provides habitat for cutthroat, coho and chum salmon, along with steelhead trout which were listed as "threatened" in 2007. It provides habitat that could be conserved and/or rehabilitated as part of an effort to recover depleted species. This area is adjacent to waters that are home to Puget Sound orcas, which were also recently listed as "endangered". Marine inter-tidal, nearshore, and sub-tidal areas provide critical habitat for salmon and trout, particularly for juvenile smolts as they migrate from freshwater systems in Puget Sound watersheds to the ocean. Shallow nearshore areas are known to provide rearing habitat and shallow-water migration corridors that offer protection from predators.

Saltwater Shorelines Environmental Designations

The Kitsap County Shoreline Management Master Program (Kitsap County Code Title 22), adopted in 1999, set shoreline designations and development requirements for Kitsap County shorelines. Kitsap County will be undergoing an update to its Shoreline Plan by 2011. Under this program, the Illahee community shoreline has been assigned three designations: rural, semi-rural, and conservancy (Figure 4.2). Note that these designations are not to be confused with inland zoning designations. The shoreline designations are in basic agreement with the Illahee shoreline geology and reflect the land use zoning called for in the Illahee Community Plan.

The *rural* designation is designed to restrict intensive development along undeveloped shorelines and to function as a buffer between more urban-like densities. The majority of Illahee shorelines (approximately two linear miles) are designated rural and reflect areas of high bluffs at both ends of Illahee and the bay area between the state park and the mouth of Illahee Creek.

The *semi-rural* designation is designed to “promote a multiple-use shoreline area in which the scale of uses falls between that of the rural and urban environments. Certain aspects of the natural environment will be retained in conjunction with permitted uses.” This designation was assigned to the area from the bottom of Roosevelt Street north to where Wise Street intersects with Illahee Road (approximately one-half mile in distance). It essentially takes in the 1916 platted area of old, historic Illahee and provides less restrictive shoreline uses than a rural designation.

The *conservancy* designation is designed to protect fish and wildlife habitat and critical areas and includes a sub-element for parks, recreational sites, or open space. In Illahee, the shoreline area of Illahee State Park has a conservancy designation. Additionally, the southern-most shoreline area of Illahee has been given the higher conservancy designation, which follows the environmentally sensitive shoreline of the Cheney Estate and Enetai Community.

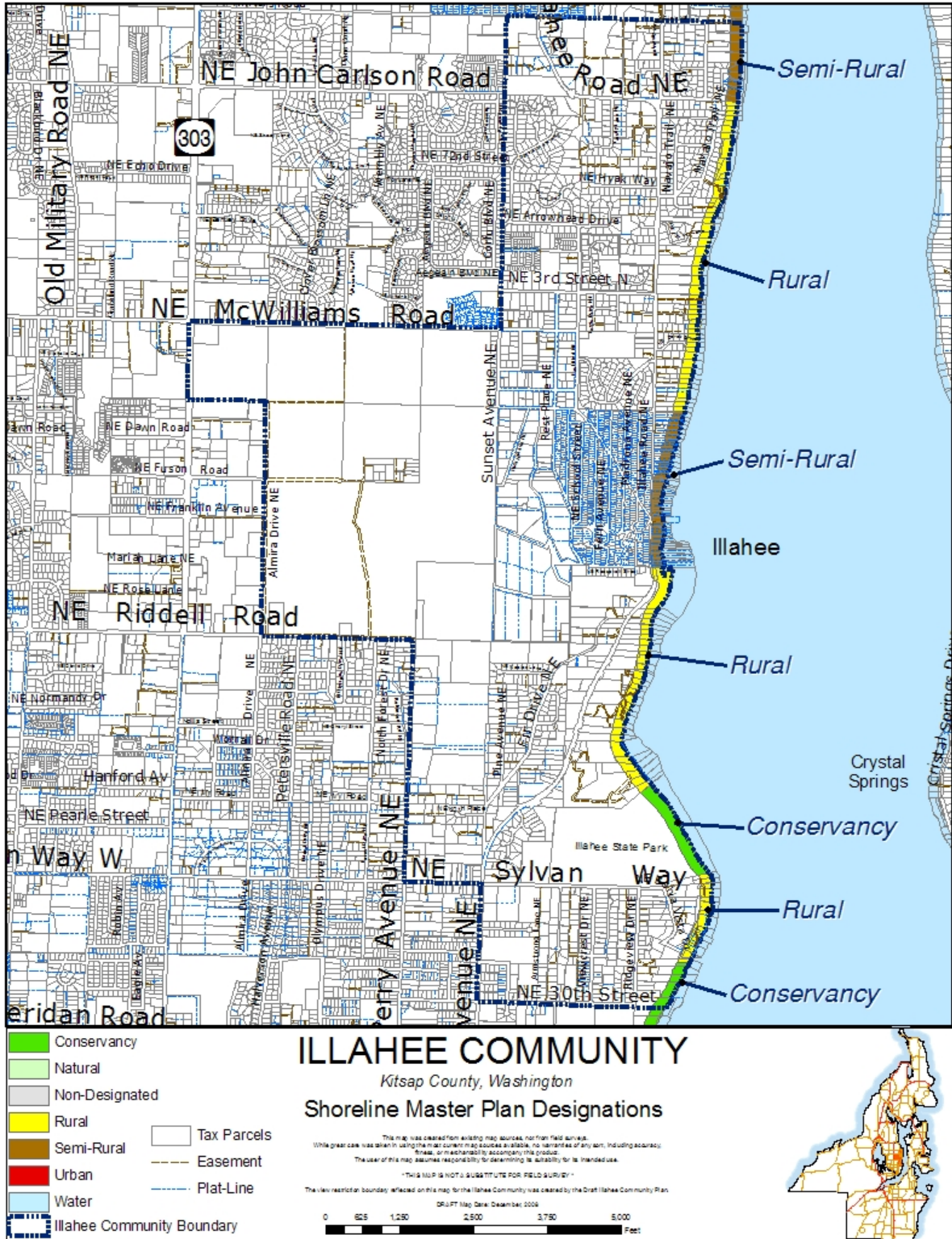


Figure 4.2 Shoreline Management Plan Designations

Saltwater Shorelines Protection Guidelines

To protect this sensitive shoreline, the least invasive protection or bulkheading methods should be utilized. The county encourages (through the Kitsap County Critical Areas Ordinance) soft shoreline treatments and permits traditional rock and concrete bulkheads only as a last resort in high erosion areas and areas above mean high tide where existing homes are endangered. A reduction in or prohibition of the use of harmful chemical fertilizers and pesticides by shoreline property owners is another opportunity to diminish environmental impacts.

4.3 CRITICAL AREAS

Critical areas are defined as “those areas designated, mapped, and regulated by environmentally sensitive area regulations.” The definition goes on to say, “These areas have existing site conditions that require development standards to minimize specific on-site adverse environmental impacts including stream siltation, hill-slides, and reduction of wildlife habitat. Critical areas include wetlands, riparian corridors, steep slopes, slide-prone areas, areas subject to liquefaction during seismic events, hazardous waste sites, floodplains, and wildlife habitat areas.”

This definition results in significant areas within the Illahee community being classified as critical areas thus requiring extra degrees of protection to minimize adverse environmental impacts.

4.4 STREAMS, WETLANDS, AND FREQUENTLY FLOODED AREAS

Streams

The primary stream located within the Illahee community boundary is Illahee Creek. The north and south forks come together to form the main body of the creek, and another northern tributary, east of the north fork, joins the main creek body as it flows east to Port Orchard Bay. Illahee Creek and these tributaries account for the major wetlands and frequently flooded areas within Illahee. Figure 4.3 shows Illahee Creek and its watershed boundaries. The only other significant streams are Illahee Springs Creek, that runs through and north of Illahee State Park, and the headwaters of

Gilberton Creek, that runs north into Grahn's Cove just west of University Point (Figure 4.4).

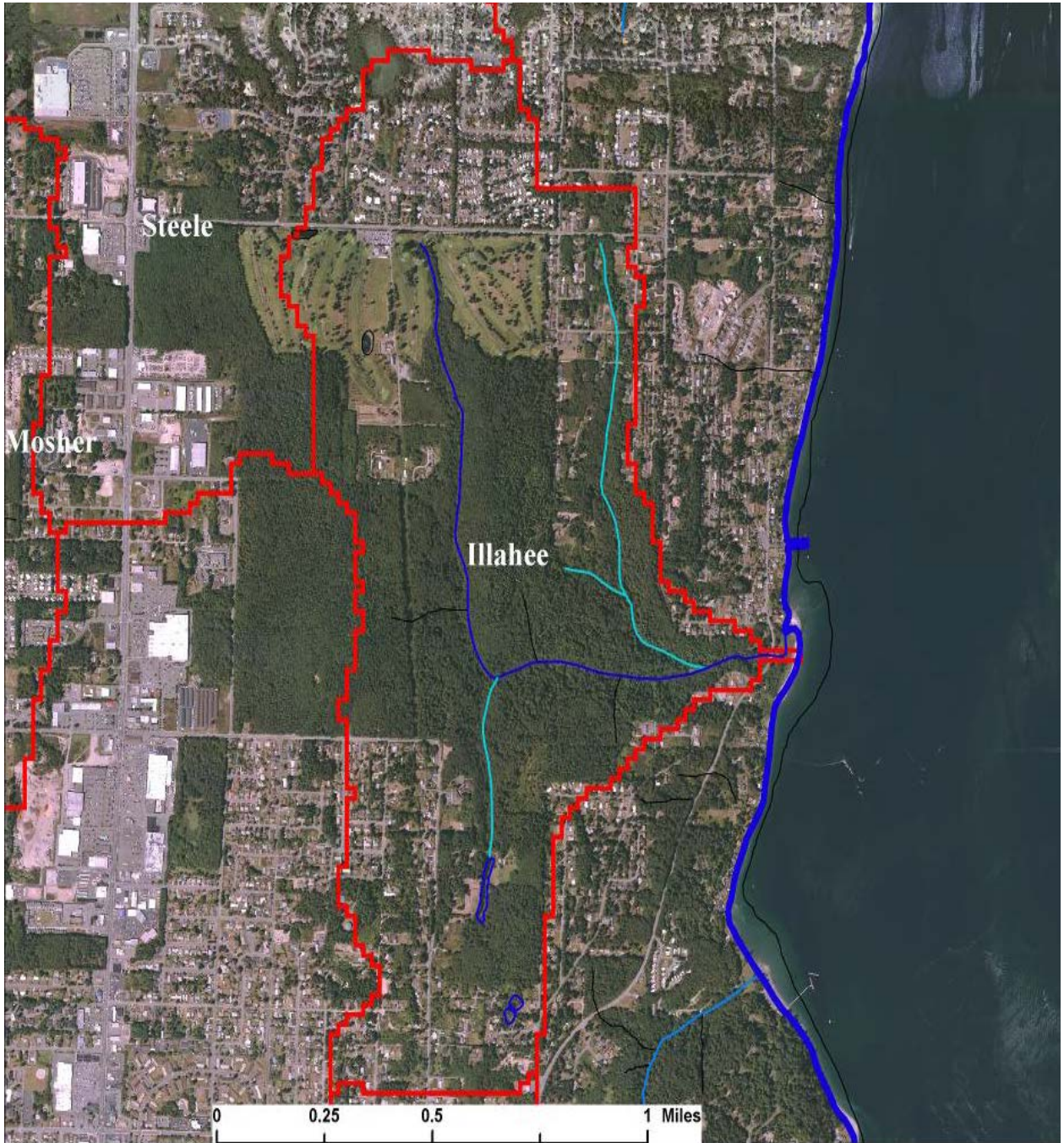


Figure 4.3 Illahee Creek and Watershed

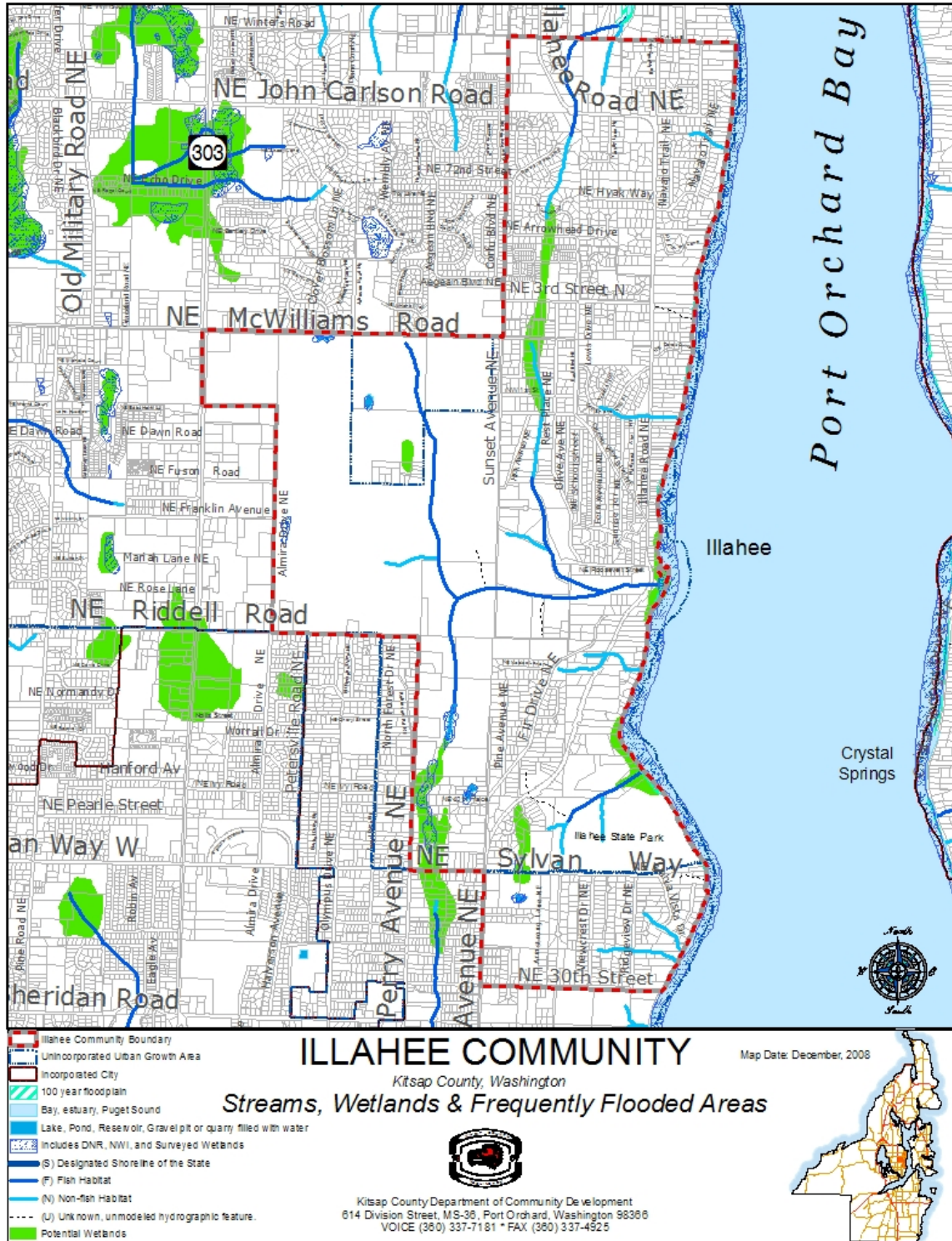


Figure 4.4 Illahee Community Streams, Wetlands, and Frequently Flooded Areas

Illahee Creek is one of only a few salmon streams in Kitsap County with the entire watershed in an Urban Growth Area. In spite of this fact, as of 2000, the watershed still retains rural characteristics, with just 15 percent of the surface area impervious and more than 65 percent forested. The 2003 Kitsap Peninsula Refugia Report notes, "Although salmonid abundance and diversity are lower than historic levels, multiple species of salmon and trout continue to utilize Illahee Creek, making it a potentially significant salmon refuge in the eastern part of the Kitsap Peninsula."

Illahee Creek supports a rich variety of plant and animal life. The stream and its tributaries are deeply incised with steep slopes, which remain largely forested with an extensive under-story of native vegetation. Illahee Creek provides freshwater habitat for coho and chum salmon, steelhead, and cutthroat trout. The Illahee Creek watershed provides habitat for a variety of mammals including fox, raccoon, bobcat, deer, and possibly black bear. Numerous species of birds live in the area with at least one bald eagle nest along the stream.

Illahee Creek is fed by seeps, springs, and shallow, perched ground water in the main channel and three secondary channels (or forks and tributaries). The North Fork begins in an area north of McWilliams Road. It travels south to meet the South Fork, which flows north from an area east of Perry Avenue, midway between Sylvan Way and Riddell Road. The joined streams flow east from the confluence and are joined by the North Tributary. Illahee Creek discharges into Port Orchard Bay at Schutt's Point.

While Illahee Creek has many natural amenities, it also has some significant challenges. The first of these is the problem of excess stormwater resulting from early developments in the area. The second is the periodic presence of pollution found in the creek. The third is low baseflow, which is covered in Section 4.4, Aquifer Recharge Areas.

Illahee Creek must now handle the excess storm flow in the watershed that is not absorbed back into the ground water system, primarily because of the creation of impermeable surfaces and the lack of mitigation requirements for early developments. Unmitigated stormwater flows, arising from property development at the upper reaches of the North Fork, have resulted in excessive sediment deposits downstream. These deposits are visible as brown turbid water far into Port Orchard Bay as they move north or south depending on the direction of the tidal currents. This uncontrolled runoff, resulting in bank erosion and slope failure, has diminished

and threatened Illahee Creek as a salmon-bearing stream. The Washington State Department of Ecology is also aware of these problems and awarded a grant of \$181,000 in 2006 to the Port of Illahee to help determine how best to correct the problems.

In addition to the stormwater problems, high levels of fecal coliform bacteria have been found in Illahee Creek in 9 of the last 11 years of monitoring. These issues should be addressed by the appropriate agencies when and if major developments are proposed for the area.

Wetlands

The Illahee community contains several wetland areas and a number of potential wetland areas (Figure 4.4). Most of the wetlands are associated with streams or the headwaters of streams and along the mouths of the streams. Some have been mapped, though not all, and those identified remain largely un-classified. Recently, several upland wetland areas were noted along the South Fork of Illahee Creek. They are part of seasonal streams whose flows dry up or go underground during dry summer months.

Wetlands perform a variety of vital functions. Water quality is improved when the wetland area entraps sediment and contaminants. (This is particularly true of the wetland areas off of Perry Avenue where surface stormwater from the Perry Avenue roadway enters onto the wetland areas before discharging into the South Fork of Illahee Creek.) Wetlands also provide flood attenuation by storing surface water runoff and slowly releasing it downstream. This water storage feature also provides stream baseflow stabilization by slowly discharging water downstream into the mainstream to maintain its summer flows, which is needed in Illahee Creek because of low summer baseflows. The wetlands are also vital in support of a wide variety of wildlife species such as birds, mammals, fish, invertebrates, amphibians, reptiles, and wetland plant communities.

Frequently Flooded Areas

Illahee Creek has both actual and potential flooding issues that are being monitored by Illahee community members and the Kitsap County Public Works Department.

A new and larger rectangular culvert, installed in 1999, allows passage of Illahee Creek under Illahee Road just upstream from the creek's discharge into Port Orchard Bay. The new culvert is

being monitored because of the large amount of sediment being deposited in the lower reaches of Illahee Creek during major rainfalls. The new culvert quickly filled with sediment to just below its design height, and although it appeared to have reached a state of equilibrium over the last several years, the historic storm of December 3, 2007, added approximately 14 inches of additional sediment and has been seriously compromised from its designed capacity. The culvert is no longer functioning as planned and will require maintenance regularly in order to ensure the culvert remains working.

The accretion delta at the mouth of Illahee Creek, enlarged by excessive sediment deposits, has caused some channel migration to occur. This lateral shifting of the Illahee Creek streambed has resulted in flooding of adjacent tidal wetland areas.

4.5 AQUIFER RECHARGE AREAS

Ground water originates from precipitation and surface water filtering through the ground to aquifers. The ground where this filtering process takes place is called an aquifer recharge area. Once polluted, ground water is very difficult or impossible to clean up.

A “critical aquifer recharge area” is defined as an area that contains hydro-geologic conditions that facilitate aquifer recharge and/or transmitting contaminants to an underlying aquifer. Because the majority of Kitsap County’s drinking water comes from ground water supplies, the county regulates potentially polluting land uses (e.g., gas stations) in critical aquifer recharge areas (KCC, 19.600). Most relevant for Illahee is the first part of this definition since there is no commercial zoning in these aquifer recharge areas.

Critical aquifer recharge areas (CARAs) are categorized as Category I and Category II in the Critical Areas Ordinance (CAO) based upon an area’s susceptibility to ground water contamination. Factors that were considered in the identification of critical aquifer recharge areas include the presence of regionally significant Vashon, or shallow, aquifers; Wellhead Protection Areas for public water supplies; highly permeable soils; and a high density of wells.

A majority of the Illahee landscape is designated as critical aquifer recharge areas (Figure 4.5). Category I critical aquifer recharge areas include an extensive area around the Illahee Creek drainage area due to the presence of wellhead protection areas for public

wells. Category II critical aquifer recharge areas extend along most of the Illahee community shoreline due to the presence of permeable soils and the Vashon aquifer.

Recent hydrological studies authorized and funded by Illahee residents have verified these designations. (Aspect Consulting, *Preliminary Baseflow Investigation of Illahee Creek*, prepared for the Port of Illahee, April 28, 2006; and Joel Massmann, Ph.D., P.E., *Stormwater Effects in Illahee Creek Watershed*, prepared for the Illahee Forest Preserve, May 3, 2006) Additionally, the studies found a relatively porous region between the area's shallow and deep aquifers. With Illahee Creek's summer flows fed entirely by the seeps and springs along the stream corridors, the creek is totally dependent upon aquifer recharge for its summer flow. Additional studies are needed to determine how best to maintain the stream flows necessary to support salmon and trout in Illahee Creek.

The impacts of new development on aquifers and Illahee Creek should be minimized as new developments are authorized. Impervious surfaces (paving, concrete, roofs, etc.) that reduce aquifer recharge and increase stormwater runoff should be minimized and managed to minimize their negative impacts. Developments with sewer systems typically result in a decrease in aquifer recharge but avoid ground water quality problems. The possible negative water quality impact of drainfields on aquifers, potentially mitigated by effective low impact development techniques, needs to be balanced with the water quantity benefits they provide. Scientific studies are needed to determine the best solutions to resolve the water quantity and quality issues in order to maintain Illahee Creek as a viable salmon and trout stream for the foreseeable future.

Chemicals and pollutants associated with developed areas, including fertilizers, herbicides, pesticides, and petroleum products, increase the risk of ground water contamination. Possible adverse effects to the availability and quality of safe drinking water should be avoided by education of homeowners and business owners and through diligent application of the Critical Areas Ordinance. The Illahee community is proposing these issues be addressed and studied before major developments are permitted within the Illahee Creek watershed.

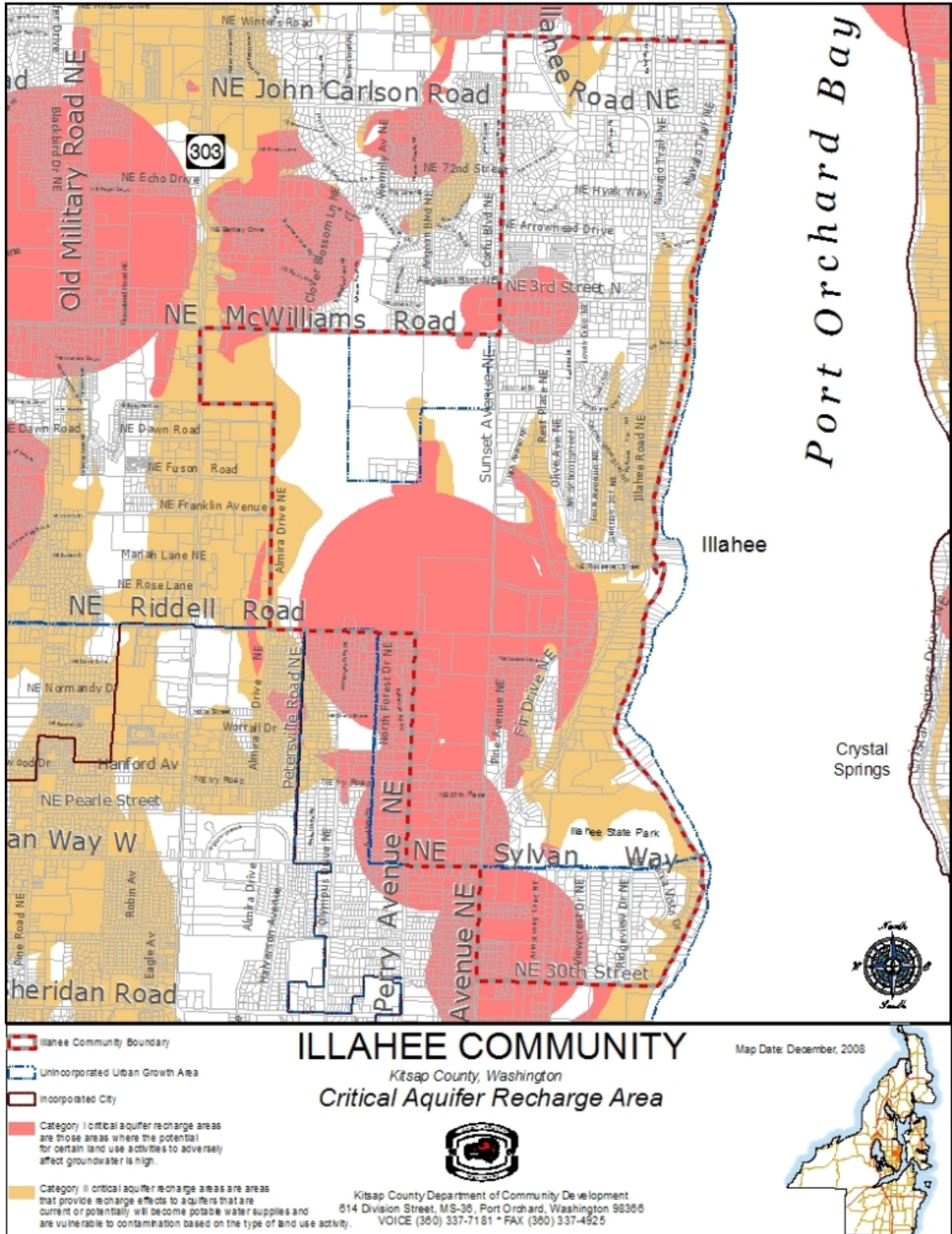


Figure 4.5 Illahee Community Critical Aquifer Recharge Areas

4.6 GEOLOGICALLY HAZARDOUS AREAS

Significant portions of the Illahee landscape are also rated as High or Moderate Hazard Areas (Figure 4.6). Moderate Hazard Areas are defined as slopes of 15 to 30 percent, and soils classified as highly or potentially highly erodible. This classification runs nearly the entire length of Illahee's shoreline, with the area around Illahee State Park being classified as a High Hazard Area.

High Hazard Areas exist mainly along the banks of Illahee Creek and its tributaries, along the shoreline north of Third Street, along with the previously mentioned areas in Illahee State Park. High Hazard Areas are generally slopes greater than 30 percent. In addition, the Illahee community lies along or near the Blakely Harbor Fault, a splay of the Seattle Fault identified following the 2001 Seattle earthquake. This fault has resulted in increased building design standards in the International Building Code of 2003 and requires additional safety factors to be implemented for any commercial building or infrastructure in the Illahee area.

4.7 FISH AND WILDLIFE

Statement from Washington Department of Fish and Wildlife (WDFW)

Fish and wildlife are public resources. Balancing human needs with those of fish and wildlife is a challenge and responsibility we all must accept. Although the Washington Department of Fish and Wildlife (WDFW) is charged with protecting and perpetuating fish and wildlife species, the agency has very limited authority over the habitat on which animals depend. Instead, protection of Washington's fish and wildlife resources is currently achieved through voluntary actions of landowners and through the State Environmental Policy Act (SEPA), Growth Management Act (GMA), Forest Practices Act (FPA), Shoreline Management Act (SMA), and similar planning processes that primarily involve city and county governments.

Landowners, agencies, governments, and members of the public have a shared responsibility to protect and maintain these resources; all are resource stewards. The condition of our fish and wildlife mirrors our performance as stewards, and it represents our commitment to sustaining these resources for our children and theirs.

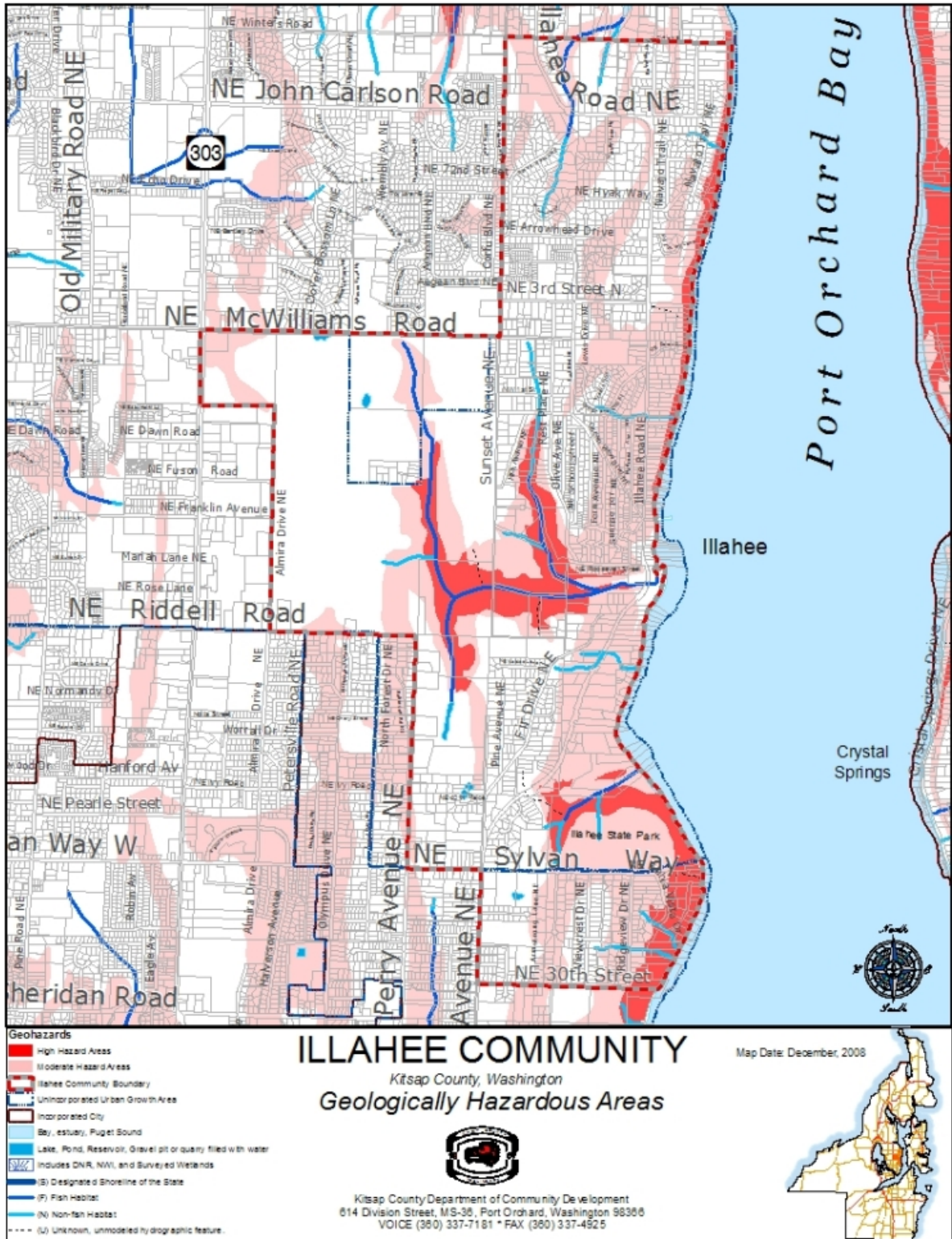


Figure 4.6 Illahee Community Geologically Hazardous Areas

Quality of Illahee Habitat

The fact that the Illahee area is rich in fish and wildlife habitat is noted in Figure 4.7 “WDFW Habitat Evaluation,” which gives the highest habitat rating to much of the south portion of Illahee. This is the largest and highest habitat rating area in the Central Kitsap and East Bremerton area, and shows the connectivity to another high habitat rated area, the Cheney Estate area south of the Illahee community.

With the abundance of natural resources in the area and the prime fish and wildlife habitat these resources provide, the Illahee community has had to determine how it would respond to the issue of fish and wildlife in Illahee and the issue of wildlife corridors. Goal Nine of the Growth Management Act (GMA) states jurisdictions are to “retain open space” and “conserve fish and wildlife habitat.” (Chapter 2, Section 2.7, notes all thirteen goals of the GMA.) The community and the county must balance this goal with the other GMA goals through a process similar to that implemented to develop the Illahee Community Plan. That process must determine what the community’s level of commitment is with regard to retaining open space and conserving fish and wildlife habitat. WDFW can note that the habitat is there, but formal land use controls over that habitat must be supported by the community and enacted by the county through land use regulations along with other protections implemented by willing landowners.

Community Response

The fish and wildlife issue is front and center for Illahee citizens every day, out their windows, along the shorelines, in their yards, and along the roadways. In addition to learning to live with the natural features that make Illahee unique, the Illahee community has had to learn to live with the fish and wildlife that have lived here long before humans came to the area. Recent surveys indicated a wide spectrum of feelings in the community regarding the general issue of fish and wildlife. These feelings range from annoyance to exuberance, but when pressed, even those annoyed by terrestrial wildlife foraging in their gardens are ultimately wildlife supporters.

Illahee Creek Fish (Salmonids)

Four species of salmonid are native to Illahee Creek: chum salmon, coho salmon, steelhead trout, and searun cutthroat trout. Despite earlier problems with culverts, which were replaced in 1999, and excessive stormwater for almost 40 years from upstream

developments, Illahee Creek continues to support small runs of salmonids. Stream restoration projects have been recently approved and funded; the projects will begin following the completion of studies, with the goal of restoring chum and coho salmon and trout to more acceptable and historic levels.

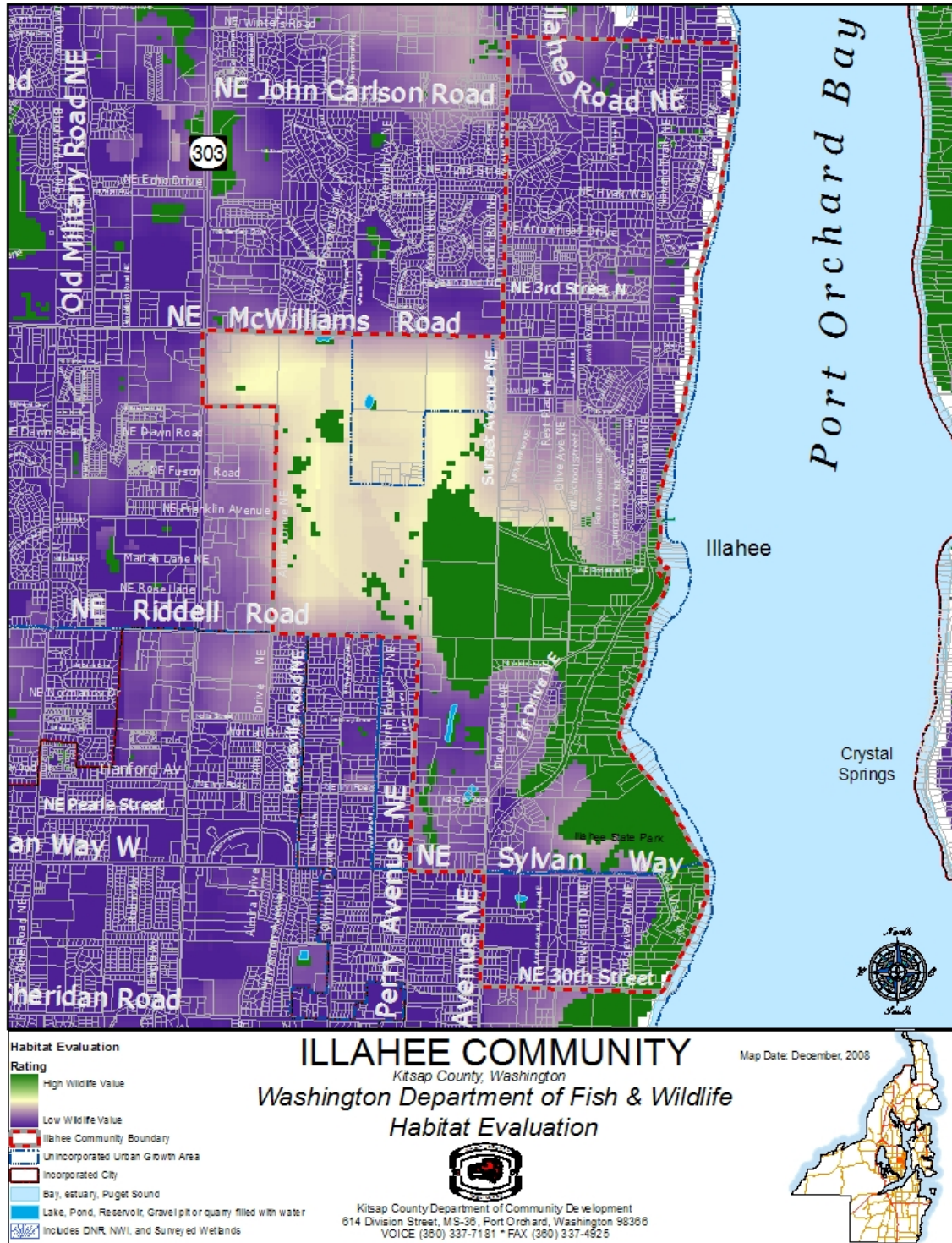


Figure 4.7 Illahee Community WDFW Habitat Evaluation

Wildlife Habitat Patches

This Plan defines “Wildlife Habitat Patches” as significant wildlife habitat areas where significant acreage and quality habitat support a variety of wildlife species. Two major wildlife patches exist within the Illahee community boundaries, and the third wildlife patch, the Cheney Estate–Enetai community area, is contiguous to the Illahee community.

The largest of the Wildlife Habitat Patches is located in the Illahee Preserve. The Preserve is presently 460 acres and has been designated as a primary wildlife preserve conservation habitat area, as designated by the Department of Fish and Wildlife. The wildlife preserve area is comprised of old growth forest and a significant portion of Illahee Creek watershed in its natural state. This represents a premium wildlife habitat area that was recently expanded from 352 acres to the current 460 acres, with plans to further increase the preserve boundaries via conservation easements and land purchases.

The next largest Wildlife Habitat Patch in Illahee is the 75-acre Illahee State Park. This shoreline park with approximately one-half mile of waterfront is heavily forested and is a sanctuary for both marine and terrestrial wildlife.

The Cheney Estate–Enetai Community is a third Wildlife Habitat Patch of approximately 100 acres of primary wildlife habitat immediately south of the Illahee community’s southern border. The area is heavily forested with minimal development along the nearly one linear mile of shoreline. Discussions with community and estate personnel indicate it is highly unlikely the area will be developed beyond its present state. This area also has the highest available WDFW habitat rating in the countywide habitat assessment.

Wildlife Corridors

The wildlife within these three Wildlife Habitat Patches are prone to species isolation unless they can be in contact or connected with other patches. This is less of a problem for birds that can fly between other patch areas. It is a larger problem for terrestrial mammals that must traverse overland to reach other wildlife patches.

Wildlife Corridors provide safe paths, free of vehicles and other human disturbance, for wildlife to travel between areas used for sleeping, accessing drinking water, foraging or hunting, and

breeding. Wildlife corridors can range in quality from high to low depending on the obstacles encountered. Lower quality paths are encumbered by more private residences, roadways, and other obstacles that tend to interfere, but not deter, the movement of wildlife. Every consideration must be made to maintain the tree canopy that will provide some kind of continuity for wildlife migration.

Four Wildlife Corridors already exist in the Illahee community and connect the three Wildlife Habitat Patches, i.e., the Illahee Preserve, Illahee State Park, and the Cheney Estate–Enetai community area (Figure 4.8).

The first is a corridor already used by wildlife and links Illahee State Park with the Cheney Estate–Enetai Community. With the near build-out of this corridor area in the 1960s as semi-rural and the fact that there is little vehicle traffic in the area, this Wildlife Corridor functions well to provide movement of wildlife between the two Wildlife Habitat Patches. Because of the natural features in the area, the Illahee community requested the designated housing density for this area to be changed from an Urban Low designation (5-9 housing units per acre) to an Urban Restricted designation (1-5 housing units per acre). The lower density housing designation is more compatible with the natural features of the area and lower densities support the continuation of this already established wildlife corridor. The requested lower zoning changes were agreed upon by the Planning Commission and the Board of County Commissioners and were included in the 2006 Comprehensive Plan Update.

The next Wildlife Corridor already in use connects Illahee State Park with the forested area along the South Fork of Illahee Creek. The Wildlife Corridor runs northwest along the ravine from the State Park boundary, through the Fisher Park area, across Illahee Road, and then directly west across several private properties to the recently acquired Kitsap County Parks property. This area, like the previous area, was approved for the Urban Restricted zoning designation.

The third Wildlife Corridor connects two pieces of Kitsap County Parks Department properties that are part of the Illahee Preserve. The Illahee Preserve Stewardship Committee identified a number of properties along the Illahee Creek corridor that were targeted for purchase or conservation easements. These two properties, or portions thereof, were not secured by previous grants and are being targeted with future grants. Portions of both properties are

considered essential for maintaining a viable Wildlife Corridor in that area.

The fourth Wildlife Corridor also connects Illahee State Park with the natural areas to the north, which are all private but not developed primarily because of the steep slopes along both sides of Illahee hill. This corridor extends upland toward the Fir Drive area and also northward along the shoreline, both of which terminate along the Illahee Creek corridor. The housing density in this area was changed from Urban Low to Urban Restricted based on the natural features of the area. As stated in the previous paragraphs, the lower housing density also supports the already existing wildlife corridors in these areas.

Habitat Standards for Wildlife Habitat Patches and Wildlife Corridors

As stated earlier, the protection of fish and wildlife resources and habitat within the Illahee borders is ultimately the responsibility of the Illahee community. While the two Wildlife Habitat Patches within Illahee are publicly owned, the Wildlife Corridors are primarily in private ownership, and the success of maintaining the habitat quality will depend on the voluntary actions of Illahee landowners.

There are varying habitat standards for Wildlife Habitat Patches and Wildlife Corridors that are only briefly mentioned in this Plan. The first is to maintain the natural features to the maximum extent possible such as wetlands and streams. The second is to maintain natural vegetation as much as is possible such as native trees, shrubs, and plants. The last is to avoid barriers such as solid fences, etc., to the maximum degree possible.

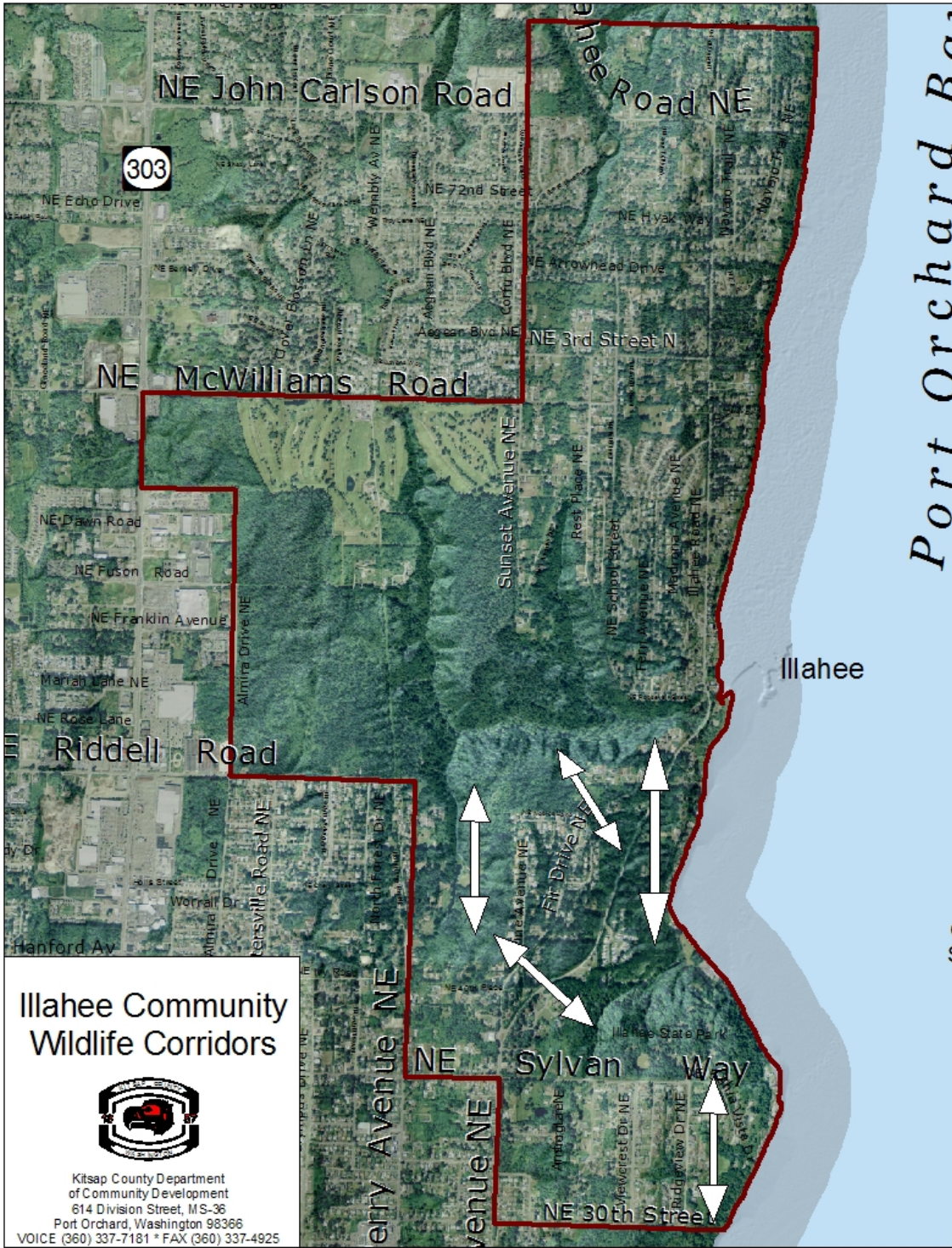


Figure 4.8 Illahee Community Wildlife Corridors

4.8 TREE RECOGNITION AND PRESERVATION

The Illahee community is recognized as one area between Bremerton and Silverdale where there are significant forested areas and where large trees can still be found. The world's largest known pacific yew tree is located in Illahee State Park along with other large native trees. The Illahee Preserve contains a number of large old-growth western white pine. Illahee citizens would like to maintain the natural forested character of Illahee and responded positively to a tree recognition and preservation program.

With increasing pressure from Kitsap County to promote higher density development in all urban areas, more and more trees and other native vegetation are likely to be removed throughout the Illahee community unless the community responds with a preservation program. The desired solution is to coordinate a tree preservation program, primarily in those areas where the natural features limit or restrict urban development and where zoning densities are low.

The purpose of the tree preservation program would be to increase awareness and preserve what remains of the natural flora and fauna. The goal would be to conserve the area's scenery, natural and historic objects, and wildlife. Such an effort would provide for the enjoyment of the area's trees for the enjoyment of current and future generations.

Illahsee Road is the main thoroughfare through the Illahee community. It is a scenic by-way replete with steep slopes, vegetated canyons, springs and seeps, and scenic views of Port Orchard Bay and Bainbridge Island. Properties on both sides of Illahee Road are edged with large stands of Douglas fir, big leaf maple, and a large variety of other native vegetation including vine maple, sword fern, and Indian plum. Vegetation framing the views contributes to the Illahee ambiance that has made the community an attractive place for its residents to live. Many residents feel a vigilant and determined focus on preservation is needed to keep Illahee from being further eroded to the point where Illahee becomes totally denuded and there is nothing left to preserve.

Illahsee Road is a scenic by-way that follows the route of the Mosquito Fleet Trail. The greenbelt on both sides of the road enhances wildlife habitat and the wildlife corridor that runs through Illahee. Movement of resident wildlife and maintenance of nesting

areas, and a unique recreational route for pedestrians and cyclists, are provided for as a result. The maintaining of property values as a result of the natural setting and the route's unique beauty are intrinsic values important to Illahee residents. Natural vegetative buffers between developments and roadways are suggested to be maintained at a minimum of 25 feet to obscure building sites from roadways, wherever possible.

Community Tree Protection Standards

Trees (primarily Douglas fir, western red cedar, and big leaf maple) along geologically hazardous areas help maintain slope stability and should not be removed. This would include major portions of the Illahee Creek corridor, shorelines at the south and north end of the community, and much of the area along Illahee Road from Fisher Park to near the mouth of Illahee Creek.

Trees along previously established no-cut vegetation buffer areas should not be removed. Such an area exists next to the Ambleside Development on Third Street between East Avenue and Illahee Road.

Removal of trees larger than 18 inches in diameter in geologically hazardous areas or no-cut buffers that are considered a threat to persons or properties should require a county-approved arborist's written evaluation prior to being removed. Homeowners should have the option of habitating, skirting, or windowing the trees on their property to decrease the threat.

Trees that are 25 inches in diameter or greater, depending on variety, should be considered for the Community Heritage Tree Program.

Forested areas provide many benefits to the Illahee community such as water retention, wildlife corridors, and scenic views. Grants have been obtained in the past to preserve these areas and are projected for future purchases. Property owners are encouraged to contact Kitsap County (www.kitsapgov.com) or the Illahee Forest Preserve (www.illaheepreserve.org) if forested areas are being contemplated for sale.

Community Heritage Tree Program

A voluntary Heritage Tree program has been created to preserve and recognize the historic, social, and culturally significant trees in

the community. Heritage Tree status would be granted if the tree meets any of the following requirements:

- Size - a diameter of at least 24-36 inches (depending on variety)
- Relation to an historical event
- Unusual species for the area, or exemplary form of the species
- A grove may be considered if it meets any of the following requirements: (Mature and contains trees that are distinctive due to size, shape, species, or age)
- Relationship with a natural resource (e.g., streambank)
- Special site location

Benefits of Participating in the Heritage Tree Program:

- The program provides a way for people to recognize and save significant trees on private property.
- Heritage trees would be protected from unnecessary removal and aggressive maintenance actions with review and appropriate approval of all activity by consultation with locally approved arborists.
- Heritage Trees would have plaques with their designation on or adjacent to the tree.
- The Illahee community, through community volunteers, will strive to create partnerships with local tree care companies or sponsors for the care and maintenance of Heritage Trees.
- All Heritage Trees will be inventoried with all relevant information and photographed for interested parties to research. (To be nominated, a tree must be in good condition and have the consent of the property owner. Tree nominations are reviewed semi-annually with deadlines in October and April. The selection process would be on-going.)

4.9 OPEN SPACE

Open space is defined as undeveloped land, water areas, and land partially developed to the extent compatible with forestry, agriculture, or recreation. Open space comes in a variety of shapes, sizes, and types and can provide a number of different benefits or purposes. It can define a community and provide distinctive character. It may serve as a boundary between incompatible land uses, a break from continuous development, or natural linkages between communities. In addition, open space may also provide recreation opportunities, protect critical areas and

fish and wildlife habitat, maintain scenic areas and vistas, provide wildlife corridors, and preserve significant farm and forest lands. Examples include: riparian zones and estuaries; wetlands; shorelines; steep slopes and ridges; watershed lands; critical wildlife habitat; recreational lands; farm and forest lands; scenic corridors; urban green spaces; and cemeteries.

Given the above definition for open space and the specific examples noted, the only open space category not within the Illahee boundary is a formal cemetery.

The three largest open areas within Illahee are Illahee State Park, the Illahee Preserve (a Kitsap County Heritage Park), and Rolling Hills Golf Course. These three areas alone comprise nearly 700 acres of open space and represent over one-third of the Illahee community. This acreage plus the private open space areas being left in their natural or near natural state leaves the Illahee area nearly two-thirds open space. Grant monies are being requested to complete purchases or conservation easements of targeted private properties within the Illahee Creek corridor to complete the Illahee Preserve Heritage Park plans established in the Illahee Preserve Stewardship Plan. Conservation easements and grants are anticipated to secure secondary wildlife corridor properties once established by the community.

4.10 GOALS AND POLICIES

Goal 4.2 Protect the saltwater shoreline.

Policy 4.2-1 Encourage the use of soft bulkheading in cases where bulkheading is necessary to protect an existing structure.

Policy 4.2-2 Provide educational materials to shoreline property owners on the safe use of chemical fertilizers and pesticides.

Goal 4.3 Protect Illahee Creek.

Policy 4.3-1 Review all new development proposals, particularly in the Illahee Creek watershed, to ensure that the projects are coordinated with ongoing regional stormwater system planning and meet the requirements of the latest Kitsap County stormwater regulations.

Policy 4.3-2 Encourage the use of permeable surfaces and other new technologies to decrease stormwater runoff.

Policy 4.3-3 Support a scientific study to determine the best solutions to resolve stormwater issues in Illahee Creek and to achieve acceptable stream flows during storm events necessary to support salmon and trout habitat.

Goal 4.4 Protect Critical Aquifer Recharge Areas.

Policy 4.4-1 Review development proposals, particularly in the areas that impact the aquifers connected to Illahee Creek, to ensure the projects do not adversely affect aquifer recharge.

Policy 4.4-2 Encourage the use of permeable surfaces and other new technologies to maintain or increase aquifer recharge.

Policy 4.4-3 Support a scientific study to determine the best management solutions to resolve water quality and quantity issues in Illahee Creek and to maintain stream flows necessary to support salmon and trout habitat.

Goal 4.5 Protect Geologically Hazardous Areas.

Policy 4.5-1 Review development proposals, particularly along steep banks, to ensure the projects meet the latest CAO and seismic standards.

Policy 4.5-2 Support a scientific study to determine the proximity of Illahee to the Blakely Harbor Fault.

Policy 4.5-3 Establish development standards in geologically hazardous areas that promote maintenance of existing vegetation to discourage clearing of ridgelines and slopes to provide scenic vistas.

Goal 4.6-1 Enhance efforts to protect the biological diversity and habitats of fish, birds, wildlife, and plant life within the Illahee community.

Policy 4.6.1 Support a diligent application of the Critical Areas Ordinance to protect wildlife habitat.

Policy 4.6-2 Determine the community's level of commitment with regard to retaining open space and conserving fish and wildlife habitat.

Policy 4.6-3 Determine if formal land use controls to enhance habitat should be recommended.

Policy 4.6-4 Recommend voluntary protections of habitat by contacting and educating landowners.

Goal 4.6-2 Provide wildlife corridors between wildlife habitat patches.

Policy 4.6-5 Recognize and promote through regulatory and non-regulatory means wildlife corridors between wildlife habitat patches.

Policy 4.6-6 Minimize habitat fragmentation and maximize connectivity of open space corridors to facilitate wildlife movement.

Goal 4.7 Conserve the scenery and natural and historic trees within the Illahee community.

Policy 4.7-1 Coordinate a voluntary tree conservation program.

Policy 4.7-2 Maintain natural vegetative buffers between developments and roadways wherever possible.

Policy 4.7-3 Consider community tree protection standards.

Policy 4.7-4 Encourage participation in a community Heritage Tree program to preserve and recognize the historic, social, and culturally significant trees in the community.

Goal 4.8 Continue efforts to preserve open space.

Policy 4.8 Pursue grant monies to complete purchases or conservation easements within the Illahee Creek corridor as outlined in the Illahee Preserve Stewardship Plan.

Goal 4.9 Avoid beach erosion at stormwater outfalls by requiring effective energy dissipation practices.

ILLAHEE COMMUNITY PLAN CHAPTER 5



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Transportation

CHAPTER FIVE**TRANSPORTATION**

5.1 Area Transportation System Impacted by Illahee Creek

The Illahee community's limited road system, which is primarily due to the steep slopes of Illahee Creek, consists of one north-south road. The Illahee-Brownsville Road, or Illahee Road, carries traffic between Bremerton's Trenton Avenue to the south and the Brownsville community to the north. The other north-south road, State Highway 303, is one and one-half miles to the west and is part of the west boundary of the Illahee community. This existing highway avoided the Illahee community due to the high cost of road construction over the canyon-type terrain of the Illahee Creek and its tributaries in the Illahee Preserve area. The resulting significant open space between these two roads has helped to preserve the native state of the Illahee Creek area. However, the effect of limited transportation options means an increase of traffic through Illahee as drivers avoid the commuter congestion and multiple stop lights on the four-lane State Highway 303 and choose Illahee Road (a typical two-lane county road) for north/south travel.

5.2 Existing Infrastructure

Below are the main roadways that either border or are within the Illahee community boundary (Figure 5.1).

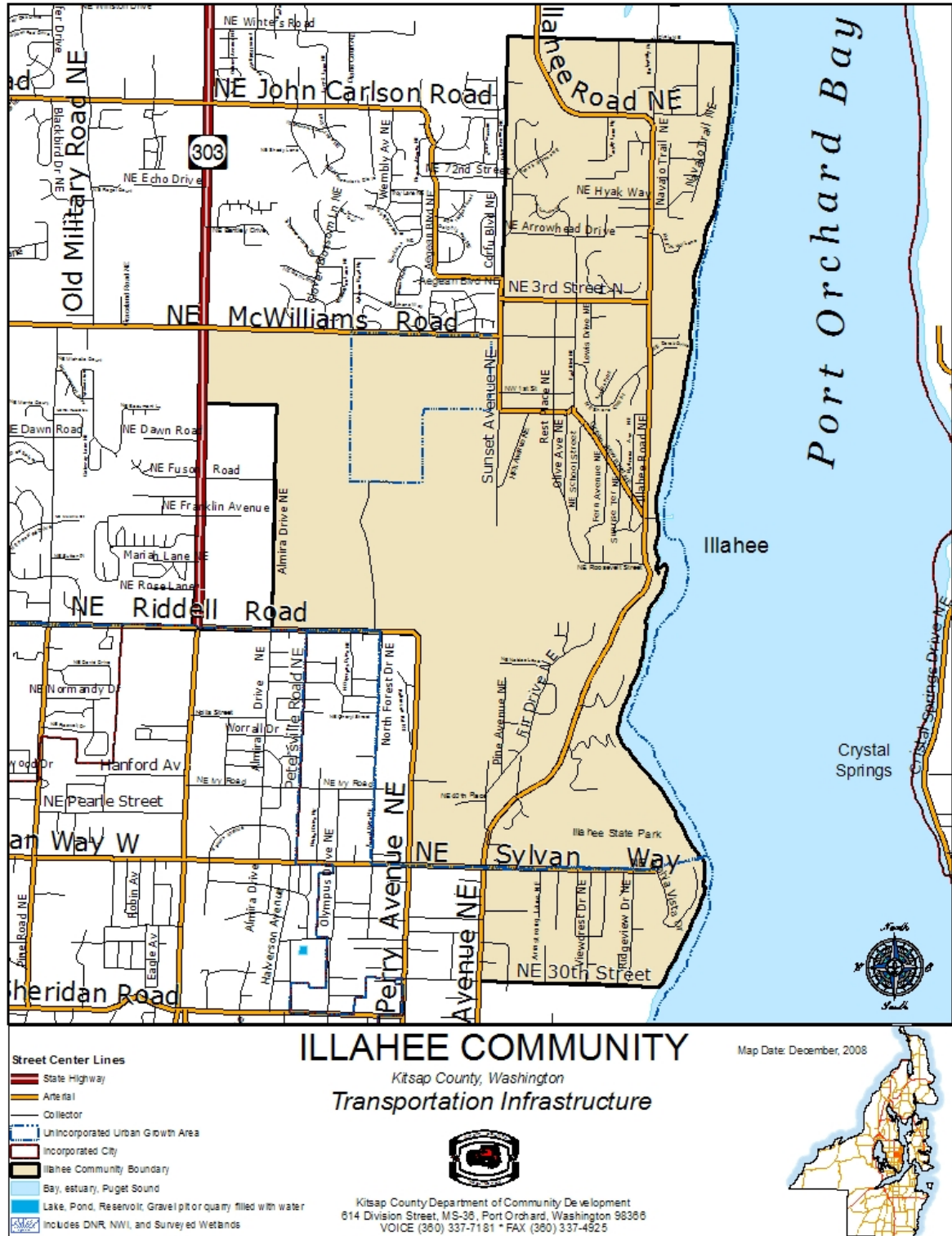


Figure 5.1 Illahee Community Transportation Infrastructure

County Facilities

Illahee Road is classified as a minor arterial from the top of Illahee hill where it transitions from Trenton Avenue at the south of the Illahee community and runs north through the Illahee community to the community of Brownsville. The posted speed limit is 35 mph, except for the portion going through Illahee community proper where the speed limit is 25 mph.

This arterial road is part of the designated Kitsap County Bicycle Route #39, which is part of the Mosquito Fleet Bicycle Trail that runs between the Kingston and Southworth ferries. The route through the Illahee community is predominantly a one-foot wide, unpaved shoulder; however, some sections of a two-foot wide, paved shoulder exist.

NE 30th Street is the southern border of the Illahee community. It is a two-lane east/west local roadway running from East Bremerton and terminating as it reaches the bluffs near Illahee State Park.

Sylvan Way is a two-lane minor arterial and urban collector, which runs east/west from the area south of Illahee State Park into the East Bremerton area. It comprises another southern border of the Illahee community between Trenton Avenue and Perry Avenue.

Perry Avenue is a two-lane north/south Principal arterial, running from East Bremerton to Riddell Road. It comprises the western border between Sylvan Way and Riddell Road.

Riddell Road is a two-lane east/west Principal arterial, running from Perry Avenue to State Highway 303. Riddell Road is the southern border of the Illahee community from Perry Avenue to State Almira Drive NE.

Trenton Avenue is a two-lane north/south Collector arterial, running from East Bremerton to Sylvan Way where it transitions into Illahee Road. It is the western border of the Illahee community from NE 30th Street to Sylvan Way.

Fir Drive is classified as a two-lane local road that runs from the Trenton Avenue/Illahee Road transition north until it dead-ends.

McWilliams Road is classified as a minor arterial. It is a two-lane roadway, which runs from State Highway 303 east/west until it dead-ends at East Avenue. McWilliams is the northern border of the Illahee community from State Highway 303 to Sunset Avenue.

Sunset is classified as a two-lane local road that runs north/south. *Sunset* is the western border of the Illahee community from McWilliams to NE Colorado Street. Note that NE Colorado Street extended would connect with University Point Circle.

East Boulevard functions as a minor arterial for a short section as it distributes most traffic to Ocean View Boulevard or NE 3rd Street. It is a two-lane roadway, which runs north/south.

Ocean View Boulevard is a minor two-lane, steep grade arterial connecting *East Boulevard* with Illahee Road.

NE 3rd Street is also classified as a minor two-lane arterial connecting *East Boulevard* with Illahee Road.

University Point Circle is classified as a two-lane local road that runs in a rectangular pattern through the University Point development and connects with Illahee Road. The northern-most portion of *University Point Circle*, along with NE Colorado Street, forms the northern border of the Illahee community. There is only one ingress and egress connecting *University Point Circle* to Illahee Road.

5.3 Kitsap Transit Services

Scheduled Transit Services

Kitsap Transit does not provide regularly scheduled bus service to Illahee proper, but does provide service to some of the perimeter areas of Illahee (Figure 5.2). Perimeter service is provided daily, except for holidays when service is either not provided or limited.

Illahee Dial-A-Ride

Illahee Dial-A-Ride buses operate within the Illahee area and make connections to Kitsap Transit routed buses at the East Bremerton Transfer Center. These advance reservation buses operate on a limited schedule on weekdays from 10 a.m. to 3 p.m. Reservations can be made the day before or up to seven days in advance. Trips may be grouped with other Dial-A-Ride or ACCESS trips.

ACCESS Buses

Kitsap Transit also serves the disabled or elderly through their ACCESS shuttle program. These shuttles are specifically designed for the needs of their clientele and provide home to destination service.



Figure 5.2 Illahee Community Kitsap Transit Routes

5.4 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. It ranges from LOS A (little or no delay) to LOS F (long delays, congestion). LOS for roadway links is determined by comparing roadway travel volumes to roadway capacity, known as the volume-to-capacity (V/C) ratio.

Table 5-1 shows the relationship between LOS and V/C ratios. The county has adopted LOS D ($v/c = 0.89$) as the minimal standard for roadways within the urban growth area, and LOS C ($v/c = 0.79$) for rural areas. Under current conditions, all roadways in the Illahee community area are considered to be urban in nature (minimum LOS of D).

Table 5-1 LOS and V/C Comparison	
Level of Service	Volume-to-Capacity Ratio
A	< 0.60
B	0.60 to 0.69
C	0.70 to 0.79
D	0.80 to 0.89
E	0.90 to 0.99
F	≥ 1.00

The maximum, theoretical vehicle-carrying capacity of a roadway is determined to be approximately 18,000 to 22,000 vehicles per lane per day. However, many factors 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.

Roadway capacity values were assigned to the roadway segments in this study based on the factors described above. Kitsap County uses the Florida Department of Transportation **Generalized Level of Service Volume Tables** “Areas Transitioning into Urbanized Areas” or “Areas over 5,000 not in Urbanized Areas”, Table 4.2 in the FDOT LOS Handbook as a basis to determine the maximum theoretical volume for the above Levels of Service.

Existing Conditions

Volumes for Average Daily Traffic (ADT) on the existing network are shown on Table 5.2. Existing volumes were selected based on the most recent counts with a close proximity to the Illahee boundary.

Based on the existing roadway conditions and daily traffic volumes, all roadway segments providing access to the area under normal conditions presently operate at or above the acceptable Level of Service (LOS) standards for Kitsap County roadways (Tables 5-1 & 5-2).

Table 5-2 LOS and V/C Comparison				
Roadway	1998-2005 Volume	Capacity	Volume-to-Capacity Ratio	LOS
Illahee Road	3,100	11,700	.27	A
Sylvan Way	6,700	11,700	.57	A
Perry Avenue	6,100	13,000	.47	A
Riddell Road	7,900	16,300	.49	A
Trenton Avenue	5,200	14,600	.36	A
McWilliams Road	9,600	11,700	.82	D
East Blvd	1,900	11,700	.16	A
Ocean View Blvd	2,300	11,700	.20	A
3 rd Street	1,500	11,700	.13	A

Future Conditions:

All roadway segments studied are expected to operate at or above the acceptable Level of Service (LOS) standards for Kitsap County roadways in 2025 except Riddell Road (Table 5-3).

Table 5-3 2025 Road Network LOS and V/C Comparison						
Roadway	2025 Volume	Capacity	V/C Ratio	LOS	Concurrency Threshold (0.89 x Capacity)	Deficit (-) Excess (+) Capacity
Illahee Road	7,717	11,700	.66	B	10,418	2,701
Sylvan Way	9,073	13,000	.70	C	11,570	2,497
Perry Avenue	6,699	13,000	.52	A	11,570	4,871
Riddell Road	16,316	16,300	1.00	F	14,507	-1,793
Trenton Avenue	7,669	14,600	.53	A	12,994	5,325
McWilliam Blvd	9,621	11,700	.82	D	10,418	9,797
East Blvd	3,134	11,700	.28	A	10,413	7,279
Ocean View Blvd	2,253	11,700	.19	A	10,413	8,160
3 rd Street	3,231	11,700	.28	NA	10,413	7,182

5.5 Current Scheduled Improvements

Kitsap County Transportation Improvement Program (TIP)

The Kitsap County Six-Year Transportation Improvement Program (2008-2013) does not include any planned improvements in the Illahee area for this period. Please refer to the Kitsap County Capital Facilities Plan for more information regarding the Kitsap County TIP.

The Mosquito Fleet Trail Plan

Illahee was, in its early history, totally dependent upon water-borne transportation via the “Mosquito Fleet.” Illahee was one of over 40 Mosquito Fleet ports along Kitsap County’s 228 miles of Puget Sound shoreline. The Mosquito Fleet Trail is a county-wide long-term project that runs through Illahee. The route is regularly used by a number of bicycle tour groups that ride the trail through Illahee (Figure 5.3). No Mosquito Fleet Trail Plan improvements are planned in the Illahee area for the known future.

5.6 Pedestrian Walkways

“New and improved walking paths” were common requests from the questionnaires received by the Illahee Community Citizens Advisory Group. To increase pedestrian safety along roadways, shoulders should be widened to accommodate walking paths. These paths or sidewalks should be mandated for any new developments within the Illahee community boundary.



Figure 5.3 Illahee Community Mosquito Fleet Trail Plan Bike Route

5.7 GOALS AND POLICIES

Goal 5.1 Minimize negative environmental impacts by the transportation system.

Policy 5.1-1 Maintain environmental standards and mitigation requirements that are the same or higher than those placed upon the private sector.

Policy 5.1-2 Provide signage to warn traffic of wildlife crossings along Illahee Road in the vicinity of the locations where wildlife corridors exist.

Goal 5.2 Provide citizens an opportunity to participate in the development of a transportation planning policy.

Policy 5.2 Encourage citizen participation, organizations or individuals, in Kitsap County transportation planning efforts within the Illahee Community.

Goal 5.4 Establish minimum level of service standards for transportation facilities in accordance with the requirements of the Growth Management Act.

Policy 5.4-1 Ensure transportation improvements are available to support planned growth at adopted levels of service concurrent with development.

Goal 5.5 Reduce accidents and potential accidents by providing a safe transportation system through good design practices.

Policy 5.5-1 Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements during the transportation planning process.

Goal 5.6 Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.

Policy 5.6-1 Develop a “multimodal” transportation plan for the Illahee community that considers all modes of transportation, and specifically: private vehicles, public transit (buses), bicycles, and walking/jogging. This plan should cover in detail the implementation plan for future pedestrian walkways as noted in Section 5.7.

Goal 5.7 Avoid first, minimize second, and then mitigate negative environmental impacts due to improvements to the transportation system.

Policy 5.7-1 Consider adjacent land use, scenic values, neighborhood impacts, and natural features in the review of road improvement projects.

Goal 5.8 Achieve minimum LOS standards for transportation facilities in accordance with the requirements of the GMA.

Policy 5.8-1 Take into account the tolerance of communities to accept higher levels of congestion in urban areas.

Goal 5.9 Maximize transportation system safety for people of all abilities.

Policy 5.9-1 Design pedestrian, bicycle, and equestrian facilities with the following safety considerations:

- Minimize adjacent opaque areas, such as vegetation and overhangs.
- Pathway surfacing should be compatible with use.

Goal 5.10 Ensure that the public has the opportunity to participate in transportation planning decisions.

Policy 5.10-1 Develop and enhance public communication programs when changes to the TIP are being considered.

Goal 5.11 Provide a safe, comfortable, and reliable transportation system.

Policy 5.11-1 Develop a traffic management strategy that minimizes through traffic in residential neighborhoods.

Goal 5.12 Maximize the opportunity for non-motorized travel, including development of greenways that are safe for all ages.

Policy 5.12-1 Require the provision of accessible bicycle/pedestrian facilities within the roadway system of new developments.

ILLAHEE COMMUNITY PLAN CHAPTER 6



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Public Infrastructure

CHAPTER SIX**PUBLIC INFRASTRUCTURE**

6.1 Public Infrastructure Impacted by Illahee Creek

The primary public infrastructure systems in Illahee are sewer, water, and stormwater. These systems are impacted by Illahee Creek similarly to the transportation system as infrastructure generally follows and conforms to the roadway system. As stated in the transportation chapter, Illahee Creek essentially forces the roadway system, and thus its infrastructure system, to detour one and one-half miles around the creek. This especially impacts the sewer systems in the area as Illahee Creek also provides the general separation boundary between the City of Bremerton's sewer basin area and the Kitsap County sewer basin area.

As Illahee continues to develop, additional public infrastructure will be added, as budget allows.

6.2 Sewer

Kitsap County provides the sewer infrastructure in Illahee. Sewer service is provided along the Wheaton Way corridor and east along McWilliams Road where it serves developments primarily to the north (Figure 6.1). The sewer system has been sized to accommodate future growth in the basin area.

The City of Bremerton is the logical provider of future sewer service to the area south of Illahee State Park and south of Sylvan Way due to the formidable barrier of the canyons of Illahee Creek and the distance and cost to run the sewer connector lines. This area is covered by the City of Bremerton in the Trenton Avenue Basin, as noted in Bremerton's 2005 Comprehensive Plan Update.

Because of the delicate ground water balance system necessary to support the base flows in Illahee Creek, the advisability of sewers for the area around Illahee Creek has been taken into consideration with the majority of the land around Illahee Creek being zoned Urban Restricted and Illahee Greenbelt Overlay Zone, both of which allow septic. The additional zones within Illahee require sewer, consistent with the Kitsap County Comprehensive Plan and the Washington State Growth Management Act.

Sewer planning for the Central Kitsap Area was updated in 2008 by the City of Bremerton and Kitsap County. The Illahee Community

Plan adopts the Central Kitsap Wastewater GMA Compliance Plan by reference and will be used as the guiding document for sewer planning in the future. Below is a map indicating existing and proposed wastewater lines in the Illahee area.

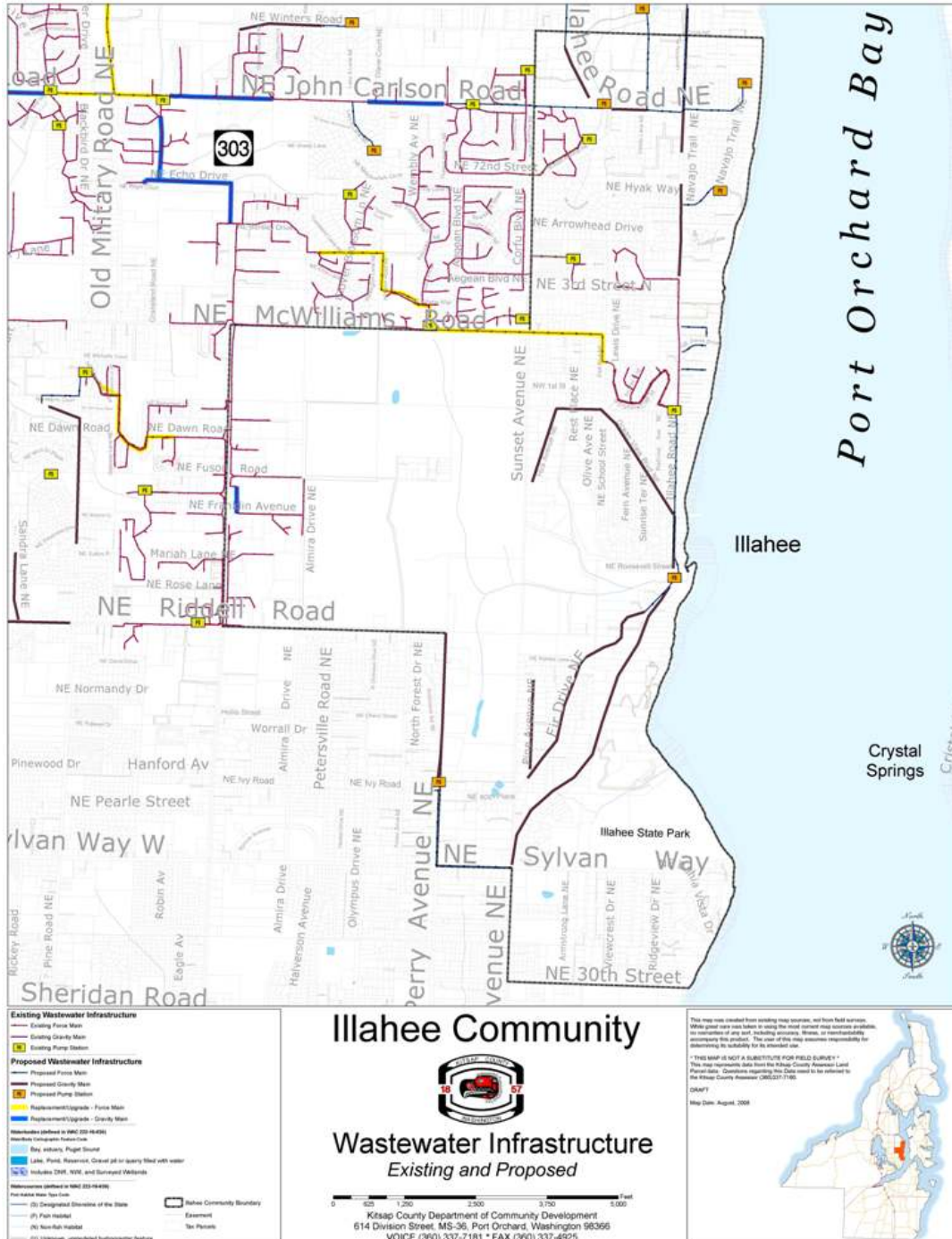


Figure 6.1 Illahee Proposed Wastewater Map

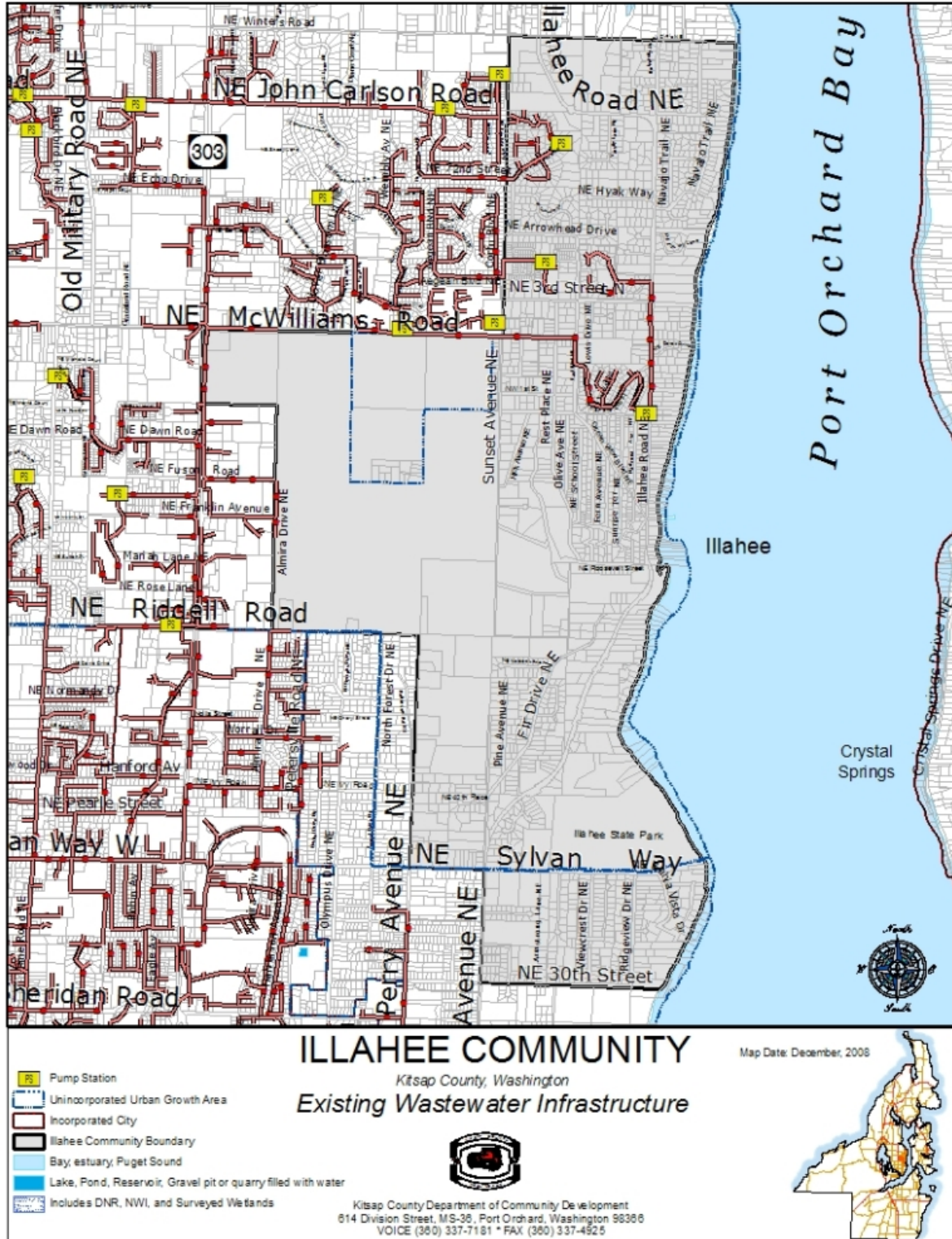


Figure 6.2 Illahee Community Existing Wastewater Map

6.3 Water

General

North Perry Avenue Water District provides water service to the Illahee community and has prepared a Water System Plan (WSP) in accordance with Washington State Administrative Code 246-290-100 and the Department of Health “Water System Planning Handbook, April 1997.” The WSP is currently on file at the District office located at 2921 Perry Avenue NE, Bremerton, WA 98310.

History

The North Perry Avenue Water District was formed on November 24, 1942. The original project consisted of construction of approximately 6.6 miles of water mains along North Perry Avenue from Riddell Road to Stone Way and adjacent streets. Water supply was purchased from the City of Bremerton, and a 50,000-gallon tank on a 70-foot tower was constructed for storage near the corner of Olympus Drive and Sylvan Way. Significant additions to the water system were made in the 1950s, including additional mains, new wells, a booster station, and a storage tank. The District was expanded into two pressure zones. The Illahee Water District, which operated a small system in the Illahee area, merged with North Perry in the 1960s, as well as the merger of a small, private system in the Gilberton area. Negotiations between the District and the City of Bremerton in the 1970s have resulted in an agreement on a joint service area boundary. The agreement was signed in 1976, which resulted in transferring some customers to establish the current boundary between the two systems. The present service area boundary was further defined in 1989 by agreement between the District, Silverdale Water District No. 16, and with Kitsap County PUD No. 1. The North Perry Avenue Water District service area (Figure 6.2) currently covers approximately 12 square miles and has 12 wells in service, seven storage reservoirs, and more than 82 miles of water main.

Geography

Most of the geographic service area is rolling terrain with a ridge running north and south through the approximate center of the Water District. A creek valley cuts through the Water District in an east-west direction near Brownsville. The ground elevation varies from near sea level at the eastern side of the Water District to approximately 460 feet at the highest point. Steep slopes exist in some areas, and several small streams with steep side slopes

intercept the service area. The occasional occurrence of wetlands restricts building in some areas. These topographic features affect the locations of water facilities and the method of serving the Water District.

Description of Facilities/Components

The Water District service area contains 5 pressure zones, 10 source wells, 2 backup wells, and 1 drilled well not yet in service. The total sustainable capacity of the District facilities is 3,680 gpm. Because the raw water quality is so high, the District does not perform water treatment, but does add chlorine to the water for the purpose of taste and odor control. There are seven storage reservoirs with a current total capacity of 4.75 MG, with 1.898 MG of standby/fire suppression storage. There are more than 82 miles of water mains. Much of the older pipe in the District is constructed of asbestos cement, and recent installations have used ductile iron pipe with typical diameters of six or eight inches. There are three pump stations. One inter-tie exists between the District system and adjacent (Bremerton) systems and is used only for emergencies. A significant distance between the District system and other adjacent systems and the topography of the service area typically makes inter-ties infeasible.



Figure 6.3 North Perry Avenue Water District Map

Related Plans

Land use planning and coordination of capital facility planning on a regional basis is the responsibility of Kitsap County. Water facilities are planned to accommodate and provide for the level of zoning and density included in the following related plans:

- Kitsap County Coordinated Water System Plans
- Kitsap County Ground Water Management Plan
- Kitsap County Initial Basin Assessment (a summary of available information on ground and surface waters, rainfall, stream flows, and fisheries habitat in Kitsap County, on file at the branch libraries)
- Kitsap County Comprehensive Plan (recognizes water is a limited resource and creates a framework for identifying and conserving sufficient volumes of clean surface and ground water for human use, fish and wildlife survival, and shellfish certification to sustain a healthy economy and environment within the constraints of these natural resources)

Zoning and Land Use

The land use planning for the service area is controlled by Kitsap County. The northwest part of the District is zoned for rural medium density, which provides for relatively large lots for residential use. Regulations generally prohibit utility service for development in rural areas. Most of the remaining portion of the District is zoned for low-to-medium density residential use, with some commercial areas along State Highway 303 and other selected locations. Past water system planning has been based on serving the use as it has developed. Land use is generally consistent with zoning.

Future Service Area

As part of its Capital Improvement Program, the District plans to construct new distribution piping in portions of its service area not currently served by water mains. These service areas are undeveloped properties within the current District boundaries. Water service to these areas will generally be provided through developer extension agreements.

Design and Performance Standards

Any property owner developing a new plat of commercial property not served by existing water mains is required to design and construct a water main extension in accordance with the District's

current developer's standards, and to transfer title of the facilities to the District upon completion of the construction as a condition of acceptance. Costs associated with the design and construction of these water main extensions are the responsibility of the developer.

Population Projections and Demand Forecasting

The Kitsap County Comprehensive Plan projects an average annual growth rate of 1.0% from 1997 to 2012 in unincorporated areas; however, the historical average annual growth rate within the District has been higher. A more conservative growth rate of 2.5% is being used for demand forecasting. A second factor affecting demand is the overall weather conditions and the weather patterns during the summer. A third condition is the success of a conservation program.

Recent Hydrologic Studies

Kitsap County has noted Category 1 and Category 2 Critical Aquifer Recharge areas next to Illahee Creek. Additionally, recent hydrologic studies in the area have noted low base flows in Illahee Creek and the discovery of a relatively porous separation layer between the shallow aquifer supplying the creek and the deeper aquifers that supply local wells. This means that the use of wells within the hydraulic drawdown vicinity of Illahee Creek can result in a decrease in the base flow of the creek. (Aspect Consulting, *Preliminary Baseflow Investigation of Illahee Creek*, prepared for the Port of Illahee, April 28, 2006; and Joel Massmann, Ph.D., P.E., *Stormwater Effects in Illahee Creek Watershed*, prepared for the Illahee Forest Preserve, May 3, 2006)

6.4 Stormwater

Historic Conditions

The Illahee community is comprised of rolling hills and is primarily located on the east slope of a hill that reaches approximately 500 feet above Port Orchard Bay. The hillside was originally covered with forests and a variety of vegetation typically found in the Puget Sound Lowlands. The limited amount of surface water runoff generated in the forested environment was carried to small streams by many shallow swales and larger ravines. The main stream still in existence is Illahee Creek. Figure 6.3 notes the stormwater systems within and surrounding the Illahee community.

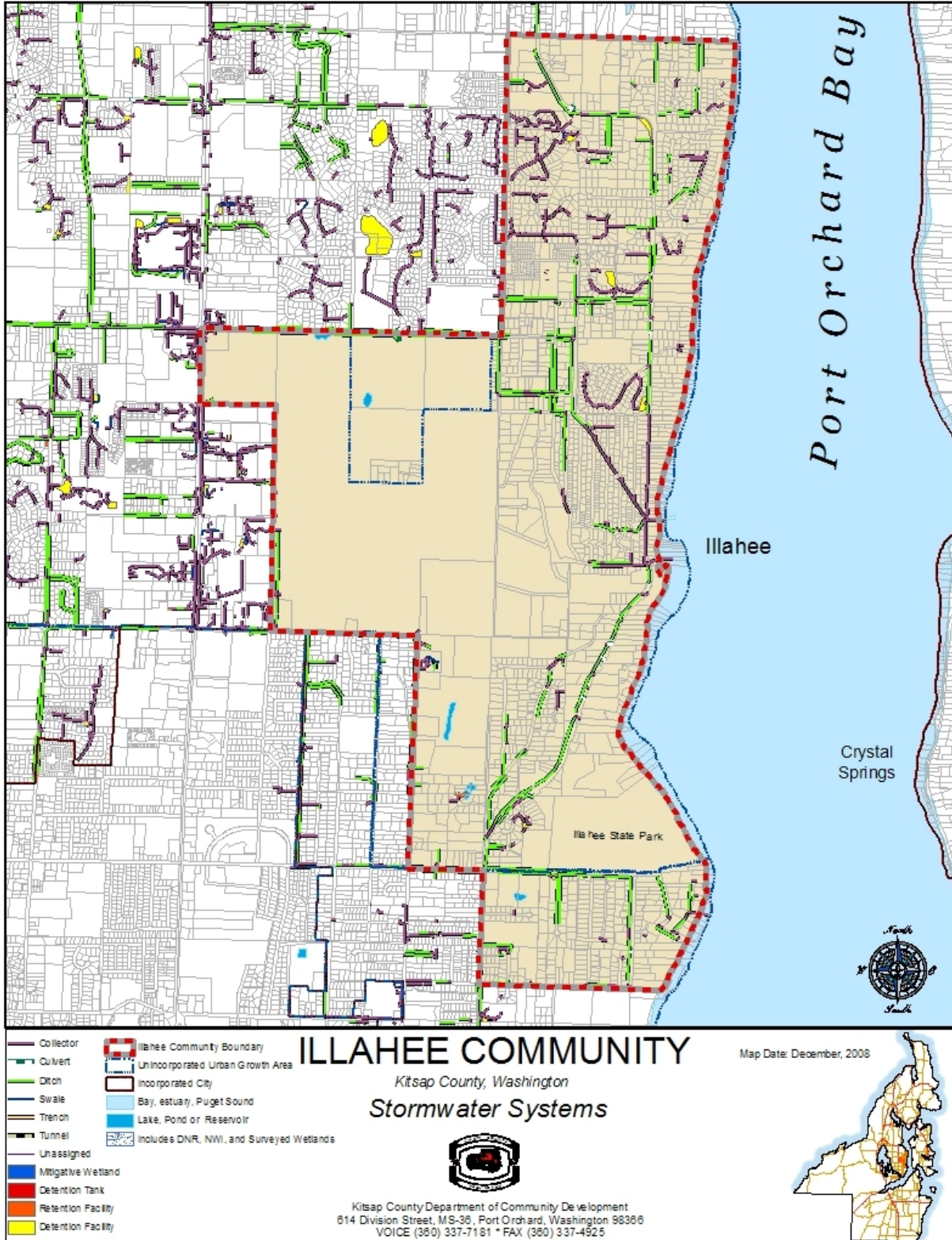


Figure 6.4 Illahee Community Stormwater Map

Existing Conditions

Currently, high levels of sediment are being carried by high flows in Illahee Creek. As Illahee is naturally steep and has unstable slopes, handling stormwater problems is continually a challenge. As stormwater flushes through the deeply incised ravines during storm events, it can cause unusually high water, which can be a problem for downstream property owners. There are no easy solutions for these problems, but the community of Illahee is determined to find a solution. The most recent acknowledgement of the problem with Illahee Creek occurred in the mid-1990s when a new culvert was planned. It was noted in the report for the culvert that a basin study is required to best understand how to deal with controlling the stormwater in Illahee Creek.

The Port of Illahee has undertaken such a study through a grant from the Washington State Department of Ecology. The Port's consultant, Parametrix, is expected to release the final report in late 2008 or early 2009.

6.5 GOALS AND POLICIES

Goal 6.2-1 Provide sewer service to residents within the Illahee community boundary as allowed through Kitsap County Code.

Policy 6.2-1 Encourage property owners on shorelines or near other critical areas to maintain their septic systems in good operating condition or connect to an available sewer system.

Policy 6.2-2 Encourage the use of properly functioning septic tanks within the Illahee Greenbelt Overlay Zone.

Goal 6.2-2 Recommend Washington State encourage State authorities and local water purveyors to conduct additional hydrological studies of the critical aquifer recharge areas around Illahee Creek to determine the appropriate boundaries around the creek and the recommended policies and procedures necessary to ensure base flow levels in the creek are maintained.

Goal 6.3 Recommend that Kitsap County Public Utility District conduct hydrological studies of the well systems

around Illahee Creek to determine the appropriate boundaries around the creek to ensure base flow levels in the creek are maintained.

Policy 6.3-2 Encourage State authorities to begin a water balance monitoring system comparing base flows in Illahee Creek with drawdown rates of local wells.

Goal 6.4-1 Support development of a comprehensive approach to stormwater management.

Policy 6.4-1 Review all new developments to ensure coordination with regional and watershed stormwater system planning.

Policy 6.4-2 Use environmentally proven methods such as Low Impact Development (LID) applications to enhance runoff water quality and control runoff rates.

Policy 6.4-3 Involve the Illahee community in the assessment and prioritization of stormwater capital facility projects.

Policy 6.4-4 Identify areas needing improved stormwater infrastructure within the Illahee community.

Goal 6.4-2 Encourage stormwater management systems that preserve natural drainage systems, such as streams, and construct facilities that complement these systems by taking advantage of opportunities for filtration, infiltration, and flow control where feasible and reasonable.

Policy 6.4-5 Preserve stream and natural drainage systems.

Goal 6.4-3 Limit the amount of impervious surface that can be created on individual residential lots to reduce future increases in stormwater runoff.

Policy 6.4-6 Limit impervious surface for each residentially zoned lot to a maximum of 50% on lots less than 0.50 acre and 40% on lots more than 0.50 acre or current county standards, whichever is more stringent.

Policy 6.4-7 Encourage the use of permeable surfaces and other new technologies such as Low Impact Development

(LID) applications in building construction and property development.

ILLAHEE COMMUNITY PLAN CHAPTER 7



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Public Facilities and Parks

CHAPTER 7

PUBLIC FACILITIES and PARKS

7.1 Existing Public Facilities

Illahee is an area of predominantly open space and parks, with only two public buildings or sites in the area. The buildings and sites are noted on Figure 7.1 and are described as follows:

Central Kitsap Fire and Rescue Fire Station

Fire Station #45, North Perry Unit, is located at 3725 Trenton Avenue NE and contains one engine and one aid vehicle. This fire station is used as a career training facility by Central Kitsap Fire and Rescue in addition to servicing the fire and rescue needs of the Illahee area.

Kitsap Transit Park-and-Ride Lot

Kitsap Transit Park-and-Ride lot is located at the corner of State Highway 303 and McWilliams Road and offers day use parking for over 100 cars. Kitsap Transit buses service the parking area from 5 a.m. to 9 p.m. daily, except Sundays.

ILLAHEE COMMUNITY PLAN

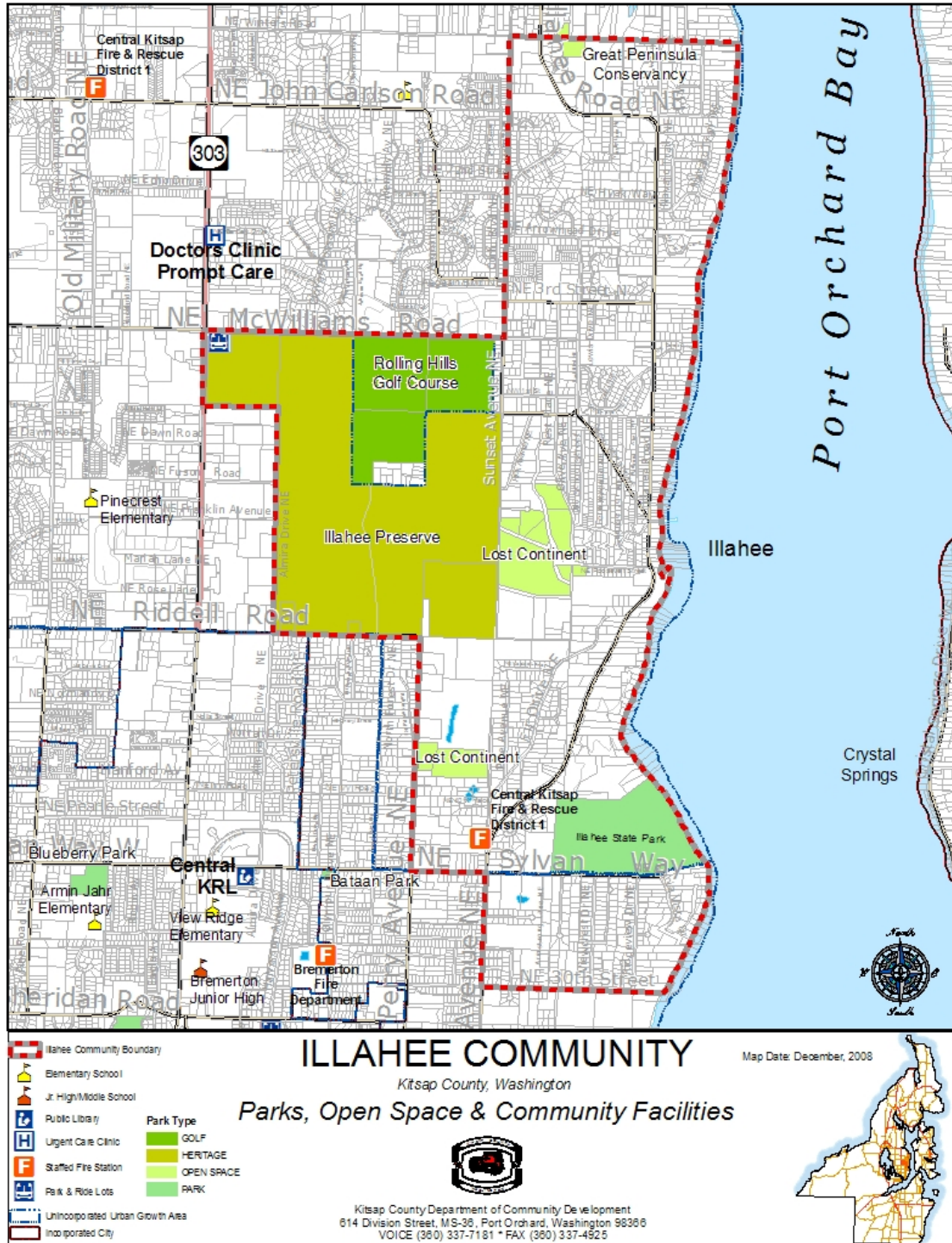


Figure 7.1 Existing Parks, Open Space, and Community Facilities

7.2 Public Recreational Facilities

The Illahee community, with its citizens actively involved in preserving and maintaining the area's natural settings and geology, is the site of four large and regionally significant public recreational facilities (Figure 7.1). These include the following:

Rolling Hills Golf Course

Rolling Hills is a full, 18-hole, privately-owned and beautifully maintained public golf course, located on NE McWilliams Road. The course is comprised of 151 acres in a greenbelt area near the headwaters of Illahee Creek and on the northern boundary of the Illahee Preserve, with the most westerly 40 acres leased from Kitsap County. Rolling Hills is a popular course, currently attracting an annual average of 40,000 golfers. On the course grounds are a retail clubhouse, two practice greens, a driving range, and a restaurant with banquet facilities. Employment figures are seasonal, with approximately 35 full-time and part-time employees, including a full-time professional instructor.

In business since 1972, the course has hosted several statewide tournaments and is a destination for golfers throughout the Northwest. The course is frequented by deer, geese, and other wildlife and has vistas of Mount Rainier. It is an open space area and recreational asset serving the general public of Kitsap County, Washington State, and the Pacific Northwest.

Illahee Community Dock

The Illahee Community Dock, located at the foot of Ocean View Boulevard, is regularly maintained and upgraded under the watchful stewardship of the Port of Illahee commissioners.

Improvements to the Illahee dock and surrounding infrastructure include the installation of new ramps, state of the art wiring and lighting systems, floats, protective railings, piling replacements, and landscaping. The fishing pier extends 300 feet into Port Orchard Bay. Recently constructed concrete steps provide community access to the beach. Boats can moor at the pier for up to three days. There are currently no utility hookups at the pier; however, a portable restroom is available within 300 feet.

Illahee State Park

Illahee State Park is a 75-acre marine camping park with 1,785 feet of saltwater frontage on Port Orchard Bay. It is located approximately 1.5 miles east of Trenton Avenue on Sylvan Way. Illahee State Park was acquired in seven parcels between 1934 and 1954.

The park has plenty of parking space and facilities for a number of outdoor activities such as volleyball and softball fields, horseshoe pits, bird and wildlife viewings, and beachcombing. Water activities include diving, skiing, clamming, crabbing, and fishing, plus a boat ramp, 360-foot dock, and 356 feet of available moorage. The park provides three kitchen shelters with electricity plus 90 additional unsheltered picnic sites. The park has 24 tent spaces, one utility space, one dump station, four restrooms (two ADA accessible), and two showers.

Illahee Preserve

The Illahee Preserve is located in the East Bremerton-Illahee area with trailhead entrances at Thompson Lane, Almira-Fuson Road, and McWilliams Road, and is a green space of approximately 600 acres on public and private land featuring mostly pristine forest and primary watershed. The Preserve includes a virtually self-contained watershed that drains into Illahee Creek; a salmon stream that passes through historic Illahee and drains into Port Orchard Bay; a forest and wildlife preserve that contains old growth Douglas fir, western white pine, hemlock, and western red cedar; and interpretive walking and hiking trails.

The Illahee Preserve is a recently acquired Kitsap County Heritage Park that is still in its development stages. The intent of the Preserve is to: establish and develop a premiere nature preserve and park for the education and enjoyment of this and future generations: preserve to the greatest extent possible the natural character of Illahee forest lands and the Illahee Creek watershed, including vegetation and wildlife habitat; provide limited, appropriate active and passive recreational opportunities while maintaining sensitivity to the natural character of the area; and, solicit the support and help of local residents, organizations, schools, businesses, government agencies, and Native American nations to work together to carry out the vision and plans for the Preserve. The goal of the Illahee community is for the Preserve to become known as the “Central Park” of Kitsap County.

7.3 Meeting Facilities

One private facility within the Illahee community boundary, the Kitsap Unitarian Universalist Fellowship, has made itself available for limited public meetings. The church has been the host facility for most of the Kitsap County sponsored Illahee community meetings.

Located within relatively close proximity (approximately one mile from the Illahee community’s southwestern border) is the Kitsap County Regional Library facility on Sylvan Way in Bremerton. The library has been the host facility for most of the Illahee community meetings.

Facility	Location	Meeting Accommodations
Kitsap Unitarian Universalist Fellowship	4418 NE Perry Ave. Bremerton WA 98310 Phone: 360-377-4724	Available by Appointment Large and Small Meetings
Kitsap Regional Library	1301 Sylvan Way Bremerton, WA 98310 Phone: 360-405-9100	Available by Appointment Large and Small Meetings

7.4 GOALS AND POLICIES

Goal 7.1 Maintain current public facilities and add new facilities when determined by the community.

Policy 7.1 Coordinate with the Illahee community on any development plans for public facility improvements and/or additions.

Goal 7.2 Provide public facilities to serve the variety of ages and needs in the community.

Policy 7.2-1 Facilitate the planning and construction of a community center within the Illahee community boundary.

Policy 7.2-2 Encourage the inclusion of community support agencies in all new public buildings.

ILLAHEE COMMUNITY PLAN CHAPTER 8



December 2008

KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



Preservation of Historical and Archaeological Sites

Hattie's Pond



The exact location of Hattie's Pond in Illahee shall remain a secret at the request of the family. This beautiful, tranquil work of art is Hattie's treasure. Hattie Luella Elliott was born at Grand Island, Nebraska, October 18, 1910. She married Erik

Gottfrid Engstrom, born at Bredared, Sweden, February 21, 1892. He died of a heart attack November 21, 1965, on the same property he came to in 1904. Hattie and Erik have one daughter. This original homestead containing Hattie's Pond remains an Illahee landmark.



The Homestead Inn - Palbitska House



Located in the center of town, by the Illahee Community Dock, The Homestead Inn was in full operation in 1916. Ole Hanson and Son, 316 Pike Street, Seattle, Washington, began advertising Illahee in a pamphlet as the summer resort area akin to being in paradise. In describing the Inn, the pamphlet stated: *"Eat a meal cooked by Mrs. Earl Stark and you became a steady boarder. Charges were very reasonable. Parties desiring accommodations wrote to her for rates, etc., in care of Ole Hanson & Son."*

In 1916, Illahee was described as being designed by skilled landscape architects, tracts being arranged like theatre seats with Puget Sound as the stage. Almost every tract had an unobstructed view of the water and the mountains. It was here that boating, fishing, and bathing were centered. Eventually, The Homestead Inn was sold, and it became the residence of the Palbitska family in the early 1900s.

Oscar's Cabin



In 1937, the Fred Lind family brought a Swedish stonecutter (Oscar) to their Illahee property and helped him get started in his new country. He lived there as a caretaker for over 30 years. The property was sold and developed by including it in the Thunderbird Park area. Oscar's cabin was then moved



to the new Lind property on Illahee Road near Third Street. It has been kept in near original condition with walls decorated with old sheet music belonging to Mrs. Fred Lind.

Illahee Community Dock

Built around 1916 to serve the Mosquito Fleet, and later used by the Navy to demagnetize steel ships through degaussing, this dock has become the mainstay and center of much activity in Illahee. The Port of Illahee maintains this dock for recreational activities.

At one time many years ago, this dock was also used to bring postal mail from Crystal Springs on Bainbridge Island to Illahee. It was at this time that Chinook Jargon was commonly spoken between local native peoples and newly-arrived homesteaders.



Illahee Rocks!



Legend has it that this rock at the top of the hill on Illahee Road was deposited here by glaciers over 5,000 years ago. It is the only one like this in these parts.

When the new Illahee Road was constructed in the 1930s, this rock completely covered what is now Illahee Road. It took a mighty blast to open up the

main road through this community. Some of the early folks who enjoyed sitting on this rock were Tom McManamna and Kevin Schultz, grandsons of Orville and Virginia Schultz. Old-timers recall the rock as marking the end of a trail through the woods. Today it is seen along the paved Illahee Road.

Territorial Road 321 - Wagon Wheel Stopping Rock

This large rock is said to have been the only thing to stop one's slide as the wagons moved down Road 321. It could take more than a day to get to the livery stable located in Old Town Silverdale, as this woody path became the main road to and from anywhere in Illahee. The Good Roads Association and, in particular, Mr. John G. Fisher petitioned for a county road in 1924. This road, now called Fir Drive, is reached by taking Trenton Avenue by the Illahee Fire Station and bearing east onto NE Fir Drive. Stay on Fir Drive until the road curves to the left. The rock is immediately on the right. Some of the markings made from these historic covered wagons' wheels can still be traced.



Illahee Preserve - Western White Pine



This Kitsap Champion Western White Pine is estimated to be 300 years old. This site is located on NE Sunset Avenue, next to the Rolling Hills Golf Course. The community is fortunate to have this pine tree in the Old Growth Forest on the Illahee Preserve, which is documented to have been a gathering place for Native Americans.

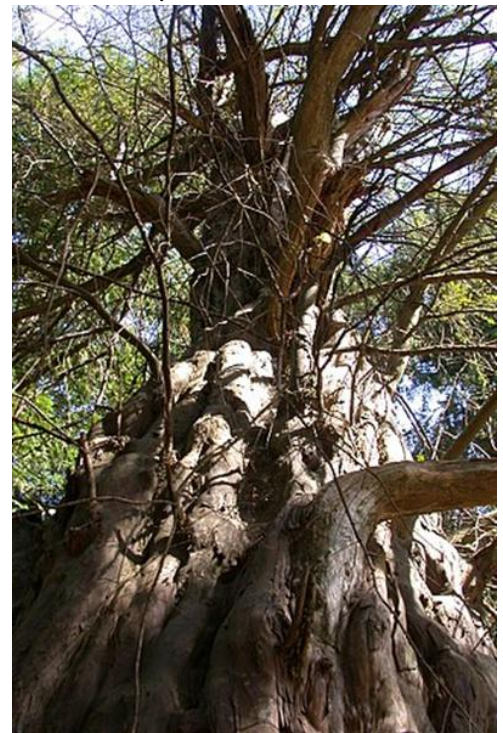
Daniel Mathews notes in his book, *Cascade-Olympic Natural History: A Trailside Reference*, that the majority of all native American five-needle or “white” pines have died out due to the accidental importation of French seedlings in 1906 that were contaminated with white pine blister

rust. This centuries old survivor is a rare treasure.

Illahee State Park - Pacific Yew



This Washington State Champion Pacific Yew is estimated to be 400 years old and is located within the Illahee State Park. As described in Mr. Mathews’ book, young Swinomish men would rub a Yew’s limbs on their own in the belief that its



prized qualities of strength, elasticity, and hardness would rub off on them. Native Americans used the tree to make spoons, bowls, hair combs, drum frames, fishnet frames, canoe paddles, clam shovels, digging sticks, splitting wedges, war clubs, sea lion clubs, deer trap springs, arrows, and bows (the Greek name for yew is *taxos* – related to *toxon*, meaning *bow*). Many years ago, carved native canoes pulled up to what is now Illahee State Park to gather fallen apples and other fruits from the many orchards that lined the shoreline of Illahee. A medicine for the treatment of cancer (paclitaxel) comes from the bark of this tree.

The LaMotte–Schutt House and Cedar Log Cabin



Located at the bottom of the Illahee Hill, this upland property was built by Dr. Henry LaMotte, Chief Surgeon in Teddy Roosevelt’s Rough Riders. Built in 1900, this home is a classic example of the Craftsman style of architecture. Built as a summer cabin for Dr.



LaMotte, it was later owned by Dr. Ray Schutt and family. Schutt Clinic was one of the first medical clinics in Bremerton, and was located on Chester Street. Dr. Schutt would take a boat from his property, which he moored on the water side of Illahee Road, and he would go from house to house to deliver babies. In fact, many neighbors here in Illahee were delivered by Dr. Ray Schutt. Dr. Schutt raised peacocks on this property, and they could be seen roaming the streets of Illahee. The trout pond on his property provided both amusement and fish to the community. Somewhere in the early 1950s, this pond silted over, and the local stewardship group has received a grant to develop calming channels for salmon in the very place Dr. Schutt loved so much.

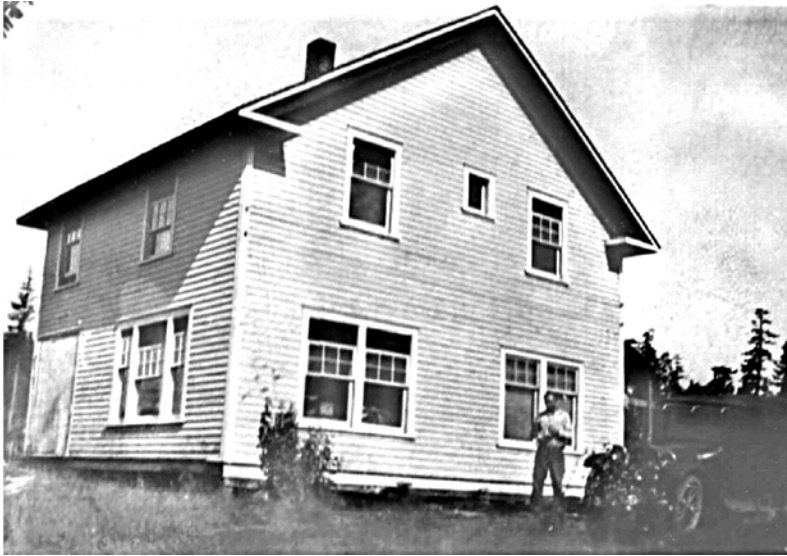


The Cedar Log Cabin

History has it that Dr. Ray Schutt cured an Alaskan native who had been very ill. After the Alaskan returned home, he floated cedar logs from Alaska to Bremerton and built this “cabin of thanks” to the “good doctor who made him well.” Dr. Schutt’s son lived in this cabin for a long time until his death in the 1950s. Standing tall, this well-built

structure has stood the test of time.

The Fischer Home



Just west of Illahee State Park is the Fischer house. John and Kathryn Fischer purchased the property in 1919 as their family (eventually seven children) was outgrowing their log cabin located on the other side of Sylvan Way. The house was completed in 1922 and is still standing today (the photo shown was taken in 1930). Six of the seven Fischer children were delivered by Dr. John Schutt who traveled by

boat from across the Sound, with the last and youngest attended by Dr. Ray Schutt in 1934 who came up the hill from nearby Illahee (see writeup regarding Lamotte-Schutt House). Ed Fischer, the second born, tells of walking and ferry rides from Manette to attend High School in Bremerton. He also remembers scooping salmon out of Illahee Creek (then referred to as Lamotte's Creek) and bringing them home where his mother would smoke and can the fish for the winter.

CHAPTER 9

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 stripes, curbs, or buttons.

CAO – Critical Areas Ordinance

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

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 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.

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.

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.

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.

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.

State Environmental Policy Act (SEPA) – Enacted in 1971, and codified in Chapter 43.21C RCW, 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).

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 artificial 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.

APPENDIX B

Resolution Requesting Illahee Community Plan

Whereas, the Illahee Community was founded over 90 years ago and has maintained its community status and identity; and

Whereas, the citizens of the community have been active and involved in the governance of its affairs; and

Whereas, the Illahee Community is endowed with extraordinary natural resources and amenities, which include:

Approximately 3 miles of pristine waterfront,

The Port of Illahee Community Dock,

The 75-acre Illahee State Park,

The 833-acre Illahee Creek Watershed, primarily in its natural pristine state,

The salmon bearing stream, Illahee Creek, with its associated wetlands,

The 400 plus acre Illahee Preserve, complete with trails, future active use area, old growth forest, and plans for an educational salmon hatchery, and

The 110 acre Rolling Hills Golf Course; and

Whereas, these natural resources and amenities deserve to be maintained, preserved, and protected for present and future generations; and

Whereas, the citizens of the community, both long-term and new residents, want to maintain their traditions and way of life; and

Whereas, the Illahee Community is strategically located between the Silverdale Sub-Area and the city of Bremerton; and

Whereas, the future and fate of the Illahee Community is uncertain and being contemplated by others outside of the local community; and

Whereas, the Growth Management Act (GMA) permits counties to recognize and define areas and communities with unique characteristics and qualities, commonly referred to as sub-areas or communities; and

Whereas, Kitsap County officials requested the Illahee Community adopt the term “community” rather than “sub-area” in order to be considered as part of the 2006 county comprehensive planning process; and

Whereas, the citizens of the Illahee Community desire to be actively and materially involved in the present and future plans for this area.

Now, therefore, be it resolved that the Illahee Community Citizens Advisory Group (CAG) is establishing a charter to develop an Illahee Community Plan, which will entail, at the minimum, the geographical boundaries currently established for the Port of Illahee, and shall complete said plan by summer 2006.

APPENDIX C

Frequently Asked Questions (FAQ)

Thank you for your input and questions to our efforts to develop an Illahee Community Plan and establish a Citizens Advisory Group (CAG)! Through questions asked at our initial meeting, as well as comments, phone calls, emails, and some research, we have compiled this list of Frequently Asked Questions. These FAQs are intended to provide responses to the most commonly asked questions. If you have a question not included here, or simply would like to discuss particular concerns or questions further, please do not hesitate to contact us.

1. Why are you proposing this Illahee Community Plan?

The Growth Management Act permits counties to recognize and define areas and communities with unique characteristics and qualities, and they can develop their own “community” or “subarea” plans. In Kitsap County, a number of subarea plans are listed on the county website, including Manchester, Kingston, Suquamish, and Keyport. The Illahee Community has been in existence for over 90 years, and, along with its history, has unique physical characteristics and features that qualify it for special recognition.

2. Why do we need a community plan?

The county has a Comprehensive Plan guiding development in this area. Some of the land uses designated for this area may not be what residents expect or want. With a community or subarea plan, residents have an opportunity to participate in restructuring the land uses for this area to make them more compatible with the desired character. Also, without this plan, it would be more difficult to provide features such as open space corridors, trail connection, and other services in a coordinated manner.

3. What is the Comprehensive Plan?

The Comprehensive Plan is a policy document and a long-range guide for the physical, social, and economic development of a county or city. Kitsap County’s Comprehensive Plan projects the future growth and associated development for the next twenty years. The Plan addresses topics such as where new homes should be built, the location of commercial and industrial development, utility and service requirements, as well as many other elements that affect our quality of life. Kitsap County is required to review their plan every ten years, as mandated by the Washington State Growth Management Act (GMA) [RCW3.70A.310]. The county is currently in the process of completing a 10-year update, which is required to be complete by the end of 2006.

4. Why is this plan being done now? Is there some major development planned?

This plan is being completed now because of the impending deadline for the 10-year update. If we don’t act now, we must wait another 10 years. This plan is not intended to address any pending or anticipated proposals. In fact, the Illahee area is at near “build out” conditions. We do want to have a plan in place for land use, so appropriate development can take place. We feel this area is an extremely unique area and needs a more detailed plan.

5. Does Kitsap County have preconceived notions of how this area should develop?

Yes, the county has designated this area as an urban growth area in the 1998 County Comprehensive Plan. The existing plan slates most of this area for high density, residential development, with a zoning classification of 5 to 9 homes per acre. However, there are questions

about how this high density classification should fit with the semi-rural nature of this area and whether there are other classifications needed in this area.

6. When were the planning decisions made for this area?

When the county last established its Comprehensive Plan in 1998, we feel they used a broad brush or blanket approach to defining future land use in this area. The county's planning was done before the establishment of the Heritage Park and before the culverts were replaced on Illahee Creek in support of salmon runs. With the major changes that have taken place in our area over recent years, it is time we look at our area in more detail.

7. Why did you change the name of your project from "Illahee Subarea Plan" to "Illahee Community Plan?"

We were asked by Kitsap County officials to do so. The officials said we were too late in the planning process to use the "subarea" title and still be considered as part of the 2006 Comprehensive Plan Update, which is due on December 31, 2006. They did say that if we developed a "community" plan in a timely manner that it could be considered as part of their 2006 update. There is a lead time necessary to create a standard subarea plan, and the county normally has a consultant work with the community to help with its preparation. We simply came to the table too late to take advantage of this service.

8. Why didn't you start the subarea process earlier?

The "critical mass" did not come about until late 2005, which was already too late for the subarea process. Our "critical mass" was essentially a number of events that made us realize the need to establish ourselves as a community and be involved in our future. Some of the major events leading up to our decision were:

- The creation of the Illahee Preserve as a Heritage Park.
- The new culvert for Illahee Creek increasing the viability of salmon runs.
- The purchase of approximately 90 acres of creek corridor lands with grant money.
- The Port of Illahee grant application to determine how to control storm water in Illahee Creek and other local watersheds.
- A salmon grant approved to restore portions of Illahee Creek.
- A primary and possibly secondary wildlife corridor area at and between Illahee State Park and the Illahee Preserve.
- Our 90th anniversary as a unique community in Kitsap County.

These items, coupled with watching others in the county define themselves as unique subareas, have resulted in a resurgence of community pride, community activism, and community independence.

9. What do the terms "community" or "subarea" mean?

"Community" or "subareas" are just terms used to refer to a specific area within the Growth Management Area. Each community or subarea must establish the boundaries for its particular geographical area within the larger Growth Management Area. In this case, the area being considered for the community of Illahee is the boundary already established for the Port of Illahee and two logical fringe areas.

10. What does it mean that this area is within the larger Growth Management Area?

A Growth Management Area (GMA) is an area on a map denoting areas of urban development. Cities and the county have defined their Growth Management Areas. It helps the governing bodies plan for providing public services and facilities in the future. We are within the Kitsap County GMA, but the boundaries are subject to change. The city of Bremerton could likely consider expanding its GMA boundary to the north, and Silverdale could someday be looking at becoming incorporated and would likely be expanding its GMA boundary south to the Bremerton GMA boundary. As such, we could find ourselves future residents of either Bremerton or Silverdale. Note: A proposal by some members of the Silverdale subarea committee did propose that its boundaries should be expanded east to the water and that would take in the Illahee area.

11. What issues will this plan address?

The Illahee Community Plan will focus on issues involving land use, transportation, utilities, parks and recreation, storm water, greenways, and any other appropriate issues.

12. What are the biggest challenges for this plan?

- a. Residents and property owners who have different preferences and visions for the area need to come together to work out future solutions they all can support.
- b. While everyone so far has been enthusiastic about this effort, some community members may be skeptical about this plan, and yet we need everyone to be involved.
- c. Planning is difficult because of how we may feel about our rights as property owners. On the one hand, people often do not want to be told what to do with their property. On the other, they want their neighbor's property to remain unchanged. How can we reconcile these two views?
- d. Our goal is to have a 70 to 80% approval rating of the community plan. This will require communication with nearly everyone within the community boundaries.

13. Will Kitsap County be involved in this plan if we, as a community, prepare our own plan?

The county will be involved with this plan because the county will need to make decisions about this area's future. Community plans help the counties make decisions about the services they provide and about land use development within their boundaries. This plan will address the various needs of the community and the best way to provide for those needs. Ideally, residents and property owners will come together to figure out how to plan for the type of area people want to see in the future while at the same time protecting property owners' rights to sell and develop their properties.

14. How did you get this effort started? What were the steps and what is being planned?

First, we began by discussing issues with neighbors to determine the general interest in the concept of a community plan. Next, we held a public meeting to determine if there was broader interest, which resulted in unanimous consent and the establishment of a Citizens Advisory Group. We will be conducting further public meetings to involve as many people as possible. Our goal is to have our community plan completed by summer of 2006.

15. How can I get involved and remain aware of the process and plan decisions?

Sign up to receive project updates and meeting announcements. And, feel free to call any of the project contacts with questions at any time.

16. How do we know this process will make a difference?

Your question asks whether the county will listen to the community. First, the Kitsap County Commissioners won't approve this plan unless it has strong community support. If for you, "listening to the public" means we do what you as an individual wants, this may not happen. This is because there are many different people involved in this plan, and a successful plan will mean people with different wants, needs, and priorities come together to work out their differences and plan a future all can live with -- including the county.

17. Will community members be kept informed of all stages of the planning, and will we get to vote on the proposals?

If you sign-up on the emailing list, we will keep you informed of all stages of the planning process. The plan presented to the Kitsap County Commissioners will be the result of public involvement where community members influence the alternatives to be studied, how they are evaluated, and what goes into the final plan. Community members need to help create this plan, not vote on it.

18. How are these plans for the future decided?

Community residents and property owners work together with county staff to create a plan they can support. Typically, the plan doesn't include everything any one person would want or not want, but represents a fair and realistic compromise that, hopefully, most people can support. Review and approval by the Kitsap County Planning Commission and by Kitsap County Commissioners is needed before any plan is adopted.

19. How will this plan benefit homeowners?

Homeowners will benefit by being able to envision what their future looks like with regards to land use regulations and the natural resources within the area.

20. Will this plan pave the way for development?

The reality is some development will occur on the community's vacant lands with or without this plan. There is no legal, feasible way to prevent development other than outright property purchase by the county, which is unlikely to happen on most parcels. With that said, this plan will help us identify the type of development most compatible for the different areas and set up standards to regulate its layout and design.

21. What is your timeline for completing the plan?

Our goal is to complete the plan by summer of 2006. Our brief schedule is as follows:

February	Present Proposal at Initial Public Meeting
March	Distribute Questionnaire to Community Present Proposal at Expanded Public Meeting Present Proposal at Kitsap County Public Meeting (March 27)
April-May	Develop Draft Community Plan (by Citizens Advisory Group)
June	Distribute Draft Plan and Present at Public Meeting
July	Present Final Plan to Kitsap County

Contacts for further information are:

Dennis Sheeran, 692-6971
Jim Aho, 479-1049

Appendix D

Illahee Community Questionnaire

County and area city planners will soon be updating their Comprehensive Plans. The Illahee area could potentially be incorporated into Bremerton or Silverdale (see Sunday's March 19, 2006, *Kitsap Sun* newspaper). Or, the community could create its own planning document and establish itself as a unique community and thus help shape its future. A Citizens Advisory Group was recently formed to develop a Community Plan for the Illahee area, and we would like your input to some questions.

- 1. Do you favor incorporation into Bremerton or Silverdale, or would you rather see an Illahee Community Plan developed?**

Bremerton _____ Silverdale _____ Develop Community Plan _____

- 2. The 1998 County Comprehensive Plan targeted most of Illahee as an area of more intense Urban Growth (5-9 houses per acre). What housing density do you consider appropriate for Illahee?**

5-9 houses/acre _____

1-5 houses/acre _____

Existing density (~1 to 3 houses/acre) _____

- 3. What would like to see addressed in a community plan?**

- 4. Would you consider being a member of the Citizens Advisory Group working on this plan?**

Yes _____

No _____

Name _____

Address _____

Phone Number _____

Email Address _____

Please return to:

**Illahee Community Citizens Advisory Group
Post Office Box 2357
Bremerton, WA 98310**

Please refer any questions or comments regarding this questionnaire to Dennis Sheeran at 692-6971, or Jim Aho at 479-1049.