



KRCC Land Use Technical Advisory Committee (LUTAC) Meeting Agenda  
v.4-16-2021

**Meeting Date:** April 22, 2021

**Meeting Timing:**

- 10:00 a.m. – 11:00 a.m. LUTAC
- 11:00 a.m. – 12:00 p.m. LUTAC and TransTAC Joint Session
- 12:00 p.m. – 1:00 p.m. LUTAC

**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/92975752102>.
- **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: 929-7575-2102* to enter the call. You do not need a participant ID, just press “#” to continue the call.

**Meeting Objectives:**

- LUTAC review and provide final feedback on remaining sections of the working draft of the Kitsap Countywide Planning Policies (CPPs).
- LUTAC and TransTAC discuss any remaining issues regarding Element G: Siting of Public Facilities and Element H: Transportation.
- LUTAC review and provide final feedback on Kitsap CPPs Appendices.
- LUTAC review and provide final feedback on the social equity components of the Kitsap CPPs.
- Receive updates from KRCC staff regarding Kitsap CPP outreach and engagement.

**1. Welcome**

**2. Committee Updates and Work in Progress**

**a. LUTAC Review of Kitsap CPPs Working Draft Elements**

- Kitsap CPP Spotlight: [Port Orchard's proposed edits re: Rural Centers](#)
- Discuss any remaining questions on Element C: Centers of Growth (see revised version in the attached Word document)
- Review remaining CPP Elements

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**3. Joint Session LUTAC / TransTAC Session**

**a. Introductions and Overview**

- Introduction of LUTAC and TransTAC members
- Reminder of Kitsap CPP update process

**b. LUTAC / TransTAC Discussion of Kitsap CPPs**

- For reference: 4/7/2021 version of the CPPs (attached as a Word document)
- Discuss any remaining questions or concerns regarding Element G: Siting of Public Facilities ([see revision memo](#)) and/or Element H: Transportation
- Confirm next steps

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**4. Committee Updates and Work in Progress**

**a. LUTAC Review of Kitsap CPPs Working Draft Appendices and Social Equity**

- Review of draft Kitsap CPP appendices
- Review the [proposed social equity components of the CPPs](#)

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**5. Old Business**

**a. KRCC Staff Update: Outreach & Engagement**

- Review [draft Kitsap CPP Public Comment Plan](#)

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**6. Administrative Agenda**

**a. Meeting Review**

- Discuss the [draft May 4 Board Study Session agenda](#)
- Discuss the [draft May 18 PlanPOL meeting agenda](#)

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**7. Wrap Up**

- Recap topics covered and summarize key decisions and action items

**8. Adjourn**

## **Element D: Rural Land Uses and Development Patterns (R)**

Rural areas of Kitsap County are characterized as having a variety of parcel sizes, with a diversity of land use activities. These areas also contain significant amounts of complex natural systems.

It is a high priority to preserve and enhance the rural character of these areas. Counties are responsible for designating and regulating rural areas through the comprehensive planning process. However, rural preservation is a regional issue, and it is important to coordinate these planning objectives with the Cities.

The policies in this chapter are focused on rural lands uses and development patterns. This includes policies focused on preserving rural character and the natural environment, development patterns including Rural Centers and Rural Communities, establishing and maintaining rural levels of service, and conservation and support for small-scale natural resource land uses in the rural area.

### **Policies for Rural Land Uses and Development Patterns (R):**

#### **R-1. Preserving rural character and enhancing the natural environment.**

- a. Preserve the character of identified rural areas by protecting and enhancing the natural environment, open spaces, recreational opportunities, and scenic and historic areas. Support small scale farming and working resource land, promote locally grown food, forestry, eco- and heritage-tourism. Support low-density residential living and cluster development that provides for a mix of housing types, rural levels of service, cultural activities, and employment that services the needs of rural areas at a size and scale that is compatible with long-term character, productivity, and use of these lands.
- b. The County shall establish low intensities of development and uses in areas outside of Urban Growth Areas to preserve resource lands and protect rural areas from sprawling development
- c. This policy is not intended to preclude the future designation of Urban Growth Areas.
- d. Manage and reduce rates of development in rural areas over time through continued and increased allocation of growth to Urban Growth Areas.

#### **R-2. Preserving rural land use and development patterns:**

- a. **Rural Centers** are already-existing residential and commercial local areas of more intensive rural development designated in the Kitsap County Comprehensive Plan under RCW 36.70A.070(5) (d). A small amount of growth in the form of in-fill development is expected in Rural Centers. Rural Centers 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.

These rural Centers include:

- i. **Port Gamble**
- ii. **Suquamish**
- iii. **Keyport**
- iv. **Manchester**
- v. **Type 3 LAMIRD**

Rural Centers are not “centers of growth” or “local centers” as described in Element C and are not:

- i. Places where economic growth is intended to be concentrated under MPP-EC-21.
- ii. Priorities for transportation investment under MPP-RC-8 and MPP-T-13.
- iii. Areas for focused growth under Vision 2050 and CWPP policy NE-7.

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## Other amendments needed to allow for rural centers:

### CW-1. Roles of Cities and unincorporated Urban Growth Areas (UGAs),

- a. The primary role of Kitsap’s Cities and unincorporated UGAs 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 urban centers with a transportation system that connects people with jobs and housing.

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### UGA-5. Policies for distribution of 20-year population and employment growth:

- a. The Kitsap Regional Coordinating Council shall coordinate the process for distributing the forecasted population and employment growth, consistent with the requirements of the Growth Management Act and PSRC’s most recent Regional Growth Strategy (RGS). Following receipt of KRCC’s recommendation, Kitsap County shall adopt any revision to population or employment targets. The County and cities as part of its next Comprehensive Plan update shall reflect those adopted growth targets in their Comprehensive Plan. The distribution process should consider countywide demographic analysis, the Land Capacity Analysis, the Regional Growth Strategy, and the OFM projections, and it shall

#### Commented [NB1]:

Development Patterns:

Countywide Centers, Local Centers, and Transit Station Areas

Countywide growth centers, countywide industrial centers, and local centers serve important roles as central places for activities and services and places where future growth can occur. These local hubs are identified and designated by the region’s countywide groups and local jurisdictions.

#### Commented [NB2]: MPP-EC-21

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.

#### Commented [NB3]: MPP-RC-8

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. County-level and local funding are also appropriate to prioritize to regional centers.

#### MPP-T-13

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.

**Commented [NB4]: 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.

**Commented [NB5]:** a.The County and the Cities should continue support for focusing growth in urban areas, centers, and high-capacity transit areas located near transit options and proximity to jobs.

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 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.

- b. The Regional Growth Strategy (RGS) provides a framework for the Kitsap Regional Coordinating Council to consider as population growth is distributed. Population distributions should support the RGS while also recognizing countywide demographic information, jobs/housing balance, designated urban centers, transit service/access to high-capacity transit, and growth trends. In supporting the RGS, growth should be focused in metropolitan cities (Bremerton and the Bremerton UGA), Core cities (Silverdale), and High Capacity Transit Communities (Bainbridge Island, Kingston, Port Orchard and Port Orchard UGA, and Poulsbo and Poulsbo UGA).

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#### Policies for Centers of Growth (C):

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- 6. Centers of Growth shall only be designated within cities or urban growth areas. Centers of growth shall not be designated in rural area.

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**D-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:

- a. Utilize design strategies to ensure that changes in the built environment provide continuous and orderly development.
- b. Encourage development that reflects unique local qualities and provides an economic benefit to the community.
- 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

urban centers and high capacity transit areas.

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**CF-2. Location of public capital facilities:**

- a. If the primary population served by the facility is urban, the facility should be located in a City or Urban Growth Area, where feasible.
- b. Public capital facilities that generate substantial travel demand should be located in designated urban centers, along or near major transportation corridors, and existing public transportation routes.

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**T-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. Jurisdictions and agencies 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:
    - Provide public transit, including preferential treatments for transit, such as queue by-pass lanes (dedicated bus lanes that allow for transit queue jumps), traffic signal modifications, and safe, transit stops.
    - Provide integrated transfer points to facilitate seamless trips between transit and other modes of travel, particularly at ferry terminals, including park & ride lots, bike storage facilities, carpool/vanpool and transit advantages to ease ingress/ egress, with proximity to actual connection points, and innovative transit-oriented development.
    - Provide bicycle and pedestrian facilities, including safe neighborhood walking and biking routes to school.
    - During the development of all state highway capacity improvement projects, consider the demand for non-SOV travel and the addition of High Occupancy Vehicle (HOV) lanes, park & ride lots, and appropriate infrastructure for both bicycling and walking.
  - ii. The range of policy incentives to encourage the use of non-SOV modes of travel could include, but is not limited to the following:
    - Increased emphasis on the Commute Trip Reduction Program already in place (including ridesharing incentives), with Kitsap Transit

designated as the lead agency, including program promotion and monitoring.


- Managed parking demand at ferry terminals, employment, and retail centers to discourage SOV use through privileged parking for HOV users, fee structure and parking space allocations.
  - Encouraging telecommuting, flexible and compressed work schedules, and home-based businesses as a viable work alternative.
  - Encouraging the shift of work and non-work trips to off-peak travel hours.
  - Congestion pricing.
  - Auto-restricted zones.
  - Promotion of driver awareness through educational efforts.
- b. The County and the Cities shall develop Complete Street standards that address bicycle and pedestrian facilities for development of new streets and reconstruction of existing streets as appropriate, consistent with State law.
- c. In urban Centers, the jurisdictions should complete missing vehicular and non-motorized links, without compromising safety standards.

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**T-4. Recognizing that the County and the Cities each encompass a range of development and density patterns, each jurisdiction shall designate its urban Centers consistent with the criteria set forth in Element C of the Countywide Planning Policies. The following policies relate to planning guidelines to support transit and pedestrian travel appropriate to each type of urban and rural development or re-development:**

- a. The County and the Cities shall each prepare development strategies for their urban Centers that encourage focused mixed use development and mixed type housing to achieve densities and development patterns that support multi-modal transportation. Transportation plans and programs should serve all users, address access to employment and education opportunities, and recognize
- b. In Urban Growth Areas, comprehensive plans should promote pedestrian- and transit-oriented development that includes access to alternative transportation and, in the interest of safety and convenience, includes features, such as lighting, pedestrian buffers, sidewalks, and access enhancements for physically challenged individuals.
- c. Rural Communities shall accommodate appropriate pedestrian/bicycle connections and transit service and facilities consistent with rural levels of service in order to minimize vehicle trips.

**T-5. Transportation linkages between designated Countywide, Local, and Regional Centers:**

- a. Regional corridors shall be designated for automobile, freight, transit, HOV facilities, rail, marine, bicycle, and pedestrian travel between urban Centers as part of the countywide transportation plan.
- b. The transportation system linking urban  ers within the county shall be transit-oriented and pedestrian and bicycle friendly.

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To: KRCC LUTAC/TransTAC

From: Clay White, LDC, Inc.

Date: April 2, 2021

RE: Updated Element G. – Public Capital Facilities and Essential Public Facilities

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At the March 11<sup>th</sup> LUTAC meeting, we began working through the latest set of revisions to the Draft Countywide Planning Policies. We had a productive discussion on Element G. (Siting Public Capital Facilities), and I received direction from LUTAC to restructure that Element. Further direction was provided by the PlanPOL on March 16<sup>th</sup>. The following outlines the changes proposed:

- Proposed Element G. name change from Siting Public Capital Facilities to Public Capital Facilities and Essential Public Facilities
- New introductory paragraphs to provide clarity on the purpose of the Element. This includes:
  - Language to provide clarity that Capital Facilities of a Statewide nature are synonymous with Essential Public Facilities (ESFs)
  - High level definition of (ESFs) so the reader can understand what ESFs are
  - Language to connect GMA requirements for Capital Facility Planning to PSRC MPPs (Vision 2050 includes a Chapter on Public Services)
- Policies have now been separated into two categories as we discussed. There are now policies for citing Public Capital Facilities and separate policies on Essential Public Facilities.
- Some policies have been moved for clarity purposes and you some new policies have been proposed to provide greater consistency with Vision 2050 MPPs focused on Public Services.
- PlanPOL provided direction to remove existing CF-3, which outlined that Essential Public Facilities (ESF) submitted to the county or any of the cities, would go through a review process at the KRCC. CF-3 has been replaced with CF-12, which will require that KRCC member organizations be notified that an application has been submitted for an ESF. Notice would be provided as part of the notice of application comment period.

**The April 1, 2021 working draft includes draft revisions and changes to Element G. No other changes have been made to the March 1, 2021 version.**

The following are some general project status notes:

- Fully reviewed policies are marked with a check mark. This is the same as the March 1 version.
- There are a few policies where we agreed to language but where additional changes have been proposed because of written comments received prior to issuance of the March 1, 2021 draft. We did not get to review these in March so this will happen during the April meetings. Notes for those policies have been provided.

- There are two new policies outside of Element G that we will review later this month. Both came from comments at our last LUTAC and sub-committee meeting:
  - AH-5 that focuses on mitigating displacement that occurs when redevelopment takes place
  - ED-4 regarding providing appropriate and targeted economic growth in distressed areas with low and very low access to opportunity
- Element C changes that were discussed at the March 24<sup>th</sup> LUTAC subcommittee meeting have not been incorporated into this draft.
- Draft policy revisions stemming from the KRCC Board retreat on equity have not been incorporated into this draft. We may also receive comments from some elected officials early this month that will need to be worked in.
- Appendix C and G have been proposed for deletion based on comments received. We will review those.

We will be meeting twice with LUTAC in April. One of those meetings will be a joint meeting with TransTAC to go over Elements G (Public Capital Facilities and Essential Public Facilities) and H (Transportation). The other meeting will be focused on the remaining Elements so we can review the proposed policies and make edits prior to forwarding the document to the KRCC Board.

If you have any questions, please reach out to me anytime!

## Kitsap Regional Coordinating Council (KRCC)

Board Retreat, March 4, 2021

### **DRAFT** Feedback from Discussion of Equity Components of Countywide Planning Policies (CPPs)

*This document contains a synthesis of feedback on the Countywide Planning Policies (CPPs) gathered during the March 4, 2021 KRCC Board Retreat. Participants of these discussions included KRCC Board members, panelists, and guests from the community. Each section contains a summary of participants' comments and potential policy language regarding social, economic, racial, and tribal equity based on these comments. Appendix A contains the comments verbatim, grouped by theme. Appendix B contains a visual snapshot of the activity used to generate comments.*

## Feedback on CPPs

### Vision Statement

Participants suggested modifying the language of the vision statement to be more specific, inclusive, and forward-thinking. In particular, they requested further discussion of phrases that mention “village character,” “traditional,” and “rural character.” Participants shared that equity should be incorporated into the governance objective, decision-making, and staffing of jurisdictions. Participants recommended incorporating community needs, such as anti-displacement, broadband access, housing, and living wage jobs into the vision statement.

### Potential policy language from KRCC staff:

The Kitsap Countywide vision continues the qualities of life that make our County a special welcoming place to live and work for all in Kitsap. We strive to protect our natural systems; preserve the village-character of our smaller townscommunities; respect community and Tribal histories; diversify an economic basecreate an economy that supports good jobsall and contributes to vibrant equitable citiesplaces, efficient transportation, accessible broadband, and affordable housing choices.

### Element A: Countywide Growth Pattern and Element F: Contiguous, Compatible, & Orderly Development

Participants suggested incorporating anti-displacement tools and considering the relationship between displacement and public transportation. They suggested incorporating affordable housing strategies for both public and private housing diversity. They encouraged coordination between jurisdictions and consideration of the needs of community members.

### Potential policy language from KRCC staff

- Address equity and displacement in local plans.
- Equity: Services and access to opportunity for people of color, people with low incomes, and historically underserved communities are important. It ensures all people can attain the resources and opportunities to improve their quality of life. Policies focused on equity are contained throughout the Countywide Planning Policies.
- Support PSRC in the development of a Regional Equity Strategy that will provide tools, resources, and guidance to integrate this issue into planning processes.
- Consider developing coordinated strategies and interjurisdictional processes between the County and cities to mitigate the impacts of displacement.

- Consider implementing flexible strategies that will encourage development of a range of affordable housing, both public and private.

## Element H: Transportation

Participants suggested modifying the language of Element H to be more inclusive, specific, and potentially convey a stronger level of commitment. They suggested allowing for flexibility and innovation in transportation modes and encouraging partnership and coordination with public agencies, private transportation services, and experts for related issues such as housing. They suggested working with community members to understand their needs and the impacts of transportation policies on them.

### Potential policy language:

T-4. Recognizing that the County and the Cities each encompass a range of development and density patterns, each jurisdiction shall designate its Centers consistent with the criteria set forth in Element C of the Countywide Planning Policies. The following policies relate to planning guidelines to support efficient and equitable transit and pedestrian travel appropriate to each type of urban and rural development or re-development:

- a. The County and the Cities shall each prepare development strategies for their Designated Centers that encourage focused mixed use development and mixed type housing to achieve densities and development patterns that support multi-modal transportation. Transportation plans and programs ~~should~~ shall serve ~~all users~~ users of all ages and abilities, address access to opportunities, and recognize and minimize negative impacts to people of color, people with low-incomes, and people with special transportation needs.
- b. The County and the Cities should allow flexible, alternative, and emerging transportation modes.
- a-c. The County and the Cities shall work with residents to understand their transportation needs. Analysis of transportation plans and programs shall include input from a diverse group of community members.

## Element I: Housing

Participants suggested allowing for more flexibility and innovation in terms of housing type, location, and zoning. They recommended allowing and incentivizing a range of diverse housing types and encouraged the use of zoning codes to protect and create affordable housing. Participants also recommended focusing on affordable housing in both rural and urban areas while considering differences between jurisdictions and neighborhoods.

### Potential policy language:

AH-2. Recognizing that the marketplace makes adequate provision for those in the upper economic brackets, each jurisdiction should develop some flexible 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 in both rural and urban areas.

a. Where possible, expand areas zones for moderate density (“missing middle”) housing to bridge the gap between single-family and more intensive multifamily development.

b. Incentivize a range of housing types, including transitional housing and supportive housing.

AH-5. Physical, economic, and cultural displacement of low-income households may result from planning, public investments, private redevelopment and market pressure. Consider a range of strategies to mitigate displacement impacts as planning for future growth occurs.

a. Protect existing low-income housing.

## Element E: Natural Environment

Participants suggested increasing specificity of the language in Element E by defining “vulnerable communities.” They suggested adding tools for anti-displacement, considering the role of funding sources, and incorporating education, behavior, and perception of community members. Participants recommended adding policy language that considers the accessibility of green spaces in terms of ability and transportation. They requested further discussion about the relationship between houseless populations and green spaces. Participants also suggested incorporating the role of green infrastructure and mitigation of development.

### Potential policy language:

NE-1. Creating a regional network of open space:

e. Planning and investment into parks and open space should consider the proximity of those amenities to urban areas and underserved communities.

f. Promote environmentally sustainable behaviors among community members through education and outreach.

g. Use mitigation or impact reduction requirements to support green infrastructure.

NE-2. The County and the cities will conserve and enhance the County’s natural resources, critical areas, water quality/quantity, and environmental amenities while planning for and accommodating sustainable growth by:

f. Reduce impacts to vulnerable populations such as low-income communities, Black, Indigenous, and communities of color, people with disabilities, seniors and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.

g. Incorporate and incentivize anti-displacement tools and policies.

h. Ensure accessibility of green spaces for people of all abilities and transportation methods.

## Appendix A: Verbatim Comments

### Vision Statement

#### Language – specificity and inclusivity

- Does Kitsap have towns? Vs. ‘designated centers’; ‘communities.’
- Look into “village character” phrase.
- “Village character” “Traditional” → Rural/smaller town. Whose lens crafted these?
- Add specificity to “special place to live and work.”
- Live and work...add something like “for all in Kitsap.”
- Reference equity in opening statement. Replace “diversify an economic base...” with “an economy that supports all.”
- “Traditional” may be limiting, be more inclusive in language.
- Who defines rural character? Not sure if we are comfortable with that broad paintbrush.
- People lens- equity.
- Be forward thinking not backwards or preservation thinking.
- Discuss what is meant by “rural character” and whether that is desirable language.

#### Incorporating equity in decisions

- Equity consultants/staff in county and city government. Funded position! Can’t rely on free labor with BIPOC.
- Equity should be leaned on when decisions are being made.
- Include equity in governance objective – who are we harming and who are we helping? Who is this for?

#### Community needs

- Incorporate broadband access in opening statement. How do we make it accessible to all? Public broadband?
- Everyone should have the opportunity to grow in Kitsap.
- How does anti-displacement fit into the vision?
- Include housing as well as living wage jobs.

### Element A: Countywide Growth Pattern and Element F: Contiguous, Compatible, & Orderly Development

#### Anti-displacement

- There are few [housing] vacancies, making addressing displacement challenging.
- Recognize the role of community-based organizations in providing services to displaced families.
- Economic displacement has already occurred, exasperating lack of public transit to residents outside of centers.
- How to address displacement?

#### Affordable housing

- Have apartments and affordable rental housing – near jobs and services – public transportation. Incentivize rental housing.
- Encourage housing co-ops and shared housing.
- Subsidized housing is crucial – need to expand. Suquamish Tribe = example to replicate.
- Housing as a form of healthcare

- Redevelopment of single family lots into multi-family should require original residents to have a guaranteed unit.
- Aim for housing diversity (public and private – need different approaches).

#### Coordination

- How do jurisdictions work together to achieve equity goals? How do we coordinate?
  - Support regional process.
  - Policies that direct actions at KRCC.
- How are plans connected/what policy filters to what? Need a process to circle back with each other.

#### Needs of community members

- People travel across the county to live/work.
- It can be challenging for public transit based on centers to serve residents not near a center.
- Flexibility, creativity, subsidization with land use and understanding of how to meet our needs.
- Food sovereignty – part of co-operative living.

#### Other

- Is “consider” strong enough? Perhaps “strive/work to develop/implement” is more desirable.
- Preserve open spaces as we build more densely!

### Element H: Transportation

#### Language – inclusivity, specificity, and strength

- Replace “should” with “shall” serve all users.
- Shall conveys a level of commitment but can be challenging to achieve.
- Does “all users” include children? “All ages, all abilities.”
- Policies should include ability to provide “efficient” transportation.

#### Flexibility and innovation

- Policies should promote alternative transportation (use generic terms).
- Allow for emerging modes such as rideshare, informal car sharing.
- Allow for flexibility for public agencies to embrace new modes.

#### Partnership and coordination

- Partnerships with transit and private services.
- Transit is a key element in transportation equity- let’s make that clear in the CPPs.
- Housing/development must be coordinated with transit – city planners and transit planners need to work hand in hand.
- Look at VISION 2050’s approach to high-capacity transit corridors.

#### Needs of and impacts on community members

- Context re: communities feeling that bike infrastructure isn’t for them. When would transportation plans contribute to displacement?
- Need to be held accountable that we have at least the impacts are considered.
- Diversify/add representation to transportation planning conversations.
- Some areas (Bainbridge) have no transit beyond getting to and from the ferry – does not “serve all.”

- Remember non-commute transportation needs.
- Equitable transportation can't only be measured by ridership.
- Ensure route analysis addresses the right communities.
- Sustainable transportation – consider housing/transportation burden.
- Multimodal transportation (bike/ped) that feels SAFE.

#### Other

- Consider low/no-fare transit.
- Transportation planning for who we want to be.

### Element J: Economic Development and Element I: Housing

#### Flexibility and innovation

- Be firm on principle but flexible on method – build flexibility into policies.
- Allow for more flexibility in housing type, location, entry-level, transitional, to provide for everyone.
- How to allow for flexible zoning – too much commercial, not enough residential (difficult to get loans for mixed use).
- Overly restrictive housing codes.
- Allow groups of people to co-buy houses.

#### Diverse housing types

- Look at ADU policy – what is working in different communities? How equitable are ADUs?
- Protect and create non-public low-income housing (e.g., trailer parks).
- Overcome zoning and neighborhood obstacles to tiny homes (+ tiny homes on wheels). Low barrier entry.
- Incentivize mixed use developments.
- Geodesic domes and yurts forced to be removed.
- Tiny homes on trailers not allowed.
- Reframe what a “family home” means – size.
- CPPs should recognize the importance of temporary housing – range of housing types – moving away from only single family.

#### Market forces

- Use zoning codes to mitigate market forces and protect low-income housing in advance.
- Ensure that a certain amount of growth is dedicated to affordable housing.
- How to address affordable housing with expensive land?

#### Other

- How do we shift the public's perception of affordable housing? What will people accept?
- Focus on AH in both rural areas and city centers.
- Equity to minimize displacement impacts to existing neighborhoods.
- Public broadband access.
- Permanent supportive housing/housing first.
- Re: 80%, may need to revisit wording, differences between each jurisdiction.

### Element E: Natural Environment

#### Language – specificity



- More than sustain – REPAIR.
- Need to define “vulnerable community” before planning for them.

#### Anti-displacement

- Add new tools for anti-displacement.
- Mitigate for effects of infrastructure improvements – use anti-displacement tools appropriate for the community.
- Preserve rural areas by encouraging people to live in existing municipalities (infill development).

#### Funding

- Consider maintenance and upkeep of parks – how to support/fund?
- How can money be reinvested? What limitations exist?

#### Education, behavior, and perception

- Education of natural systems – esp for urbanites
- How can beneficial behaviors be incentivized?
- Urban places still include the environment.
- Incentivize natural yard/habitats.
- Incentivize sustainable and new land management and building materials.

#### Access

- Include consideration of accessibility of green space.
- Some park landscapes are not accessible from a mobility standpoint.
- The challenge of houseless populations depending on this public space.
- Need more thinking about houseless policies.
- Challenge of unctiguous land, disconnected from community services.
- There is variability in access to green space across the county. Challenging to define the needs and have unified policy language.
- Maybe in transportation section: access to green space.
- Support trail system – equitably distributed.

#### Infrastructure

- Tree replacement programs.
- Include mitigation or impact reduction related to development or infrastructure.
- Green infrastructure

#### Other

- Identify how to get air/noise quality reports to identify which communities are most affected.
- Consider urban and rural environmental stewardship + relationship between the two.
- Look for applicable tools in other policy areas.

### Suggestions for Implementation

#### Discussion or action items for KRCC

- Work with PSRC in developing Regional Equity Strategy
- Regional Equity Strategy
- How to personalize equity? Hear stories.
- Ongoing community involvement in policies at the county level. Invite people of color to the

table.

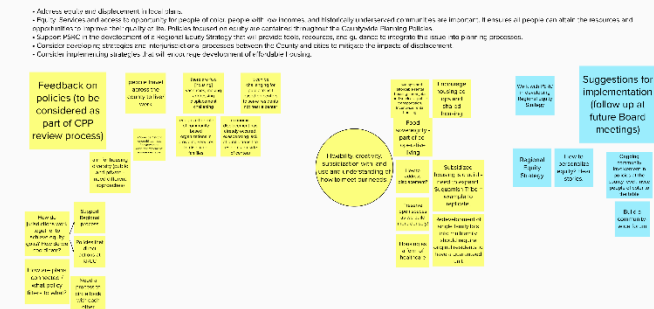
- Build a community-wide forum.
- Explore Whatcom County's free transit model.
- Develop visual aid(s) for decisionmakers and communities to communicate proposed regulatory guidelines.
- Share information among jurisdictions – success stories in addressing affordable housing.
- How do we balance the unique aesthetics of a community with inclusivity?

#### Discussion or action items for individual jurisdictions

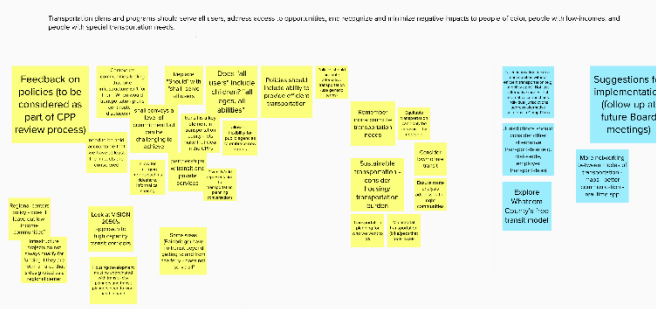
- Need innovation to serve communities without efficient transportation (e.g., mobility apps). Not just alternative modes, but alternative connections/communications. Individual jurisdictions address alternative solutions in Comp Plans.
- Jurisdictions should consider other alternative transportation (e.g., dial-a-ride, employer transportation)
- Jurisdictions should discuss how to balance affordability and quality of housing in design standards.
- Jurisdictions should work to increase broadband access.
- Jurisdictions should discuss pocket parks. Create definitions/standards around effective pocket parks.
- Increase engagement with parks (outreach programs, e.g., geocaching) for creating and implementing policies.
- More networking between modes of transportation – maps – better communication – real time app.

# Appendix B: KRCC Board Retreat Activity to Generate Equity-Related Feedback on the CPPs

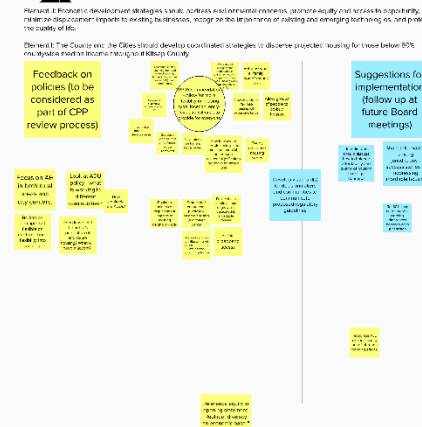
## Element A: Countywide Growth Pattern Element F: Contiguous, Compatible, & Orderly Development



## Element H: Transportation



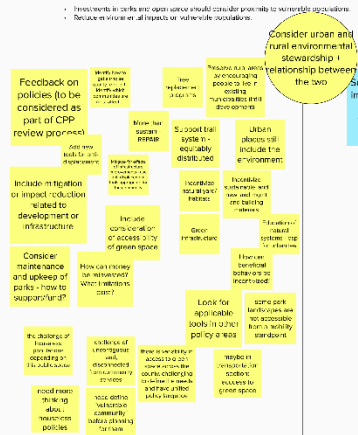
## Element J: Economic Development Element I: Housing



## Vision Statement

The Kitsap County vision statement captures the qualities of life that make our County a special place to live and work. We strive to protect our natural systems, preserve the village character of our smaller towns, support community facilities, identify an economic base that supports good jobs and contributes to vibrant cities, efficient transportation, and affordable housing choices. See our Vision Statement below.

## Element E: Natural Environment



Be forward thinking not backwards or preservation thinking

### Kitsap Countywide Planning Policy Vision Statement

The Kitsap County vision statement captures the qualities of life that make our County a special place to live and work. We strive to protect our natural systems, preserve the village character of our smaller towns, support community facilities, identify an economic base that supports good jobs and contributes to vibrant cities, efficient transportation, and affordable housing choices.

#### Objectives:

We work on strategies to achieve the following objectives:

1. A vibrant urban communities, that are centers for employment, civic activities, and businesses.
  - Attractive, livable urban neighborhoods that are also pedestrian-friendly and offer a range of services, housing, and transportation options.
  - Cities that are centers for employment, affordable housing, and cultural activities.
2. A vital and diversified economy, that provides career pathways and living wage jobs for residents, supported by adequate broadband for a range of employment uses.
3. Efficient multi-modal transportation systems. Accessible roads and highways, transit, ferries, airports, and non-motorized travel – supporting our land use patterns while providing for resiliency.
4. Natural systems protection. Respect the natural environment, including natural resource lands such as forests, wetlands, wildlife habitat, streams, and the Puget Sound – as well as the quality of our water, land, and air. In addition maintain a system of open space, trails, parks, and greenbelts providing opportunities to spend time outdoors and to learn about the environment.
5. Rural Character. Maintain the traditional appearance, economic and ecological functions of Kitsap's rural communities, to include the production and distribution of locally grown food.
6. An Efficient and Responsive Government. An efficient and responsive government that partners with citizens and other governmental entities to meet collective needs fairly, while supporting education, environmental protection, and human services.

#### Action:

A key strategy to accomplish this vision is the intent to encourage future urban growth within incorporated cities and unincorporated areas already characterized by urban growth, with existing and planned services and facilities. These actions strengthen our environmental and rural assets, focus public investments, and encourage concentrated development where appropriate.



## Kitsap Regional Coordinating Council

### **DRAFT** Kitsap Countywide Planning Policies (CPPs) Public Comment Plan v.4-16-2021

## Introduction

The Kitsap Regional Coordinating Council (KRCC) is responsible for coordinating land use planning among its member agencies. This includes coordinating updates to the Kitsap Countywide Planning Policies (CPPs), which are the framework for growth management in Kitsap County. [VISION 2050](#) states the Countywide Planning Policies need to be updated before December 31, 2021. This update process includes a public hearing and public comment period.

This document provides an overview of the public outreach methods KRCC will use to ensure the public comment period gives Kitsap community members the opportunity to provide public comments on the draft Kitsap CPPs.

## Timeline

The graphic below shows the overall timeline for the Kitsap CPP update process.



As updates to the Kitsap CPPs are drafted throughout spring 2021, the KRCC policy committees and many jurisdictions' councils or commissions will discuss the drafts at open public meetings. Community members can review the working draft Kitsap CPPs and provide public comments during these meetings. Following the May 4 KRCC Board study session, the draft Kitsap CPPs will be formally released for a public comment period.

The timeline regarding public outreach is as follows:

- **May 4:** The KRCC Board will hold a study session on the draft Kitsap CPPs.
- **May 4-6:** The draft Kitsap CPPs will be prepared for public release.
- **May 7:** The draft Kitsap CPPs will be made available for public review.
- **May 7 – May 21:** The two-week public comment period will be open for the draft Kitsap CPPs.
- **May 22 – May 30:** KRCC staff will compile all comments received on the draft CPPs and prepare amendment sheets for review.
- **June 1:** The KRCC Board will hold a public hearing and vote on the draft Kitsap CPPs as well as amendment sheets.

After the public comment period and public hearing, KRCC will follow up with community members who provided feedback by publishing a summary report of public outreach and comments.



## Distribution Methods

### Sharing the Draft with Community Members

KRCC staff will make the draft CPPs, and supporting documents, available to community members using the following methods:

- Publish the draft CPPs on the [KRCC website](#).
- Provide paper copies of the draft to libraries throughout Kitsap County.
- Publish a list of frequently asked questions (FAQ) for a quick reference regarding the CPPs on the KRCC website.

### Promoting the Comment Period

KRCC staff will spread awareness about the CPPs and the opportunity for public comment using the following methods:

- Submit a press release to the Kitsap Sun.
- Encourage KRCC member jurisdictions to distribute the draft CPPs to their communities, with an intentional focus on reaching marginalized communities (including Black, Indigenous, people of color, and low-income communities).
- Contact community organizations, development associations, and housing groups to share information about the CPPs and the comment period.

### Supporting KRCC Member Jurisdictions

KRCC staff will coordinate with member jurisdictions and Tribes to support any local outreach and engagement efforts. KRCC staff will provide jurisdictions with the following materials:

- An annotated presentation for staff to share with boards and councils.
- A link to the frequently asked questions (FAQ) for quick reference.

## Gathering Feedback

### Obtaining comments

KRCC staff will provide stakeholders with an amendment sheet template to help them share written comments on the CPPs. See below for a sample amendment sheet.

Commenter	CPP Element & Section	CPP Page	Revised Text	New Text	Deleted Text	Other Comments

Stakeholders can also submit comment letters if they prefer. Stakeholders will be able to provide written comments using the following methods:

- **Email written comments to KRCC staff.** KRCC staff will create a new email address, [feedback@kitsapregionalcouncil.org](mailto:feedback@kitsapregionalcouncil.org), dedicated to receiving written comments electronically.
- **Mail written comments to KRCC.** Community members can mail comments to Kitsap Regional Coordinating Council; 614 Division St. MS4, Port Orchard, WA, 98366



## Kitsap Regional Coordinating Council

### Tracking comments

KRCC staff will compile comments received through email and mail during the public comment period. Staff will track and organize comments as they come in using an Excel public comment period log.

### Incorporating Public Comments

At the end of the public comment period, staff will compile the amendment sheets and provide them to the KRCC Board. On June 1, 2021, the KRCC Board will consider these amendments as part of the adoption of CPPs. KRCC staff will develop a final matrix that shows the KRCC Board's decision regarding the proposed amendments.

Commenter	CPP Element & Section	CPP Page	Revised Text	New Text	Deleted Text	Other Comments	KRCC Board Decision	KRCC Staff Notes



## Kitsap Regional Coordinating Council

### KRCC Board Study Session Agenda

v. 4-12-21

May 4, 2021; 10:15am–12:15pm

This is an online study session due to the COVID-19 pandemic and Governor Inslee's "Stay Home, Stay Healthy" Proclamation. To participate:

- Link to participate in 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#

Note that this meeting will be recorded via Bremerton Kitsap Access Television (BKAT).

#### 1. Welcome and Introductions

#### 2. Chair's Comments

#### 3. Consent Agenda

- A. **ACTION:** Approve the [2/2/2021 KRCC Board Meeting Summary](#) (vote) Page
- B. **ACTION:** Approve the [3/4/2021 KRCC Board Retreat Summary](#) (vote)
- C. **ACTION:** Approve the [budget amendment request from LDC, Inc.](#) (vote) Page
- D. Review of the February, March, and April Executive Committee meeting summaries  
(Reference Packet pages )

#### 4. Countywide Planning Policies (CPPs) Study Session

- A. Report out on the Countywide Planning Policy (CPP) "Roadshow" with KRCC Board members Page
- B. Review the [draft of the CPPs](#), recommended by the Land Use Technical Advisory Committee Page
  - a. Discuss notable changes from 2015 version of the CPPs
  - b. Identify any remaining questions
- C. Discuss the [CPP Public Comment/Public Hearing Plan](#) Page
- D. Review the [timeline for approving the CPPs](#) Page

#### 5. Staff Report

- A. [KRCC Income Statement](#)\* Page

#### 6. Public Comment

#### 7. Adjourn

\*Standing agenda item



**DRAFT - Land Use Planning Policy Committee (PlanPOL) Meeting Agenda**

Tuesday, May 18, 2021 | 1:30 p.m. – 3:00 p.m. | v.4-16-2021

**Remote Meeting Information:**

- Link to the video conference and view the screen share: <https://zoom.us/j/99279129995>. If you are joining by video, please add your affiliation after your name.
- To participate by phone only: Dial 253-215-8782 and enter the Meeting ID: 992-7912-9995

**Meeting Objectives:**

- Receive updates on the status of the Kitsap Countywide Planning Policies (CPPs) Public Comment.
- Debrief the May 4 Board Study Session.

**1. Welcome, Introductions, and Meeting Objectives**

**2. Committee Updates and Action Items**

- Old Business
- **ACTION:** Approve the draft [March 16, 2020, PlanPOL Meeting Summary](#)

Packet Pg.

**3. New Business and Work in Progress**

- Kitsap Countywide Planning Policies (CPPs) Updates  
*Objective: Discuss updates for the Kitsap CPPs*
  - Update on the overall project schedule
  - Update on the public comment period for the Kitsap CPPs
- KRCC May 4 KRCC Board Study Session Debrief  
*Objective: Discuss next steps following the May 4 Board Study Session*
  - Review action items and takeaways from the study session
  - Discuss next steps for amendment sheets

**4. Administrative Agenda**

- Standing Item: Affordable Housing round-robin
- Reminder: KRCC Board vote will be held on June 1, 2021
- Reminder: The next meeting will be held on October 21, 2021

**5. Wrap Up**

- Summarize key decisions and action items

**6. Public Comments**

**7. Adjourn**