



Draft Kitsap Regional Coordinating Council (KRCC) Planning Policy Committee (PlanPOL) Meeting Agenda

July 19, 2018 | 1:30 – 3:00 PM

Kitsap Transit, 60 Washington Ave. Bremerton, WA (3rd floor conference room)

Objective: KRCC PlanPOL provides recommendations and guidance to the KRCC Board regarding countywide and regional land use planning efforts.

Topic	Documents
1. Welcome and Old Business <ul style="list-style-type: none">a. Latest 2018 KRCC meeting calendar (standing agenda item).b. Review and approve the draft 4/19/18 PlanPOL summary.	<ul style="list-style-type: none">- KRCC meeting calendar (pg 2)- Draft 4/19/18 PlanPOL summary (pg 3)
2. Menu of “Emerging Issues” for Future PlanPOL Meetings <ul style="list-style-type: none">a. Review a “menu” of emerging issues (provided by LUTAC) and select topics for future PlanPOL meetings.	<ul style="list-style-type: none">- Menu of emerging issues from LUTAC (pg 6)
3. VISION 2050 (approximately 1:45 PM) <ul style="list-style-type: none">a. Receive a virtual presentation from the Puget Sound Regional Council (PSRC) regarding the timeline for the development of VISION 2050.b. PlanPOL discussion regarding:<ul style="list-style-type: none">i. Definitions for Regional Geographies and potential changesii. Objectives for the Regional Growth Strategyiii. Growth Scenarios for the Regional Growth Strategy	<ul style="list-style-type: none">- VISION 2050 Work Plan Summary from PSRC (pg 7)- Proposed Regional Geographies (pg 8)- Maps of Regional Geographies (pg 11)- Regional Growth Strategy Objectives (pg 13)- Preliminary Growth Scenarios (pg 15)
4. 18-Month and 8-Year Land Use Efforts <ul style="list-style-type: none">a. Review the upcoming local, countywide, regional, and state land-use efforts that will affect Kitsap over the next 18 months to 8 years.	<ul style="list-style-type: none">- 8-Year Land Use Timeline (pg 17)- 18-Month Land Use Timeline (pg 18)
5. Updates from the Land Use Technical Advisory Committee (LUTAC) <ul style="list-style-type: none">a. Updates from LUTAC for PlanPOL.b. Recommendation for individual jurisdictions to submit comment letters to the Ruckelshaus Center regarding the Roadmap to Washington Future’s project.	
6. Public Comments*	
7. Adjourn	



Kitsap Regional Coordinating Council

Draft 2018 Meeting Schedule

KRCC Board* Main Meeting Chambers, Norm Dicks Government Center, Bremerton First Tuesday of the Month - 10:15 AM-12:15 PM			KRCC Executive Committee 3 rd Floor Conference Room - Kitsap Transit, Bremerton Third Tuesday of the Month - 12:30 PM – 2:30 PM		
Jan. 2	Feb. 6	Mar. 6	Jan. 16	Feb. 20	Mar. 20
Apr. 3	May 1 (mo. of retreat)	June 5	Apr. 19 (9-11am Thursday)	May 15	June 19
July 3	Aug.	Sept. 4	July	Aug. 21	Sept. 18
Oct. 2	Nov. 6	Dec. 4	Oct. 16	Nov. 20	Dec. 18
Transportation Policy Committee* (TransPOL) and Land Use Planning Policy Committee* (PlanPOL) 3 rd Floor Conference Room - Kitsap Transit, Bremerton Third Thursday of the Month					
	<u>PlanPOL</u>	<u>TransPOL</u>		<u>PlanPOL</u>	<u>TransPOL</u>
Feb. 15	2:45-4:00pm	1:00-2:30pm	July 19	1:30-3:00pm	-
Mar. 15	-	3:15-4:45pm	Aug.	-	-
Apr. 19	1:30-3:00pm	3:15-4:45pm	Sept. 20	-	1:30-3:00pm
May 31 (5 th Thursday)	-	3:15-4:45pm	Oct. 18	1:30-3:00pm	-
June 21	-	3:15-4:45pm	Nov.	-	-
			Dec.	-	-
Transportation Technical Advisory Committee (TransTAC) 3 rd Floor Conference Room - Kitsap Transit, Bremerton Second Thursday of the Month // 12:30 PM – 2:30 PM			Land Use Technical Advisory Committee (LUTAC) Council Chambers - Poulsbo City Hall, Poulsbo Second Thursday of the Month // 9:30 AM – 11:30 AM		
Jan. 11	Feb. 8	Mar. 8	Jan. 11	Feb.	Mar. 8
	May 29 (9a-4p Tuesday)	June 14	Apr.	May 10	June
Apr. 12	Aug.	Sept.	July	Aug. 9	Sept.
Oct.	Nov. 8	Dec.	Oct.	Nov. 8	Dec.
Other Dates TransTAC Project Selection Workshop: May 29 Board Retreat: May 29 Legislative Reception: TBD in November West Sound Alliance: Various			Visit the KRCC website for meeting materials www.kitsapregionalcouncil.org *This meeting is open to the public		



Kitsap Regional Coordinating Council (KRCC)
Draft Planning Policy Committee (PlanPOL) Meeting Summary
April 19, 2018 Meeting | 1:30-3:00 PM | Kitsap Transit, Bremerton
v. 5/1/2018

Decisions		
PlanPOL decided to...		
<ul style="list-style-type: none">Approve the draft February 15, 2018 PlanPOL meeting summary as final.		
Actions	Who	Status
Post the 2/15/18 PlanPOL meeting summary to the KRCC website.	KRCC staff	Complete
Revise the 8 year planning cycle chart.	KRCC staff and LUTAC	Ongoing

1. WELCOME

Betsy Daniels, KRCC Program Director, welcomed participants to the meeting (see Attachment A for a list of PlanPOL members and observers) and led a round of introductions. The group approved the February 15 PlanPOL meeting summary, which will be posted on the KRCC website by KRCC staff.

2. THE PLANNING CYCLE

PlanPOL members and observers discussed the planning efforts undertaken by individual jurisdictions during the 8-year planning cycle and made the following comments:

- The planning cycle is not a linear process because of the interrelated nature of the various processes. Some processes cannot begin until inputs are received from other processes.
- Implementation of comprehensive plans is still underway, even two years after their adoption, exemplifying that capacity is required to implement plans once adopted.
- Planners' schedules are affected by the timelines and work of others.
- The processes' cycles are such that time is provided to evaluate the implementation of policies.
- Planning departments' capacity is perpetually strapped due to the ongoing cycles of planning, implementation, and evaluation.

To help PlanPOL and the KRCC Board have a broader understanding of the planning calendar, the following suggestions were made for future PlanPOL meetings:

- Distribute and discuss of land use codes that KRCC jurisdictions are passing.
- Short presentations from Land Use Technical Advisory Committee (LUTAC) members about land use policies that would be of interest to other jurisdictions.

The following comments were made in regard to the 8-year planning cycle chart:

- Revise the document to have a color shade to indicate the year something is due, a lighter shade to indicate the work leading up to a deadline, and a darker shade to indicate the implementation of a process.
- Revise the document to show the interrelatedness of the processes.

- An updated chart could be useful to share with the Board, as well as with legislators to show the unfunded staff time required to carry out state and local mandates.

3. COUNTYWIDE PLANNING POLICIES

LUTAC members recommended updating the Countywide Planning Policies (CPPs) in two phases:

- 1) A “light refresh” to respond to Regional Centers questions.
- 2) Respond to broader changes after the completion of VISION 2050.

4. PSRC’S BOARDS’ APPOINTEES AND VISION 2050

PSRC Board Appointees: Acknowledging that the replacement of Michael Scott on the PSRC Growth Management Policy Board (GMPB) is a decision of the “Other Cities” (Poulsbo, Bainbridge Island, and Port Orchard) and not a decision of KRCC itself, PlanPOL members discussed how having the seat go to someone that is familiar with the GMPB would allow someone that is less familiar to be the alternate and become prepared to take the seat the following year.. In practice, this would mean that Port Orchard would take the seat and Bainbridge Island would be the alternate. Because this arrangement would leave Bainbridge Island without a seat on any PSRC Boards this year, consideration when appointing KRCC jurisdiction seats on PSRC Boards next year would be needed in order to balance the representation over time (although the seats represent small cities and not a jurisdiction specifically).

VISION 2050: PlanPOL members and observers discussed the timeline for PSRC’s development of VISION 2050 and made the following comments.

- Opportunities for KRCC to provide input are at meetings throughout the year and during the Environmental Impact Statement (EIS) public comment period over the summer.
- Mayor Erickson would like to see the relationship between job type and commercial space to support those job types explored since this relationship has changed historically due to economic and technological forces, and has implications on zoning and planning for future jobs.

5. RUCKELSHAUS CENTER’ ROADMAP TO WASHINGTON’S FUTURE

LUTAC members made the following comments regarding the Ruckelshaus Center’s Roadmap to Washington’s Future Workshops.

- The workshops are structured to be more about visioning than the specific code language, which is concerning because progress on identifying inconsistencies is not being made.
- LUTAC is discussing writing letters to share their concerns about specific statutes that they take issue with so that they are included in the Roadmap to Washington’s Future’s final report. This effort would need to be complete by fall 2018.

6. JULY 19 PLANPOL POTENTIAL AGENDA ITEMS

Nick Bond, Port Orchard, proposed presenting on Port Orchard’s land use policies that would be of interest to other jurisdictions. Further discussion on the Countywide Planning Policies, a joint letter to the Ruckelshaus Center, and KRCC Retreat follow up are also potential agenda items.

7. PUBLIC COMMENTS

No public comments.

The meeting adjourned at 3:00 PM.

Attachment A: Meeting Attendees

NAME	JURISDICTION (ALPHABETICAL)
PLANPOL MEMBERS:	
Councilmember Bek Ashby	City of Port Orchard
Commissioner Rob Gelder	Kitsap County
Executive Director John Clauson	Kitsap Transit
Commissioner Axel Strakeljahn	Port of Bremerton
OBSERVERS:	
Gary Christensen	Bainbridge Island
Louisa Garbo	Kitsap County
Ed Coviello	Kitsap Transit
Lynn Wall	Naval Base Kitsap
Nick Bond	Port Orchard
STAFF:	
Betsy Daniels	KRCC Program Director
Mishu Pham-Whipple	KRCC Coordination Lead

Potential “Emerging Issues” for Future PlanPOL Meetings

Draft v. 6-29-18

During the April 19, 2018 KRCC PlanPOL meeting, PlanPOL members requested that the Land Use Technical Advisory Committee (LUTAC) provide educational updates on emerging issues related to land use planning. LUTAC proposed the following cross-jurisdictional emerging issues for future PlanPOL meetings and is seeking feedback from PlanPOL members about which topics are priorities for the remainder of 2018 through 2019.

“Emerging Issues” for PlanPOL Meetings (in no particular order)

1. Inclusionary zoning
2. Cell facilities ordinances
3. Issues with vacation rentals
4. In/outdoor mini storage moratoriums
5. “Red Tape Reduction” process improvement program
6. Development moratoriums
7. Downtown parking
8. Emergency and climate resiliency planning

VISION 2050 Work Plan Summary – GMPB May 2018

	2018									2019					
Calendar/milestones:	Apr	May	June	July	Aug	Sept	Oct	Nov	Late Nov	Jan	Feb	Mar	Apr	May	June
GMPB Meetings *extended session	Mtg	Scoping Report	Reg. Gr. Strategy*	Housing*	No mtg	Reg. Gr. Strategy*	Mtg	Topics TBD*	Mtg	Mtg	Social Equity*	Mtg	Mtg	Mtg	Release <i>draft</i> V2050
Phases of Work	Research, policy analysis, and work sessions <ul style="list-style-type: none"> Selected topics addressed in briefings and issue papers Regional Growth Strategy <ul style="list-style-type: none"> Updated definitions for Regional Geographies Explore modifications to existing growth strategy Apply performance criteria 								Goals, policies, actions, and other content for draft VISION 2050 <ul style="list-style-type: none"> Draft new or revised multicounty planning policies and implementation actions, where needed Develop supporting text, graphics, and maps for draft plan Regional Growth Strategy <ul style="list-style-type: none"> Modeling and analysis Refine alternatives Release Draft Supplemental EIS 						

	2019						2020				
Calendar/milestones:	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May
GMPB Meetings *extended session	Public hearing	No mtg	Review comments*	Direct edits	Rcmd <i>final</i> V2050 to EB	No mtg	Exec. Bd.	Exec. Bd.	Exec. Bd.	General Assembly adopts VISION 2050	
Phases of Work	From draft to final VISION 2050 <ul style="list-style-type: none">Public comment period, respond to commentsEdits and revisions, as neededGMPB recommendation to Executive Board						VISION 2050 adoption <ul style="list-style-type: none">Final Supplemental EISExecutive Board recommendation to General Assembly				

Regional Geographies

Below is information regarding Regional Geographies from the June 21 Regional Staff Committee Meeting

Refinements to Regional Geographies

To implement the Regional Growth Strategy and the objectives described above, the Regional Growth Strategy includes regional geographies as a framework for assigning shares of population and employment growth based on the ability of different types of places to accommodate housing and jobs and their role within the broader region. Within counties, the geographies are a starting point for countywide processes to allocate GMA growth targets in a more detailed way to individual jurisdictions.

Regional geographies in VISION 2040 include:

- **Metropolitan Cities.** Seattle, Bellevue, Bremerton, Everett, and Tacoma
- **Core Cities.** All other cities with designated regional growth centers
- **Larger Cities.** Cities with a combined population and employment total over 22,500
- **Small Cities.** All other cities and town, most smaller than 10,000 population
- **Unincorporated Urban Growth Areas.** All unincorporated areas within the urban growth area
- **Rural Areas.** Areas designated rural by the counties
- **Natural Resource Lands.** Areas designated agriculture, forest, or mineral areas by the counties

The existing Regional Growth Strategy focuses growth in jurisdictions that have designated regional growth centers, with a total of 55% of the population growth and 73% of the employment growth going to Metropolitan and Core cities.

Comments from the past few years and during the scoping process highlighted broad interest in specific changes to regional geographies. The issues highlighted in the scoping comments are summarized below, as well as alternatives that were suggested by commenters or have been developed by PSRC staff to address the issues.

Small and Larger Cities. Specific concerns involved what many see as an arbitrary distinction between Small and Larger cities based on a threshold of 22,500 population + jobs. In addition, with the potential for cities to “grow out of” the Small Cities geography, the current definition results in a regional map that has changed over time. Eight cities have been reclassified from Small to Larger cities since 2008.

As an alternative, commenters identified a number of additional factors that could be used to differentiate among cities, such as transit service, employment accessibility, annexation/incorporation potential, planned and funded infrastructure, and distance from the contiguous urban growth area boundary.

Urban Unincorporated. Commenters raised questions about the role of Unincorporated Urban Areas. Consistent with GMA, VISION 2040 describes cities as the most appropriate providers of urban services and thus focuses more growth within cities. Unincorporated Urban Areas are expected to grow more modestly than cities, while at the same time, counties and cities are urged to plan for transitioning these areas to city

Regional Geographies

jurisdiction through annexation or incorporation, with a goal of transitioning all areas within the UGA to city jurisdiction by 2040. Currently, the Regional Growth Strategy provides guidance for different growth shares for unincorporated areas in each county based on location and whether those areas are affiliated with cities or planned for incorporation.

As an alternative, some commenters identified several considerations that support a more significant role for Unincorporated Urban Areas within the Regional Growth Strategy. These included encouraging a more detailed view of Urban Unincorporated Areas based on location, density, affiliation status, and planned infrastructure investments—i.e. treat these areas more like cities.

Role of Transit Investments. Commenters focused on the role of centers, transit station areas, and transit investments in the regional geographies. Since VISION 2040 was adopted in 2008, significant new transit service has come online or has been authorized by voters. Transit-oriented development has become a major emphasis for planning across the region. Through its commitment to implementing the Growing Transit Communities Strategy, PSRC and many regional partners have identified transit oriented development as a key strategy for accommodating growth, providing housing and mobility options, and building complete livable communities.

Data on transit service, now and in the future, can be used to identify which cities have different levels of access through the regional transit system as a foundation for clustering growth around those investments. PSRC has identified a 2040 Integrated Transit Network using the long-rang plans of the region's transit agencies. Potential TOD locations were also identified using this network and other planning data. Attachment A) shows the current Regional Geographies along with existing and planned high-capacity transit investments. Attachment B provides a more detailed view of the transit investments, including current and future rail stations, BRT stops, and ferry terminals.

Major Military Installations. The Regional Centers Framework Update focused on recognition of the four largest military facilities through a new regional geography category.

Options for Revised Regional Geographies

At their June meeting, the Growth Management Policy Board reviewed the issues outlined above and expressed interest in the following concepts to explore modifications to the regional geography classification:

- Continue a focus on jurisdictions with designated regional centers
- Differentiate current Small and Larger cities by existing and planned high-capacity transit
 - Includes light rail, bus rapid transit, commuter rail, ferry & streetcar
- Identify unincorporated urban areas with high-quality transit service
- Recognize Major Military Installations

In addition to these items, it was noted that “one size” fits all may not be the best approach for the regional geographies, and that the categories should be more specific, particularly for urban unincorporated areas and areas identified for transit-oriented development. Board members also noted that development of regional geographies should keep consider a jurisdiction's ability

Regional Geographies

to growth—i.e. availability of infrastructure—and that the overall growth strategy should consider displacement.

Based on these concepts, staff has developed the following option as a starting point for discussing modifications to the regional geography classifications:

Location & Transit Characteristics	Potential Regional Geographies
Urban Area with Designated Regional Growth Center & High Capacity Transit	Metropolitan Cities Core Cities
Other cities, Potential Annexation Areas & Potential Incorporation Areas with High Capacity Transit	Transit Communities
Urban Area with no High Capacity Transit	Other Cities (with No High Capacity Transit)
	Urban Unincorporated Areas (with no High Capacity Transit)
Designated Rural and Resource Lands	Rural
	Resource
Military installations with more than 5,000 enlisted and service personnel, consistent with the Regional Centers Framework Update.	Major Military Installations

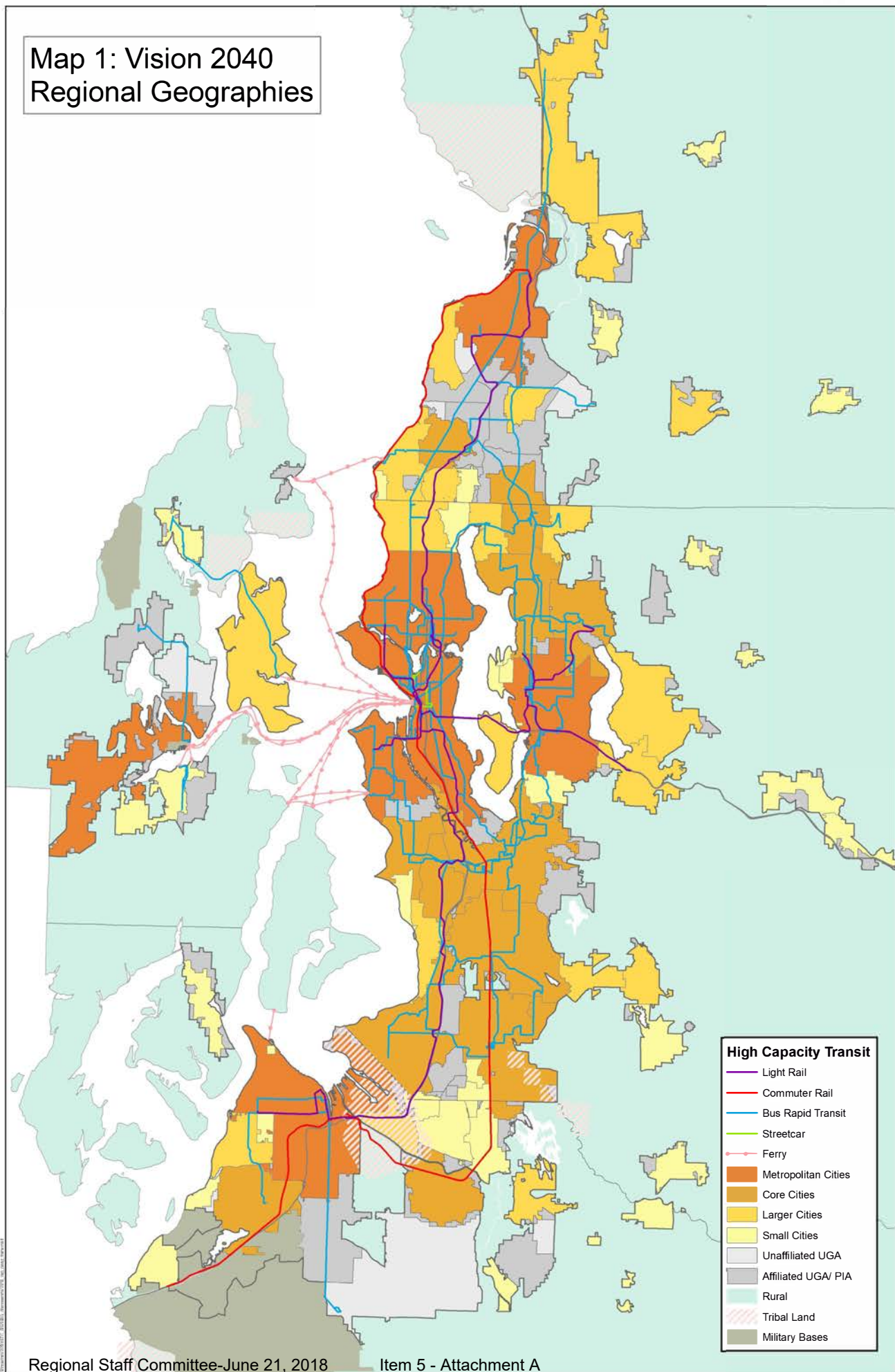
Regional Staff Committee members will be asked for input on this approach. For example, using including transit service as a distinguishing feature for regional geographies could include more nuanced definition, or more detailed factors could be used instead to inform growth shares within each geography. These could include:

- Type of transit mode and quality of service (number of stops, span and frequency, and travel time to regional destinations)
- Infrastructure factors in addition to high capacity transit service

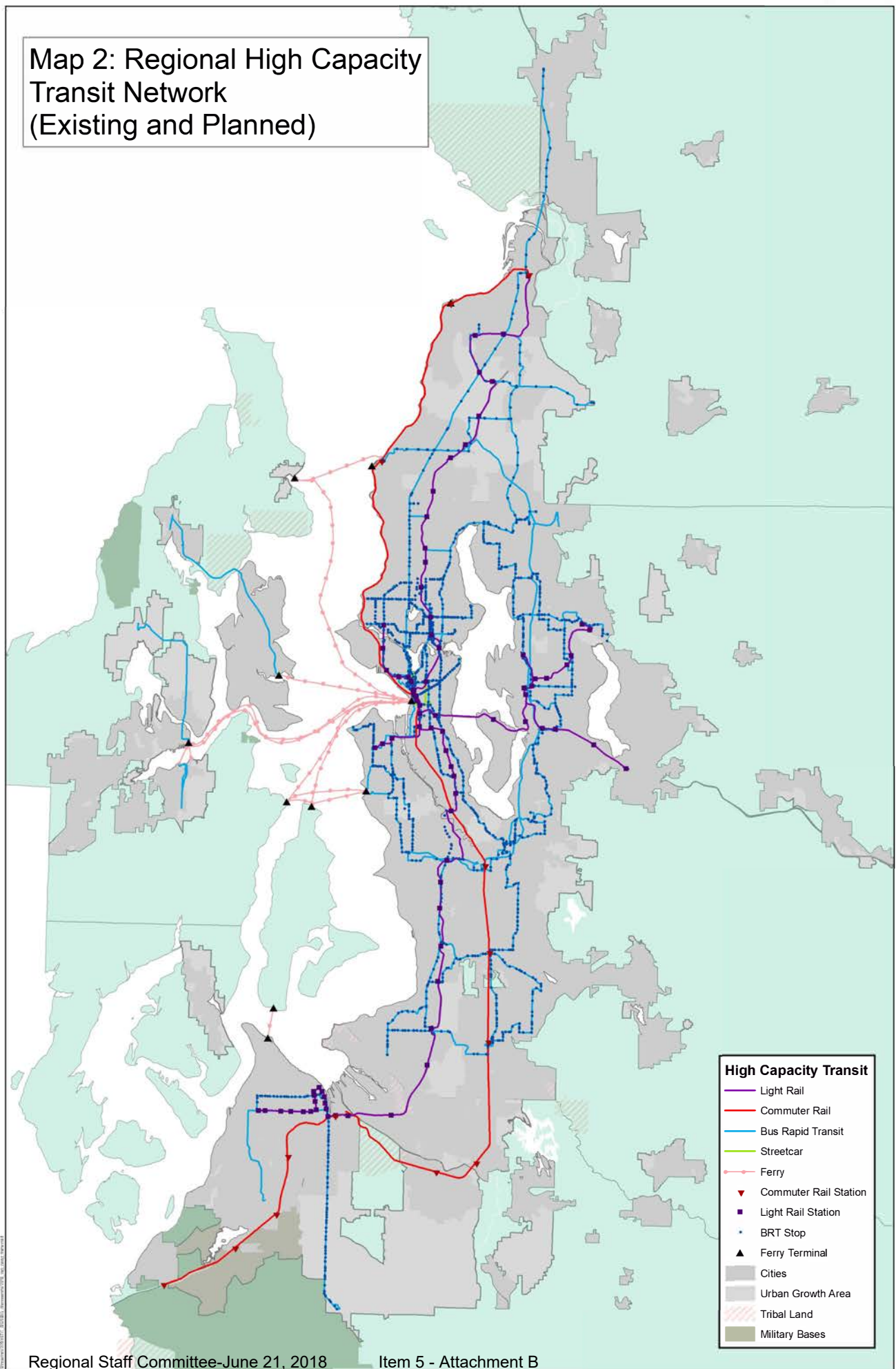
Questions for PlanPOL:

- From Kitsap's standpoint, what are the pros and cons of the new regional geographies proposed for VISION 2050?
- What are the implications of these Regional Geographies on unincorporated urban growth areas?
- What are the pros and cons of using high capacity transit as a method of developing Regional Geographies? How will this method affect the classification of cities in Kitsap?

Map 1: Vision 2040
Regional Geographies



Map 2: Regional High Capacity Transit Network
(Existing and Planned)



Objectives for the Regional Growth Strategy Update

Below is an overview of the objectives for the Regional Growth Strategy Update from the June 21 Regional Staff Committee meeting.

At the heart of VISION 2040 is a shared vision of how and where the region should grow. The Regional Growth Strategy provides a description of an overall development pattern that the central Puget Sound region should assume over time. It also provides guidance for how counties, cities and towns can contribute to achieving that preferred pattern while minimizing the environmental impacts of growth and making efficient use of existing infrastructure and investments. The overall strategy for accommodating growth is organized around the state Growth Management Act's concepts of urban, rural, natural resource areas.

The Regional Growth Strategy reflects this region's commitment to plan for the future in a way that preserves and enhances communities, conserves natural and financial resources, and maintains quality of life. This approach helps to ensure that existing services are fully utilized, new services can be provided more efficiently, and minimize the environmental impacts of growth. The adoption of VISION 2040 reflects the commitment to work together to address regional issues.

VISION 2040 describes the following objectives for the Regional Growth Strategy:

- The overall natural environment is restored, protected, and sustained.
- Population and employment growth is focused within the designated urban growth area.
- Within the urban growth area, growth is focused in cities.
- Within cities, centers serve as concentrations of jobs, housing, and other activities.
- A better balance of job locations and housing is achieved, facilitated, and supported by incentives and investments.
- Rural development is minimized.
- Resource lands are permanently protected, supporting the continued viability of resource-based industries, such as forestry and agriculture.
- Existing infrastructure and new investments are used more efficiently and effectively, and are prioritized for areas that are planning for and accommodating growth.
- Meaningful steps are taken to reduce carbon emissions and minimize the region's contribution to climate change.

In May, the Regional Staff Committee discussed these objectives and comments by multiple committee members suggested that the objectives should address the following:

- Acknowledge access to different types of jobs and housing
- Emphasize leveraging major transit and infrastructure investments
- Support public health
- Address social equity and displacement

Others noted that the objective for the rural area should be restated, the objectives should discuss quality of life, and the strategy should discuss focusing growth away from the edge of the urban growth boundary. Members also commented that the strategy should use more publicly accessible language and be more people-oriented.

At their June meeting, the Growth Management Policy Board was provided background information on the Regional Growth Strategy and reviewed the original objectives, as well as the comments from Regional Staff Committee above.

The board was asked to discuss whether they still support the growth strategy objectives adopted in VISION 2040, and/or whether there are additional things the region should achieve with the growth strategy. Based on board discussion, there was general support for the original objectives, but agreement that the objectives are fairly high level and should be more specific about desired qualities. An emphasis on having objectives that are more measurable and that describe the intent and desired action was expressed.

A common theme—and identified as an important issue to address regionally —was housing. The discussion included numerous topics related to affordable housing and jobs-housing balance, such as ensuring the region matching housing needs with jobs and incomes and the possibility of setting housing minimums.

Other topics the board identified that should be considered were:

- Leveraging transit-oriented development (TOD) opportunities
- Health and equity
- Resiliency
- Protection of industrial uses and freight corridors
- Factoring in future innovation and change
- Flexibility and adaptability for local circumstance
- Ongoing metrics and evaluation of the growth strategy

Question for PlanPOL Discussion:

- From Kitsap's perspective, are there any other objectives that should be included in the Regional Growth Strategy Objectives? If so, what should they be?

Growth Scenarios for the Regional Growth Strategy

Below is an overview of the alternatives for the Regional Growth Scenarios from the June 21 Regional Staff Committee meeting.

VISION 2040's Regional Growth Strategy was developed from several alternatives – ranging from highly concentrated to more dispersed growth patterns – that were studied through an extensive environmental analysis. The preferred hybrid alternative that emerged from this process represented a deliberate move away from historical trends toward a more sustainable pattern of development that could be achieved within the long-range planning period to 2040.

VISION 2050 will include an extension of the Regional Growth Strategy out another decade beyond 2040 to 2050. This extension is an opportunity to incorporate lessons learned from efforts to date to implement the existing strategy, which may result in changes to the growth strategy and development of a new alternative(s).

Comments during the VISION 2050 scoping process encouraged considering a range of factors in distributing planned 2050 growth throughout the region, including:

- Recent historical growth and development trends, including trends that have supported the RGS and trends that are divergent from the RGS
- Local capacity to accommodate growth, including vested development, zoned land use capacity, and infrastructure capacity
- Levels of transportation accessibility, with a focus on current and future transit connections
- Transit-oriented development, with a focus on opportunities to leverage regional investments in high-capacity transit
- Designated centers, particularly regional growth centers and manufacturing/industrial centers, but also countywide and local centers, with consideration of new regional centers framework
- Jobs-housing balance within counties, other sub-regions, and localities, with a focus on impacts on transportation, economic development, and housing affordability
- Market conditions that indicate current and potential growth potential and challenges

Staff has outlined several preliminary growth concepts as a starting point for discussing modifications to the Regional Growth Strategy.

- **STAY THE COURSE** – This would represent a “no action” alternative as required under SEPA and would continue the VISION 2040 shares of growth in a straight line to 2050. This option would continue to encourage jobs-housing balance between the counties and focus growth in centers, with a significant share being directed to the region's regionally designated centers.
- **VISION UPDATED BASE AND EXTENDED** – This concept could update the strategy to reflect market trends during the period VISION 2040 was developed, and the approximately eight years during which the local target setting and planning processes took place in each county. With local comprehensive plan updates that are built on VISION 2040 now in place, this option could factor in the growth and market conditions that occurred from 2000 through the present, but maintain the shares of growth for each geography from now to 2050 that was committed to in VISION 2040. Like the VISION EXTENDED option above, this option could continue to encourage jobs-housing balance between the counties and focus growth in centers, with a significant share being directed to the region's regionally designated centers.

- **VISION + (MORE) TRANSIT ORIENTED DEVELOPMENT** – This concept could incorporate an explicit goal for growth in areas served by high-capacity transit to reflect existing and planned investments in transit. In this concept, the desired share of the region's population and job growth in TOD locations could be identified and then further distributed based on the overarching regional geography in which the TOD area is located (i.e. Metro or Core Cities; Other Cities, Potential Annexation Areas, and Incorporation Areas with High Capacity Transit).
The remaining share of population and employment growth not identified for TOD locations could be distributed based on the adopted objectives for the Regional Growth Strategy (i.e. growth is focused within the designated urban growth area and focused in cities, better jobs-housing balance, preservation of rural lands and protection of natural resources).

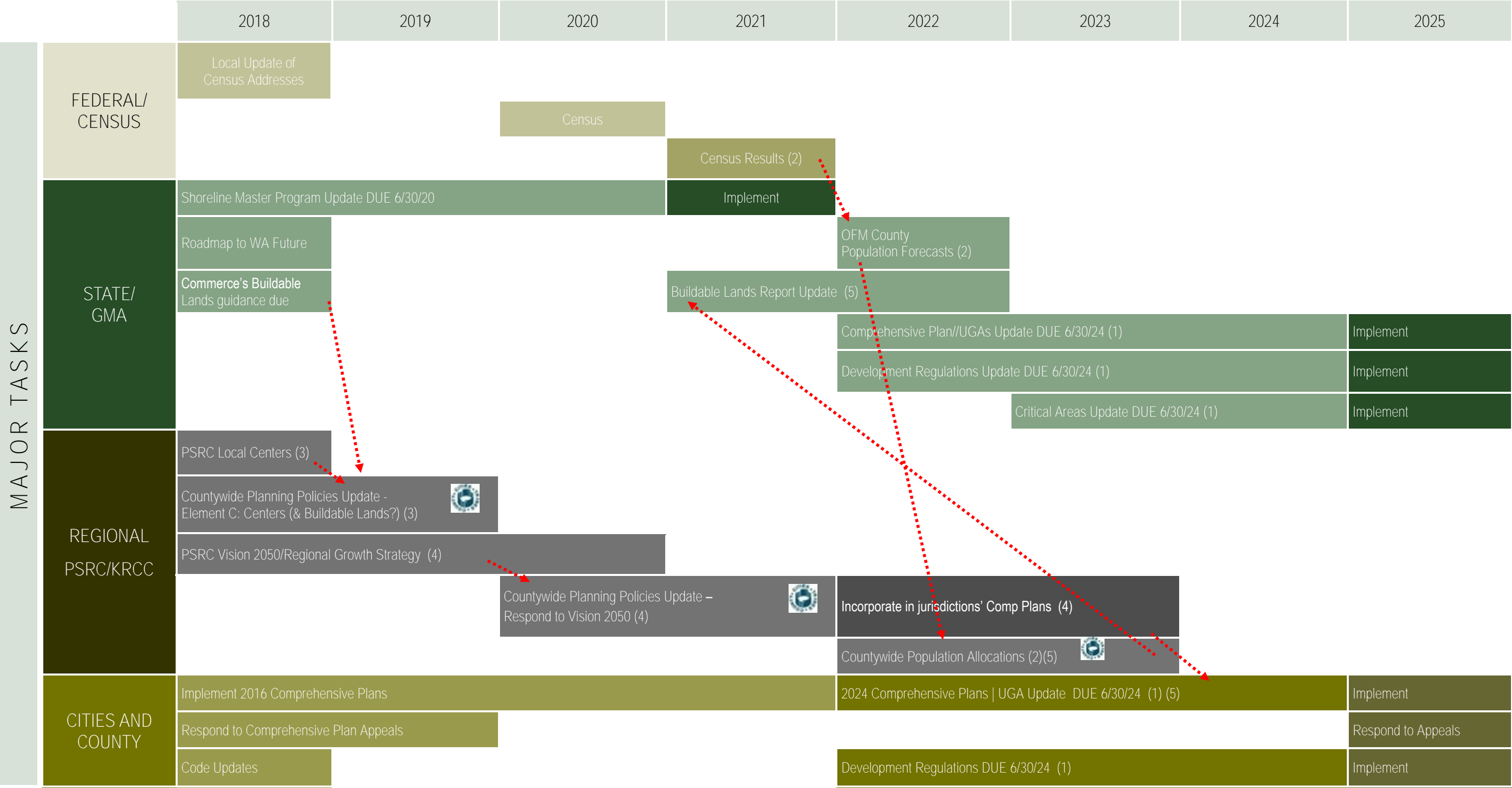
Regional Staff Committee members will be asked for suggestions and input on the concepts above to help further develop growth scenarios for board consideration this fall.

Questions for PlanPOL Discussion:

- From Kitsap's perspective, what are the strengths and weaknesses of the three concepts above ("Stay the Course," "VISION Updated Base + Extended" and "VISION + More TOD"?)
- What would Kitsap want analyzed as part of these Growth Scenarios (i.e. environmental objectives, economic objectives, etc.)
- Note: GMPB will vote on these alternatives in November.

Draft 8-Year Land Use Timeline for the Kitsap Regional Coordinating Council
Draft v. 7-13-18

8 YEARS



(1) 8 year periodic update of comprehensive plans and development regulations, required by State/GMA and completed by cities and county, due 6/30/24.

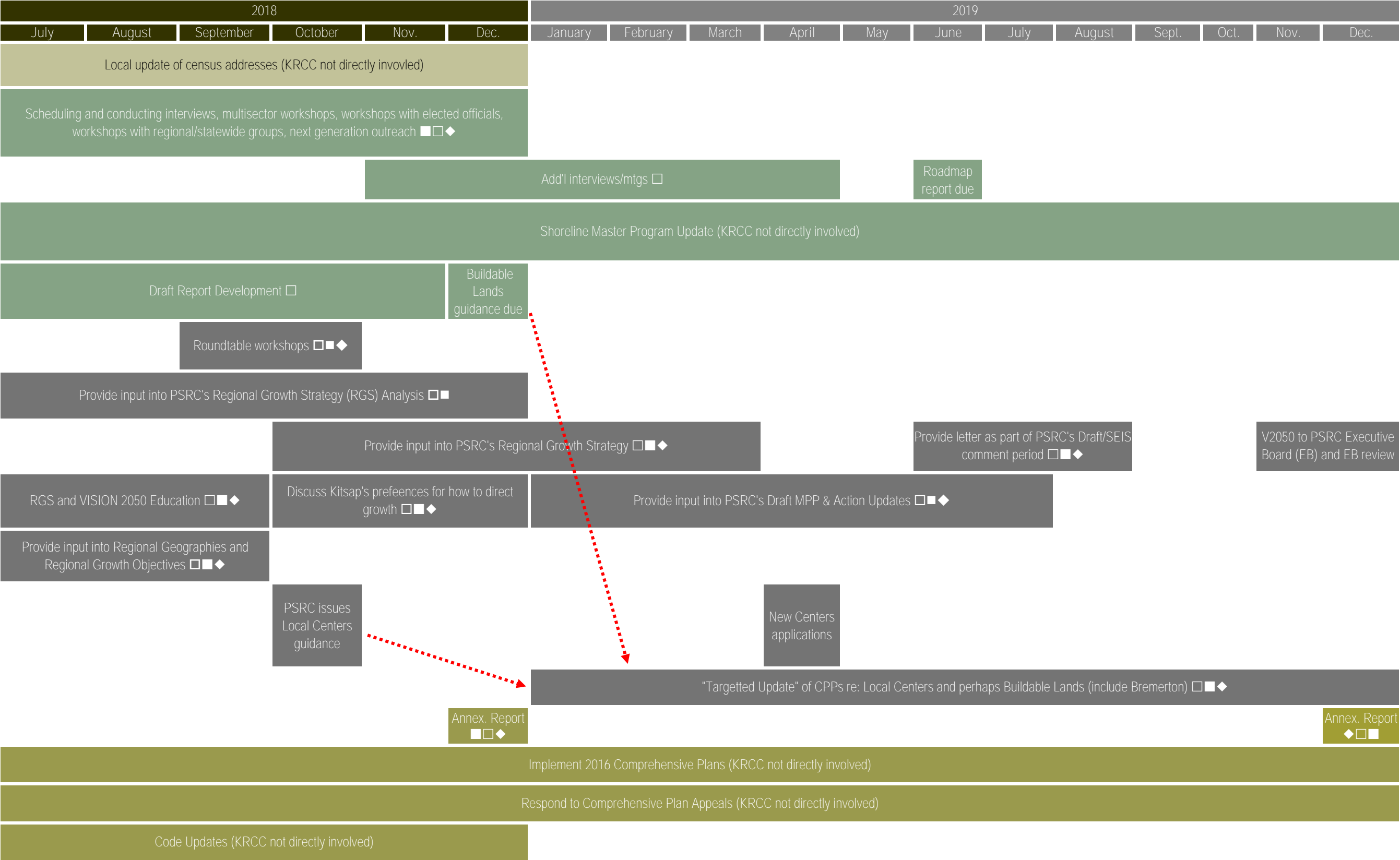
(2) Population Forecasts (utilizing 2020 Census results) are assigned to Kitsap County by OFM, and are then allocated by Kitsap Regional Coordinating Council by jurisdiction and adopted into CPPs.

(3) PSRC's Centers Update will be incorporated as appropriate in Kitsap CPP's Element C; LUTAC will begin review guidelines in 2018 and anticipate CPP amendments to Element C in 2019.

(4) PSRC's Update to Vision begun in 2018. KRCC and individual jurisdictions participate in development of Vision 2050 and Regional Growth Strategy; PSRC General Assembly approves Vision 2050 and RGS May/June 2020. KRCC incorporates Vision 2050/RGS into Kitsap CPPs as appropriate, which is then incorporated into individual jurisdictions' comprehensive plan.

(5) The Buildable Lands Report Update includes two parts—reviewing development densities in the past, and providing a land capacity analysis. The land capacity analysis will provide the basis of whether designated Urban Growth Areas need adjusting. Each UGA's available land will be compared to its KRCC population allocation. If UGA adjustment is necessary, it will within the 2024 comp plan update process.

MAJOR TASKS



LEGEND ◆ KRCC Board ● TransPOL ■ PlanPOL □ LUTAC ○ TransTAC
ACRONYM KEY PSRC= Puget Sound Regional Council CPP= Countywide Planning Policies MPP= Multicounty Planning Policies SEIS= Supplemental Enviro. Impact Statement V2050= Vision 2050