Kitsap Regional Coordinating Council

KRCC Land Use Technical Advisory Committee (LUTAC) Meeting Agenda
v.9-23-2020

Date: September 30, 2020
Time: 9:30 am - 11:30 am
Remote Participation: There are two options for remotely participating in this meeting.

- **Option A - Video Conferencing and Screen Sharing.** Please click the following link: https://zoom.us/j/98100900097. You will likely be asked to download Zoom and then start the application. This will take you to the virtual meeting room.
  - **To hear the meeting,** dial (253) 215-8782, then enter the *meeting number: 981 0090 0097.* You do not need a participant ID, just press "#" to continue the call.
  - **To join by video,** you can turn on the video function on the Zoom app (make sure your computer's camera is on).
- **Option B - Call in only.** If you are not by a computer, you can join by phone only. Please call (253) 215-8782 and then enter the *meeting number: 981 0090 0097* to enter the call. You do not need a participant ID, just press "#" to continue the call.

Meeting Objectives:

- Review draft project charter key elements and hear feedback from LUTAC members regarding project goals and objectives.
- Preview and share high-level feedback on the draft preliminary gap analysis documents including the Growth Management Act (GMA) requirements, VISION 2050 and Multi-County Planning Policies (MPPs), and comparison with the Regional Centers Framework.
- Revisit remaining Element C Workshop questions.

1. **Welcome and Introductions**

2. **Old Business**

   a. Old Business
   - ➤ **ACTION:** Approve the draft August 13 Workshop Summary   Packet Pg. 3

3. **Committee Updates and Work in Progress**
   a. **New Business**
   - Introduce LDC, Inc
   - Review of Draft Project Charter *(presentation of key elements will be shared during the meeting)*   Packet Pg. 10

   b. **Kitsap Countywide Planning Policies (CPPs), Gap Analysis**
   - Overview of draft preliminary gap analysis documents with LDC team, including:
     - Draft Growth Management Act (GMA)/CPP Gap Analysis   Packet Pg. 25
     - Draft VISION 2050/CPP Gap Analysis   Packet Pg. 31
     - Draft Centers Framework/Element C Update Gap Analysis   Packet Pg. 88
   - Opportunity to discuss the preliminary gap analyses documents including:
     - *Do the gap analyses seem accurate?*
     - *Are the gap analysis documents missing anything?*
     - *What else should be considered in the gap analyses?*

c. Kitsap Countywide Planning Policies, *Element C*: Centers of Growth Next Steps

- Opportunity to discuss remaining Element C workshop questions including: Packet Pg. 94
    - o *How should decision-making for Centers flow?*
    - o *What is the best way to address existing or in-process centers?*
    - o *How should countywide transportation funding treat centers?*

4. Administrative Agenda

- Review KRCC 2021 Land Use Work Plan Packet Pg. 113
    - o Discuss the final meetings for 2020
    - o Discuss meeting plan for 2021
- Discuss the draft November 17 PlanPOL meeting agenda Packet Pg. 120
    - o What would LUTAC like to present at the November PlanPOL meeting
    - o What are the expectations for LDC at the November meeting?

5. Wrap Up

- Recap topics covered
- Summarize key decisions and action items

6. Adjourn

DRAFT ONLY - **Kitsap Regional Coordinating Council (KRCC)**
Land Use Technical Advisory Committee (LUTAC)
August 13, 2020 Workshop Summary | Convened via Teleconference
Draft v. 9-11-2020

Decisions and Recommendations		
• LUTAC approved the July 9, 2020 meeting summary. • LUTAC recommended rescheduling the September 10 meeting to the end of the month to allow additional time for the CPP consultant to be onboarded to the project.		
Actions	**Person Responsible**	**Status**
1. Post the approved July 9, 2020 meeting summary on the KRCC website.	KRCC staff	Complete
2. Conduct further analysis re: "intensity of use."	LUTAC members	Ongoing
3. Provide the latest draft of Element C: Centers of growth along with notes and takeaways from the workshop to the CPP consultant.	LUTAC members	Ongoing

Welcome, Introductions, and Agenda

Kizz Prusia, Land Use Program Lead, welcomed meeting participants (see Attachment A: List of Participants). Kizz reminded participants that LUTAC requested this workshop during their July 9 meeting to have a session dedicated to Element C of the Countywide Planning Policies (CPPs). He also acknowledged planners staff have limited capacity with increases in permitting and staff changes in respective jurisdictions. As a reminder, the purposes of the workshop were to:

* Develop a shared understanding of all the discussions and information pertaining to updating Element C, and
* Discuss options and suggest directions to take on key questions related to updating Element C.

Housekeeping

July 9 Meeting Summary: LUTAC members reviewed and approved the July 9 meeting summary as final without any revisions. The July 9 meeting summary will be posted on the KRCC website.

Countywide Planning Policies (CPP) Consultant: KRCC staff provided a quick update on CPP Consultant. The KRCC Executive Committee is reviewing the recommendation to bring on LDC, Inc (partnered with Parametrix) during their August 18, 2020 meeting. KRCC staff informed LUTAC members the final evaluation from the interviews is available if LUTAC members are interested.

Part 1: Element C: Centers of Growth Questions

KRCC staff provided a brief overview of the structure of the workshop including, part one which focused on a presentation of key questions related to Element C. KRCC staff introduced Karla Boughton, City of Poulsbo, to lead the presentation in part one. Karla provided a recap to LUTAC members about Element C and covered topics including the purpose of centers, the recommended size of centers, activity units for centers, and the location and characteristics of centers. In addition

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to these high-level concepts related to centers, Karla also discussed guidance provided by the Puget Sound Regional Council (PSRC). She introduced the following key questions:

1. Should there be a minimum size for Countywide Centers?
2. What can be done to recognize important places that are not slated for growth?
3. What number of Countywide Centers per jurisdiction is reasonable/advisable?
4. How should decision-making for Centers flow?
5. What is the best way to address existing or in-process centers?
6. How should countywide transportation funding treat centers?

As part of presenting each question, Karla provided background information, status updates, and details related to the context of the question. LUTAC members were asked to hold their comments and feedback until each of the questions were introduced and presented.

Part 2: Element C: Centers of Growth Dialogue

KRCC staff provided an overview of part two of the workshop, which focused on discussing proposed potential solutions to each of the key questions presented in part one. Karla presented the proposed potential solutions and ideas for direction on each question. During this portion of the workshop, LUTAC members made comments about the minimum size for Countywide Centers, activity units, centers typology, and the number of centers advisable for each jurisdiction. In total, LUTAC members discussed the first three questions. The discussion is captured in the table below for each question.

Question	Proposed Solutions	Suggested Direction
Question 1: Should there be a minimum size for Countywide Centers?	• **Option 1:** Establish 160 acres as the minimum size for centers. • **Option 2:** Each jurisdiction determines the geographic boundaries of their Countywide Center. • **Option 3:** Do not establish a minimum size for countywide centers and create additional policies on how to designate a center.	**Modified Option 3:** Acknowledge PSRC's guidance of minimum acreage, and allow for deviation based on other policy considerations including: • Accommodating capacity and planning for additional growth (see Regional Centers Framework pg. 12) • Mix of uses • Transit • Pedestrian walkshed • Intensity of use based on activity units. **Further Discussion:** How to calculate the intensity of use and whether the use can be planned or current.
Question 2: What can be done to recognize important places that are not slated for growth?	• **Option 1:** Countywide Centers need to demonstrate the capacity to accommodate additional growth. • **Option 2:** Do not create a new typology for "Countywide Centers of Local Importance."	**Option 2:** There was preliminary agreement to not create a new typology and do not acknowledge important places that are not slated for growth as Countywide Centers with a new policy. List these areas as Local Centers only.

Question	Proposed Solutions	Suggested Direction
	• **Option 3:** These areas should be considered "Local centers" and be designated in Comprehensive Plans only.	Further Discussion: This needs to be revisited at future LUTAC meetings.
Question 3: What number of Countywide Centers per jurisdiction is reasonable/ advisable?	• **Option 1:** Create a maximum number of countywide centers for all jurisdictions • **Option 2:** Allow each jurisdiction to propose as many countywide centers as they think they need to support respective growth targets	LUTAC did not come to a conclusion regarding the number of Countywide Centers per jurisdiction. They further expanded each option. **Expanded Option 1:** If there is guidance on the number of countywide centers per jurisdiction connect the number of centers to be based on per capita, square miles, or total population (TBD which metric to use). **Expanded Option 2:** Allow each jurisdiction to propose as many countywide centers as they think they need to support respective growth targets with additional guidance as needed. LUTAC also recommended waiting for growth allocations before formally designating Countywide Centers. Further Discussion: Determine which direction (Expanded Option 1 or Expanded Option 2) to take.

Following this discussion LUTAC members suggested reviewing the final three questions at the next LUTAC meeting:
- How should decision-making for Centers flow?
- What is the best way to address existing or in-process centers?
- How should countywide transportation funding treat centers?

LUTAC members will provide the latest draft of Element C: Centers of growth along with notes and takeaways from the workshop to the CPP consultant.

Summary and Next Steps
LUTAC recommended postponing their next meeting until late September so that the CPP Consultant could begin their work. KRCC staff reviewed the decisions and action items listed in the table on page 1.

The meeting adjourned at 11:30 AM.

Attachment A: List of LUTAC Members in Attendance (Virtual Participation Only)

Name	Affiliation (alphabetical)
Heather Wright	City of Bainbridge Island
Jennifer Sutton	City of Bainbridge Island
Andrea Spencer	City of Bremerton
Nick Bond	City of Port Orchard
Jeff Rimack	Kitsap County
Angie Silva	Kitsap County
Ed Coviello	Kitsap Transit
Lynn Wall	Naval Base Kitsap
Andrea Harris-Long	Puget Sound Regional Council
Liz Underwood-Bultmann	Puget Sound Regional Council
Alison O'Sullivan	Suquamish Tribe
Gary Idleburg	Washington Dept. of Commerce
Matthews Pahs	Washington Dept. of Transportation
Sophie Glass	KRCC Program Director
Kizz Prusia	KRCC Land Use Program Lead

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LDC | Surveying Engineering Planning

To:	Kizz Prusia, Kitsap Regional Coordinating Council Sophie Glass, Kitsap Regional Coordinating Council
From:	Clay White, LDC, Inc.
Date:	September 23, 2020
RE:	Materials for September 30th, 2020 LUTAC meeting

We are excited for the opportunity to begin our work with the LUTAC on September 30th. In advance of the meeting, we have prepared several documents that will provide a foundation for our work on this project.

The materials for the meeting packet include:

- ✓ Draft Project charter
- ✓ Draft GMA/CPP Gap analysis
- ✓ Draft Vision 2050/CPP Gap analysis
- ✓ Draft Centers Framework/Element C update Gap analysis

The packet information being provided is substantial. While we hope that LUTAC members will have the opportunity to review the materials in advance of the meeting, please note that a PowerPoint presentation will also be prepared for the meeting. This will enable us to pull out key questions and information for discussion.

The following is a high-level overview of the enclosed documents and key issues we will discuss at the LUTAC meeting

Draft Project charter
A project charter is a communication document that sets a foundation for project success early on. This draft project charter has been developed for the KRCC CPP Policy update project and outlines the:

- ✓ Background and framework for the project
- ✓ High-level project approach, goals, and deliverables
- ✓ Project schedule and key milestones
- ✓ Roles and responsibilities
- ✓ Keys to project success
- ✓ Potential project risks and strategies to address those risks

LUTAC meeting goals

- ✓ Review draft project charter key elements
- ✓ Receive feedback/concurrence from LUTAC regarding project goals and objectives
- ✓ We will then incorporate LUTAC feedback and present draft charter to the KRCC Executive Committee

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Draft Gap analysis documents

The Gap analysis compares the existing Countywide Planning Policies (CPPs) with Growth Management Act (GMA) and regional planning requirements from the Puget Sound Regional Council (PSRC). This allows us to identify areas where new or revised policies may want to be considered as part of this project. This exercise is also a great way to document that a full analysis of requirements has taken place. A "show your work" exercise.

We have broken this analysis into three separate documents.

- ✓ Comparison of GMA requirements for CPPs and the 2015 Kitsap CPPs
- ✓ Comparison of Vision 2050 Multi-County Planning Policies (MPPs) and the 2015 Kitsap CPPs
- ✓ Comparison of the Regional Centers Framework (MPPs) and the proposed Element C revisions

Based upon our review, we have identified areas where new or revised policies should be discussed and considered. Please note that we have gone through this exercise in a very short amount of time so that we could be prepared for this meeting. We know there may be issues we have missed and gaining your insights will be invaluable. Given the length and amount of materials to go over and the short amount of time we have together, please know that we will pull out key issues for discussion on the 30th. We will then be able to pare down this information into a format for the next meeting. We will go over our approach to moving through this process with you.

While our work has focused on areas where new or revised policies should be considered there may be policies that meet current requirements but that you may want to see amended. This will be one of many areas where your direct feedback will be important. If any LUTAC members would like to discuss the details of what we have prepared outside of a LUTAC meeting, I am available anytime.

LUTAC meeting goals

- ✓ Review and receive high-level feedback on the draft Gap analysis documents
- ✓ Receive feedback on areas we did not identify but should be considered as new and revised policies are prepared and considered
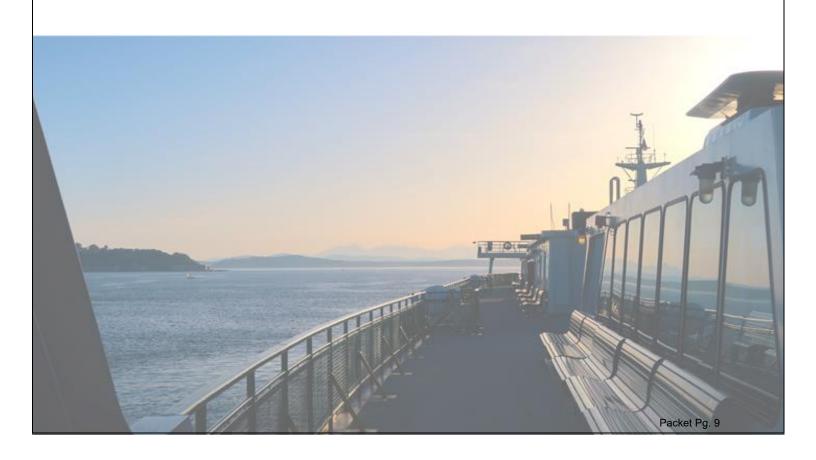
Conclusion

Overall, the current CPPs are in good shape. The initial areas identified that could be considered for new or revised policies is limited. In addition to reviewing the documents we have prepared; we will also have additional questions to go over on the 30th that will help shape the update process. Please contact me anytime if you have any questions.

LDC, Inc. • Surveying • Engineering • Planning

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KITSAP COUNTY

COUNTYWIDE PLANNING POLICIES (CPP'S) UPDATE

DRAFT PROJECT CHARTER

September 30, 2020

KITSAP COUNTY COUNTYWIDE PLANNING (CPP) POLICY UPDATE PROJECT CHARTER

Charter Purpose

A project charter is a communication document that sets a foundation for project success early on. This project charter has been developed for the KRCC CPP Policy updates and outlines the:
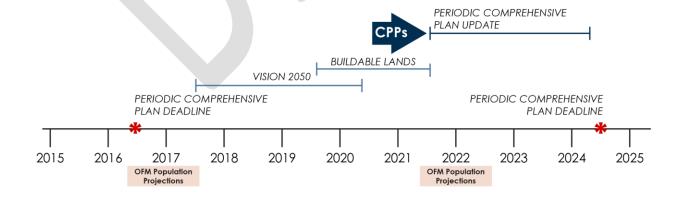
- ✓ Background and framework for the project
- ✓ High-level project approach, goals, and deliverables
- ✓ Project schedule and key milestones
- ✓ Roles and responsibilities
- ✓ Keys to project success
- ✓ Potential project risks and strategies to address those risks

Having a project charter is especially vital for a project which involves:

- ✓ Multiple Kitsap Regional Coordinating Council (KRCC) Committees and the Executive Board
- ✓ Multi-layer recommendation and approval process
- ✓ Short project timeframe/limited meeting opportunities

Project Background and Framework

The Kitsap County Countywide Planning Policies (CPPs) are an integral part of the Growth Management Act (GMA) framework. Kitsap County and each of the cities within Kitsap County rely on updated CPPs to provide a framework for regional coordination. Updated CPPs also inform changes to individual comprehensive plan policies, which are required to be updated by June 30th, 2024. The deadline for completion of this project is December 31st, 2021.

The last CPP update was 2015. Since that time, state laws have changed, and regional policies have been updated. CPPs are required to be consistent with both the Growth Management Act (GMA) and policies within Puget Sound Regional Council's (PSRC) VISION 2050 (Multicounty Planning Policies and Regional Growth Strategy) and the Regional Centers framework.

GMA requirements ensure there is policy coordination and consistent decision making between jurisdictions as individual plans are prepared and updated.

Consistency with PSRC policies is critically important given the Kitsap Regional Coordinating Council (KRCC) is responsible for the distribution of federal transportation funding that funnel through PSRC.
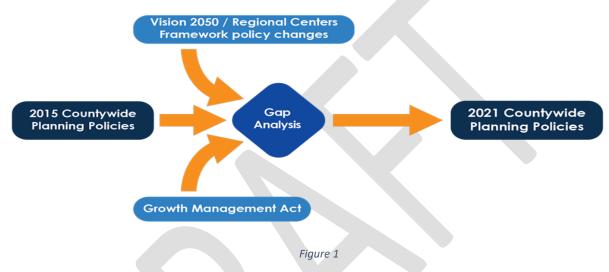

Figure 1

Figure 1, displayed above, provides a visual representation of how changes to the Growth Management Act and regional policies will be considered as this project moves forward. This project will review current CPPs in context of changes made to the GMA and regional polices since the CPPs were last updated in 2015. New or updated polices will then be proposed for consideration and adoption.

Approach, Goals, and Deliverables

Defining the project approach along with outcomes and deliverables ensures all KRCC Committees, KRCC staff, and LDC is on the same page at the outset of the project. How the project is viewed, what must be accomplished, and the steps and timeframes to get the project completed on time are all important factors that will help define project success.

Project approach

The CPPs were first adopted in 1992. Since that time, they have been amended in 2001, 2003, 2004, 2007, 2011, 2013, and 2015. Like the updates that preceded, this project is not intended to be a wholesale re-write of the existing document. It is an update to recognize changes to state law and regional policies, so consistency is maintained. As project goals are set, the following two-part approach to the project will be used:

1. New or revised policies will be focused on maintaining consistency with state law and regional policies.
2. Modifications to the project goals must align with the project schedule – specifically the meeting schedule outlined in <mark>Appendix A.</mark>

Project goals

The following five factors will define project success and are the goals for this project:

1. Policy consistency with the Growth Management Act – RCW 36.70A.210
2. Incorporate PSRC's updated VISION 2050 policies (new or revised policies)
3. Incorporate PSRC's Regional Centers Framework to create policies for the future designation of various center types (currently draft Element C)
4. Refresh document formatting – create document that will be easy to navigate digitally
5. Add definitions of key terms

Project sideboards

Given the limited timeline, the update of Kitsap's CPPs will not include the following:

1. Designating the actual Countywide Centers, Local Centers or other types of Centers.
2. Population allocations based on growth targets.

In addition, project timing may make it difficult to update Buildable Lands policies consistent with recent changes to RCW 36.70A.215 (Review and evaluation program), if deemed necessary. We understand that the Buildable Lands project is now moving forward. To include changes to Element B, suggested policy edits would need to be brought forward by the Buildable Lands team over the next three months. LDC is happy to help coordinate on this issue.

Project deliverables/schedule

The project schedule and deliverables are primarily focused around when the LUTAC, PlanPOL, and KRCC Board meetings meet between Fall 2020 through spring 2021. Given the frequency of meetings, it is incumbent deliverables are prepared before these meetings and recommendations and decisions by Committees and the KRCC Board occur as the schedule outlines. Members will need to come to meetings having read materials and be ready to discuss and act where changes or new policies are proposed. Delays at one meeting could delay the overall project by two months if interim meetings times are not arranged.

The following is a general outline of project actions, timeframes, and deliverables. A complete project schedule is in <mark>Appendix A</mark>. The full scope of work for this project is contained within <mark>Appendix B</mark>.

Actions	General Timeframe	Deliverables
Project Kick-Off and Project Charter	September/October 2020	✓ Project Kick-off meeting ✓ Project Charter Development ✓ Project Schedule
Policy Gap Analysis	September - October 2020	✓ Gap Analysis Document
Policy Review & Drafting	October - April 2021	✓ Prepare and review modifications to existing CPPs. This will involve LUTAC, TransTac, PlanPOL, TranPol Committees with direction and oversight from KRCC Executive Board and KRCC Board.
KRCC Board review and approval process	May – June 2021	✓ KRCC Board review draft CPP updates in May ✓ LUTAC and consultant discuss Board feedback and make document revisions ✓ KRCC Board holds hearing in June and makes formal recommendation
Kitsap County legislative Process	June – August 2021	✓ Public comment period ✓ SEPA review ✓ Kitsap County Commissioners' public meeting(s) and hearing process ✓ As necessary, develop policy amendments based on Commissioners' feedback. ✓ Kitsap County adoption by ordinance Dates for each action to be determined later but expected to fall within the timeframe outlined.
Ratification	September – December 2021	✓ 90-day ratification process

Roles and responsibilities

Clear expectations about project roles and responsibilities is a key component for project success. This project has two primary components. First, revisions to the existing CPPs are prepared, reviewed, and recommendations are made by the KRCC Committees and Executive Board as outlined in Figure 2 below. Once recommendations are made by the KRCC Board, Kitsap County, and individual jurisdictions and Tribal Councils process the CPPs through the adoption and the ratification process. The full ratification process from Appendix A of the Countywide Planning Policies is provided below in Figure 3. In addition, KRCC Staff (Triangle Associates) along with the LDC Inc/Parametrix team will be assisting throughout the project to help ensure success. The following table outlines high level roles and responsibilities.

| Group	High level roles and responsibilities
KRCC Staff (Triangle Associates)	✓ Communication with KRCC members and committees ✓ Prepare meeting agendas with clear objectives on if/when decisions need to be made at meetings and send out materials ✓ Attendance at KRCC meetings/preparing meeting minutes ✓ Coordination with LDC Inc/Parametrix team
LDC Inc. and Parametrix	✓ Prepare project charter/revisions based upon feedback from KRCC Staff and the LUTAC Committee ✓ Prepare technical information and revisions based upon feedback from KRCC Committees and KRCC Executive Board. This includes all items indicated within the Scope of Work (SOW) ✓ Meet timelines for information preparation as outlined within the project schedule ✓ Attendance at LUTAC/TransTAC, PlanPOL, Executive Board, and BOCC meetings and hearings ✓ Manage the public comment analysis during the Kitsap County adoption process
LUTAC/TransTAC Committees	✓ Come prepared to meetings. Provide feedback and direction on the project charter and draft policy recommendations. It is anticipated that the TransTAC committee would focus on transportation policies. ✓ Assist with engagement of elected officials throughout the process so there is continuity and communication as recommendations are made to PlanPol, TransPOL and the KRCC Executive Board. This will limit "policy surprises" as the process moves forward.
PlanPOL and TransPOL Committees	✓ Guide the development of the new and revised CPPs based upon direction and parameters set by elected officials. ✓ Come prepared to meetings. ✓ Provide feedback and direction on the draft policy recommendations.
KRCC Executive Board	✓ Provide feedback and direction on the draft policy recommendations. ✓ Provide a final recommendation to Kitsap County
Kitsap County	✓ SEPA compliance ✓ Public Participation ✓ Adoption and ratification process Please note that LDC Inc. will be supporting the County through this process as outlined within the Scope of Work.
Tribal Councils	✓ Pass resolutions to ratify CPPs as outlined in Appendix A.
Kitsap Cities	✓ Pass resolutions to ratify CPPs as Outlined in Appendix A.
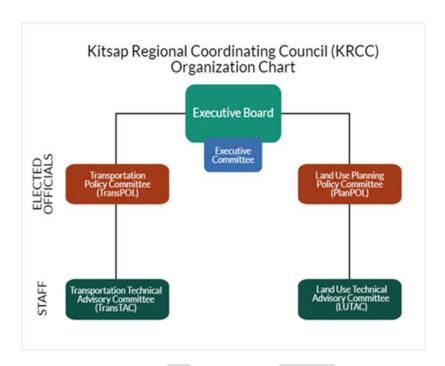
Figure 2
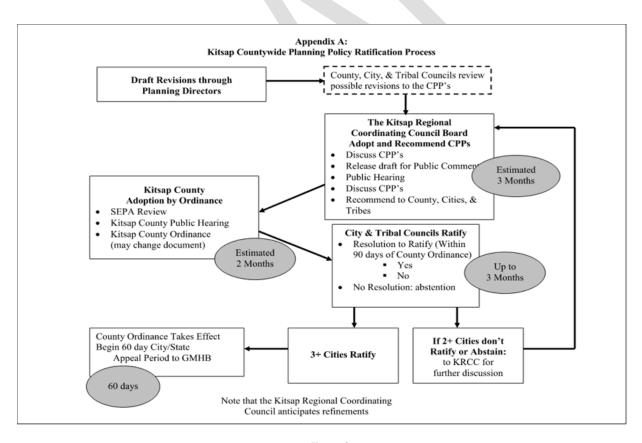
Figure 3

Expectations and Keys to Success

The following factors will be necessary to ensure project success:

- ✓ Build trust between the consultant group and KRCC members
- ✓ Foster meetings that promote open dialogue and sharing of ideas
- ✓ Come prepared to meetings so that we can accomplish meeting goals
- ✓ Provide clear, concise, and consistent project messaging
- ✓ Provide project documents that are easy to understand and provide options for decision makers
- ✓ Limit deviations from project goals, especially when it will modify the project schedule

Project Risks and Mitigation

The identification of project risks upfront provides recognition of issues that could delay a project from meeting goals and timelines. It also allows the development of mitigation to help ensure possible barriers do not lead to project delays.

The potential risks that have been identified for this project include the overall project schedule, the potential project scope changes, and COVID-19 and public participation. Each of these potential risks and approaches to address them are outlined below in further detail.

Overall project schedule

The December 31, 2021 project deadline is a reasonable time frame given the scope of work. The challenge is that there are multiple KRCC Committees along with the Executive Board that will be making recommendations as new and revised policies are being developed and considered. The groups meet once every 2-3 months which means that meeting goals will need to be clear and Board and Committee members will need to come to each meeting prepared so that necessary review, feedback, and recommendations are made in alignment with the project schedule. In addition, Kitsap County must take the CPPs through the legislative process once the KRCC makes its recommendation. This process includes additional opportunities for public participation, SEPA, and both briefings and hearings with the Board of County Commissioners (BOCC). Finally, there is a 90-day ratification process once the BOCC acts. To mitigate this project risk, we propose to:

- ✓ Ensure the project schedule is communicated well with all KRCC Committees and KRCC Boards. Completing each meeting objectives/goals should be a priority.
- ✓ Make sure that LUTAC members are discussing potential key decisions and policy amendments with elected officials prior to meetings where recommendations are being made. The "no-surprises" rule applies.
- ✓ TransTAC/TransPOL should be brought in early, especially regarding new or updated transportation policies being considered.
- ✓ Prepare clear and easy to follow meeting materials to help facilitate meeting objectives.

Project scope changes

The greatest risk to this project being completed on time is scope change during the project. This includes significant policy changes late in the development process to adding or request new or significantly modified changes after key decision points have been passed. To mitigate this project risk, we propose to:

✓ Make sure the project approach, goals, and deliverables are decided on upfront.
✓ In addition to briefings from the project consultant, it is beneficial that LUTAC members are talking about this project with PlanPOL and Executive Board members prior to important meetings. The groups should be in sync.
✓ Brief TransTAC/TransPOL on policy areas where they will have feedback early on.

COVID-19/Public Participation

Both internal and external communication has been made more difficult as in person meetings and hearings have been limited. Connecting via Teams, GoToMeeting, or Zoom may provide some conveniences, but it also limits some of the connectivity that happens when we meet in person. Internally, it can be more difficult to go through large sets of policy documents when you are all not in the same room. This may be especially challenging with the Executive Committee members who may not have as much GMA experience as others (especially given the limited number of meetings). If they do not feel prepared for important meetings it may take additional meetings to move forward with policy recommendations.

For stakeholders interested in the project, the inability to attend a meeting can present challenges. As the project moves forward, we will want to make sure documents are readily available online, are easy to understand, and that opportunities to participate are visible. To mitigate this project risk, we propose to:

✓ Prepare clear and easy to follow meeting materials to help facilitate meeting objectives.
✓ Encourage early and ongoing communication between LUTAC members and elected officials prior to important PLANPOL and Executive Board meetings.
✓ Ensure project documents are easy to find and read. Provide opportunities for written and verbal commenting via electronic media if in person meetings are not available.

APPENDIX A – DRAFT Updated Gantt Chart and Project Schedule

v. 9/24/2020

KEY
- ♦ Meeting
- ● Deadline
- ** Not scheduled yet

Task / Activity	Timeline marker
Task 1: Hire CPP consultant	(bar Feb–July 2020)
1.0 Exec. Comm review SOW (4/21)	♦ Apr 2020
1.1 KRCC Board vote on consultant RFP (5/5)	♦ May 2020
1.2 LUTAC discuss proposals (5/14 meeting)	♦ May 2020
1.3 PSRC adopts VISION 2050 (delayed due to COVID-19)	● May 2020
1.4 KRCC staff release the RFP (Open 6/3 - 6/26)	● June 2020
1.5 PlanPOL discuss the review and hiring process for the CPP subconsultant	♦ June 2020
1.6 RFP closes and KRCC staff review the proposals (6/26)	● June 2020
1.7 LUTAC discusses pre-liminary consultant scoring - (Review occurs at 7/9 meeting)	♦ July 2020
1.8 PlanPOL + LUTAC Subcommittee Interviews - (Mid to late July)	
1.9 Recommendation for CPP consultant by 7/30	● July 2020
Task 2: Gap analysis	(bar Aug–Dec 2020)
2.0 KRCC staff complete contracting with sub consultant and develop initial work plan by 9/4*	● Sept 2020
2.1 Consultant Kick-off meeting with LUTAC (9/30) - Review of draft project charter, preliminary gap analysis outline, and Draft of Element C: Centers of Growth passed to LDC along with notes and background	♦ Sept 2020
2.2 Consultant conduct gap analysis looking at VISION 2050, Regional Centers Framework, and RCW 36.70A.210 - (Share ongoing updates with LUTAC (9/4-930)	
2.3 Project update and confirmation on project charter - Occurs at 10/20 PlanPOL meeting	
Task 3: Phase 1 updates of CPP elements (A-F)	(bar Nov–Dec 2020)
A. Countywide Growth Pattern B. Urban Growth Areas	
C. Centers of Growth D. Rural Land Uses and Development Patterns	
E. Open Space Preservation, Resource Preservation, Critical Areas, Air Quality, and Water Quality/Quantity F. Contiguous, Compatible, & Orderly Dev't	
3.0 LUTAC review and feedback on initial Phase 1 updates - Occurs at the 11/12 LUTAC meeting; KRCC staff to share note with TransTAC about expectations	♦ Nov 2020
3.1 Overall project briefing with PlanPOL - Updates to be shared at 11/17 PlanPOL meeting	♦ Nov 2020
3.2 KRCC Board receive update on CPP elements to update - Updates to be provided at the 12/1 KRCC Board meeting	♦ Dec 2020
3.3 KRCC Executive Board high-level briefing based on (11/12) LUTAC meeting - Occurs at 12/15 Executive Board meeting	♦ Dec 2020
3.4 LUTAC review and feedback on initial Phase 2 updates. Go over policy changes in response to comments from Phase 1 - Occurs at the 1/14 LUTAC meeting	♦ Jan 2021
3.5 PlanPOL high-level review of policy changes - Occurs at 1/19 PlanPOL meeting	♦ Jan 2021
3.6 KRCC Board receive update on progress to date - Occurs at the 2/2 KRCC Board meeting	♦ Feb 2021
Task 4: Phase 2 updates of CPP elements (G-O + New)	(bar Feb–Mar 2021)
G. Siting Public Capital Facilities H. Transportation I. Housing J. Countywide Economic Development K. An Analysis of the Fiscal Impact L. Coor'd with Tribal Gov'ts M. Coor'd with Federal Gov't including Navy N. Roles & Responsibilities O. Relevant appendices? New elements?	*When can TransTAC be involved with the transportation element? TransTAC meeting?
4.1 LUTAC review of policy changes in response to comments on Phase 2 updates - Occurs at 2/11 LUTAC meeting	♦ Feb 2021
4.2 TransTAC has final review of draft transportation policies - Occurs at 2/11 TransTAC meeting	♦ Feb 2021
4.3 LUTAC completes formal proposed recommendations for review by PlanPOL - Occurs at 3/11 LUTAC meeting (only works if we get the recommendation in time for 3/16 PlanPOL)	♦ Mar 2021
4.4 PlanPOL reviews formal proposed recommendations from LUTAC and makes recommendation to KRCC Executive Board - Occurs at 3/16 meeting (only works if LUTAC completes recommendation by 3/12 LUTAC meeting)	♦ Mar 2021
4.5 LUTAC reviews feedback from PlanPOL and makes changes as needed to proposed policy recommendations - Occurs at 4/8 LUTAC meeting	♦ Apr 2021
4.6 KRCC Executive Board high-level briefing based on 3/11 and 3/16 meeting. - Occurs at 4/20 KRCC Executive Board meeting	♦ Apr 2021
4.7 PSRC Review of draft CPP Updates - coordinate with KRCC staff **	
Task 5: KRCC Board approval of draft CPP updates	(bar May 2021)
5.1 KRCC Board reviews draft CPP updates - Occurs at 5/4 KRCC Board meeting	♦ May 2021
5.2 LUTAC and consultant discuss Board feedback - Occurs at 5/13 LUTAC meeting	♦ May 2021
5.3 PlanPOL discusses any remaining CPP updates/issues and prepares for the legislative process - Occurs at the 5/18 PlanPOL meeting	♦ May 2021
5.4 KRCC Board hosts a Public hearing - Occurs at the 6/1 KRCC Board meeting	♦ June 2021
5.5 KRCC Board vote on CPP updates and recommend Kitsap County approval - Target deadline, and to occur at the 6/1 KRCC Board meeting	● June 2021
Task 6 Kitsap County Adoption Process	(bar Aug–Sept 2021)
6.1 SEPA review (County determine dates) **	● Aug 2021
6.2 Kitsap County public hearing (County determine dates) **	● Sept 2021
6.3 Kitsap County adoption by ordinance (County determine dates) **	● Oct 2021
Task 7: City and Tribal Councils ratify	(bar Nov–Dec 2021)
7.1 Resolution by City and Tribal Councils to ratify **	● Dec 2021
7.2 KRCC staff coordinate with PSRC for any review of CPP Updates ** - As needed only	
Task 8: PSRC Certification Process	
8.1 Complete PSRC certification process in early 2022	

APPENDIX B – FULL PROJECT SCOPE OF WORK

1. Background on the Kitsap Regional Coordinating Council

The Kitsap Regional Coordinating Council (KRCC) is the forum established through an inter-local agreement among its current members - Kitsap County, City of Bainbridge Island, City of Port Orchard, City of Poulsbo, City of Bremerton, Suquamish Tribe, Port Gamble S'Klallam Tribe, Port of Bremerton, Port of Kingston, Naval Base Kitsap, and Kitsap Transit. The Kitsap Regional Coordinating Council is responsible for the distribution of federal transportation funding (via the Puget Sound Regional Council), coordinates the review and monitoring of the Kitsap Countywide Planning Policies, coordinates a regional legislative agenda, and is the vehicle for other multi-jurisdictional collaborative projects identified in its annual work program. The Council is governed by an Executive Board made up of a member from each of the participating member agencies.

2. Project Overview

The Kitsap Countywide Planning Policies (CPPs) are the framework for growth management in Kitsap County (see the linked Kitsap Countywide Planning Policies - Adopted 2015). The Kitsap CPPs tailor the Puget Sound Regional Council's (PSRC) regional growth management guidelines to Kitsap County and are the policy framework for the County's and the Cities' Comprehensive Plans. KRCC began updating certain elements of the CPPs in 2019 and intends to fully update the Kitsap CPPs by the end of 2021.
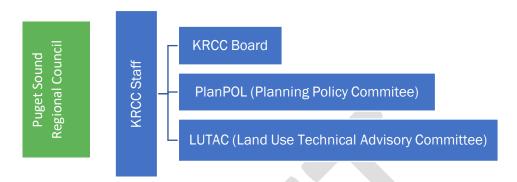
3. Project Goals

The three goals of this project include:

1. Incorporating PSRC's VISION 2050 into Kitsap's Countywide Planning Policies.
2. Supporting KRCC Boards, Committees, and Staff in updating Kitsap's Countywide Planning Policies.
3. Supporting the ratification of Kitsap's updated Countywide Planning Policies by December 31, 2021.

4. Organizational Structure

LDC, Inc will work closely with the groups depicted in the graphic below to help update the Kitsap CPPs:

Puget Sound Regional Council (PSRC) – LDC, Inc will coordinate with PSRC to draft sections of the Kitsap CPPs on an as-needed basis.

KRCC Staff - For the duration of this project, LDC, Inc would be a sub-contractor to Triangle Associates and will work closely with the KRCC staff.

KRCC Board –LDC, Inc will attend up to 3 KRCC Board meetings.

PlanPOL –LDC, Inc will work closely with PlanPOL members to review the CPPs' Elements.

LUTAC - LDC, Inc will work closely with LUTAC members to review the CPPs' Elements.

5. Scope of Work

LDC, Inc will be responsible for completing the following scope of work.

ACTION 1 – PROJECT KICKOFF/CHARTER DEVELOPMENT (September 2020)

- Hold kickoff meeting with Triangle and KRCC members (as deemed appropriate by the client). This could be completed remotely if desired.

- The consultant will prepare a project charter to include the project schedule, tasks, key objectives, project risks/mitigation. This upfront process will also solidify processes for public participation and ratification process by County Commissioners. The draft project charter will be prepared for review and a final project charter will then be completed by the Consultant.
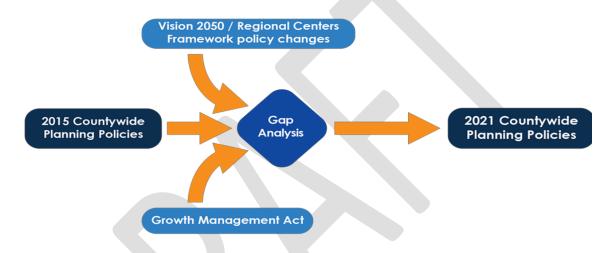
Deliverable

- ✓ In coordination with the Triangle and the KRCC, hold kick-off meeting and develop a project charter.

ACTION 2 – POLICY GAP ANALYSIS (SEPTEMBER-NOVEMBER 2020)

The Consultant will prepare an analysis to identify gaps between current CPPs, state law, and regional policy. We will prepare a spreadsheet that outlines gaps, by CPP chapter, that should be addressed. This analysis will include a draft and final version and address:

- Amendments to the GMA that may require new or updated policies. This includes issues such as Buildable Lands requirements, which have seen significant changes since 2015.
- Amendments to the Regional Centers Framework and VISION 2050 (Multicounty Planning Policies and Regional Growth Strategy). It is important to note that because of COVID-19, the final adoption of VISION 2050 has been postponed. If VISION 2050 is not adopted by the time this task commences, we can analyze the policies in the final plan being considered and make modifications further in the project process if changes are made.

We also propose utilizing this task to outline additional structural and substantive changes to the CPP document as updates and revisions are made. These can then be discussed further in Action 3. This could include:

- Options for including definitions within the CPPs, especially for critical terms such as "should", "must" and "shall" which are utilized throughout the document and have specific meaning when interpreting how the policies are applied at the local level.
- Policy changes or additions that may not be required by updates to state law or regional policy but that might be beneficial for consideration as changes are contemplated.
- Structural changes to make the document more user friendly, such as including quick links to CPP chapters from the Table of Contents.
- Identify best practice policies from other CPPs that could be considered during Action 3.

Deliverables

✓ Preparation of gap analysis document that compares the existing CPPs with any updates to the GMA, the Regional Centers Framework, and VISION 2050.
✓ Include optional areas for consideration as the consultant works with the LUTAC and PlanPOL.

ACTION 3 – POLICY REVIEW AND DRAFTING (NOVEMBER 2020 – MARCH 2021)

Based upon Action 2, the consultant will work closely with LUTAC and PlanPOL members to review each CPP element and the need for new or modified policies. As part of this process, we will also include a focused discussion of optional policy changes to consider including (but not limited to):

- New or revised policies that will enhance regional coordination on important issues or highlight the opportunities, challenges, and uniqueness of Kitsap County as it relates to planning requirements.
- Policies that should be revised to function more effectively based upon LUTAC and PlanPOL members experiences.
- Other substantive changes to the CPPs outlined in Action 2.

In addition, the consultant will work with both bodies on the possible development and addition of new chapters/policies (Climate change and public services). As outlined within Section 7 of the RFP, we expect there to be several LUTAC and PlanPOL meetings during this phase of the project. As part of the project charter process, we will outline a full schedule of meetings and meeting objectives to ensure we can move from initial policy discussions to a fully vetted set of draft policy changes that are ready to move forward through the legislative process.

Deliverables

- ✓ Attendance at LUTAC and PlanPOL meetings (virtual or in person). Clay White, along with support staff will attend each meeting. Parametrix will attend meetings focused on Transportation, Centers, Rural Land Use, and the Natural Environment.
- ✓ Inclusion of definitions and document formatting changes
- ✓ Development and preparation of draft CPP policy amendments focused on three key areas:
    - o Draft policy amendments to provide consistent with state law and regional policy.
    - o Draft optional policy changes and amendments based upon feedback from LUTAC and PlanPOL members.
    - o Draft climate change and public service chapters (if deemed required or desired).

ACTION 4 – LEGISLATIVE PROCESS (MARCH 2020 – JUNE 2021)

This Action will take the CPPs through the legislative process. Utilizing the process defined in Action 1 (project charter), the Consultant will manage the public comment analysis pursuant to state law and will assist in preparing and presenting materials to the Board of County Commissioners. In addition, we will work with the project team to make policy modifications in response to requests from the Commissioners.

Deliverables

- ✓ Attendance at a Commissioners public meeting and hearing (virtual or in person) and preparation of presentation materials for meeting as requested.
- ✓ Prepare policy amendments based upon Commissioner feedback.
- ✓ Manage the public comment analysis pursuant to state law.

6. Meetings

The consultant should expect to attend the following virtual meetings:

- Up to 7 LUTAC meetings
- Up to 3 PlanPOL meetings
- Up to 2 KRCC Board meetings, including 1 public hearing

7. Target Deliverable Schedule

- Complete gap analysis: late fall 2020
- Complete draft updates to CPPs: spring 2021
- Hold public hearing for draft CPPs: early summer 2021

8. Budget Constraints

The budget for this project (both contract phases) is not to exceed (NTE) $55,000.

10. Period of Performance and Contracting

The period of performance will be from September 2020 through December 2021. The contract will be awarded in two phases: one phase for the duration of 2020, and a subsequent phase for work in 2021 to align with the Prime contract.

This table outlines existing Growth Management Act (GMA) requirements for the development of Countywide Planning Policies (RCW 36.70A.210). The goal of this table is to compare the existing statute alongside implementing policies within the existing Kitsap Countywide Planning Policies (CPPs). It is important to note that CPP requirements have not changed since 2009. Since that time, the CPPs have been updated. Therefore, suggested policy changes to consider are minor. Even though the requirements have not changed, this table is a great tool to highlight that a proper analysis has been completed.

A section is also being provided outlining the requirements the Review and Evaluation project (RCW 36.70A.215), often referred to as Buildable Lands. There are a few places in this section of State Law that refer to the CPPs. In addition, substantial changes to Buildable Lands requirements occurred in 2017. Clarity will need to be provided regarding where these changes will be addressed. If the changes are going to be addressed within the existing Buildable Lands appendix materials (Appendix D,E,F) than minimal changes may be required within the CPPs. Gaining clarity on this upfront will be important.

WA RCW & KITSAP CPP COMPARISON TABLE

RCW	Components of RCW	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
		Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
RCW 36.70A.210 **Countywide Planning Policies**	(3) A countywide planning policy shall at the minimum, address the following:			
	(a) Policies to implement RCW 36.70A.110;	Element A provides substantial policies implementing the requirements of RCW 36.70A.110. However, the following was added to .110 in 2009. It does not appear that policies have been added to address these changes. (8)(a) Except as provided in (b) of this subsection, the expansion of an urban growth area is prohibited into the one hundred year floodplain of any river or river segment that: (i) Is located west of the crest of the Cascade mountains; and (ii) has a mean annual flow of one thousand or more cubic feet per second as determined by the department of ecology. (b) Subsection (8)(a) of this section does not apply to: (i) Urban growth areas that are fully contained within a floodplain and lack adjacent buildable areas outside the floodplain; (ii) Urban growth areas where expansions are precluded outside floodplains because: (A) Urban governmental services cannot be physically provided to serve areas outside the floodplain; or (B) Expansions outside the floodplain would require a river or estuary crossing to access the expansion; or (iii) Urban growth area expansions where: (A) Public facilities already exist within the floodplain and the expansion of an existing public facility is only possible on the land to be included in the urban growth area and located within the floodplain; or (B) Urban development already exists within a floodplain as of July 26, 2009, and is adjacent to, but outside of,		Consider developing policies in Element A (Countywide Growth pattern) to address these changes.

RCW	Components of RCW	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
		Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
		the urban growth area, and the expansion of the urban growth area is necessary to include such urban development within the urban growth area; or (C) The land is owned by a jurisdiction planning under this chapter or the rights to the development of the land have been permanently extinguished, and the following criteria are met: (I) The permissible use of the land is limited to one of the following: Outdoor recreation; environmentally beneficial projects, including but not limited to habitat enhancement or environmental restoration; stormwater facilities; flood control facilities; or underground conveyances; and (II) The development and use of such facilities or projects will not decrease flood storage, increase stormwater runoff, discharge pollutants to fresh or salt waters during normal operations or floods, or increase hazards to people and property. (c) For the purposes of this subsection (8), "one hundred year floodplain" means the same as "special flood hazard area" as set forth in WAC 173-158-040 as it exists on July 26, 2009.		
	(b) Policies for promotion of contiguous and orderly development and provision of urban services to development;	Policies contained within Element F	Section appears to fully implement GMA requirements	
	(c) Policies for siting public capital facilities of a countywide or statewide nature, including transportation facilities of statewide significance as defined in RCW 47.06.140;	Policies contained within Element G		Transportation facilities are not mentioned in this element. Consider a policy amendment to include "transportation facilities of statewide significance as defined in RCW 47.06.140"
	(d) Policies for countywide transportation facilities and strategies;	Policies contained within Element H	Section appears to fully implement GMA requirements	
	(e) Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;	Policies contained within Element I		The existing section provides a significant amount of policies regarding affordable housing and the current policies appear to fully implement GMA requirements.

However, consideration could be given to develop policies that provide more specific direction regarding how individual comprehensive plans and regulations will meet the needs of the community.

Under the affordable housing section policy 1.d states:

"The County and the Cities should each identify specific policies and implementation strategies in their Comprehensive Plans and should enact implementing |

RCW	Components of RCW	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
		Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
				regulations to provide a mix of housing types and costs to achieve identified goals for housing at all income levels, including easy access to employment centers." The question this raises is what is the overall goal? If the County and cities are completing this work independently, then how will affordably housing goals be met. Consider small policy changes that provide more specific direction so larger housing goals may be met.
	(f) Policies for joint county and city planning within urban growth areas;	Policies contained within Element A	Section appears to fully implement GMA requirements	
	(g) Policies for countywide economic development and employment, which must include consideration of the future development of commercial and industrial facilities; and	Policies contained within several Elements of the CPPs. Major focus within Element J.	Section appears to fully implement GMA requirements	
	(h) An analysis of the fiscal impact.	Policies contained within Element A	Section appears to fully implement GMA requirements	
	(4) Federal agencies and Indian tribes may participate in and cooperate with the countywide planning policy adoption process. Adopted countywide planning policies shall be adhered to by state agencies.	Tribal Councils are part of the existing CPP ratification process as outlined within Appendix A. In addition, the Suquamish Tribe, Port Gamble S'Klallam Tribe, Kitsap Transit, Port of Bremerton, Port of Kingston, and Naval Base Kitsap are all represented on the KRCC Executive Board which will make a formal recommendation on the CPPs.	GMA requirements appear to be fully met	
	(7) Multicounty planning policies shall be adopted by two or more counties, each with a population of four hundred fifty thousand or more, with contiguous urban areas and may be adopted by other counties, according to the process established under this section or other processes agreed to among the counties and cities within the affected counties throughout the multicounty region.			A review and analysis of Multi-County Planning policies has been conducted separately.

RCW	Components of RCW	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
		Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
RCW 36.70A.215 **Review and Evaluation Program**	(1) Subject to the limitations in subsection (5) of this section, a county shall adopt, in consultation with its cities, countywide planning policies to establish a review and evaluation program. This program shall be in addition to the requirements of RCW 36.70A.110, 36.70A.130, and 36.70A.210. In developing and implementing the review and evaluation program required by this section, the county and its cities shall consider information from other appropriate jurisdictions and sources. The purpose of the review and evaluation program shall be to:			
	(a) Determine whether a county and its cities are achieving urban densities within urban growth areas by comparing growth and development assumptions, targets, and objectives contained in the countywide planning policies and the county and city comprehensive plans with actual growth and development that has occurred in the county and its cities; and		No changes required	Growth Targets adopted within CPPs
	(b) Identify reasonable measures, other than adjusting urban growth areas, that will be taken to comply with the requirements of this chapter. Reasonable measures are those actions necessary to reduce the differences between growth and development assumptions and targets contained in the countywide planning policies and the county and city comprehensive plans with actual development patterns. The reasonable measures process in subsection (3) of this section shall be used as part of the next comprehensive plan update to reconcile inconsistencies.		No changes required	Growth Targets adopted within CPPs
	(2) The review and evaluation program shall:			

RCW	Components of RCW	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
		Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
	(b) Provide for evaluation of the data collected under (a) of this subsection as provided in subsection (3) of this section. The evaluation shall be completed no later than three years prior to the deadline for review and, if necessary, update of comprehensive plans and development regulations as required by RCW 36.70A.130. For comprehensive plans required to be updated before 2024, the evaluation as provided in subsection (3) of this section shall be completed no later than two years prior to the deadline for review and, if necessary, update of comprehensive plans. The county and its cities may establish in the countywide planning policies indicators, benchmarks, and other similar criteria to use in conducting the evaluation;			Currently, methodologies for the evaluation of data are contained within Appendix documents of the Buildable Lands Report.

If updates to these methodologies, based upon 2017 legislative changes, is going to be prepared and housed within the Buildable Lands documents, no policy changes are required. |
	(c) Provide for methods to resolve disputes among jurisdictions relating to the countywide planning policies required by this section and procedures to resolve inconsistencies in collection and analysis of data; and	Element B.1.d. provides for procedures to resolves disputes as part of the Land Capacity data collection and analysis process.		Suggest modification to B.1.d to also tie in Buildable Lands.
	(d) Develop reasonable measures to use in reducing the differences between growth and development assumptions and targets contained in the countywide planning policies and county and city comprehensive plans, with the actual development patterns. The reasonable measures shall be adopted, if necessary, into the countywide planning policies and the county or city comprehensive plans and development regulations during the next scheduled update of the plans.		No changes recommended because of this section	Changes to this section now require Reasonable Measures to be completed as part of the Comprehensive Plan update process. It is unlikely that reasonable measures would ever need to be adopted into the CPPs.
	(3) At a minimum, the evaluation component of the program required by subsection (1) of this section shall:			

RCW	Components of RCW	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
		Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
	(C) Provide an analysis of county and/or city development assumptions, targets, and objectives contained in the countywide planning policies and the county and city comprehensive plans when growth targets and assumptions are not being achieved. It is not appropriate to make a finding that assumed growth contained in the countywide planning policies and the county or city comprehensive plan will occur at the end of the current comprehensive planning twenty-year planning cycle without rationale;		No changes required	Growth Targets adopted within CPPs

This table outlines existing, revised, and new policies currently being considered by the Puget Sound Regional Council (PSRC) as part of Vision 2050. We expect PSRC to act on Vision this fall/winter. The table compares policies contained within Vision alongside implementing policies within the existing Kitsap Countywide Planning Policies. By comparing new and revised Vision policies and existing CPPs, we can suggest new policies and revisions to existing CPPs.

VISION 2050 & KITSAP CPP COMPARISON TABLE

PSRC VISION 2050 Chapter Abbreviations

RC = Regional Collaboration   CG = Climate Change   E = Economy
RGS = Regional Growth Strategy   DP = Development Patterns   T = Transportation
En = Environment   H = Housing   PS = Public Services

Goal		Proposed VISION 2050 policy	Explanation of policy	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change	Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
Regional Collaboration Goal		The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.	New goal. (General Policies) did not include a goal statement.	Covered by Policy A.3. and A.2.a.	None proposed unless KRCC desires amendments.	No policy changes suggested based on A.3 and A.2.a
MPP-RC-1	MPP-G-1	Coordinate planning efforts among jurisdictions, agencies, ~~and~~ federally recognized ~~Indian~~ tribes, ports, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.	Coordination - change adds reference to adjacent regions; GMPB amended in response to comment review	Multiple policies implement CPP (Element M and N) No references to adjacent regions in coordinated planning policies	None proposed unless KRCC desires amendments	No policy changes suggested unless there are "adjacent regions" the KRCC believes should be included in existing policies.
MPP-RC-2	n/a	Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.	Equity - new policy focuses on advancing social equity; GMPB amended in response to comment review	Element I. Housing element provides definitions for affordable housing and affordable housing policies. Within other policy sections, there are existing policies that could tie back to the intent of MPP-RC-2		Current Housing element is light on how affordable housing policies are implemented at the city/county comp plan level. Additional policy direction should be considered. (Please note that this is also an issue identified with the GMA Gap analysis) Consider minor modifications to existing policies in other chapters to address this policy.
MPP-RC-3	n/a	Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.	Health - new policy focuses on improving health outcomes; GMPB amended in response to comment review	Health is referenced in several policies, including A.3.h., which states that the KRCC member jurisdictions should "Incorporate provisions addressing community health into appropriate regional, countywide, and local planning and decision-making processes." E.2.e. also references protecting and enhancing public health, safety, and the environment for "all residents, regardless of social or economic status, by reducing pollutants, as defined by WA State and federal		Current CPPs lack a strong focus on health **outcomes** as outlined in the new policy. Consider minor revisions to existing policies to address desired health outcomes the policies are seeking.

Goal		Proposed VISION 2050 policy	Explanation of policy	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change	Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
				law." I.1.e. directs the county and cities to "incorporate a regular review of public health, safety, and development regulations pertaining to housing implementation strategies".		
MPP-RC-4	n/a	Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.	Tribes - new policy emphasizes the need for coordination between local and regional agencies and tribes	Yes; Element L. Coordination with Tribal Governments and all 6 policies therein	None proposed unless KRCC desires amendments	This element with its 6 policies are robust and fully address MPP-RC-4.
MPP-RC-5	n/a	Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.	Military - new policy emphasizes the need for coordination between local and regional agencies and the military	Yes; Element M. Coordination with Federal Government including Navy and all 7 policies therein	None proposed unless KRCC desires amendments	This element with its 7 policies are robust and fully address MPP-RC-5.
MPP-RC-6	n/a	Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities.	GMPB added in response to comment review	Beneficial impacts of military installations are referenced in the descriptive text of Element M but is not addressed in any policies.		Consider a new policy in Element M to implement this policy
MPP-RC-7	MPP-DP-7, DP- 10, T-12	Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers. County-level and local funding are also appropriate to prioritize to regional growth centers.	Funding - change consolidates existing funding- related policies that address funding for both regional growth centers and manufacturing/industrial centers	Element C. Centers of Growth. Deals with regional centers, MIC's, and Kitsap Designated Centers. Transportation element (H) mentions Designated Centers but does not address MICs and does not delineate funding priority policy for centers.		Consider MPP-RC-7 as Element C is further developed
MPP-RC-8	MPP-DP-13	Direct subregional funding, especially county-level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. centers designated through countywide processes, as well as to town centers, and other activity nodes. County-level and local funding are also appropriate to prioritize to regional centers.	Funding - change updates terminology, incorporates language from DP-7 and DP- 10, and includes transit station areas with plans	Changes to MPP RC-8 will be addressed within revised Element C		Proposed changes in Element C should address MPP policy changes
MPP-RC-9	MPP-H-6	Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.	Funding - relocated policy to consolidate funding- related policies in one section	Element H. Transportation does not specifically prioritize transportation investments that explicitly advance the development of housing in designated regional growth centers. Housing and affordable housing are criteria for consideration in requests for Center designation under C.4.		Vision 2050 relocates policy to consolidate funding-related policies in one section. Opportunity to do the same within the CPPs. Also see MPP-RC-7 above re: prioritization of funding. Ensure there is a proper link between centers policies and revised Element C.

Goal		Proposed VISION 2050 policy	Explanation of policy	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change	Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
MPP-RC-10	MPP-G-5	Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.	No change	Element K. Analysis of the fiscal element	None proposed unless KRCC desires amendments	Element K seems like it covers this; how well are analyses of fiscal impact doing at accounting for actual realized costs? Perhaps a recommendation to review policies to see if they are having desired effect.
MPP-RC-11	MPP-G-4	Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.	No change	Element K. Analysis of the fiscal element	None proposed unless KRCC desires amendments	Same as above
MPP-RC-12	n/a	Support local and regional efforts to develop state legislation to provide new fiscal tools to support local and regional planning and to support infrastructure improvements and services.	GMPB added in response to comment review	Noted that PSRC will support these efforts. Just to note that K.3 is related to this effort

K.3. The Kitsap Regional Coordinating Council shall facilitate on-going regional discussion of infrastructure and service delivery strategies (see Element F-1 [c]) and revenue equity issues (see Element F-3 [c]). | None proposed unless KRCC desires amendments | Local and regional efforts to develop state legislation is a potential outcome of ongoing regional discussion. PSRC will support these efforts |
MPP-RC-13	MPP-G-2	Update countywide planning policies, where necessary, prior to December 31, 20102021, to address the multicounty planning policies in VISION 20402050.	Countywide Planning Policies - change updates date and VISION 2050 reference	Noted		This will be addressed as part of document formatting changes
MPP-RC-14	MPP-G-3	Monitor implementation of VISION 20402050 to evaluate progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation, and public services provisions.	Implementation - change updates VISION 2050 reference and reflect new titles	PSRC has moved these topics into new elements. This does not mean that the CPPs sections are required to address PSRC changes.		New Elements on regional collaboration (already well covered in Kitsap CPPs) or climate change (some of which is already covered by environment. The decision to create new chapters will impact the amount of policy change that should be considered.
MPP-RC-15	n/a	Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.	GMPB added in response to comment review	Partially addressed in N.3.c. Cities […] shall: Participate with other agencies in multi-jurisdictional planning activities including but not limited to environmental planning, e.g. water quality planning and coordinating the response on the listing for the Federal Endangered Species Act in multi-jurisdictional watersheds transportation planning, and growth management strategies."	None proposed unless KRCC desires amendments	We could add additional policy clarification if desired. However, this is probably not required.
RC-Action-1 (Regional)	n/a	**Plan Updates**: PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.	Outreach and coordination - supports implementation of VISION 2050	Noted. This policy outlines work for PSRC and does not need a corresponding policy at the CPP level.	None	No policy changes necessary

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RC-Action-2 (Regional)	n/a	**Monitoring Program**: PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.	Monitoring - supports ongoing implementation of VISION 2050	Noted. This policy outlines work for PSRC and does not need a corresponding policy at the CPP level.		No policy changes necessary
RC-Action-3 (Regional)	n/a	**Regional Equity Strategy**: PSRC, in coordination with member governments and community stakeholders, will develop and implement a regional equity strategy intended to make equity central to PSRC's work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as: ● Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region's residents, specifically as they relate to people of color and people with low incomes. ● Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities. ● Identifying implementation steps, including how to measure outcomes. ● Identifying mechanisms to prioritize access to funding to address inequities. • Developing a plan and committing resources for an equity advisory group that can help provide feedback on and help implement the Regional Equity Strategy. ● Developing and adopting an equity impact tool for evaluating PSRC decisions and community engagement.	Equity - supports development of a regional equity strategy; GMPB amended in response to comment review	Noted. This policy outlines work for PSRC and does not need a corresponding policy at the CPP level.	None proposed unless KRCC desires amendments	We could add additional policy clarification if desired. However, this is not required.
RC-Action 4 (Regional)	n/a	**Outreach**: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, the business community, and the public. This work program will have the following objectives: ● Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans. ● Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region.	Outreach - supports continued public outreach for VISION 2050; GMPB amended in response to comment review	Noted. This policy outlines work for PSRC and does not need a corresponding policy at the CPP level.	None proposed unless KRCC desires amendments	No policy changes necessary

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		• Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.				
RC-Action-5 (Regional)	n/a	**Project Selection Criteria**: Incorporate criteria into regional infrastructure evaluation processes that would allow for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. Funding for such projects will be consistent with the goals and policies of VISION 2050, including support for regional centers and progress toward greenhouse gas emissions reductions targets.	GMPB added in response to comment review	Noted. This policy outlines work for PSRC and does not need a corresponding policy at the CPP level.	None	See transportation funding allocation policies under MPP-RC-7 and 9. Policies regarding funding will be addressed. However, there is nothing to amend based upon this policy
RC-Action-6 (Regional)	n/a	**Project Support for Puget Sound Recovery**: PSRC will develop a methodology within the regional transportation funding process that would support projects that contribute to the recovery of the health of Puget Sound and its watersheds.	GMPB added in response to comment review	Noted. This policy outlines work for PSRC and does not need a corresponding policy at the CPP level.	No new policies required	No policy changes necessary
RC-Action-7 (Regional and Local)	n/a	**Funding Sources:** PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, military-community compatibility, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.	Funding - supports implementation of VISION 2050; GMPB amended in response to comment review	Noted. This policy outlines work for PSRC and does not need a corresponding policy at the CPP level.		
RC-Action-8 (Regional and Local)	n/a	**Communicate VISION 2050 to State Agencies and the Legislature**: PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance VISION 2050.	State coordination - supports implementation of VISION 2050	Noted. This policy outlines work communicating Vision 2050 to state agencies and the legislature and does not have a corresponding policy at the CPP level.	None proposed unless KRCC desires amendments to support this policy	None proposed unless KRCC desires to create a policy of support
RC-Action-9 (Regional and Local)	n/a	**Fiscal Sustainability:** PSRC, together with its member jurisdictions, will advocate to the state Legislature about the needs for counties (including unincorporated areas), cities, and other public agencies and service providers to remain fiscally sustainable and the fiscal challenges facing local governments, public agencies and service providers related to accommodating growth, maintaining aging infrastructure, and the annexation of urban areas.	GMPB added in response to comment review	Noted. This policy outlines work advocating for fiscal sustainability and does not have a corresponding policy at the CPP level.	None proposed unless KRCC desires amendments to support this policy	None proposed unless KRCC desires to create a policy of support

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Regional Growth Strategies Goal		The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.	New goal. Prior chapter (Regional Growth Strategy) did not include a goal statement.	Goal noted. Several CPPs already implement this Goal.	No new policies required	While policy changes may be considered in various CPP chapters, there are no proposed changes necessary because of this Goal.
MPP-RGS-1	n/a	Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, local plans, and development regulations.	Regional Growth Strategy - new policy addresses implementation; GMPB amended in response to comment review	Noted. CPPs serve to implement the Regional Growth Strategy as outlined in this document.	No new policies required	This policy is already implemented through a variety of CPPs.
MPP-RGS-2	MPP-DP-3	Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local ~~housing and employment~~ growth targets for each designated regional growth center and manufacturing/industrial center.	Regional Centers Framework - change clarifies expectations for manufacturing/industrial center employment targets	There are policies in Element C and Appendix F. Element C is also being modified		This policy changed is noted. As we move forward with the project, we will work to make sure this is properly implemented
MPP-RGS-3	n/a	Provide flexibility in establishing and modifying growth targets within countywide planning policies, provided growth targets support the Regional Growth Strategy.	Growth Targets - new policy recognizes local flexibility in implementing the Regional Growth Strategy; GMPB amended in response to comment review	B.5. outlines growth target adoption via distribution of population increments. Some flexibility is provided.	No new policies required because of MPP-RGS-3. However, there may be new or policy modifications proposed on this same topic based upon other MPPs.	This policy seems to implement policy. As noted above, we will want to crosscheck with Element C so there is a connection to Centers.
MPP-RGS-4	MPP-DP-4	Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.	No initial change; GMPB amended in response to comment review	Element B. Urban Growth Areas introduction; B.5.a. "The Kitsap Regional Coordinating Council shall coordinate the process for distributing the forecasted population for the period 2005 – 2025 and every five years thereafter, consistent with the requirements of the Growth Management Act. Kitsap County shall adopt any revision to the population distribution as part of its next Comprehensive Plan amendment process and the Cities shall base their Comprehensive Plan amendments upon that distribution. The distribution process should consider countywide demographic analysis, the Land Capacity Analysis, and the OFM projections and it shall promote a countywide development pattern targeting over three quarters (76%) of new population growth to the designated Urban Growth Areas. The County and the Cities recognize that the success of this development		CPPs call for development pattern with 76% of new population growth to designated UGAs. The Vision 2050 Regional Growth Strategy for Kitsap County calls for 92 percent of the county's growth to be in UGAs. This will be an issue we will want to discuss. Possibly suggest additional policy support for rural growth patterns. Will also cross check this policy with open space policies to make sure there is a connection.

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				pattern requires not only the rigorous support of Kitsap County in the rural areas, but also Cities' Comprehensive Plans being designed to attract substantial new population growth."		
MPP-RGS-5	MPP-DP-1	~~Provide a regional framework for the designation and adjustment of the~~ ~~urban growth area to e~~Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.	Urban Growth Area - change removes provision for a regional framework	Yes. B.3 (Process and criteria for establishing, expanding, and adjusting Urban Growth Areas in Kitsap County) and B.4 (Coordinated Growth Management in Urban Growth Areas) address this.	Policy amendments do not seem to be necessary unless the KRCC would like to discuss existing policies.	Policies B.3 and B.4 implement MPP-RGS-5
MPP-RGS-6	MPP-DP-2	Encourage efficient use of urban land by ~~maximizing~~ optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy ~~such as advancing development that achieves zoned density.~~	Regional Growth Strategy - change encourages infill and increasing densities within the urban growth area	Yes. Policies in B.4 implement this policy	Policy amendments do not seem to be necessary unless the KRCC would like to discuss existing policies.	Policy B.4 implements MPP-RGS-6
MPP-RGS-7	n/a	Provide additional housing capacity in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing. Metropolitan Cities must review housing needs and existing density in response to evidence of high displacement risk and/or rapid increase in employment.	GMPB added in response to comment review	N/A; Allocation of additional capacity in Bremerton is implemented through growth (B.5 and Appendix B)	Policy amendments do not seem to be necessary unless the KRCC would like to discuss existing policies	This is covered through the growth allocation process
MPP-RGS-8	n/a	Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	Regional Growth Strategy - new policy addresses growth goals for transit-oriented development; GMPB amended in response to comment review	See Centers evaluation.		If actual or projected growth is going to deviate from these standards, consider adding policy support to show how growth is heading in this direction.
MPP-RGS-9	MPP-DP-5	Focus a significant share of population and employment growth in designated regional growth centers.	No change	Variety of policies already support this along with Appendix B.	No new policies required	This is covered through the growth allocation process
MPP-RGS-10	MPP-DP-8	Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	No change	Variety of policies already support this along with Appendix B.	No new policies required	This is covered through the growth allocation process
MPP-RGS-11	n/a	Encourage growth in designated countywide centers.	Regional Centers Framework - new policy encourages growth in designated countywide centers	New framework for designated countywide centers in Element C will cover this		Will need to make sure new center types are appropriately reflected in Element C
MPP-RGS-12	n/a	Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.	Regional Growth Strategy - new policy focuses development capacity in areas with high-capacity transit	Support for focusing growth around transit in Element B		Possible modifications regarding high capacity transit. Will want to discuss with LUTAC and TransTAC.

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MPP-RGS-13	MPP-DP-16	~~Direct~~ Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to ~~prevent~~ avoid the conversion of rural land into commercial uses.	Rural growth - change clarifies rural planning objectives	D.2.a. "**Preserving rural land use and development patterns: Rural Communities** are already-existing residential and commercial areas of more intensive rural development designated in the Kitsap County Comprehensive Plan under RCW 36.70A.070.5. In-fill is expected. Rural Communities should be serviced by transportation providers and other services consistent with the Levels of Service adopted by Kitsap County for roads and by Kitsap Transit for transit upon their designation as an area of more intensive rural development." D.4.c. "The County's Comprehensive Plan policies shall support Rural Communities as locations of employment, a mix of housing types, and cultural activities for rural areas that primarily function as locations for service needs such as grocery stores, shopping, and community services, and small-scale cottage industries for the surrounding rural area."		This seems acceptable given the clarification of rural planning objectives.
MPP-RGS-14	n/a	Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.	Rural growth - new policy addresses managing growth pressures in rural areas	This policy is addressed through target setting that focused growth into urban areas.		Discussion should take place about strategies to reduce percentage of rural growth over time or provide additional policy support for how growth is occuring and allocated. There are many ways we can address this.
MPP-RGS-15	n/a	Support the establishment of regional funding sources to acquire conservation easements in rural areas.	GMPB added in response to comment review	Noted.	Policy amendments do not seem to be necessary unless the KRCC would like to discuss providing policy support.	Policy amendments to support the establishment of regional funding sources could be considered.
MPP-RGS-16	n/a	Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.	GMPB added in response to comment review	B.4.a. "Adopted City and County comprehensive plans shall reflect the intent that all land within unincorporated Urban Growth Areas will either annex to a city or incorporate within the 20-year planning horizon."	Policy amendments do not seem to be necessary.	Existing policies implement MPP-RGS-16
RGS-Action-1 (Regional)	n/a	**Urban Growth Area**: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.	Urban Growth Area - supports regional coordination regarding urban growth area	Noted. This policy outlines work for PSRC and does not have a corresponding policy at the CPP level.	Policy amendments do not seem to be necessary.	No changes required
RGS-Action-2 (Regional)	n/a	**Track and Evaluate Growth**: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional	Regional Growth Strategy - supports monitoring growth patterns	Noted. This policy outlines work for PSRC and does not have a corresponding policy at the CPP level.	Policy amendments do not seem to be necessary.	No changes required

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		Growth Strategy.				
RGS-Action-3 (Regional)	n/a	**Growth Targets:** PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. This effort will include consideration of the timing of Regional Growth Strategy implementation	Regional Growth Strategy - directs PSRC to provide guidance to assist local jurisdictions with setting growth targets; GMPB amended in response to comment review	Noted. This policy outlines work for PSRC and does not have a corresponding policy at the CPP level.	Policy amendments do not seem to be necessary.	No changes required
RGS-Action-4 (Regional)	n/a	**Rural Growth:** PSRC, together with its members and stakeholders, will explore and implement, as feasible, opportunities for local, regional and state-wide conservation programs to reduce development pressure in rural and resource areas, to facilitate regional Transfer of Development Rights, and to explore additional techniques to conserve valuable open space areas, including Purchase of Development Rights and open space markets.	Rural Growth - supports conservation programs; GMPB amended in response to comment review	Noted. This policy outlines work for PSRC and does not have a corresponding policy at the CPP level. CPPs do have two TDR policies: A.3.d., which states that "member jurisdictions should Develop a program for the Transfer of Development Rights to preserve lands with important public benefits", and I.4.c.v., which offers TDR as a possible "innovative regulatory strategy" to provide affordable housing for households below 120% of area median.	Policy amendments do not seem to be necessary.	No changes required
RGS-Action-5 (Regional)	n/a	**Regional Conservation Fund:** PSRC, in collaboration with its members and other partners, will explore and support the establishment of regional funding sources to acquire conservation easements in rural areas.	GMPB added in response to comment review	Noted. This policy outlines work for PSRC and does not have a corresponding policy at the CPP level.	Policy amendments do not seem to be necessary.	No changes required
RGS-Action-6 (Regional)	n/a	**Outreach:** PSRC will work with members to address ways the region can help communities understand and support increased growth within the urban growth area. VISION 2050's success is dependent on cities and counties welcoming new growth.	GMPB added in response to comment review	Noted. This policy outlines work for PSRC and does not have a corresponding policy at the CPP level.	Policy amendments do not seem to be necessary.	No changes required
RGS-Action-7 (Local)	n/a	**Regional Growth Strategy:** As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.	Regional Growth Strategy - supports local implementation; GMPB amended in response to comment review	Noted. This policy outlines work for PSRC and does not have a corresponding policy at the CPP level.	Policy amendments do not seem to be necessary.	No changes required
RGS-Action-8 (Local)	n/a	**Plan for Jobs-Housing Balance:** Countywide planning organizations will consider data on jobs-housing balance, especially recent and projected employment growth within Metropolitan and Core cities, to set housing growth	GMPB added in response to comment review	I – Jobs-Housing Balance is specifically called out and references are made to a variety of chapters that support: "Policies in Element C: Centers of	Policy amendments do not seem to be necessary.	As new and revised policies are considered, LDC will crosscheck this to make sure this is implemented.

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		targets that substantially improve jobs-housing balance consistent with the Regional Growth Strategy. Metropolitan and Core cities experiencing high job growth will take measures to provide additional housing capacity for a range of housing types and affordability levels to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement.		Growth, Element F: Contiguous, Compatible and Orderly Development, and Element J: Countywide Economic Development are all part of the County's overall approach to jobs-housing balance."		
RGS-Action-9 (Local)	n/a	**Growth Targets**: Countywide planning organizations will work to develop processes to reconcile any discrepancies between city and county adopted targets contained in local comprehensive plans.	GMPB added in response to comment review	B.5.a.i-vii. i. Each jurisdiction with a designated Urban Growth Area shall develop an estimate and/or range of the additional population that it could accommodate and service during the 20 year planning horizon, consistent with its vision for future community character. The estimate shall consider the need for increasing population density within the Urban Growth Areas to promote efficient service delivery, avoid sprawl, and preserve community character. ii. The population estimates and/or ranges shall be provided to the Kitsap Regional Coordinating Council, with a statement of need concerning adjusted Urban Growth Area boundaries. iii. The Kitsap Regional Coordinating Council shall compile the jurisdictions' population estimates, including the estimate of additional population capacity for areas outside the Urban Growth Areas, and determine whether adjustments to the overall distribution are required in order to fit within the OFM projected range. iv. The Kitsap Regional Coordinating Council, after conducting a public hearing, shall recommend the estimate and/or ranges of 20 year population distribution to Kitsap County for adoption as an amendment to the		KRCC determines whether adjustments to the overall distribution are required; Kitsap County gives "substantial weight" to KRCC's recommendation; each jurisdiction updates its plan to arrive at a target consistent with the estimate and/or within the range; and the final adopted target is compiled and reviewed through the KRCC process. However, there is no specific step that addresses reconciliation of targets once Plans are adopted. Worth discussing with LUTAC to see if there is a need for an additional policy to outline how this is done. New policy may be needed.

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				Countywide Planning Policies. v. Kitsap County should give substantial weight to the Kitsap Regional Coordinating Council's recommendation in adopting the 20-year population distribution. vi. Following adoption of the estimates and/or ranges, each jurisdiction should update its comprehensive plan, so as to arrive at a final population target consistent with the estimate and/or within the original range. vii. After each jurisdiction has completed its comprehensive plan update, the final adopted target should be compiled and reviewed through the Kitsap Regional Coordinating Council process and the revised population distribution incorporated into the Countywide Planning Policies. A final distribution to Urban Growth Areas versus non-Urban Growth Areas within the range specified above should then be calculated.		
Environment Goal		The region will cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents and the economy is connected to the health of the environment. Planning at all levels should considers the impacts of land use, development, and transportation on the ecosystem.	Change to existing goal to remove climate change references (covered in Climate Change chapter) and recognize the link between the environment and a healthy economy	This Goal seems to be covered by several existing policies located throughout the CPPs.	This is a Goal. No new policies required.	No changes required
MPP-En-1	MPP-En-1	Develop and implement regionwide environmental strategies, coordinating among local jurisdictions, tribes, and countywide planning groups.	No initial change; GMPB amended in response to comment review	Element L outlines coordination with Tribal Governments. Regionwide strategies will happen at the PSRC level.	Policy amendments do not seem to be necessary. Amendments in the future may be required is a regionwide strategy is developed, adopted, and implemented into MPPs.	No changes proposed.

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MPP-En-2	MPP-En-2	Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.	No change	Environmental policies and strategies are included throughout the CPPs.	No new policies proposed	MPP is implemented with existing CPPs.
MPP-En-3	MPP-En-3	Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.	No change	E.3.a and b. a. The County and Cities, in their respective comprehensive plans, should include specific goals and policies to enhance air quality by reducing the release of toxins, fine particles, and greenhouse gases. b. The County and Cities should adopt and implement purchasing policies/programs for vehicles/equipment that use clean efficient fuels. E.4.a through c. a. The County and Cities should adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge areas should be treated as a resource. b. The County and Cities should continue to be models for low impact development and implement such programs whenever practical. c. The County and Cities should develop and implement a program, as funding allows and where feasible, to retrofit infrastructure that was developed prior to the implementation of best practices in surface and storm water management programs. E.2.f. The County and the Cities shall work together to identify, protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries.	No new policies proposed	MPP is implemented with existing CPPs.

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MPP-En-4	MPP-En-4	Ensure that all residents of the region, regardless of race, social, or _ economic status, have clean air, clean water, and other elements of live in a healthy environment, with minimal exposure to pollution.	Equity - change updates terminology and does not condone exposure to pollution	E.2.e. The County and the Cities shall protect and enhance the public health and safety and the environment for all residents, regardless of social or economic status, by reducing pollutants, as defined by WA State and federal law.	None proposed unless KRCC desires amendments	E.2.e appears to implement MPP-En-4
MPP-En-5	MPP-En-5	Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.	No change	D.4.b. Promote clustering residential development and other techniques to protect and enhance significant open spaces, natural resources, cultural resources, and critical areas for more effective use of the land. E.2.d. The county and the cities shall encourage the use of environmentally sensitive development practices to minimize the impacts of growth on the County's natural resource systems.	None proposed unless KRCC desires amendments	Current policies implement MPP-En-5
MPP-En-6	MPP-En-6	Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.	No change	E.2.b. The County and the Cities shall establish and implement Best Management Practices to protect the long-term integrity of the natural environment, adjacent land use, and the productivity of resource lands.	None proposed unless KRCC desires amendments	Current policies implement MPP-En-6
MPP-En-7	MPP-En-7	Reduce and Mmitigate noise and light pollution caused by traffictransportation, industries, public facilities, and other sources.	Environmental Stewardship - change addresses light pollution and recognize public facilities as a source	G.3.a.v. Noise as a review criterion for siting of facilities of a countywide or statewide nature. Noise and light also mitigated by SEPA and GMA development regulations (WAC 197-11 and WAC 173-60	Existing state laws cover this issue and the CPPs provide policy support for large essential public facility projects. No policy changes proposed unless KRCC desires amendments	Current policy and State Laws appear to cover this issue
MPP-En-8	n/a	Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.	Equity - new policy addresses disproportionate environmental impacts	Same as above		A new policy could be considered to address the location of certain land uses, such as industrial lands near areas with vulnerable populations. This would not eliminate those uses but simply recognize the issue so that city/county policies and regulations can consider these impacts when development takes place.
MPP-En-9	n/a	Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.	Resilience/Health/Open Space - new policy recognizes value of urban tree canopy	E.2.a. The County and the Cities shall protect critical areas (wetlands, aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, steep slopes, and geologically hazardous areas) and should consider other environmental amenities such as view corridors, canopy cover, and ridgelines.	None proposed unless KRCC desires amendments	E.2.a appears to cover MPP-En-9
MPP-En-10	n/a	Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including protection of watersheds and wellhead areas that are sources of the	Environmental Stewardship/Open Space – new policy implements Regional Open Space Conservation Plan	E.2.f. The County and the Cities shall work together to identify, protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries. E.2.g. The County and Cities shall		Consider modifying policy to include wellhead protections.

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		region's drinking water supplies.	recommendation regarding land stewardship; GMPB amended in response to comment review	protect and enhance ecosystems that support Washington State's Priority Habitat and Species as identified by the Washington Department of Fish and Wildlife. E.4.c. The County and Cities should develop and implement a program, as funding allows and where feasible, to retrofit infrastructure that was developed prior to the implementation of best practices in surface and storm water management programs. E.5.a. The County and the Cities shall preserve, protect, and where possible, restore the functions of natural habitat to support ESA-listed species, through the adoption of comprehensive plan policies, critical area ordinances, shoreline master programs and other development regulations that seek to protect, maintain or restore aquatic ecosystems associated habitats and aquifer through the use of management zones, development regulations, incentives for voluntary efforts of private landowners and developers, land use classifications or designations, habitat acquisition programs or habitat restoration projects. E.5.b. The County and the Cities shall provide incentive-based non-regulatory protection efforts such as acquisition of priority habitats through fee-simple and conservation easements from willing sellers. E.5.c. The County and the Cities shall jointly establish and implement monitoring and evaluation program to determine the effectiveness of restoration, enhancement, and recovery strategies for salmon including ESA-listed species. Each jurisdiction shall apply an adaptive management strategy to determine how well the objectives of listed species recovery and critical habitat preservation/restoration are being achieved.		

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				E.6.b. The County and the Cities shall coordinate land use planning using watersheds or natural drainage basins to implement strategies for restoration of aquatic habitat and to reduce impacts to other natural systems and participate in efforts to improve the health of our waterways.		
MPP-En-11	MPP-En-9	Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.	No change	E.1 (Creating a regional network of open space) and E.2 (Conserving and enhancing the County's natural resources, critical areas, water quality/quantity, and environmental amenities while planning for and accommodating sustainable growth) Reviewing and commenting on CPPs and local plans and provisions is a policy for PSRC.	None proposed unless KRCC desires amendments	Policies E.1 and E.2 appear to implement MPP-En-11
MPP-En-12	MPP-En-8	Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.	Open Space - change recognizes and implements the Regional Open Space Conservation Plan	E.2.f. The County and the Cities shall work together to identify, protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries. Does not specifically mention Regional Open Space Conservation Plan		E.1.a references the Kitsap County Open Space Plan and Kitsap County Consolidated Greenway Plan. Could be updated to also reference the Regional Open Space Conservation Plan if appropriate.
MPP-En-13	MPP-En-12	Preserve and restore native vegetation and tree canopy to protect habitat, especially where it protects habitat and contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.	Open Space - change implements Regional Open Space Conservation Plan's recommendations to preserve tree canopy	E.2.a. The County and the Cities shall protect critical areas (wetlands, aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, steep slopes, and geologically hazardous areas) and should consider other environmental amenities such as view corridors, canopy cover, and ridgelines. Does not mention invasive species or their threat to native ecosystems. Other policies also implement MPP-En-13		E.2.a does not mention invasive species or their threat to native ecosystems. Current CPPs implement the intent of this policy. We can discuss if a small policy change should be proposed.
MPP-En-14	MPP-En-11	Identify and protect wildlife corridors both inside and outside the urban growth area.	No change	E.2.f. The County and the Cities shall work together to identify, protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries.	None proposed unless KRCC desires amendments	Current CPPs implement MPP-En-14

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				E.2.g. The County and Cities shall protect and enhance ecosystems that support Washington State's Priority Habitat and Species as identified by the Washington Department of Fish and Wildlife.		
MPP-En-15	n/a	Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.	Equity/Open Space - new policy focuses on access to open space, especially in underserved communities	E.1. a-c. **1. Creating a regional network of open space:** a. The County and the Cities shall implement the Kitsap County Open Space Plan and the Kitsap County Consolidated Greenway Plan which identify a countywide green space strategy that incorporates planning efforts of the County, Cities, state agencies, non-profit interest groups and land trusts in the County. b. The County and the Cities shall preserve and enhance, through inter-jurisdictional planning, significant networks and linkages of open space, regional parks and public/ private recreation areas, wildlife habitats, critical areas and resource lands; historic and cultural landscapes; water bodies and trails. c. The County and the Cities shall frame and separate urban areas by creating and preserving a permanent network of urban and rural open space, including parks, recreation areas, critical areas and resource lands. Does not specifically address underserved communities.		E.1.a-c is a complete policy. However, consideration of communities that are underserved could be a solid policy consideration as the Kitsap Open Space Plan is implemented. Consider minor policy changes.

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MPP-En-16	n/a	Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species and species of local important. Prevent species from inclusion ~~on the Endangered Species List and to accelerate their removal from the list.~~	Puget Sound Recovery - change specifically names salmon and orca; GMPB amended in response to comment review	E.5.c. The County and the Cities shall jointly establish and implement monitoring and evaluation program to determine the effectiveness of restoration, enhancement, and recovery strategies for salmon including ESA-listed species. Each jurisdiction shall apply an adaptive management strategy to determine how well the objectives of listed species recovery and critical habitat preservation/restoration are being achieved.	None proposed unless KRCC desires amendments	Policy E.5.c appears to implement MPP-En-16
MPP-En-17	MPP-En-13	Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound ~~and, where feasible, restore them to a more natural state.~~	Puget Sound Recovery - change addresses water quality	E.4. 1. **Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.** a. The County and Cities should adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge areas should be treated as a resource. b. The County and Cities should continue to be models for low impact development and implement such programs whenever practical. c. The County and Cities should develop and implement a program, as funding allows and where feasible, to retrofit infrastructure that was developed prior to the implementation of best practices in surface and storm water management programs.	None proposed unless KRCC desires amendments	Policy E.4 appears to implement MPP-En-13
MPP-En-18	n/a	Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.	Puget Sound Recovery - new policy addresses stormwater pollution	E.4.b. and c. a. The County and Cities should continue to be models for low impact development and implement such programs whenever practical. b. The County and Cities		Could consider an addition to policy that references LID. LID is already a requirement for each jurisdiction, however, and is implemented through stormwater regulations. Unless there is a need for regional coordination on LID, policy changes may not be required.

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				should develop and implement a program, as funding allows and where feasible, to retrofit infrastructure that was developed prior to the implementation of best practices in surface and storm water management programs.
				
				E.6.
				1. **Coordination of watershed and land use planning:**
				  a. The County and the Cities shall participate in a planning program that determines changes in stream hydrology and water quality under different land use scenarios at full build-out of designated land use classifications.
				  b. The County and the Cities shall coordinate land use planning using watersheds or natural drainage basins to implement strategies for restoration of aquatic habitat and to reduce impacts to other natural systems and participate in efforts to improve the health of our waterways**.**
				  c. Kitsap County shall coordinate and maintain a regional database of best available science for the purpose of modifying Critical Areas Ordinances, if funding is available.
				  d. Upon adoption of a state classification system, the Cities and the County shall establish a single system for stream typing.		

MPP-En-19	MPP-En-15	Reduce the use of toxic pesticides, and chemical fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.	Puget Sound Recovery - change to be consistent with Puget Sound Partnership Action Agenda	E.2.b. The County and the Cities shall establish and implement Best Management Practices to protect the long-term integrity of the natural environment, adjacent land use, and the productivity of resource lands.	None proposed unless KRCC desires amendments.	Policies appears to implement much of the intent of MPP-En-19.

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				E.4.a. **4. Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.** a. The County and Cities should adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge areas should be treated as a resource. Pesticides and fertilizers not specifically mentioned		
MPP-En-20	MPP-En-14	Restore – where appropriate and possible – the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.	No change	E.2.f. The County and the Cities shall work together to identify, protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries.	None proposed unless KRCC desires amendments	Only note here is that the current policy does not articulate how this is going to happen or is happening.
MPP-En-21	MPP-En-19	Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	No change	E.3 **3. Protection of air quality is accomplished by reducing the levels of toxins, fine particles, and greenhouse gases released into the environment, especially through transportation activities.** a. The County and Cities, in their respective comprehensive plans, should include specific goals and policies to enhance air quality by reducing the release of toxins, fine particles, and greenhouse gases. b. The County and Cities should adopt and implement purchasing policies/programs for vehicles/equipment that use clean efficient fuels.	None proposed unless KRCC desires amendments	E.3 appears to implement MPP-En-19
MPP-En-22	MPP-En-17	Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases. ~~Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.~~	Air Quality - change to meet regulatory requirements and reduce emissions	E.3 **4. Protection of air quality is accomplished by reducing the levels of toxins, fine particles, and greenhouse gases released into the**	Same as above	Same as above

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				environment, especially through transportation activities. a. The County and Cities, in their respective comprehensive plans, should include specific goals and policies to enhance air quality by reducing the release of toxins, fine particles, and greenhouse gases. b. The County and Cities should adopt and implement purchasing policies/programs for vehicles/equipment that use clean efficient fuels.		
	MPP-En-16	Identify and address the impacts of climate change on the region's hydrological systems.	Moved to Climate Change chapter (MPP-CC-9)	See Climate Change section.		
	MPP-En-18	Reduce levels for air toxics, fine particulates, and greenhouse gases.	Air Quality - Combined with MPP-En-22	See Climate Change section.		
	MPP-En-20	Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.	Moved to Climate Change chapter (MPP-CC-1)	See Climate Change section.		
	MPP-En-21	Reduce the rate of building energy use per capita, both in building use and in transportation activities.	Moved to Climate Change chapter (MPP-CC-2)	See Climate Change section.		
	MPP-En-22	Pursue the development of energy management technology as part of meeting the region's energy needs.	Moved to Climate Change chapter (MPP-CC-5)	See Climate Change section.		
	MPP-En-23	Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.	Moved to Climate Change chapter (MPP-CC-3)	See Climate Change section.		
	MPP-En-24	Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.	Moved to Climate Change chapter (MPP-CC-4)	See Climate Change section.		

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	MPP-En-25	~~Anticipate and address the impacts of climate change on regional water sources.~~	Moved to Climate Change chapter (MPP-CC-8)	See Climate Change section.		
En-Action-1 (Regional)	n/a	**Open Space Planning**: PSRC will work with member jurisdictions, resource agencies, tribes, military installations and service branches, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. PSRC will review and comment on alignment with the Regional Open Space Conservation Plan during the comprehensive plan certification process. On a periodic basis, evaluate and update the plan.	Regional Open Space Conservation Plan - supports implementation; GMPB amended in response to comment review	Noted. This is work for PSRC.	None proposed unless KRCC desires amendments	None
En-Action-2 (Regional)	n/a	**Watershed Planning Support**: PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve the health of Puget Sound.	Puget Sound Recovery - supports coordination with Puget Sound Partnership	Noted. This is work for the Puget Sound Partnership and PSRC.	None proposed unless KRCC desires amendments	None
En-Action-3 (Countywide/watershed)	n/a	**Watershed Planning:** Counties and cities, together with other jurisdictions in the watershed, will continue to participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound. Include planning for culvert removal and work with tribal, federal, state, and local governments in planning, funding, and implementation to ensure the effective and efficient use of funds to restore salmon habitat.	Puget Sound Recovery - supports implementation of Puget Sound Partnership Action Agenda, stormwater federal and state requirements, and Water Resource Inventory Area (WRIA) work; GMPB amended in response to comment review	E.6 6. **Coordination of watershed and land use planning:** a. The County and the Cities shall participate in a planning program that determines changes in stream hydrology and water quality under different land use scenarios at full build-out of designated land use classifications. b. The County and the Cities shall coordinate land use planning using watersheds or natural drainage basins to implement strategies for restoration of aquatic habitat and to reduce impacts to other natural systems and participate in efforts to improve the health of our waterways. c. Kitsap County shall coordinate and maintain a regional database of best available science for the purpose of modifying Critical Areas Ordinances, if funding is available. d. Upon adoption of a state classification system, the Cities	None proposed unless KRCC desires amendments	Culvert removal could be considered for inclusion within the policy. However, the CPPs already address coordination generally therefore this appears to be a choice of whether to amend or not.

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				and the County shall establish a single system for stream typing.		
En-Action-4 (Local)	n/a	**Local Open Space Planning**: In the next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.	Regional Open Space Conservation Plan - supports local implementation; GMPB amended in response to comment review	E.1. 1. **Creating a regional network of open space:** a. The County and the Cities shall implement the Kitsap County Open Space Plan and the Kitsap County Consolidated Greenway Plan which identify a countywide green space strategy that incorporates planning efforts of the County, Cities, state agencies, non-profit interest groups and land trusts in the County. b. The County and the Cities shall preserve and enhance, through inter-jurisdictional planning, significant networks and linkages of open space, regional parks and public/ private recreation areas, wildlife habitats, critical areas and resource lands; historic and cultural landscapes; water bodies and trails. c. The County and the Cities shall frame and separate urban areas by creating and preserving a permanent network of urban and rural open space, including parks, recreation areas, critical areas and resource lands.		This may require a review of the Regional Open Space Plan and its goals and policies similar to this document and others. It could also be something as simple as "The County and Cities shall ensure that their respective comprehensive plans are consistent with the aims and objectives of the Regional Open Space Plan."
Climate Change Goal		The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.	New goal for new chapter; GMPB amended in response to comment review			Repeat of question for LUTAC and Board – create new climate change chapter, or incorporate
MPP-CC-1	MPP-En-20	Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. Address the central Puget Sound	Greenhouse Gas Emissions Reductions - change reflects current state context and support for state, regional, and local programs; GMPB amended in response to comment review	E.3. 3. **Protection of air quality is accomplished by reducing the levels of toxins, fine particles, and greenhouse gases released into the environment, especially through transportation**		E.3 appears to implement MPPs.

We will be looking at this issue more closely and contact PSRC about the terms "Advance the adoption and implementation of actions" to get their perspective on the meaning of this policy. |

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		region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.		**activities.** a. The County and Cities, in their respective comprehensive plans, should include specific goals and policies to enhance air quality by reducing the release of toxins, fine particles, and greenhouse gases. b. The County and Cities should adopt and implement purchasing policies/programs for vehicles/equipment that use clean efficient fuels.		
MPP-CC-2	MPP-En-21	Reduce the rate of building energy use per capita, both in building use and in transportation activities through green building and retrofit of existing buildings.	Climate Change - change focuses on building energy use	F.4.f. Use sustainable building techniques (such as rehabilitation/re-use, LEED [Leadership in Energy & Environmental Design], Low Impact Development, energy-efficient fixtures, etc.) in the design and development of the built environment.	None proposed unless KRCC desires amendments	F.4.f appears to implement MPP-CC-2. It is also important to note that building codes, including the new energy code help implement this policy.
MPP-CC-3	MPP-En-23	Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and by reducing vehicle miles traveled by increasing alternatives to driving alone.	Climate Change - change emphasizes electrification of vehicle fleet; GMPB amended in response to comment review	F.4.h. Promote solar, wind, tidal, wave generation, and other renewable energy generation where appropriate to serve the community.	None proposed unless KRCC desires amendments	Policy F.4.h could provide additional specificity regarding the requirements to support electric vehicle infrastructure (GMA requirements). The current policy says "other renewable energy" so much if this is covered unless additional specificity is desired.
MPP-CC-4	MPP-En-24	Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy. Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.	Climate Change - change clarifies role of natural resources in carbon storage and sequestration	E.2 contains several policies that deal with protecting and enhancing natural resources but carbon storage is not mentioned.		The protection of farms, forests, and natural resources is already a tenant of the Growth Management Act. The protection of these areas by necessity accomplishes the goals of this policy. If you would like to provide additional specificity we can. Probably not required.
MPP-CC-5	MPP-En-22	Pursue the development of energy management technology as part of meeting the region's energy needs.	No change	F.4.h. Promote solar, wind, tidal, wave generation, and other renewable energy generation where appropriate to serve the community.	None proposed unless KRCC desires amendments	Policy F.4.h implements the MPP
MPP-CC-6	n/a	Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.	Equity - new policy recognizes disproportionate impacts of climate change	No existing CPPs currently serve this function.		Consider a new policy here. There may be an opportunity to combine several of the MPPs into a small set of new policies.
MPP-CC-7	n/a	Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.	Regional coordination - new policy supports state, regional, and local actions	Noted		Could provide a statement of support. Probably not required given how many actions that are already taken that implement this policy.

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MPP-CC-8	MPP-En-25	Increase resilience by identifying ~~Anticipate~~ and addressing the impacts of climate change and natural hazards on ~~regional~~ water ~~sources.~~, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.	Equity/Resilience - change adds the concept of resilience and recognizes impacts to vulnerable populations	The CPPs have many policies directed at the area identified in MPP-En-25. However, there is no tie to prioritization of actions		There may be an opportunity to combine several of the MPPs into a small set of new policies.
MPP-CC-9	MPP-En-16	Identify and address the impacts of climate change on the region's hydrological systems.	No change	This issue in mentioned in Element A.d as it relates to protection of the environment. In addition, water quality and quantity is addressed in E.4.		There may be an opportunity to combine several of the MPPs into a small set of new policies. Climate change is not specifically listed in the current CPPs as it relates to tis issue but many of the existing policies accomplish the same tasks.
MPP-CC-10	n/a	Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.	GMPB added in response to comment review	G.3.g. Public facilities shall not be located in designated resource lands, critical areas, or other areas where the siting of such facilities would be incompatible.	None proposed unless KRCC desires amendments	G.3.g seems to adequately address the MPP
MPP-CC-11	n/a	Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.	GMPB added in response to comment review	No		Suggest a new policy of support.
MPP-CC-12	n/a	Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.	GMPB added in response to comment review	H.2.a. 2. **Reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips:** a. The County and the Cities shall provide both infra-structure and policy incentives to increase the use of non- SOV modes of travel.		H.2.a goes a long way to address this policy. Like other areas in the CPPs, we need to better understand how funding decisions are prioritized. This will help determine if new policies are necessary or not.
CC-Action-1 (Regional)	n/a	**Greenhouse Gas Strategy:** PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region's Greenhouse Gas Strategy, to equitably achieve meaningful reductions of emissions toward achievement of the region's greenhouse gas reduction goals. The strategy will: o Build on the Four-Part Strategy in the Regional Transportation Plan to Address emissions from transportation, land use and development, and other sources of greenhouse gases	Climate Change - supports implementation of the adopted Four-Part Greenhouse Gas Strategy; GMPB amended in response to comment review	Noted. This is work for PSRC. Some work will eventually flow to Kitsap County coming out of the development of the Greenhouse Gas Strategy.	None proposed unless KRCC desires amendments	This Action will probably involve KRCC members as the initiative moves forward.

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		o Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and development o Explore options for PSRC to further emission reductions in the aviation sector o Be guided by principles of racial equity o Include a measurement framework to inform the evaluation of transportation investments and local comprehensive plans o Develop guidance and provide technical assistance to local jurisdictions to implement climate change strategies, including a guidebook of best practice policies and actions Regular evaluation and monitoring will occur, at least every four years, as part of the development of the Regional Transportation Plan, with reports to PSRC policy boards.				
CC-Action-2 (Regional)	n/a	**Resilience and Climate Preparedness**: PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.	Resilience - supports regional coordination in resilience planning and climate preparedness; GMPB amended in response to comment review	Noted. This is work intended for PSRC.		This Action will probably involve KRCC members as the initiative moves forward.
CC-Action-3 (Local)	n/a	**Policies and Actions to Address Climate Change**: Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal	Climate Change - supports local policies and actions for reducing emissions; GMPB amended in response to comment review	H.2.a. 3. **Reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips:** a. The County and the Cities shall provide both infra-structure and policy incentives to increase the use of non- SOV modes of		There are multiple policies that address these issues. We may want to consider bringing these policies together, so it is clear they address this policy. It is also worthy to note that many of these issues are already required to be addressed under GMA requirements.

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		transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.		travel. H.3.b. The County, the Cities, and Kitsap Transit shall consider programming capital improvements and transportation facilities that alleviate and mitigate impacts on air quality, greenhouse gas emissions and energy consumption, such as: high-occupancy vehicle lanes; public transit; vanpool/ carpool facilities; electric and other low emission vehicles including buses; bicycle and pedestrian facilities that are designed for functional transportation. F.4.c, d, f, and h. 4. **Community design and development:** Strategies should promote orderly development that reflects the unique character of a community and encourages healthy lifestyles through building and site design and transportation connectivity. In addition, sustainable economic and environmental development techniques should be utilized to enhance the quality of life: c. Design mixed use developments and local street patterns to improve the environment for overall mobility and accessibility to and within the development through multi-modal transportation options that serve all users. d. Design of transportation networks should fit within the context of the built and natural environment, enhancing the community, connectivity, and physical activity in the area community wide and specifically in designated growth centers and high transit areas.		

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				f. Use sustainable building techniques (such as rehabilitation/re-use, LEED [Leadership in Energy & Environmental Design], Low Impact Development, energy-efficient fixtures, etc.) in the design and development of the built environment. h. Promote solar, wind, tidal, wave generation, and other renewable energy generation where appropriate to serve the community.		
CC-Action-4 (Local)	n/a	**Resilience:** Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.	Resilience - GMPB added in response to comment review	Do not appear to be any CPPs focused on climate resilience and adaptation. There is a general resilience to adverse events policy in A.1.b, Each of Kitsap's urban communities should foster its unique vision as a high quality place to live and work, through urban design, historic preservation, and arts that improve the natural and human-made environments; promote healthy lifestyles; contribute to a prosperous economy; and, increase the region's resiliency in adapting to changes or adverse events.		We could look at a new policy here to focus on new or current actions the county and cities are already taking. What is unclear is what PSRC is looking for hear given there is no recognition of what is already being done.

I believe we could create a link here without creating new directives. |
Development Patterns Goal		The region will focus growth within already urbanized areas to creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique local character and local culture while conserving rural areas and creating and preserving open space and natural areas. Centers will continue to be a focus of development. Rural and natural resource land will continue to be permanent and vital parts of the region.	Change to distinguish chapter goal from the Regional Growth Strategy chapter; GMPB amended in response to comment review.	MPP Goal – while CPPs do address these issues, we are not required to implement this will a CPP.	No action needed	
MPP-DP-1	MPP-DP-35	Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	No change	Element B. Urban Growth Areas introduction: The basic premise for designating Urban Growth Areas is to encourage the location of urban density residential, commercial and industrial developments in areas where services can be most economically provided. The benefits of directing growth to designated urban	None proposed unless KRCC desires amendments	This policy is also redundant to what the GMA already requires.

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				areas include: ○ Higher density residential development within walking or bicycling distance of jobs, transit, schools and parks. ○ Limiting urban expansion into rural and forested areas. ○ Promotion of in-fill or redevelopment of existing urban areas. ○ Preservation of open space, critical areas and lands designated for resource protection. ○ Accommodation of employment growth in a concentrated pattern. ○ More economical provision and maintenance of streets, sewer/water lines and other public facilities. ○ Promotion of attractive residential neighborhoods and commercial districts which provide a sense of community. ○ A harmonious relationship with regional planning as articulated by Vision 2040 and Transportation 2040, adopted by the Puget Sound Regional Council as the growth and transportation strategy for central Puget Sound.		
MPP-DP-2	n/a	Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.	Equity - change addresses equitable access to opportunity for all of the region's residents; GMPB amended in response to comment review	No policies that directly address. However, there are several areas, such as Tribal coordination that focus on an inclusive planning process. Kitsap is a model at the regional level!		Inclusive community planning is indirectly required by the GMA through the adoption of a public participation program. In addition, participation and coordination is utilized throughout the CPPs. We may want to look at tightening up a policy that clearly focus on an inclusive community planning.
MPP-DP-3	MPP-DP-14	Preserve and Enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, ato provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.	Urban Design/Connectivity - change to differentiate policy from old MPP-DP-35 (new MPP-DP-1) and focus on health and walkability outside of centers	Partially. F.4.c. and d. c. Design mixed use developments and local street patterns to improve the environment for overall mobility and accessibility to and within the development through multi-modal transportation options that serve all users. d. Design of transportation networks should fit within the context of the built and natural environment, enhancing the community,	None proposed unless KRCC desires amendments	Existing policies seem to provide solid direction to the county and cities who then further refine these policies into comp plans and development regulations. This also consistent with existing GMA requirements.

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				connectivity, and physical activity in the area community wide and specifically in designated growth centers and high transit areas.		
MPP-DP-4	MPP-DP-15	Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands as brownfields and greyfields, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.	Redevelopment - change incorporates surplus public lands and simplifies language	No CPPs explicitly link surplus land/contaminated sites to infill or redevelopment. General support for infill in A.1.a. "The primary role of Kitsap's urban communities is to encourage growth, through new development, re-development and in-fill. (See Appendix B for current and projected population distribution.) Population growth should be directed to Cities, urban growth areas and centers with a transportation system that connects people with jobs and housing."		Existing policies support urban development. A policy to support redevelopment of environmentally contaminated lands could be prepared. If the LUTAC would like to provide a supportive policy, we would want to discuss "how" you would like to support this beyond measures already taken for all urban development (which is encouraged).
MPP-DP-5	MPP-DP-33	Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.	No change	There are numerous policies that directly or indirectly support the MPP. This includes rural land, eco devo, and urban land policies.	None proposed unless KRCC desires amendments	Existing policies appear to implement the MPP
MPP-DP-6	MPP-DP-34	Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.	No change	E.2.c. The County and the Cities shall establish procedures to preserve significant historic, visual and cultural resources including views, landmarks, archaeological sites, and areas of special locational character.	None proposed unless KRCC desires amendments	Existing policies appear to implement the MPP
MPP-DP-7	n/a	Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.	GMPB added in response to comment review	E.2.c. The County and the Cities shall establish procedures to preserve significant historic, visual and cultural resources including views, landmarks, archaeological sites, and areas of special locational character.	None proposed unless KRCC desires amendments	Existing policies appear to implement the MPP
MPP-DP-8	MPP-DP-36	Provide a wide range of building and community types to serve the needs of a diverse population. Conduct inclusive engagement to identify and address the diverse needs of the region's residents.	Equity - change addresses equitable community planning and outcomes	Element L specifically addresses engagement. In addition, the CPPs outline a very robust process for revising the CPPs.	None proposed unless KRCC desires amendments	While additional policy direction could be given, it could be redundant to what is already required under the GMA unless specific measures are identified beyond that which the GMA already requires for public participation as plans and policies are adopted. This issue should be discussed.
MPP-DP-9	MPP-DP-37	Support urban design, historic preservation, and arts to enhance quality of life, support local culture, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase	No initial change; GMPB amended in response to comment review	A.1.b. b. Each of Kitsap's urban communities should foster its unique vision as a high quality place to live and work, through urban design, historic preservation, and arts that	None proposed unless KRCC desires amendments	Existing policies appear to implement the MPP

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		the region's resiliency in adapting to changes or adverse events.		improve the natural and human-made environments; promote healthy lifestyles; contribute to a prosperous economy; and, increase the region's resiliency in adapting to changes or adverse events.		
MPP-DP-10	MPP-DP-38	Design public buildings and spaces that contribute to a sense of community and a sense of place.	No change	F.4.b. and e. b. Encourage development that reflects unique local qualities and provides an economic benefit to the community. e. Design schools, institutions, and public facilities to be compatible with the surrounding community character and needs.	None proposed unless KRCC desires amendments	Existing policies appear to implement the MPP
MPP-DP-11	MPP-DP-39	Identify and create opportunities to develop parks, civic places (including schools) and public spaces, especially in or adjacent to centers.	No change; GMPB added in response to comment review	Intro to Element C: Centers of Growth		Policy C.4 could be slightly modified to include schools.
MPP-DP-12	MPP-DP-40	Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	No change	F.4.d. d. Design of transportation networks should fit within the context of the built and natural environment, enhancing the community, connectivity, and physical activity in the area community wide and specifically in designated growth centers and high transit areas.	None proposed unless KRCC desires amendments	Existing policies appear to implement the MPP
MPP-DP-13	MPP-DP-41	Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	No change	No existing policy		A policy could be proposed here but I am not sure it would add value. We can discuss. Important to remember that not every MPP requires a corresponding CPP.
MPP-DP-14	MPP-DP-42	Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	No change	F.2.d d. Recognize and work with corridors that cross jurisdictional boundaries (including natural systems, and transportation and infrastructure systems) in community planning, development, and design.		
MPP-DP-15	MPP-DP-43	Design communities to provide ~~an improved~~ safe and welcoming environments for walking and bicycling.	Health - change emphasizes nonmotorized comfort and safety	H.2.a.i. 2. Reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips: a. The County and the Cities shall provide both infra-structure and policy incentives to increase the use of non- SOV modes of travel. i. The range of infrastructure incentives to encourage the use of non-SOV modes of travel could include the following: […]	None proposed unless KRCC desires amendments	The current CPPs provide a variety of policies that implement this MPP.

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				• Provide non-recreational bicycle and pedestrian facilities, including safe neighborhood walking and biking routes to school. H.2.d, e, and f. d. The County and the Cities shall develop standards for Complete Streets that address bicycle and pedestrian facilities for development of new streets and reconstruction of existing streets as appropriate, consistent with State law. e. In Designated Centers, the jurisdictions should complete missing vehicular and non-motorized links between key arterials to accommodate pedestrian and bicycle facilities, without compromising safety standards. f. The County and the Cities shall develop bicycle and pedestrian plans, which should be coordinated across jurisdictional boundaries with particular consideration to providing safe routes for children to walk and to bike to school.		
MPP-DP-16	MPP-DP-44	~~Incorporate provisions addressing~~ <u>Address and integrate</u> health and well-being into appropriate regional, countywide, and local planning <u>practices</u> and decision-making processes.	No initial change; GMPB amended in response to comment review	A.3.h. h. Incorporate provisions addressing community health into appropriate regional, countywide, and local planning and decision-making processes.	None proposed unless KRCC desires amendments	The current CPPs provide a variety of policies that implement this MPP.
MPP-DP-17	MPP-DP-45	Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.	No change	F.4.c. c. Design mixed use developments and local street patterns to improve the environment for overall mobility and accessibility to and within the development through multi-modal transportation options that serve all users.	None proposed unless KRCC desires amendments	Additional specificity could be provided regarding
MPP-DP-18	n/a	<u>Address existing health disparities and improve health outcomes in all communities.</u>	Health - new policy addresses health disparities	Several policies in Element A and F address these issues	None proposed unless KRCC desires amendments	Current policies appear to address MPP
MPP-DP-19	MPP-DP-46	Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.	No change	Policies in F.4 support community design and development	None proposed unless KRCC desires amendments	Current policies appear to address MPP
MPP-DP-20	MPP-DP-47	Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.	No change	Element D supports agricultural, farmland, and aquatic uses	None proposed unless KRCC desires amendments	Additional specificity could be provided. However, many of these policies are more directly implemented through existing GMA requirements.

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MPP-DP-21	MPP-DP-6	Provide a regional framework for designating and evaluating regional growth centers.	No change	Regional policy	No policy changes required	
MPP-DP-22	n/a	Plan for densities that maximize benefits of transit investments in high- capacity transit station areas that are expected to attract significant new population or employment growth.	Regional Growth Strategy - new policy encourages densities to maximize major transit investments	No CPPs directly address this; current Regional Growth Centers policies in Element C for Metropolitan Centers call for high densities.		This should be addressed in Element C. We will want to discuss and cross check this to make sure it is addressed.
MPP-DP-23	n/a	Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.	Equity/Displacement - new policy addresses displacement in high-growth areas	No CPPs address displacement.		We could consider an additional policy or two directed at limiting displacement as redevelopment takes place. The issues surrounding displacement are not the same in Kitsap vs. other PSRC counties but a discussion will help advance how to address this policy
MPP-DP-24	MPP-DP-9	Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.	No change	N/A (no change)		Regional policy and framework established.
MPP-DP-25	MPP-DP-11	Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers. town centers and activity nodes.	Growing Transit Communities/Regional Centers Framework - change updates terminology	Element C changes will address this		Changes proposed for Element C
MPP-DP-26	MPP-DP-12	Establish Implement the adopted a common framework to designate countywide centers among the countywide processes for designating subregional centers to ensure compatibility within the region.	Regional Centers Framework - change to implement adopted framework	Element C changes will address this		Changes proposed for Element C
MPP-DP-27	MPP-DP-18	Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, while promoting economical administration and services, annexation is preferred over incorporation.	Annexation - change acknowledges financial considerations of annexation	Appendix C and D address this MPP	None proposed unless KRCC desires amendments	Policy additions do not change the overall requirements to "Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation"
MPP-DP-28	MPP-DP-19	Support joint planning between cities, and counties, and service providers to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.	No initial change, GMPB added in response to comment review	Yes, Appendix C: Urban Growth Area Management Agreements. Service providers covered under #3.	None proposed unless KRCC desires amendments	Existing Appendix implements this MPP

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MPP-DP-29	n/a	Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.	Annexation/Incorporation - new policy supports planning in unincorporated urban areas	B.3.e. e. A jurisdiction may define growth tiers within its Urban Growth Area (RCW 36.70A.110.3) to focus public and/or private investment where growth is desired. Utility development and/or expansion may be phased to support efficient and cost-effective growth and to prioritize investments.	None proposed unless KRCC desires amendments	Existing policy implements this MPP. Support for annexations is implemented through Appendix C agreements.
MPP-DP-30	MPP-DP-20	Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county or an existing utility district as an interim approach.	No initial change; GMPB amended in response to comment review	B.4.e.i. ii. The County should provide a level of urban facilities and services consistent with the County's ability and appropriateness to provide such services for those Urban Growth Areas that will be associated with a specific city or that will eventually incorporate.	None proposed unless KRCC desires amendments	Policy changed noted. However, the policy change should not require an amendment to the existing policy unless the F Existing Appendix implements this KRCC requests it.
MPP-DP-31	MPP-DP-17	Promote transit service to and from existing cities in rural areas.	No change	N/A (no change)		MPP 31 through 43 are not changed. These policies will be cross checked but it is not anticipated that these existing policies will require CPP changes unless the KRCC requests updated policies.
MPP-DP-32	MPP-DP-21	Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.	No change	N/A (no change)		
MPP-DP-33	MPP-DP-22	Do not allow urban net densities in rural and resource areas.	No change	N/A (no change)		
MPP-DP-34	MPP-DP-23	Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.	No change	N/A (no change)		
MPP-DP-35	MPP-DP-24	In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.	No change	N/A (no change)		
MPP-DP-36	MPP-DP-25	Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.	No change	N/A (no change)		
MPP-DP-37	MPP-DP-26	Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.	No change	N/A (no change)		

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MPP-DP-38	MPP-DP-27	Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.	No change	N/A (no change)		
MPP-DP-39	MPP-DP-28	Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.	No change	N/A (no change)		
MPP-DP-40	MPP-DP-29	Protect and enhance significant open spaces, natural resources, and critical areas.	No change	N/A (no change)		
MPP-DP-41	MPP-DP-30	Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long- term productivity of resource lands.	No change	N/A (no change)		
MPP-DP-42	MPP-DP-31	Support the sustainability of designated resource lands. Do not convert these lands to other uses.	No change	N/A (no change)		
MPP-DP-43	MPP-DP-32	Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.	No change	N/A (no change)		
MPP-DP-44	MPP-DP-48	Work to conserve valuable rural and resource lands through techniques, such as conservation programs, Encourage the use of innovative techniques, including the transfer of development rights, and the purchase of development rights, and conservation incentives. Use these techniques to Focus growth within the urban growth area, (especially cities), to lessen pressures to convert rural and resource areas to residential uses more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses.	Rural Lands - change promotes rural conservation techniques	A.3.d. d. Develop a program for the Transfer of Development Rights to preserve lands with important public benefits. A.3.g. g. Develop and implement land use policies, regulations and incentives to promote the efficient use of urban areas.	None proposed unless KRCC desires amendments	Existing policies and GMA requirements ensure the MPP is implemented.
MPP-DP-45	n/a	Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.	Rural Lands - new policy regarding rural levels of service	A number of policies in Element D (rural development) deal with rural levels of service. No policies state that growth is to be avoided in rural areas that cannot be served at rural levels of service, though it could be implied.	None proposed unless KRCC desires amendments	I have not discovered developments that do not require roads and utilities. These are required through laws such as RCW 58.17 (Subdivisions). Existing policies in the rural element support GMA requirements and implement the MPP.
MPP-DP-46	MPP-DP-49	Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.	No change	Implemented through several CPPs	None proposed unless KRCC desires amendments	
MPP-DP-47	MPP-DP-50	Streamline development standards and regulations for residential and commercial development and public projects, especially in centers and high-capacity	Growing Transit Communities - change includes high-capacity transit station areas; GMPB	Only indirectly. I.1.e.ii says: e. The County and the Cities shall incorporate a regular review of public health, safety, and		Although existing policies do not specifically mention public projects, flexibility within regulations has a broad application. A policy amendment could be considered in I.1.e.ii to include

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		transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.	amended in response to comment review	development regulations pertaining to housing implementation strategies to assure that: i. protection of the public health and safety remains the primary purpose for housing standards ii. regulations are streamlined and flexible to minimize additional costs to housing.		commercial development.
MPP-DP-48	MPP-DP-51	Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.	No change	Policies provided in Element G.	None proposed unless KRCC desires amendments	This is already a requirement under the GMA. Further, direct policy support is provided in Element G – G.4
MPP-DP-49	MPP-DP-52	Protect military lands from encroachment by incompatible uses and development on adjacent land.	No change	Policies in Element F	None proposed unless KRCC desires amendments	Element F directly addresses this policy
MPP-DP-50	MPP-DP-53	Protect industrial ~~lands~~ zoning and manufacturing/industrial centers from encroachment by incompatible uses and development on adjacent land.	No initial change; GMPB amended in response to comment review	No CPPs appear to implement this policy directly.		
MPP-DP-51	n/a	Protect tribal reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.	GMPB added in response to comment review	Element L. 4.City and County governments are encouraged to include Tribal governments in joint comprehensive planning and development activities for areas within the Tribes' Usual and Accustomed areas. Activities include but are not limited to the establishment and revision of urban growth boundaries, distribution of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural and/or cultural resources.	None proposed unless KRCC desires amendments	Element L provides the pathway to ensure Tribal governments are included as land use plans are developed.
MPP-DP-52	MPP-DP-54	Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.	No initial change; GMPB amended in response to comment review	H.9.c. c. The County and the Cities shall work together in a coordinated, iterative process to periodically reassess whether regional land use and transportation goals can realistically be met. If transportation adequacy and concurrency cannot be met, the following actions should be considered: i. Adjust land use and/or level of service (LOS) standards and consider adopting multi- modal solutions. ii. Make full use of all feasible local option transportation revenues authorized but not yet implemented. iii. Work with Washington State Department of Transportation (including Washington State Ferries),		LOS typically does not distinguish between the movement of good and the movement of people. Will check with TransTAC to see if this is currently addressed.

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				Kitsap Transit, and the private sector to seek additional State transportation revenues, state and federal grants for infrastructure improvements, and local options to make system improvements necessary to accommodate projected population growth.		
MPP-DP-53	MPP-DP-55	Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.	No change	N/A (no change)		No changes expected for these unchanged policies.
MPP-DP-54	MPP-DP-56	Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.	No change	N/A (no change)		
DP-Action-1 (Regional)	n/a	**Implement the Regional Centers Framework**: PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.	Regional Centers Framework - implements adopted framework	Noted. This is work for PSRC.	None proposed, this is a regional action.	
DP-Action-2 (Regional)	n/a	**Industrial Lands:** PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land across all industry sectors, research trends for industrial uses as technology and markets evolve, and identify strategies to preserve, protect, and enhance industrial lands, jobs, and businesses in the region in coordination with jurisdictions' efforts to support their industrial land base. In 2020, PSRC will convene a working group to review policy related to preserving industrial lands and employment.	Industrial Lands - supports monitoring and preservation of industrial lands; GMPB amended in response to comment review	Noted. This is work for PSRC.	None proposed, this is a regional action.	
DP-Action-3 (Regional)	n/a	**Transit-Oriented Development**: PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.	Growing Transit Communities Strategy - supports implementation	N/A – No jurisdictions in Kitsap County are members of the Growing Transit Communities Regional Compact		

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DP-Action-4 (Regional)	n/a	**Densities in Transit Station Areas**: PSRC will work in collaboration with transit agencies and local government to develop guidance for transit- supportive densities in different types of high-capacity transit station areas.	Regional Growth Strategy - supports developing guidance on transit-supportive densities	Element C – Centers of Growth Policy 3(a) – Revised April 2020		No additional changes needed. As revised, this policy fully addresses DP-Action-3 (Regional) by including language that reflects the PSRC definitions of centers.
DP-Action-5 (Regional)	n/a	**Concurrency Best Practices**: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions and WSDOT, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.	Taking Stock 2016 - responds to feedback on providing additional guidance on concurrency best practices; GMPB amended in response to comment review	Somewhat addressed in existing policies		Element H – Transportation Policies 9 and 10 addresses concurrency management, coordination of intra-county planning efforts, service standards for transit, and adherence to WSDOT standards. Consider adding language to more comprehensively address multimodal concurrency, including non-motorized transportation modes.
DP-Action-6 (Regional)	n/a	**Coordinated Planning in Unincorporated Urban Areas**: PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to joint planning, annexation, and incorporation.	Annexation - identifies actions to support annexation	Noted. This is work for PSRC.	None proposed, this is a regional action.	
DP-Action-7 (Local)	n/a	**Identification and Clean-up of Underused Lands**: Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.	Redevelopment - supports coordination for clean- up and redevelopment of surplus and contaminated land; GMPB amended in response to comment review	Not addressed in existing policies		Consider development of a new policy to address clean-up of underused lands.
DP-Action-8 (Local)	n/a	**Center Plans and Station Area Plans**: Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through	Centers Framework/Growing Transit Communities - supports local planning for regional centers and high-capacity transit station areas	Element C – Centers of Growth Policies 3(a) and 4 – Revised April 2020		No additional changes needed. As revised, these policies fully address DP-Action-8 (Local) by recognizing center designations must be consistent with the PSRC's Regional Centers Framework.

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		local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.				
DP-Action-9 (Local)	n/a	**Mode Split Goals for Centers**: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.	Regional Centers Framework - supports adopting mode split goals in local plans	Element C – Centers of Growth Policies 3(a) 4 – Revised April 2020		No additional changes needed. As revised, these policies fully address DP-Action-9 (Local) by recognizing center designations must be consistent with the PSRC's Regional Centers Framework.
Housing Goal		The region ~~will~~ preserves, improves, and expands its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region ~~will~~ continues to promote fair and equal access to housing for all people.	Minor Change	N/A (no change)		
MPP-H-1	n/a	Plan for housing supply, forms and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.	Housing Supply - new policy recognizes housing as a regional issue and acknowledges need for supply consistent with the Regional Growth Strategy; GMPB amended in response to comment review	Element I C.2. and C.4. Centers as areas of a mix of business, commercial and residential uses F.4.c. Mixed use development J.3. Monitoring land supply Appendix B		Current policies focus on affordable housing which makes sense given the GMA requires the CPPs to focus on these issues. A couple of thoughts as the MPPS below are reviewed. • There could be an opportunity to look at affordable housing at a deeper level. Currently, there are very sound policies, but I am curious about how these policies are implement. To be clearer, how do does each jurisdiction know how much affordable housing to plan for based upon the policies in the CPPs. A discussion and possible policy actions could be considered. • While the GMA (RCW 36.70A.210) focuses on affordable housing, Vision policies in this chapter focus on a variety of housing types, similar to what each jurisdiction must do when developing is own comp plan (RCW 36.70A.070(2) Housing Element requirements). There could be an opportunity to provide some additional policy guidance in this chapter. Some policies do exist although the action with Element I policies is very limited.
MPP-H-2	MPP-H-1	Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.	No change	Element I provides policy support	None proposed unless KRCC desires amendments	Existing policy support – MPP simply reiterates existing GMA requirements.
MPP-H-3	MPP-H-2	Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low- income, moderate-income, middle-income, and special needs individuals and households	No change	Element I provides policy support		Could be opportunities for minimal policy changes per statement above in **bold**.

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		that is equitably and rationally distributed throughout the region.				
MPP-H-4	n/a	Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration and jurisdictional action.	Housing Need - new policy acknowledges the need for greater public intervention to provide housing affordable to very low-income residents	I.2. 2. Recognizing that the market place makes adequate provision for those in the upper economic brackets, each jurisdiction should develop some combination of appropriately zoned land, regulatory incentives, financial subsidies, and/or innovative planning techniques to make adequate provisions for the needs of middle and lower income persons.		Could be opportunities for minimal policy changes per statement above in **bold**. To be clear, existing policies do address low income housing. We may want to review and identify tools that could provide tools (such as MFTE).
MPP-H-5	MPP-H-3	Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.	Equity - change acknowledges historic inequities in access to homeownership	I.4.ii. ii. Rural self- help housing programs should be encouraged first in UGA's and Rural Communities and then allowed in other appropriate areas as defined by the U.S. Department of Agriculture. I.4.c.i. and iv. c. Housing strategies that include: i. preservation, rehabilitation and redevelopment of existing neighborhoods as appropriate, including programs to rehabilitate and/or energy retro-fit substandard housing; iv. mechanisms to help people purchase their own housing, such as low interest loan programs, "self-help" housing, and consumer education.		Current policies do provide overall policy implementation. This could be another policy considered for minor changes should we prepare draft changes for consideration.
MPP-H-6	MPP-H-4	Develop and provide a range of housing choices for workers at all income levels throughout the region ~~in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work~~ that is accessible to job centers and attainable to workers at anticipated wages.	No initial change; GMPB amended in response to comment review	I.1.d. mentions access to employment centers: d. The County and the Cities should each identify specific policies and implementation strategies in their Comprehensive Plans and should enact implementing regulations to provide a mix of housing types and costs to achieve identified goals for housing at all income levels, including easy access to employment centers. Does not address attainability to workers at anticipated wages.	None proposed unless KRCC desires amendments	No changes necessary but could be reviewed as part of a set of minor housing policy changes.
MPP-H-7	MPP-H-5	Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.	Regional Growth Strategy/Growing Transit Communities - change supports housing and transit planning	Current CPPs discuss maximizing residential densities in some types of centers in Element C. Maximizing transit investments is not really called out. Inclusion of affordable housing is		Could look at policy modification to tie into transit investments. However, the issue of investing near transit is addressed in other policies throughout Vision. Probably not a required change.

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				a criterion for designation as a center (see updated Centers framework to verify this is the case)		
MPP-H-8	n/a	Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.	Regional Growth Strategy/Growing Transit Communities - new policy promotes affordable housing near transit	Several policies address this new MPP		Could look at policy modification to tie into transit investments. However, the issue of investing near transit is addressed in other policies throughout Vision. Probably not a required change.
MPP-H-9	MPP-H-8	Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region. Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing needs.	Moderate Density Housing - change promotes middle density housing and removes ambiguous terminology ("innovative techniques")	The housing strategies listed in I.4.c. all address moderate density housing in some way. Current CPPs use the "innovative strategies" language.		This is another area where we could provide additional policy amendments. Should we provide additional policies that point to the need to provide more missing middle housing? If not, how do we plan for housing types people can afford?
MPP-H-10	MPP-H-7	Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.	Streamlined development is addressed in current CPPs		None proposed unless KRCC desires amendments	Current policies implement MPP
MPP-H-11	MPP-H-9	Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.	No change	Addressed in Element J.2.d	None proposed unless KRCC desires amendments	Current policies implement MPP
MPP-H-12	n/a	Identify potential physical, economic, and cultural displacement of low- income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.	Equity/Displacement - new policy addresses displacement risk; GMPB amended in response to comment review	CPPs currently have no policies to ID displacement that may result from planning and development.		Some housing strategies/tools identified in current CPPs could pull double duty to address this issue. Might be worth calling it out. Displacement is also brought up in other MPPs. We could look at a small number of policies or policy changes to focus on displacement as redevelopment occurs.
	MPP-H-6	Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.	Moved to Regional Collaboration Chapter (MPP-RC-8)	Noted.		
H-Action-1 (Regional)	n/a	**Regional Housing Strategy:** PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to	Regional Housing Strategy - calls for regional data collection and strategy development to support local plan updates and other local housing efforts; GMPB amended in response to comment review	Noted.	No changes proposed	Regional Housing Strategy could lead to MPPs but this Action itself does not require any changes.

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H-Action-2 (Regional)	n/a	**Regional Housing Assistance:** PSRC, in coordination with subregional, county, and local housing efforts, will assist implementation of regional housing policy and local jurisdiction and agency work. Assistance shall include the following components:	Technical Assistance – supports local housing efforts; GMPB amended in response to comment review.	Noted.	No changes proposed	
H-Action-3 (Regional)	n/a	**State Support and Coordination:** PSRC will monitor and support as appropriate members' efforts to seek new funding and legislative support for housing; and will coordinate with state agencies to implement regional housing policy.	Outreach/State Coordination - supports members' efforts in seeking state resources	Noted. This is work for PSRC.	No changes proposed	
H-Action-4 (Local)	n/a	**Local Housing Needs:** Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.	Local Data and Monitoring - encourages local data collection to support housing efforts	HNA and HAP aren't mentioned by name, but I.1.a., b., and d. describe them adequately: a. The County and the Cities should inventory the existing housing stock consistent with the Growth Management Act synchronized with County and Cities' respective Comprehensive Plan updates, and correlate with current population and economic conditions, past trends, and ten year population and employment forecasts, to determine short and long range housing needs, including rental and home ownership. Navy personnel housing policy should also be considered. b. Local housing inventories, projections, and equitable distribution strategies should be compiled, updated, and monitored under the coordination of the Kitsap Regional Coordinating Council to identify countywide conditions and projected needs. […] c. The County and the Cities should each identify specific policies and implementation strategies in their Comprehensive Plans and should enact implementing regulations to provide a mix of housing types and costs to achieve identified goals for housing at all income levels, including easy access to employment centers.	No changes proposed	It appears that existing policies exist to address this Housing Action. Is this policy being implemented?

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H-Action-5 (Local)	n/a	**Affordable Housing Incentives:** As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.	Local Tools - encourages local governments to promote affordable housing in areas planning for growth using a variety of techniques	**I.4.d.v** v. innovative regulatory strategies that provide incentives for the development of such housing, such as: reducing housing cost by subsidizing utility hook-up fees and rates, impact fees, and permit processing fees; density incentives; smaller lot sizes; zero lot line designs; inclusionary zoning techniques, such as requiring housing for specified income levels in new residential developments; transfers of development rights and/or a priority permit review and approval process and/or other provisions as appropriate. **I.4.e.** e. Participation with housing authorities to facilitate the production of such housing. The County and the Cities shall also recognize and support other public and private not-for- profit housing agencies. Supporting housing agencies is encouraged through public land donations, guarantees, suitable design standards, tax incentives, fee waivers, providing access to funding sources and support for funding applications, or other provisions as appropriate.	No changes proposed	While it appears that existing policies implement this action, it is worthy to ask if additional policy options should be identified or if details should be reserved for local comprehensive plans.
H-Action-6 (Local)	n/a	**Displacement:** Metropolitan Cities, Core Cities, and High Capacity Transit Communities will develop anti-displacement strategies in conjunction with the populations identified of being at risk of displacement including residents and neighborhood-based small business owners.	GMPB added in response to comment review	No CPPs currently contain anti-displacement strategies directly. The Housing element does address preservation, rehabilitation, and redevelopment of existing neighborhoods as appropriate, including programs to rehabilitate and/or energy retro-fit substandard housing.		Anti-displacement policies could be tied to affordable housing strategies to preserve and rehabilitate existing neighborhoods (I.4.c.i.)
Economy Goal		The region will have has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.	Minor change; GMPB amended in response to comment review	Noted	No policy changes required	
MPP-Ec-1	MPP-Ec-1	Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted	Business - change to update terminology	Element J provides several policies on this topic.		A policy could be amended to focus on the recruitment of businesses but the high-level approach to existing policies probably covers this issue if a new policy is not desired.

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		. Target recruitment activities towards businesses that provide family living-wage jobs.				
MPP-Ec-2	MPP-Ec-2	Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.	Business - change to include utilities	Element J provides policy implementation	No policy changes required	No policy changes required unless there are areas where additional policy support would be beneficial.
MPP-Ec-3	MPP-Ec-3	Support established and emerging efforts to retain and expand industry clusters that export manufacture goods and provide services for export, increasing capital in the region, and import capital, and have growth potential.	Business - minor change; GMPB amended in response to comment review	Element J provides policy implementation	No policy changes required	No policy changes required unless there are areas where additional policy support would be beneficial.
MPP-Ec-4	MPP-Ec-4	Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.	Trade - change distinguishes between airports and seaports	Element J provides policy implementation	No policy changes required	No policy changes required unless there are areas where additional policy support would be beneficial.
MPP-Ec-5	n/a	Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.	Aviation - new policy supports focus areas in the Regional Economy Strategy	A variety of policy support provided throughout the CPPs	No policy changes required	No policy changes required unless there are areas where additional policy support would be beneficial.
MPP-Ec-6	MPP-Ec-6	Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.	Business - minor change	A variety of policy support provided throughout the CPPs	No policy changes required	No policy changes required unless there are areas where additional policy support would be beneficial.
MPP-Ec-7	MPP-Ec-5	Foster a supportive environment for business startups, small businesses, and locally owned, and women- and minority-owned businesses to help them continue to prosper.	Business - change updates terminology	Policy J.3.c implements this policy but does not address the policy changes.		Policy J.3.c could be revised to add "women- and minority-owned" businesses.
MPP-Ec-8	MPP-Ec-7	Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.	No change	Element J provides policy implementation	No policy changes required	No policy changes required unless there are areas where additional policy support would be beneficial.
MPP-Ec-9	MPP-Ec-8	Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family living-wage jobs for the region's residents.	Employment - change updates terminology		No policy changes required	No policy changes required unless there are areas where additional policy support would be beneficial.
MPP-Ec-10	MPP-Ec-9	Ensure that the region has a high quality education system that is accessible to all of the region's residents.	No Change		No policy changes required	No policy changes required unless there are areas where additional policy support would be beneficial.
MPP-Ec-11	MPP-Ec-10	Ensure that the region has high quality and accessible training programs that give people	No change	Element J does not appear to address this issue		Support for these programs could be provide in Element J. Probably not required given the variety of existing policies but worth a discussion.

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		opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.				
MPP-Ec-12	n/a	Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.	Equity/Displacement - new policy addresses the risk of business displacement	No current policy		This is another displacement policy. We should consider together with other displacement policies.
MPP-Ec-13	MPP-Ec-11	Address unique obstacles and special needs — as well as recognize the special assets — of disadvantaged populations in improving the region's shared economic future. Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.	Equity - change seeks to expand access to economic opportunity	Element J indirectly provides several policies that addresses this issue.		We could look at policy revisions in Element J to provide policy support more clearly.
MPP-Ec-14	MPP-Ec-12	Foster appropriate and targeted economic growth in distressed areas with low and very low access to opportunity to improve access to create economic opportunity for current and future residents of these areas.	Equity - change updates terminology to connect to opportunity mapping	Element J, policy 1.b implements this policy.		We could look at policy revisions to update the language consistent with revised MPPs.
MPP-Ec-15	MPP-Ec-13	Support and recognize the contributions of the region's culturally and ethnically diverse communities and Native Tribes, including in helping the region continue to expand its international economy.	Equity - change to specifically include tribes	Policy implemented in a variety of places within the CPPs at a high level.	No policy changes suggested at this time.	We could add a policy in Element J if it is desirable to have a focused Eco-devo policy that includes a connection to Tribes.
MPP-Ec-16	MPP-Ec-15	Ensure that economic development sustains and respects the region's environmental quality environment and encourages development of established and emerging industries, technologies, and services, that promote environmental sustainability, especially those addressing climate change and resilience.	Green Economy - change promotes industries focused on environmental sustainability	Does not appear there is an Economic Development policy that ties to several of these issues.		There are environmental policies, for example, that may achieve the same thing here or we may include new policies that would also implement this policy – lots of connections in MPPs.
MPP-Ec-17	MPP-Ec-16	Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place. Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.	Urban Design - change recognizes unique community character as economic assets	Element J addresses indirectly such as J.1.c.	No policy changes suggested at this time.	Policy changes could certainly be looked at but are probably not required.
MPP-Ec-18	MPP-Ec-17	Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy. Develop and provide a range of job opportunities throughout the region to create a much closer balance	Regional Economic Strategy – change focuses on jobs-housing balance; GMPB amended in response to comment review.	Several area in CPPs where this issue is addressed.	No policy changes suggested at this time.	Additional policy changes would appear to be optional.

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		and match between jobs and housing.				
MPP-Ec-19	MPP-Ec-21	~~Recognize the need for employment~~ Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities. ~~and promote compatible occupations (such as, but not limited to, tourism, cottage and home-based businesses, and local services) that do not conflict with rural character and resource-based land uses.~~	Rural Economic Development - change supports appropriately-scaled employment growth in cities surrounded by rural areas	Several policies address the current and revised policies including Rural policies and LAMIRD policies for example	No policy changes suggested at this time.	Additional policy changes would appear to be optional.
MPP-Ec-20	MPP-Ec-14	Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	No change	N/A (no change)		These policies are already addressed or will be addressed by the revised Element C.
MPP-Ec-21	MPP-Ec-18	Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.	No change	N/A (no change)		
MPP-Ec-22	MPP-Ec-19	Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.	No change	N/A (no change)		
MPP-Ec-23	MPP-Ec-22	Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.	No change	N/A (no change)		
Ec-Action-1 (Regional)	n/a	**Regional Economic Strategy**: PSRC and the Economic Development District will coordinate economic development efforts to strengthen the region's industries, economic foundations and implement the Regional Economic Strategy. Update the Regional Economic Strategy periodically.	Regional Economic Strategy - supports implementation	Noted. This is work for PSRC.	No policy changes required	
Ec-Action-2 (Regional)	n/a	**Regional Support for Local Government Economic Development Planning:** PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to develop economic development elements as part of their expected 2023/24 comprehensive plan updates to support the Regional Growth Strategy. PSRC will also provide guidance on local planning to address commercial displacement.	Regional Economic Strategy - supports local economic development planning; GMPB amended in response to comment review	Noted. This is work for PSRC.	No policy changes required	

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Ec-Action-3 (Regional)	n/a	**Regional Economic Data**: PSRC and the Economic Development District, in collaboration with county economic development councils and other partners, will maintain regional economic data and develop regionwide and subarea forecasts.	Regional Economic Strategy - supports data collection and forecasting	Noted. This is work for PSRC.	No policy changes required	
Ec-Action-4 (Regional)	n/a	**Job Growth Distribution**: Identify regional roles in achieving the desired allocation of new jobs as reflected in the Regional Growth Strategy.	GMPB added in response to comment review	This is accomplished in Appendix 8-2 and with identified centers policies, among others within Kitsap CPPs	No policy changes required – regional policy	
Ec-Action-5 (Local)	n/a	**Economic Development Elements**: Cities and counties will update (or adopt) their economic development element – tailored to meet the jurisdiction's unique needs and leveraging public investments – as specified in the Growth Management Act, when conducting the expected 2023/24 comprehensive plan update.	Local Plans - consistent with VISION 2040, continues to support including economic development elements in local plans	Noted		Requirement for Comprehensive Plan updates.
Transportation Goal		The region ~~will have~~ has a ~~safe, cleaner, integrated,~~ sustainable, equitable, affordable, safe and ~~highly~~ efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the regional growth strategy and promotes vitality of the economy, environment and health ~~economic and environmental vitality, and better public health~~.	Minor change to recognize regional transit network and streamline wording	N/A; not required to demonstrate consistency with goal statements(?)		
MPP-T-1	MPP-T-1	Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	No change	N/A (no change)		
MPP-T-2	MPP-T-2	Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.	No change	N/A (no change)		
MPP-T-3	MPP-T-3	Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.	No change	N/A (no change)		
MPP-T-4	MPP-T-4	Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious ~~disabling~~ injuries.	Safety - change modernizes terminology	Element H – Transportation Policy 1(b)		Existing policy language discusses "the goal of substantially reducing deaths", rather than achieving the state's goal of zero deaths.

Existing policy language uses the term "serious injuries", consistent with the revised VISION 2050 language. |

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MPP-T-5	MPP-T-7	Develop a transportation system that minimizes negative impacts to, and promotes, human health.	Health - change promotes health	Not addressed in existing policies		Several existing policies discuss the provision of bicycle and pedestrian facilities (Element H – Transportation Policies 2(a), 2(d), 2(e), 2(f), 4, and 5). Consider adding policy language referencing the relationship between the transportation system and human health. Broad policy language addressing public health is found in the Introduction, Policy CW1(b), CW(3)(h), and CCOD4.
MPP-T-6	MPP-T-33	~~Promote~~ Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the, ~~that sustain~~ maintenance, improvement, preservation, and operation of the transportation system ~~facilities and reflect the costs imposed by users.~~	Financial Strategy - change updates terminology	Not directly addressed in existing policies		Existing transportation policies do not explicitly address funding for transportation system maintenance and preservation. Existing policies associated with funding are focused on directed toward reducing non-SOV modes of travel and addressing transportation adequacy and concurrency. Element H – Transportation Policy 9(c)(ii) addresses full use of all local transportation options to address transportation adequacy and concurrency. This could be interpreted to address "alternative transportation financing methods". Element H – Transportation Policy 1(a) emphasizes the importance of maintenance and preservation of the existing transportation network.
MPP-T-7	MPP-T-9	Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system. ~~Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.~~	No initial change; GMPB amended in response to comment review	Element H – Transportation Policy 9		No changes needed. This policy fully addresses MPP-T-7.
MPP-T-8	MPP-T-26	Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy ~~to and within the urban growth area~~. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	Regional Growth Strategy - change clarifies support for Regional Growth Strategy	Element H – Transportation Policies 1(c), 1(e), 2, 5, and 9(b)		The following Element H – Transportation policies address capacity and efficiency: • 1(c) addresses transportation system management strategies • 1(e) addresses shared use of facilities • 2(a) describes several steps to reduce use of SOV modes of travel • 2(d)-(f) address development of non-motorized facilities • 2(g) addresses involvement of Kitsap Transit to review development proposals to determine their relationship to transit use • 5 addresses multimodal transportation between centers
MPP-T-9	MPP-T-22	Implement transportation programs and projects that provide access to opportunities while preventing or mitigating ~~in ways that prevent or minimize~~ negative impacts to people of color, people with low- income, ~~minority,~~ and people	Equity - change addresses access to opportunities, rather than only preventing or minimizing negative impacts	Not addressed in existing policies		Consider development of a new policy to address equity in the development or maintenance of the transportation system.

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		with special transportation needs ~~populations~~.				
MPP-T-10	MPP-T-25	Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors ~~the elderly~~, youth ~~the young~~, and people with low-incomes ~~populations~~.	Equity - change modernizes terminology	Somewhat addressed in existing policies		Element H – Transportation Policy 4(b) discusses access enhancements in Urban Growth Areas for physically challenged individuals. Consider additional language to address other populations with special transportation needs in all areas of the county.
MPP-T-11	MPP-T-14	Design, construct, and operate a safe and convenient transportation system for all users ~~transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users~~, while accommodating the movement of freight and goods, using best practices and context sensitive design strategies ~~as suitable to each facility's function and context as determined by the appropriate jurisdictions~~.	Safety - change modernizes terminology	Element H – Transportation Policies 2(d) through 2(g), 3, and 6		Element H – Transportation Policies 2(d) through 2(g) address multimodal of transportation through the lens of reducing SOV use. Consider including new language with a stronger emphasis on development of a transportation system that serves all users.
MPP-T-12	MPP-T-23	Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.	No change	N/A (no change)		
MPP-T-13	MPP-T-24	Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.	Multimodal - change emphasizes connecting centers and transit quality	Element H – Transportation Policies 2 and 5		No changes needed. These policies fully address MPP-T-13.
MPP-T-14	MPP-T-32	Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.	No change	N/A (no change)		
MPP-T-15	MPP-T-11	Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit- oriented densities and development.	No change	N/A (no change)		
MPP-T-16	MPP-T-15	Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.	No change	N/A (no change)		
MPP-T-17	MPP-T-16	Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable ~~reliable~~ connections.	No initial change; GMPB amended in response to comment review	Element H – Transportation Policies 1(c), 2(a)(i), 2(d)-2(f), 4, and 5		No changes needed. These policies fully address MPP-T-17.

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MPP-T-18	MPP-T-10	Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.	No change	N/A (no change)		
MPP-T-19	MPP-T-21	~~Apply urban design principles~~ Design <u>in</u> transportation programs and projects ~~for~~ <u>to support local and</u> regional growth centers and high- capacity transit station areas.	Urban Design - change promotes urban design in centers and transit station areas; GMPB amended in response to comment review	Element H – Transportation Policies 4(a), 4(b), 5(b), 9(b)(iv)		No changes needed. These policies fully address MPP-T-19.
MPP-T-20	MPP-T-29	Promote the preservation of existing rights-of-way for future high-capacity transit.	No change	N/A (no change)		
MPP-T-21	MPP-T-20	Design transportation facilities to fit within the context of the built or natural environments in which they are located.	No change	N/A (no change)		
MPP-T-22	MPP-T-28	Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.	No change	N/A (no change)		
MPP-T-23	MPP-T-13	Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	No change	N/A (no change)		
MPP-T-24	MPP-T-27	Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.	No change	N/A (no change)		
MPP-T-25	MPP-T-17	Ensure the freight system <u>supports the growing needs of global trade</u> and state, <u>regional and local distribution of goods and services.</u> ~~meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.~~	Freight - change modernizes language	Somewhat addressed in existing policies		Consider expanding the language in Element H – Transportation Policy 6 to describe the need for an effective freight transportation system.
MPP-T-26	MPP-T-18	Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, ~~and~~ efficiency<u>, and mobility,</u> <u>and prepare for continuing growth in freight and goods movement.</u> ~~and to prevent degradation of freight mobility.~~	Freight - change recognizes growth in freight movement	Somewhat addressed in existing policies		Element H – Transportation Policy 6(b) describes the need to ensure compatible land uses along freight corridors. Consider adding new policy language to address maintenance and improvements to the freight transportation system.
MPP-T-27	MPP-T-19	Coordinate regional planning with rail~~road~~ <u>line</u> capacity expansion plans and support capacity expansion that is compatible with state, regional, and local	Freight - change modernizes language	Element H – Transportation Policy 6(b)		No changes needed. This policy fully addresses MPP-T-27.

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		plans.				
MPP-T-28	MPP-T-31	Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State. ~~Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.~~	Aviation - change clarifies policy intent and ensures consistency with adopted 2018 Regional Transportation Plan; GMPB amended in response to comment review	Somewhat addressed by Element G – Siting Public Capital Facilities Policy 4		Element G – Siting Public Capital Facilities Policy 4(a) identifies airports as essential public facilities and recognizes the importance of access to the air transportation system. Element G – Siting Public Capital Facilities Policy 4(b) discusses siting of air transportation facilities near compatible land uses. Consider adding language to expand on the impacts associated with facilities and include historically marginalized communities as areas not to site airports or airport approach corridors. Consider additional language to address demand management and support for development of a new commercial facility in Washington State.
MPP-T-29	MPP-T-5	Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options. ~~Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.~~	Climate Change - change reflects current work on reducing emissions	Element H – Transportation Policy 3(b)		No changes needed. This policy fully addresses MPP-T-29.
MPP-T-30	n/a	Provide infrastructure sufficient to support widespread electrification of the transportation system.	Climate Change - new policy supports infrastructure needed for electrification	Somewhat addressed in existing policies		Element E – Countywide Strategies for Open Space Preservation, Resource Preservation, Critical Areas, Air Quality, and Water Quality/Quantity Policy 3(a) includes direction to jurisdictions to develop goals and policies in comprehensive plans to address air quality protection. Element H – Transportation Policy 3(b) encourages jurisdictions to consider planning for transportation capital improvements that alleviate and mitigate impacts on air quality, greenhouse gas emissions, and energy consumption. Consider adding new policy language to address the development of infrastructure to support electrification of the transportation system.
MPP-T-31	MPP-T-8	Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery. ~~Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.~~	Resilience - change supports a resilient transportation system	Not addressed in existing policies		Consider adding new policy language to address transportation redundancy and disaster planning.

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MPP-T-32	n/a	Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	Environment - new policy addresses stormwater pollution from transportation facilities	Element E – Countywide Strategies for Open Space Preservation, Resource Preservation, Critical Areas, Air Quality, and Water Quality/Quantity Policy 4 Element H – Transportation Policy 3(a) – 3(c)		No changes needed. These policies fully address MPP-T-32.
MPP-T-33	MPP-T-6	Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system. ~~Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.~~	Technology - change addresses changes in transportation technology	Somewhat addressed in existing policies		Element H – Transportation Policy 1(c) identifies technology that can be used to optimize use of transportation facilities and services. Consider adding policy language to address potential changes to technology and its role in influencing mobility patterns.
MPP-T-34	MPP-T-30	Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable. ~~Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.~~	Technology - change updates role of public-private partnerships as a means to respond to change	Not addressed in existing policies		Consider adding policy language to address changes to mobility patterns and potential partnerships with the private sector
	MPP-T-12	~~Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.~~	Moved to Regional Collaboration chapter (MPP-RC-6)			
T-Action-1 (Regional)	n/a	**Regional Transportation Plan**: PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the active transportation plan, regional freight network, aviation planning and other important system components.	Regional Transportation Plan – supports implementation	Noted. This is work for PSRC.		

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T-Action-2 (Regional)	n/a	**Funding**: PSRC, together with its member jurisdictions, will advocate for new funding tools to address the gap in local funding identified in the Regional Transportation Plan.	GMPB added in response to comment review	Somewhat addressed in existing policies		Element H – Transportation Policy 9(c)(iii) describes interjurisdictional coordination to seek funding to address transportation adequacy and concurrency. Consider language to include PSRC as a partner in seeking transportation funding.
T-Action-3 (Regional)	n/a	**Transportation Technology and Changing Mobility**: PSRC will continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns, including ongoing improvements to PSRC modeling and analytical tools. PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local decision making. Outcomes could include guidance, best practices and future policies.	Technology – continues research, analysis, and guidance work on transportation technology and changing mobility	Noted. This is work for PSRC.		
T-Action-4 (Regional)	n/a	**Electric Vehicles:** PSRC will work with partner agencies on regional collaboration to support electric vehicles and associated infrastructure issues. PSRC will engage with partners on distribution of best practices for local governments.	GMPB added in response to comment review	Noted. This is work for PSRC.		
T-Action-5 (Regional)	n/a	**Changing Technology**: PSRC will conduct research and analysis on the potential impacts from emerging technologies which impact housing, land use, job distribution, or other applicable topics. PSRC will serve as a resource to assist local jurisdictions in preparing for these changes.	GMPB added in response to comment review	Noted. This is work for PSRC.		
T-Action-6 (Regional)	n/a	**Freight Mobility**: PSRC will continue to conduct research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.	Freight – continues research, analysis, and collaboration needs for freight	Noted. This is work for PSRC.		
T-Action-7 (Regional)	n/a	**Climate**: PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy – or future versions thereof – to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional	Climate Change – implements Four-Part Greenhouse Gas Strategy (part of Regional Transportation Plan)	Noted. This is work for PSRC.		

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		coordination on electric vehicle infrastructure, roadway pricing, transit oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.				
T-Action-8 (Regional)	n/a	**Aviation Capacity**: PSRC will continue to conduct research and analysis of the region's aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, including historically marginalized communities, and set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing future aviation capacity needs.	Aviation – reflects PSRC work to analyze the regional aviation system; GMPB amended in response to comment review	Noted. This is work for PSRC.		
T-Action-9 (Local)	n/a	**VISION 2050 Implementation:** Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including addressing changes related to technology, freight and delivery, and the needs of all users.	Local Plans – supports local implementation of the Regional Transportation Plan and VISION 2050	Element H – Transportation Policies 7, 8, and 9(a)		No changes needed. These policies fully address T-Action-9 (Local).
Public Services Goal		The region will supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.	Minor change; GMPB amended in response to comment review.	Noted	No change required based upon this Goal.	
MPP-PS-1	MPP-PS-1	Protect and enhance the environment and public health and safety when providing services and facilities.	No change	N/A (no change) – several policies that address and implement the MPP	No policy changes required	
MPP-PS-2	n/a	Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.	Equity - new policy promotes affordability and equity in public services; GMPB amended in response to comment review	This issue is covered in various policies throughout the CPPs		We could consider developing a new policy to address this issue or document in the record how other policies in totality meet the intent of this policy.
MPP-PS-3	MPP-PS-2	Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy vision.	Regional Growth Strategy - change to clarify relationship to Regional Growth Strategy	No direct policy found		The requirement to phase public services is already a GMA requirement in Capital Facility Plans. While a policy could be developed here it does not seem necessary.
MPP-PS-4	MPP-PS-3	Promote demand management and the conservation of services and facilities prior to developing new facilities.	No change	N/A (no change)		Did not see an existing policy for this issue. If no policy exists a policy could be developed. Not necessarily a requirement to develop one.
MPP-PS-5	MPP-PS-4	Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not	No change	N/A (no change) – MPP addressed in CPPs	No policy changes required	

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		to increase the development potential of the surrounding rural area.				
MPP-PS-6	MPP-PS-5	Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.	No change	N/A (no change) - MPP addressed in CPPs	No policy changes required	
MPP-PS-7	MPP-PS-6	Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result. Encourage cities, counties, and special service districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.	Urban Services/Coordination - change clarifies necessary between cities, counties, and special service districts; GPMB amended in response to comment review	Policies provided in CPPs		Could provide additional language about special districts that provide services.
MPP-PS-8	MPP-PS-7	Develop conservation measures to reduce solid waste and increase recycling.	No change	N/A (no change) – no current policies		Could consider policies on this issue.
MPP-PS-9	MPP-PS-8	Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.	No change	N/A (no change) – water conservation policies currently within CPPs.	No policy changes required	
MPP-PS-10	MPP-PS-9	Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.	No change	N/A (no change)		No policies regarding septic systems – could consider a new policy to address
MPP-PS-11	MPP-PS-10	Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better	No change	N/A (no change)		No policies regarding septic systems – could consider a new policy to address
MPP-PS-12	MPP-PS-11	Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.	No change	N/A (no change)		
MPP-PS-13	MPP-PS-12	Promote the use of renewable energy resources to meet the region's energy needs.	No change	N/A (no change)		
MPP-PS-14	MPP-PS-13	Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	No change	N/A (no change)		
MPP-PS-15	n/a	Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.	Climate Change - new policy supports electrification aspect of the			There are several revised CPPs here that may not have corresponding CPPs. Suggest that minor modifications to existing policies be prepared for review.

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			Four-Part Greenhouse Gas Strategy (part of the Regional Transportation Plan)			
MPP-PS-16	MPP-PS-14	Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas., serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.	Equity - change focuses on serving all communities			
MPP-PS-17	MPP-PS-15	Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be interjurisdictional.	No initial change; GMPB amended in response to comment review			
MPP-PS-18	MPP-PS-16	Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently. Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.	No initial change; GMPB amended in response to comment review			
MPP-PS-19	n/a	Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.	Resilience - new policy addresses resilience of public services and facilities			
MPP-PS-20	n/a	Consider climate change, economic, and health impacts when siting and building essential public services and facilities.	GMPB added in response to comment review			
MPP-PS-21	MPP-PS-17	Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing Consider the potential impacts on water supply from of climate change and fisheries protection on the region's water supply.	Climate Change - change focuses on managing climate impacts, recognizing that few new water supply sources are available	CPPs currently do not address		
MPP-PS-22	n/a	Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.	Water Quality - new policy addresses access to quality drinking water	Water quality is addressed within several areas of the CPPs.	No policy changes should be required	
MPP-PS-23	MPP-PS-18	Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.	No change	N/A (no change)		
MPP-PS-24	MPP-PS-19	Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	No change	N/A (no change)	No policy changes should be required	
MPP-PS-25	MPP-PS-20	Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	No change	N/A (no change)	No policy changes should be required	

Goal		Proposed VISION 2050 policy	Explanation of policy	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change	Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
MPP-PS-26	n/a	Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.	School Siting - new policy supports collaborative efforts between school districts and local governments	Some discussion of schools in Element B and F. F.4.e states: e. Design schools, institutions and public facilities to be compatible with the surrounding community character and needs.		Additional policy direction could be given. However, walkable access for schools is covered in areas like RCW 58.17 (Subdivisions). While additional specificity could be considered, it may not be a necessity.
MPP-PS-27	MPP-PS-21	Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.	School Siting - change addresses Growth Management Act amendment related to school siting that allows for schools serving both urban and rural populations in Pierce County to be sited outside the urban growth area	No changes required; change applies to Pierce County	No policy changes should be required	
MPP-PS-28	MPP-PS-22	Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.	School Siting - change addresses recent changes to the Growth Management Act related to school siting that allows for schools serving both urban and rural populations in Pierce County to be sited outside GMA boundaries	No changes required; change applies to Pierce County	No policy changes should be required	
MPP-PS-29	MPP-PS-23	Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.	No initial change; GMPB amended in response to comment review	Element G provides CFP policies		This same type of policy change was also identified in another section of Vision. Could consider a policy amendment in Element G to simply add this as a criterion to evaluate when CFPs are proposed.
MPP-PS-30	MPP-PS-24	Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.	No change	N/A (no change) – current CPPs address	No policy changes required	
PS-Action-1 (Regional)	n/a	Utility and Service District Planning: PSRC will work with electrical utilities, water providers, special service districts, and other utilities to facilitate coordinated efforts to develop long-range plans that comply with the Growth Management Act and implement VISION 2050.	Coordination - encourages special service district long-range plans to be consistent with the Growth Management Act and VISION 2050	Noted. This is work for PSRC.		
PS-Action-2 (Regional)	n/a	Facilities Siting and Design: PSRC will facilitate cooperative efforts with special service districts and local jurisdictions to site and design	Siting and Design/Coordination - encourages special service districts and	Noted. This is work for PSRC.		

Goal		Proposed VISION 2050 policy	Explanation of policy	Is there a current Kitsap CPP that fully or partially implements the new or revised policy?	Proposed new or revised policy (if necessary)	Notes and Comments
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change	Related Kitsap CPP	Recommended Change to Kitsap CPP or Recommended New Policy	
		facilities that enhance local communities in accordance with growth management goals and VISION 2050.	local jurisdictions to coordinate when siting and designing facilities and maintain consistency with the Growth Management Act			
PS-Action-3 (Regional)	n/a	**School Siting**: PSRC will initiate and support discussions with the Office of the Superintendent of Public Instruction to facilitate updates that modernize school siting standards, especially those related to site area requirements. Updates should work to align school siting standards with the goals of the Growth Management Act and facilitate school districts' ability to better meet urban capacity needs.	GMPB added in response to comment review	Noted. This is work for PSRC.		
PS-Action-4 (Regional)	n/a	**Regional Support for School Siting Best Practices**: PSRC will research and develop guidance on innovative methods to update regulations and local plans to develop a regional approach to school siting and to assist local jurisdictions and school districts in siting new schools in urbanized areas.	GMPB added in response to comment review	Noted. This is work for PSRC.		

This table compares the existing PSRC Centers Framework with the April 2020 Revised Element C document. By comparing the Centers Framework and the proposed Element C revisions, we can highlight any areas additional changes to Element C may be proposed for consideration. Overall, the revised Element C is in very good shape.

PSRC REGIONAL CENTERS FRAMEWORK & KITSAP CPP COMPARISON TABLE

Draft LUTAC Text (April 2020)	Consistent with PSRC Regional Centers Framework Update? (Reference)	Notes
Overview and Purpose		
Centers are the hallmark of Puget Sound Regional Council's (PSRC) Regional Growth Framework. The region's growth strategy identifies Centers as an integral feature for accommodating residential and employment growth. Centers guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC's federal transportation funding. Growth in Centers has significant regional benefits, including supporting multi-modal transportation options, compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers.[1]	Yes (pg. 2)	Reflects language in the Framework
Centers serve multiple and equally important purposes. First, the designation of Centers in the Kitsap Countywide Planning Policies demonstrates consistency with the multi-county planning policies adopted by PSRC. Further, within the Regional Geographies established by PSRC, it establishes a countywide planning policy to direct growth to all types of centers, thereby implementing the regional center framework policies. Finally, by directing growth to centers, Kitsap County will prioritize infrastructure investment to support growth and urban levels of development in centers[2].	N/A	Comparable language not included in the Framework; reflects language in the PSRC Designation Procedures for New Regional Centers (Adopted June 2018), which is referenced in the Framework.
Types of Centers[3]		

There are a variety of Center types and subtypes as defined in the March 22, 2018, Regional Centers Framework Update adopted by the Puget Sound Regional Council and are as follows:
 	
• Regional Growth Centers (RGC)
   o Metro Growth Center
   o Urban Growth Center
• Manufacturing/Industrial Centers (MIC)
   o Industrial Growth Center
   o Industrial Employment Center
• Countywide Centers (CC)
   o Countywide Growth Center
   o Countywide Industrial Center
• Local Centers (LC)
• Military Installations (MI)
   o Major Installations
   o Smaller Military Installation
	Yes (pgs. 4-8, 11-14)	The Framework includes expanded language for Local Centers to include "Other Types of Centers"**.** This may be intentional, as Other Types of Centers may be more targeted toward Rural Town Centers and not applicable for Kitsap County.

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[1] Consistent with past drafts, p. 2 Regional Growth Strategy
[2] Purpose statement drafted by LUTAC
[3] Rural Centers are addressed in Element D Rural Land Uses and Development Patterns

Draft LUTAC Text (April 2020)	Consistent with PSRC Regional Centers Framework Update? (Reference)	Notes
Policies for Centers of Growth (C)		
1. In decisions relating to population and employment growth and resource allocation supporting growth, Centers have a high priority.	Yes (pg. 2)	
2. Centers are focal points of growth within Kitsap County and areas where public investment is directed. Centers shall: • Promote housing opportunities in close proximity or easy access to employment. • Support development of a multimodal transportation system which reduces the dependence on automobiles; • Maximize the benefit of public investment in infrastructure and services[4].	Yes (pg. 3)	May wish to incorporate other objectives associated with centers, as described on Page 3 (environment, social equity/ opportunity, economic development, public health)
3. Growth in Kitsap County should be prioritized in Centers, consistent with the Regional Growth Strategy and the following typology[5]: a. Regional Growth Centers: Regional Growth Centers are locations of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. Centers receive a significant share of the region's population and employment growth compared with other parts of the urban areas while providing improved access and mobility – especially for walking, biking, and transit. There are two types of Regional Growth Centers[6]: • Metro Growth Center – These Centers have a primary regional role, with dense existing housing and jobs, transit service and are planning for significant growth and will continue to serve as major transit hubs for the region. These Centers also provide regional services and serve as major civic and cultural centers. • Urban Growth Center – These Centers have an important regional role, with dense existing jobs and housing, transit service and planning for significant growth. These Centers may represent areas where major investments – such as high capacity transit – offer new opportunities for growth[7].	Yes (pgs. 4-5)	"High-quality" is omitted in reference to transit service in both types of RGCs. This is notable as transit service expectations are higher for RGCs versus other types of centers.
b. Manufacturing/Industrial Centers: Manufacturing/Industrial Centers preserve lands for family-wage jobs in basic industries and trade and provide areas where employment may grow in the future. Manufacturing/Industrial Centers form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue, and offers higher than average wages[8].	Yes (pgs. 6,8)	
c. Countywide Centers: There are two types of Countywide Centers – Growth Centers and Industrial Centers: • Countywide Growth Centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. • Countywide Industrial Centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy[9].	Yes (Pg. 11)	

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[4] New Policy; drafted by LUTAC
[5] New Policy; drafted by LUTAC
[6] Consistent with past drafts; p.4-6 Regional Growth Strategy
[7] LUTAC included the two types of regional growth centers and their purpose statement: page 5-6 Regional Growth Strategy
[8] Consistent with past drafts, p.6 Regional Growth Strategy
[9] Consistent with past drafts; p. 11 Regional Growth Strategy

Draft LUTAC Text (April 2020)	Consistent with PSRC Regional Centers Framework Update? (Reference)	Notes
d. Local Centers: Local Centers are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide local gathering places and community hubs; they also can be suitable for additional growth and focal points for services[10].	Yes (pg. 12)	The Framework includes expanded language for Local Centers to include "Other Types of Centers". This may be intentional, as Other Types of Centers may be more targeted toward Rural Town Centers and not applicable for Kitsap County.
e. Military Installations: Military Installations are a vital part of the region, home to thousands of personnel and jobs, and a major contributor to the region's economy. While military installations are not subject to local, regional or state plans and regulations, Kitsap local governments and Tribes recognize the relationship between regional growth patterns and military installations, and the importance of how military employment and personnel affect all aspects of regional planning[11]. Major Military installations are designated by the PSRC; smaller military installations may be recognized by KRCC as a type of countywide center or equivalent. As of 2007, Naval Base Kitsap – Bangor and Naval Base Kitsap – Bremerton is designated as Major Military Installations. As of 2017, two Kitsap County military bases met the criteria as a Smaller Military Installation, including Naval Base Kitsap – Jackson Park and Naval Base Kitsap – Keyport[12].	Yes (pgs. 13-14)	With regard to Major Military Installations, is 2007 meant to be 2017, as included in the text of the Framework?

4. Center designations shall be consistent with the Puget Sound Regional Council's Regional Centers Framework dated March 22, 2018, and the following policies[13]:
 	
a. Designation of Centers General Policies
  i. Regional Centers must be designated by Puget Sound Regional Council and included in the Kitsap Countywide Planning Policies. Countywide Centers are designated by the Kitsap Regional Coordinating Council (KRCC) and included in the Kitsap Countywide Planning Policies. Local Centers are designated in local jurisdictions' comprehensive plan. Military Installations are recognized by PSRC and KRCC[14].
 	
  ii. Officially recognized Regional and Countywide Centers by PSRC and KRCC are identified and categorized in Appendix F. Candidate Centers (regional and countywide) may also be designated in Appendix F[15].
 	
  iii. Centers must be identified in the local jurisdiction's comprehensive plan with specific information about the type of Center and the specific geographic boundaries. The Comprehensive Plan shall include policies aimed at focusing growth within the Center consistent with the applicable criteria established by PSRC and the Kitsap Countywide Planning Policies. Center boundaries may expand or reconfigure over time but shall continue to meet the minimum criteria as set forth by PSRC Regional Centers Framework and Kitsap Countywide Planning Policies. Failure of a local jurisdiction's comprehensive plan to maintain a centers designation will result in its removal from Appendix F[16].
 	
  iv. The KRCC's land use technical advisory committee (LUTAC) shall review the requests for the Center and Candidate Center designation and supporting technical memorandum/documentation and provide a recommendation to the KRCC on the proposed designations[17].
	Yes (pgs. 4, 11, 13)	Framework does not include language directing the county process for review of requests for designation of centers.

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[10] Consistent from past drafts; p. 12 of Regional Growth Strategy
[11] Consistent from past drafts; p.13 Regional Growth Strategy
[12] LUTAC edits to include the designated MI in this section.
[13] New policy recommendation from LUTAC
[14] New recommendation from LUTAC; outlining the hierarchy of centers and who designates them
[15] New policy recommendation from LUTAC
[16] New policy recommendation from LUTAC
[17] New policy recommendation from LUTAC

Draft LUTAC Text (April 2020)	Consistent with PSRC Regional Centers Framework Update? (Reference)	Notes
v. Every January 3rd (or first weekday) of a year preceding the PSRC transportation funding cycle, the KRCC shall invite jurisdictions to submit requests for designation of Centers or Candidate Centers. Initial requests for a Center or Candidate Center shall be processed as an amendment to the Countywide Planning Policies.[18] KRCC shall establish procedures and timelines ensuring the amendment process is conducted within 180 days from the initial request invitation.		

b. Regional Growth Centers and MIC Designation
 	
The designation of Regional Growth Centers (RGC) and Manufacturing/Industrial Centers (MIC) is made by Puget Sound Regional Council. However, prior to designation by PSRC, an RGC or MIC must be designated as a Candidate Regional Center in the Kitsap Countywide Planning Policies and local comprehensive plan[19].
 	
i. Jurisdictions seeking regional designation must follow the application designation process and criteria as set forth by PSRC in the Regional Centers Framework and Designation Procedures[20].
ii. Prior to seeking RGC or MIC designation by PSRC, the Center shall be designated as a Candidate RGC or MIC in the Countywide Planning Policies.[21] Each jurisdiction seeking initial designation of a Candidate RGC or MIC shall provide the KRCC with a technical memorandum containing the following information[22]:
• Map;
• Discussion on how the Candidate RGC/MIC meets or is planned to meet the eligibility criteria as a new RGC or MIC as defined by PSRC. At a minimum, the following should be addressed:
  • Commitment as a local priority through investment as a livable center;
  • Intent for subarea planning that meets regional requirements;
  • General analysis of infrastructure and utility capacity or planned capacity;
  • General analysis existing land uses or planned mix of land uses;
  • General environmental review that the center is appropriate for dense development;
  • Planned or existing transit services;
• Current count of activity units and planned activity units (activity units means the sum of population and jobs units per gross acre as defined by PSRC; calculation of activity units shall be completed by PSRC or other accepted methodology as set forth in the technical memorandum)
	Yes (pg. 4)	Language is also consistent with PSRC's Designation Procedures for New Regional Centers
		
		Framework does not include language directing the county process for review and incorporation into countywide planning policies.
		
		Could include language detailing PSRC's schedule for designation of new regional centers (limited to major regional growth plan updates) and distinguish it from the Kitsap County schedule.

c. Countywide Growth and Industrial Center and Candidate Designation Pursuant to the Regional Centers Framework, Countywide Centers are designated in the local comprehensive plan and by KRCC through the Kitsap Countywide Planning Policies. The Regional Centers Framework includes criteria for the designation of Countywide Centers; the KRCC must find that Countywide Centers meet this criterion prior to recognition in the countywide planning policies. i. Each jurisdiction seeking to designate a Countywide Center shall provide the KRCC with a technical memorandum demonstrating that the proposed Center[23]: • Meets the basic standards as established in the Regional Centers Framework for designating countywide centers; • Is characterized and boundaries defined in the local Comprehensive Plan with supportive policies; • For growth countywide centers, the current count of at least 10 activity units (activity units mean the sum of population and jobs units per gross acre as defined by PSRC; calculation of activity units shall be completed by PSRC or other accepted methodology as set forth in the technical memorandum); • For the countywide industrial center, current county of at least 1,000 existing jobs and/or at least 500 acres of industrial land;	Yes (pg. 11-12)	Designation criteria for activity units are consistent with Framework Framework does not include language directing the county process for review and incorporation into countywide planning policies.

[18] New recommendation from LUTAC - for new proposed centers, the full amendment process is followed (candidate centers are later)
[19] New recommendation from LUTAC; p. 3 of PSRC Designation Procedures for New Regional Centers
[20] New recommendation from LUTAC; acknowledging PSRC's Designation Procedures for New Regional Centers
[21] New recommendation from LUTAC; p. 7 of PSRC Designation Procedures for New Regional Centers
[22] New recommendation from LUTAC – identifying what's required for CPP candidate status by KRCC prior to a subarea plan
[23] New recommendation from LUTAC – criteria for demonstrating countywide center

Draft LUTAC Text (April 2020)	Consistent with PSRC Regional Centers Framework Update? (Reference)	Notes
• A mix of uses (does not apply to countywide industrial center); • Information of available multi-modal transportation serving the center. ii. Candidate Countywide Centers may be requested for inclusion in the Kitsap Countywide Planning Policies and shall provide the KRCC with a technical memorandum demonstrating that the Candidate Countywide Center[24]: • Is identified in a local comprehensive plan; • Meets the basic criteria of a Countywide Center in the Regional Centers Framework or has planning place to meet basic criteria; • For Growth Countywide Centers, has a minimum of 5 activity units and demonstration there is capacity and planning for additional growth; (activity units mean the sum of population and jobs units per gross acre as defined by PSRC; calculation of activity units shall be completed by PSRC or other accepted methodology as set forth in the technical memorandum). • For Countywide Industrial Centers, has a minimum of 500 jobs with planned capacity for at least 1,000 jobs.		
d. Conversion of Candidate Centers Conversion of a Candidate Center to a full Center shall be processed as follows[25]: • Conversion of a Candidate Center to full Center can occur at any time; • Demonstration through a technical memorandum that the Candidate Center now meets the full requirement(s) of the Center (RGC, MIC or Countywide) as set forth in PSRC's Regional Centers Framework and the Kitsap Countywide Policies; • Recommendation of LUTAC to the KRCC Board; • The KRCC Board will consider the request for candidate center conversion within 90 days of LUTAC's review and recommendation. The requesting jurisdiction shall present to the KRCC Board the candidate center and outline the technical memorandum to demonstrate that the candidate center now meets full center status; • Upon a majority vote by the KRCC to change the candidate status to full center status on Appendix F, the conversion shall be complete, and no further amendment or ratification process is necessary.	N/A	Framework does not include language directing the county process for conversion of Candidate Centers.
e. Local Centers PSRC's local centers designation and criteria allow for local consideration of the unique characteristics of neighborhood centers and important crossroads of the Kitsap Peninsula. Local Centers are designated in local comprehensive plans and shall be consistent with the following[26]: • Be located within a city or unincorporated urban growth area; • Local comprehensive plans include the local center boundaries, supportive policies and evidence the area is a priority of investment – such as planning efforts or infrastructure.	Yes (pg. 12)	Designation criteria are consistent with Framework Framework does not include language directing the county process for designation of local centers.
f. Military Installations (MI)[27] Major Military Installations (MII) are identified by PSRC and are defined as installations with more than 5,000 enlisted and service personnel. Smaller Military Installations (SMI) criteria are specified by RCW 36.70A.530 and identifies them as federal military installations, other than a reserve center, that employs 100 or more full-time personnel.	Yes (pg. 13-14)	Designation criteria are consistent with Framework

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[24] New recommendation from LUTAC – criteria for candidate countywide center

[25] New recommendation from LUTAC – process for a candidate to become a center without going through the full amendment process

[26] New recommendation from LUTAC but consistent with Regional Framework

[27] New recommendation from LUTAC – acknowledging that smaller military installations be considered a countywide center

Draft LUTAC Text (April 2020)	Consistent with PSRC Regional Centers Framework Update? (Reference)	Notes
All Military Installations (both MII and SMI) in Kitsap County shall be considered countywide centers, as allowed by PSRC's Centers Framework, in order to ensure: • Freight routing and mobility into and between the recognized military installations; • Accessibility and connectivity to transportation corridors; • Safety, accessibility and mobility conditions where freight and passenger transportation systems interact. The identification of Military Installations as countywide centers shall not be used as justification or support urban levels of densities if the MI is not located within an urban growth area. Any Military Installation (MII or SMI) that meets the personnel criteria as defined above shall be considered a countywide center and may request inclusion in Appendix F following the same procedures for candidate countywide centers as described in Section 4.a.v. above.		

KRCC LUTAC WORKSHOP:

Kitsap Countywide Planning Policies Element C: Centers of Growth

August 13, 2020

PART 1: ELEMENT C: CENTERS OF GROWTH QUESTIONS

CENTERS RECAP

Purpose

Centers are central places within the region that are the focus of growth, planning and investment.

Size

RGC – Urban: min. 200 acres;   Metro: min. 320 acres

Countywide – no clear requirement as set forth in RGC; reference of 160 acres under multi-modal transportation (walkshed)

Activity Units

RGC – Urban: min. ex. 18 AU/acre, pln. 45 AU/acre; Metro: min. ex. 30 AU/acre, pln. 85 AU/acre

Countywide – min. 10 AU/acre

Location/Characteristics

Within a city or unincorporated UGA

Mix of uses

Transit

QUESTIONS FOR TODAYS WORKSHOP

1. Should there be a **minimum size** for Countywide Centers?

2. What can be done to recognize important places that are **not slated for growth**?

3. What **number of** Countywide Centers per jurisdiction is reasonable/advisable?

4. How should **decision-making** for Centers flow?

5. What is the best way to address **existing or in-process centers**?

6. How should **countywide transportation funding** treat centers?

DECISION MAKING FOR CENTER DESIGNATION

4. How should decision-making for centers designation occur?

- Currently, our discussions around countywide centers are in the context of centers designated in local comprehensive plans during the last periodic update or through annual amendments since 2016.

- We are trying to make sense of these locally designated centers within the PSRC's centers framework, as well as if they make sense for Kitsap County - while also trying to draft policies that work countywide.

- While we'll need to address the already adopted centers in local comprehensive plans, we should agree on how Centers designations occur in the future.

DECISION MAKING FOR CENTER DESIGNATION

4. How should decision-making for centers designation occur?

Figure 1: Planning Framework

TARGETS AND GMA RELATIONSHIP

Image source: https://www.psrc.org/sites/default/files/rgs-background-paper.pdf

5. What is the best way to address existing or in-process centers?

EXISTING AND IN-PROCESS CENTERS

- **Kitsap County** – Comprehensive Plan amendment adopted 4/2020 identifies Silverdale Regional Growth Center, Puget Sound Industrial Center-Bremerton MIC, and Kingston and McWilliams/SR 303 as countywide centers. Proposes Kingston and McWilliams/SR 303 as countywide centers as part of KCPP update.

- **Bremerton** – Current Comprehensive Plan one regional center, four district/neighborhood centers, one employment center and one manufacturing/industrial center. Bremerton Metro Center and Puget Sound Industrial Center-Bremerton MIC remains PSRC designated. Proposes Charleston, Eastside, Wheaton/Riddell and Manette as part of KCPPs update.

- **Bainbridge Island** – Current Comprehensive Plan has five centers consistent with current CPP list. Proposes one countywide center of Winslow as part of KCPPs update.

- **Port Orchard** – Current Comprehensive plan eight countywide centers. Proposes five countywide centers and two candidate countywide centers (corresponds with centers included in comprehensive plan) as part of KCPPs update.

- **Poulsbo** – Current Comprehensive Plan has two centers based on current CPP list; the three proposed centers pulled from 2020 annual comprehensive plan amendment process. Proposes Downtown Poulsbo, and one candidate countywide centers.

6. How should the *countywide transportation competition* treat centers?

- KRCC has the ability to decide whether the Countywide Transportation Funding competition funding awards the same amount of value to the different types of centers.

- Should transportation funding be the same for countywide centers versus candidate countywide centers versus local centers?

- It is likely that TransTac would want to weight all types of centers equally.

- LUTAC has been considering centers in a hierarchical framework, and assuming that countywide centers would have more 'weight' than local centers, due to its obligation to accept significant growth.

COUNTYWIDE CENTERS TRANSPORTATION COMPETITION

PART 2: ELEMENT C: CENTERS OF GROWTH DIALOGUE

4. How should decision-making for centers designation occur?

PROPOSED IDEAS FOR DISCUSSION

- Designate countywide centers in KCPP update in 2021. These centers are intended to support the jurisdiction's 2024 comprehensive plan update and serve as a place where a significant portion of the jurisdiction's 2044 growth allocation will be directed. After KCPPs update, amend local comprehensive plans as appropriate.

- Center designations should primarily occur in the context of preparation for a GMA periodic update.

- Include policies that support that the countywide centers are designated in the KCPPs first, through the regional process, then local comprehensive plans are amended.

- Include policies for when/if a jurisdiction wishes to amend, change or delete a Center.

- Include policies on how a Center can be designated outside of the periodic update cycle.

PROPOSED IDEAS FOR DISCUSSION

5. What is the best way to address existing or in-process centers?

- Kitsap County has amended its comprehensive plan and are proposing two countywide centers as part of the CPP update.

- Bremerton will need to amend its comprehensive plan upon CPP update.

- Bainbridge Island will need to amend its comprehensive plan upon CPP update.

- Port Orchard may need to amend its comprehensive plan upon CPP update.

- Poulsbo will need to amend its comprehensive plan upon CPP update.

PROPOSED IDEAS FOR DISCUSSION

6. How should the *countywide transportation competition* treat centers?

- If LUTAC recommends that Countywide Centers have more 'weight' than local centers, the number each jurisdiction has becomes very important. Is that our recommendation?

- What if each jurisdiction identifies in its comprehensive plan, the priority for each designated center for countywide transportation funding?

  - If a jurisdiction has more than one center, it will need to prioritize the centers so that TransTac understands the land use planning/transportation priorities for the jurisdiction.

Kitsap Regional Coordinating Council

2021 Work Plan, Scope of Work, and Budget Proposal

Draft v. 8-11-20

Kitsap Regional Coordinating Council

2021 KRCC Work Plan and Triangle Associates Scope of Work
Draft 8-12-20

Note: Due to COVID-19, this Work Plan assumes virtual meetings through at least June 2021.

Purpose:

The purpose of this document is to outline the initiatives, activities, and tasks that the Kitsap Regional Coordinating Council's (KRCC) Board and committees expect to address in 2021, including:

- Updating the Kitsap Countywide Planning Policies.
- Preparing for the 2022 Regional and Countywide Federal Highway Administration (FHWA) Surface Transportation Program Funding Competitions (2025-2026 obligation years).
- Participating in the 2021 Rural Town Centers and Corridors transportation competition.
- Discussing transportation funding options outside of the FHWA competitions.
- Remaining current and proactive in relation to the activities managed by the Puget Sound Regional Council; and
- Maintaining the administration of the organization by updating and implementing the KRCC Policies and Procedures Manual, Interlocal Agreement (ILA), and Bylaws.

Triangle Associates, Inc. will provide the staff to support the KRCC Board and committees. Triangle's scope of work to implement the KRCC's work plan is outlined by topic on the following pages.

Contents:

The KRCC 2021 Work Plan – Scope of Work includes:

Legend:

These work plans include the following activities represented by icons:

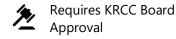Research/Writing   Discussions at Meetings   Letters   Outreach   Requires KRCC Board Approval

I. KRCC Administrative Program 2021 Work Plan Narrative

The proposed tasks for the KRCC Executive Committee and KRCC Board for 2021 are outlined in the table below. KRCC staff will support the KRCC Executive Committee and Board in completing these action items.

Action Item	Executive Committee's Role	Board's Role
1. Select members of the 2021 KRCC Executive Committee. (Bylaws)	Review proposed Executive Committee members. (Jan. 2021)	Review (no vote required) the 2021 Executive Committee. (Feb. 2021)
2. Recommend and approve the Puget Sound Regional Council (PSRC) Board and Committee representatives. (Policies and Procedures Manual)	Recommend appointments to PSRC Boards and Committees. (Jan. 2021)	Approve PSRC Board and Committee appointments. (Feb. 2021)
3. Receive and process KRCC applications during the application window of July 1 - August 31. (Policies and Procedures Manual)	Review any submitted KRCC membership applications. (July-Sept. 2021)	Review and approve new KRCC member(s) by the last KRCC Board meeting of the year. (Sept.-Dec. 2021)
4. Develop and approve the 2022 annual budget and workplan. (Interlocal Agreement)	Develop and review the draft 2022 budget and workplan. (July – Dec. 2021)	Review the draft budget and workplan (Nov. 2021); approve the '22 budget and workplan (Dec. 2021).
5. Plan and execute a Legislative Reception. (Policies and Procedures Manual)	Review the Legislative Reception plan from KRCC staff and provide guidance. (Sept.-Nov. 2021)	Review the Legislative Reception plan from KRCC staff and provide guidance. (Oct.-Nov. 2021)
6. Distribute contractor evaluation. (Policies and Procedures Manual)	Develop contractor evaluation form. (Oct. 2021)	Return contractor evaluation form (Nov. 2021) and discuss results in a closed session (Dec. 2021)
7. Identify vacancies on PSRC Boards and Committees. (Policies and Procedures Manual)	Review the vacancies on PSRC Boards and Committees. (Nov. 2021)	Review the vacancies on PSRC Boards and Committees. (Dec. 2021)
8. Discuss and vote on 2022 Chair and Vice-Chair. (Bylaws)	Review proposed 2022 Chair and Vice Chair. (Nov. 2021)	Vote on proposed 2022 Chair and Vice Chair. (Dec. 2021)

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Administrative Deliverables

- Monthly Executive Committee meeting agendas and meeting summaries (draft and final)
- Monthly KRCC Board meeting agendas and meeting summaries (draft and final)
- Monthly KRCC revenue and expense report
- Monthly PowerPoint meeting presentation for Board meetings
- Annual budget and workplan (draft and final)
- Retreat plan, agenda, materials, and logistics
- Legislative Reception agenda (draft and final)
- Monthly PSRC summaries
- The up-to-date roster of KRCC representatives on PSRC Boards and Committees

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I. Triangle Associates Scope of Work: KRCC Administrative Program

I.A. KRCC Board and Executive Committee Facilitation

To support the KRCC Executive Committee and KRCC Board, Triangle will provide a KRCC Program Lead who will serve as a neutral party responsible for completing or providing staff for:

a) Drafting Executive Committee meeting agendas based on topics underway and KRCC Chair priorities, for approval by the Committee;

b) Drafting KRCC Board meeting agendas in coordination with the KRCC Executive Committee;

c) Gathering and constructing meeting materials as needed for the Executive Committee and KRCC Board meetings;

d) Developing draft and final Board packets in coordination with the Executive Committee and sending to the Board;

e) Communicating with Committee and Board members as needed to maintain effective communications and collaboration;

f) Notetaking and drafting meeting summaries for Executive Committee review, as well as for tracking and implementing action items following each meeting;

g) Meeting at least once in the calendar year with Board representatives from each jurisdiction to maintain an understanding of each jurisdiction's issues and interests;

h) Developing a monthly revenue and expense report for KRCC; and

i) Issuing public notices for KRCC Board meetings.

Staff	Meetings	Sub-Task Deliverables	Assumptions
- Sophie Glass, KRCC Program Lead - Mishu Pham Whipple, KRCC Transportation Program Lead - Kizz Prusia, KRCC Land Use Program Lead - Vivian Ericson, KRCC Coordination Lead	6 KRCC Board meetings, 1 annual retreat 11 Executive Committee meetings	- Executive Committee meeting agendas and meeting summaries (draft and final) - KRCC Board meeting agendas and meeting summaries (draft and final) - KRCC revenue and expense reports - PowerPoint meeting presentation for Board meetings - Annual budget and workplan (draft and final) - Retreat plan, agenda, materials, and logistics	- Board meetings will be 2-hours in duration at the Norm Dicks Government Center, or they will be held virtually via Zoom. Expenses for Board meetings are inclusive of facility fees. - Executive Committee Meetings will be 2-hours in duration at the Kitsap Transit meeting rooms in Bremerton, or they will be held virtually via Zoom. - The KRCC Board retreat will be 6 hours in duration and will be held in a facility in Kitsap County. Expenses for the Board retreat are inclusive of facility fees.

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I.B. State and Regional Legislative Coordination

To support KRCC Board interests in the WA State Legislature, Triangle will help design, prepare for, and staff an annual Legislative Reception in the fall under the direction of the Chair, Executive Committee, and Board. Triangle will also provide administrative support to the Gorst Coalition, led by the Port of Bremerton.

Staff	Meetings	Sub-Task Deliverables	Assumptions
• Sophie Glass, KRCC Program Lead • Mishu Pham Whipple, KRCC Transportation Program Lead • Vivian Ericson, KRCC Coordination Lead	• 1 Legislative Reception • 4 Gorst Coalition Meetings • 4 Gorst Co-Chair Meetings	• Legislative Reception event program (draft and final) • Gorst Coalition Co-Chair meeting agendas • Gorst Coalition meeting agendas • Gorst Coalition meeting summaries (draft and final)	• The Legislative Reception will be 4 hours in duration, held either virtually or in Kitsap County • Gorst Coalition meetings will be 2-hours in duration, held either virtually or in Kitsap County.

I.C. KRCC Website

Triangle will provide staff support as needed to maintain an up-to-date website that reflects the organization's activities and participation of all member jurisdictions.

Staff	Meetings	Sub-Task Deliverables	Assumptions
• Mishu Pham Whipple, KRCC Transportation Program Lead • Vivian Ericson, KRCC Coordination Lead	N/A	• Regular updates to the KRCC website	• Assumes the staff will be updating the existing KRCC website.

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I.D. Puget Sound Regional Council (PSRC) Coordination

To support KRCC member interests in the activities and communications of PSRC, Triangle will provide staff attendance at relevant staff level PSRC committee meetings, a bi-monthly report on staff and policy level committee meeting outcomes, and maintain communication with PSRC staff as needed. Triangle will also maintain an up-to-date roster of KRCC representatives on PSRC Boards and Committees.

Staff	Meetings	Sub-Task Deliverables	Assumptions
• Mishu Pham Whipple, KRCC Transportation, and Coordination Lead • Kizz Prusia, KRCC Land Use Coordination Lead • Vivian Ericson, KRCC Coordination Lead	• 11 Regional Staff Committee (RSC) meetings • 11 Regional Project Evaluation Committee (RPEC) meetings	• PSRC Updates for Board meetings • An up-to-date roster of KRCC representatives on PSRC Boards and Committees	• Meetings will be 2-hours in duration • Meetings will be held at PSRC's office or virtually

I.E. Overall Support

To support internal and external communication and coordination, Triangle will conduct bi-weekly team meetings and communications among the KRCC staff, provide budget management, invoicing, and monthly progress reports over the life of the contract, coordinate with the KRCC attorney and the state auditor's office as needed. Staff will conduct responsibilities as needed for maintaining KRCC as a separate legal entity, including maintaining and staffing a KRCC phone number for the public, fielding public calls and emails as needed, maintaining files and documentation records, submitting annual audit reports, and coordinating with the Kitsap County staff assigned to support KRCC activities under the Memorandum of Understanding.

Staff	Meetings	Sub-Task Deliverables	Assumptions
• Sophie Glass • Betsy Daniels • Mishu Pham Whipple • Kizz Prusia • Vivian Ericson	• Weekly internal staff check-ins • Annual meeting with KRCC attorney • Annual check-in with Auditor's Office	• Monthly invoices, progress reports • Annual Audit Report	• Internal team meetings will be 1-hour in length and will be held at Triangle Associates' office or virtually

II. KRCC Land Use Program 2021 Work Plan Narrative

The proposed land use program work plan items for 2021 are outlined in the table below. KRCC staff will support the KRCC Board, Land Use Planning Policy Committee (PlanPOL), and Land Use Technical Advisory Committee (LUTAC) in completing these action items.

Legend:

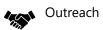These work plans include the following activities represented by icons:

📖 Research/Writing   👥 Discussions at Meetings   📄 Letters   🤝 Outreach   ⚖️ Requires KRCC Board Approval

Action Item		LUTAC's Role		PlanPOL's Role		Board's Role
Countywide Planning Policies (CPPs)						
1. Keep the Kitsap CPP update schedule updated and integrate the studies underway that are key inputs to that update.	📖	LUTAC will update an 18-month and 8-year land use timeline, which includes information related to CPP updates.	👥	PlanPOL will review the timelines and recommend activities to work on in 2021.	👥	The KRCC Board will review land use timelines throughout 2021.
2. Complete the updates to the CPPs	📖	LUTAC will work with the CPP consultant to draft updates to each element of the CPPs, as well as any new elements	👥	PlanPOL will discuss the draft updates to the CPPs, offers feedback as needed, and recommends draft documents to the Board.	⚖️	KRCC Board reviews and approves the updated CPPs. (This is different than ratification).
3. CPP Public Comment period	👥	LUTAC will work with the CPP consultant to organize a public comment period and synthesize comments.	👥	PlanPOL will discuss public comments and potential changes to the CPPs.	⚖️	KRCC Board will approve any changes to the CPPs based on public comments
4. Oversee jurisdiction ratification of CPPs	👥	LUTAC will track jurisdictional ratification of the CPPs.	👥	PlanPOL will track jurisdictional ratification of the CPPs.	👥	The Board will track jurisdictional ratification of the CPPs.
Puget Sound Regional Council (PSRC) Involvement						
5. Support the coordination of the Buildable Lands Report (BLR)	👥	LUTAC will coordinate on the Land Capacity Analysis (LCA) and BLR.	👥	PlanPOL will receive updates about BLR.	👥	The Board will receive updates about BLR.

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Action Item	LUTAC's Role	PlanPOL's Role	Board's Role
KRCC Operations			
6. Ensure messaging consistency between policy and technical committees.	KRCC staff will serve as the liaison.	PlanPOL meetings have LUTAC updates as standing agenda items.	Board meetings have PlanPOL and LUTAC updates as standing agenda items.
Other			
7. Develop the annual annexation report	LUTAC develops a draft annual annexation report.	PlanPOL reviews the draft annual annexation report.	KRCC Board approves the annual annexation report.

Land Use Deliverables

- Meeting agendas (draft and final)
- Meeting summaries (draft and final)
- Meeting materials as needed, including maintaining communications with PSRC
- Report outs to the KRCC Board in person
- Briefing memos to LUTAC and or PlanPOL as needed
- Meeting follow up of action items and key discussion items
- Recommendations (Countywide Planning Policies or other) to PlanPOL developed by LUTAC

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Triangle Associates Scope of Work: Land Use Program

II.A. Land Use Planning Policy Committee (PlanPOL) Facilitation and Coordination

To support the KRCC Board's PlanPOL, Triangle will provide a <u>Land Use Program Lead</u> who will report to the Program Director. Triangle will also provide a Countywide Planning Policies specialist who will support the update to Kitsap's Countywide Planning Policies.

The Land Use Lead will be responsible for drafting PlanPOL meeting agendas in coordination with PlanPOL and the Executive Committee, gathering and constructing meeting materials, and sending packets to PlanPOL at least 5 days before meetings. Triangle will also be responsible for providing staff for issuing public notices, notetaking, drafting meeting summaries, as well as tracking and implementing action items prior to and following each meeting.

Staff	Meetings	Sub-Task Deliverables	Assumptions
• Sophie Glass, KRCC Program Director • Kizz Prusia, KRCC Land Use Program Lead	• 6 PlanPOL meetings	• Meeting agendas (draft and final) • Meeting summaries (draft and final) • Meeting materials as needed, including maintaining communications with PSRC • Report outs to the KRCC Board in person • Oversee the work of the CPP Consultant	• Meetings will be 1.5-hours in duration • Meetings will be held at Kitsap Transit in Bremerton

II.B. Land Use Technical Advisory Committee (LUTAC) Facilitation and Coordination

To support the KRCC Board's Land Use Technical Advisory Committee (LUTAC)[1], Triangle will provide a KRCC Land Use Program Lead who will report to the Program Director, provide staff support to LUTAC, and facilitate LUTAC meetings. The Land Use Program Lead will be responsible for drafting LUTAC agendas in coordination with the Program Director and LUTAC members, gathering and constructing meeting materials, and sending materials to LUTAC at least 5 days before LUTAC meetings. The Program Lead is also responsible for notetaking, drafting and finalizing meeting memos of action items and key discussion areas, as well as tracking and implementing action items following each meeting.

Staff	Meetings	Sub-Task Deliverables	Assumptions
• Sophie Glass • Kizz Prusia	• 12 LUTAC meetings	• Meeting agendas (draft and final) • Meeting memo of action items and key discussion items • Recommendations to PlanPOL developed by LUTAC	• Meetings will be 2-hours in duration and will be held virtually or in Bremerton

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[1] And support the Planning Directors' Forum as needed if the Board chooses to revise the Countywide Planning Policies.

III. KRCC Transportation Program 2021 Work Plan Narrative

The proposed transportation program work plan items for 2021 are outlined in the table below. KRCC staff will support the KRCC Board, Transportation Policy Committee (TransPOL), and Transportation Technical Advisory Committee (TransTAC) in completing these action items.

Legend:

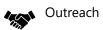These work plans include the following activities represented by icons:

📖 Research/Writing   👥 Discussions at Meetings   📄 Letters   🤝 Outreach   ⚖️ Requires KRCC Board Approval

Action Item	TransTAC's Role	TransPOL's Role	Board's Role
Transportation Education			
1. Learn about transportation issues of common interest.	👥 TransTAC addresses cross-jurisdictional transportation issues as needed. TransTAC members prepare educational updates on these topics for TransPOL meetings upon request.	👥 TransPOL reviews the list of cross-jurisdictional transportation issues and selects topics for their 2021 meetings.	👥 KRCC Board reviews relevant transportation topics as needed.
2. Discuss transportation funding opportunities outside of the FHWA competitions.	👥 Support TransPOL's discussions on transportation funding opportunities based on guidance from TransPOL.	👥 Hold policy discussion on funding opportunities outside the FHWA competitions.	👥 KRCC Board holds policy discussion on funding opportunities outside the FHWA competitions and takes action as needed.
PSRC Coordination			
3. Discuss updates to policies and criteria for the Countywide Competition.	📖 Conduct research related to topics based on guidance from TransPOL.	👥 Provide guidance to TransTAC related to research needed to support discussions on desired topics. Review data related to selected topics and propose an approach for KRCC Board review.	⚖️ Approve the approach to selected topics as part of the Call for Projects in 2022.

Action Item	TransTAC's Role	TransPOL's Role	Board's Role
4. Incorporate VISION 2050 into the Countywide Competition as appropriate.	Provide recommendations to TransPOL on ways to incorporate VISION 2050 into the Countwyide Competition.	Hold policy discussion on how to incorporate VISION 2050 into Countywide Competition.	Review TransPOL's proposed updates for future approval.
5. Participate in the Regional Transportation Plan Update.	Provide recommendations to PSRC RPEC members regarding safety, system information and visualization, maintenance and preservation, and project planning and implementaiton.	Hold policy discussion and provide recommendations to PSRC TPB members regarding the Transporation Plan Update.	Hold policy discussion and provide recommendations to PSRC TPB members regarding the Transporation Plan Update.
6. Participate in the Rural Town Centers and Corridor Competition (RTCC)	Discuss projects submitted to the RTCC.	Review projects submitted to the RTCC.	Review projects submitted to the RTCC (vote if more projects submitted than slots)
KRCC Collaboration			
7. Ensure messaging consistency between policy and technical committees.	KRCC staff will serve as the neutral liaison to provide updates and information to policy representatives.	TransPOL meetings have TransTAC updates as a standing agenda item.	KRCC Board meetings have TransPOL and TransTAC updates as standing agenda items.
8. Review the Transportation Planning Element of the Countywide Planning Policies (CPPs).	Provide recommendations to TransPOL on ways to update the Transportation Planning Element of the CPPs.	Hold policy discussion on how to update the Transportation Planning Element of the CPPs.	Review and approve updates to the Transportation Element of the CPPs.

Transportation Deliverables
- Meeting agendas (draft and final)
- Meeting summaries (draft and final)
- Meeting materials as needed including maintaining communications with PSRC
- Summary reports at KRCC Board meetings
- TransTAC recommendations to TransPOL

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III. A. Transportation Policy Committee (TransPOL) Facilitation and Coordination

To support the KRCC Board's Transportation Policy Committee (TransPOL), Triangle will provide a Transportation Program Lead who will be responsible for drafting TransPOL agendas in coordination with the KRCC Executive Committee, gathering and constructing meeting materials, and sending these materials to TransPOL at least 5 days before meetings. Triangle will also be responsible for providing staff for issuing public notices, notetaking, drafting meeting summaries, as well as tracking and implementing action items prior to and following each meeting.

Staff	Meetings	Sub-Task Deliverables	Assumptions
• Sophie Glass, KRCC Program Director • Mishu Pham-Whipple, KRCC Transportation Program Lead	• 4 TransPOL meetings	• Meeting agendas (draft and final) • Meeting summaries (draft and final) • Meeting materials as needed including maintaining communications with PSRC • Summary reports at KRCC Board meetings	• Meetings will be 1.5-hours in duration • Meetings will be held virtually or at Kitsap Transit in Bremerton

III. B. Transportation Technical Advisory Committee (TransTAC) Facilitation and Coordination

To support the KRCC Board's Transportation Technical Advisory Committee (TransTAC), Triangle will provide a KRCC Transportation Lead who will report to the Program Lead, provide staff support to TransTAC, and facilitate TransTAC meetings. The Program Lead will be responsible for drafting TransTAC meeting agendas in coordination with the KRCC Program Lead and TransTAC members, gathering and constructing meeting materials, and sending materials to TransTAC at least 5 days before TransTAC meetings. The Coordination Lead is responsible for notetaking, drafting and finalizing a meeting memo, as well as tracking and implementing action items following each meeting.

Staff	Meetings	Sub-Task Deliverables	Assumptions
• Mishu Pham - Whipple • Vivian Ericson	• 4 TransTAC meetings	• Meeting agendas (draft and final) • Meeting summary of action items and key discussion items • Meeting materials as needed, including maintaining communications with PSRC • Recommendations to TransPOL	• Meetings will be 2-hours in duration • Meetings will be held virtually or at Kitsap Transit in Bremerton

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IV. 2021 Calendar of Expected Meetings

		January	February	March	April	May	June	July	August	September	October	November	December
						Assumes remote meetings through June 2021		Assumes in-person meetings July onwards					
Executive	**Board*** 1st Tues. 10:15AM-12:15PM Norm Dicks Gov. Center		Feb. 2 Board Meeting			May 4 Board Meeting	June 1 Board Meeting			Sept. 7 Board Meeting		Nov. 2 Board Meeting	Dec. 7 Board Meeting
	Executive Committee 3rd Tues. 11:00AM–1:00PM Kitsap Transit	Jan. 19 Executive Committee Meeting	Feb. 16 Executive Committee Meeting	March 16 Executive Committee Meeting	April 20 Executive Committee Meeting	May 18 Executive Committee Meeting	June 15 Executive Committee Meeting		Aug. 17 Executive Committee Meeting	Sept. 21 Executive Committee Meeting	Oct. 19 Executive Committee Meeting	Nov. 16 Executive Committee Meeting	Dec. 21 Executive Committee Meeting
Transportation	**TransPOL*** 3rd Thurs. 3:00-4:30PM Kitsap Transit		Feb. 18 TransPOL Meeting			May 20 TransPOL Meeting				Sept. 16 TransPOL Meeting		Nov. 18 TransPOL Meeting	
	TransTAC 2nd Thurs. 1:30-3:00PM Kitsap Transit			March 11 TransTAC Meeting			June 10 TransTAC Meeting				Oct. 14 TransTAC Meeting		Dec. 9 TransTAC Meeting
Land Use	**PlanPOL*** 3rd Tues. 1:30-3:00PM Kitsap Transit	Jan. 19 PlanPOL Meeting		March 16 PlanPOL Meeting	April 15 PlanPOL Meeting	May 18 PlanPOL Meeting					Oct. 21 PlanPOL Meeting		Dec. 16 PlanPOL Meeting
	LUTAC 2nd Thurs. 9:30-11:30AM Norm Dicks Gov. Center	Jan. 14 LUTAC Meeting	Feb. 11 LUTAC Meeting	March 11 LUTAC Meeting	April 8 LUTAC Meeting	May 13 LUTAC Meeting	June 10 LUTAC Meeting	July 8 LUTAC Meeting	Aug. 12 LUTAC Meeting	Sept. 9 LUTAC Meeting	Oct. 14 LUTAC Meeting	Nov. 11 LUTAC Meeting	Dec. 9 LUTAC Meeting

Kitsap Regional Coordinating Council

DRAFT ONLY - Land Use Planning Policy Committee (PlanPOL) Meeting Agenda
Tuesday, November 17, 2020 | 1:30 p.m. – 3:00 p.m.
v.9-22-2020

This in an online meeting due to the COVID-19 pandemic and Governor Inslee's "Stay Home, Stay Healthy" Proclamation.

To participate:
- Link to the video conference and view the screen share: https://zoom.us/j/938664782. If you are joining by video, please add your affiliation after your name.
- To participate by phone only: Dial 720-707-2699 and enter the Meeting ID: 938-664-782#

Meeting Objectives:
- Heard a high-level briefing from LDC, Inc regarding the Kitsap Countywide Planning Policies (CPP) updates and timeline.
- Received updates on the status of the Kitsap CPPs Element C: Centers of Growth.
- Received a presentation from the Kitsap County, regarding the Affordable Housing Inventory.

1. **Welcome and Introductions**

2. **Committee Updates and Action Items**
   - Old Business
   - Reference only: draft June 16, 2020, PlanPOL Meeting Summary   Packet Pg.

3. **New Business**
   - Kitsap Countywide Planning Policies: CPP Sub Consultant Update
     Objective: Support communication among KRCC Committees and receive updates from the LDC, Inc
     - o Review and discuss draft Kitsap CCP Project Charter   Packet Pg.

   - Kitsap Countywide Planning Policies: *Element C: Centers of Growth* Update
     Objective: Support communication among KRCC Committees on the process pieces for updating the Kitsap CPPs
     - o Review and discuss revised draft of Element C: Packet Pg.

   - Kitsap County Presentation: Affordable Housing Inventory
     Objective: Support Countywide efforts to enhance and develop affordable housing
     - o For Reference: Final Affordable Housing Inventory Report   Packet Pg.

4. **Administrative Agenda**
   - Standing Item: Affordable housing round-robin
   - The next meeting will be held in January 19, 2021

5. **Wrap Up**
   - Summarize key decisions and action items

6. **Public Comments**

7. **Adjourn**