



KRCC Board Study Session Agenda

v. 4-26-2021

Board Study Session Date: May 4, 2021

Remote Participation: This in 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).

Study Session Timing:

- 9:15 a.m. – 10:15 a.m.: OPTIONAL Pre-Session for KRCC Board members (informal opportunity for questions and answers).
• 10:15 a.m. – 10:25 a.m. KRCC Board Consent Agenda
• 10:25 a.m. – 12:15 p.m.: Board Study Session

Study Session Objectives:

- KRCC Board reviews and discusses the draft Kitsap Countywide Planning Policies (CPPs).
• KRCC Board identifies which policies to include in the version of the CPPs that will be distributed for public comment.

0. OPTIONAL: KRCC Board Study Session Pre-Session

1. Welcome and Introductions

2. Chair’s Comments

3. Consent Agenda

- A. ACTION: Approve the 2/2/2021 KRCC Board Meeting Summary (vote) Page 3
B. ACTION: Approve the 3/4/2021 KRCC Board Retreat Summary (vote) Page 14
C. ACTION: Approve the budget amendment request from LDC, Inc. (vote) Page 22
D. Review of the February and March Executive Committee meeting summaries (Reference Packet pages 2 and 9)

4. Countywide Planning Policies (CPPs) Study Session

- A. Brief KRCC staff report out on the CPP “Roadshow” with KRCC Board members
B. Review the draft CPP Cover Memo Page 23
C. Discuss the draft Kitsap CPPs (v. 4-26-2021), as recommended by the by the Land Use Technical Advisory Committee (LUTAC) Page 45
D. Provide guidance on select CPP Elements needing further discussion (see CPP cover memo attachment A) Page 25
E. Review the draft CPP policies that LUTAC has not reviewed in-depth (see CPP cover memo attachments B, C, and D) Page 31
F. Discussion question: What should be included in the draft CPPs for public review?
G. Confirm next steps prior to the June 1 KRCC Public Hearing
H. Discuss the CPP Public Comment/Public Hearing Plan Page 126



Kitsap Regional Coordinating Council

5. Staff Report

A. [KRCC Income Statement](#)*

Page 129

6. Public Comment

7. Adjourn

*Standing agenda item



Kitsap Regional Coordinating Council

Kitsap Regional Coordinating Council (KRCC)

DRAFT Board Meeting Summary

February 2, 2021 | 10:15 AM – 12:15 PM

Virtual Meeting following Governor Inslee’s Stay at Home Order

Version 2-11-2021

Decisions		
The KRCC Board approved:		
<ul style="list-style-type: none"> 12/1/2020 KRCC Board meeting summary Sub-contract amendment for LDC, Inc. for growth target work 		
Actions	Who?	Status
Review the draft CPPs and provide input to planning directors before the February 11 LUTAC meeting. To obtain the draft document, reach out to planning directors or KRCC staff.	KRCC members	Ongoing
Send KRCC staff any contacts who could present at the KRCC Board Retreat focused on social equity.	KRCC members	Ongoing
Send KRCC staff updated enrollment data for the Suquamish Tribe.	Council Chair Forsman	Ongoing
Send KRCC staff the research document with information about diversity, equity, and inclusion.	Commissioner Garrido	Ongoing
Send KRCC staff requests for data information to present at the KRCC Board Retreat by mid-February.	KRCC members	Ongoing
Send KRCC staff updates to the KRCC Boards and Committees roster by the end of February.	KRCC members	Ongoing
Send KRCC staff updates to the Puget Sound Regional Council (PSRC) Boards and Committees roster by the end of February.	KRCC members	Ongoing
Incorporate Board members’ comments and requests into the Board Retreat agenda.	KRCC staff	Ongoing
Add a discussion item about the use of 2020 carry-forward funds to the next KRCC Executive Committee meeting agenda.	KRCC staff	Complete
Add a discussion item about the timing of Countywide Planning Policies (CPP) updates and Countywide Centers designation to the next KRCC Executive Committee meeting agenda.	KRCC staff	Complete
Follow up with the Suquamish Tribe and the Port Gamble S’Klallam Tribe for review of CPP Element L (<i>Coordination with Tribal Governments</i>).	KRCC staff	Ongoing
Follow up with Naval Base Kitsap for review of Element M (<i>Coordination with Federal Government Including Navy</i>).	KRCC staff	Ongoing
Add a discussion item about promoting Kitsap’s interests in the PSRC project selection process to the next TransPOL meeting agenda.	KRCC staff	Complete

1. WELCOME AND INTRODUCTIONS

Chair Ashby welcomed participants to the KRCC Executive Board meeting. See Attachment A for KRCC Board members in attendance and Attachment B for members of the public in attendance.



2. CHAIR'S COMMENTS

Chair Ashby reminded participants that she will be the KRCC Board chair for 2021 with Commissioner Gelder as vice chair. She expressed appreciation to Commissioner Wolfe for his role as KRCC chair in 2020.

Chair Ashby announced KRCC staffing updates. Pauline Mogilevsky will take on the role of Administrative Coordinator. Sophie Glass will go on maternity leave in mid-May; during this time, Betsy Daniels will serve as Program Director and Mishu Pham-Whipple and Kizz Prusia will continue to coordinate day-to-day needs for KRCC's transportation and land use programs, respectively.

3. CONSENT/ACTION ITEMS

Chair Ashby shared that the KRCC Executive Committee, at the January 19 meeting, approved the use of unanimous consent for votes on non-controversial action items during KRCC Board meetings. This will streamline the voting process for virtual settings.

Approve the 12/1/2020 KRCC Board meeting summary.

Commissioner Garrido requested that future meeting summaries include more detail.

Councilmember Stern made the motion to approve the 12/1/2020 KRCC Board meeting summary. Commissioner Garrido seconded the motion. The motion carried without objection or abstention.

Approve the sub-contract amendment for LDC, Inc. for growth target work.

The sub-contract amendment would expand LDC, Inc.'s sub-contract with Triangle Associates to include work on growth targets in 2021, totaling approximately \$23,300 in additional funds. Chair Ashby shared that these additional funds are within the KRCC budget.

Mayor Erickson made the motion to approve the sub-contract amendment. Mayor Putaansuu seconded the motion. The motion carried without objection or abstention.

Review the December and January Executive Committee meeting summaries.

Chair Ashby noted that previous Executive Committee summaries are available in the [2/2/2021 KRCC Board Meeting Reference Packet](#) (pages 2 and 6).

4. FULL DISCUSSION ITEMS

Discuss the March Executive Board Retreat Proposal.

Sophie Glass, KRCC Program Director, shared that at the December 15 KRCC Executive Committee meeting, KRCC staff were directed to design a proposal for a KRCC Board Retreat focused on incorporating social and racial equity policies into the Countywide Planning Policies (CPPs).

The proposed retreat is a virtual meeting on March 4, from 1:00-4:00 PM. The proposed agenda (on page 14 of the [action packet](#)) includes a review of demographic data, a presentation about the ways in which inequitable land use and transportation policies have shaped Kitsap, and an action-oriented discussion on making land use and transportation policies more equitable within the Countywide Planning Policies.



Kitsap Regional Coordinating Council

KRCC staff are in the process of identifying local experts to present about the societal and institutional forces that have shaped inequities in Kitsap's land use and transportation. Presenters and speakers from nonprofit organizations and/or community-based organizations will receive an honorarium of \$150 for their time during the retreat. Sophie requested that if Board members have contacts who could present, to share the contacts with KRCC staff.

Questions and answers:

- Councilmember Stern: Will this retreat address other issues related to updating the CPPs?
 - Chair Ashby: Given the limited amount of time available for the retreat, it will focus on equity policies. If Board members need more time to discuss other CPP-related issues, the Board can set up an additional opportunity for discussion in April.

Comments:

- Mayor Erickson expressed support for the agenda and honorarium.
- Councilmember Deets suggested finding a presenter who has experience presenting for local jurisdictions.
- Commissioner Garrido shared that she created a document based on her research into diversity, equity, and inclusion that she is willing to share with the Board.
- Commissioner Garrido recommended researching the diversity, equity, and inclusion plans of other Puget Sound jurisdictions.

Retreat Prep: Equity Components of Draft Countywide Planning Policies (CPPs)

To provide Board members with background information in preparation for the Equity Retreat, Clay White, LDC Inc., presented an [overview of proposed equity policies](#) that could be incorporated into the CPPs. The memo (on page 18 of the [action packet](#)) contains more detail about the proposed policies. Clay offered to meet with Board members one-on-one to discuss policies and issues.

Clay explained that the draft equity policies were designed to implement the equity components of Vision 2050, provide flexibility, recognize that each jurisdiction has different challenges and opportunities, provide a foundation for future actions, and find opportunities for collaboration.

The draft policy updates include new or updated equity policies in five elements of the CPPs: Element A (Countywide Growth Pattern), Element E (Natural Environment), Element F (Contiguous, Compatible, and Orderly Development), Element J (Countywide Economic Development), and Element H (Transportation). These draft policies cover consideration of underserved communities and vulnerable populations when planning for parks, land use changes, economic development strategies, and transportation programs.

Questions and answers:

- How can Board members access the draft policies?
 - Sophie: Board members can reach out to their jurisdiction's planning director or to KRCC staff for a copy of the draft policy document.
- Commissioner Garrido: How detailed are the draft policies? They should include enough detail to avoid being generic.
 - Clay: Some policies, such as the example presented, are broad. Others are more specific.



Retreat Prep: Presentation on Kitsap Demographic, Housing, and Transportation Data

To provide Board members with background information in preparation for the Equity Retreat, Sophie Glass presented a [series of maps](#) containing Kitsap-specific demographic, housing, health, and transportation data. The data sources include PSRC, the US Census, and the Washington State Department of Health.

Comments:

- Several Board members expressed appreciation for the data presentation and an interest in seeing more data visualizations at the Board Retreat.
- Council Chair Forsman shared that the Suquamish Tribe has updated population data, which he can send to KRCC staff. Sophie shared that KRCC staff will add this updated data to the presentation slides before distributing them.
- Commissioner Strakeljahn and Chair Ashby requested maps showing overlays of the presented data with population density.
- Mayor Erickson, Commissioner Strakeljahn, and Councilmember Wheat requested maps that show wealth, such as property valuations or net worth.
- Commissioner Gelder expressed interest in understanding the level of granularity of the maps.

Chair Ashby requested that Board members provide any additional comments or requests to KRCC staff in early February for the KRCC Executive Committee to evaluate at the February 16 meeting.

Announcement of 2021 Executive Committee

Chair Ashby shared the membership of the 2021 KRCC Executive Committee as follows:

- Port Orchard City Councilmember Bek Ashby (2021 KRCC Chair)
- Poulsbo Mayor Becky Erickson
- Bainbridge Island City Councilmember Joe Deets
- Kitsap County Commissioner Rob Gelder (2021 KRCC Vice Chair)
- Port of Bremerton Commissioner Axel Strakeljahn
- Bremerton Mayor Greg Wheeler

Chair Ashby thanked Committee members for serving on the Committee this year.

Review of Roster for KRCC Board and Committee Appointments

At the December 1 KRCC Board meeting, staff distributed the KRCC Board and Committee Appointments Roster to KRCC Board members for review. Staff updated the roster with information received from KRCC members.

Sophie requested that KRCC members who have not already done so provide updates of 2021 KRCC committee appointments from their jurisdictions by the end of February.

Review of Roster for PSRC Board and Committee Appointments

At the December 1 KRCC Board meeting, staff distributed the PSRC Board and Committee Appointments Roster to KRCC Board members for review. Staff updated the roster with information received from KRCC members.



Sophie requested that KRCC members who have not already done so provide updates of 2021 PSRC committee appointments from their jurisdictions by the end of February.

Review of 2020 Evaluation of Triangle Associates

The KRCC Board chose not to hold an executive session to review the evaluation. Councilmember Stern and Chair Ashby expressed appreciation for the work of KRCC staff in moving to a virtual environment.

5. KRCC COMMITTEE REPORTS

Land Use Items

Update on Countywide Planning Policies (CPPs)

Clay White, LDC Inc., presented an update on the process of revising the CPPs, including an overview of project goals and schedules.

The goals of the CPP update are: ensure consistency with the Growth Management Act, Vision 2050, and Regional Centers Framework; review existing policies to understand if they are being implemented; refresh formatting; and add definitions of key terms. Key policy issues include climate change, equity, displacement, housing, centers policy, and transportation policy.

Throughout fall and winter, LUTAC and TransTAC prepared and reviewed draft changes to the CPPs. LUTAC and TransTAC will continue discussing draft updates in February and March. In May, the KRCC Board will review the draft updates and provide feedback, and LUTAC and LDC, Inc. will make revisions based on the Board's feedback. The Board will hold a hearing and make a formal recommendation in June. After a public comment period, Kitsap County plans on adopting and ratifying the updated CPPs by the end of 2021.

Mayor Erickson, Chair Ashby, and Mayor Putaansuu encouraged Board members to review the draft CPPs and provide input to their jurisdiction's planning director before the February 11 LUTAC meeting. Board members can obtain the draft document from their planning director or KRCC staff.

Questions and answers:

- Mayor Erickson: When will the appendix of the CPPs be updated?
 - Clay: Any supporting documents that must be updated to support policy changes will be updated alongside the policies. Other items in the appendix, such as the list of Countywide Centers will be updated at a later date.
- Mayor Putaansuu: How does the CPP update process relate to the process of designating Countywide Centers?
 - Clay: The designation of Countywide Centers is a separate process that will occur after (or overlap with) the CPP update process because the CPP update process does not include enough time to fully discuss Countywide Centers. This means the KRCC Board and other jurisdictions will need to re-ratify the policy document once centers are updated in the appendix.



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- Chair Ashby: Before designating Countywide Centers, the Board must determine criteria for designation (Element C of the Regional Centers Framework).
- Councilmember Stern: How do the draft policies relate to Kitsap's relationship with the Navy?
 - Clay: CPP Elements L and M relate to coordination with Tribal governments and the federal government, including the Navy. Currently, there are no proposed changes to these elements.
 - Sophie: KRCC staff will work with representatives of the Suquamish Tribe, Port Gamble S'Klallam Tribe, and Naval Base Kitsap to discuss these policies.
- Commissioner Gelder: How will potential changes to state law during the 2021 state legislative session impact the CPP update process?
 - Clay: Some of the bills moving through the legislative process recognize the impracticality of incorporating legislative changes into CPPs during this update cycle, so they may allow jurisdictions to defer compliance to the next update cycle.

Comments:

- Board members expressed an interest in a more efficient ratification process between CPPs and designation of Countywide Centers. Chair Ashby requested that the KRCC Executive Committee further discuss timing and scheduling.

Chair Ashby noted that the KRCC Board [reference packet](#) includes the January 14 LUTAC meeting agenda, January 19 PlanPOL meeting agenda, and the draft February 11 LUTAC meeting agenda.

Transportation Items

Update from the Gorst Coalition

Commissioner Strakeljahn thanked the City of Bremerton for acting as the fiscal agent of the Gorst Coalition. The next Gorst co-chair meeting will be February 5.

Commissioner Strakeljahn also shared updates on the Gorst Coalition's recent discussions and decisions. Kitsap Transit has worked diligently on a video and will share part of the video with the Gorst Coalition Executive Committee for feedback and approval. The Gorst Coalition is in the process of selecting a lobbyist to support their work. At the January 15 Gorst Executive Committee meeting, the Committee discussed reaching out to Senators Patty Murray and Maria Cantwell to request support for a potential federal infrastructure package.

Mayor Wheeler shared that the City of Bremerton approved and signed a memorandum of understanding with the Coalition. He thanked Bremerton City Council members for their support.

Captain Rhinehart explained that Naval Base Kitsap's participation in this project is limited to educating the Coalition on issues related to Gorst's impact on the Navy's mission.

Council Chair Forsman shared that the Coalition should create as much unity as possible to identify sustainable solutions for improving both traffic and habitat issues.



Chair Ashby noted that Board members could review the 2020 Transportation Project Status Update and January 14 TransTAC meeting agenda in the [reference packet](#).

6. PSRC BOARD AND COMMITTEE REPORTS

Executive Board

Mayor Erickson shared that the PSRC Executive Board approved a recommendation from the PSRC Transportation Policy Board to rearrange federal funding streams to make improvements to the West Seattle Bridge. This decision-making process brought up the question of how to define an emergency; the PSRC Project Selection Task Force will explore this question further.

Growth Management Policy Board (GMPB)

Commissioner Wolfe shared that the GMPB will meet on February 4.

Transportation Policy Board (TPB)

Commissioner Gelder shared that the process of queuing up the PSRC Project Selection Task Force will begin in March and end in fall 2021. Mayor Erickson shared that Kitsap jurisdictions should work together to promote Kitsap's interests. Chair Ashby recommended discussing this issue at a KRCC TransPOL meeting.

Chair Ashby shared that Kitsap will receive approximately \$900,000 to use towards the contingency list. PSRC announced that Kitsap jurisdictions will have the opportunity to compete for \$13.5 million in Transportation Alternative Program (TAP) funds later in 2021.

Central Puget Sound Economic Development District Board (EDD)

Commissioner Strakeljahn, vice president of the EDD Board, shared that the Board approved its 2021 work plan. The EDD Board will review its membership composition to ensure all jurisdictions are properly represented. Because the Board cannot host regional tours due to COVID-19, members are looking into alternative formats of communicating drivers of infrastructure needs.

Councilmember Stern shared that he and Commissioner Strakeljahn are working with PSRC to understand the relationships, opportunities, and risks of joining Greater Seattle Partners. If appropriate, they will recommend this topic for discussion by the KRCC Board.

The EDD Board also discussed the social equity impacts of broadband access. The PSRC Executive Board will further discuss this issue in March.

7. CORRIDOR COMMITTEE REPORTS

SR 16

Mayor Putaansuu shared that he testified in favor of Senator Hobbs' Forward Washington transportation package because it includes two roundabouts on SR 16.

SR 305

Commissioner Gelder shared that the Committee will meet at the end of April after the close of the state legislative session. Projects along the corridor will go out for advertisement to contractors. On



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February 2, the Washington State Department of Transportation will present to the Bainbridge Island City Council.

Mayor Erickson shared that construction of the Johnson Road roundabout has begun. The Committee is discussing public art in roundabouts and anticipates that each roundabout will have a similar robust conversation about art. The City of Poulsbo will pay for the art at the center of the Johnson Road roundabout.

SR 104

Commissioner Gelder shared that the contract was executed to look at phasing of the Lindvog Holding Lot. The Committee has submitted paperwork to the legislature because next project phases depend on inclusion in a capital transportation package.

SR 303

Mayor Wheeler shared that the City of Bremerton has completed the redesign planning process and is seeking state funding for implementation for the Warren Avenue Bridge. This is part of a 20-year effort to modernize the Warren Avenue Bridge for pedestrians, especially pedestrians using mobility aids.

8. KRCC EMERGENT AND COUNTYWIDE ISSUES

Chair Ashby shared that the Executive Committee approved replacing the KRCC Member Round Robin standing agenda item with the Emergent and Countywide Issues item. This item is intended for KRCC members to share new or upcoming work that intersects with land use and transportation.

Mayor Erickson shared concerns about sewage discharge from the greater Seattle area. She expressed gratitude to the Suquamish Tribe for taking the issue seriously. She encouraged KRCC members to push King County and the City of Seattle to expand the capacity of their wastewater treatment systems to improve water quality in Puget Sound. Mayor Wheeler shared that expanding combined sewer overflow capacity to meet needs, especially as climate change increases the frequency of severe weather, is costly and will require financial support from the federal government. Council Chair Forsman expressed appreciation for discussion about the importance of clean water, especially as jurisdictions move forward with large infrastructure projects. He shared that the Suquamish Tribe has engaged with King County about this because of impacts to crabbers and fishers who rely on ancestral waters for economic and cultural needs.

9. STAFF REPORT

KRCC Income Statement.

Chair Ashby discussed the 2020 KRCC income statement (on page 42 of the [action packet](#)) and explained that the KRCC is financially healthy. She thanked Commissioner Wolfe for guiding the Board to be financially efficient in 2020. KRCC has a remaining balance of \$51,400 and an additional \$24,000 in reserves. This additional balance allowed KRCC to hire LDC Inc. for additional growth target work.



Kitsap Regional Coordinating Council

Chair Ashby requested time at the February 16 Executive Committee meeting to discuss options for using the additional funds.

10. PUBLIC COMMENTS

No comments from the public.

11. KRCC BOARD QUESTIONS, CONCERNS, AND ANNOUNCEMENTS

No questions, concerns, or announcements from Board members.

12. ADJOURN

The meeting adjourned at 12:07 pm.



Kitsap Regional Coordinating Council

ATTACHMENT A – BOARD MEMBERS IN ATTENDANCE

Board Member	Jurisdiction	In Attendance?
Deets, Joe	City of Bainbridge Island	✓
Schneider, Leslie	City of Bainbridge Island	✓
Daug, Leslie	City of Bremerton	✓
Wheat, Lori	City of Bremerton	✓
Wheeler, Greg	City of Bremerton	✓
Ashby, Bek	City of Port Orchard	✓
Putansuu, Rob	City of Port Orchard	✓
Rosapepe, Jay (alternate)	City of Port Orchard	
Erickson, Becky	City of Poulsbo	✓
Stern, Ed	City of Poulsbo	✓
Garrido, Charlotte	Kitsap County	✓
Gelder, Robert	Kitsap County	✓
Wolfe, Ed	Kitsap County	✓
Clauson, John	Kitsap Transit	✓
Rhinehart, Richard	Naval Base Kitsap	✓
Whalen, Anne (alternate)	Naval Base Kitsap	
Placentia, Chris (alternate)	Port Gamble S'Klallam Tribe	
Sullivan, Jeromy	Port Gamble S'Klallam Tribe	
Anderson, Gary (alternate)	Port of Bremerton	
Strakeljahn, Axel	Port of Bremerton	✓
Shane Heacock (alternate)	Port of Kingston	
McClure, Mary	Port of Kingston	
Forsman, Leonard	Suquamish Tribe	✓
Mills, Luther "Jay" (alternate)	Suquamish Tribe	✓



Kitsap Regional Coordinating Council

ATTACHMENT B – NON-MEMBER PARTICIPANTS

Name	Affiliation
Non-Members	
Heather Wright	City of Bainbridge Island
Clay White	LDC Inc.
Commissioner Laura Gronnvoll	Port of Kingston
Dennis Engel	Washington State Department of Transportation
Councilmember Brenda Fantroy-Johnson	City of Bainbridge Island
Karla Boughton	City of Poulsbo
Shane Weber	City of Bremerton
David Forte	Kitsap County
Mark Yand	Parametrix
Joe Rutan	City of Port Orchard
Angie Silva	Kitsap County
Sara Oliveira	Naval Base Kitsap
Andrea Harris-Long	Puget Sound Regional Council
Colleen Bryan	Senator Patty Murray's Office
KRCC Facilitation Team	
Sophie Glass	KRCC Program Director
Mishu Pham-Whipple	KRCC Transportation Program Lead
Kizz Prusia	KRCC Land Use Program Lead
Pauline Mogilevsky	KRCC Administrative Coordinator



Sophie then shared Puget Sound Regional Council (PSRC)'s definition of equity as follows:

Equity: *all people have the resources and opportunities to improve the quality of their lives and reach their full potential. Differences in life outcomes cannot be predicted by race, class, or any other identity. Those affected by poverty, communities of color, and historically marginalized communities are engaged in decision-making processes, planning, and policy making ([Puget Sound Regional Council VISION 2050 Appendix H: Equity Analysis](#)).*

3. PANEL DISCUSSION

Sophie introduced the panelists and shared the questions for the panel to focus on.

Panelists:

- Joel Adamson, Homes of Compassion
- Barbie-Danielle DeCarlo, Equity Consultant
- Dionne Deschenne, Kitsap County's Council for Human Rights (+ Policy & Grant Writer, Port Gamble S'Klallam Tribe; Advisor, Olympic College Workforce Development Advisory Council; Treasurer, Dispute Resolution Center of Kitsap County Board of Directors)
- Annya Pintak, Seattle Department of Transportation Equity Program Manager

Questions for panelists:

- Where do you see structural inequities as a result of land use and transportation policies?
- What do policy makers need to understand to make more equitable land use and transportation policies?
- What is your vision for an equitable transportation system in Kitsap?
- What are strategies for overcoming local pushback against affordable housing?

Key themes from the panel discussion:

- Inequitable transportation results from displacement and unaffordable housing near high-capacity transit. Additionally, gentrification-related displacement pushes lower-income people further from urban cores and requires them to spend more of their income on transportation costs.
- Local governments should incorporate anti-displacement principles into land use and transportation policies.
- Governments have inherited restrictive colonialist models that encourage enforcement rather than partnership with communities; this excludes many groups from the policy development process.
- Local governments should engage people who are most impacted by land use and transportation policies. Governments should work closely with community leaders to develop policy.
- Local governments should start by asking the right questions and slowing down the decision-making process to address them. These questions may include:
 - Where am I located in terms of power and authority? Where are others located in terms of power?



Kitsap Regional Coordinating Council

- Where is the harm? Who is being the most harmed?
- Who benefits from these policies?
- Climate justice is connected to land use and transportation equity issues.
- Kitsap can benefit from learning from the successes and challenges of other jurisdictions.
- Local governments should communicate with and educate residents, landowners, and developers about existing policies and needs for affordable housing.
- Reframe from “how do we grant people a voice” to “are we listening to the right people; are we ignoring people?”

4. UPDATED DATA

Sophie shared that at the February 2 KRCC Board meeting, Board members requested further information about Kitsap’s population density, assessed property values, and updated demographic data about the Suquamish Tribe.

Sophie shared that the [retreat presentation](#) contains updated information, including accurate demographic data from the Suquamish Tribe and maps of Kitsap population density and assessed values.

5. HOW DID WE GET HERE?

Sophie shared a brief history of Kitsap’s land use policies and inequitable outcomes, including racial segregation in public housing projects in Kitsap during World War II and housing discrimination in the last 50 years. The [retreat presentation](#) contains more detailed information and links to further reading, courtesy of the Kitsap Regional Library.

6. OVERVIEW OF EQUITY COMPONENTS OF CPPs

Clay White, LDC Inc., shared a brief [overview of proposed equity components of the Countywide Planning Policies \(CPPs\)](#). He explained the purpose of the CPPs and their intersection with regional, state, and local policies. Clay shared opportunities to highlight equity further in the vision statement and shared example draft policies from each relevant section. Clay explained that CPPs are broad policies that allow KRCC and Kitsap jurisdictions to spend time crafting their own policies through their comprehensive plans.

7. BREAKOUT GROUPS

Sophie split participants (including Board members, guests, and members of the public) into small groups to provide feedback on different topics regarding equity components of the CPPs.

Each small group spent approximately ten minutes discussing each of the following topics:

- Vision Statement
- Land Use (Elements A and F)
- Natural Environment (Element E)
- Economic Development (Element J) and Housing (Element I)
- Transportation (Element H)

A full summary of the feedback provided by participants is in [Attachment C](#).



8. GROUP DISCUSSION

The facilitator from each breakout group shared key themes that came up throughout their conversation. Participants then discussed issues that stood out to them.

Key themes from the group discussion:

- The CPP vision statement should include an equity lens.
- Constituents should be invited to participate in decision-making processes. KRCC and jurisdictions should listen to people who are most impacted by inequitable policies. They should create opportunities for community outreach and listening. Officials can attend community group meetings to engage with community members.
- Some participants encouraged the use of stronger language (“shall” instead of “should”) in the CPPs. Others had concerns about prescriptive language being too restrictive.

9. ADDITIONAL RESOURCES

During and directly after the retreat, several panelists and participants shared links to additional resources as follows:

- [Urban Displacement Project](#) has policy briefs and examples of anti-displacement strategies.
- [Los Angeles Times has an article](#) about funding supportive affordable housing.
- [ROC Northwest](#) is a nonprofit organization that helps residents of mobile home parks form a cooperative so they can purchase the land under their mobile homes.
- [Grounded Solutions Network has a policy toolkit](#) for inclusive growth.
- [Racial Equity tools has a list](#) of resources related to housing.

10. PUBLIC COMMENTS

No comments from the public.

11. WRAP UP

Sophie shared that KRCC staff will synthesize information from the breakout groups and full-group discussion. LDC, Inc. will incorporate this feedback into the draft CPPs. During the April 6 study session, the KRCC Board will review the revised CPPs and hold a robust discussion.¹ The Board will hold a public hearing regarding the CPPs in May and vote on them in June.²

Councilmember Ashby thanked Board members, panelists, and guests for attending and participating in the retreat. She thanked Chairman Forsman for his opening remarks.

12. ADJOURN

The retreat adjourned at 3:57 pm.

¹ Following the KRCC Board retreat, the study session was moved to May 4, 2021.

² Following the KRCC Board retreat, the public hearing was moved to June 1, 2021.



Kitsap Regional Coordinating Council

ATTACHMENT A – BOARD MEMBERS IN ATTENDANCE

Board Member	Jurisdiction	In Attendance?
Deets, Joe	City of Bainbridge Island	✓
Schneider, Leslie	City of Bainbridge Island	✓
Daug, Leslie	City of Bremerton	✓
Wheat, Lori	City of Bremerton	✓
Wheeler, Greg	City of Bremerton	✓
Ashby, Bek	City of Port Orchard	✓
Putansuu, Rob	City of Port Orchard	✓
Rosapepe, Jay (alternate)	City of Port Orchard	
Erickson, Becky	City of Poulsbo	✓
Stern, Ed	City of Poulsbo	✓
Garrido, Charlotte	Kitsap County	✓
Gelder, Robert	Kitsap County	✓
Wolfe, Ed	Kitsap County	✓
Clauson, John	Kitsap Transit	✓
Rhinehart, Richard	Naval Base Kitsap	✓
Whalen, Anne (alternate)	Naval Base Kitsap	
Placentia, Chris (alternate)	Port Gamble S'Klallam Tribe	
Sullivan, Jeromy	Port Gamble S'Klallam Tribe	
Anderson, Gary (alternate)	Port of Bremerton	
Strakeljahn, Axel	Port of Bremerton	✓
Shane Heacock (alternate)	Port of Kingston	
McClure, Mary	Port of Kingston	✓
Forsman, Leonard	Suquamish Tribe	✓
Mills, Luther "Jay" (alternate)	Suquamish Tribe	



Kitsap Regional Coordinating Council

ATTACHMENT B – NON-MEMBER PARTICIPANTS

Name	Affiliation
Non-Members	
Annya Pintak (Panelist)	Seattle Department of Transportation Equity Program Manager
Barbie-Danielle DeCarlo (Panelist)	Equity Consultant
Dionne Deschenne (Panelist)	Kitsap County's Council for Human Rights
Joel Adamson (Panelist)	Homes of Compassion
Alison O'Sullivan	Suquamish Tribe
Andrea Harris-Long	Puget Sound Regional Council
Angie Silva	Kitsap County
Clay White	LDC, Inc.
Commissioner Jon Quitslund	City of Bainbridge Island
Councilmember Brenda Fantroy-Johnson	City of Bainbridge Island
David Forte	Kitsap County
Dennis Engel	Washington State Department of Transportation
Diane Lenius	City of Poulsbo
Ed Coveillo	Kitsap Transit
Eric Baker	Kitsap County
Glo Hatch	Community member and civic leader
Harriette Bryant	Community member and civic leader
Heather Wright	City of Bainbridge Island
Jeff Rimack	Kitsap County
Jennifer Sutton	City of Bainbridge Island
Joe Rutan	City of Port Orchard
Mark Dorsey	City of Port Orchard
Ned Lever	City of Bremerton
Steffani Lillie	Kitsap Transit
KRCC Facilitation Team	
Sophie Glass	KRCC Program Director
Mishu Pham-Whipple	KRCC Transportation Program Lead
Kizz Prusia	KRCC Land Use Program Lead



Kitsap Regional Coordinating Council

Pauline Mogilevsky	KRCC Administrative Coordinator
Thomas Christian	Facilitator
Annalise Ritter	Facilitator



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

Address our land development in a way that...
 - Address the needs and interests of people who live, work, and play in our communities and that support the economic and social well-being of the county.
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.

Feedback on policies to be considered as part of CPP review process

Suggestions for implementation (follow up at future Board meetings)

Element H: Transportation

Transportation and programs that...
 - Provide a safe, efficient, and equitable system of transportation that meets the needs of all people.
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.

Feedback on policies to be considered as part of CPP review process

Suggestions for implementation (follow up at future Board meetings)

Element J: Economic Development Element I: Housing

Support a diverse range of housing, employment, and services...
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.

Feedback on policies to be considered as part of CPP review process

Suggestions for implementation (follow up at future Board meetings)

Vision Statement

The Kitsap County vision statement...
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.

Element E: Natural Environment

Protect and enhance the natural environment...
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.

Feedback on policies to be considered as part of CPP review process

Suggestions for implementation (follow up at future Board meetings)

Kitsap Countywide Planning Public Vision Statement

The Kitsap Countywide vision statement...
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.
 - Support the development of a diverse range of housing, employment, and services to meet the needs of all people.

Be forward thinking not backwards or preservation thinking

Budget Amendment Request from LDC, Inc.

Excerpt from Clay White's email dated 4-26-2021

The original scope anticipated 7 LUTAC meetings, 3 PlanPOL meetings, and 2 KRCC Board meetings for a total of 12 meetings. I believe the original intent was to run these changes through LUTAC and the PlanPOL on the way to the KRCC Board. We have amended this process to include TransTAC and TransPOL along with adding additional meetings that have been deemed necessary to get through all of the content. Here is a breakdown of meetings as of today (plus the two upcoming Board meetings). Please note that I have not included the Board meeting associated with the retreat that was held as that was scoped separately.

The following are the meetings held thus far plus two additional Board meetings to be held in May/June:

Meetings

KRCC Board – 3

Executive Board – 1

LUTAC – 9

PlanPOL – 3

TransTAC – 2

Additional meetings – 5

Total – 23 (11 additional meetings)

Additional scope

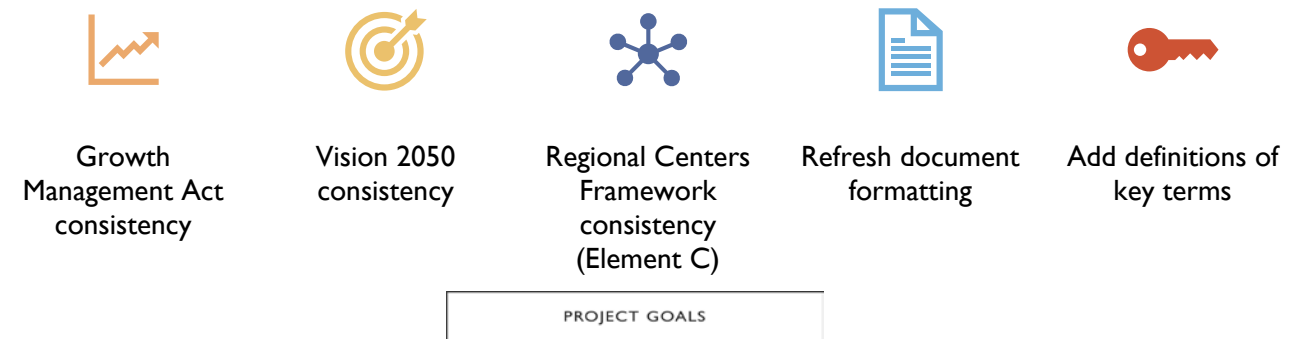
Up to 11 additional meetings and prep = \$7,900

Reviewing additional comments and document editing = \$4,750

To: Kitsap Regional Coordinating Council Board
From: Clay White, LDC, Inc. and KRCC Staff
Date: April 26, 2021
RE: May 4 Board Study Session Materials

Background: 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. In support of this update process the KRCC Board is holding a May 4 Board Study Session.

The LUTAC (and TransTAC) have worked diligently to provide recommendation on a set of draft Countywide Planning Policy amendments. These proposed amendments align with the overall project goals. Specific emphasis has been focused on consistency with the Growth Management Act and with Vision 2050 and the Regional Centers Framework.



The draft being presented to the KRCC Board represents a substantial effort from each KRCC member organization.

LUTAC recommendations: Appendix A of the existing CPPs provides that the LUTAC will provide the KRCC Board a set of recommended changes to the CPPs. LUTAC (along with TransTAC) has substantially completed their full set of proposed policy edits, changes, and recommendations. However, there were a few remaining policies where the LUTAC felt additional discussion was necessary or where they did not have time to fully review proposed changes and edits. This memo outlines those issues. This will provide the opportunity to bring these issues to the KRCC Board for review and discussion prior to releasing the draft CPPs for public review. These issues have been put into three categories:



Bucket 1 – Policies with Agreement: These are policies that have been reviewed by LUTAC and have agreement to move forward for review by the KRCC Board. The vast majority of proposed policy changes fit in this category.



Bucket 2 - Further Discussion Needed: These are policies that LUTAC has not reached full agreement on to date. The differing opinions for these policies are outlined in Bucket 2 below.



Bucket 3 - Not Sufficiently Reviewed: These are proposed amendments that have not been fully reviewed by LUTAC or TransTAC.



Bucket 1 – Policies with Agreement

The April 26, 2021 version of the Kitsap CPPs includes substantive draft revisions and changes. Except for the items listed in Buckets 2 and 3, LUTAC has provided consensus and is recommending the April 26, 2021 set of changes.



Bucket 2 - Further Discussion Needed

The April 26, 2021 version of the CPPs has sections where direction from the KRCC Board is necessary. These are proposed policy amendments that do not have consensus or have differing perspectives. The differing opinions for these policies are outlined below:

- *Element D. Rural Land Uses and Development Patterns (R)
 - There is a difference of opinion in draft amendments to Element D: Rural Land Uses Policy: *R-2 Preserving Rural Land Use and Development Patterns* .
 - Opinion 1: The Kitsap CPPs should clearly and consistently create distinctions between Countywide Growth Centers and Rural Centers. Without these clear distinctions, there is a risk that the CPPs will encourage transportation funding to be directed to rural areas, rather than to urban areas slated for growth.
[See Attachment A: Proposed Rural Centers Language from the City of Port Orchard.](#)
 - Opinion 2: Rural Centers are an important classification to acknowledge Limited Areas of More Intense Rural Development (LAMIRDS) in Kitsap County. Having this classification of Rural Centers will recognize that some basic transportation investments are needed in these areas to maintain rural levels of service.



Bucket 3 - Not Sufficiently Reviewed

There are proposed amendments and policy changes to the Kitsap CPPs that have not been included in the April 26, 2021 working draft. These are proposed amendments that have not been fully reviewed by LUTAC or TransTAC and include:

- Kitsap Transit comments (prepared for the joint LUTAC / TransTAC meeting)
[\(see Attachment B\)](#)
- Appendix A: Kitsap Countywide Planning Policy Ratification Process
[\(see Attachment C\)](#)
- Proposed draft Social Equity policies originating from the March 4 KRCC Board retreat
[\(see Attachment D\)](#)

The May 4 KRCC Board Study Session will be an opportunity for the KRCC Board to review and discuss the draft Kitsap Countywide Planning Policies (CPPs) and identify which policies to include in the version of the CPPs that will be distributed for public comment.

CPP Cover Memo: Attachment A

Proposed Countywide Planning Policies Updates from Port Orchard (v. 4-15-2021)

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.

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.

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).

Policies for Centers of Growth (C):

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

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.

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.

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.

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 Centers within the county shall be transit-oriented and pedestrian and bicycle friendly.

Attachment B: Proposed Kitsap Countywide Planning Policy Edits from Kitsap Transit

Below are proposed edits from Kitsap Transit on the Transportation Element of the Kitsap Countywide Planning Policies. The Land Use Technical Advisory Committee (LUTAC) has not had the opportunity to review these suggested edits.

- T-1-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), **opti-com systems**, ramp metering, development of non-motorized transportation facilities, traffic calming devices, and real time sensor adjustments for traffic signals.
- T-3-B: The County, the Cities, and Kitsap Transit shall should consider programming capital improvements and transportation facilities that designed to promote human health and alleviate and mitigate impacts on air quality, greenhouse gas emissions and energy consumption, such as: high-occupancy vehicle lanes; public transit; vanpool/ carpool facilities; electric and other low emission vehicles including buses; charging stations for all types of electric vehicles, bicycle and pedestrian facilities, and that are designed for functional transportation, shared mobility options, and partnerships with the private sector.
- T-4-C: Rural Communities shall accommodate appropriate pedestrian/bicycle connections and transit service and facilities consistent with rural **levels of service service standards** in order to minimize vehicle trips.
- **T-4-D: Rural Communities shall accommodate appropriate pedestrian/bicycle connections and transit service and facilities consistent with rural service standards in order to minimize vehicle trips.**
- T-5-B: The transportation system linking Designated Centers within the county ~~shall~~ **should** be transit-orientated, **and** pedestrian and bicycle friendly.
- T-10-C: The County and the Cities shall adopt transit LOS in the form of "Service Standards" **that have been** adopted by ~~the Kitsap Transit Board of Commissioners.~~ The standards shall consider both frequency of service and bus capacity.

CPP Cover Memo - Attachment C

Below are edits associated with Kitsap's Countywide Planning Policies' amendment process, with edits from Kitsap County's Prosecuting Attorney v. 4-26-2021

Draft Countywide Planning Policies for Update and Ratification (v. 4-13-2021)

Below are proposed updates to the Kitsap Countywide Planning Policies' section on "Update and Ratification (UR)" to support a modified amendment process for CPP appendices. These changes are intended for KRCC Executive Committee review on April 20, 2021.

The policies in this chapter outline the timing of required updates and the process and procedures for adopting and ratifying changes to the Countywide Planning Policies.

Policies for Update and Ratification (UR):

UR-1. The Kitsap Countywide Planning Policies should be dynamic and regularly monitored for applicability and effectiveness.

- a. The Countywide Planning Policies should be reviewed through the Kitsap Regional Coordinating Council prior to each required comprehensive plan update as required by RCW 36.70A.130. Policy revisions shall be reviewed for impacts according to the State Environmental Policy Act (SEPA), consistency with PSRCs Multicounty Planning Policies (MPPs) and the State Growth Management Act(GMA).
- b. The County or a City may propose a policy amendment to the Countywide Planning Policies.

UR-2. Proposed amendments should be considered on a regular basis and voting is subject to the Kitsap Regional Coordinating Council by-laws.

- a. Kitsap County shall take action to consider and adopt amendments or revisions to the Countywide Planning Policies following recommendation from the Kitsap Regional Coordinating Council.
- b. The Kitsap Regional Coordinating Council will strive for ratification by all Cities and Tribes during the 90 days following the Board of County Commissioners' adoption of its subject ordinance. The adopted CPP will become effective upon ratification by three or more cities in Kitsap County.
- c. A City or Tribal Council that does not ratify the revised Countywide Planning Policies within 90 days of the Board of County Commissioners' adoption of its subject ordinance shall provide a written statement of its objections to the Kitsap Regional Coordinating Council, in order to facilitate further review. (See Appendix A for process flowchart).
- d. Once the ratified revisions to the Countywide Planning Policies take effect, a City or the Governor's office may appeal the revisions to the Growth Management Hearings Board within a further 60 day period.

UR-3. Proposed amendments to Appendices and voting is subject to the Kitsap Regional Coordinating Council by-laws.

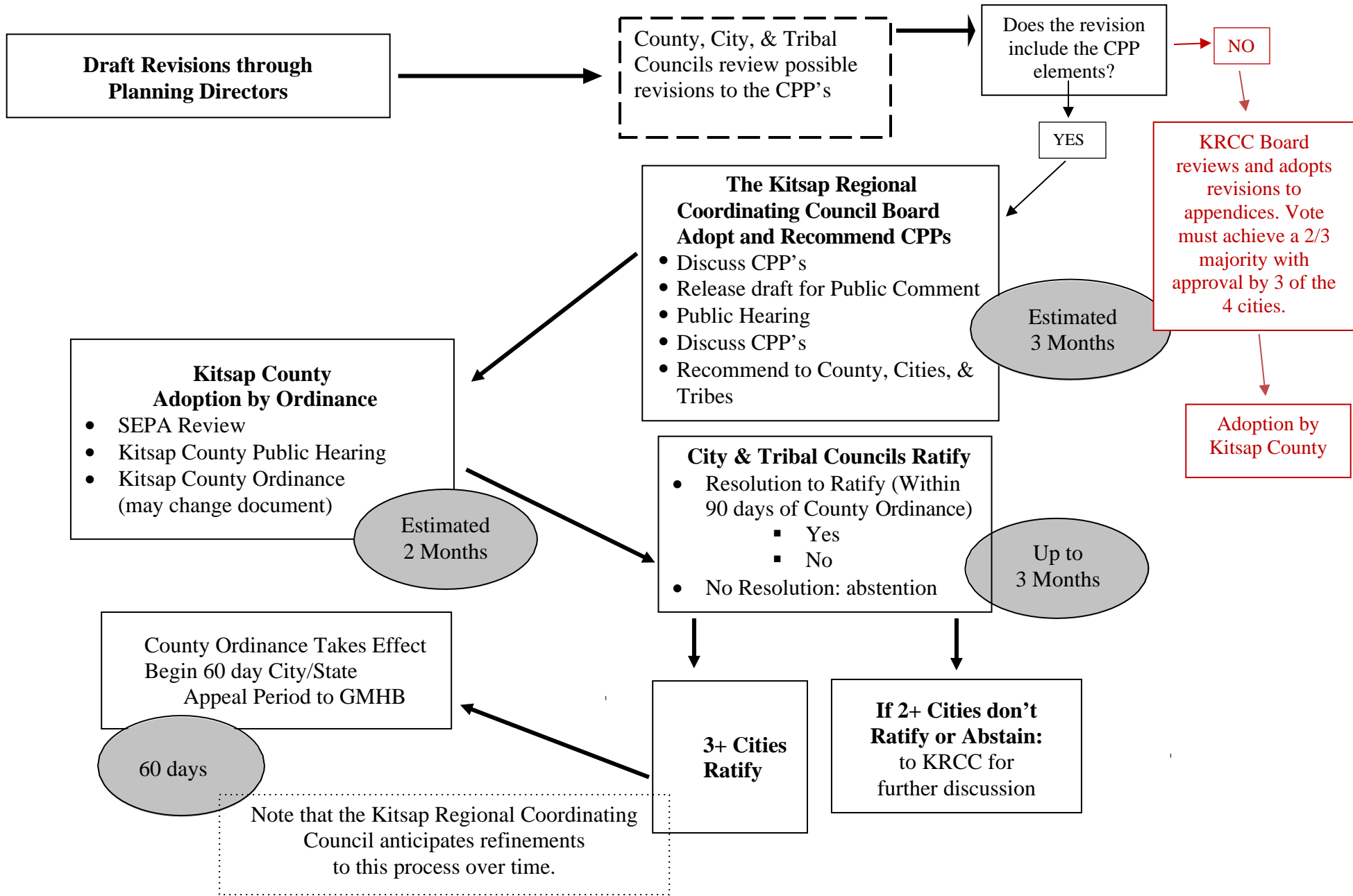
- a. Proposed amendments to Appendices shall follow the process outlined in Appendix A and be subject to approval per the KRCC by-laws and adoption by Kitsap County. Upon County adoption, the updated appendices shall be in effect.

Commented [RG1]: I created this section to support a streamlined process for approval of appendices, as outlined in a revised Appendix A and KRCC bylaws

Commented [BA2R1]: Replace Council with KRCC

Commented [SG3R1]: Done

Appendix A: Kitsap Countywide Planning Policy Ratification Process (4-21-21 proposed changes)



Below are excerpts from the Kitsap Regional Coordinating Council's (KRCC) Bylaws. These excerpts include proposed edits to support the Kitsap Countywide Planning Policies' section titled "Policies for Update and Ratification" and Appendix A. These edits are intended for the KRCC Executive Committee's review on April 20, 2021.

Section 9. MEETINGS, QUORUM, VOTING:

9.1 The Council, through its Executive Board, meets monthly or as necessary to fulfill its purpose and function, to discuss issues of mutual interest, and to take action on items as necessary or appropriate.

9.2 Meetings of the Executive Board and Standing Policy Committees created by the Chair shall conform to the Open Public Meetings Act, Chapter 42.30 RCW.

9.3 On items that are deliberative in nature, the Council strives for consensus. Procedures in the current edition of Robert's Rules of Order-The Modern Edition are adopted by the Council for its regular and special meetings unless they are inconsistent with these By-laws or any special rules of order the Council has adopted.

9.4 A quorum of the Executive Board is a simple majority of representatives of member agencies. Each representative of a member agency who is present at the meeting shall be entitled to cast one vote. Designated alternatives are entitled to vote only in the absence of the representative as set forth in Section 7.1 herein. Telephonic participation is not authorized for regular meetings, but is authorized for special meetings pursuant to section 9.6.5.

9.5 Unless otherwise specified, actions by the Council are affirmed by a simple majority vote. A majority vote is more than one-half (1/2) of those present and voting.

9.6 Notwithstanding any other language in these bylaws, approval of the following actions will require a super-majority affirmative vote of 75% of the Executive Board:

- Approval of Countywide Planning Policies **and/or appendices**;
- Approval of the KRCC annual budget and work plan;
- Approval of transportation competition funding recommendations; and
- Approval of any other item that a majority of voting members agree must be approved by a super-majority affirmative vote of 75% of the Executive Board.

9.7 Special Meetings may be called, pursuant to Chapter 42.30 RCW, at any time as follows:

- 9.7.1 The Chair, after a reasonable attempt to contact each of the other members of the Executive Committee and with concurrence of a majority of the Executive Committee, may call a special meeting of the Council.

- 9.6.2 Written notice must be delivered personally or by mail and by e-mail or fax, at least 24 hours before the time of the special meeting, to each member of the Council and to each local newspaper of general circulation and each local radio or television station that has on file with the Council a written request to be notified of that special meeting or of all special meetings. Written notice is not required when a member, prior to or at the meeting, files written notice of waiver of notice, or the member is telephonically present pursuant to section 9.4, or is physically present at the meeting.
- 9.7.3 The notice must specify the time and public place of the special meeting, and the business to be transacted.
- 9.7.4 The Executive Board may take final action only concerning matters identified in the notice of the meeting.
- 9.7.5 Telephonic participation via speakerphone is allowed for special meetings. Any or all members may participate telephonically. The place selected for the meeting must be equipped with a speakerphone with conference call capability. Members participating telephonically must identify themselves while voting telephonically and as needed during discussion.
- 9.7.6 A quorum of the Executive Board must participate, and voting majorities as described in Sections 9.4 and 9.5 are required for action.

9.8 The Council may organize, sponsor, and convene general assembly meetings of member agencies, Ex Officio members, and Associate members.

9.9 Staff or elected officials from municipal or government entities within Kitsap County that choose not to be a dues paying member of KRCC and are not voted in as an Ex-Officio or Associate member may not have a regular seat, but may make presentations to standing KRCC committees to ensure access to regional transportation funding and to support consistency with comprehensive plans and Countywide Planning Policies across the Kitsap County jurisdictions.

[...]

Section 11. AMENDMENTS: These By-laws may be amended at a meeting of the Council by a two-thirds (2/3) majority vote of those present and voting, provided that a copy of the proposed amendment has been sent to each Council representative at least thirty (30) business days prior to the meeting at which the vote to amend is scheduled. Voting must be in conformance with Section 9.6 herein.

CPP Cover Memo: Attachment D

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 base~~**create 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 uncontiguous 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?

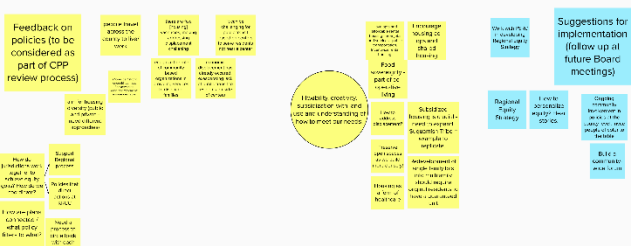
Discussion or action items for individual jurisdictions

- 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

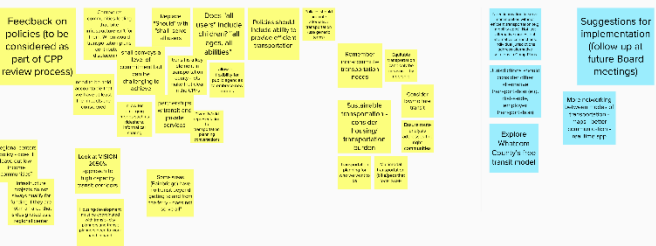
Element A: Countywide Growth Pattern
Element F: Contiguous, Compatible, & Orderly Development

- Address rural and development in both cities.
- Study of Services and access to opportunity for people of color, people with disabilities, and historically underserved communities as a requirement that all people can attain the economic and opportunities to improve the quality of life. Policies focused on equity are contained in separate Countywide Planning Policies.
- Support public and private development in a way that is consistent with the Countywide Planning Process.
- Consider economic strategies and interactions between the County and cities to improve the impacts of development.
- Consider transportation strategies that will encourage development of a higher density.



Element H: Transportation

Transportation options and services should serve all users, address equity in opportunities, and recognize and further responsive impacts to people of color, people with disabilities, and people of special transportation needs.



Element J: Economic Development
Element I: Housing

Element J: Economic Development strategies should address and promote economic, economic equity and access to opportunity, and economic development opportunities to people of color, people with disabilities, and historically underserved communities.

Element I: Housing strategies should address and promote housing, economic equity and access to opportunity, and housing opportunities to people of color, people with disabilities, and historically underserved communities.



Vision Statement



The Kitsap County vision statement connects the quality of life that we see in our County's special place to live and work. We strive to protect our natural systems, preserve the village character of our smaller towns, improve connectivity, increase equity, and create a sense of place that supports good jobs and our future to vibrant cities, efficient transportation, and affordable housing choices. See our Vision Statement below.

Kitsap Countywide Planning Policy Vision Statement

The Kitsap Countywide vision statement provides a life that we see in our County's special place to live and work. We strive to protect our natural systems, preserve the village character of our smaller towns, support community health, create 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. Provide urban communities that are centers for employment, civic activities, and housing.
 - Attractive, livable urban neighborhoods that are close to 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 affordable lands for a range of employment uses.
3. **Efficient multi-modal transportation system.** Accessible roads and highways, transit, ferries, airports, and non-motorized travel – supporting our land use patterns while providing for residents.
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 leisure 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.

Actions:
 A key strategy to accomplish this vision is the extent 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.

Element E: Natural Environment



Improvements in parks and open space should consider proximity to sensitive populations. Reduce environmental impacts on vulnerable populations.



**Kitsap County
Draft Countywide Planning Policies (CPPs)**

KRCC Board Review Draft

4/26/2021

Please note the language with a ~~strikethrough~~ indicates language proposed for deletion. Language which is underscored indicates language being proposed for insertion into the CPPs.

Adopted Kitsap Countywide Planning Policies
Amended and Adopted X ~~5/11/15~~

Attached are the Kitsap Countywide Planning Policies as adopted by the Kitsap County Board of Commissioners by ordinance on X ~~May 11, 2015~~ (Ordinance X ~~522-2015~~). The Countywide Planning Policies as revised are currently in effect in Kitsap County.

The Kitsap Countywide Planning Policies are the framework for growth management in Kitsap County. Under the Growth Management Act, the Puget Sound Region is defined as King, Kitsap, Snohomish and Pierce Counties. The Puget Sound Regional Council is responsible for developing the four-county regional transportation and land use vision. The Kitsap Countywide Planning Policies tailor the Puget Sound Regional Council's regional growth management guidelines to Kitsap County and are the policy framework for the County's and the Cities' Comprehensive Plans. The Kitsap Countywide Planning Policies address 14 separate elements, ranging from urban growth areas to affordable housing.

The Countywide Planning Policies are required by the Growth Management Act and may be appealed (only) by Cities and the Governor of Washington. The original Kitsap Countywide Planning Policies (adopted by Kitsap County in 1992) and subsequent revisions (August 2001, December 2003, November 2004, November 2007, November 2011, November 2013, ~~and~~ May 2015, and X 2021) were developed through a multi-jurisdictional collaboration sponsored by the Kitsap Regional Coordinating Council among: Kitsap County, the Cities of Bremerton, Bainbridge Island, Port Orchard & Poulsbo, the Suquamish & Port Gamble S'Klallam Tribes, the Navy, the Port of Bremerton, and Kitsap Transit.

Kitsap County is lead agency for its environmental review.

CONTENTS

	Page
<u>Introduction including policies for Countywide Planning Policy update and ratification (UR).....</u>	3
 POLICY ELEMENTS	
A. <u>Countywide Growth Pattern (CW)</u>	5
B. <u>Urban Growth Areas (UGA).....</u>	7
C. <u>Centers of Growth (C).....</u>	19
D. <u>Rural Land Uses and Development Patterns (R).....</u>	22
E. <u>Natural Environment (NE) Countywide Strategies for Open Space Preservation, Resource Protection, Critical Areas, Air Quality, and Water Quality/Quantity (PPCAAW)...</u>	24
F. <u>Contiguous, Compatible, and Orderly Development (CCOD).....</u>	28
G. <u>Siting Public Capital Facilities and Essential Public Facilities (CF).....</u>	31
H. <u>Transportation (T).....</u>	35
I. <u>Housing (AH).....</u>	42
J. <u>Countywide Economic Development (ED).....</u>	46
K. <u>An Analysis of the Fiscal Impact (FI).....</u>	49
L. <u>Coordination with Tribal Governments (CT).....</u>	50
M. <u>Coordination with Federal Government including Navy (CF).....</u>	51
N. <u>Roles & Responsibilities (RR)</u>	53

APPENDIX

A. Ratification Process	a
B. Population and Employment Distribution	b
C. <u>Centers of Growth</u>	c
D. <u>List of Centers</u>	d
E. Urban Growth Area Management Agreements	e
F. Revenue Sharing Interlocal Agreement (adopted December, 2001)	d
G. Current Organizational Interlocal Agreement (Would become Appendix E)	e
H. Regional and Kitsap Designated Centers List	f
I. Centers & Limited Areas of More Intensive Rural Development (LAMIRD) Matrix	g

*Adopted by Kitsap County Ordinance ~~X 522-2015~~
X, 2021 May 11, 2015*

INTRODUCTION (UR)

The Growth Management Act (GMA) is founded on the principle that it is in the best interest of the citizens of the State to foster coordination and cooperation among units of local and state government. Cities and counties must engage in a collaborative planning process under the requirements of the Act. Specifically, the Act states that, "*THE LEGISLATURE FINDS THAT UNCOORDINATED AND UNPLANNED GROWTH ... POSE A THREAT TO THE ENVIRONMENT, SUSTAINABLE ECONOMIC DEVELOPMENT, AND THE HEALTH, SAFETY, AND HIGH QUALITY OF LIFE ENJOYED BY RESIDENTS OF THE STATE. IT IS IN THE PUBLIC INTEREST THAT CITIZENS, COMMUNITIES, LOCAL GOVERNMENTS, AND THE PRIVATE SECTOR COOPERATE AND COORDINATE WITH ONE ANOTHER IN COMPREHENSIVE LAND USE PLANNING.*" To guide the development of Comprehensive Plans and development regulations, the GMA sets forth planning goals (RCW 36.70A.020) in 13 areas:

1. Urban Growth
2. Reduce Sprawl
3. Transportation
4. Housing
5. Economic Development
6. Property Rights
7. Permits
8. Natural Resource Industries
9. Open Space and Recreation
10. Environment
11. Citizen Participation and Coordination
12. Public Facilities and Services
13. Historic Presentation

The Growth Management Act (*RCW 36.70A.210*) states that "A COUNTYWIDE PLANNING POLICY IS A WRITTEN POLICY STATEMENT OR STATEMENTS USED SOLELY FOR ESTABLISHING A COUNTYWIDE FRAMEWORK FROM WHICH COUNTY AND CITY COMPREHENSIVE PLANS ARE DEVELOPED AND ADOPTED ... (TO) ENSURE THAT CITY AND COUNTY COMPREHENSIVE PLANS ARE CONSISTENT..." as required in *RCW 36.70A.100*. "NOTHING IN THIS DOCUMENT SHALL BE CONSTRUED TO ALTER THE LAND USE POWERS OF CITIES." The Act requires that the countywide policy be collaboratively developed among Cities and the County. Further, "FEDERAL AGENCIES AND INDIAN TRIBES MAY PARTICIPATE IN AND COOPERATE WITH THE COUNTYWIDE PLANNING POLICY ADOPTION PROCESS." These policies may also be used for other purposes requiring collaboration and cooperation in addition to the development and adoption of comprehensive plans.

Vision ~~2040~~ 2050 (adopted by the Puget Sound Regional Council ~~during 2010~~ on October 29, 2020) serves as the long-range growth management, environmental, economic development, and transportation strategy for King, Kitsap, Pierce, and Snohomish Counties. Vision ~~2040~~ 2050 includes the Regional Growth Strategy, Multi-County Planning Policies (RCW 36.70A.210) and Implementation Actions.

The 1992 Kitsap Countywide Planning Policies and subsequent revisions in 2001, 2003, 2007, 2011, 2013, ~~and 2015~~, and 2021, were developed by a committee of planners and public works officials representing Kitsap County, the City of Bremerton, the City of Port Orchard, the City of Poulsbo, the City of Bainbridge Island, the Port Gamble S'Klallam Tribe, the Suquamish Tribe, the Navy, and Kitsap Transit. ~~At each point,~~ The Kitsap Regional Coordinating Council conducted a public hearing and prepared a recommendation for adoption by the Kitsap County Board of Commissioners and ratification by Cities and Tribes. The process of review and discussion through the Kitsap Regional Coordinating Council forum is intended to foster consensus whenever possible. County and City Comprehensive Plans ~~must~~ shall be consistent with the adopted Countywide Planning Policies.

[†]The Kitsap County Health District and Kitsap Economic Development Alliance (KEDA) also reviewed and commented upon the 2011 amendment proposals.

Kitsap Countywide Planning Policies Vision Statement

The Kitsap Countywide vision continues 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; respect community histories; diversify 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:

a. Livable urban communities, that are centers for employment, civic activities, and homes:

- Attractive, livable urban neighborhoods that are bike/pedestrian-friendly and offer a range of services, housing, and transportation options.
- Cities that are centers for employment, affordable housing, and cultural activities.

b. A vital and diversified economy, that provides career pathways and living wage jobs for residents, supported by adequate buildable lands for a range of employment uses.

c. An efficient multi-modal transportation system: Accessible roads and highways, transit, ferries, airports, and nonmotorized travel – supporting our land use pattern while providing mobility for residents.

d. 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 waters, 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.

e. 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.

f. 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 expenditures, and encourage concentrated development where appropriate.

How to read the Countywide Planning Policies

The policies within the Countywide Planning Policies (CPPs) have equal importance, and each one should be understood in the context of the entire document. The CPPs specify how directive a policy should be. Many of the policies utilize one of three different words to do this; shall, should, and may and are defined as follows:

- “Shall” means implementation of the policy is mandatory and imparts a higher degree of substantive direction than “should”. “Shall” is used for policies that repeat State of Washington

requirements or where the intent is to mandate action. However, “shall” cannot be used when it is largely a subjective determination whether a policy’s objective has been met.

• “Should” means implementation of the policy is expected but its completion is not mandatory. The policy is directive with substantive meaning, although to a lesser degree than “shall” for two reasons. (1) “Should” policies recognize the policy might not be applicable or appropriate for all municipalities due to special circumstances. The decision to not implement a “should” policy is appropriate only if implementation of the policy is either inappropriate or not feasible. (2) Some “should” policies are subjective; hence, it is not possible to demonstrate that a jurisdiction has implemented it.

• “May” means the actions described in the policy are either advisable or are allowed. “May” gives permission and implies a preference. Because “may” does not have a directive meaning, there is no expectation the described action will be implemented.

Policies for Update and Ratification (UR):

1. UR-1 The Kitsap Countywide Planning Policies should be dynamic and regularly monitored for applicability and effectiveness.
 - a. The adopted Countywide Planning Policies should be reviewed through the Kitsap Regional Coordinating Council process prior to each required comprehensive plan update as required by RCW 36.70A.130 at least every five years. Proposed Policy revisions shall be reviewed for impacts according to the State Environmental Protection Policy Act (SEPA), consistency with PSRCs Multicounty Planning Policies (MPPs), and shall be consistent with the State Growth Management Act(GMA).
 - b. The County or a City may propose a policy amendment to the Countywide Planning Policies.
2. UR-2 Proposed amendments should be considered on a regular basis and voting is subject to the Kitsap Regional Coordinating Council by-laws. The ratification process is outlined in Appendix A and includes, but is not limited, to the following steps.
 - a. Kitsap County shall take action to consider and adopt amendments or revisions to the Countywide Planning Policies following recommendation from the Kitsap Regional Coordinating Council.
 - b. The Kitsap Regional Coordinating Council will strive for ratification by all Cities and Tribes during the 90 days following the Board of County Commissioners’ adoption of its subject ordinance. The adopted CPP will become effective upon ratification by three or more cities in Kitsap County.
 - c. A City or Tribal Council that does not ratify the revised Countywide Planning Policies within 90 days of the Board of County Commissioners’ adoption of its subject ordinance shall provide a written statement of its objections to the Kitsap Regional Coordinating Council, in order to facilitate further review. (See Appendix A for process flow chart).
 - d. Once the ratified revisions to the Countywide Planning Policies take effect, a City or the Governor’s office may appeal the revisions to the Growth Management Hearings Board within a further 60 day period.

UR-3 Proposed amendments to Appendices and voting is subject to the Kitsap Regional Coordinating Council by-laws.

- a. Proposed amendments to Appendices shall follow the process outlined in Appendix A and be subject to approval per the KRCC by-laws and adoption by Kitsap County. Upon County adoption, the updated appendices shall be in effect.

Element A. Countywide Growth Pattern (CW)

The vision for the future of Kitsap County, “seeks to maintain and enhance the quality of life that makes our County a special place to live and work. ~~e~~Envision a future in which our natural systems are protected; the water quality in our lakes, streams and Puget Sound ~~is~~ are enhanced; the village character of some of our smaller towns is preserved; the historical nature of our communities is respected in order to preserve our heritage for future generations; a diversified economic base that supports good jobs, contributes to healthy downtowns in our Cities and affordable housing choices; the rural appearance of our county is perpetuated.

This vision of the future, shared by citizens and elected officials, includes the following elements:

- a. Livable urban communities and neighborhoods, centers for employment, civic activities, housing:
 - Attractive, well designed, bike/pedestrian-friendly and livable urban communities, enhanced by preserved historic properties and neighborhoods, that are supported by efficient and high-quality services and facilities, and provide a range of housing choices.
 - Healthy cities that are the region’s centers for employment, affordable housing choices, and civic and cultural activities.
- b. Vital diversified economy: An economy that provides training, education, and living wage jobs for residents, supported by adequate buildable land for a range of employment uses and that encourages accomplishment of local economic development goals ~~as articulated in the Kitsap Economic Development Alliance’s adopted plan, Kitsap 20/20: A Strategy for Sustainable Economic Prosperity.~~
- c. Efficient multi-modal transportation system: Creation of an efficient, clean, and sustainable multi- modal transportation system – including roads and highways, public transportation, ferries, airports, and opportunities for non-motorized travel – that provides efficient access and mobility for county residents, and supports our land use pattern.
- d. Natural systems protection:
 - Protection and enhancement of the natural environment, including wetlands, streams, wildlife habitat, shorelines, water quality, air, climate, and natural resource lands.
 - Creation of a system of open space, trails, parks, and greenbelts that provide opportunities for recreation and that give structure and separation to urban areas
- e. Rural character: Maintenance of the traditional character, appearance, economic and ecological functions, and lifestyles of Kitsap County’s rural communities and areas to include the production and distribution of locally grown food.
- f. Responsive Government: An efficient and responsive government that works in partnership with citizens, governmental entities and Tribes to meet collective needs fairly; and that supports education, environmental protection and human services.

A key strategy to accomplish this vision is the intention to encourage future urban growth in areas within incorporated cities and in unincorporated areas that are already characterized by urban growth with existing and planned services and facilities. These actions will work to strengthen our natural environment and rural character, and are geared to reduce taxpayer costs by focusing the

expenditure of public funds, encouraging concentrated development where appropriate, and increasing our choices for housing and jobs.”

Balancing historical patterns of growth with a preferred vision of the future and legal requirements is an on-going challenge. Tradeoffs must be made to balance the costs with the gains; flexibility is necessary to adapt to changing conditions. These policies are intended to reflect the long-term goals of the people living, working and doing business here.

The policies in this chapter are focused on the important role of both urban and rural areas in Kitsap County as growth occurs. In addition, the policies outline how the KRCC member jurisdictions will work together to achieve common goals regarding the countywide growth pattern.

Policies for Countywide Growth Pattern (CW):

1. CW-1 Roles of Cities and ~~unincorporated~~ Urban Growth Areas/Urban Communities (UGAs)

- a. The primary role of Kitsap’s ~~urban communities~~ 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 centers with a transportation system that connects people with jobs and housing.
- b. Each of Kitsap’s ~~urban communities~~ cities and unincorporated UGAs should maintain and enhance ~~foster~~ its unique vision as a high quality place to live and work, through urban design, historic preservation, and arts that improve the natural and human-made environments; promote healthy lifestyles; contribute to a prosperous economy; and, increase the region’s resiliency in adapting to changes or adverse events.
- c. For unincorporated UGAs, support annexation or incorporation into cities.
- e. ~~In Kitsap, urban communities are closely linked to water and natural amenities and provide open space links to the natural environment.~~

2. CW-2 Roles of Kitsap County of rural and resource lands:

- a. Keep regional vision in mind when making local decisions.
- b. ~~Promote stewardship of unincorporated urban areas and promote annexation into cities or incorporation.~~
- c. Maintain/enhance natural systems and rural character.
- d. Include a variety of low-density rural ~~communities~~ centers, densities, and uses.

3. CW-3 ~~To achieve these goals, t~~The Kitsap Regional Coordinating Council member jurisdictions should:

- a. Make decisions together when needed.
- b. Coordinate and cooperate on land use policy, capital planning, infrastructure development, environmental issues, and cultural resource management/planning.
- e. ~~Establish and keep updated a Buildable Land Analysis Program. Work together to meet~~

Buildable Lands program requirements in RCW 36.70A.215

- d. Develop a program for the Transfer of Development Rights to preserve lands with important public benefits.
- e. Maintain/preserve distinct urban identities with green breaks, open space, or other natural features.
- f. Promote tiering and/or phasing of infrastructure development within Urban Growth Areas.
- g. Develop and implement land use policies, regulations, and incentives to promote the efficient use of urban areas.
- h. Incorporate provisions addressing community health, equity, and displacement into appropriate regional, countywide, and local ~~planning and decision-making processes~~.

Element B. Urban Growth Areas (UGA)

The basic premise for designating Urban Growth Areas is to encourage the location of urban density residential, commercial and industrial developments in areas where services can be most economically provided. The benefits of directing growth to designated urban areas include:

- Higher density residential development within walking or bicycling distance of jobs, transit, schools and parks.
- Maximizing benefits of transportation and infrastructure investments.
- Limiting urban expansion into rural and forested areas resource lands.
- Promotion of in-fill or redevelopment of existing urban areas.
- Preservation of open space, critical areas and lands designated for resource protection.
- Accommodation of employment growth in a concentrated pattern.
- ~~More economical provision and maintenance of streets, sewer/water lines and other public facilities.~~
- Promotion of attractive residential neighborhoods and commercial districts which provide a sense of community.
- A harmonious relationship with regional planning as articulated by Vision ~~2040~~ 2050 and Transportation 2040, adopted by the Puget Sound Regional Council as the growth and transportation strategy for central Puget Sound.

The policies in this chapter are focused on Urban Growth Areas (UGAs) and limited circumstances when urban growth may take place outside of urban growth areas. This includes policies directing how the county and cities work together on Buildable Lands and Land Capacity efforts, the distribution of projected population and employment growth prior to updating comprehensive plans and the process, and criteria for expanding a UGA. Element B also outlines how the county and cities coordinate growth within unincorporated UGAs prior to land being annexed into cities, and policies focused on coordination for National Historic Towns and both Fully Contained Communities and Master Planned Resorts.

Policies for Urban Growth Areas (UGA):

1. UGA-1 Land Utilization Capacity (RCW 36.70A.115) & Monitoring Programs Review and Evaluation Program (Buildable Lands – RCW 36.70A.215):

Consistent with RCW 36.70A.115, the County and Cities shall ensure that, taken collectively, adoption of and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to

Background: The Growth Management Act was amended in 1997 requiring Kitsap County and Cities to monitor countywide development activities in five-year intervals in order to test their Comprehensive Plans' growth and land absorption assumptions. Two different analyses are used: (1) The Land Capacity Analysis, first conducted by Kitsap County in 2002, estimates the existing land supply based on a set of defined assumptions, e.g. market factor, speed of land absorption, critical areas exclusions, etc. It uses a consistent, agreed-upon methodology, with allowance for documented variations for individual jurisdiction's conditions. (2) The Buildable Land Analysis (as required by the State GMA) uses recorded permit activity to track and monitor residential, commercial, and industrial growth. It will be updated throughout Kitsap County in 2007. It is an adaptive management tool for comparing development assumptions, targets, and objectives with actual development. If inconsistencies are found, the County and Cities must then implement reasonable measures, other than adjusting Urban Growth Areas, that will be taken in order to comply with the GMA. The following countywide planning policies relate to this regional program to monitor the buildable land supply for future growth as forecasted by the State and distributed through the Kitsap Regional Coordinating Council

accommodate their housing and employment growth (derived from population distribution), as adopted in the applicable Countywide Planning Policies ~~and consistent with the 20-year population forecast from the WA Office of Financial Management and Vision 2040 guidance.~~ (Implements Multi-County Planning Policy DP Action 15).

- a. The County and ~~the~~ Cities shall maintain a Land Capacity Analysis Program using a consistent, agreed-upon methodology to estimate ~~the~~ land supply available to accommodate future residential, commercial, and industrial growth.
 - b. The County and ~~the~~ Cities shall participate and work together to meet the Buildable Lands program requirements in order in an agreed-upon Buildable Lands Analysis Program to monitor and evaluate the effectiveness of their respective Comprehensive Plans.
 - c. The County and Cities shall establish procedures for resolving disputes in collection and analysis of Land Capacity and Buildable Lands data. In the event a resolution cannot be achieved, the Kitsap Regional Coordinating Council shall be a forum to review and if possible, facilitate any disputes between parties.
2. ~~UGA-2 Each jurisdiction is responsible for implementing appropriate reasonable measures within its jurisdictional boundaries.~~ If the Buildable Lands Analysis shows that a jurisdiction's Comprehensive Plan growth goals are not being met, that jurisdiction shall ~~consider~~ implementing additional reasonable measures to reduce the differences between growth and development assumptions and targets and actual development patterns. in order to use its designated urban land more efficiently. Each jurisdiction is responsible for implementing appropriate reasonable measures within its jurisdictional boundaries.
3. ~~UGA-3 Process and criteria for~~ to ensure regional coordination when establishing, expanding, and adjusting Urban Growth Areas in Kitsap County:
- a. Urban Growth Areas are areas “within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature” (RCW 36.70A.110(1)) except under specific circumstances, as fully contained communities and master planned resorts as authorized by the Growth Management Act.
 - b. Unincorporated Urban Growth Areas shall be associated with an existing or future city.
 - c. All Urban Growth Areas shall be reflected in County and respective City comprehensive plans.
 - d. Sufficient area/capacity must be included in the Urban Growth Areas to accommodate the adopted 20-year population distribution and countywide employment as adopted by the Kitsap Regional Coordinating Council ~~and consistent with WA Office of Financial Management projections.~~
 - e. ~~A jurisdiction may define growth tiers within its Urban Growth Area (RCW 36.70A.110.3)~~ To focus public and/or private investment where growth is desired, a jurisdiction may phase growth within its Urban Growth Area (RCW 36.70A.110(3)). Utility development and/or expansion may be phased to support efficient and cost-effective growth and to prioritize investments.
 - f. The County, City, or interested citizens may initiate an amendment to an existing Urban Growth Area through the Kitsap County annual comprehensive plan amendment process as

authorized by the Growth Management Act. If a UGA amendment submitted to Kitsap County is associated with an incorporated city, the County shall coordinate with the respective City prior to finalizing its annual comprehensive plan docket, unless an alternative process is further outlined in an inter-local agreement between the City and the County. Unless otherwise noted in an inter-local agreement, the County has the discretion to determine their annual comprehensive plan docket consistent with their guiding procedural requirements.

g. ~~Any jurisdiction seeking to expand its~~ expansion of an Urban Growth Area shall ~~achieve result in zoning that will ensure densities and urban growth patterns and densities~~ consistent with the Growth Management Act and be consistent with the City's adopted Comprehensive Plan and any inter-local agreement between the City and the County.

h. An urban growth area expansion shall not result in new areas being included for population or employment capacity that exceeds what is necessary to accommodate the growth management planning projections, plus a reasonable land market supply factor, or market factor. In determining this market factor, counties and cities may consider local circumstances.

~~h. If an adopted or proposed, 20-year projected population distribution requires the expansion of its Urban Growth Area, the respective jurisdiction shall conduct planning and analysis, addressing the following conditions:~~

~~i. Update and confirm the capacity analysis for land within the existing Urban Growth Area for residential, commercial, and/or industrial lands, which takes into account all development approved within the overall UGA since the last UGA expansion. This shall be based upon updated Buildable Land and Land Capacity Analyses that follow the guidelines of RCW 36.70A.215 or other analysis determined appropriate for the particular UGA involved. To maximize consistency across jurisdictions, each jurisdiction shall use consistent methodology in calculating capacity.~~

~~ii. Review the planning and zoning regulations and any incentive programs in place to determine expected densities and urban growth patterns in the existing UGA consistent with the Growth Management Act and the jurisdiction's adopted Comprehensive Plan.~~

~~iii. Determine whether the adoption and implementation of suitable reasonable measures should be considered, if the Buildable Land Analysis shows that its Comprehensive Plan growth goals are not being met.~~

~~iv. Data collection and analysis for the Land Capacity Analysis should be done cooperatively. The County will be responsible for data describing growth and capacity in the unincorporated portion of the Urban Growth Area, and the City for the incorporated portion.~~

i. Expansion of Urban Growth Areas shall direct growth first to areas already characterized by urban growth that have adequate existing public facility and service capabilities to serve development; second to areas already characterized by urban growth that will be served adequately by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided; and third to areas that are adjacent to incorporated cities or established Urban Growth Areas once the available land meeting the first or second priority has been designated. Areas which have existing public facilities or where public facilities can be reasonably extended and are not currently at urban densities should be considered first within this category.

j. ~~A jurisdiction, as part of its Comprehensive Plan amendment or Subarea Plan process, that~~

Adopted by Kitsap County Ordinance ~~X 522-2015~~

~~X May 11, 2021~~

- e. For Urban Growth Areas:
 - i. The County should plan with associated cities and local communities to address land uses, infrastructure needs, level of service standards as identified in these policies, and other issues as needed. The results should be reflected in the County Comprehensive Plan.
 - ii. The County should provide a level of urban facilities and services consistent with the County's ability and appropriateness to provide such services for those Urban Growth Areas that will be associated with a specific city or that will eventually incorporate.

5. UGA-5 Policies for the distribution of Distribution of 20-year population and employment growth increments, as forecasted by the WA Office of Financial Management:

- a. ~~The Kitsap Regional Coordinating Council shall coordinate the process for distributing the forecasted population and employment growth for the period 2005—2025 and every five years thereafter, 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 population distribution The County and cities as part of its next Comprehensive Plan update amendment process shall reflect those adopted growth targets in their Comprehensive Plan. and the Cities shall base their Comprehensive Plan amendments upon that distribution.~~ The distribution process should consider countywide demographic analysis, the Land Capacity Analysis, the RGS, and the OFM projections and it shall promote a countywide development pattern targeting over three quarters (76%) of new population growth to the designated Urban Growth Areas. The County and the Cities recognize that the success of this development 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 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).
- c. ~~Population distribution and employment targets will be reviewed through the Kitsap Regional Coordinating Council process every five years.~~ The review will include an analysis of the Cities' and County's progress in achieving target distributions consistent with the Buildable Lands review and evaluation program. If the 76% UGA target mentioned above for new population growth and the overall population targets are met or exceeded, the target for new population will revert to five sixths (83%), as per the revised County-wide Planning Policies adopted by Kitsap County Ordinance #258-01 on August 20, 2001. Otherwise, the target may be reaffirmed or explicitly modified.
- d. ~~Each jurisdiction with a designated Urban Growth Area shall~~ The County and cities should work together to develop an estimate and/or range of the additional population and employment that it could accommodate and service during the 20 year planning horizon,

consistent with its vision for future community character. The estimate shall consider the need for increasing population density within the Urban Growth Areas to promote efficient service delivery, avoid sprawl, and preserve community character.

- e. The population and employment estimates and/or ranges shall be provided to the Kitsap Regional Coordinating Council, with a statement of need concerning adjusted Urban Growth Area boundaries.
- ~~f. The Kitsap Regional Coordinating Council shall compile the jurisdictions' population estimates, including the estimate of additional population capacity for areas outside the Urban Growth Areas, and determine whether adjustments to the overall distribution are required in order to fit within the OFM projected range.~~
- f. The Kitsap Regional Coordinating Council, after conducting a public hearing, shall recommend the estimate and/or ranges of 20-year population and employment distribution to Kitsap County for adoption as an amendment to the Countywide Planning Policies.
- g. Kitsap County should give substantial weight to the Kitsap Regional Coordinating Council's recommendation in adopting the 20-year population and employment distribution.
- h. Following adoption of the estimates and/or ranges, each jurisdiction should update its comprehensive plan, so as to arrive at a final population targets consistent with the estimate and/or within the original range as adopted within Appendix B.
- i. After each jurisdiction has completed its comprehensive plan update, the final adopted target should be compiled and reviewed through the Kitsap Regional Coordinating Council process and the revised population and employment distribution incorporated into the Countywide Planning Policies. A final distribution to Urban Growth Areas versus non-Urban Growth Areas within the range specified above should then be calculated.

6. UGA-6 Policies for Growth Outside of Urban Growth Areas: Fully Contained Communities, National Historic Towns and Master Planned Resorts

- a. A Master Plan review process and decision criteria for fully contained communities, national historic towns, and master planned resorts should be incorporated in the County's Comprehensive Plan, must reflect the standards and requirements in the GMA, and in addition must address the following:
 - i. Provision of necessary public facilities, including but not limited to parks, schools, and public safety facilities should be provided within or along with the development, consistent with adopted capital facility and level of service standards;

~~Under the Growth Management Act (RCW 36.70A.350), fully contained communities (FCCs) may be considered, provided that a portion of the twenty year population forecast is reserved for & subsequently distributed to the FCC. The GMA requires that FCCs provide for a mix of uses that would provide jobs, housing, & public facilities and services to support a long term residential population.~~

~~The GMA (RCW 36.70A.360) also allows the consideration of proposed master planned resorts (MPR's) outside of Urban Growth Areas for shorter term residential uses.~~

~~Master planned resorts are described as self-contained, fully integrated planned developments in areas with significant natural amenities.~~

~~The GMA allows for areas with a federal landmark designation to be developed as National Historic Towns (RCW 36.70A.520). The designation may allow urban services in rural areas dependent upon historic development pattern. Its boundaries and land uses must be consistent with those over the course of its history, but not specific to any point in time.~~

~~Vision 2040 policies state that new FCC's are to be avoided.~~

- ii. Future assessment of adverse impacts to public infrastructure, nearby communities, adjacent rural areas, environmental resources, and designated resource lands. Such impacts should first be avoided, second minimized, and third mitigated;
 - iii. Provisions for review of such developments through the Kitsap Regional Coordinating Council process, in addition to other procedural requirements.
- b. Consistent with guidance provided in Vision ~~2040~~ 2050, the Kitsap Regional Coordinating Council shall avoid the establishment of a Fully Contained Community (FCC). Only if it is found necessary to accommodate future urban population growth may the Kitsap Regional Coordinating Council recommend the creation of an FCC and a corresponding new community reserve population. Any such designation shall be fully consistent with all Countywide Planning Policies establishing new Urban Growth Areas (~~Elements B3 and B5~~ (UGA-3 and UGA -5) and RCW 36.70A.350 (2), which, in part, requires that a new community reserve population be established no more than once every five years as a part of the designation or review of Urban Growth Areas and that the Urban Growth Areas shall be accordingly offset.

In addition, the following shall be included in any County Comprehensive Plan requirements governing FCCs:

- i. a phasing plan that monitors and requires concurrent development of commercial and employment uses with residential development, to ensure that the community is fully contained;
 - ii. a mechanism to ensure that the timing of the development components will be fully regulated by the phasing plan;
 - iii. a substantial public benefit.
- c. As Vision ~~2040~~ 2050 requires comprehensive review and consideration of the regional impacts of any proposed Fully Contained Community, the County shall forward the proposal to adjacent counties, the Puget Sound Regional Council, and the Kitsap Regional Coordinating Council for review at the earliest possible point in the process. The Kitsap Regional Coordinating Council shall review the proposal for regional impacts to the following:
- i. the regional growth strategy as included in Vision ~~2040~~ 2050;
 - ii. the split in population growth between the countywide urban and rural areas;
 - iii. other elements of the Countywide Planning Policies.

Element C: Centers of Growth

~~Centers are intended to be compact and centralized working, shopping and/or activity areas linked to other Centers by transit and non-motorized facilities. [See H. Transportation: 5-6] Centers and their boundaries are intended to be locally determined by the County and the Cities where a community wide focal point can be provided, significant population and/or employment growth can be located, and the increased use of transit, walking and bicycling can be supported. Designated Centers are intended to define the pattern of future residential and commercial/industrial growth and incorporate opportunities for parks, civic, and public space development in Kitsap County. (See Appendix F for listing of Kitsap Designated Centers.)~~

Centers are the hallmark of Puget Sound Regional Council's (PSRC) Regional Growth Strategy and Vision 2050. They guide regional growth allocations, advance local planning, inform transit service planning and represent priority areas for PSRC federal transportation funding.

Growth in Centers has significant regional benefits, including supporting multi-modal transportation options, compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers.

Policies for Centers of Growth (C):

1. C-1 Centers are focal points of growth within Kitsap County. In decisions relating to population and employment growth and resource allocation supporting growth, Centers have a high priority.

The Puget Sound Regional Council has defined several types of Centers within Urban Growth Areas in the four county planning region, with planning guidelines (Vision 2040).

2. C-2 The designation of Centers in Kitsap County shall be consistent with PSRC 2018 Regional Centers Framework Update and Kitsap Countywide Planning Policies encourage the development of Centers according to the following typology set forth in Appendix C:

a. Regional Growth Centers:

i. Metropolitan Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts of the major cities within the central Puget Sound region, providing services for and easily accessible to a population well beyond their city limits. Metro Centers may also serve national or international roles." (Vision 2040)

ii. Urban Centers are areas with the comprehensive planning to support a wide range of commercial, housing, and cultural choices. All areas of the Urban Center are serviced by transit throughout the day and much of the area is within walking or bicycling distance. Significant in-fill opportunities exist with the highest residential, commercial, and employment densities expected. (Vision 2040)

b. Regional Manufacturing/Industrial Centers are major, existing regional employment areas of intensive, concentrated manufacturing and industrial land uses which cannot be easily

mixed at higher densities with other incompatible uses. To preserve and maximize land at these centers for manufacturing, industry and related uses, large retail uses or non-related offices are discouraged. Provision of adequate public facilities and services, including good access to the region's transportation system, is very important to the success of manufacturing/industrial centers." (Vision 2040)

e. The following are other types of centers within Kitsap County:

- i. ~~Town or City Centers are usually the existing downtown core of a city or Urban Growth Area. There is an abundant mix of shopping, service, employment, and cultural opportunities. Multifamily housing may be intermixed and single family housing may be within walking or bicycling distance. Infill should include mixed use and higher densities surrounding the Town Center.~~
- ii. ~~Mixed Use Centers are a generic category that can be described in terms of neighborhoods or districts within a city or Urban Growth Area. The designation represents a commitment to planning for Center development, with a planned mix of housing, commercial, service, and employment opportunities. Most shopping and commercial uses are within a short walking or bicycling distance of housing. There is a higher proportion of multi-family housing at relatively high densities. Navy facilities could be considered for this designation.~~
- iii. ~~Activity and Employment Centers are areas of concentrated employment and are a magnet for significant numbers of people usually during daytime hours because of business and/or manufacturing activities. They may be located outside of Urban Growth Areas, consistent with the Growth Management Act. Industrial and business parks and Navy employment centers are in this category. Within Urban Growth Areas, the opportunity to include a proportional residential element should be determined on a case by case basis, considering the unique geography and economics of the area.~~
- iv. ~~Transportation Hubs are locations of regional inter-modal connection that may be located outside of Urban Growth Areas. Examples are ferry terminals, the Bremerton National Airport, or certain transit stations.~~

3. ~~C-3 Recognizing that communities evolve over time, a jurisdiction may request of the Kitsap Regional Coordinating Council an initial designation or a change in Center status. This request shall be considered and a decision made during the next Countywide Planning Policies amendment cycle. A change in Center status may require action by the Puget Sound Regional Council. Centers of Growth purpose is to implement the PSRC Regional Growth Strategy embodied in Vision 2050 and the 2018 PSRC Regional Centers Framework Update.~~

- a. Each incorporated city shall have at least one Center designation intended and sized to accommodate a concentration of the jurisdiction's growth target (residential and employment). Unincorporated urban growth areas may have a Centers designation.
- b. The number of Center designations is determined by the jurisdiction as necessary to accommodate its growth target as demonstrated within its comprehensive plan and/or subarea plan.

4. C-4 Centers shall be identified within a local Comprehensive Plan and/or subarea plan, and establish its compliance and consistency with the PSRC 2018 Regional Centers Framework designation criteria and Appendix C. Use of PSRC Centers Plan tools, resources and checklists

are encouraged to ensure compliance and consistency.

- a. It is expected that Centers identification within a local comprehensive plan or subarea plan occurs: 1) as part of a GMA required periodic update; 2) an updated PSRC growth target or GMA population forecast/allocation; 3) PRSC major plan update; 4) demonstrated need by jurisdiction to ensure consistency with PSRC Regional Growth Strategy, Vision 2050, and/or GMA; and/or 5) moving from countywide to regional center designation.
- b. The local comprehensive plan and/or subarea plan shall include:
 - i. Formalized Center boundaries;
 - ii. Demonstration of how the center meets the criteria and requirements of the PSRC 2018 Regional Centers Framework and Appendix C (e.g., activity unit analysis, size, capacity, infrastructure analysis, multi-modal/transit considerations, etc);
 - iii. Identification of growth target (residential and employment) the Center is planning for;
 - iv. If a subarea plan is not prepared, the comprehensive plan shall include a specific chapter or specific section(s) dedicated to the Center(s).
- c. Center boundaries may expand and reconfigure over time but shall continue to meet the minimum criteria as set forth in PSRC 2018 Regional Centers Framework and Appendix C. Failure of a local jurisdiction's comprehensive plan and/or subarea plan to maintain a Center's designation and minimum criteria will result in its removal from Appendix D.

4. ~~In addition to meeting the applicable criteria above, a request for Center designation or a change in Center status should address the following: (See Appendix G)~~

- ~~a. Current or programmed transportation resources (including roads, ferries, transit, airports, bicycle, pedestrian)~~
- ~~b. Balance of living wage employment opportunities with residential~~
- ~~c. Proximity and connectivity among jobs, housing, retail services~~
- ~~d. Types and density of residential uses~~
- ~~e. Inclusion of affordable housing~~
- ~~f. Provision of community gathering space, parks, and cultural opportunities~~
- ~~g. Impacts to ecological functions.~~

Living wage is the minimum hourly wage needed by a sole provider working full time (2080 hours per year) to cover the costs of food, shelter, clothing, and other basic necessities for their family. The assumption is that living wages vary across communities, based on differences in the cost of living and size of household. [Sources: Economic Policy Institute & KEDA]

Living Wage: Living Wage Calculator for Kitsap County, Pennsylvania State University: <http://www.livingwage.geog.psu.edu/>

Minimum Wage: WA State Dept of Labor & Industries: <http://www.lni.wa.gov/>

5. C-5 Countywide Planning Policies Center identification is set forth in Appendix D. The Centers type, jurisdiction, status, and designation process are also set forth in Appendix D.

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):

1. 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 allocations of growth to Urban Growth Areas.

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

- a. **Rural Centers Communities** are already-existing residential and commercial areas of more intensive rural development designated in the Kitsap County Comprehensive Plan under RCW 36.70A.070.5. In-fill is expected. Rural ~~Centers Communities~~ should be serviced by transportation providers and other services consistent with the Levels of Service adopted ~~by service standards adopted by~~ Kitsap County for roads and by Kitsap Transit for transit upon their designation as an area of more intensive rural development. These Centers include:

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

- b. **Rural Communities** are smaller developed areas with existing residential, commercial and/or industrial land uses where growth is not expected. They may include clear neighborhoods with limited services. Examples of such communities include, but are not limited to, Burley, Sunnyslope, Seabeck, Lake Symington, Indianola and Hansville.
 - c. **Transportation Hubs** may be located within existing areas of more intensive development. Walking, bicycling, and transit are the major forms of travel. Transportation Hubs are locations of regional intermodal connection. Examples are ferry terminals and transit stations with convenience services.
 - d. The County shall develop criteria consistent with the Growth Management Act for designating future industrial and commercial development outside of Urban Growth Areas that protect rural character while encouraging vehicle trip reduction. The criteria should allow for industrial resource-based land use and recreation and for convenience commercial that is scaled to serve the daily needs of rural residents.
3. R-3 Establishing and maintaining rural levels of service:
- a. Rural level-of-service standards shall address sewage disposal, water, transportation and other appropriate services. The standards shall be developed based upon levels of service typically delivered in rural areas consistent with RCW 36.70A.030 (16).
 - b. For purpose of trip reduction, develop a range of alternative modes of transportation consistent with rural levels of service to connect Rural Communities with urban Centers.
 - c. When sewers need to be extended to solve isolated health, environmental, and sanitation problems, they shall be designed for limited access so as not to increase the development potential of the surrounding rural area.
4. R-4 Conserving small-scale natural resource use in rural areas:
- a. Rural land use designations in the County's Comprehensive Plan shall recognize ecological functions and support rural uses such as farming, forestry, mining, recreation, tourism, and other rural activities, and permit a variety of low-density residential uses ~~which~~ that preserve rural character and ecological functions and can be sustained by rural service levels.
 - b. The County's Comprehensive Plan policies shall promote clustering residential development and other techniques to protect and enhance significant open spaces, natural resources, cultural resources, and critical areas for more effective use of the land. Clustering should not increase residential housing units in the overall area designated as rural, consistent with designated rural densities. Development clusters shall be designed, scaled and sited in a manner consistent with rural character and the provision of rural levels of service.
 - c. The County's Comprehensive Plan policies shall support Rural Communities as locations of employment, a mix of housing types, and cultural activities for rural areas that primarily function as locations for service needs such as grocery stores, shopping, and community services, and small-scale cottage industries for the surrounding rural area.

Element E. ~~Countywide Strategies for Open Space Preservation, Resource Preservation, Critical Areas, Air Quality, and Water Quality/Quantity~~ Natural Environment (NE)

~~Open space~~ The natural environment is defined as land area consisting of open space, natural systems, resource lands and critical areas ~~that include building limitations for future development~~. These critical areas include wetlands, wildlife conservation areas, steep slopes, frequently flooded areas and areas with a critical recharging affect. These ~~open space~~ lands also include aesthetic functions such as view sheds of the water or ridgelines. Many of these natural systems are interconnected and cross multi- jurisdictional boundaries within the County. The strategy is to conserve these areas and connect them to create a regional open space network to protect critical areas, conserve natural resources, and preserve lands and resources of countywide and local significance. The purpose of these strategies is to enhance the quality of countywide water, soil, and air resources ~~and, potentially, climate~~ and reduce and mitigate countywide effects on the changing climate.

The policies in this chapter are focused on a variety of issues involving the natural environment. This includes coordination to protect and create open space corridors, critical areas, listed species and both air and water quality/quantity. In addition, this element addresses watershed and land use planning along with policies that address impacts to Kitsap resulting from changes to our climate.

Policies for the ~~Open Space Preservation, Resource Protection, Critical Areas, Air, and Water Quality/Quantity (PPCAAW)~~ Natural Environment:

1. NE-1 Creating a regional network of open space:
 - a. The County and the Cities shall implement the Kitsap County Open Space Plan and the ~~Kitsap County Consolidated Greenway Plan~~ Kitsap County Non-Motorized Plan, which identify a countywide green space strategy that incorporates planning efforts of the County, Cities, state agencies, non-profit interest groups and land trusts in the County.
 - b. The County and the Cities shall preserve and enhance, through inter-jurisdictional planning, significant networks and linkages of open space, regional parks and public/ private recreation areas, wildlife habitats, critical areas and resource lands; historic and cultural landscapes; water bodies and trails.
 - c. The County and the Cities shall frame and separate urban areas by creating and preserving a permanent network of urban and rural open space, including parks, recreation areas, critical areas and resource lands.
 - d. The Kitsap County Open Space Plan should be reviewed for consistency, where appropriate, with the objectives of the Region Open Space Plan.
 - e. Planning and investment into parks and open space should consider the proximity of those amenities to urban areas and underserved communities.

NE-2 Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.

2. ~~NE-3~~ NE-3 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:
 - a. ~~The County and the Cities shall p~~Protecting critical areas (wetlands, aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, steep slopes, and geologically hazardous areas) and should consider other environmental amenities ~~such as view corridors, canopy cover, and ridgelines.~~
 - b. ~~The County and the Cities shall e~~Establishing and ~~implementing~~ Best Management Practices to protect the long-term integrity of the natural environment, adjacent land use, and the productivity of resource lands.
 - c. ~~The County and the Cities shall e~~Establishing procedures to preserve significant historic, ~~visual archaeological, and cultural resources including views, landmarks, archaeological sites, and areas of special locational character.~~
 - d. ~~The County and the Cities shall e~~Encouraging the use of environmentally sensitive development practices to minimize the impacts of growth on the County's natural resource systems.
 - e. ~~The County and the Cities shall p~~Protecting and ~~enhancing~~ the public health and safety and the environment for all residents, regardless of social or economic status, by reducing pollutants, as defined by WA State and federal law.
 - f. ~~The County and the Cities shall w~~Working together to identify, protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries.
 - g. ~~The County and Cities shall p~~Protecting and ~~enhancing~~ ecosystems that support Washington State's Priority Habitat and Species as identified by the Washington Department of Fish and Wildlife.
 - h. Work together to preserve, restore, and reduce impacts on natural systems, including the Salish Sea, wildlife and salmon, and water quality of Kitsap County's watersheds and ecosystems.
3. ~~NE-4~~ NE-4 Protection of air quality is accomplished by reducing the levels of toxins, fine particles, and greenhouse gases released into the environment, especially through transportation activities.
 - a. The County and Cities, in their respective comprehensive plans, should include specific goals and policies to enhance air quality by reducing the release of toxins, fine particles, and greenhouse gases.
 - b. The County and Cities should adopt and implement purchasing policies/programs for vehicles/equipment that use clean efficient fuels.
4. ~~NE-5~~ NE-5 Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.
 - a. The County and Cities should adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge areas should be treated as a resource.
 - b. The County and Cities should continue to be models for low impact development and implement such programs whenever practical.

- c. The County and Cities should develop and implement a program, as funding allows and where feasible, to retrofit infrastructure to current standards, ~~that was developed prior to the implementation of best practices~~ in surface and storm water management programs.
5. NE-6 Listed species recovery under the Endangered Species Act (ESA):
- a. The County and the Cities shall preserve, protect, and where possible, restore the functions of natural habitat to support ESA-listed species, through the adoption of comprehensive plan policies, critical area ordinances, shoreline master programs and other development regulations that seek to protect, maintain or restore aquatic ecosystems associated habitats and aquifer through the use of management zones, development regulations, incentives for voluntary efforts of private landowners and developers, land use classifications or designations, habitat acquisition programs or habitat restoration projects.
 - b. The County and the Cities shall provide incentive-based non-regulatory protection efforts such as acquisition of priority habitats through fee-simple and conservation easements from willing sellers.
 - c. The County and the Cities shall jointly establish and implement monitoring and evaluation program to determine the effectiveness of restoration, enhancement, and recovery strategies for salmon including ESA-listed species. Each jurisdiction shall apply an adaptive management strategy to determine how well the objectives of listed species recovery and critical habitat preservation/restoration are being achieved.
6. NE-7 Coordination of watershed and land use planning:
- a. The County and the Cities shall participate in a planning program that determines changes in stream hydrology and water quality under different land use scenarios at full build-out of designated land use classifications.
 - b. The County and the Cities shall coordinate land use planning using watersheds or natural drainage basins to implement strategies for restoration of aquatic habitat and to reduce impacts to other natural systems and participate in efforts to improve the health of our waterways.
 - c. Kitsap County shall coordinate and maintain a regional database of best available science for the purpose of modifying Critical Areas Ordinances, if funding is available.
 - d. Upon adoption of a state classification system, the Cities and the County shall establish a single system for stream typing.
7. NE-8 Policies and actions to address climate change:
- 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.
 - b. The County and the Cities should update land use regulations, where appropriate, to allow electric vehicle infrastructure and businesses that promote climate change goals consistent with state requirements.
 - c. The County and the Cities should establish and/or support programs to reduce greenhouse gas emissions and to increase energy conservation and alternative/clean energy among both public and private entities.

- d. The County and the Cities should provide continued support for using natural systems to reduce carbon in the atmosphere by establishing programs and policies that maintain and increase forests and vegetative cover.
- e. The County and the Cities should plan for and consider impacts from climate change including sea level rise, flooding, wildfire hazards, and urban heat on both existing and new development.
- f. The County and the Cities should recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations.

Element F. Contiguous, Compatible, and Orderly Development (D)

Upon designation of Urban Growth Areas, the County and Cities will need to develop consistent implementation measures to ensure that development occurs in an orderly and contiguous manner. The intent of the following countywide planning policies is to minimize differences in urban development regulations and standards between the County and the Cities and to facilitate the economical provision of urban services to development.

Coordination between KRCC members is vital to ensure contiguous, compatible, and orderly development in the county. The policies in this chapter not only outline the purpose for, and reasons why inter-jurisdictional planning is important at the federal, tribal, state, local, and special purpose government but how that coordination with take place at the KRCC. In addition, these policies focus on specific topics where coordination is essential. This includes but is not limited to land use, transportation, infrastructure planning and community design and development. Finally, these policies outline measures to address displacement as growth occurs in Kitsap and how KRCC members can look at growth issues through an equity lens when important decisions are made.

Policies for Contiguous, Compatible, and Orderly Development (CCOD):

1. D-1 Encouragement of cooperative inter-jurisdictional planning by federal, tribal, state, local, and special purpose government:
 - a. Inter-jurisdictional discussion, information exchange, and coordination of proposals shall be initiated as early and expeditiously as possible by the responsible agencies, to aid in the smooth transition of governance.
 - b. Initial inventories and analyses of utilities and public services information are critical to the planning process and shall be made available as early and expeditiously as possible by the responsible agencies.
 - c. The Kitsap Regional Coordinating Council may establish or designate on-going technical committee(s) comprised of representatives from utilities and service providers to investigate long-range regional needs for various facilities and services, including but not limited to those for transportation, sewer and storm drainage, availability and delivery of potable water, solid waste, broadband, parks and recreation, and open space.
 - d. The Countywide Planning Policies will further the implementation of Vision 2040 and Transportation 2040 as adopted by the Puget Sound Regional Council.
2. D-2 Inter-regional coordination of land use and transportation, environmental, and infrastructure planning:
 - a. The County and the Cities shall participate in the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization.
 - b. Locally-generated data shall be provided to the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization for use in their coordination of population forecasts, land use, and transportation.
 - c. The planning proposals of these regional organizations shall be monitored, and adjustments

recommended to ~~insure~~ ensure that they accurately reflect local needs and plans.

- d. Recognize and work with corridors that cross jurisdictional boundaries (including natural systems, and transportation and infrastructure systems) in community planning, development, and design.

3. D-3 Fiscal equity:

- a. It is recognized that fiscal disparities exist as a result of growth and changes in municipal boundaries. The Kitsap Regional Coordinating Council shall monitor the Revenue Sharing Inter-local Agreement among the County and Cities (shown as Appendix D) and seek additional ways to address fiscal disparities as they relate to promoting coordinated development and the implementation of the Growth Management Act.
- b. The County and the Cities shall work together to ~~insure~~ ensure that all fees associated with development approval are based upon the real cost of service and act to encourage development within designated Urban Growth Areas.
- c. The Kitsap Regional Coordinating Council shall facilitate on-going regional discussion on revenue equity issues.

4. 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 growth centers and high transit areas.
- e. Design schools, institutions and public facilities to be compatible with the surrounding community character and needs.
- f. Use sustainable building techniques (such as rehabilitation/re-use, LEED [Leadership in Energy & Environmental Design], Low Impact Development, energy-efficient fixtures, etc.) in the design and development of the built environment.
- g. Support urban design, historic preservation, and arts to enhance quality of life.
 - Promote solar, wind, tidal, wave generation, and other renewable energy generation where appropriate to serve the community.

D-5 Equity: Services and access to opportunity for people of color, people with low incomes,

and historically underserved communities is 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.

- a. Support PSRC in the development of a Regional Equity Strategy that will provide tools, resources, and guidance to integrate this issue into planning processes.
- b. Planning for parks/open space, future growth, housing, transportation, public facilities, and services, and where uses are located all have an impact on our community. As comprehensive plans are updated, the County and cities should consider how these decisions impact historically underserved communities and coordinate on ways to address for those impacts together.

D-6 Displacement: As the region continues to grow, population and employment growth is focused within our urban areas. As redevelopment takes place, however, there is a potential for physical, economic, and cultural displacement of low- income households that may result from planning, public investments, private redevelopment, and market pressures. As important planning, transportation, and redevelopment takes place:

- c. Consider developing strategies and interjurisdictional processes between the County and cities to mitigate the impacts of displacement.
- d. Consider implementing strategies that will encourage development of affordable housing.

Element G. Siting Public Capital Facilities and Essential Public Facilities

The Growth Management Act requires local governments to inventory existing capital facilities owned by public entities, to identify locations and to determine capacities to meet future demand for growth without decreasing levels of service. The Washington State Office of Financial Management is responsible for identifying and maintaining a list of essential state public facilities that are required or likely to be built within the next six years as required by the Growth Management Act. Counties and cities are also required to coordinate the siting of countywide and statewide capital facilities to mitigate potential adverse impacts from the location and development of these facilities.

The Growth Management Act (GMA) requires that Countywide Planning Policies address siting public capital facilities of a countywide or statewide nature, including transportation facilities of statewide significance. The term capital facilities of countywide or statewide nature is not defined in state law but is synonymous with essential public facilities, which are defined in the GMA. Essential public facilities include facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, regional transit authority facilities, state and local correctional facilities, solid waste handling facilities, and inpatient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities (RCW 36.70A.200). The policies in this chapter focus on areas where coordination is necessary for the siting of essential public facilities, including transportation facilities and services of statewide significance.

Each city and county is required to have a capital facilities plan. Capital facilities include, but are not limited to, water systems, sanitary sewer systems, stormwater facilities, reclaimed water facilities, schools, parks and recreational facilities, police and fire protection facilities. PSRCs Multicounty Planning Policies (MPPs) have further refined these requirements to encourage the county and cities to coordinate planning efforts, especially where it would improve service to the public and protect the environment. This chapter provides public capital facility policies, which serve to implement PSRCs Multicounty Planning Policies (MPPs) and enhance coordination.

Policies for Siting Public Capital Facilities (CF):

1. 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.~~

2. CF-2 Location of public capital and public 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 along or near major transportation corridors and existing public transportation routes.
 - c. Public capital facilities shall not be located in designated resource lands, critical areas, or other areas where siting of such facilities would be incompatible.
 - d. Encourage the design of capital facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.
3. CF-3 Some regionally significant public capital facilities may be located outside of Urban Growth Areas. Capital facilities located beyond Urban Growth Areas should be self-contained or be served by services in a manner that will not promote sprawl.
 4. CF-4 Promote affordability and equitable access of public capital facilities to all communities, including those communities that have been historically underserved.
 5. CF- 5 Consider disproportionately burdened communities when siting or expanding capital facilities.
 6. ~~Establishing a process and review criteria for the siting of facilities that are of a countywide or statewide nature:~~
 - a. ~~When essential public facility as defined in RCW 36.70A.200 is proposed in Kitsap County, and its location has not been evaluated through a regional siting process pursuant to WAC 365-196-550 (3) (d), the Kitsap Regional Coordinating Council shall appoint a Facility-Analysis and Site Evaluation Advisory Committee composed of citizen members selected by the member jurisdictions to represent a broad range of interest groups to evaluate proposed public facility siting. At a minimum this evaluation shall consider:~~
 - i. ~~The impacts created by existing facilities;~~
 - ii. ~~The potential for reshaping the economy, the environment and community character;~~
 - iii. ~~The development of specific siting criteria for the proposed project, giving priority consideration to siting within Designated Centers;~~
 - iv. ~~The identification, analysis and ranking of potential project sites;~~
 - v. ~~Measures to first minimize and second mitigate potential physical impacts including, but not limited to, those relating to land use, transportation, utilities, noise, odor and public safety;~~
 - vi. ~~Measures to first minimize and second mitigate potential fiscal impacts.~~
 - b. ~~Certain public capital facilities such as schools and libraries that generate substantial travel demand should be located first in Designated Centers or, if not feasible to do so, along or near major transportation corridors and public transportation routes.~~
 - c. ~~Some public capital facilities, such as those for waste handling, may be more appropriately located outside of Urban Growth Areas due to exceptional bulk or potentially dangerous or objectionable characteristics. Public facilities located beyond Urban Growth Areas should be self-contained or be served by urban governmental services in a manner that will not~~

~~promote sprawl. Utility and service considerations must be incorporated into site planning and development.~~

- ~~d. Uses shall adhere to local health district or state agency rules regarding commercial and industrial use of on-site sewage systems.~~
- ~~e. The multiple use of corridors for major utilities, trails and transportation rights-of-way is encouraged.~~
- ~~f. County and City comprehensive plans and development regulations shall not preclude the siting of essential public facilities.~~
- ~~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.~~

CF-6. Uses shall adhere to local health district or state agency rules regarding commercial and industrial use of on-site sewage systems.

CF-7. The multiple use of corridors for major utilities, trails and transportation rights-of-way is encouraged.

CF-8. Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and having a coordinated planning for system recovery.

CF-9. Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.

Policies for Siting Essential Public Facilities, including transportation facilities and services of statewide significance.

CF-10. County and City comprehensive plans and development regulations shall not preclude the siting of essential public facilities.

CF-11. The County and Cities should collaborate with other public agencies and special districts to identify where there could be opportunities to co-locate facilities.

CF-12. The siting or expansion of essential public facilities should support protection of the environment and public health, including impacts upon historically marginalized populations and disproportionately burdened communities.

CF-13. A proposed essential public facility could impact another KRCC member organization. It is important that communication between KRCC members takes place when an essential public facility permit application is submitted. Therefore, the County or City processing an essential public facility permit application shall send notice to each KRCC member organization as part of the notice of application comment period. This will ensure there is time to communicate and coordinate early in the permit process.

7. CF-14 Air transportation facilities in Kitsap County:

- a. The Counties and the Cities shall recognize the importance of airports as essential public facilities and the preservation of access to the air transportation system.
- b. The County and the Cities shall ensure the safety of the community and airport users through compatible land use planning adjacent to airports, minimize noise impacts, and coordination of the airport with ground access. Examples would include not encouraging or supporting higher residential densities, schools, or hospitals near airports or airport approach corridors.
- c. The County and the Cities should clearly communicate the decision-making authority associated with development of new and modifications to existing air transportation facilities, including the role of federal, state, county, and local regulators.
- d. The County and Cities should establish and implement procedures for public engagement associated with the development of new airports or changes or expansions to existing airports, as mandated through existing federal and state laws.
- e. Changes to air transportation facilities should align with the Port of Bremerton's adopted master plan.
- f. The County and Cities are encouraged to coordinate when updates to regulations are being considered.
- e. ~~The County and the Cities shall plan for heliports throughout Kitsap County for emergency use.~~

CF-15 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 Washington State Department of Transportation. Jurisdictions, transit agencies, and the Washington State Department of Transportation impacted by transportation facilities or services of statewide significance as defined in RCW 47.06.140 should cooperate in the planning, maintenance, and improvements of the facilities.~~
Jurisdictions, transit agencies, and the Washington State Department of Transportation impacted by transportation facilities or services of statewide significance as defined in RCW 47.06.140 should cooperate in the planning, maintenance, and improvements of the facilities.

Element H. Transportation

The Growth Management Act requires that transportation planning be coordinated with the land use elements of local comprehensive plans as well as among local and state jurisdictions. ~~The Growth Management Act further requires that transportation planning be coordinated with the land-use elements of local comprehensive plans.~~ In addition, transportation policies should be consistent with the policies contained within Puget Sound Regional Councils (PSRC) Transportation and Vision plans. Coordination of land use and transportation plans will allow Kitsap County and the ~~Kitsap C~~ities to meet three inter-related transportation goals:

- ~~Serve Designated Centers to~~ Reduce sprawl, conserve land and make more efficient use of infrastructure.
- Preserve air and water quality, the natural environment, and address impacts contributing to climate change. ~~the natural environment, including water and air quality and, potentially, climate.~~
- Provide a balanced system for the efficient, clean, safe movement of people, goods and services ~~among Designated Centers~~ within Kitsap County and the larger Puget Sound region.

The intent of the following policies is to define appropriate methods and strategies to achieve these goals through inter-regional and intra-regional coordination among transportation and land use planning agencies.

For the purpose of this Policy, the following transportation facilities are of countywide significance:

- a. state and federal highways;
- b. ~~major~~ principal arterials;
- c. public transit facilities and services;
- d. non-motorized facilities ~~connecting designated centers~~ which provide inter-county transportation connections;
- e. marine transportation facilities (ferries, shipping);
- f. airports ~~and heliports~~ (passenger and/or freight);
- g. rail facilities (passenger and/or freight)

The following facilities and system components should be included in the multi-modal network:

- a. roads, including major highways, arterials and collectors;
- b public transit, including bus, rail, and park & ride lots;
- c. non-motorized facilities;
- d. vehicle and public or private passenger only ferries;
- e. airports;
- f. parking facilities that support the multi-modal network;
- g. facilities related to implementation of transportation demand management strategies;
- h. intelligent transportation systems (ITS).

Policies for Transportation (T):

1. 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~~ development of 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~~ should actively seek opportunities to share facilities, expertise, and transportation resources, such as multiple use park & ride/parking lots or shared traffic signal maintenance responsibility.

2. 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. ~~The County and the Cities~~ 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 ~~non-recreational~~ bicycle and pedestrian facilities, including safe neighborhood walking and biking routes to school.
- During the development of all state, ~~county, and city~~ highway capacity improvement projects, consider the ~~market~~ demand for non-SOV travel and the addition of High Occupancy Vehicle (HOV) lanes, park & ride lots, and appropriate infrastructure for

~~The State of Washington has taken steps to reduce greenhouse gas emissions and vehicle miles traveled. Not only does reducing the overall amount of travel produce benefits for improving air quality and curbing emissions related to climate change, it also lessens traffic congestion. Developing a transportation system that provides more opportunities for walking, bicycling, or using transit also creates more choices and options for people.~~

~~The WA State Dept of Transportation and Vision 2040 policies identify telework (or tele-commuting) as a viable transportation alternative. The WSDOT funded 2008 Kitsap Telework Pilot Project noted the particular importance of telework in rural areas, where citizens tend to drive greater distances.~~

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.

d. The County and the Cities shall develop ~~standards~~ standards for Complete Streets standards that address bicycle and pedestrian facilities for development of new streets and reconstruction of existing streets as appropriate, consistent with State law.

e. In Designated Centers, the jurisdictions should complete missing vehicular and non-motorized links ~~between key arterials to accommodate pedestrian and bicycle facilities~~, without compromising safety standards.

f. The County and the Cities shall develop bicycle and pedestrian plans, which should be coordinated across jurisdictional boundaries with particular consideration to providing safe routes for children to walk and to bike to school.

g. Kitsap Transit shall review and comment on development proposals where appropriate, to facilitate convenient use and operation of appropriate transit services.

~~Vision 2040 and Transportation 2040 emphasize Complete Streets, which ensure that transportation facilities serve all users and all ages and abilities. By designing and operating Complete Streets, local jurisdictions provide pedestrians, bicyclists, motorists, and transit riders with safer travel and can avoid expensive retrofits, encourage physical activity and help create walkable communities. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context.~~

3. 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, safety, and other environmental features.

b. The County, the Cities, and Kitsap Transit ~~shall~~ should consider programming capital improvements and transportation facilities ~~that~~ designed to promote human health and

alleviate and mitigate impacts on air quality, greenhouse gas emissions and energy consumption, such as: high-occupancy vehicle lanes; public transit; vanpool/ carpool facilities; electric and other low emission vehicles including buses; charging stations for all types of electric vehicles, bicycle and pedestrian facilities that are designed for functional-transportation shared mobility options, and partnerships with the private sector.

- e. 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.

4. 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 employment and education 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.

5. T-5 Transportation linkages between designated local, ~~and regional,~~ and candidate Centers:

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

6. T-6 Freight transportation:

- a. ~~Preferred routes for the movement of freight shall be identified as part of the countywide~~

~~transportation plan. 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 commerce.~~

- b. 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.
- c. The County and the Cities shall use appropriate roadway standards for designated freight corridors.

~~7. 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~~ be compatible with regional and state plans and policies.
- b. The County and the Cities ~~shall~~ should 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.
- ~~e. 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.~~

~~8. Identification of needed transportation related facilities and services within Kitsap County:~~

- ~~a. The Puget Sound Regional Council and the Peninsula RTPO 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.~~

~~9. T-8 Coordination of intra-county transportation planning efforts:~~

- a. The Puget Sound Regional Council reviews Cities' and the County's Comprehensive plans for consistency of land use and transportation elements.
- b. The County and the Cities shall address compatibility between land use and transportation facilities by:
 - i. ~~Not using new road improvements to justify~~ as the catalyst for land use intensification.
 - ii. Managing access on new transportation facilities outside Urban Growth Areas.
 - iii. Allowing phased development of improvements including acquiring right of way.
 - iv. Using comprehensive plans and development regulations to ensure that development

does not create demands exceeding the capacity of the transportation system, such as: density limits in areas outside of Urban Growth Areas; concurrency management and adequate public facility regulation; integrated multi-modal and non-motorized networks.

- c. The County and the Cities shall work together in a coordinated, iterative process to periodically reassess whether regional land use and transportation goals can realistically be met. If transportation adequacy and concurrency cannot be met, the following actions should be considered:
 - i. Adjust land use and/or level of service (LOS) standards and consider adopting multi-modal solutions.
 - ii. Make full use of all feasible local option transportation revenues authorized but not yet implemented.
 - iii. Work with Washington State Department of Transportation (~~including Washington State Ferries~~), Kitsap Transit, and the private sector to seek additional State transportation revenues, state and federal grants for infrastructure improvements, and local options to make system improvements necessary to accommodate projected population growth.
- d. Adjacent jurisdictions in Kitsap County shall ~~develop consistent~~ coordinate when assigning street classifications ~~system~~ and developing street standards.
- e. Kitsap Regional Coordinating Council may establish a process for evaluating development impacts including those that may affect neighboring jurisdictions within the county.
- f. The Kitsap Regional Coordinating Council ~~shall function~~ should work together to ensure that transportation planning, system management and improvements at local, regional, and state levels are coordinated, complementary, and consistent with adopted comprehensive land use plans.

10. T-9 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 should 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. On highways and streets which are subject to concurrency requirements, the County and the Cities shall each identify capacity deficiencies and either address them in terms of identified funding, adjustment to the LOS standard (as set by the local agency), placing restrictions on development, which could include modifications to permit applications, denial of permit applications, or a temporary moratorium on development.
- g. On highways and streets which are subject to concurrency requirements, new development should not cause LOS to degrade to a level lower than the adopted standard, consistent with State law.

Element I. Housing (AH)

The Growth Management Act (GMA) requires cities and counties to encourage the availability of housing that is affordable for all income levels at a variety of housing densities. Local jurisdictions are also encouraged to preserve existing housing resources in their communities, and to provide an adequate supply of housing with good access to employment centers to support job creation and economic growth. (WAC 365.196.410)

VISION 2040 2050 also takes a comprehensive approach to addressing the range of housing needs. Housing is addressed throughout GMA requirements and Vision policies are reflected in the Countywide Planning Policies. See box on right for specific references.

Jobs-Housing Balance:

Jobs-housing balance refers to relationship of housing supply and the job base. There are transportation implications in terms of improving accessibility between where jobs are located and where people live, as well as access to goods, services and other amenities. Policies in Element C: Centers of Growth, Element F: Contiguous, Compatible and Orderly Development, and Element J: Countywide Economic Development are all part of the County’s overall approach to jobs-housing balance.

Countywide Planning Policies Addressing Jobs-Housing Balance:	
C:2/ C:4	Centers as areas of a mix of business, commercial and residential uses
F:4 e	Mixed used development
J:1 b	Employment for diverse segments of the community
J:1 e	Economic Prosperity and increased job opportunities
J:2	Promoting development of designed industrial and commercial areas
J:3	Monitoring land supply

Best Practices in Housing:

The County and the Cities recognize the value of housing practices that preserve existing neighborhoods and communities, use land more efficiently, make services more economical, and meet the diverse needs of our county’s changing demographics. The Community Design and Development Policies in Element F: Contiguous, Compatible and Orderly Development address key innovative practices and design principles for development and housing.

Affordable Housing:

Housing affordability refers to the balance (or imbalance) between household income and housing costs. Affordable housing is a major challenge in Kitsap County.

The following definitions relate to the Countywide Planning Policies: **Housing** shall mean housing intended for a full range of household incomes. These income levels are defined as follows (WAC 365.196.410 [2]-e-i-C):

- **Extremely low-income** shall mean those households that have incomes that are at or below 30% of the countywide median income.
- **Very low-income** shall mean those households that have incomes that are within the range of 31 - 50% of the countywide median income .
- **Low-income** shall mean those households that have incomes that are within the range of 51 - 80% of the countywide median income.
- **Moderate-income** shall mean those households that have incomes that are within the

- range 81-95% of the countywide median income.
- **Middle-income** shall mean those households that have incomes that are within the range of 96-120% of the countywide median income.
- **Upper-income** shall mean those households that have incomes above 120% of the countywide median income

Policies for Affordable Housing (AH):

1. AH-1 Coordinated process among County, Cities, and housing agencies for determining and fulfilling housing needs, and the equitable distribution of affordable housing at all income levels in Kitsap County:
 - a. The County and the Cities ~~should~~ shall inventory the existing housing stock consistent with the Growth Management Act synchronized with County and Cities’ respective Comprehensive Plan updates, and correlate with current population and economic conditions, past trends, and ~~ten-year~~ population and employment forecasts, ~~to determine~~ Short and long-range housing needs, including rental and home ownership should also be evaluated. Navy personnel housing policy should also be considered.
 - b. Local housing inventories, projections, and equitable distribution strategies should be compiled, updated, and monitored ~~under the coordination of the Kitsap Regional Coordinating Council to identify countywide conditions and projected needs.~~
 - ~~c. Sufficient land supply for housing including various housing types shall be identified and monitored through regular updates to the countywide Buildable Lands Analysis [see Element B-1 Land Utilization and Monitoring Programs].~~
 - d. The County and the Cities should each identify specific policies and implementation strategies in their Comprehensive Plans and should enact implementing regulations to provide a mix of housing types ~~and costs to achieve identified goals~~ for housing at all income levels, including easy access to employment centers.
 - e. The County and the Cities shall incorporate a regular review of public health, safety, and development and environmental regulations pertaining to housing implementation strategies to assure that:
 - i. protection of the public health and safety remains the primary purpose for housing standards
 - ii. regulations are streamlined and flexible to minimize additional costs to housing.
2. AH-2 Recognizing that the ~~market place~~ marketplace makes adequate provision for those in the upper economic brackets, each jurisdiction should develop some combination of appropriately zoned land, regulatory incentives, financial subsidies, and/or innovative planning techniques to make adequate provisions for the needs of middle and lower income persons.
 - a. Where possible, expand areas zoned for moderate density (“missing middle”) housing to bridge the gap between single-family and more intensive multifamily development.
3. AH-3 Recognizing the percentage share of the existing and forecasted countywide population and housing stock, as well as the distribution of existing housing for those households below ~~120~~ 80% countywide median income, the County and the Cities should develop coordinated

strategies to disperse projected housing for those below ~~420~~ 80% countywide median income throughout Kitsap County, where they are specifically found to be appropriate, in consideration of existing development patterns and densities. These strategies should promote the development of such housing in a dispersed pattern so as not to concentrate or geographically isolate low-income housing in a specific area or community.

4. AH-4 Provision of affordable housing for households below ~~420~~ 80% countywide median income should be focused within cities and unincorporated UGAs with easy access to transportation, employment, high opportunity areas, and other services. include:
 - ~~a. Housing options located throughout Kitsap County in Urban Growth Areas and Rural Communities, as defined in Element D (2 a), in a manner to provide easy access to transportation, employment, and other services.~~
 - ~~i. Designated Centers should include such housing options.~~
 - ~~ii. Rural self-help housing programs should be encouraged first in UGA's and Rural Communities and then allowed in other appropriate areas as defined by the U.S. Department of Agriculture.~~
 - b. Local comprehensive plan policies and development regulations that encourage and do not exclude such affordable housing.
 - c. Housing strategies ~~that~~ may include:
 - i. preservation, rehabilitation and redevelopment of existing neighborhoods as appropriate, including programs to rehabilitate and/or energy retro-fit substandard housing.
 - ii. provision for a range of housing types such as multi-family, single family, duplexes, accessory dwelling units, ~~cooperative housing~~, and manufactured housing on individual lots and in manufactured housing parks.
 - iii. housing design and siting compatible with surrounding neighborhoods.
 - iv. mechanisms to help people purchase their own housing, such as low interest loan programs, "self-help" housing, and consumer education.
 - v. innovative regulatory strategies that provide incentives for the development of such housing, such as: reducing housing cost by subsidizing utility hook-up fees and rates, impact fees, and permit processing fees; density incentives; smaller lot sizes; zero lot line designs; inclusionary zoning techniques, such as requiring housing for specified income levels in new residential developments; transfers of development rights and/or a priority permit review and approval process and/or other provisions as appropriate.
 - d. Housing policies and programs that address the provision of diverse housing opportunities to accommodate people experiencing the homelessness, the elderly older people, people who need physically or mentally-challenged behavioral health supports, and other segments of the population that have special needs.
 - e. Participation with housing authorities to facilitate the production of such housing. The County and the Cities shall also recognize and support other public and private not-for-profit housing agencies. Supporting housing agencies is encouraged through public land

donations, guarantees, suitable design standards, tax incentives, fee waivers, providing access to funding sources and support for funding applications, or other provisions as appropriate.

5. AH-5 The County and the Cities shall collaborate with PSRC to evaluate availability of appropriate housing types to serve future residents and changing demographics.

AH-6 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.

Element J. Countywide Economic Development (ED)

Growth Management Act requires that general economic development policies be identified in the Countywide Planning Policies. Consistent with the goals of the Act, economic development planning must be coordinated with local comprehensive plans. The intent of the following policies is to encourage coordinated economic growth among all jurisdictions in Kitsap County and to add predictability and certainty to the private investment decision.

Policies for Countywide Economic Development (ED):

1. ED-1 A general strategy for enhancing economic development and employment:
 - a. The County and the Cities recognize that a healthy economy is important to the health of residents and quality of life in the county. Economic development strategies should ~~be~~ balanced address with environmental concerns, promote equity and access to opportunity, minimize displacement impacts to existing businesses, recognize the importance of existing and emerging technologies, and protect the quality of life.
 - b. A healthy economy provides a spectrum of jobs including entry-level, living wage, and advanced wage earner employment that, raises family income levels and provides opportunities for diverse segments of the community.
 - c. The County and the Cities recognize that the economy in Kitsap County is very dependent on the U.S. Navy and diversification is necessary. Diversification should be promoted through a multi-faceted strategy that includes broadening the customer bases of existing contracting industries, expanding the number of local businesses that benefit from defense contracting, and building the base of business activity that is not directly connected to the Department of Defense.
 - d. The County and the Cities shall collaborate with ports, tribes, and other special districts to encourage economic growth and diversification that is consistent with comprehensive plans and policies for land use, transportation, public transit, regional water supply, capital facilities, urban governmental services and environmental quality.
 - e. Local governments are encouraged to utilize the Kitsap Economic Development Alliance (KEDA) as a resource to provide advice on economic development needs, the potential for retaining and expanding existing industries, including the U.S. Dept. of Defense, and attracting new industries, especially those that would improve wage and salary levels, increase the variety of job opportunities, and utilize the resident labor force.
 - f. The County and the Cities should cooperate / participate with the Puget Sound Regional Council's economic initiatives, including focus on identified industry clusters and clean industry and with the KEDA's adopted plan, Kitsap 20/20: A Strategy for Sustainable Economic Prosperity.
 - g. The County and the Cities recognize that widespread access to broadband capability will enhance economic development in Kitsap County. Local governments are encouraged to collaborate with the KEDA to promote the expansion of telecommunications in Kitsap County and to coordinate telecommunications policy with regional and federal agencies, including public utility districts, Bonneville Power Administration, regional transportation planning organizations, and neighboring counties.

- h. Investments in our people, in particular, efforts of local educational institutions to provide, improve and expand vocational and post-secondary education programs, should be supported to assure a highly skilled, technically trained resident work force. Educational and training programs should be accessible to all and focus on skills that meet the current and forecast needs of the local, regional, and global economy.
2. ED-2 The role of government agencies in assuring coordinated, consistent efforts to promote economic vitality and equity throughout Kitsap County:
- a. The County and the Cities shall promote Urban Growth Areas and existing industrial sites as centers for employment.
 - b. The County and the Cities shall encourage the full utilization/development of designated industrial and commercial areas. The County and the Cities shall promote revitalization within existing developed industrial and commercial areas to take advantage of the significant investments in existing buildings and infrastructure.
 - c. The County and the Cities shall cooperate with tribes, ports, and other special districts, ~~and all economic development interests~~ to identify the capital facility needs to support economic development and should identify necessary funding sources.
 - d. The County and the Cities shall collaborate with tribes, ports, and other special districts to identify innovative development methods such as public and private partnerships and community development assistance financing to increase economic vitality.
 - e. ~~The County and the Cities shall collaborate with the KEDA and the Ports to establish a common method to monitor the supply of designated commercial and industrial sites and to ensure adequate land supply for the expansion of existing enterprises and the establishment of new economic enterprises. The monitoring method shall indicate environmental constraints, infrastructure availability and capacity, and shall use the Kitsap County Geographic Information System and Land Capacity Analysis as a regional database for this information.~~
 - f. ~~The County and the Cities shall establish common infrastructure policy and standards, including telecommunications infrastructure.~~
 - g. The County, Cities and KEDA shall collaborate to identify opportunities that favor local suppliers for goods and services.
3. ED-3 The Kitsap Regional Coordinating Council shall coordinate the development of land supply monitoring methods, common infrastructure policy and standards, and other strategies among the County, the Cities, Tribes, Ports, and other special districts to encourage economic development in Kitsap County:
- a. The County and the Cities shall each establish and monitor a development review process that is timely, predictable, efficient, fair, and consistent.
 - b. Where more than one jurisdiction is involved in planning and permitting a business development, the jurisdictions shall work collaboratively to provide consistent development regulations and permitting.
 - c. The County and the Cities shall encourage small business enterprises and cottage industries,

and women- and minority-owned businesses, and allow appropriate and traditional home occupations as permitted by local regulations.

ED-4. Foster appropriate and targeted economic growth in distressed areas with low and very low access to opportunity to improve access and create economic opportunity for current and future residents of these areas.

Element K. An Analysis of the Fiscal Impact (FI)

~~In order to~~ To preserve and maintain the community's quality of life and level of government services, jurisdictions are expected to fully evaluate their financial capacity to provide the full range of urban services (as described in Element B – 3[j]) within designated Urban Growth Areas. The policies in this chapter are focused on the identification of opportunities for coordination which would have a positive fiscal impact, especially for infrastructure projects and service delivery.

Policies for Analysis of Fiscal Impact (FI):

1. FI-1 The Countywide Planning Policies recognize three opportunities for jurisdictions to consider and plan for urban-level infrastructure and services:
 - a. During each jurisdiction's comprehensive plan amendments, through the Capital Facilities Plan, including sub-area plans, Urban Growth Area boundary changes, incorporations, partial dis-incorporations, proposed new fully contained communities and master planned resorts.
 - b. At the point where a jurisdiction is comparing and analyzing geographic areas for possible expansion of its Urban Growth Area (as described in Element B – 3[j]).
 - c. As part of the development of the Urban Growth Area Management Agreement (see Element B-4 [d] and Appendix C).

These analyses and plans should identify infrastructure and service costs as well as the anticipated revenues, including their sources, to support them. As part of these considerations, jurisdictions should review their financial analyses and plans to confirm their assumptions are achieving the desired effects.

2. FI-2 Special districts should be included in planning for the provision of urban level services in Urban Growth Areas and should include future population growth in their plans.
3. FI-3 The Kitsap Regional Coordinating Council shall facilitate on-going regional discussion of infrastructure and service delivery strategies (see Element F-1 [c]) and revenue equity issues (see Element F-3 [c]).

Element L. Coordination with Tribal Governments (CT)

The Suquamish Tribe, the Port Gamble S'Klallam Tribe, and other federally recognized Indian tribes have reservations and/or trust resources within Kitsap County, Washington. These tribes are parties to treaties with the United States Government through which certain rights and privileges both on and off reservation were articulated and remain in effect. These tribes have authorities, responsibilities, interests and treaty rights within their respective reservation boundaries and Usual and Accustomed Areas. Since future growth and land use decisions in Kitsap County affect all governmental entities, governmental agencies must be well informed and continuously involved in regional and local planning.

Policies for Coordination with Tribal Governments (CT):

- 1- CT-1 Meaningful and substantial opportunities for early and continuous tribal government participation shall be incorporated into regional and local planning activities.
- 2- CT-2 Local jurisdictions should work with the tribes to develop agreements that provide for discussion on comprehensive planning issues among governments and ensure that the tribes are consulted on issues within their interest. The parties will jointly determine the appropriate contents of the agreements and a schedule for completing them.
- 3- CT-3 Tribal governments, federal agencies, and county and local governments are encouraged to coordinate plans among and between governments and agencies to address substantive areas of mutual interest especially where geographical areas overlay and promote complementary and cooperative efforts.
- 4- CT-4 City and County governments are encouraged to include Tribal governments in joint comprehensive planning and development activities for areas within the Tribes' Usual and Accustomed areas. Activities include but are not limited to the establishment and revision of urban growth boundaries, distribution of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural and/or cultural resources.
- 5- CT-5 All County, City, and Tribal government agencies shall be included in the normal public notice and comment procedures of other agencies and kept informed of matters of interest to them.
- 6- CT-6 The County, the Cities, and Tribal governmental agencies are encouraged to keep one another informed about matters of local and regional interest by mutually agreeable means and schedule.

Element M. Coordination with Federal Government including Navy (CF)

The federal government has unique authorities, responsibilities, interests affecting land use and other activities. Military installations are of particular importance to the economic health of Washington State, as well as to national security. Since the impacts of future growth and development in Kitsap County affect all governmental entities, governmental agencies must be well informed and continuously involved in regional and local planning. The policies in this element implement these important goals.

Policies for Coordination with Federal Government (CF):

1. CF-1 Meaningful and substantial opportunities for early and continuous federal government participation shall be incorporated into regional and local planning activities.
2. CF-2 It is recognized that constitutional and statutory provisions may constrain federal government agencies from entering into local agreements and processes. However, when possible, the County, the Cities, and federal governments should establish intergovernmental cooperative agreements promoting coordination and involvement in activities that are of mutual interest.
3. CF-3 Federal agencies and county and local governments are encouraged to coordinate plans among and between governments and agencies to make plans as consistent and compatible as possible for properties over which they have authority or activities they authorize and the adjacent areas affected.
4. CF-4 Federal government agencies are encouraged to participate in City, County, and joint comprehensive planning and development activities that may affect them, including the establishment and revision of urban growth areas encompassing, adjacent to or within federally-owned lands; distribution of forecasted population; regional transportation, capital facility, housing and utility plans; and policies that may affect natural and/or cultural resources of interest.
5. CF-5 The following policies relate to promoting coordination among the Cities, County, and the federal government including the Navy:
 - a. All jurisdictions should promote planning that considers the impact of new growth to avoid the potential for encroachment on military readiness activities as described below when developing zoning ordinances or designating land uses affecting military facilities. Each jurisdiction and the Navy should coordinate to identify the types of development and areas of interest to the Navy, method of notice, and opportunities for comment.
 - b. "Military readiness activities" mean all of the following:
 - i. Training, support, and operations that prepare the men and women of the military and Naval ships and submarines for combat.
 - ii. Operation, maintenance, and security of any military installation.
 - iii. Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.
 - c. "Impacts" include but are not limited to:
 - i. Aircraft, boat, and rail traffic.
 - ii. Incompatible adjacent land uses.

- d. Through the Kitsap Regional Coordinating Council, jurisdictions should monitor issues that arise in implementing these policies, and should identify areas for improved coordination.
- 6. CF-6 All County, City, and federal governmental agencies shall be included in the normal public notice and comment procedures of other agencies and kept informed of matters of interest to them. (RCW 36.70A.530)
- 7. CF-7 The County, the Cities, and federal governmental agencies are encouraged to keep one another informed of matters of local and regional interest by mutually agreeable means and schedule.

Element N. Roles and Responsibilities (RR)

The County, Cities, Tribal governments, and special districts are all involved in planning activities related to their statutory authority and responsibility. In addition to the responsibilities defined in previous countywide planning policies, this section further clarifies the planning roles and responsibilities of the Kitsap Regional Coordinating Council and member agencies.

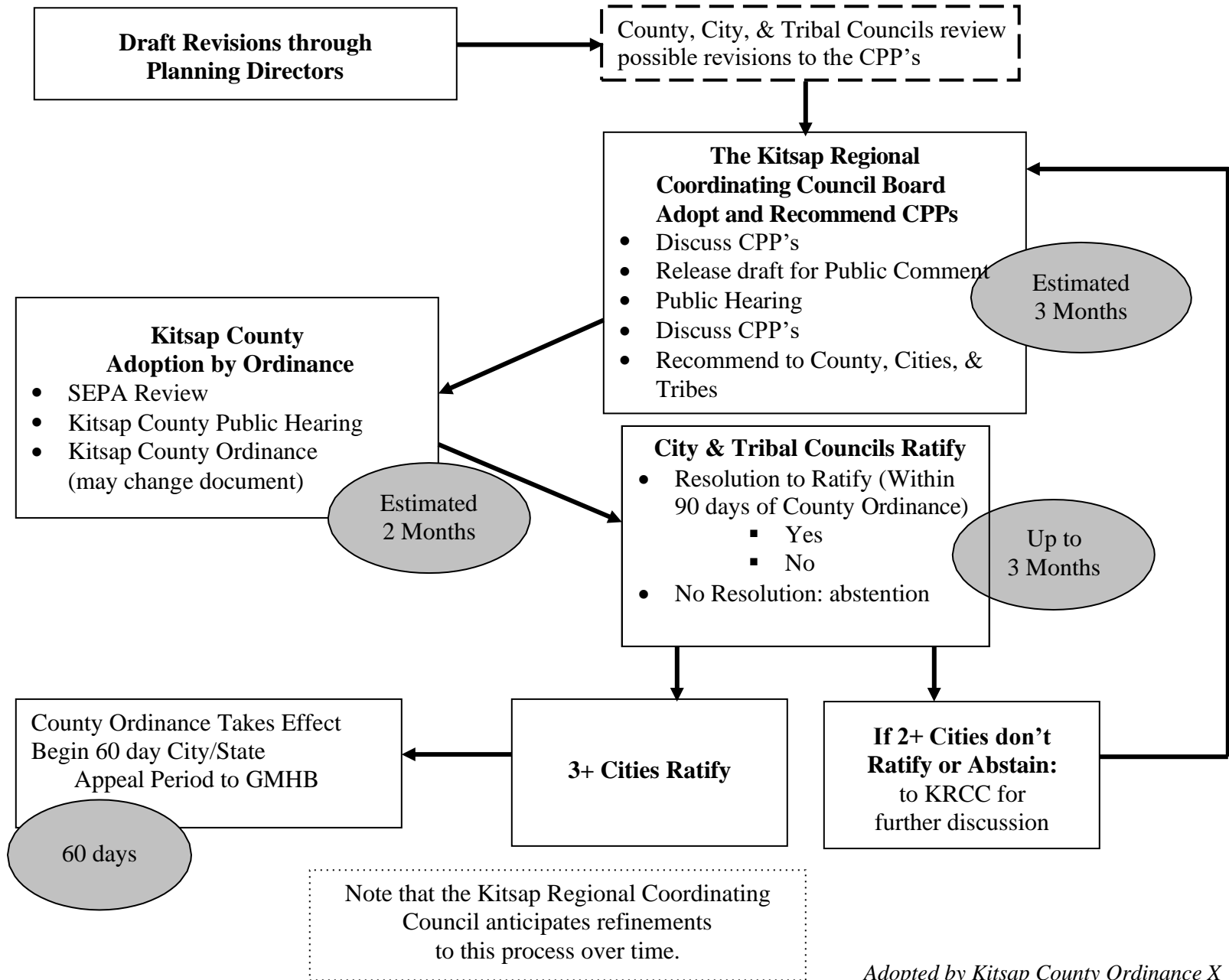
Policies for Roles and Responsibilities (RR):

4. 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 also provides a voice for all jurisdictions and opportunity for citizens and stakeholders to provide input to planning policies to be applied countywide. The interlocal agreement adopted by the County, the Cities and the Tribal governments declared that the Kitsap Regional Coordinating Council is necessary to maintain a regular intergovernmental communication network for all local and tribal governments within the county, facilitate compliance with the coordination and consistency requirements of the Growth Management Act, provide an effective vehicle to resolve conflict among and/or between jurisdictions with respect to urban growth boundaries or comprehensive plan consistency, and to build consensus on planning solutions for countywide growth management issues. The Kitsap Regional Coordinating Council shall:
 - a. Submit agreed-upon recommendations on behalf of member jurisdictions to multi-county regional agencies and State government on proposed changes to multi-county regional plans, State plans, and laws.
 - b. Provide a forum, as necessary, for achieving coordination in the development of local plans and resolving planning and plan implementation issues that are common among jurisdictions.
 - 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 to amicably work together and resolve differences when they occur on important issues impacting Kitsap County. ~~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.~~
 - e. Promote coordination of educational programs and the dissemination of planning-related information of regional interest.
 - 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.
 - g. Apply for grants and administer contracts relative to regional tasks and plans.

- h. Conduct the region-wide growth management planning consistent with these policies.
 - i. Initiate and coordinate the development of other regional planning policies and implementation mechanisms that may improve the effectiveness of the comprehensive planning process.
 - j. Define and implement procedures that assure opportunities for early and continuous public involvement in policy discussions facilitated by the Kitsap Regional Coordinating Council.
2. RR-2 KITSAP COUNTY is the regional government within the county boundaries providing various services within unincorporated and incorporated areas as required and specified by law and by legal agreements. Kitsap County shall:
- a. Be responsible for the development, adoption and implementation of comprehensive plans and development regulations and the processing of land use permits for the unincorporated portions of the county.
 - b. Be responsible for coordinating water quality planning in multi-jurisdictional watersheds and for other environmental planning activities as agreed to by all affected and interested jurisdictions.
 - c. Be responsible for coordinating the response on the listing for the federal Endangered Species Act in multi-jurisdictional watersheds as agreed by all affected and interested jurisdictions.
 - d. Be responsible for being a regional sewer provider to the unincorporated areas of Kitsap County as needed to improve water quality consistent with levels of service outlined in the County Comprehensive Plan.
 - e. Maintain a geographic information system to serve as a regional planning data base.
 - f. Execute Urban Growth Area Management Agreements with each city to address joint issues identified in the Countywide Planning Policies and other matters agreed to be of mutual interest.
 - g. Define and implement procedures that assure opportunities for early and continuous public involvement throughout short and long range planning projects.
3. RR-3 Cities within Kitsap County provide a variety of services primarily to residents within their respective municipal boundaries. Cities shall:
- a. Provide urban governmental services as identified in the Growth Management Act (Chapter 36.70A RCW) and adopted urban growth management agreements.
 - b. Be responsible for the development, adoption and implementation of comprehensive plans and development regulations and the processing of land use permits within the incorporated portion of the respective city.
 - c. Participate with other agencies in multi-jurisdictional planning activities including but not limited to environmental planning, e.g. water quality planning and coordinating the response on the listing for the Federal Endangered Species Act in multi-jurisdictional watersheds transportation planning, and growth management strategies.

- d. Execute a separate Urban Growth Area Management Agreement with Kitsap County to address joint issues identified in the Countywide Planning Policies and other matters agreed to be of mutual interest.
 - e. Define and implement procedures that assure opportunities for early and continuous public involvement throughout short and long range planning projects.
4. RR-4 SPECIAL DISTRICTS are governmental subdivisions of the county that are usually established to provide a defined scope of services. Special districts shall:
- a. Be responsible for service provision, capital facility planning and other activities as authorized by law and legal agreements.
 - b. Coordinate capital planning and implementation strategies with local governments to assure consistency with comprehensive plan policies, the Countywide Planning Policies, and the WA State Growth Management Act;
 - c. Participate in service provision identification required in each urban growth management agreement;
 - d. Coordinate with other agencies as appropriate in multi-jurisdictional planning activities;
 - e. Provide technical assistance as appropriate to assist local governments in comprehensive plan development, adoption and implementation;
 - f. Encourage cooperative agreements and consolidate when possible, to formalize participation in local and regional processes;
 - g. Define and implement procedures that assure opportunities for early and continuous public involvement throughout short and long range planning projects.
 - h. Site and size facilities consistent with local plans.
5. RR-5 The County and Cities shall coordinate with the County Department of Emergency Management to ensure the integrity of the National Incident Management system and coordinated response in the event of disasters and other emergencies.

**Appendix A:
Kitsap Countywide Planning Policy Ratification Process**



*Adopted by Kitsap County Ordinance X
X, 2021*

Appendix B-1: Population Distribution Through 2036

Jurisdiction	Census	Population	2036
	2010 ¹	Growth ²	Targets ³
City of Bremerton	37,729	14,288	52,017
Bremerton UGA	9,082	4,013	13,095
Total Bremerton	46,811	18,301	65,112
City of Bain bridge Island	23,025	5,635	28,660
City of Port Orchard	12,323	8,235	20,558
Port Orchard UGA	15,044	6,235	21,279
Total Port Orchard	27,367	14,470	41,837
City of Poulsbo	9,222	1,330	10,552
Poulsbo UGA	478	3,778	4,256
Total Poulsbo	9,700	5,108	14,808
Central Kitsap UGA	22,712	11,220	<u>30,476</u>
		6,764	29,476
Silverdale UGA	<u>11,220</u>		<u>23,335</u>
	15,556	8,779	24,335
Kingston UGA	2,074	2,932	5,006
UGA (Includes Cities) Total	<u>145,434</u>	67,700	209,234
	147,245	61,989	
Rural Non-UGA	<u>102,077</u>	<u>10,000</u>	122,337
	103,888	18,449	
Total County	251,133	80,438	331,571

¹ 2010 Census data reflects incorporated city and UGA boundaries as of August 31, 2012

² Population growth reflects new residents through the 2035 planning horizon

³ Changes in City or UGA boundaries during the planning horizon may affect the population distributions. This table may be updated periodically to reflect such changes. These updates do not constitute policy changes to the CPP's and will not require adoption and ratification by member agencies.

Appendix B-1 reflects three adjustments to Adopted Appendix B:

- (1) Scriveners error: Census 2010 (Silverdale UGA, Total UGA, and Rural Non-UGA)
- (2) Shift in Population Growth of 1,000 from Central Kitsap UGA to Silverdale UGA
See attached White Paper for analysis
- (3) Extension of Planning Horizon from 2035-2036, reflecting WA Dept. of Commerce instruction re: definition of planning horizon

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Kitsap Regional Coordinating Council

Chair
Commissioner Robert Gelder
Kitsap County

Vice-Chair
Mayor Anne Blair
City of Bainbridge Island

Commissioner Charlotte Garrido
Commissioner Ed Wolfe
Kitsap County

Mayor Pally Lent
Council Member Leslie Daus
Council Member Greg Wheeler
Council Member Dino Davis •
City of Bremerton

Council Member Wayne Roth
Council Member Sieve Bonkowski •
City of Bainbridge Island

Mayor Tim Matthes
Council Member Bek
Ashby
Council Member Jeff Cartwright*
City of Port Orchard

Mayor Becky Erickson
Council Member Ed Stern •
City of Poulsbo

Council Chair Leonard Forsman
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Suquamish/J Tribe'''

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Port Gamble S'klallam/am
Tribe'''

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Commissioner Larry Stokes •
Port of Bremerton

Captain Tom Zwolfer
Silvia Klalman, PAO'
Naval Base Kitsap''

Executive Director John Clauson
Kitsap Transit •''

Mary McClure
Executive Management
McClure Consulting LLC

' Alternate
'' Ex Officio Member
''' Associate Member

Executive Committee

P.O. Box 1934
Kingston, WA 98346
360-377-4900 (voice)
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www.kitsapregionalcouncil.org

Countywide Planning Policy: Appendix 8B-2

Kitsap Countywide Employment Targets: 2010- **2036**

Originally Adopted by Resolution (No.2014-01),
by the KRCC Executive Board: July 22, 2014

Countywide Employment/ Population Ratio: 2.65

	Growth Allocation:		Sector Share Summary	
	2010- Total Job Growth	2036 Percent Job Growth	Commercial Job Growth	Industrial Job Growth
Bremerton City	18,003	39%	13,493	4,509
Bremerton UGA	1,385	3%	962	422
Bainbridge Island	2,808	6.1%	1,984	823
Port Orchard City	3,132	6.8%	2,571	560
Port Orchard UGA	1,846	4%	1,712	134
Poulsbo City	4,155	9%	3,607	548
Poulsbo UGA	46	0.1%	44	2
Central Kitsap UGA	1,200	2.6%	1,030	171
Silverdale UGA	9,106	19.7%	6,679	2,427
Kingston UGA	600	1.3%	437	163
Urban UGA (includes Cities)	42,281	91.6%	32,521	9,760
Rural Non-UGA	3,877	8.4%	2,817	1,060
Total County	46,158	100%	35,338	10,820

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X, 2021

Appendix C: Centers of Growth ALL NEW (table not underlined for ease of review)

Reference document: March 22, 2018 PSRC Regional Centers Framework Update

https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Table C-1: Regional Growth Centers*

Regional Growth Centers	
Description	<i>Regional Growth Centers</i> are locations of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. Centers receive a significant share of the region’s population and employment growth compared with other parts of the urban areas while providing improved access and mobility – especially for walking, biking, and transit.
Types	<p><i>Metro Growth Center:</i> These Centers have a primary regional role, with dense existing housing and jobs, transit service and are planning for significant growth and will continue to serve as major transit hubs for the region. These Centers also provide regional services and serve as major civic and cultural centers.</p> <p><i>Urban Growth Center:</i> These Centers have an important regional role, with dense existing jobs and housing, transit service and planning for significant growth. These Centers may represent areas where major investments – such as high-capacity transit – offer new opportunities for growth.</p>
Location	New Regional Growth Centers should be located within a city and unincorporated urban growth area under certain circumstances.
Designation	<ul style="list-style-type: none"> • KRCC designates as candidate in Appendix D. • PSRC designates; must meet PSRC criteria and designation procedures.
Prioritization	<ul style="list-style-type: none"> • Completion of a center plan (subarea plan, plan element or functional equivalent that provides detailed planning or analysis) that meets PSRC guidance prior to designation. • Environmental review that demonstrates the center area is appropriate for dense development. • Assessment of housing need and documentation to provide housing choices affordable to a full range of incomes and strategies.
Density	<ul style="list-style-type: none"> • Urban Growth Center <ul style="list-style-type: none"> ○ Existing density of 18 activity units per acre minimum ○ Planned target density of 45 activity units per acre minimum • Metro Growth Center <ul style="list-style-type: none"> ○ Existing density of 30 activity units per acre minimum ○ Planned target density of 85 activity units per acre minimum
Other Requirements	<ul style="list-style-type: none"> • Local Commitment: Evidence the RGC is a local priority and sustained commitment to local investment in creating a walkable, livable center is demonstrated. • Mix of Uses: Goal for a minimum mix of at least 15% planned

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X, 2021

	<p>residential and employment activity in the RGC.</p> <ul style="list-style-type: none"> • Market Potential: Evidence of future market potential to support planned target. • Role: Evidence of regional role for RGC, i.e., serves as important destination for the county, city center of metropolitan cities, other large and fast-growing centers. • Jurisdiction is planning to accommodate significant residential and employment growth under PSRC Regional Growth Strategy. • Bicycle and pedestrian infrastructure, amenities and a street pattern that supports walkability.
Size and Configuration	<ul style="list-style-type: none"> • Urban Growth Centers: <ul style="list-style-type: none"> ○ 200 acres minimum and 640 acres maximum (may be larger under specific circumstances) • Metro Growth Centers: <ul style="list-style-type: none"> ○ 320 acres minimum and 640 acres maximum (may be larger under specific circumstances) • Nodal with a generally round or square shape, avoiding linear or gerrymandered shapes that are not readily walkable or connected by transit.
Transit**	<ul style="list-style-type: none"> • Urban Growth Centers: <ul style="list-style-type: none"> ○ Existing or planned fixed route bus, regional bus, Bus Rapid Transit, or other frequent and all-day bus service. ○ May substitute high-capacity transit mode for fixed route bus. • Metro Growth Centers: <ul style="list-style-type: none"> ○ Existing or planned light rail, commuter rail, ferry or other high-capacity transit with similar service quality as light rail. ○ Evidence the area serves as major transit hub and has high quality/high capacity existing or planned service.

* All criteria is as set forth in PSRC 2018 Regional Growth Framework Update; no additional criteria established in Table C-1. See PSRC information on Regional Growth Centers:
<https://www.psrc.org/sites/default/files/centersdesignationprocedures.pdf>
<https://www.psrc.org/sites/default/files/centerschecklist.pdf>;
https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

** Transit for RGCs has specific criteria as outlined in the 2018 Regional Growth Framework Update; please refer to Framework for specific transit criteria.

Table C-2: Manufacturing/Industrial Centers (MIC)*

Manufacturing/Industrial Centers	
Description	<i>Manufacturing/Industrial Centers</i> preserve lands for family-wage jobs in basic industries and trade and provide areas where employment may grow in the future. Manufacturing/Industrial Centers form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue and offers higher than average wages.

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X, 2021

Types	<p>Industrial Employment Center: These Centers are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The intent of this designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to grow industrial employment in these Centers were possible. Jurisdictions and transit agencies should aim to serve with transit.</p> <p>Industrial Growth Center: These regional clusters of industrial lands have significant value to the region and potential for job growth. These large areas of industrial land serve the region with international employers, industrial infrastructure, concentrations of industrial jobs, and evidence of long-term potential. The intent of this designation is to continue growth of industrial employment and preserve the region’s industrial land base for long-term growth and retention. Jurisdictions and transit agencies should aim to serve with public transit.</p>
Location	Manufacturing/Industrial centers should be located within a city with few exceptions.
Designation	<ul style="list-style-type: none"> • KRCC designates as candidate in Appendix D. • PSRC designates; must meet PSRC criteria and designation procedures.
Prioritization	<ul style="list-style-type: none"> • Completion of a center plan (subarea plan, plan element or functional equivalent that provides detailed planning or analysis) that meets PSRC guidance prior to designation. Where applicable, the plan should be developed in consultation with public ports and other affected governmental entities. • Environmental review that the area is appropriate for development.
Criteria	<ul style="list-style-type: none"> • Industrial Employment Center <ul style="list-style-type: none"> ○ 10,000 minimum existing jobs ○ 20,000 minimum planned jobs ○ Minimum 50% industrial employment ○ Presence of irreplaceable industrial infrastructure ○ Minimum 75% of land area zoned for core industrial uses • Industrial Growth Center <ul style="list-style-type: none"> ○ Minimum size of 2,000 acres ○ 4,000 minimum existing jobs ○ 10,000 minimum planned jobs ○ Minimum 50% industrial employment ○ Minimum 75% of land area zoned for core industrial uses
Other Requirements	<ul style="list-style-type: none"> • Local Commitment: Evidence the MIC is a local priority and has sustained commitment overtime to investments in infrastructure and transportation, and sustainability of industrial uses. • Industrial retention strategies are in place. • Serves a regional role for employment.
Transit	<ul style="list-style-type: none"> • If MIC is in a transit service district, availability of existing or

	<p>planned frequent, local, express or flexible transit service.</p> <ul style="list-style-type: none"> • If MIC is outside of a transit service district, documented strategies to reduce commute impacts through transportation demand management strategies consistent with Regional Transportation Plan Appendix F (Regional TDM Action Plan).
Existing Conditions	Adequate infrastructure and utilities to support growth, access to relevant transportation infrastructure, documentation of economic impact, and justification of size and shape of center.

* All criteria is as set forth in PSRC 2018 Regional Growth Framework Update; no additional criteria established in Table C-2. See PSRC information on Manufacturing/Industrial Centers:
<https://www.psrc.org/sites/default/files/centersdesignationprocedures.pdf>
<https://www.psrc.org/sites/default/files/centerschecklist.pdf>
https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Table C-3: Countywide Growth Centers

Countywide Growth Centers	
Description	<i>Countywide Growth Centers</i> serve important roles as places for concentrating jobs, housing, shopping, and recreation opportunities. These are areas linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.
Identification	<ul style="list-style-type: none"> • Identified as a Countywide Growth Center in the local comprehensive plan. • Identified in Kitsap County Countywide Planning Policies Appendix D.
Prioritization	<ul style="list-style-type: none"> • Subarea plan may be developed for the Center. • <i>If a subarea plan is not prepared, policies and infrastructure analysis shall be incorporated into the local comprehensive plan.*</i>
Existing Conditions	<p>At the time of identification, the center shall have:</p> <ul style="list-style-type: none"> • An existing activity unit (AU) density of 10 AU/acre. • Located within a city or unincorporated urban growth area. • An existing planning and zoning designation for a mix of uses of 20% residential and 20% employment. • A capacity and planning for additional growth.
Size and Configuration	<ul style="list-style-type: none"> • 160 acres minimum and 500 acres maximum. <ul style="list-style-type: none"> ○ <i>A smaller sized Countywide Growth Center may be approved if the jurisdiction demonstrates within its comprehensive plan or subarea plan: *</i> <ul style="list-style-type: none"> ▪ <i>Meets all other criteria (i.e., activity units, mix of uses, capacity for additional growth); and</i> ▪ <i>The Center is within a walkshed with pedestrian connectivity that lacks barriers, and is approximate ½ mile wide and long; or</i> ▪ <i>The Center encompasses area(s) that fall within a ¼ mile radii from an existing or planned transit service; or</i> ▪ <i>The Center encompasses area(s) that fall within a</i>

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X, 2021

	<p><i>1/2 mile radii from an existing or planned ferry terminal.</i></p> <ul style="list-style-type: none"> Recommended centers are generally round or square, although other configurations are acceptable if overall the center configuration supports the planned growth and are walkable and/or connected by transit.
Multimodal Considerations	<ul style="list-style-type: none"> Served by multi-modal transportation, including: <ul style="list-style-type: none"> Transit service, <i>including ferries (foot and vehicle) *</i> Pedestrian infrastructure Street pattern that supports walkability Bicycle infrastructure and amenities
Other Requirements	<ul style="list-style-type: none"> <i>Activity Units means the sum of population and jobs units per gross acre, as defined by PSRC; calculation of activity units shall be completed by PSRC or other acceptable methodology proposed by the jurisdiction. *</i>

*Table X-3 Countywide Centers of Growth criteria is as set forth in PSRC 2018 Regional Growth Framework Update; criteria identified with an * and in italics is additional criteria specific to Kitsap CPP Appendix C.

https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Table C-4 Countywide Industrial Centers*

Countywide Industrial Centers	
Description	<i>Countywide Industrial Centers</i> serve as important local industrial areas that support living wage jobs and serve a key role in the county's manufacturing/industrial economy.
Identification	<ul style="list-style-type: none"> Identified as a Countywide Growth Center in the local comprehensive plan. Identified in Kitsap County Countywide Planning Policies Appendix D.
Prioritization	<ul style="list-style-type: none"> Subarea plan may be developed for the Center. If a subarea plan is not prepared, policies and infrastructure analysis, including identification of investment priority of the Center, shall be incorporated into the local comprehensive plan.
Existing Conditions	<p>At the time of identification, the Center shall have:</p> <ul style="list-style-type: none"> A minimum of 1,000 existing jobs, and/or a minimum of 500 acres of industrial zoning. Defined transportation demand management strategies in place. At least 75% of the center zoned for core industrial uses. Existing capacity and planning for additional employment growth.
Other Requirements	<p>The Center shall:</p> <ul style="list-style-type: none"> Have industrial retention strategies in place. Play an important county role and concentration of industrial land or jobs with evidence of long-term demand.

* All criteria as set forth in PSRC 2018 Regional Growth Framework Update; no additional criteria established in Table C-4.

https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

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X, 2021

Table C-5: Local Centers

Local Centers	
Description	<i>Local Centers</i> are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide as local gathering places and community hubs; they also can be suitable for additional growth and focal points for services. As local centers grow, they may become eligible for designation as a countywide or regional center.
Identification	<ul style="list-style-type: none"> • Identified in local comprehensive plans. • Not identified in Countywide Planning Policies.

* All criteria as set forth in 2018 Regional Growth Framework Update; no additional criteria established in Table C-5. https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Table C-6: Military Installations

Military Installations	
Description	<i>Military Installations</i> are a vital part of the region, home to thousands of personnel and jobs, and a major contributor to the region’s economy. While military installations are not subject to local, regional or state plans and regulations, Kitsap local governments and Tribes recognize the relationship between regional growth patterns and military installations, and the importance of how military employment and personnel affect all aspects of regional planning.
Types/Designation	<ul style="list-style-type: none"> • Major Military Installations are defined as installations with more than 5,000 enlisted and service personnel. • Smaller Military Installations are specified by RCW 36.70A.530 and identifies them as federal military installations, other than a reserve center, that employs 100 or more full-time personnel.
Identification	<ul style="list-style-type: none"> • Identified in Comprehensive Plan of jurisdiction is located. • Identified in Kitsap County Countywide Planning Policies Appendix D.
Other Requirements	<ul style="list-style-type: none"> • <i>Military Installations may be considered countywide centers or equivalent as allowed by 2018 Centers Framework Update in order to ensure*:</i> <ul style="list-style-type: none"> ○ <i>Freight routing and mobility into and between the military installations;</i> ○ <i>Accessibility and connectivity to transportation corridors;</i> ○ <i>Safety, accessibility and mobility conditions where freight and passenger transportation systems interact.</i> • <i>The identification of a Military Installation as a countywide</i>

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X, 2021

	<i>center or equivalent shall not be used as justification or support urban levels of densities if the MI is not located within an urban growth area.*</i>
--	--

Table C-6 Military Installations criteria is as set forth in PSRC 2018 Regional Growth Framework Update; criteria identified with an * is additional criteria specific to Kitsap CPP Appendix C.

https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Appendix D: List of Centers 2021 *ALL NEW (table not underlined for ease of review)*

Regional Growth Centers and Manufacturing/Industrial Centers (PSRC designated)		
Jurisdiction	Regional Center Name	Regional Center Type
City of Bremerton	Bremerton	Metro Center
Kitsap County	Silverdale	Urban Center
City of Bremerton	Puget Sound Industrial Center - Bremerton	Manufacturing/Industrial Growth Center (MIC)
Candidate Regional Growth Center or Manufacturing/Industrial Center		
Countywide Centers		
Jurisdiction	Countywide Center Name	Countywide Center Type
Kitsap County	Kingston	Growth Center
Kitsap County	McWilliams/SR 303	Growth Center
City of Bremerton	Charleston DCC Center	Growth Center
City of Bremerton	Eastside Village Center (previously Harrison Hospital)	Growth Center
City of Port Orchard	Downtown Port Orchard	Growth Center
Candidate Countywide Centers		
City of Port Orchard	Ruby Creek	Growth Center
City of Port Orchard	Mile Hill	Growth Center
City of Port Orchard	Sedgwick/Bethel Center	Growth Center
City of Poulsbo	Downtown Poulsbo/SR 305 Corridor	Growth Center
City of Bainbridge Island	Winslow	Growth Center
Military Installations		
Military Installation Name	Type of Installation	
Bremerton	Naval Base Kitsap – Bremerton	Major Installation
Bremerton	Naval Base Kitsap – Jackson Park	Smaller Installation
Kitsap County	Naval Base Kitsap – Bangor	Major Installation
Kitsap County	Naval Base Kitsap - Keyport	Smaller Installation

D -1 Centers Designation Process shall occur as set forth below:

a. Appendix D - List of Centers 2021:

- i. The Countywide Centers identified in Appendix D – List of Centers 2021 are those Growth Centers that are: 1) identified in previous Kitsap CPP Appendix F or identified in a comprehensive or subarea plan by April 2020; and 2) where planning (comprehensive or subarea) has been completed by the jurisdiction, and 3) which meets the criteria of a countywide Center and is intended to accommodate a concentration of the 2024 growth targets. A review and confirmation of the identified Countywide Centers will occur as part of the 2024 GMA Periodic Comprehensive Plan Update, as set forth below, and consistent with Policy C-4.b.

b. As part of 2024 GM Periodic Comprehensive Plan Update:

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X, 2021

- i. Jurisdictions have identified Candidate Centers in Table D-1, locations which it anticipates a concentration of its residential and employment growth target will be accommodated for its 2024 GMA Comprehensive Plan Periodic Update.
- ii. Jurisdictions shall complete planning for each Candidate Center as part of its 2024 GMA Comprehensive Plan Update, consistent with Policy C-4.b and Appendix C.
- iii. Centers not listed as Candidate Centers in Table D-1 may also be proposed for identification as a Center, if during the jurisdiction's 2024 GMA Comprehensive Plan Periodic Update process, a different or additional locations were identified and planning consistent with Policy C-4.b was completed.
- iv. After adoption of jurisdiction's 2024 GMA Comprehensive Plan Update, KRCC shall invite jurisdictions by second quarter 2025 to submit comprehensive plan chapters/sections or subarea plans for review to convert the candidate status to full Countywide Center status. An application, checklist or other tool may be created by KRCC to aid evaluation and confirmation.
- v. Members of PlanPol or other designated subcommittee shall review the submitted comprehensive plan sections or subarea plans and provide recommendation to the full KRCC Board.
- vi. KRCC Board shall finalize Centers designations by amending Appendix D, and adoption and ratification follows the amendment process established in Appendix A.

c. Prior to 2024 GMA Periodic Comprehensive Plan Update:

- i. A jurisdiction may request the KRCC Board consider a full Center designation (i.e., a conversion from candidate to full Center, or propose a new Center) prior to the 2024 GMA Periodic Comprehensive Plan Update process (identified in D-1.b) in order to recognize planning the jurisdiction has completed.
 - a. The comprehensive plan chapter/section or subarea plan must demonstrate that the proposed Center meets the criteria and requirements of the 2018 Centers Framework Update and Appendix C.
 - b. The comprehensive plan chapter/section or subarea plan must demonstrate that the proposed Center is planned and has capacity to accommodate a concentration of the jurisdiction's residential and employment growth targets.
- ii. The jurisdiction may request annually by February 15th prior to 2025 for consideration by the KRCC Board. An application, checklist or other tool may be created by KRCC to aid evaluation and confirmation.
- iii. Members of PlanPol or other designated subcommittee shall review the submitted subarea plans and provide recommendation to the full KRCC Board.
- iv. KRCC Board shall vote on Centers designation amendment(s) to Appendix D, and adoption and ratification follows the amendment process established in Appendix A.

d. After the 2024 GMA Periodic Comprehensive Plan Update:

- i. Centers designations are generally on an eight-year cycle consistent GMA periodic update; growth forecasting and distribution; or when necessary, a five-year cycle consistent with PSRC's major plan update(s).
- ii. After the finalization of Center designations in 2025, jurisdictions may request new Centers be designated upon a circumstance authorized by Policy C-4.a.
- iii. A jurisdiction may request a new center designation during a planned update to the Kitsap Countywide Planning Policies, or outside of a planned update subject to approval of the KRCC Executive Board.
- iv. An application, checklist or other tool may be created by KRCC to aid evaluation of a new proposed center.

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X, 2021

- v. Members of PlanPol or other designated subcommittee shall review the submitted comprehensive plan and/or subarea plan and provide recommendation to the full KRCC Board.
- vi. KRCC Board shall finalize Centers designations by amending Appendix D, and adoption and ratification follows the amendment process established in Appendix A.

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Appendix C: Urban Growth Area Management Agreements

The intent of the Urban Growth Area Management Agreement is to facilitate and encourage annexation and/or incorporation of urban areas over the 20 year planning period and to ensure compatibility of development within the unincorporated Urban Growth Area. Each Urban Growth Area Management Agreement shall:

1. Describe the goals and procedures of the joint planning process including roles and responsibilities for the unincorporated Urban Growth Area, with the goal of having compatible City and County plans, zoning, and development regulations. The following provisions should apply to the entire Urban Growth Area associated with the City unless mutually agreed otherwise by the City and County:
 - a. The City's zoning code, densities, and development, sub-division, environmental, and construction standards.
 - b. The City's Levels of Service.
 - c. The Comprehensive Plan of the City should reflect land use planning for the entire Urban Growth Area.
2. Identify responsibility and mechanisms for comprehensive plan amendments, zoning changes and development applications within unincorporated Urban Growth Areas. Significant weight should be given to City preferences.
3. Identify services to be provided in the Urban Growth Area, the responsible service purveyors, and the terms under which the services shall be provided, including:

Fire	Storm Water	Solid Waste
Police	Potable Water	Park & Recreation Facilities
Transportation	Sewer	Schools
Utilities: Power and Telecommunications, including broadband where available		
EMS		

All service providers, including special districts, and adjacent jurisdictions should be included in Urban Growth Area planning.
4. Reference the adopted Revenue Sharing Inter-local Agreement, as appropriate (see Appendix D).
5. Develop pre-annexation plans, which shall include:
 - a. Conditioning City service extensions upon actual annexation for properties contiguous to the City boundary or to agreements of no protest to future annexation for properties not contiguous.
 - b. Offering pre-annexation agreements to property owners interested in annexation and needing assurances from the City about services, planning, or other issues.
 - c. Plans for tiering and/or phasing of infrastructure development, appropriate to the individual Urban Growth Area.
 - d. City priorities for City-led annexation efforts as appropriate.
6. Describe the development and implementation of a public involvement program that identifies roles and responsibilities for respective jurisdictions, including actions and timeline.
7. Be reflected in County and City Comprehensive plans.

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X, 2021

Appendix D

~~Interlocal Agreement Between Kitsap County and the City of Bainbridge Island, City of Bremerton, City of Port Orchard and City of Poulsbo Concerning Revenue Sharing Upon Annexation and In Conjunction With Major Land Use Decisions Within a City's Urban Growth Area~~

~~Adopted by all parties in November-December, 2001.~~

~~Effective November 24, 2010, the City of Port Orchard is officially withdrawn from this agreement. Effective November 29, 2011, the City of Bremerton is officially withdrawn from this agreement.~~

~~This Agreement, made pursuant to Chapter 39.34 RCW, is between KITSAP COUNTY (hereinafter, the County), a political subdivision of the State of Washington, and the CITY OF BAINBRIDGE ISLAND, the CITY OF BREMERTON, the CITY OF PORT ORCHARD, and the CITY OF POULSBO, (hereinafter, the Cities), municipal subdivisions of the State of Washington.~~

~~WHEREAS, through the Kitsap Regional Coordinating Council, the County and the Cities have worked together constructively on revenue sharing issues that in the past have been adversarial; and~~

~~WHEREAS, the County and Cities sought a balanced set of revenue sharing provisions that would benefit both the County and the Cities and support the orderly evolution of logical land use patterns and jurisdictional boundaries; and~~

~~WHEREAS, the County and Cities reached accord on a set of Principles of Agreement for Revenue Sharing in Annexations and in Major Land Use Decisions; and~~

~~WHEREAS, the County and Cities desire to implement the Principles of Agreement through an interlocal agreement;~~

~~NOW, THEREFORE, in consideration of the mutual covenants, terms and conditions contained herein, the parties agree as follows:~~

SECTION 1 — ANNEXATIONS

~~The purpose of this section is to provide a framework for logical and orderly annexations that are consistent with the Growth Management Act, Chapter 36.70A RCW (hereinafter GMA), and to mitigate the fiscal impact to the County of annexations initiated after the effective date of this agreement.~~

- ~~1.1 — The Cities each confirm their willingness to eventually annex all land within their designated Urban Growth Area (hereinafter UGA) boundaries.~~
- ~~1.2 — Each City shall encourage annexation of all lands equally, and will support logical and coordinated annexations, consistent with the intent of the GMA.~~
- ~~1.3 — As part of the Kitsap Regional Coordinating Council's 2002 Work Program, the County and Cities will continue to address coordinated development within the UGAs, including infrastructure standards and funding.~~
- ~~1.4 — Before the County constructs a major infrastructure improvement within a City's designated UGA, the County and the City will negotiate and execute an interlocal agreement that specifies the level at which the City shall reimburse the County for a portion of its investment in the infrastructure improvement if the area where the improvement is to be located is annexed within a specified period of time.~~

~~1.5 — The County and the Cities anticipate that each specific proposed annexation will require negotiation of other issues particular to its time, place and geography. The Cities and the County commit to completing these negotiations and executing an interlocal agreement on such issues in a timely manner.~~

~~1.6 — As part of this agreement, the County will not oppose annexations within that City's designated UGA or invite the Boundary Review Board to invoke jurisdiction.~~

~~1.7 — The Cities agree to share with the County revenue lost to the County and gained by the annexing City as follows:~~

~~A. Revenue sharing payments shall be based on the following three sources of revenue:~~

~~1. The County's portion of the local retail sales tax levied under Chapter 82.14 RCW.~~

~~2. The ad valorem property tax levied by the County pursuant to RCW 36.82.040 for establishment and maintenance of county transportation systems.~~

~~3. The admission tax levied by the County pursuant to Chapter 36.38 RCW.~~

~~B. For purposes of this Section, "lost revenue" means an amount computed as follows:~~

~~The combined total of the County's collections from all three sources within the annexation area during the calendar year preceding annexation~~

~~minus~~

~~The combined total of the County's collections from all three sources within the annexation area during the first full calendar year following annexation.~~

~~C. The amount of the payment from the City to the County will be based on a three year "soft landing" approach as follows:~~

~~1. The Year 1 payment will be equal to 75% of the County's lost revenue.~~

~~2. The Year 2 payment will be equal to 50% of the County's lost revenue.~~

~~3. The Year 3 payment will be equal to 25% of the County's lost revenue.~~

~~D. The calculation of lost revenue pursuant to subsection B of this Section requires revenue data for one full year following annexation. Therefore, the County shall initiate a request for payment under this Section by written notice to the annexing City within two years of the effective date of the annexation.~~

SECTION 2 — MAJOR LAND USE ACTIONS

The purpose of this section is to recognize that retail development near jurisdictional boundaries has an impact on neighboring jurisdictions and, in particular, on existing businesses and the demand for public services and facilities. This Section is designed to mitigate these impacts by providing that sales tax revenues from new major business development within a City's designated UGA, or from the

~~relocation of an existing major business from a City to a location within the City's designated UGA, will be shared with the affected City.~~

~~2.1 — For purposes of this Agreement, “major land use” means:~~

- ~~A. A new development within a City's designated UGA that houses any single retail tenant greater than 40,000 square feet.~~
- ~~B. The expansion of an existing retail business within the City's designated UGA if the expansion is greater than 40,000 square feet.~~
- ~~C. A retail business greater than 25,000 square feet that is relocated from a City to the City's designated UGA. Or~~
- ~~D. An automobile, truck, recreational vehicle, manufactured or mobile home, or boat dealership, regardless of the size of the building permitted, that is newly located within a City's designated UGA, or relocated from a City to the City's designated UGA.~~

~~2.2 — The County agrees to share with the affected City revenue lost to the City and gained by the County due to a major land use, as follows:~~

- ~~A. Revenue sharing payments will be required only for local retail sales tax revenues generated from major land uses. Because there are limitations, related to confidentiality, on using a figure based on actual sales tax collections from the new or relocated business, the revenue sharing payment will be based on estimated sales tax revenues derived by using industry standards, such as the Washington State Department of Revenue or the Urban Land Institute, for taxable retail sales per square foot for businesses.~~
- ~~B. For purposes of this Section, “lost revenue” means an amount computed as follows:~~

$$\begin{aligned} & \text{Total gross enclosed building square footage of the major land use} \\ & \qquad \qquad \qquad \times \\ & \text{Industry standard annual average retail sales per square foot for category of business that most closely} \\ & \qquad \qquad \qquad \text{resembles the major land use} \\ & \qquad \qquad \qquad \times \\ & \text{Tax rate levied under Chapter 82.14 RCW} \end{aligned}$$

~~for the first full calendar year following the date on which the County issues a certificate of occupancy for the major land use.~~

- ~~C. The County will make revenue sharing payments for the first full three years after the major land use receives a certificate of occupancy.~~
- ~~D. The revenue sharing payment from the County to the affected City will be calculated according to the following formulas:~~

- ~~1. For the relocation of a major retail business from a City to the City's designated UGA:~~
 - ~~a. The Year 1 payment will be equal to 75% of the City's lost revenue;~~
 - ~~b. The Year 2 payment will be equal to 50% of the City's lost revenue; and~~

~~c. The Year 3 payment will be equal to 25% of the City's lost revenue.~~

~~2. For new development within a City's designated UGA that houses any single retail tenant greater than 40,000 square feet, the payment amount will be 50% of the City's estimated lost revenue each year for the first three years.~~

~~F. The calculation of lost revenue pursuant to subsection B of this Section requires revenue data for one full year following issuance of a certificate of occupancy. Therefore, the affected City shall initiate a request for payment under this Section by written notice to the County within two years of the date the major land use receives the County's permission to occupy the building.~~

SECTION 3 — MISCELLANEOUS

~~3.1 — **Duration.** This Agreement will remain in effect until the terms of the Agreement are fulfilled. There is no other term agreed to by the parties~~

~~3.2 — **Reevaluation.** Any City or the County may request immediate reevaluation of this Agreement by the Kitsap Regional Coordinating Council Revenue Sharing Policy Committee. If the reevaluation fails to yield a resolution satisfactory to the requesting party within six months from the date the request for reevaluation was made, the requesting party may initiate the process for termination provided in this Agreement.~~

~~3.3 — **Termination.** After completion of the Reevaluation process required by this Agreement, a party may terminate this Agreement by 12 months' written notice to the other parties. Termination does not extinguish the obligations of the terminating party under this Agreement for annexations initiated, or major land uses for which an application is filed, prior to the effective date of termination.~~

~~3.4 — **Filing.** When fully executed, this Agreement shall be filed with the Kitsap County Auditor.~~

~~3.5 — **Notices.** Any notices required by this Agreement shall be delivered, or mailed postage prepaid, and addressed to:~~

<u>Kitsap County</u>	<u>City of Bainbridge Island</u>	<u>City of Bremerton</u>
Clerk to the Board	City Clerk	City Clerk
Office of the Kitsap County	City of Bainbridge Island	City of Bremerton
Board of Commissioners	280 Madison Avenue N.	345 6th Street, Suite 600
614 Division Street	Bainbridge Island, WA98110 Bremerton, WA98337	
Mail stop 4		
Port Orchard, WA98366		

<u>City of Port Orchard</u>	<u>City of Poulsbo</u>	<u>Kitsap Regional Coordinating Council</u>
City Clerk	Mayor	Chair
City of Port Orchard	City of Poulsbo	Kitsap Regional Coordinating Council
216 Prospect Street	200 NE Moe Street	P.O. Box 1934
Port Orchard, WA98366	Poulsbo, WA98370	Kingston, WA98346

~~3.6 — **Administration.** As this Agreement contemplates no joint or cooperative undertaking, each party shall administer the Agreement as to its own responsibilities under the Agreement. The~~

~~Kitsap Regional Coordinating Council shall oversee the revenue sharing process provided for in this Agreement.~~

- ~~**3.7 — Reporting.** The County and the Cities shall report to the Kitsap Regional Coordinating Council at the start of each calendar year any payments made or received by the reporting jurisdiction pursuant to this Agreement during the preceding calendar year.~~
- ~~**3.8 — Waiver.** The failure by the County or any City to enforce any term or condition of this Agreement shall not be construed to constitute a waiver of any other term or condition, or of any subsequent breach of any provision, of this Agreement.~~
- ~~**3.9 — Entire Agreement.** This Agreement includes the entire agreement of the parties with respect to any matter addressed in this Agreement~~
- ~~**3.10 — Amendment.** This Agreement may be amended only upon the written agreement of the parties made with the same formalities as those required for its original execution.~~
- ~~**3.11. Countywide Planning Policy.** To the extent that anything in this Agreement may be found to be inconsistent with any part of the Kitsap County wide Planning Policy, the County and City in 2002 will review the applicable parts of the County wide Planning Policy and revise them in accordance with this Agreement.~~
- ~~**3.12 — Review.** The County and the Cities shall review this Agreement within the Kitsap Regional Coordinating Council in December of 2003, and every five years thereafter.~~
- ~~**3.13 — Effective Date.** This Agreement shall take effect retroactively to September 4, 2001, as this date has been expressly agreed upon by all the parties.~~

APPENDIX G E

KITSAP REGIONAL COORDINATING COUNCIL INTERLOCAL AGREEMENT

Adopted by Kitsap County, all four Cities and the Port of Bremerton: 11/22/12 – 02/14/13.
Amendments to the 2001 ILA that established KRCC were made in 2006 and 2007.

THIS AGREEMENT is made and entered into by and between the undersigned parties pursuant to provisions of the Interlocal Cooperation Act of 1967, Chapter 39.34 RCW.

WHEREAS, the undersigned members recognize the need and desirability to participate in a forum for intergovernmental coordination, cooperation, and consultation among member agencies in order to bring about a continuous and comprehensive regional planning process and efficient service delivery; and

WHEREAS, the undersigned members desire jointly to undertake continuous, cooperative study and planning of regional and governmental issues of mutual interest, including but not limited to development, land use, housing, capital facilities, service, utilities, finances, public buildings, water supply, water distribution and drainage, air and water pollution, parks and recreation, transportation planning, and economic development; and

WHEREAS, it is the belief of the undersigned members that regional deliberations, planning, and review can best be achieved with the creation of a separate legal entity whose function and activities are subject to policy direction from the undersigned member agencies according to the provisions of this Agreement; and

WHEREAS, the State Growth Management Act (GMA) requires local jurisdictions to coordinate and ensure consistency when developing comprehensive land use plans and the undersigned members desire to establish the Kitsap Regional Coordinating Council as a separate legal entity to facilitate coordination and consistency of comprehensive land use plans as required by the GMA; and

WHEREAS, the undersigned members desire to use the Kitsap Regional Coordinating Council for developing County-wide Planning Policies (CPPs) under the GMA as a framework to guide Kitsap County and cities situated within the County in developing their comprehensive land use plans.

THEREFORE, in consideration of mutual promises and covenants herein it is hereby agreed:

I. NAME

This Agreement establishes the KITSAP REGIONAL COORDINATING COUNCIL (“Council”), a separate legal entity since 2001.

II. DURATION

The Agreement shall remain in force and effect perpetually or until terminated by majority vote of the member agencies.

III. DEFINITIONS

For the purpose of this Interlocal Agreement, the following terms have the meaning prescribed to them in this section unless the context of their use dictates otherwise:

- A. “Member agency” means a voting and dues paying municipal or other government entity located within Kitsap County which is a party to this Agreement.
- B. “State” means the State of Washington.
- C. “Region” means the territory physically lying within the boundaries of Kitsap County.
- D. “Kitsap Regional Coordinating Council” or “Council” means the separate legal entity established by this

*Adopted by Kitsap County Ordinance X
X, 2021*

Agreement to represent member agencies to carry out those powers and managerial and administrative responsibilities delegated pursuant to the provisions of this Agreement.

E. "Majority vote" means more than one-half of the votes cast when a quorum is present and must include a majority of votes from County commissioners and a majority of votes from the representatives of at least two separate cities.

F. "Executive Board" shall mean the representatives of member agencies of the Kitsap Regional Coordinating Council identified in Article IV.B. of this Agreement.

G. "Cost Allocation" means annual dues (the annual allocation among Member agencies of the cost of Council operations determined by the Executive Board for the purposes of calculating members' obligations to contribute to the funding of Council operations for the year, and for the purposes of calculating obligations and distributions in the event of withdrawal or termination).

H. "Ex Officio Member" means a non-voting, non-dues paying member of the Council.

I. "Two-thirds majority vote" means a majority vote and also requires a majority of votes from County commissioners and a majority of votes from the representatives from at least two separate cities.

J. "Associate Member" means a member of the Council which is not a party to this Agreement and who enters into a separate agreement with the Council that establishes the Associate Member's level of participation in Council activities.

IV. MEMBERSHIP AND REPRESENTATION

A. Membership. Membership (except for Associate Members and Ex Officio Members) is established by execution of this Agreement and payment of any required cost allocation as established by the Executive Board.

B. Executive Board. The Executive Board is comprised of the following representatives of member agencies:

1. County Government: three (3) members of the Kitsap County Board of Commissioners;
2. City Governments:
 - a. The Mayor of each city having a population of 10,000 persons or less;
 - b. The Mayor and one (1) member of the City Council of each city having a population between 10,001 persons and 30,000 persons;
 - c. The Mayor and two (2) members of the City Council of each city having a population greater than 30,000 persons;
 - d. A city with a Council/Manager form of government may select one (1) member of the City Council instead of a Mayor. The number of additional City Council members representing the city shall be as described in 2(a-c) above.
3. Port of Bremerton: one (1) representative consisting of a Port Commissioner.
4. City Council, and Port of Bremerton representatives may be selected by whatever means established by each specific member agency for a two (2) year term.

C. The determination of the population of cities will be the most recent annual population estimate of cities and towns prepared by the Washington State Office of Financial Management.

D. A municipal or government entity or a federally recognized Indian Tribe that desires to become a member of the Council must obtain permission to do so by majority vote of the Executive Board. The required permission applies to any entity that wishes to become a Member or Ex Officio Member. A municipal or government entity or a federally recognized Indian tribe that wishes to become an Associate Member must obtain permission to do so by a majority vote of the Executive Board, and must

*Adopted by Kitsap County Ordinance X
X, 2021*

present a draft agreement for the Executive Board's consideration, establishing the proposed terms, duties, powers and privileges for Associate Member status.

V. POWER, AUTHORITY, AND PURPOSE

This Agreement does not confer additional substantive powers or authorities on member agencies. The powers and authorities conferred herein are limited to the powers that each member agency is authorized by law to perform. The Council has the following power, authority, and purpose:

- A. Provide a regional forum for regional deliberations and cooperative decision-making by the region's elected officials in order to bring about a continuous and comprehensive planning process, and foster cooperation and mediate differences among governments throughout the region.
- B. Consistent with the GMA, coordinate and ensure consistency when developing comprehensive land use plans.
- C. Consistent with the GMA, develop CPPs to be used as a framework to guide the County and the Cities in developing their comprehensive land use plans;
- D. Coordinate actions to provide for the distribution of state and federal grant funds, including but not limited to federal transportation funding, community development block grants, and low income housing grants.
- E. Undertake continuous, cooperative study and planning of regional and governmental problems of mutual interest, including but not limited to development, land use, housing, capital facilities, services, utilities, finances, public buildings, water supply, water distribution and drainage, air and water pollution, parks and recreation and transportation planning.
- F. Coordinate actions to provide for a sustainable economy and environment for the region.
- G. Carry out such other planning and coordinating activities authorized by majority vote of the Council including participation in other forums and organizations.
- H. Establish Bylaws, to be amended from time to time, that govern the procedures of the Council. The Bylaws, as may be amended, are incorporated into this Agreement by this reference as if fully set forth herein.
- I. Contract for administrative services and enter into other agreements as deemed appropriate and/or necessary to implement this Agreement.
- J. Purchase, receive, lease, take by gift, or otherwise acquire, own, hold, improve, use and otherwise deal in and with real or personal property, or any interest therein, in the name of the Council.
- K. Sell, convey, mortgage, pledge, lease, exchange, transfer, and otherwise dispose of its property and assets.
- L. Sue and be sued, complain and defend, in all courts of competent jurisdiction in the Council's name.
- M. To engage in any other activity necessary to further the Council goals and purposes to the extent authorized by chapter 39.34 RCW.
- N. Apply for such federal, state, or private funding of any nature as may become available to assist the organization in carrying out its purposes and functions.
- O. Identify and examine issues such as governance, growth policies, development standards, service provision, revenue-cost sharing and municipal annexations in urban growth areas.
- P. Strive to represent the consensus of views on growth management and planning issues among member agencies. The Council makes recommendations on behalf of those jurisdictions to multi-county regional agencies and State government on behalf of member agencies, on proposed changes to multi-county regional plans, state plans and laws.

Q. Represent the views or position of member agencies within the County on issues of consistency or the resolution of conflicts related to the multi-county regional growth strategy and transportation plan.

R. Make appointments to committees and boards of multi-county regional organizations (e.g. Puget Sound Regional Council, Peninsula Regional Transportation Planning Organization) where appointments are requested to represent more than one member agency of the Council. Members appointed to such committees and boards shall represent the consensus of the views of the Council. If consensus is not reached on a particular issue, the members appointed to such committees and boards shall represent the majority and minority views of the Council, in order to accurately portray the status of discussions on that issue.

S. Review this Interlocal Agreement no fewer than every 10 years with the assistance of legal counsel.

VI. FINANCING

A. Cost Allocation. All members shall pay the annual cost allocation as described in the Bylaws. If payment by a member is not paid timely after notice of the cost allocation is received, the member is subject to having its membership status revoked by majority vote of the Executive Board.

B. Local Government Accounting. All services and transfers of property to the Kitsap Regional Coordinating Council shall be paid and accounted for in accordance with RCW 43.09.210.

VII. FISCAL YEAR AND BUDGET

A. The Fiscal Year. The fiscal year shall coincide with the calendar year.

B. Adoption of Budget. By September of each year the Executive Board shall adopt a draft annual work program, budget, and cost allocation for the ensuing fiscal year that identifies anticipated activities, goals, revenues, and expenditures for completing the work program. The final work program, budget, and cost allocation for the ensuing year shall be adopted by the Executive Board no later than November of each year. No increase or decrease to the final budget shall occur without the approval of the Executive Board.

C. Notice of Budget. On or before September 30, the Executive Board shall provide written notice of the ensuing year's draft budget, work plan, and cost allocation to the designated representative(s) of each member agency. On or before November 30, the Executive Board shall provide written notice of the final budget, work plan, and cost allocation adopted for the ensuing fiscal year to the designated representative(s) of each member agency.

D. Accounting, Budgeting, and Reporting. The Council shall be subject to the Budgeting Accounting & Reporting System (BARS) applicable to Category 1 local governments.

E. Fiscal Agent. The Council may retain a fiscal agent. The fiscal agent may be a member agency who shall serve, and be subject to removal, pursuant to the terms and conditions as established by agreement between the fiscal agent and the Council.

F. Contracting. All contracts made by or on behalf of the Council shall be in accordance with state law, including, but not limited to: Chapter 39.04 RCW, and Chapter 42.23 RCW, and Chapter 42.24 RCW.

VIII. WITHDRAWAL FROM AGREEMENT

Any member agency has the right to withdraw from this Interlocal Agreement by giving the Executive Board six (6) months prior written notice. Unless otherwise provided by future agreement, any member agency that withdraws shall remain responsible for its financial and other obligations with regard to Council activities until the effective date of withdrawal and with regard to agreements to which the Council is a party and which exist at the time of such notice of withdrawal. Withdrawal by one member agency to this Interlocal Agreement shall not terminate the Agreement as to any other remaining member agencies. Except as provided in Article IX of this Agreement, any member agency that withdraws from this Agreement forfeits any rights it may have to the Council's assets; provided, however, such forfeiture shall not take effect if the Council dissolves within one (1) year of the date of the withdrawal notice.

IX. DISPOSAL OF ASSETS

Upon dissolution of the Council, any Council assets, after payment of all liabilities, costs, expenses, and charges validly incurred under this Agreement, shall be distributed to member agencies which are members of the Council on the date of dissolution. Distribution of assets shall be in proportion to the funding formula for cost allocation as described in the Bylaws, in accordance with Article VI.B. of the Agreement, and existing at the time of dissolution. The debts, liabilities, and obligations of the Council shall not constitute a debt, liability, or obligation of any member agency. If assets cannot reasonably be distributed in proportion to the funding formula, the Council shall declare the assets to be surplus, and shall offer the assets for sale according to the requirements of chapter 43.19 RCW, and shall distribute the proceeds from the sale in proportion to the funding formula established by the Executive Board in accordance with Article VI.B. of this Agreement.

X. LIABILITY AND INSURANCE

A. Any loss or liability to third parties resulting from negligent acts, errors, or omissions of the Council, Member agencies (excluding Associate Members), Ex Officio Members, and/or employees while acting within the scope of their authority under this Agreement shall be borne by the Council exclusively, and the Council shall defend such parties, at its cost, upon request by the member agency, ex officio agency, and/or employee.

B. The Executive Board shall obtain commercial general liability, and auto liability insurance coverage for the Council, Executive Board, and any staff employed by the Council, at levels no less than \$1 million single occurrence and \$2 million aggregate for each type of liability that is insured. The policy shall name each member agency, and their respective elected officials, officers, agents, and employees as additional insured's. The Executive Board shall annually evaluate the adequacy of the Council's insurance coverage.

C. The Executive Board shall require that all contractors and subcontractors utilized by the Council obtain insurance coverage consistent with Article X.B.

XI. LEGAL REPRESENTATION

The Council may retain legal counsel. Legal counsel may be an employee of a member agency, an outside entity, or an individual. In the event of a conflict of interest, the Council may retain substitute or additional legal counsel. Additionally, Council may retain outside legal counsel concerning any matter the Council deems appropriate. Retained counsel shall serve, and be subject to removal, pursuant to the terms and conditions established by agreement between legal counsel and the Council. An adjustment in cost allocation to Members will be made if the Council retains outside legal counsel.

XII. ENTIRE AGREEMENT

This Agreement supersedes all previous Kitsap Regional Coordinating Council interlocal agreements and all prior discussions, representations, contracts, and/or agreements between the parties relating to the subject matter of this Agreement and constitutes the entire contract between the parties.

XIII. MODIFICATION

Except as provided by Article XIX, the terms of this Agreement shall not be altered or modified unless agreed to in writing by all member agencies and such writing shall be executed with the same formalities as are required for the execution of this document.

XIV. WAIVER

The failure of any party to insist upon strict performance of any of the terms and conditions of this Agreement shall not be construed to be a waiver or relinquishment of same, but the same shall be and remain in full force and effect.

XV. NOTICE

Except as provided in Article XVIII of this Agreement, any notice required by this Agreement shall be made in writing to the representative(s) identified in Article IV.B. of this Agreement. Notice is effective on the third day following deposit with the U.S. Postal Service, regular mail.

XVI. SEVERABILITY

If any of the provisions of this Agreement are held illegal, invalid or unenforceable, the remaining provisions shall remain in full force and effect.

XVII. CHOICE OF LAW AND VENUE

This Agreement shall be governed by the laws of the State of Washington, both as to its interpretation and performance. Any action at law, suit in equity, or other judicial proceeding arising in connection with this Agreement may be instituted and maintained only in a court of competent jurisdiction in Kitsap County, Washington.

XVIII. CLAIMS

A. Any claim for damages made under chapter 4.96 RCW shall be filed with the Chair of the Kitsap Regional Coordinating Council, c/o the Clerk of the Kitsap County Board of Commissioners, 614 Division Street, MS-4, Port Orchard, Washington, 98366.

B. Upon receipt of a claim for damages, or any other claim, a copy of the claim will be provided by the Clerk of the Board to each member of the Executive Board.

XIX. EXECUTION AND FILING

A. Counterparts. The parties agree that there shall be multiple original signature pages of this Agreement distributed for signature by the necessary officials of the parties. Upon execution, the executed original signature pages of this Agreement shall be returned to the Clerk of the Kitsap County Board of Commissioners, who shall file an executed original of this Agreement with the Kitsap County Auditor. The Clerk of the Board shall distribute duplicate conformed copies of the Agreement to each of the parties. Parties that sign on as Members at a later date will provide original signature pages of this Agreement to the Clerk of the Kitsap County Board of Commissioners, who shall file the signature pages provided with the Kitsap County Auditor. The Clerk of the Board shall distribute duplicate conformed copies of the signature pages filed later, to each of the parties. Addition of parties at a later date will not constitute a modification under Section XIII of this Agreement.

B. Later Approval and Filing. Later approval and filing of this Agreement by additional parties as set forth in Article IV, Section D, shall be deemed an authorized amendment to the Agreement already on file with the Kitsap County Auditor, without the need for reconsideration and approval by parties that have already approved and executed the Agreement.

XX. EFFECTIVE DATE

This Agreement shall go into effect among and between the parties upon its execution by all of the parties, as evidenced by the signatures and dates affixed below and upon its filing with the County Auditor as provided in Article XIX.

Adopted 2004

Appendix F: Regional and Kitsap Designated Centers List

Regional (Adopted by PSRC)	City of Bremerton	Metro Center
	Silverdale Urban Core	Urban Center
	South Kitsap Industrial Area	Industrial/Employment Center
Jurisdiction	Jurisdiction's (Comp Plan) Designation	KRCC Center Designation
Kitsap County	Kingston	Town or City Center/Transportation Hub
Kitsap County	Southworth	Transportation Hub
Kitsap County	Suquamish	Activity/Employment Center-- Transportation Hub
City of Bremerton	Harrison Employment Center	Activity/Employment Center
City of Bremerton	NW Corporate Campus Employment Center	Activity/Employment Center
City of Bremerton	Port Blakely Employment Center	Activity/Employment Center
City of Bremerton	Upper Wheaton District Center	Mixed Use Center/ Neighborhood
City of Bremerton	Lower Wheaton District Center	Mixed Use Center/ Neighborhood
City of Bremerton	Sylvan/Pine Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bremerton	Perry Avenue Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bremerton	Manette Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bremerton	Charleston Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bremerton	Haddon Neighborhood Center	Mixed Use Center/ Neighborhood
City of Bainbridge Island	Winslow Core	Town or City Center
City of Bainbridge Island	Day Road Light Manufacturing Area	Activity/Employment Center
City of Bainbridge Island	Lynnwood Neighborhood Service Centers*	Mixed Use Center/ Neighborhood
City of Bainbridge Island	Rolling Bay Neighborhood Service Centers*	Mixed Use Center/ Neighborhood
City of Bainbridge Island	Island Center Neighborhood Service Centers*	Mixed Use Center/ Neighborhood
City of Poulsbo	Poulsbo Town Center	Town or City Center
City of Poulsbo	Olhava	Mixed Use Center/ Neighborhood
City of Port Orchard	City of Port Orchard	Town or City Center/ Transportation Hub
City of Port Orchard	Tremont Community Services	Activity/Employment Center
City of Port Orchard	South Kitsap Mall Mixed Use Center	Mixed Use Center/ Neighborhood
Kitsap Transit	Historic Mosquito Fleet Terminals	Transportation Hub

*-Special Planning Areas

**Appendix G:
Centers & Local Areas of More Intensive Rural Development (LAMIRD) Matrix**

	Type of Growth	UGA Criteria Apply (per GMA)	Mixed Use: High Density Residential with Jobs	Federal Funding Cycles- PSRC managed Transportation Funding : Centers & Corridors ^{**}
Incorporated UGA	Urban	Yes	Yes	N/A
Unincorporated UGA	Urban	Yes	Yes	N/A
PSRC Centers: ● Regional ● Industrial/Employment	Urban	Yes	Yes	Regional Competitive & Countywide
Kitsap Regional Coordinating Council Centers				
Town/City Center	Urban	Yes	Yes	Countywide
Mixed Use/Neighborhood	Urban	Yes	Yes	
Employment/Activity	Urban if in UGA; Rural if outside UGA		Limited if not in UGA	
Transportation Hubs	Urban if in UGA; Rural if outside UGA			
Fully Contained Communities	Urban	Yes	Yes	Countywide if designated as Kitsap Center
Master Planned Resorts	Recreational	No	Limited	Rural set aside ^{**}
LAMIRDs	In-fill Consistent with Existing Character	No	Limited to Existing density with no intensification of use	Rural set aside ^{**}
Industrial in Rural	Employment/Activity Resource based Industrial	No	No	Rural set aside ^{**}
Rural	Non urban Rural Character	No	No	Rural set aside ^{**}
Resource Lands	No Residential Growth	Limited	No	Rural set aside ^{**}

* Non motorized/Enhancement Transportation Funding can be used anywhere in Kitsap County.

** 10% each funding cycle, set by federal statute (1991).



Kitsap Regional Coordinating Council

DRAFT Kitsap Countywide Planning Policies (CPPs) Public Comment Plan
v.4-23-2021

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. The update process features several steps including the KRCC Board Study session, Public Hearing and KRCC Board vote, Kitsap County adoption process, and the ratification process by Cities and Tribal councils.



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 31:** KRCC staff will compile all comments received on the draft CPPs and start to prepare amendment sheets for review.
- **June 1:** The KRCC Board will hold a public hearing where the public can provide additional comment. The KRCC Board will vote 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 Kitsap 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

There will be two options for community members to provide comment: 1) general comments about the draft Kitsap CPPs and 2) specific comments for changes proposed for review by the KRCC Board. For those community members who would like to provide 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



Kitsap Regional Coordinating Council

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, 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

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 Revenue and Expense Report for Work Completed in 2021 (DRAFT)

CASH BASIS

Draft v. 4-23-21

Budget Month	12	1	2	3	4	5	6	7	8	9	10	11	12				
Calendar Month	Dec. '20	Jan. '21	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	YTD	Budget	% Budget Year	% Budget
Revenue																	
Member Dues		\$ -	\$ 123,032.00	\$ 115,240.00		\$ -	\$ -		\$ -	\$ -	\$ -			\$ 238,272	N/A	N/A	N/A
Events/Receptions														\$ -	N/A	N/A	N/A
Application Fees														\$ -	N/A	N/A	N/A
Other														\$ -	N/A	N/A	N/A
Carry Forward		\$ 52,642.83												\$ 52,643	N/A	N/A	N/A
Total Revenue		\$ 52,642.83	\$ 123,032.00	\$ 115,240.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 290,914.83			
Operating Expenses																	
Triangle labor/expenses	\$ 8,497.00	\$ 22,362.88	\$ 25,409.06	\$ 18,335.45										\$ 66,107.39	\$ 192,418	25%	34.36%
Legal Services				\$ 356										\$ 356.20	\$ 2,500	25%	14.25%
RMSA Insurance		\$ 3,450.00												\$ 3,450.00	\$ 3,000	25%	115.00%
Room Rentals														\$ -	\$ 1,600	25%	0.00%
Reserves														\$ -	\$ 5,000	25%	0.00%
Miscellaneous														\$ -	\$ 23	25%	0%
Total Op. Expenses	\$ 8,497.00	\$ 25,812.88	\$ 25,409.06	\$ 18,691.65	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69,913.59	\$ 204,541	25%	34.18%
Net Income														\$ 221,001.24			
Total Reserves		\$24,000															

Amendments/Modifications/Notes: