



# Kitsap Regional Coordinating Council

## COUNTYWIDE PLANNING POLICY UPDATE BRIEFING

TransTAC Meeting




January 14, 2021

# MEETING GOALS

- Project schedule review – where we are at
- High level overview of changes to Elements A-F
- Review proposed policy changes and additions to Capital Facility/Transportation Elements
  - High level overview
  - Opportunity for discussion
  - Note that TransTAC may provide additional written feedback until January 29
- Final Review at March meeting

# PROJECT SCHEDULE

- LUTAC meetings on draft policies - Jan, Feb, March
- TranTAC meetings – Jan, March
- PlanPOL recommendation – Jan, March
- LUTAC revisions (if necessary) - April
- Executive Board - May, June
- County adoption/ratification

Actions	General Timeframe	Deliverables	
Project Kick-Off and Project Charter	Sept. - Oct. 2020	<input type="checkbox"/> Project Kick-off meeting <input type="checkbox"/> Project Charter Development <input type="checkbox"/> Project Schedule	
Policy Gap Analysis	Sept. – Oct. 2020	<input type="checkbox"/> Gap Analysis Document	
Policy Review & Drafting	Oct. - April 2021	<input type="checkbox"/> Prepare and review modifications to existing CPPs.	
KRCC Board review and approval process	May – June 2021	<input type="checkbox"/> KRCC Board review draft CPP updates in May <input type="checkbox"/> LUTAC and consultant discuss Board feedback and make document revisions <input type="checkbox"/> KRCC Board holds hearing in June and makes formal recommendation	
Kitsap County legislative Process	June – August 2021	<input type="checkbox"/> Public comment period <input type="checkbox"/> SEPA review <input type="checkbox"/> Kitsap County Commissioners’ public meeting(s) and hearing process <input type="checkbox"/> As necessary, develop policy amendments based on Commissioners’ feedback. <input type="checkbox"/> Kitsap County adoption by ordinance	
Ratification	Sept. – December 2021	<input type="checkbox"/> 90-day ratification process	

# TRANSTAC - PROJECT SCHEDULE



Review first draft of Capital Facility/Transportation Element changes



Review final changes – track change and clean version provided



A. COUNTYWIDE  
GROWTH PATTERNS  
(CW)



B. URBAN GROWTH  
AREAS (UGA)



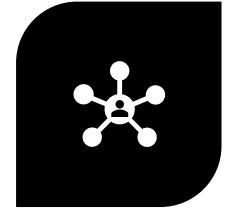
C. CENTERS OF  
GROWTH (C)



D. RURAL LAND USES  
AND DEVELOPMENT  
PATTERNS (R)



E. COUNTYWIDE  
STRATEGIES FOR OPEN  
SPACE PRESERVATION,  
RESOURCE  
PROTECTION, CRITICAL  
AREAS, AIR QUESTION,  
AND WATER  
QUALITY/QUANTITY –  
PROPOSED CHAPTER  
NAME CHANGE TO  
NATURAL  
ENVIRONMENT (NE)



F. CONTIGUOUS,  
COMPATIBLE, AND  
ORDERLY  
DEVELOPMENT (CCOD)  
– PROPOSED ACRONYM  
NAME CHANGE TO (D)

## ELEMENT A-F

---

# OVERVIEW OF PROCESS TO REVIEW COMMENTS/COMMENT RECEIVED FROM LUTAC ON ELEMENTS A-F

- 
- Reviewed comments/changes proposed
  - Reviewed new information
    - Vision statement
    - Rural Centers
    - Crosswalk – policies to consider for removal
  - Additional changes
    - Minor edits for policy clarity
    - Definitions addition

## ELEMENT A-F ISSUES/POLICIES OF INTEREST

### Introduction (UR)

- Addition of Kitsap CPP Vision Statement – reviewed and approved by LUTAC – March 2019.
- Addition of shall/should/may definitions.

### Element E – Countywide Strategies for the Natural Environment

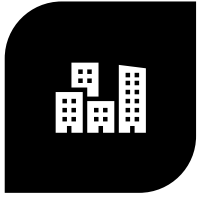
- Several changes to NE-7 which includes new climate change policies. This included removing a few policies and tightening up language in response to comments.

## ELEMENT A-F ISSUES POLICIES OF INTEREST

### Element F – Contiguous, Compatible, and Orderly Development

- Several comments and changes on D-5 and D-6 which address equity and displacement. Policy changes made





G. CAPITAL FACILITIES



H. TRANSPORTATION



I. HOUSING



J. COUNTYWIDE  
ECONOMIC  
DEVELOPMENT



K. ANALYSIS OF FISCAL  
IMPACT



L. COORDINATION  
WITH TRIBAL  
GOVERNMENT



M. COORDINATION  
WITH FEDERAL  
GOVERNMENT  
INCLUDING NAVY



N. ROLES AND  
RESPONSIBILITIES

## ELEMENTS G-N

# SITING PUBLIC CAPITAL FACILITIES (CF)

## **REMOVE POLICY CF-1 - Identification of needed capital facilities:**

- ~~a. The County and the Cities shall each inventory their existing capital facilities and identify needed facility expansion and construction and provide that data to the Kitsap Regional Coordinating Council.~~
- ~~b. The Kitsap Regional Coordinating Council shall develop and maintain a list of public capital facilities needed to serve Kitsap County as a whole, based upon the County and Cities' Comprehensive Plans, the Countywide Coordinated Water System Plan, and other appropriate system plans. These include, but are not limited to, solid and hazardous waste handling facilities and disposal sites, water and wastewater treatment facilities, regional water supply inter-tie facilities, education institutions, airports, local correctional facilities, in-patient facilities including hospitals and regional park and recreation facilities, and government buildings that serve Kitsap County as a whole, including those essential public facilities as defined in RCW 36.70A.200.~~

## **COMMENT:**

Consider removing if this is not something you are doing or plan to do. If retained, this should be included on the annual work program and there should be a purpose outlined with what will be done with the information.

# SITING PUBLIC CAPITAL FACILITIES (CF)

**REVISED/REMOVE POLICY - CF-3. Establishing a process and review criteria for the siting of facilities that are of a countywide or statewide nature:**

b. Certain public capital facilities such as schools and libraries ~~that~~ generate substantial travel demand. Zoning -should direct these uses so they are located within unincorporated UGA and cities ~~be located first in Designated Centers or, if not feasible to do so,~~ along or near major transportation corridors and public transportation routes.

~~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.~~

## COMMENT:

b. This policy could limit where schools are sited. Have the county amended zoning codes to reflect this policy? Suggested changes seem more implementable.

g. Consider removing. Zoning and critical area regulations already outline where uses can go. "Areas where the siting of such facilities would be incompatible" is undefined. In addition, there could be times where a water line, for example, may impact a critical area or buffer.

## SITING PUBLIC CAPITAL FACILITIES (CF)

**REVISED/REMOVE POLICY - CF-4. Air transportation facilities in Kitsap County:**

~~c. The County and the Cities shall plan for heliports throughout Kitsap County for emergency use.~~

**COMMENT:**

While the county and cities will certainly allow heliports as a use or incidental use, is this something you coordinate on? If not, I am not sure if a CPP is necessary.

# SITING PUBLIC CAPITAL FACILITIES (CF)

**NEW POLICY - CF-5. Transportation facilities and services of statewide significance**

a. When a transportation facility or service project meeting the requirements of RCW 47.06.140 is proposed, impacted jurisdictions should coordinate together in consultation with the department of transportation.

**COMMENT:**

GMA CPP requirements require joint policies for transportation facilities and services of statewide significance.

# ELEMENT H – TRANSPORTATION (T)

**REVISED POLICY T-1. Strategies to optimize and manage the safe use of transportation facilities and services:**

- a. The County and the Cities shall each emphasize the maintenance and preservation of their existing transportation network.
- b. Through the regular update of the Transportation Element of their Comprehensive Plan, the County and the Cities should each identify Level of Service (LOS) and prioritize operational and safety deficiencies, with the goal of ~~substantially reducing~~ achieving zero deaths and serious injuries.
- c. The County and the Cities should utilize Transportation System Management strategies such as parking restrictions, traffic signal coordination, transit queue jumps (traffic signal modification equipment that allows busses to move ahead of other vehicles), ramp metering, striping non-motorized transportation facilities, traffic calming devices, and real time sensor adjustments for traffic signals.
- d. The County and the Cities should develop and implement access management regulations that provide standards for driveway spacing and delineation and encourage the joint use of access points where practical.
- e. The County and the Cities shall actively seek opportunities to share facilities, expertise, and transportation resources, such as multiple use park & ride/parking lots or shared traffic signal maintenance responsibility.
- f. Jurisdictions should consider emergency management and disaster preparation as part of their transportation planning, including redundancy needs.

**COMMENT:**

- b. Language change is consistent with state policy regarding zero deaths. Implements Vision 2050 MPP-T-4.
- f. Additional policy language addresses emergency planning. Implements MPP-T-31

# ELEMENT H – TRANSPORTATION (T)

## **REVISED POLICY T-3. Environmental and human health impacts of transportation policies :**

- a. Transportation improvements shall be located and constructed so as to discourage/minimize adverse impacts on water quality, human health and other environmental features.
- 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, and promote human health, such as: high-occupancy vehicle lanes; public transit; vanpool/ carpool facilities; electric and other low emission vehicles including buses; charging stations for all types of electric vehicle , bicycle and pedestrian facilities that are designed for functional transportation, shared mobility options, and partnerships with the private sector.
- c. The County and the Cities shall ensure environmental protection, water quality, and conformance with ESA requirements through best management practices throughout the life of the transportation facilities, including:
  - ~~i. Facility design, and in particular low impact development strategies for the collection and treatment of storm water and surface run-off.~~
  - ~~ii. Avoiding construction during the rainy season.~~
  - ~~iii. Regular and routine maintenance of systems.~~
- d. The County, the Cities, and Kitsap Transit should support Puget Sound Clean Air Agency public education about anti-pollution measures.

## **COMMENT:**

Header - Reinforces relationship between transportation system and human health. Implements MPP-T-5.

a. Reinforces relationship between transportation system and human health. Implements MPP-T-5.

b. Adds language to further support electrification of the transportation system. Implements MPP-T-30.

c. Consider removing this portion of the policy. The policy already lists the goals and this gets very specific. Is the specificity really needed?

## ELEMENT H – TRANSPORTATION (T)

**REVISED POLICY 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 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 serve all users, 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. 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.

### COMMENT:

- a. Additional language addresses equity in transportation plans and programs. Addresses MPP-T-9, T-10, and T-11.



# ELEMENT H – TRANSPORTATION (T)

## **REVISED POLICY T-6 – Freight Transportation**

- a. The freight system in Kitsap County should be developed, expanded, and maintained to support the efficient and reliable movement of goods for local, regional, and international trade.
- b. Preferred routes for the movement of freight shall be identified as part of the countywide transportation plan.
- c. The County and the Cities shall work to ensure that compatible land uses are applied along designated freight corridors; including, but not limited to, corridors for air, rail, road and marine traffic.
- d. The County and the Cities shall use appropriate roadway standards for designated freight corridors.

## **COMMENT:**

- a. Clarifies the purpose of the freight system and the importance of its efficient functionality. Addresses MPP-T-25 and T-26.

# ELEMENT H – TRANSPORTATION (T)

## **REVISED POLICY T-10. Coordinated and consistent level of service (LOS) standards:**

- a. The County and the Cities should develop comparable level of service standards among the County, Cities and the State of Washington for identified regional system components.
- b. The County and the Cities shall adopt roadway LOS standards. Urban growth management agreements shall designate level of service standards. [Jurisdictions may also expand LOS standards to address multimodal concurrency, including non-motorized modes of transportation.](#)
- c. The County and the Cities shall adopt transit LOS in the form of "Service Standards" adopted by the Kitsap Transit Board of Commissioners. The standards shall consider both frequency of service and bus capacity.
- d. Consistent with State law, the County and Cities shall recognize the Level of Service Standards for Highways of Statewide Significance, including principal arterial ferry routes, that have been adopted by the Washington State Department of Transportation, in their respective Comprehensive Plans.
- e. For State highways and facilities of regional significance, including the Southworth ferry route, the County and the Cities shall include the Level of Service Standards adopted for these routes by the Puget Sound Regional Council, the Peninsula RTPO, and the Washington State Department of Transportation, in their respective Comprehensive Plans.
- f. [The County and the Cities should coordinate with WSDOT to comprehensively evaluate Level of Service performance on State highways to ensure they are not disproportionately held responsible for correcting capacity deficiencies resulting from growth outside their jurisdictions.](#)

## **COMMENT:**

- a. Adds language to recognize options for multi-modal concurrency. Responds to DP-Action-5 (Regional).
- b. Added in response to comments received at 11/12 TransTAC meeting.

# ELEMENT H – TRANSPORTATION (T)

## **REVISED POLICY T-7 – Transportation relationships with the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization:**

- a. The Countywide Planning Policies should support adopted regional and state plans and policies.
- b. The County and the Cities shall actively participate in the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization (RTPO) to assure that transportation planning in the two regions is consistent and accurately reflects local needs related to identified regional system components.
- ~~c. The Kitsap Regional Coordinating Council shall serve as the point of coordination to assure Puget Sound Regional Council and Peninsula RTPO planning programs are consistent and mutually beneficial to jurisdictions within Kitsap County.~~
- d. The Transportation Improvement Program (TIP) for Kitsap County shall continue to be a part of the regional TIP adopted by the Puget Sound Regional Council. Local review, comment and recommendations shall be coordinated through the Kitsap Regional Coordinating Council.

## **COMMENT:**

- a. Propose removing. Currently KRCC relies on KRCC Board member(s) who serve on the Peninsula RPTO and PSRC to be aware of this coordination.

## ELEMENT H – TRANSPORTATION (T)

**REMOVE POLICY T-8 – Identification of needed transportation related facilities and services within Kitsap County:**

- a. ~~The Puget Sound Regional Council and the Peninsula RTPPO shall identify regional system components and related improvements within Kitsap County with the concurrence of the Kitsap Regional Coordinating Council.~~
- b. ~~A countywide transportation plan developed by the Kitsap Regional Coordinating Council shall be prepared pursuant to the Growth Management Act to identify countywide transportation facility and service needs. A technical committee including transit and local, regional, and state transportation providers shall be used in this process.~~

**COMMENT:**

- a. Considering removing. PSRC and the Peninsula RPTO are respectively responsible for reaching out to Kitsap for their planning efforts (e.g. bicycle mobility plan, open space plan, etc.)
- b. Consider removing. This perhaps was an old reference to Kitsap's Multimodal Transportation Plan from approx. 2014? There is not current action on a countywide transportation plan.

# ELEMENT J – COUNTYWIDE ECONOMIC DEVELOPMENT (ED)

**REVISED POLICY ED-2. The role of government agencies in assuring coordinated, consistent efforts to promote economic vitality and equity throughout Kitsap County:**

c. The County and the Cities shall cooperate with tribes, ports, other special districts, ~~and all economic development interests~~ to identify the capital facility needs to support economic development and should identify necessary funding sources.

~~f. The County and the Cities shall establish common infrastructure policy and standards, including telecommunications infrastructure.~~

**COMMENT:**

c. Consider removing. This is a shall policy and “all economic development interests” is very broad. If you would like to retain, we should make this more specific.

f. Consider removing – is this occurring? Does it need to occur?

## ELEMENT N – ROLES AND RESPONSIBILITIES (RR)

**REVISED POLICY RR-1.** The KITSAP REGIONAL COORDINATING COUNCIL was established by interlocal agreement (see Appendix E) to assure coordination, consensus, consistency, and compliance in the implementation of the Growth Management Act and comprehensive planning by County, city and tribal governments within Kitsap County... The Kitsap Regional Coordinating Council shall:

c. Promote coordination and consistency among local plans and between local plans and the Countywide Planning Policies and the Growth Management Act to the extent necessary to achieve regional policies and objectives. ~~Through the Kitsap Regional Coordinating Council forum, jurisdictions should establish a process to monitor and review individual comprehensive plans and associated implementation mechanisms to determine consistency with the Countywide Planning Policies.~~

d. Serve as a forum ~~for resolving disputes locally. The process shall not preclude appeals to the Central Puget Sound Growth Planning Hearings Board if the local process has been exhausted without resolution of the dispute.~~ to amicably work together and resolve differences when they occur on important issues impacting our Kitsap County.

f. Coordinate the review, revision and monitoring of the Buildable Lands Report, Land Capacity Analysis that aides in developing comprehensive plans, and Countywide Planning Policies.

### COMMENT:

c. Consider removing. The typical process should be review of CPPs and then development of comp plans. Do you want their to be a mechanism beyond Buildable Lands for the KRCC to be reviewing individual plans?

d. proposing language that fits the purpose better – explaining what the KRCC forum is for.

f. Adding additional items that the County and cities work together on.



QUESTIONS?