



Kitsap Regional Coordinating Council

KRCC Board Meeting Agenda

v. 6-15-21

July 6, 2021; 3:00 p.m.—5:00pm

This is an online meeting 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/99683267515>. If you are joining by video, please add your affiliation after your name.
- To participate by phone only: Dial 253 215 8782 and enter the Meeting ID: 996 8326 7515#

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

1. Welcome and Introductions

2. Chair’s Comments

3. Consent Agenda

- A. **ACTION:** Approve the [5/4/2021 KRCC Board Meeting Summary](#) (vote) Page 3
- B. Review the April Executive Committee meeting summary (*Reference Packet page 2*)

4. Full Discussion/Action Items

- A. For reference: [Center Overview Table](#) Page 14

5. Public Hearing on Draft Kitsap Countywide Planning Policies

- A. Staff report: [Draft Kitsap Countywide Planning Policies \(CPPs\)](#) Page 15
- B. Open Public Hearing
- C. Public Testimony
- D. Close Public Hearing
- E. Review the CPP [Public Comment Table](#) Page 98
- F. Discuss each CPP Element and affirm agreement by Element
- G. **DECISION:** Adopt and Recommend Kitsap Countywide Planning Policies (vote)
- H. Review next steps for CPP ratification process

6. KRCC Committee Reports

- A. Land Use Items
 - i. Reminder of upcoming population and employment report and process steps
- B. Transportation Items
 - i. Proposal for September TransPOL discussion of countywide transportation competition guidance
 - ii. Update from the Gorst Coalition

7. PSRC Board and Committee Reports

- A. PSRC Committees and Boards Report (*Reference Packet page*) and other updates*
 - i. Updates from the PSRC Executive Board
 - ii. Updates from the Growth Management Policy Board
 - iii. Updates from the Transportation Policy Board
 - iv. Updates from the Economic Development District Board

8. Corridor Committee Reports

- A. SR 16 Committee*
- B. SR 305 Committee*
- C. SR 104 Committee*
- D. SR 303 Committee*

9. KRCC Emergent and Countywide Issues

Report out on new and upcoming land use policies or work of interest*

10. Staff Report

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

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11. Public Comment

12. KRCC Board Questions, Concerns, and Announcements

13. Adjourn

*Standing agenda item



Kitsap Regional Coordinating Council

Kitsap Regional Coordinating Council (KRCC)

DRAFT Board Meeting Summary

May 4, 2021 | 10:15 AM – 12:15 PM

Virtual Meeting following Governor Inslee's Stay at Home Order

Version 5-21-2021

Decisions		
<p>The KRCC Board decided to:</p> <ul style="list-style-type: none"> • Approve the 2/2/2021 KRCC Board meeting summary. • Approve the 3/4/2021 KRCC Board retreat summary. • Approve the budget amendment request from LDC, Inc. • Incorporate the changes discussed in the meeting to the draft Countywide Planning Policies (CPPs). • Release the current draft CPPs, except Element D, for public comment. 		
Actions	Who?	Status
Create a table describing each type of center.	KRCC staff	Ongoing
Send the KRCC Board an updated draft of the CPPs that includes each change the Board agreed to.	LDC, Inc. and KRCC staff	Complete
Send a memo summarizing feedback from the individual CPP meetings to the KRCC Board.	KRCC staff	Complete
Update the public comment plan to integrate separate comment periods for the full draft CPPs and Element D.	KRCC staff and Executive Committee	Complete
Update the May 18 PlanPOL agenda to include a discussion of Element D.	KRCC staff and Executive Committee	Complete
Add to the May 18 Executive Committee agenda a discussion of the schedule for public hearings at KRCC Board meetings.	KRCC staff	Complete

0. OPTIONAL KRCC BOARD STUDY SESSION PRE-SESSION

Councilmember Ashby, KRCC Board Chair, welcomed participants to the pre-session meeting. She explained that this meeting was an opportunity for KRCC Board members to ask questions in preparation for the KRCC Board study session on the draft Countywide Planning Policies (CPPs).

Questions and answers:

- Chairman Forsman: How will the study session be structured?
 - Sophie Glass, KRCC Program Director: During the study session, KRCC Board members will discuss draft CPP policies in three categories: policies with agreement, policies that need further discussion, and policies that have not been sufficiently reviewed by LUTAC or TransTAC.
- Councilmember Stern: What discussion about rural centers has taken place?
 - Sophie: KRCC jurisdictions have put forward two ideas regarding rural centers. One opinion is a recommendation to list rural centers and rural communities in the CPPs. The purpose would be to acknowledge the critical role of rural areas in Kitsap's identity and to acknowledge the service needs of rural areas. Another opinion is that



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creating a rural center designation could imply that rural centers would receive additional growth and funding eligibility.

- Alison O’Sullivan: The Suquamish Tribe has experienced several Growth Management Hearings Board cases regarding inappropriate growth in rural areas. It is important that rural areas do not attract growth, so clear definitions and structure are vital.
- Nick Bond: Introducing rural centers creates confusion with urban centers, which are referenced often in VISION 2050. LDC, Inc. drafted good, compromised language with effective caveats that rural areas are not intended for growth.
- Angie Silva: Kitsap County does not dispute that centers of growth are urban growth areas and cities, as stated in VISION 2050. Kitsap County fully recognizes the growth targets and split between urban and rural areas in the current CPPs. Rural centers are not urban growth areas, but they are often underserved and need transportation services.
- Councilmember Stern: Kitsap, unlike many other areas in Washington, has most of its population in unincorporated Kitsap County rather than in cities or other urban areas.
- Angie Silva: When the Growth Management Act (GMA) was first adopted, Kitsap’s urban/rural split were not within GMA’s vision. Kitsap has progressed incrementally towards meeting PSRC’s goals for an urban/rural split. Kitsap County is not proposing to change this split. The conversation about rural centers relates to funding, not consistency with VISION 2050. Kitsap County aims to work towards achieving the urban/rural split goal while recognizing that rural areas need appropriate levels of service.
- Joe Rutan: The discussion of rural centers is financial. Kitsap County’s Public Works department is concerned about access to grant funds in rural town centers, such as Suquamish, Manchester, Keyport, and Southworth. These rural town centers are not eligible for urban funding. Kitsap County Public Works needs funds to make improvements in these areas.
- David Forte: Maintaining funding eligibility in rural areas will not ensure that these areas receive funds; they must still demonstrate that they meet the criteria for funding competitions. Like local centers, rural centers are not growth centers and would not have growth targets. The distinction focuses on allowing areas that are not designated for intense growth to be eligible for funding, even if they do not meet the criteria for a growth center. Kitsap County must serve the population of the entire county.
- Councilmember Ashby: The competition for federal funds allocated by PSRC occurs every two years. Kitsap usually receives between \$4.5 million and \$5 million to split between all KRCC jurisdictions. This is a relatively small amount of money.
- Commissioner Strakeljahn: This small amount of funding is not enough to build significant road infrastructure. Proposed projects for the competition must be shovel ready.
- Chairman Forsman requested that KRCC staff create a table that explains the types of centers and communities that meet criteria for these different centers.
- Chairman Forsman: How does transportation funding impact growth? It could result in more people moving into the reservation.



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- Councilmember Stern: The concern is more than allocation of transportation funds. It also relates to other revenue sources that depend on the tax base, such as sales tax. If Kitsap County were to fulfill the GMA's urban/rural split, it would experience constriction of revenue.

Councilmember Ashby thanked participants for joining the pre-session.

1. WELCOME AND INTRODUCTIONS

Councilmember Ashby welcomed participants to the KRCC Executive Board meeting and introduced each KRCC Board member. See Attachment A for KRCC Board members in attendance and Attachment B for non-Board members in attendance.

Commissioner Strakeljahn noted that Commissioner Gary Anderson, the alternate KRCC Board member for Port of Bremerton, is in attendance and will attend the June 1 KRCC Board meeting in Commissioner Strakeljahn's place.

2. CHAIR'S COMMENTS

Councilmember Ashby reminded participants that this study session was focused on discussing the draft Kitsap Countywide Planning Policies (CPPs).

Councilmember Ashby explained that the study session format will be more structured than typical Board meetings to ensure productive discussion. She explained that KRCC's bylaws require that any votes related to CPPs require approval from 75% of KRCC Board members. For any motions during the study session that relate to CPPs, KRCC staff will lead a roll call vote. For other items, the Board will use unanimous consent, as usual.

Councilmember Ashby reminded participants that the June 1 KRCC Board meeting will include a vote on the draft CPPs and requested full attendance from KRCC Board members during the June 1 meeting.

3. CONSENT/ACTION ITEMS

A. Approve the 2/2/2021 and 3/4/2021 KRCC Board meeting summaries.

Mayor Erickson made the motion to approve the 2/2/2021 and 3/4/2021 KRCC Board meeting summaries. Commissioner Strakeljahn seconded the motion. The motion passed with unanimous consent.

B. Approve the budget amendment request from LDC, Inc.

Councilmember Ashby shared that LDC, Inc., the consultant supporting the CPP update process, requested additional funds. LDC conducted additional work that was not originally scoped, including preparing for and participating in 11 additional meetings. LDC requested \$12,650 for this additional work.

Mayor Putaansuu made the motion to approve the budget amendment request. Councilmember Stern seconded the motion. The motion passed with unanimous consent.

C. Review the February and March Executive Committee meeting summaries.



Councilmember Ashby noted that previous Executive Committee summaries are available in the [5/4/2021 KRCC Board Meeting Reference Packet](#) (pages 2 and 9).

4. COUNTYWIDE PLANNING POLICIES (CPP) STUDY SESSION

A. KRCC staff report out on the CPP “Roadshow” with KRCC Board members.

Sophie Glass, KRCC Program Director, shared that KRCC staff offered to meet with all KRCC jurisdictions individually to review the draft CPPs, answer questions, and hear concerns.

Staff held these “roadshow” meetings with Kitsap Transit, Kitsap County, City of Port Orchard, City of Bremerton, Port of Bremerton, City of Bainbridge Island, and Naval Base Kitsap. Staff will also present at the Poulsbo City Council meeting on May 5.

Councilmember Ashby shared that KRCC also held an optional pre-session in the hour before the May 5 study session to provide another opportunity to answer questions. Most of the discussion at this pre-session focused on Element D: Rural Centers.

B. Review the draft CPP Cover Memo.

Sophie explained that, to structure the conversation around the draft CPPs, LUTAC recommended categorizing the draft policies into three groups as follows:

- Bucket 1: Policies with Agreement
- Bucket 2: Further Discussion Needed
- Bucket 3: Not Sufficiently Reviewed by LUTAC or TransTAC

C. Discuss the draft CPPs (v. 4-26-2021) as recommended by the Land Use Technical Advisory Committee (LUTAC)

Clay White, LDC, Inc., shared elements in Bucket 1: Policies with Agreement. These elements included:

- Vision Statement
- Element A: Countywide Growth Pattern
- Element B: Urban Growth Areas
- Element C: Centers of Growth
- Element E: Natural Environment
- Element F: Contiguous, Compatible, and Orderly Development
- Element G: Public Capital Facilities and Essential Public Facilities
- Element I: Housing
- Element J: Countywide Economic Development
- Element K: An Analysis of the Fiscal Impact
- Element L: Coordination with Tribal Governments
- Element M: Coordination with Federal Government Including Navy
- Element N: Roles and Responsibilities

Overviews of the changes made in these elements can be found in the [presentation slides](#). He expressed appreciation to the planning directors of each jurisdiction for the time and dedication they spent discussing and coming to agreement on these elements.

Questions:



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- Councilmember Daug: Will the questions and comments received during the roadshow meetings be shared with the Board?
 - Sophie: Yes, KRCC staff will share a memo with comments received during the roadshow meetings after the final meeting is held on May 5.

Comments:

- Mayor Erickson shared a concern about policy AH-2 in CPP Cover Memo Attachment D, which includes proposed equity-related policy changes. She recommended removing the phrase “in both rural and urban areas” to avoid unintentionally incentivizing development into rural areas. Mayor Putaansuu and Commissioner Gelder expressed support for removing this phrase.
- Councilmember Ashby shared a concern about policy D-3 in Element F. She recommended removing section a.: “...KRCC shall monitor the Revenue Sharing Inter-local Agreement among the County and Cities (shown in Appendix D)...” because three cities have left the agreement. Clay shared that he had intended to remove that section along with Appendix D. Mayor Erickson shared that Poulsbo still participates in interlocal agreements. Councilmember Ashby explained that removing this section from the CPPs would not preclude cities from participating in interlocal agreements.
- Councilmember Ashby recommended, in policy D-3 section c: “KRCC shall facilitate on-going regional discussion on revenue equity issues,” to replace “shall” with “should”. Mayor Wheeler, Mayor Putaansuu, and Councilmember Deets agreed.

D. Provide guidance on select CPP Elements needing further discussion.

Clay shared policy R-2 in Element D: Rural Land Uses and Development Patterns, which was in Bucket 2: Further Discussion Needed. He explained that, during this CPP update cycle, jurisdictions have brought forward questions about including the term “rural center.”

Comments:

- Commissioner Gelder expressed support for putting the current draft language out for public comment.
- Commissioner Gelder explained that Puget Sound Regional Council (PSRC)’s Regional Centers Framework, adopted in 2018, define centers of growth as urban and located in cities or urban growth areas. Kitsap CPP Appendix C references criteria for urban centers of growth, including candidate centers; Appendix C does not include reference to rural or local centers. He shared that centers play an important role in the region and help define community character. Rural centers, as proposed by Kitsap County, would be equivalent to Limited Areas of More Intensive Rural Development (LAMIRDs); they would not be centers of growth or local centers. Kitsap County’s primary concern is avoiding being limited in transportation grant funding when serving underserved rural areas.
- Chairman Forsman shared that the Suquamish Tribe’s concern is that LAMIRDs remain a historical land use designation. He expressed concern that the rural centers designation could create more density. He expressed support for a transparent process for determining growth and ensuring that the Suquamish Tribe is involved in this process.
- Mayor Erickson shared that transportation incentivizes growth, so transportation funding should be allocated to urban areas, such as incorporated cities and urban growth areas. She



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explained that the county has access to transportation funding that cities do not have access to. She expressed concern that designating rural centers could incentivize growth in LAMIRDs.

- Mayor Putaansuu expressed agreement with Mayor Erickson and shared that he hopes KRCC can work towards language that is acceptable to all the jurisdictions. He shared that the City of Port Orchard supports ensuring clarity between growth centers, which must be urban, and rural centers.
- Mayor Wheeler expressed agreement with Chairman Forsman’s request for a transparent process and thorough conversation about the impacts of land use.
- Councilmember Stern shared that the conversation about rural centers relates mainly to transportation funding, but also to property and sales taxes.
- Councilmember Deets shared that the City of Bainbridge Island supports Port Orchard’s proposal and is sensitive to protecting rural areas and allocating transportation funding to areas in which it is most needed.
- Commissioner Gelder shared that LAMIRDs have transportation needs. He also explained that the taxes city residents pay to counties support regional services, not roads. He explained that the Regional Centers Framework provides the structure for focusing growth into urban, not rural areas. Designating rural centers in the CPPs would not negate this structure.

E. Review the draft CPP policies that LUTAC has not reviewed in depth.

Sophie explained that Attachments B, C, and D in the [5/4/2021 KRCC Board Meeting Action Packet](#) (page 31) include policies in Bucket 3: Not Sufficiently Reviewed by LUTAC or TranSTAC.

Sophie shared Kitsap Transit’s proposed edits to the draft CPPs. Director Clauson explained that the proposed edits include additional clarifications and opportunities to support transportation management strategies.

Councilmember Ashby shared proposed edits to CPP Appendix A: Kitsap CPP Ratification Process. She explained that the Kitsap County Prosecuting Attorney reviewed these proposed edits to ensure they were legally sound. Commissioner Gelder explained that these edits intend to streamline work processes by allowing appendices to the CPPs to be revised without the full KRCC CPP ratification process. This would not go into effect until after the updated CPPs are approved and ratified. Councilmember Ashby explained that, under these proposed edits, an update to a CPP appendix would require a two-thirds vote by the KRCC Board, approval by three of the four cities, and ratification by Kitsap County. She noted that KRCC’s bylaws require a supermajority of 75%, so the two-thirds majority should be changed to 75%.

Councilmember Ashby shared proposed changes to equity-related policies, based on discussions held at the March 4 KRCC Board retreat. Board members shared the following comments:

- Councilmember Ashby recommended, in policy T-4 c., changing “shall” to “should”.
 - Mayor Putaansuu expressed support for using “should” and noted that policies in the CPPs are minimums, so jurisdictions can include more restrictive policies in their individual plans.



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- Councilmember Schneider asked how the difference between “shall” and “should” would impact proposed policy T-4 c.: “work with residents to understand their transportation needs.” Councilmember Ashby explained that “should” allows each jurisdiction to determine their own lever of participation, while “shall” is more restrictive.
- Mayor Wheeler expressed strong support on behalf of the City of Bremerton for using “shall” in these policies. He shared that the difference between “shall” and “should” is accountability. In the case of policy T-4 c., “shall” requires jurisdictions to commit to take public comment, intentionally reach out to the community, and gather feedback. “Should” would not require that commitment.
- Mayor Erickson shared that she was originally concerned about using “shall” in these policies. However, after more thought, she realized that jurisdictions already follow proposed policy T-4 c. through required public hearings. She expressed that she feels neutrally about using “shall” in this policy.
- Mayor Wheeler shared that, regarding anti-displacement strategies, the City of Bremerton supports using “shall.”
- Councilmember Ashby shared that, in policy NE-2, “will” should be either “shall” or “should.”
 - Mayor Wheeler recommended changing “will” to “shall.”
- Mayor Erickson recommended, in policy AH-2, removing “both rural and urban areas.”
- Mayor Wheeler recommended, in policy AH-2, changing “should” to “shall.”
 - Mayor Erickson shared that she has no problem with using “shall” in this policy because jurisdictions do this already.

Councilmember Ashby summarized the Board’s proposed changes to the draft CPPs as follows:

- Remove section a. from policy D-3.
- Accept Kitsap Transit’s proposed edits.
- Change the approval process for appendices as proposed, except with a requirement for approval from 75% (rather than two-thirds) of the KRCC Board.
- In policy AH-2, replace “should” with “shall” and remove “in both rural and urban areas.”
- In policy NE-2, replace “will” with “shall.”
- In policy D-3 c., replace “shall” with should.”

Mayor Wheeler made the motion to incorporate the above changes into the draft CPPs for public comment. Commissioner McClure seconded the motion. Councilmember Ashby requested a roll call vote and reminded the Board that this vote required 75% approval to pass. The motion passed with all 14 voting members voting to approve.

F. Discussion question: What should be included in the draft CPPs for public review?

Councilmember Ashby asked the Board for suggestions about moving Element D forward.

Board members shared the following considerations:

- Commissioner Gelder recommended releasing Element D for public comment with the approved language, not with any of the proposals discussed. This would allow more time for the Board to find mutually acceptable language.
- Mayor Erickson recommended allowing more time to further discuss Element D and releasing it later.



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- Mayor Wheeler recommended spending more time on Element D rather than releasing a version without consensus. He expressed support for discussing Element D further and releasing it for public comment later or delaying the release of the entire draft CPPs until Element D is agreed on.
- Mayor Putaansuu recommended moving the draft CPPs except Element D forward for public comment. He encouraged reaching consensus before releasing the draft Element D. He proposed that PlanPOL convene to discuss Element D. Mayor Erickson, Commissioner Garrido, and Commissioner Wolfe agreed.
- Councilmember Ashby explained that, if the Board recommends releasing Element D later, the public comment period would need to be extended and the Board may need to meet in July to discuss proposed changes.
- Clay White shared an option to release Element D as written in the current adopted CPPs with a note that KRCC is working to update it.
- Commissioner Gelder shared that releasing Element D in its current form would not provide value to members of the public seeking to make comments. He suggested holding a joint PlanPOL/TransPOL meeting because the issues in Element D relate to both land use and transportation.
- Mayor Putaansuu shared that TransPOL and TranSTAC have already shared their feedback throughout the update process. PlanPOL should finalize Element D.
- Mayor Wheeler shared that any documents released for public comment should have been fully reviewed first. He expressed support for either waiting to release the entire CPPs or releasing all of the CPPs except Element D.
- Mayor Erickson expressed support for releasing the CPPs except Element D. Then, PlanPOL would discuss Element D, arrive at a compromise, and release it for public comment later.

Mayor Erickson made a motion to release the CPPs for public comment, absent Element D. Mayor Putaansuu seconded the motion. Councilmember Ashby requested a roll call vote and explained that, because this motion relates to the public comment period, not CPP policies, only simple majority approval is required to pass the motion. The motion passed with 12 voting members voting to approve and two voting to not approve.

The following KRCC Board members voted to approve the motion: Mayor Erickson, Mayor Wheeler, Mayor Putaansuu, Councilmember Deets, Councilmember Stern, Councilmember Ashby, Commissioner Garrido, Councilmember Schneider, Director Clauson, Commissioner Strakeljahn, Councilmember Daug, and Commissioner McClure.

The following KRCC Board members voted to not approve the motion: Commissioner Gelder and Commissioner Wolfe.

G. Confirm next steps prior to the June 1 KRCC Public Hearing.

The KRCC Board did not discuss this agenda item.

H. Discuss the CPP Public Comment/Public Hearing Plan.

Sophie explained that the CPP Public Comment/Public Hearing Plan is in the [5/4/2021 KRCC Board Meeting Action Packet](#) (page 126).



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5. STAFF REPORT

A. KRCC Income Statement.

The [5/4/2021 KRCC Board Meeting Action Packet](#) (page 129) includes the KRCC income statement.

6. PUBLIC COMMENTS

No comments from the public. Councilmember Ashby reminded members of the public that they can provide written comments via email at publicinfo@kitsapregionalcouncil.org.

7. ADJOURN

The meeting adjourned at 12:15 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	
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	✓
Heacock, Shane (alternate)	Port of Kingston	
McClure, Mary	Port of Kingston	✓
Forsman, Leonard	Suquamish Tribe	✓
Mills, Luther "Jay" (alternate)	Suquamish Tribe	



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ATTACHMENT B – NON-MEMBER PARTICIPANTS

Name	Affiliation
Non-Members	
Clay White	LDC, Inc.
Heather Wright	City of Bainbridge Island
Councilmember Brenda Fantroy-Johnson	City of Bainbridge Island
Andrea Spencer	City of Bremerton
Joe Rutan	City of Port Orchard
Nick Bond	City of Port Orchard
Karla Boughton	City of Poulsbo
David Forte	Kitsap County
Angie Silva	Kitsap County
Eric Baker	Kitsap County
Jeff Rimack	Kitsap County
James Clough	Kitsap County Association of Realtors
Ed Coviello	Kitsap Transit
Steffani Lillie	Kitsap Transit
Pat lolavera	Naval Base Kitsap
Andrea Harris-Long	Puget Sound Regional Council
Alison O’Sullivan	Suquamish Tribe
KRCC Facilitation Team	
Sophie Glass	KRCC Program Director
Betsy Daniels	Interim KRCC Program Director
Mishu Pham-Whipple	KRCC Transportation Program Lead
Kizz Prusia	KRCC Land Use Program Lead
Pauline Mogilevsky	KRCC Administrative Coordinator

Kitsap Regional Coordinating Council: Overview of Types of Centers

v. 6-30-2021

	Local			Countywide		Regional		Military	
	Local Centers	Rural Communities	Rural Centers	Countywide Growth Centers (and Candidate Centers)	Countywide Industrial Centers	Regional Growth Centers	Regional Industrial Centers	Major Military Installations	Smaller Military Installations
Designation (Who holds the pen?)	Local jurisdictions designate in Comprehensive Plans.	KRCC identifies examples of existing rural neighborhoods, not LAMIRDs, in CPPs.	KRCC identifies in CPP Element D.	KRCC designates in CPPs.	KRCC designates in CPPs.	PSRC designates and must be included in CPPs.	PSRC designates and must be included in CPPs.	PSRC and further defined in the CPPs.	
VISION 2050 / Centers Framework	The Regional Centers Framework recognizes the importance of these places but does not envision a regional or county designation for all types of local centers. ¹			Each county's CPPs include criteria and processes for countywide centers, though the approach varies significantly by county. Through the Centers Framework Update, designation of countywide centers remains delegated to a countywide process while providing a baseline of consistent regional standards for each county to use. ²		Regional Growth Centers include Urban and Metro Growth Centers.	Manufacturing/industrial centers preserve lands for family-wage jobs in basic industries and trade and provide areas where that employment may grow in the future. ¹	Major Military Installations serve as hubs for both military and civilian employment and population. ²	
Planning Role & Purpose	Local Centers are central places that support communities and play an important role in the region. They range from neighborhood centers to active crossroads. 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. ¹	Rural Communities In proposed CPP updates: <i>Rural Communities are already-existing residential and commercial areas of more intensive rural development designated in the Kitsap County Comprehensive Plan under RCW 36.70A.070.5.</i>	Rural Centers Proposed role and purpose: <i>These centers are equivalent to Local Areas of More Intensive Rural Development (LAMIRDs)³</i>	Countywide Growth Center These centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. ¹	Countywide Industrial Center These centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy. ¹	Urban Growth Center These centers have an important regional role, with dense existing jobs and housing, high-quality 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. ¹ Metro Growth Center These centers have a primary regional role – they have dense existing jobs and housing, high quality transit service, and are planning for significant growth. They 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. ¹	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. ¹ Industrial Growth Center These regional clusters of industrial lands have significant value to the region and potential for future job growth. 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 all MICs with transit. ¹	While military installations are not subject to local, regional, or state plans and regulations, PSRC recognizes the relationship between regional growth patterns and military installations and recognizes the importance of military employment and personnel all aspects of regional planning. ¹	
Example	Varies by jurisdiction	Seabeck	Port Gamble, Suquamish, Keyport, Manchester	Kingston, Eastside Village Center, Downtown Port Orchard	None currently listed	Bremerton, Silverdale	Puget Sound Industrial Center - Bremerton	Naval Base Kitsap - Bremerton, Bangor	Naval Base Kitsap - Keyport, Jackson Park

¹ Regional Centers Framework: https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

² Summary by KRCC staff.

³ **Local Areas of More Intensive Rural Development (LAMIRDs)** are defined in Washington Administrative Code (WAC) 365-196-425. Counties may allow for more intensive uses in a LAMIRD than would otherwise be allowed in rural areas and may allow public facilities and services that are appropriate and necessary to serve LAMIRDs subject to the requirements as Type 1, Type 2, or Type 3 LAMIRDs. Type 1 LAMIRDs: Isolated areas of existing more intense development. Within these areas, rural development consists of infill, development, or redevelopment of existing areas. These areas may include a variety of uses including commercial, industrial, residential, or mixed-use areas. These may be also characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads developments. Type 2 LAMIRDs: Small-scale recreational uses. Counties may allow small-scale tourist or recreational uses in rural areas. Small-scale recreational or tourist uses rely on a rural location and setting and need not be principally designed to serve the existing and projected rural population. Type 3 LAMIRDs: Small-scale businesses and cottage industries. Counties may allow isolated small-scale businesses and cottage industries that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents, through the intensification of development on existing lots or on undeveloped sites.

Kitsap County
Draft Countywide Planning Policies (CPPs)

Public Review Draft - 6/08/2021

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.

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*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 welcoming place to live and work for all in Kitsap. We strive to protect our natural systems; preserve the character of our smaller communities; respect community and Tribal histories; create an economy that supports all and contributes to equitable places, efficient transportation, accessible broadband, 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. eEnvision 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~~

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~~proposes a~~ An application for an expansion of the a UGA shall prepare or update a comparison of potential areas for expansion, including:-

- i. Planning and zoning regulations currently in place.
- ii. An evaluation of how a full range of urban-level infrastructure and services would be provided within potential expansion areas, including appropriate capital facility analysis.

Fire	Storm Water	Solid Waste
Police	Potable Water	Park & Recreation Facilities
Transportation	Sewer	Schools
Utilities: Power and Telecommunications, including Broadband Emergency Medical Services		

All service providers including special districts and adjacent jurisdictions should be included in the evaluation. Best available infrastructure technology may be used provided that it has been approved by the jurisdiction as part of a broader review of available technology.

- iii. ~~Although specific standards and criteria are not implied, o~~ Other factors shall should be addressed in evaluating areas for Urban Growth Area expansion, including but not limited to: environmental constraints; economic development; preservation of cultural, historical, and designated resource lands.
- iv. Analysis of how the application meets the requirements of WAC 365-196-310, RCW 36.70A.110, RCW 36.70A.115, and other requirements, as implemented through the County comprehensive plan docket application process.
- k. The City and County shall conduct early and continuous public involvement when establishing, expanding, or adjusting Urban Growth Areas, and shall do so jointly when appropriate. Residents of unincorporated areas should be consulted and actively involved in the process affecting them.

4- UGA-4 Coordinated Growth Management in Urban Growth Areas:

- a. Adopted City and County comprehensive plans shall reflect the intent that all land within unincorporated Urban Growth Areas will either annex to a city or incorporate within the 20-year planning horizon.
- b. To maximize the efficient use of urban lands, subdivisions in Urban Growth Areas ~~shall~~ should be consistent with the associated jurisdiction’s Comprehensive Plan and underlying zoning densities, or where applicable, interlocal agreement between the county and city.
- c. ~~As described in the Growth Management Act, c~~ Cities are the primary provider of municipal services and facilities in their Urban Growth Areas, responsible for demonstrating within their Comprehensive Plans the capacity to provide all urban services within their associated Urban Growth Area(s). This may be accomplished through a collaborative process with Kitsap County and/or other service providers.
- d. The County and Cities ~~shall~~ should establish procedures to facilitate the smooth transfer of governance for associated Urban Growth Area(s) through the adoption of ~~Urban Growth Area Management Agreements (UGAMAs), as per Appendix C: Urban Growth Area Management Agreements~~ interlocal agreements.

- 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 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;
- 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 insure that the community is fully contained;

~~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. a mechanism to insure 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.
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

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).

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

- a. Rural Centers are LAMIRDS that are identified in the County's Comprehensive Plan. These existing residential and commercial areas of more intensive rural development are designated in the Kitsap County Comprehensive Plan under RCW30.70A.070(5). In-fill, consistent with Growth

Management Act requirements, is expected. Rural Centers should be served by transportation providers and other services consistent with the Levels of Service adopted by Kitsap County for roads and by service standards set by Kitsap Transit for transit service upon designation as an area of more intensive development.

- b. Rural Centers are not Centers of Growth as designated in Element C and in Appendix C. It is recognized that transportation investment, which supports existing and in-fill development allowed under RCW36.70A.070(5), is important to the overall transportation network.
- c. Rural Centers include:
 - a. Port Gamble
 - b. Suquamish
 - c. Keyport
 - d. Manchester
 - e. Type 3 LAMIRDs
- d. ~~b.~~ **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.
- e. ~~e.~~ 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:

4. 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.
 - 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 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.

2- NE-3 The County and the cities will ~~C~~onserve 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 enhance the public health and safety and the environment for all residents, regardless of social or economic status, by reducing pollutants, as defined by WA State and federal law.
- 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 enhance ecosystems that support Washington State's Priority Habitat and Species as identified by the Washington Department of Fish and Wildlife.
- h. Incorporate and incentivize anti-displacement tools and policies.
- i. Ensure accessibility of green spaces for people of all abilities and transportation methods.
- j. 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 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 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~~ should 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 coordinated strategies and interjurisdictional processes between the County and cities to mitigate the impacts of displacement.
- d. Consider implementing flexible strategies that will encourage development of a range of affordable housing, both public and private.

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. C

8. F-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~~ Cities 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), opti-com systems 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 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.

- c. The County and the Cities shall ensure environmental protection, water quality, and conformance with ESA requirements through best management practices throughout the life of the transportation facilities, ~~including:~~
 - i. ~~Facility design, and in particular low impact development strategies for the collection and treatment of storm water and surface run-off.~~
 - ii. ~~Avoiding construction during the rainy season.~~
 - iii. ~~Regular and routine maintenance of systems.~~
- d. The County, the Cities, and Kitsap Transit should support Puget Sound Clean Air Agency public education about anti-pollution measures.

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 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 shall serve all users of all ages and abilities, 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. The County and the Cities should allow flexible, alternative, and emerging transportation modes.
- 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.
- d. 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.
- e. 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.
- f. Rural Communities shall accommodate appropriate pedestrian/bicycle connections and transit service and facilities consistent with rural services standards 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 eCenters as part of the countywide transportation plan.
 - b. The transportation system linking ~~D~~designated Centers within the county ~~shall~~ should 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.
 - c. ~~The Kitsap Regional Coordinating Council shall serve as the point of coordination to assure Puget Sound Regional Council and Peninsula RTPO planning programs are consistent and mutually beneficial to jurisdictions within Kitsap County.~~
 - d. ~~The Transportation Improvement Program (TIP) for Kitsap County shall continue to be a part of the regional TIP adopted by the Puget Sound Regional Council. Local review, comment and recommendations shall be coordinated through the Kitsap Regional Coordinating Council.~~
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" that have been 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	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~~ shall 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.
 - a. Where possible, expand areas zoned 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.
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 ~~120~~ 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 ~~120~~ 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.

a. Protect existing low-income housing.

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):

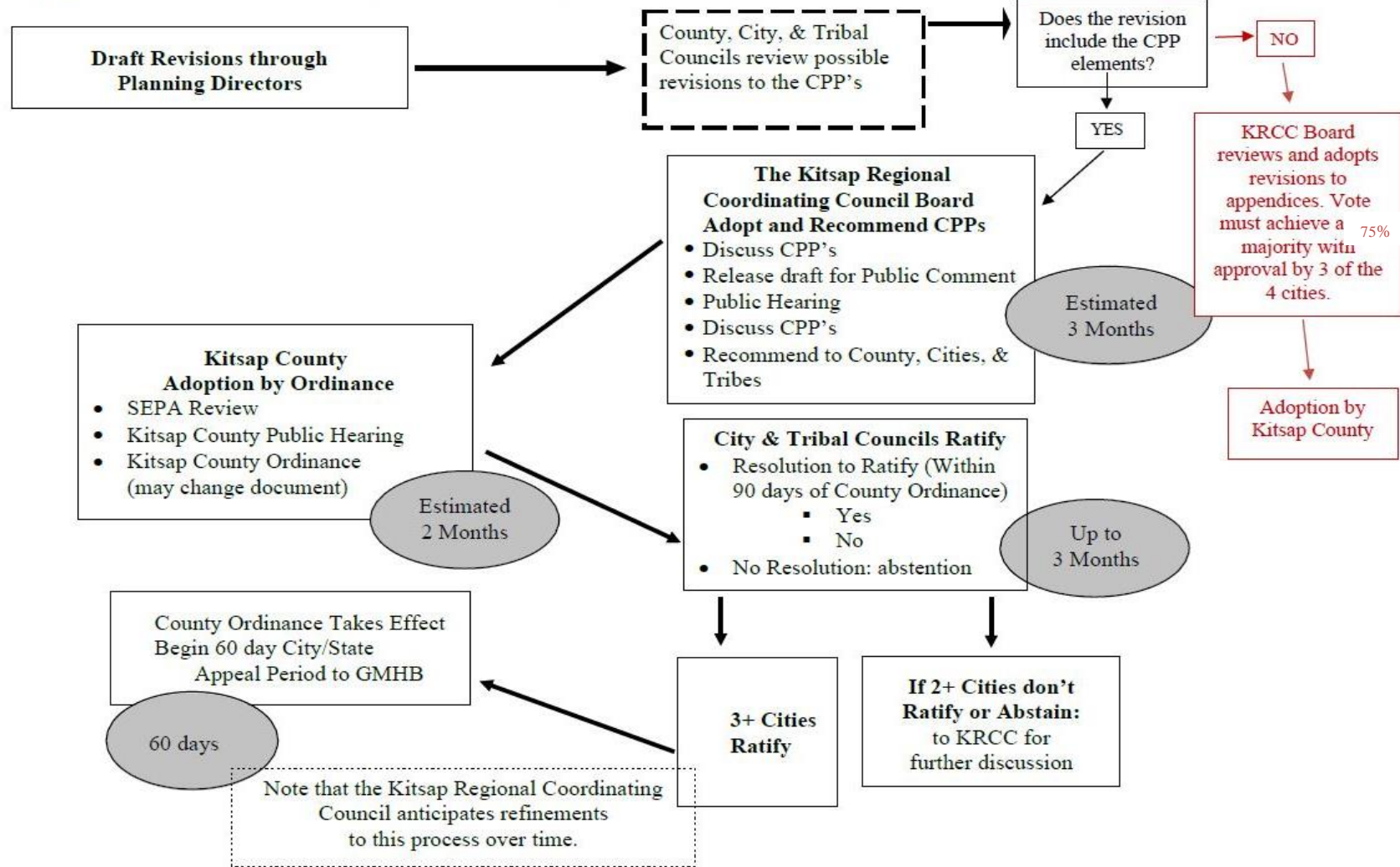
4. RR-1 The KITSAP REGIONAL COORDINATING COUNCIL was established by interlocal agreement (see Appendix E) to assure coordination, consensus, consistency, and compliance in the implementation of the Growth Management Act and comprehensive planning by County, city and tribal governments within Kitsap County.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

**Language in red proposed for inclusion within
Appendix A**

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



Appendix A
Adopted by Kitsap County Ordinance 509-2013
Nov. 25, 2013
Packet Pg. 33

Appendix B-1: Population Distribution Through

2036

Jurisdiction	2010 ¹	Population Growth ²	2036 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	11,100	<u>30,476</u>
		6,764	29,476
Silverdale UGA	17,220		<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>	<u>61,989</u>	209,234
	147,245	61,989	
Rural Non-UGA	<u>102,077</u>	<u>18,449</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

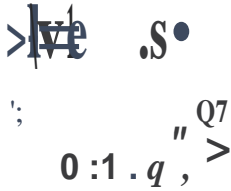
² Population growth reflects new residents through the 2035 planning horizon

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 to 2036, reflecting WA Dept. of Commerce instruction re: definition of planning horizon

Adopted by Kitsap County Ordinance X
X, 2021



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 Daugs
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 Forsma
Fisheries Director Rob Purser'
Suquamish/J. Tribe"

Council Chair Jeromy Sullivan
Noo-Kayel CEO Chris Placentia •
Port Gamble S'Klallam Tribe"

Commissioner Axel Strakeljahn
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

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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

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.

	<ul style="list-style-type: none"> • Mix of Uses: Goal for a minimum mix of at least 15% planned residential and employment activity in the RGC. • 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.
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 where 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.

	<ul style="list-style-type: none"> • 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 planned frequent, local, express or flexible transit service. • 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	At the time of identification, the center shall have: <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>

	<ul style="list-style-type: none"> ▪ <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 ½ mile radii from an existing or planned ferry terminal.</i> <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	At the time of identification, the Center shall have: <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	The Center shall: <ul style="list-style-type: none"> • Have industrial retention strategies in place.

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	<ul style="list-style-type: none"> • Play an important county role and concentration of industrial land or jobs with evidence of long-term demand.
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* 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

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>

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	<ul style="list-style-type: none"> ○ <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 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>
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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

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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:

- 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.
- 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.

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.

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- 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.~~

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:~~

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

~~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

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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
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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

*Adopted by Kitsap County Ordinance X
X, 2021*

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).

To: Kitsap Regional Coordinating Council Board

CC: Betsy Daniels, Kitsap Regional Coordinating Council
Pauline Mogilevsky, Kitsap Regional Coordinating Council

From: Clay White, LDC, Inc.

Date: June 30th, 2021

RE: Countywide Planning Policy – response to comments/suggested policy changes

The purpose of this memo is to provide the KRCC Board with an overview of the approach LDC led in responding to comments received on the Draft Countywide Planning Policies (CPP) during the public comment period. LDC is under contract to the KRCC staff contractor Triangle Associates to support the KRCC staff, Board and committees.

In response to public comments received by the June 25th comment deadline, a draft response to comments document has been prepared for KRCC Board consideration. The comments are organized by element. Where appropriate, a response to each individual comment was developed by LDC to show how comments have been addressed within the draft CPPs. As an example, there are several comments where the commenter is seeking additional emphasis on equity issues. The response highlights where additional emphasis is found within the CPPs.

While the comments submitted during the comment period included specific references to where policy changes could be considered, an LDC review confirmed that the policies, as currently written, are consistent with the Growth Management Act (GMA) and implement Puget Sound Regional Council's (PSRC) Vision 2050.

Comments on the Draft CPPs were received from the Puget Sound Regional Council (PSRC). For each of these comments, draft responses have been provided by LDC outlining how the comment has been addressed within the CPPs. Regarding comments on consistency with Vision 2050, LDC notes that it is not a requirement for Kitsap to have a policy that corresponds to each Multi-County Planning Policy (MPP). However, consistency with Vision 2050 is subjective. There may be additional policy language that the Board would like to consider based upon the comments received.

At the July 6th, 2021, KRCC Board meeting, I will be ready to assist the Board with any language changes they would like to consider.

If Board members have questions prior to the KRCC Board meeting, they can reach me at 425-806-1869 or cwhite@ldccorp.com. I am happy to meet with Board members and/or jurisdictions' staff to answer any questions.



Introduction

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Bert Jackson, Kitsap Environmental Coalition	Objectives	4			There is a noticeable neglect to plan for the serious climate catastrophe now beginning to have an effect on our beloved Kitsap County. It is imperative for the sake of our community that every statement, that has an impact on the climate crisis, the wording be changed from shall or may to must. The Kitsap County Planning Policy envisions (item f) a responsive government. We have a consensus of people, of Mother Nature and of science that clear-cutting is wrong. Why not a plan to outlaw clear-cutting in Kitsap County?	Thank you for your comments.
Beverly Parsons, Kitsap Environmental Coalition	Introduction	3	Vision 2040 <u>2050</u> (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 <u>2050</u> includes the Regional Growth Strategy, Multi-County Planning Policies (RCW 36.70A.210) and <u>Implementation Actions</u> .		According to their website: <i>VISION 2050 charts the course for the region's growth over the next 30 years. It is home to the region's multicounty planning policies and a regional strategy for accommodating growth through 2050. The plan seeks to enhance communities and equity for the region's residents, support a strong economy, expand housing choices, clean up Puget Sound, and provide a comprehensive regional transportation system. VISION 2050 supports continued growth in urban areas and preservation of rural areas and open space. The plan focuses a significant share of job and population growth near transit.</i> This is all well and good in a world where people were living within the planetary boundaries. But that is not the case today. Growth goals need to be within the capacity of our local and broader natural systems. Determine their capacity <i>first</i> and then build the goals to fit within those limits. Don't build goals that do not recognize that there are natural limits to growth if we are to avoid their dangerous depletion.	Thank you for your comments.
Beverly Parsons, Kitsap Environmental Coalition	Vision Statement	4	<u>The Kitsap Countywide vision continues the qualities of life that make our County a welcoming place to live and work for all in Kitsap. We strive to protect our natural systems; preserve the character of our smaller communities; respect community and Tribal histories; create an economy that supports all and contributes to equitable places, efficient transportation, accessible broadband, and affordable housing choices.</u>	The Kitsap Countywide vision continues the qualities of life that make our County a welcoming place to live and work for all in Kitsap. We strive to protect our natural systems; preserve the character of our smaller communities; respect community and Tribal histories; create an economy that <u>protects our environment, addresses climate change</u> , and supports all and contributes to equitable places, efficient transportation, accessible broadband, and affordable housing choices.		Thank you for your comments. The natural environment is currently addressed in the proposed Vision statement (see below). The language is consistent with the Natural Environment Element. Climate change is not addressed in the Vision statement but new policies are contained in the Natural Environment Element. <u>d. Natural systems protection: Respect the natural environment, including natural resource lands such as forests, wetlands, wildlife habitat,</u>



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
						<u>streams, and the Puget Sound – as well as the quality of our waters, land, and air.</u>
Beverly Parsons, Kitsap Environmental Coalition	Objective b.	4	<u>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.</u>	A vital and diversified economy, that provides career pathways, <u>entrepreneurial encouragement and opportunities</u> and living wage jobs for residents, supported by adequate buildable lands for a range of employment uses.		Thank you for your comment. While not addressed in the introduction, there are several polices in the Economic Development Element (Element J) encouraging economic development in a variety of ways. These policies are implemented at the KRCC and city and county level.
Beverly Parsons, Kitsap Environmental Coalition	Objective c.	4	<u>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.</u>		What does “supporting our land use pattern” mean?	Thank you for your comment. The overarching goals of the Growth Management Act (GMA) and Vision 2050 Regional Plan are to focus growth within existing urban areas. This continues to be implemented at the city and county level. Transportation systems align with where growth is focused. Please see the Transportation Element for specific transportation policies. In addition, there are several policies focused on the land use pattern the county and cities are planning for into the future.
Beverly Parsons, Kitsap Environmental Coalition	Objective e.	4	<u>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.</u>		More people are moving to rural areas for climate and health reasons. How is this being considered?	Thank you for your comment. Most growth in Kitsap is being planned for existing urban areas. After the Countywide Planning Policies (CPPs) are adopted, the county and cities will be starting the process to update their respective comprehensive plans. As part of this process, they will be planning for growth out to 2044. Growth targets which each jurisdiction will implement policies in the CPPs which direct most growth to urban areas.
Beverly Parsons, Kitsap Environmental Coalition	Objective f.	4	<u>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.</u>	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 <u>with respect, dignity for all. Acknowledge and work to reconcile our history of injustices, and shift to actively support future generations.</u>		Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Margaret Tufft, Kitsap Environmental Coalition	Objective b.	4	<u>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.</u>	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.	There are many more uses other than building on land. "Range of employment uses" is enough.	Thank you for your comment. The term buildable lands is a common term that is used by local government to describe the Growth Management Act requirement to provide enough capacity to support employment and population growth throughout the planning period in their comprehensive plans.
Margaret Tufft, Kitsap Environmental Coalition	UR-1	5	The Kitsap Countywide Planning Policies should be dynamic and regularly monitored for applicability and effectiveness.	The Kitsap Countywide Planning Policies should <u>shall</u> be dynamic and regularly monitored for applicability and effectiveness.		Thank you for your comment. While the term "should" is utilized in the opening of this policy, it is important to note that UR-1 points directly to the statutory requirements to update the CPPs and uses the word shall when referencing state law requirements. a. The <u>adopted</u> Countywide Planning Policies should be reviewed through the Kitsap Regional Coordinating Council process <u>prior to each required comprehensive plan update as required by RCW 36.70A.130 at least every five years.</u> Proposed Policy revisions shall be reviewed for impacts according to the State Environmental Protection Policy Act (SEPA), <u>consistency with PSRCs Multicounty Planning Policies (MPPs), and shall be consistent</u> with the State Growth Management Act (GMA).
Margaret Tufft, Kitsap Environmental Coalition	UR-1 a.	5	The <u>adopted</u> Countywide Planning Policies should be reviewed through the Kitsap Regional Coordinating Council process <u>prior to each required comprehensive plan update as required by RCW 36.70A.130</u> at least every five years. Proposed <u>Policy</u> revisions shall be reviewed for impacts according to the State Environmental Protection Policy Act (SEPA), <u>consistency with PSRCs Multicounty Planning Policies (MPPs), and shall be consistent</u> with the State Growth Management Act (GMA).		GMA-what if county/city proposes stricter/looser amendments to countywide planning policies?	Thank you for your comment. The county and cities are required to implement the CPPs within their local comprehensive plans. Jurisdictions can certainly adopt measures that go beyond what the CPPs require to be implemented. However, local comprehensive plans cannot adopt policies that would directly conflict with the CPPs.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Margaret Tufft, Kitsap Environmental Coalition	UR-2 b.	5	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.		3 or more cities (tribes?)	Thank you for your comment. Yes, Appendix A of the CPPs only requires at least three cities ratify the CPPs after the Kitsap County Board of County Commissioners adopts them.
Kitsap Economic Development Alliance	Introduction				Often the word "adequate" is used in this document, as in "adequate buildable lands" (pps.4,7) and "adequate supply of housing" (p. 43). KEDA urges stronger language, and that the policy commit to offering " <i>strong supply</i> " of housing and buildable lands. KEDA makes this recommendation due to our significant and growing concerns regarding rising home and land prices in Kitsap, and affordability.	Thank you for your comment. Policies that provide additional specificity and stronger language are included in the CPPs. These policies implement the Growth Management Act (GMA) requirements that the county and cities adopt Comprehensive Plans that provide population and employment capacity for the 20-year planning period. Example policies include UGA-3d, UGA3-h, UGA-5.



Element A: Countywide Growth Pattern (CW)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Betsy Cooper, Kingston Resident	CW-1 d.	8	In Kitsap, urban communities are closely linked to water and natural amenities and provide open space links to the natural environment.	<u>In Kitsap, urban communities are closely linked to water and natural amenities and provide open space links to the natural environment.</u>	Why was this remove? [sic] The linkage to natural areas and waterfront access is a crucial feature of Kitsap. This policy should be reinstated or revised and reinstated – (c. In Kitsap, urban communities are closely linked to water and natural amenities and provide open space links to the natural environment.)	Thank you for the comment. The sub-policy language is proposed for removal because it does not fit the subject matter under policy CW-1, which is focused on the roles of cities and unincorporated UGAs. Please note that similar policy language is found in the Natural Environment chapter.
Cindy Brooke, Kitsap Environmental Coalition	CW				Does not address relevant climate change or racial/environmental justice issues. Vague references to housing, but not to affordable housing; RCWs were referenced.	Thank you for your comment. Climate change is mostly addressed in the Natural Environment Element. There are also significant new policies contained throughout the CPPs which address issues including displacement and equity.
Margaret Tufft, Kitsap Environmental Coalition	CW	7			What is livable? What about climate change? Trees, plants, cooling mitigation? trees and plants within urban areas. Roof gardens allowed and encouraged. Trees in parking lots so cooler. Solar/parking lot combinations where multi-story.	Thank you for your comment. Please see the Natural Environment Element.
Margaret Tufft, Kitsap Environmental Coalition	CW b.	7	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.	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.		Thank you for your comment. The term buildable lands is a term used by local government to describe the requirement to provide enough capacity to support employment and population growth throughout the planning period in their comprehensive plans.
Beverly Parsons, Kitsap Environmental Coalition	CW b.	7	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.		Economic development does not necessarily mean building on land. We need an economy that engages with nature in ways other than building on it.	Thank you for your comment. Each Element of the CPPs addresses different issues and topics as required by state law. The comment correctly notes that economic development happens in many ways. Policies in the Economic Development element address this. Further, environmental protections are addressed in the Natural Environment Element.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Beverly Parsons, Kitsap Environmental Coalition	CW c.	7	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.		Think about the combination of transportation and communication. See the internet, broadband, and fiber optics as part of the transportation system. We transport formation and connections through means other than moving bodies and materials.	Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	CW e.	7	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.		Food needs to be grown in urban as well as rural areas. There needs to be more attention to the relationship between rural and urban in multiple ways. For example, think in terms of ecosystems and connections between rural and urban students.	Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	CW f.	7	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.		Why are NGOs and businesses not included here as needing to be working in partnership with government?	Thank you for your comment. The intent of this section is to provide a very high-level overview of the countywide vision. Businesses are included in this statement in section b. <i>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,</i>
Beverly Parsons, Kitsap Environmental Coalition	CW	7	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.		It’s not just where the development is but the type of development. Encourage more environmentally responsible types of construction including smaller and patterns of development that reduce transportation and infrastructure needs.	Thank you for your comment. The issue raised is specifically addressed in both transportation and environmental policies which are contained in separate CPP Elements.



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Beverly Parsons, Kitsap Environmental Coalition	CW	8	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.		What does growth mean as we move into potentially markedly different climate conditions.	Thank you for your comment. While growth will continue to be focused in urban areas, environmental considerations, including climate change, are factored in. This already occurs through regulations such as shorelines, floodplain, and critical areas. New climate change policies, contained in the Natural Environment Element also begin to address this issue.
Puget Sound Regional Council	CW				VISION 2050 includes policy direction for the county and cities to actively encourage and identify strategies to facilitate annexation (MPP-RGS-16). The draft CPPs include important guidance on joint planning and the goal to annex or incorporate urban unincorporated areas. The policies would benefit from updated language to emphasize strategies and steps to remove barriers and actively encourage annexation.	Thank you for your comment. MPP-RGS-16 states - <i>“Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.”</i> Element B – UGA-4 provides policy language for coordinated growth Management in UGAs, including facilitation of annexations. This includes UGA-4a. Which states: <i>“Adopted City and County comprehensive plans shall reflect the intent that all land within unincorporated Urban Growth Areas will either annex to a city or incorporate within the 20-year planning horizon.”</i>
Puget Sound Regional Council	CW				VISION 2050 and the Regional Growth Strategy emphasizes transit-supportive densities and growing near high-capacity transit station areas, such as ferry terminals and future bus rapid transit stops, where services and infrastructure exist and are prioritized. Consider adding more discussion and expanding policies to emphasize the need for transit-supportive densities and prioritizing growth near high-capacity transit station areas, in addition to centers. (MPP-RC-8, MPP-RGS-8, H-7-8, MPP-DP-22)	Thank you for your comment. MPP-RC-8 states <i>“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.”</i> MPP-RGS-8 states <i>“Attract 65% of the region’s residential growth and 75% of the region’s employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.”</i> H-7 states <i>“Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in</i>



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						<p>growth centers and station areas throughout the region.”</p> <p>H-8 states “Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.”</p> <p>MPP-DP-22 states “Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.”</p> <p>Note that policy support for providing transit supportive densities is found within the draft CPPs. Here are some examples (this does not represent every policy).</p> <p>Proposed UGA-5b states: <u>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).</u></p> <p>The UGA Element opening statement states:</p> <ol style="list-style-type: none"> 1. “Higher density residential development within walking or bicycling distance of jobs, transit, schools and parks. 2. <u>Maximizing benefits of transportation and infrastructure investments.</u> <p>NE-8 states: “Policies and actions to address climate change:</p> <ol style="list-style-type: none"> i. <u>The County and the Cities should</u>



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						<p><u>continue support for focusing growth in urban areas, centers, and high-capacity transit areas located near transit options and proximity to jobs.</u></p> <p>T-4d states:—<i>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 <u>efficient and equitable</u> transit and pedestrian travel appropriate to each type of urban and rural development or re-development:</i></p> <p><i>d. 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.</i></p>
Puget Sound Regional Council	CW-3 h.	9	<p>Incorporate provisions addressing community health, <u>equity, and displacement</u> into appropriate regional, countywide, and local planning and decision-making processes.</p>		<p>VISION 2050 prioritizes the reduction of health disparities and improvement of health outcomes in regional, countywide, and local plans (MPP-RC-3). Consider expanding CW-3.h and other health-related policies to better address health outcomes resulting from land use and transportation decisions. Consulting with the Kitsap County Health District could also strengthen policies to achieve improved health outcomes.</p>	<p>Thank you for your comment.</p> <p>MPP-RC-3 states: <u>“Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.”</u></p> <p>Note that while CW-3-h could be expanded, this issue is addressed in other policy areas in the CPPs. This includes supporting PSRC work on the regional equity strategy. Proposed policy D-5 which states:</p> <p><u>“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.</u></p>



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						<p><i>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.</i></p> <p><i>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.”</i></p>
Kitsap Economic Development Alliance	CW	7	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. eEnvision a future in which our natural systems are protected; the water quality in our lakes, streams and Puget Sound is <u>are</u> 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.	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. eEnvision a future in which our natural systems are protected; the water quality in our lakes, streams and Puget Sound is <u>are</u> 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 <u>for all, including historically disadvantaged populations such as Black, Indigenous and People of Color;</u> contributes to healthy downtowns in our Cities and affordable housing choices; the rural appearance of our county is perpetuated.		<p>Thank you for your comment.</p> <p>There are existing and new policies being proposed to address equity issues. This includes new policy D-5 and other specific policies contained throughout the CPPs.</p>
Kitsap Economic Development Alliance	CW	8	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.	Balancing historical patterns of growth with a preferred vision of the future, <u>affordability</u> 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.		<p>Thank you for your comment.</p> <p>Affordable housing is addressed specifically within policies located in the Housing Element. The policies implement requirements in the GMA for coordinated policies on affordable housing and regional policies contained within Vision 2050.</p>



Element B: Urban Growth Areas (UGA)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Suquamish Citizens Advisory Council	UGA-3-j-iii, UGA-4-b, and UGA-4-d	15	<p>Other factors shall <u>should</u> be addressed in evaluating areas for Urban Growth Area expansion, including but not limited to: environmental constraints; economic development; preservation of cultural, historical, and designated resource lands.</p> <p>To maximize the efficient use of urban lands, subdivisions in Urban Growth Areas shall <u>should</u> be consistent with the associated jurisdiction's Comprehensive Plan...</p> <p>The County and Cities shall <u>should</u> establish procedures to facilitate the smooth transfer of governance for associated Urban Growth Area(s) through the adoption of Urban Growth Area Management Agreements (UGAMAs), as per Appendix C: Urban Growth Area Management Agreements <u>interlocal agreements</u>.</p>	<p>Other factors shall <u>should</u> be addressed in evaluating areas for Urban Growth Area expansion, including but not limited to: environmental constraints; economic development; preservation of cultural, historical, and designated resource lands.</p> <p>To maximize the efficient use of urban lands, subdivisions in Urban Growth Areas shall <u>should</u> be consistent with the associated jurisdiction's Comprehensive Plan...</p> <p>The County and Cities shall <u>should</u> establish procedures to facilitate the smooth transfer of governance for associated Urban Growth Area(s) through the adoption of Urban Growth Area Management Agreements (UGAMAs), as per Appendix C: Urban Growth Area Management Agreements <u>interlocal agreements</u>.</p>	<p>Why was "shall" replaced with "should"? It does not seem that this is needed, in fact appears inconsistent with the GMA.</p> <p>Replacing "shall" with "should" seems to weaken the requirement that the subdivision must be consistent with the County's Comp Plan and underlying zoning.</p>	<p>Thank you for your comment. "Should" means that the implementation of the policy is expected but it is not mandatory. The definition outlines reasons why a "should" policy would not be implemented. One of those reason is that the policy might not be applicable or appropriate for the implementing jurisdictions.</p> <p>For UGA-3-j-iii, this is only directed at "other" factors that <u>may</u> exist. The use of "should" in this case reflects that implementation of this sub policy may not be applicable in all cases. It is also important to review this sub-policy in context with the full policy which sets very high standards for UGA expansion.</p> <p>For UGA-4-b and d, the term "should" is utilized because there is not a state requirement requiring a subdivision within an unincorporated Urban Growth Area to conform to all regulations that a city might have or that specific procedures are set in place when an annexation takes place. However, the policy points to interlocal agreements as one mechanism to make this happen and coordination on projects and annexations is certainly encouraged.</p>
Suquamish Citizens Advisory Council	UGA-4-e-ii	16	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.		The problem is that some of these UGAs (Kingston and Silverdale) are not incorporated and show no real interest in doing so. If that is the case, should infrastructure investments be concentrated in these areas at the detriment of other unincorporated areas of the County.	Thank you for your comment.
Betsy Cooper, Kingston Resident	UGA-1	12		<u>Buildable Lands and Land Capacity analyses for each UGA should be regularly updated.</u>	This section should have some statement to the effect that... "Buildable Lands/Land Capacity analyses for each UGA should be regularly updated.	<p>Thank you for your comment.</p> <p>The policy, as written, reflects the Growth Management Act (GMA) requirement in RCW 36.70A.215 to complete the Buildable Lands report two years prior to the deadline for the Comprehensive Plan update.</p> <p>A Land Capacity Analysis is completed prior to each Comprehensive Plan update, which occurs every 8 years. This work is completed as each jurisdiction plans for the next 20 years of growth.</p>



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Betsy Cooper, Kingston Resident	UGA-3 h.	14	An urban growth area expansion shall <u>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.</u>	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. <u>If some UGA or Cities are being expanded to accept additional population allocation, the other UGAs' allocations should also be reviewed to see if the UGA boundaries need to be reduced.</u>	This provision should also include a statement saying something to the effect..." If some UGA or Cities are being expanded to accept additional population allocation, the other UGAs allocations should also be reviewed to see if the UGA boundaries need to be reduced"	Thank you for your comment. Just like a UGA expansion, a UGA contraction may be completed as part of the comprehensive plan amendment process. The policy as written does not bar contraction of a UGA boundary.
Betsy Cooper, Kingston Resident	UGA-3 j.	15	Other factors shall <u>should</u> be addressed in evaluating areas for Urban Growth Area expansion...	Other factors shall <u>should</u> be addressed in evaluating areas for Urban Growth Area expansion...	'shall' should not become 'should'.	Thank you for your comment. It is important to note that the definition of "should" means that the implementation of the policy is expected but it is not mandatory. The definition outlines reasons why a "should" policy would not be implemented. One of those reason is that the policy might not be applicable or appropriate for the implementing jurisdictions. For UGA-3-j-iii, this is only directed at "other" factors that <u>may</u> exist. The use of "should" in this case simply reflects that implementation of this sub policy may not be applicable in all cases. It is also important to review this sub-policy in context with the full policy, which sets very high standards for UGA expansion.
Betsy Cooper, Kingston Resident	UGA-4 d.	15	The County and Cities shall <u>should</u> establish procedures to facilitate the smooth transfer of governance for associated Urban Growth Area(s) through the adoption of Urban Growth Area Management Agreements (UGAMAs), as per Appendix C: Urban Growth Area Management Agreements <u>interlocal agreements.</u>		[sic] would ask why UGAMA's are being eliminated.	Thank you for your comment. UGAMA's may still be utilized but it was determined that this is not required to be listed as a CPP policy. In the future, it is anticipated that governance transfer would most likely occur through interlocal agreements.
Betsy Cooper, Kingston Resident	UGA-4 e.	16	The County should plan with associated cities and local communities to address land uses, infrastructure needs, level of service standards... The County should provide a level of	The County should <u>shall</u> plan with associated cities and local communities to address land uses, infrastructure needs, level of service standards... The County should <u>shall</u> provide a level of	This "should" should also be changed to 'shall'.	Thank you for your comment. "Should" means that the implementation of the policy is expected but it is not mandatory. The definition outlines reasons why a "should" policy would not be implemented. One of those reasons is that the policy might not be applicable or appropriate for



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			urban facilities and services consistent with the County’s ability and appropriateness to provide such services...	urban facilities and services consistent with the County’s ability and appropriateness to provide such services...		<p>the implementing jurisdictions.</p> <p>This existing 4.e.i policy recognizes the importance of joint planning but “should” is utilized to recognize that this level of planning may not always be necessary for each item listed within the sub-policy. Further, this recognizes that this detailed planning may not be required now but may take place as part of an inter-local agreement.</p> <p>4.e.ii recognizes that implementation of the policy is expected but there could be instances that some services in an unincorporated are not provided at an urban level until necessary. As an example, this could be police services or street cleaning services that may not be needed at an urban level until development occurs.</p>
Betsy Cooper, Kingston Resident	UGA-5	16	<u>Policies for the distribution of Distribution of 20-year population and employment growth increments, as forecasted by the WA Office of Financial Management:</u>		This policy and elsewhere in the update calls for adding the distribution of ‘employment growth’ to UGAs. This seems to imply that a whole new allocation of job-producing zoning changes could be required for the distribution of employment. Some UGAs have focused more on residential land use. There is a big question in my mind about what it means to ‘distribute employment’ and what these policies are saying. Does this mean all UGAs must accept ‘employment allocations’? This new requirement is very concerning and needs more explanation before it is adopted since its implications for zoning, and use tables is unclear.	Thank you for your comment. Employment was added to this policy because under the Growth Management Act (GMA), the county and cities are required to plan for both population and employment. The policy was updated to simply reflect requirements the KRCC jurisdictions already implement.
Betsy Cooper, Kingston Resident	UGA-5	16		<u>As population is allocated to a UGA or city, the jurisdiction shall implement the needed infrastructure upgrades necessary to accommodate that population being accepted.</u>	I believe there should be an affirmative statement in this policy that requires Cities and the County, in the case of Unincorporated UGA’s, to certify that there is the infrastructure for the addition of any population to a UGA or, that the jurisdictions (County or City) are required to provide that urban level of services (sewers, stormwater, roads, traffic control etc.) for any addition of population made to a UGA. Kingston being an example, while the Wastewater Treatment plant capacity is adequate for additional growth, however the sewer network capacity to connect new development to that capacity does not exist. Therefore, this policy should have a an additional “J” that states... ‘As population allocated to a UGA or City the jurisdiction shall implement the needed infrastructure upgrades necessary to accommodate that population being accepted.’	<p>Thank you for your comment. UGA-5 is a policy directed at the distribution of the 20-year population and employment growth.</p> <p>The Growth Management Act (GMA) already requires that infrastructure be planned to accommodate future growth. This is part of capital facility planning. Element E also provides capital facility policies.</p>



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Margaret Tufft, Kitsap Environmental Coalition	UGA	12	Limiting urban expansion into rural and forested areas <u>resource lands.</u>	Limiting urban expansion into rural and forested areas <u>resource lands.</u>	Object to substituting resource lands for forests.	Thank you for your comment. The term resource lands is taken directly from the Growth Management Act which. Agricultural, Forest, and Mineral lands of long-term commercial significance are all considered resource lands under state law.
Margaret Tufft, Kitsap Environmental Coalition	UGA	12			Development of pedestrian/bike-friendly cities: areas without cars, so cafes, small spaces for relaxation etc. can be a main part of the urban area. Promotion of attractive (trees, plants, benches, so is calming and inviting). Need a new vision, not continuing with the status quo. Need green plan.	Thank you for your comment. Please see Natural Environment and Transportation Elements which address these issues.
Margaret Tufft, Kitsap Environmental Coalition	UGA-2	13	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 <u>additional</u> reasonable measures to <u>reduce the differences between growth and development assumptions and targets and actual development patterns.</u>		Growth goals-why might be needed? Who might be deciding? Neighborhoods or developers?	Thank you for your comment. The KRCC members makes this decision through the Review and Evaluation program requirements (often referred to as Buildable Lands) in the Growth Management Act. The new language noted in this section is taken directly from the statute.
Margaret Tufft, Kitsap Environmental Coalition	UGA-3 d.	13	Sufficient area/ <u>capacity</u> must be included in the Urban Growth Areas to accommodate the adopted 20-year population distribution <u>and countywide employment</u> as adopted by the Kitsap Regional Coordinating Council and consistent with WA Office of Financial Management projections.		New type of planning-so doesn't continue to use more land, except where absolutely necessary. Consider climate change, water resources.	Thank you for your comment. Growth planning absolutely considers the natural environment, including climate change. See Natural Environment Element.
Margaret Tufft, Kitsap Environmental Coalition	UGA-3 f.	13	The County, City, or interested citizens may initiate an amendment to an existing Urban Growth Area through the <u>Kitsap County annual</u> comprehensive plan amendment process as authorized by the Growth Management Act. <u>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-</u>		Interested [sic] citizens (developers?) --an example of inter-local?	Thank you for your comment. Anyone can apply for a comprehensive plan amendment change. The inter-local agreement process outlined here provides an option that can be utilized to enhance coordination between the county and a city when application is filed.



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			<u>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.</u>			
Margaret Tufft, Kitsap Environmental Coalition	UGA-3 h.	14	<u>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.</u>		Needs research into what other UGAs are doing-may not need more land.	Thank you for your comment.
Margaret Tufft, Kitsap Environmental Coalition	UGA-3 j. iii.	15	Although specific standards and criteria are not implied, other factors shall <u>should be addressed in evaluating areas for Urban Growth Area expansion, including but not limited to: environmental constraints; economic development; preservation of cultural, historical, and designated resource lands.</u>	Although specific standards and criteria are not implied, other factors shall <u>should be addressed in evaluating areas for Urban Growth Area expansion, including but not limited to: environmental constraints; economic development; preservation of cultural, historical, and designated resource lands.</u>	should back to shall-no more squeezing out of important considerations [sic]-THESE ARE MOST IMPORTANT!!	Thank you for your comment. The term should is proposed here because every application may be different, and the factors considered (beyond those required by state law and regional and local policies) may be different depending on the request.
Margaret Tufft, Kitsap Environmental Coalition	UGA-3 k.	15	The City and County shall conduct early and continuous public involvement when establishing, expanding, or adjusting Urban Growth Areas, and shall do so jointly when appropriate. Residents of unincorporated areas should be consulted and actively involved in the process affecting them.	The City and County shall conduct early and continuous public involvement when establishing, expanding, or adjusting Urban Growth Areas, and shall do so jointly when appropriate . Residents of unincorporated areas should be consulted and actively involved in the process affecting them.	what [sic]does this mean specifically? Would leave out “when appropriate”. All actively involved from the beginning.	Thank you for your comment. The term “where appropriate” is utilized here to reflect that while there are requirements for continuous public involvement, it is not always a joint process by the county and a city.
Margaret Tufft, Kitsap Environmental Coalition	UGA-4 a.	15	Adopted City and County comprehensive plans shall reflect the intent that all land within unincorporated Urban Growth Areas will either annex to a city or incorporate within the 20-year planning horizon.		Shall-why? The annexation &/or incorporation. What if the citizens choose not to?	Thank you for your comment. The language utilized reflects language in the Growth Management Act that unincorporated UGAs be annexed during the 20-year planning period. However, annexations do not occur unless they meet one of the annexation methods and there is often push back when annexations are proposed.



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Margaret Tufft, Kitsap Environmental Coalition	UGA-4 c.	15	As described in the Growth Management Act, cities are the primary provider of municipal services and facilities in their Urban Growth Areas, responsible for demonstrating within their Comprehensive Plans the capacity to provide all urban services within their associated Urban Growth Area(s). This may be accomplished through a collaborative process with Kitsap County and/or other service providers.		As better services for citizens become available-continue collaborative process with citizens too.	Thank you for your comment.
Margaret Tufft, Kitsap Environmental Coalition	UGA-4 e.	16	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.		Land uses? Infrastructure needs? Level of service standards and what's desired? County's ability and appropriateness needs to remain flexible. WE ARE AT A CHANGE POINT. Examples: public services: broadband, water, community energy(solar, wind), [sic] little houses for those in transition.	Thank you for your comment.
Margaret Tufft, Kitsap Environmental Coalition	UGA-5	16	Policies for the distribution of Distribution of 20-year population and employment growth increments, as forecasted by the WA Office of Financial Management:		In any growth planning, ability to provide for the incoming new citizens is imperative. Only one example of this is, is there enough water to make sure all are provided for? We are at a change point. No one knows how the precipitation will change over the next several years. Aside from climate change, the forests are being cut at an alarming pace. This also affects water and whether rain is attracted to the area. We don't know what the effect will be of these various changes. Can anyone make educated decisions for the next 20 years?	Thank you for your comment. While the county and cities are required to plan for 20 years of growth, there are also requirements to have the public facilities and services for that growth. This includes water. Water is planned for within capital facility plans and when someone applies for a development, they must show they have potable water (such as connecting to a water system).
Margaret Tufft, Kitsap Environmental Coalition	UGA-5 e., f.	17	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.		Employment is also changing in a huge way. Consideration needs to be given there too.	Thank you for your comment.



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			f. The Kitsap Regional Coordinating Council, after conducting a public hearing, shall recommend the estimate and/or ranges of 20-year population <u>and employment</u> distribution to Kitsap County for adoption as an amendment to the Countywide Planning Policies.			
Margaret Tufft, Kitsap Environmental Coalition	UGA-6	18	Policies for Growth Outside of Urban Growth Areas: Fully Contained Communities, National Historic Towns and Master Planned Resorts		This sounds like it's been written by Pope/Rayonier/Raydient. Again, are these decisions determined by corporations, \$\$\$\$, developers, or the citizens?	Thank you for your comment. These terms are taken directly form the Growth Management Act.
Margaret Tufft, Kitsap Environmental Coalition	UGA-6 a. ii.	18	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;	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;	Adverse impacts to public: "1 st avoided, 2 nd minimized, 3 rd mitigated". Sounds like a recipe for slithering out of what's best for the community. Adverse impacts to public need to be avoided, full stop.	Thank you for your comment.
Margaret Tufft, Kitsap Environmental Coalition	UGA-6 a. iii.	18	Provisions for review of such developments through the Kitsap Regional Coordinating Council process, in addition to other procedural requirements.		With public input and collaboration	Thank you for your comment.
Margaret Tufft, Kitsap Environmental Coalition	UGA-6 c.	19	As Vision 2040 <u>2050</u> 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:		With public input and collaboration	Thank you for your comment.
Puget Sound Regional Council	UGA-5	16	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		We understand that KRCC plans to amend the goal in UGA-5 for 76% of new population growth to occur within the Urban Growth Area after the countywide target setting process is complete. This is important to do as the current goal is inconsistent with the shares of growth in the updated Regional Growth Strategy. We concur that once KRCC updates growth targets, this policy should be revised	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<p>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.</p>		<p>to reflect lower rates of rural growth and additional policies regarding rural growth could be strengthened by identifying specific strategies to implement growth targets and continue reducing rural growth. As the county proceeds with developing growth targets, PSRC has developed resources to support the work and we look forward to coordination on this important planning step.</p>	
Kitsap Economic Development Alliance	UGA-3 h.	14	<p>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.</p>	<p>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.</p>	<p>We recommend deleting UGA-3, subsection h (p. 14) since it discusses ensuring that urban growth area expansions "shall not result in new areas being included for population or employment capacity that exceeds what is necessary." We believe the statement could promote overconservatism, and that it is not in our community's economic interest to have growth occur only in the case of absolute necessity (which could easily be preceded – before that need is met – by overly expensive housing costs).</p>	<p>Thank you for your comment. This sub-policy is meant to implement the requirements of the Growth Management Act, including RCW 36.70A.110.</p>



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Kitsap Economic Development Alliance	UGA-3 j. ii.	15	<p>An evaluation of how a full range of urban-level infrastructure and services would be provided within potential expansion areas, including appropriate capital facility analysis.</p> <p>Utilities: Power and Telecommunications, including Broadband</p>	<p>An evaluation of how a full range of urban-level infrastructure and services would be provided within potential expansion areas, including appropriate capital facility analysis.</p> <p>Utilities: Power, and Telecommunications, including <u>Broadband and Broadband Internet</u></p>	<p>We recommend an edit and clarifications when describing urban-level infrastructure in UGA-3, subsection j. ii (p.15): <i>“Utilities: Power, Telecommunications and Broadband Internet.”</i> We also recommend a carriage return or more space between the categories <i>Broadband</i> and <i>Emergency Medical Services</i> (to ensure clearly that the former is not an adjective of the latter).</p>	Thank you for your comment.
Kitsap Economic Development Alliance	UGA-6 b. and c.	18	<p>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.</p> <p>In addition, the following shall be included in any County Comprehensive Plan requirements governing FCCs:</p> <ul style="list-style-type: none"> i. a phasing plan that monitors and requires concurrent development of commercial and employment uses with residential development, to insure that the community is fully contained; ii. a mechanism to insure that the timing of the development components will be fully regulated by the phasing plan; iii. a substantial public benefit. 		<p>We recommend either deleting wholesale or very significantly moderating language in UGA-6 subsections b and c (pps.18-19), which repeatedly refer to the preference established to avoid permitting of Fully Contained Communities (“FCCs”). Given Kitsap’s rural character as a community, and widespread the status quo of widespread low-density housing in rural areas, “FCCs” could be a release valve for potential painful housing price growth and pressure. This edit better positions FCCs as a potential solution to provide housing in such a case. It’s best they are permitted appropriately by jurisdictions with an abundance of care but come with no automatically negative connotations.</p>	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<p>c. As Vision 2040 <u>2050</u> 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:</p> <ul style="list-style-type: none"> i. the regional growth strategy as included in Vision 2040 <u>2050</u>; ii. the split in population growth between the countywide urban and rural areas; iii. other elements of the Countywide Planning Policies. 			
Kitsap Economic Development Alliance	UGA-4 b.	15	To maximize the efficient use of urban lands, subdivisions in Urban Growth Areas shall <u>should be</u> consistent with the associated jurisdiction's Comprehensive Plan and underlying zoning densities, <u>or where applicable, interlocal agreement between the county and city.</u>	To maximize the efficient use of urban lands, subdivisions in Urban Growth Areas shall <u>should be</u> consistent with the associated jurisdiction's Comprehensive Plan and underlying zoning densities, <u>or where applicable, interlocal agreement between the county and city.</u>	In UGA 4-b, consider retaining <i>should</i> over <i>shall</i> , as the stronger directive language may lead to more consistent outcomes for communities alongside UGAs in developments and enhanced outcomes.	Thank you for your comment.



Element C: Centers of Growth (C)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Bruce McCain, Kitsap Environmental Coalition	C				Centers of Growth concept good, but seems that it has to be balanced with reducing higher concentrations of urban wastes and improving air quality.	Thank you for your comment. There are policies contained in the Natural Environment Element that address this concern. Focusing growth and transportation investment in Centers should also help address these issues. As an example, growth concentrated with jobs and transportation investments enables people to utilize modes of transportation other than single occupancy vehicles.
Puget Sound Regional Council	C-4 a.	22	<u>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.</u>		The Centers of Growth chapter makes a reference to “an updated PSRC growth target” (see policy C-4.a(2)). PSRC does not develop growth targets, but an updated Regional Growth Strategy in VISION 2050 informs targets. This reference could be removed or clarified in item C-4.a(3) regarding PSRC’s adopted plans.	Thank you for your comment.



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

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Kitsap Economic Development Alliance	R				A general comment: Identifying what forms of multifamily housing might work well and be appropriate for rural areas is important. We note that there is a natural difficulty in balancing the value of our rural heritage in Kitsap with the needs of development, as evidenced in statement R-1 subsection a (p.23), where the draft policy states it will “support, low-density residential living” that still offers a “mix of housing types.”	Thank you for your comment.
Kitsap Economic Development Alliance	R-3 c.	24	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.	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.	We recommend deleting R-3 subsection c (p. 24), which states that rural sewer extensions “shall be designed for limited access so as not to increase the development potential of the surrounding rural area.” We believe this subsection unnecessary and potentially limiting of an area’s future economic potential.	Thank you for your comment. This policy implements the Growth Management Act. Sewers are considered Urban Governmental Services are limited to urban growth areas except in very limited circumstances.



Element E: Natural Environment (NE)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Suquamish Citizens Advisory Council	NE-3-h	27	<u>Incorporate and incentivize anti-displacement tools and policies.</u>		The language is vague and doesn't describe what these tools and policies would be.	Thank you for your comment. The proposed displacement policies in the CPPs are new. As written, this policy will allow each KRCC jurisdiction the ability develop and utilize the tools that will work best in their jurisdiction. As these policies are implemented in each jurisdiction, there may be opportunities to refine and include more specific language in the future. This includes opportunities to work together to address displacement.
Suquamish Citizens Advisory Council	NE-5	28	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. The County and Cities should continue to be models for low impact development and implement such programs whenever practical. The County and Cities should develop and implement a program, as funding allows and where feasible, to retrofit infrastructure <u>to current standards</u> , that was developed prior to the implementation of best practices in surface and storm water management programs.	The County and Cities should <u>shall</u> adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge areas should be treated as a resource. The County and Cities should <u>shall</u> continue to be models for low impact development and implement such programs whenever practical. The County and Cities should <u>shall</u> develop and implement a program, as funding allows and where feasible, to retrofit infrastructure <u>to current standards</u> , that was developed prior to the implementation of best practices in surface and storm water management programs.	Replace "should" in this section with "shall", as it is in NE-6. This would better reflect the GMA and be a stronger requirement.	Thank you for your comment. "Should" is the term utilized in the existing policy. No changes have been proposed. The definition of "should" means that the implementation of the policy is <u>expected</u> but it is not mandatory. The definition outlines reasons why a "should" policy would not be implemented. One of those reason is that the policy might not be applicable or appropriate for each KRCC jurisdiction. However, there are already existing requirements for the county and cities to critical areas, protect aquifer recharge areas (GMA requirement) and implement storm water regulations through the National Pollutant Discharge Elimination System (NPDES). Those are still requirements.
Suquamish Citizens Advisory Council	NE-8	28	<u>NE-8 Policies and actions to address climate change:</u> a. <u>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.</u> b. <u>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.</u> c. <u>The County and the Cities should establish and/or support programs</u>	<u>NE-8 Policies and actions to address climate change:</u> a. <u>The County and the Cities should <u>shall</u> continue support for focusing growth in urban areas, centers, and high-capacity transit areas located near transit options and proximity to jobs.</u> b. <u>The County and the Cities should <u>shall</u> update land use regulations, where appropriate, to allow electric vehicle infrastructure and businesses that promote climate change goals consistent with state requirements.</u> c. <u>The County and the Cities should <u>shall</u> establish and/or support programs to</u>	Replace "should" with "shall". This is especially true given recent changes to GMA.	Thank you for the comment. Having these listed as "should" policies enables each KRCC jurisdiction to implement the new policy most appropriately for their jurisdiction. Including these as "should" policies will also allow the KRCC the time to decide how they would like to coordinate together to accomplish common goals. The policies can then be considered for refinement to include more specific language. Many of the new policies provide a great starting point to build from.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<p><u>to reduce greenhouse gas emissions and to increase energy conservation and alternative/clean energy among both public and private entities.</u></p> <p>d. <u>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.</u></p> <p>e. <u>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.</u></p> <p>f. <u>The County and the Cities should recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations.</u></p>	<p><u>reduce greenhouse gas emissions and to increase energy conservation and alternative/clean energy among both public and private entities.</u></p> <p>d. <u>The County and the Cities should shall 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.</u></p> <p>e. <u>The County and the Cities should shall plan for and consider impacts from climate change including sea level rise, flooding, wildfire hazards, and urban heat on both existing and new development.</u></p> <p>f. <u>The County and the Cities should shall recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations.</u></p>		
Betsy Cooper, Kingston Resident	NE	26	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 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 of the changing climate.	last [sic] sentence it should be ...” countywide effects ‘of’ changing climate not ‘on’ changing climate.	Thank you for your comment. Noted.
Betsy Cooper, Kingston Resident	NE-5	28	<p>Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.</p> <p>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.</p> <p>b. The County and Cities should continue to be models for low impact development and implement such programs whenever practical.</p> <p>The County and Cities should develop and implement a program, as funding allows and where feasible, to retrofit</p>	<p>Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.</p> <p>a. The County and Cities should shall adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge areas should be treated as a resource.</p> <p>b. The County and Cities should shall continue to be models for low impact development and implement such programs whenever practical.</p> <p>The County and Cities should shall develop and implement a program, as funding allows and where feasible, to retrofit infrastructure to current standards, that was developed prior to the implementation</p>	these should Shall [sic], not should stronger rather than weakened, particularly in (c) where the even have the caveat built in “where funding allows”.	<p>Thank you for your comment. “Should” is the term utilized in the existing policy. No changes have been proposed.</p> <p>“Should” means that the implementation of the policy is <u>expected</u> but it is not mandatory. The definition outlines reasons why a “should” policy would not be implemented. One of those reason is that the policy might not be applicable or appropriate for each KRCC jurisdiction.</p> <p>However, there are already existing requirements for the county and cities to protect critical areas, protect aquifer recharge areas (GMA requirement) and implement storm water regulations through the National Pollutant Discharge Elimination System (NPDES), which includes low impact development.</p>



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<p>infrastructure to current standards, that was developed prior to the implementation of best practices in surface and storm water management programs.</p>	<p>of best practices in surface and storm water management programs.</p>		
<p>Betsy Cooper, Kingston Resident</p>	<p>NE-8</p>	<p>28</p>	<p><u>NE-8 Policies and actions to address climate change:</u></p> <ul style="list-style-type: none"> a. <u>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.</u> b. <u>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.</u> c. <u>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.</u> d. <u>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.</u> e. <u>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.</u> f. <u>The County and the Cities should recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations.</u> 	<p><u>NE-8 Policies and actions to address climate change:</u></p> <ul style="list-style-type: none"> a. <u>The County and the Cities should shall continue support for focusing growth in urban areas, centers, and high-capacity transit areas located near transit options and proximity to jobs.</u> b. <u>The County and the Cities should shall update land use regulations, where appropriate, to allow electric vehicle infrastructure and businesses that promote climate change goals consistent with state requirements.</u> c. <u>The County and the Cities should shall 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.</u> d. <u>The County and the Cities should shall 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.</u> e. <u>The County and the Cities should shall plan for and consider impacts from climate change including sea level rise, flooding, wildfire hazards, and urban heat on both existing and new development.</u> f. <u>The County and the Cities should shall recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations.</u> 	<p>'shall' [sic] is needed here rather than 'should' – particularly when is says in (e) they will consider impacts of sea level rise in planning and permitting.</p>	<p>Thank you for the comment.</p> <p>“Should” policies enable each KRCC jurisdiction to implement the new policy most appropriately for their jurisdiction. Including these as “should” policies will also allow the KRCC the time to decide how they would like to coordinate together to accomplish common goals. The policies can then be considered for refinement to include more specific language. Many of the new policies provide a great starting point to build from.</p>



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Carol Price, Kitsap Environmental Coalition	NE	26	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 inter-connected 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.		Forests (trees/vegetation/soil) are vital to critical areas. Yet forests are not specifically mentioned in the opening sentence that defines what "natural environment" consists of; in the 2nd sentence forests are not included as "critical areas". Why??? The last sentence in the first paragraph is critical to planning in this county.	Thank you for your comment.
Carol Price, Kitsap Environmental Coalition	NE-1	26	Creating a regional network of open space: <u>f. Promote environmentally sustainable behaviors among community members through education and outreach.</u> <u>g. Use mitigation or impact reduction requirements to support green infrastructure.</u>		Regional Network of Open Space: How will this very important network be supported and maintained—tax dollars, volunteers? And will developers and politicians be included as community members who will be educated about "environmentally sustainable behaviors" (f) Or will they just continue to do workarounds the way they always have. Hence (g). What is green infrastructure?	Thank you for your comment. Proposed sub-policy f. is new. There are numerous ways this could be implemented by the KRCC and individual KRCC members. If adopted, the KRCC will then look at ways to implement this as part of a future work program. Green infrastructure can take many forms. This could include things like utilization of permeable pavement in certain situations or rain gardens for stormwater management, for example.
Carol Price, Kitsap Environmental Coalition	NE-2	27	<u>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</u>	Reduce impacts <u>of noise, air pollution, and other environmental impacts on</u> 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,	<i>All life is vulnerable.</i> Water pollution is not mentioned, nor the impact of the Navy on our county's environment. Not nearly enough said under this item.	Thank you for your comment. While water quality is not mentioned in NE-2, it is included in other policies in this Element, including NE-3.j and NE-5.



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			environmental impacts.	air pollution, or other environmental impacts.		
Carol Price, Kitsap Environmental Coalition	NE-3	27	<p>The County and the cities will Cconserving and enhancing the County's natural resources, critical areas, water quality/quantity, and environmental amenities while planning for and accommodating sustainable growth by:</p> <p>a. The County and the Cities shall pProtecting 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.</p> <p>b. The County and the Cities shall eEstablishing and implementing Best Management Practices to protect the long-term integrity of the natural environment, adjacent land use, and the productivity of resource lands.</p> <p>c. The County and the Cities shall eEstablishing procedures to preserve significant historic, visual <u>archaeological</u>, and cultural resources including views, landmarks, archaeological sites, and areas of special locational character.</p> <p>d. The County and the Cities shall eEncouraging the use of environmentally sensitive development practices to minimize the impacts of growth on the County's natural resource systems.</p> <p>e. The County and the Cities shall pProtecting 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.</p> <p>f. The County and the Cities shall wWorking together to identify,</p>		<p>KC will conserve/enhance natural resources, etc, while accommodating sustainable growth. This is the conundrum we have to face; we can choose to be thoughtful, sincere, and ethical OR continue as ever polluting, providing variances to developers to build on critical areas, letting big timber clear cut the county, etc. These statements need to be proactive, i.e. use the word "shall" to strengthen the intent. While b. appears to set a high standard re: Best Practices, what are the Best Practices? Would they be like Forest Practices of DNR? Who creates these practices? Will productivity outweigh conservation? Points c. thru g. need to be funded and carried out now, and to include the tribes, blacks, Asians, all minorities, the history of the military from a civilian viewpoint in KC, and so on. WA state and federal regulations around pollutants are not being enforced and are dated. KC could set new guidelines and be a positive example for the country. It is not enough that the county simply listen to the tribes, WA Dep. of Fish and Wildlife, scientist, and others regarding ecosystems--the county must act on their advice. Point h. regarding housing and displacement of those of us who can't afford escalating housing costs here in KC is a Gordian knot. Displacement is tied to an expanding population and a lack of affordable housing. While point j. is absolutely vital to our regional watersheds, how to do this in light of expanding development and population?</p>	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<p>protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries.</p> <p>g. The County and Cities shall <u>Protecting</u> and enhancing ecosystems that support Washington State's Priority Habitat and Species as identified by the Washington Department of Fish and Wildlife.</p> <p>h. <u>Incorporate and incentivize anti-displacement tools and policies.</u></p> <p>i. <u>Ensure accessibility of green spaces for people of all abilities and transportation methods.</u></p> <p>j. <u>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.</u></p>			
Carol Price, Kitsap Environmental Coalition	NE-4	27	<p>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.</p> <p>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.</p> <p>b. The County and Cities should adopt and implement purchasing policies/programs for vehicles/equipment that use clean efficient fuels.</p>	<p>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.</p> <p>a. The County and Cities, in their respective comprehensive plans, should <u>shall</u> include specific goals and policies to enhance air quality by reducing the release of toxins, fine particles, and greenhouse gases.</p> <p>b. The County and Cities should <u>shall</u> adopt and implement purchasing policies/programs for vehicles/equipment that use clean efficient fuels.</p>	<p>Replace the word "should" with "shall". What about the Navy and federal government's responsibilities with pollution and green house [sic] gases?</p>	Thank you for your comment.
Carol Price, Kitsap Environmental Coalition	NE-5	28	<p>Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.</p> <p>a. The County and Cities should adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge</p>	<p>Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.</p> <p>a. The County and Cities should <u>shall</u> adopt policies in their Comprehensive Plans to reflect that surface and storm water and aquifer recharge areas should be treated as a</p>	<p>This whole section on water protection is weak--water is life! Replace the word "should" with "shall".</p>	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<p>areas should be treated as a resource.</p> <p>b. The County and Cities should continue to be models for low impact development and implement such programs whenever practical.</p> <p>c. The County and Cities should develop and implement a program, as funding allows and where feasible, to retrofit infrastructure <u>to current standards, that was developed prior to the implementation of best practices</u> in surface and storm water management programs.</p>	<p>resource.</p> <p>b. The County and Cities should <u>shall</u> continue to be models for low impact development and implement such programs whenever practical.</p> <p>e. The County and Cities should <u>shall</u> develop and implement a program, as funding allows and where feasible, to retrofit infrastructure <u>to current standards, that was developed prior to the implementation of best practices</u> in surface and storm water management programs.</p>		
Carol Price, Kitsap Environmental Coalition	NE-6	28	<p>Listed species recovery under the Endangered Species Act (ESA):</p> <p>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.</p>		Species recovery under ESA, replace the word "should" with "shall". Under point a. the word "shall" is used but is then countermanded by "where possible". Too much equivocation. Either do it, or don't. Stop pretending that the county will actually do the right thing by trotting out nice planning policies. The Lambro variance and the NK Maintenance Facility are both examples of how the ESA and county reqs [sic] are simply given lip service by Kitsap County.	Thank you for your comment.
Carol Price, Kitsap Environmental Coalition	NE-7 c.	28	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.	Kitsap County shall coordinate and maintain <u>and fund</u> a regional database of best available science for the purpose of modifying Critical Areas Ordinances, if funding is available.	Under Coordination of watershed and land use planning, point c. regarding a database of best available science for modifying Critical Areas Ordinances--change "if funding is available, to "must be funded".	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Carol Price, Kitsap Environmental Coalition	NE-8	29	<p><u>Policies and actions to address climate change:</u></p> <ol style="list-style-type: none"> <u>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.</u> <u>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.</u> <u>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.</u> <u>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.</u> <u>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.</u> <u>The County and the Cities should recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations.</u> 	<p>Policies and actions to address climate change:</p> <ol style="list-style-type: none"> The County and the Cities should <u>shall</u> continue support for focusing growth in urban areas, centers, and high-capacity transit areas located near transit options and proximity to jobs. The County and the Cities should <u>shall</u> update land use regulations, where appropriate, to allow electric vehicle infrastructure and businesses that promote climate change goals consistent with state requirements. The County and the Cities should <u>shall</u> 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. The County and the Cities should <u>shall</u> 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. The County and the Cities should <u>shall</u> plan for and consider impacts from climate change including sea level rise, flooding, wildfire hazards, and urban heat on both existing and new development. The County and the Cities should <u>shall</u> recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations. 	Replace "should" with "must" in all of the points	Thank you for your comment.
Pedro Valverde, Kitsap Environmental Coalition	NE-8 c.	29	<p><u>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.</u></p>		<p>Add: Decarbonization guidance to accomplish this can be found in the following documents:</p> <ul style="list-style-type: none"> The UN 2015 Paris Accord, which has established a decarbonization roadmap to reach zero GHG of earth emissions and 1.5 degree of earth surface 	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
					<p>temperature by year 2050, in three major milestones by years 2030, 2040, and 2050.</p> <ul style="list-style-type: none"> • A decarbonization model made for the WA State Department of Commerce can be found in the following link: https://www.commerce.wa.gov/wp-content/uploads/2020/12/Appendix-B.-WA-SES-EER-DDP-Modeling-Final-Report-12-2-2020-1.pdf • https://www.commerce.wa.gov/growing-the-economy/energy/cetA/ 	
Puget Sound Regional Council	NE				<p>MPP-CC-10 calls for addressing rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain. We encourage you to consider how increased flooding may impact the siting and relocation of these facilities.</p>	<p>Thank you for your comment.</p> <p>MPP-CC-10 states “Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.”</p> <p>Note that proposed policy NE-8e. States “<i>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.</i>”</p>



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

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Suquamish Citizens Advisory Council	D-6	32	<p><u>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:</u></p> <p><u>Consider developing coordinated strategies and interjurisdictional processes between the County and cities to mitigate the impacts of displacement.</u></p> <p><u>Consider implementing flexible strategies that will encourage development of a range of affordable housing, both public and private.</u></p>		This language is very vague and really doesn't commit the County to any action. What does it mean to "consider implementing flexible strategies" in response to redevelopment and market pressures?	<p>Thank you for the comment.</p> <p>There are many <u>new</u> policies proposed within the CPPs directed at climate change, displacement, and equity. Many of these policies are "should" policies. Having these listed as "should" policies enables each KRCC jurisdiction to implement the new policies most appropriately for their jurisdiction. Including these as "should" policies will also allow the KRCC the time to decide how they would like to coordinate together to accomplish common goals and work displacement work into the KRCC workplan. The policies can then be considered for refinement to include more specific language. Many of the new policies provide a great starting point to build from.</p>
Reed Blanchard, Kitsap Environmental Coalition	D	30	<p><u>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.</u></p>	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, <u>and environmental preservation and habitat vitality.</u>	Include environmental preservation and habitat vitality on issues to be coordinated.	Thank you for your comment. However, these issues are covered in the Natural Environment Element policies.
Reed Blanchard, Kitsap Environmental Coalition	D-1 c.	30	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.	The Kitsap Regional Coordinating Council may establish or designate on-going technical committee(s) comprised of representatives from utilities and service providers <u>and members of the general public</u> 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.	Include 'members of the general public' will also be invited into technical committees. <i>Side note: This should be performed at the NKMF</i>	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Reed Blanchard, Kitsap Environmental Coalition	D-1 d.	30	The Countywide Planning Policies will further the implementation of Vision 2040 and Transportation 2040 as adopted by the Puget Sound Regional Council.		Recognize and work with corridors that cross jurisdictional boundaries (including natural systems, and transportation and infrastructure systems) in community planning, development, and design.	Thank you for your comment. However, there are policies in several elements that do discuss how cross jurisdictional coordination can take place. This includes utilizing inter-local agreements, for example.
Reed Blanchard, Kitsap Environmental Coalition	D-4	31	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.	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, <u>and supports a healthy environment.</u>	Encourage development that reflects unique local qualities Add “supports a healthy environment” and provides an economic benefit to the community.	Thank you for your comment. While the terminology you are proposing is not utilized in this policy, the requirement to protect the environment during development processes has and will continue to be a requirement.
Kitsap Economic Development Alliance	D-3 a.	31	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.	<u>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.</u>	Consider retaining the previously deleted D-3 subsection a (p. 30). It recognizes that “fiscal disparities exist as a result of growth and changes in municipal boundaries.” KEDA’s lens is that this statement is valuable and enhances economic outcomes in lower income areas, and that it adds strength to later statements about equity in Element F, which KEDA supports.	Thank you for your comment.
Kitsap Economic Development Alliance	D-5 a.	32	<u>Support PSRC in the development of a Regional Equity Strategy that will provide tools, resources, and guidance to integrate this issue into planning processes.</u>		We note that Kitsap County may itself want to consider developing its own County Equity Strategy along with PSRC’s work in D-5, subsection a, in order to increase economic opportunity and outcomes among historically disadvantaged populations such as Black, Indigenous and People of Color (p.31).	Thank you for your comment.
Kitsap Economic Development Alliance	D-6 c. and d.	32	<u>c. Consider developing coordinated strategies and interjurisdictional processes between the County and cities to mitigate the impacts of displacement.</u> <u>d. Consider implementing flexible strategies that will encourage development of a range of affordable housing, both public and private.</u>	c. Consider <u>The County and all Cities shall</u> developing coordinated strategies and interjurisdictional processes between the County and cities to mitigate the impacts of displacement. d. Consider <u>The County and all Cities shall</u> implementing flexible strategies that will encourage development of a range of affordable housing, both public and private.	We urge stronger directive language over the word <i>consider</i> in D-6 subsections c and d (p.31); i.e., that the County and all Cities “ <u>shall</u> develop coordinated strategies...to mitigate the impacts of displacement” and “ <u>shall</u> implement flexible strategies that will encourage development of a range of affordable housing, both public and private.”	Thank you for your comment.



Element G: Public Capital Facilities and Essential Public Facilities (CF)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Betsy Cooper, Kingston Resident	CF	33	<u>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.</u>	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, <u>and internet and broadband infrastructure.</u>	this [sic] section does not list Internet or Broadband as an infrastructure that is considered. It should be added.	Thank you for your comment. The current policy is directed at capital facilities that are publicly owned which is consistent with the Growth Management Act.
Reed Blanchard, Kitsap Environmental Coalition	CF	33			Add: Public facilities will strive to use existing or previously developed parcels. The use of wooded or otherwise environmentally sensitive areas will be avoided.	Thank you for your comment.
Reed Blanchard, Kitsap Environmental Coalition	CF	33			Recognize that environmentally whole habitats and undeveloped and preserved land are also essential public 'facilities'.	Thank you for your comment.
Pedro Valverde, Kitsap Environmental Coalition	CF	33			There is no mention of what Federal and WA State Building Codes and standards to apply when building facilities. Nor what efficient electrical appliances to install in buildings.	Thank you for your comment. The specifics are not listed here because they change regularly.
Puget Sound Regional Council	CF-9	35	<u>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.</u>		VISION 2050 includes expanded emphasis on regional coordination in planning. We suggest expanding CF-9 or adding a new policy that provides guidance for jurisdictions to work with school districts on school siting and design (MPP-PS-26-28).	Thank you for your comment. MPP-PS-26 states <i>“Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.”</i> MPP-PS-27 states <i>“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.”</i> MPP-PS-28 states <i>“Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.”</i>



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						Note that in addition to proposed CF-9, policy D-4e. also states that <i>“Design schools, institutions and public facilities to be compatible with the surrounding community character and needs.”</i>



Element H: Transportation (T)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Suquamish Citizens Advisory Council	T-3-c	40	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.	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: <u>i. Facility design, and in particular low impact development strategies for the collection and treatment of storm water and surface run-off.</u> <u>ii. Avoiding construction during the rainy season.</u> <u>iii. Regular and routine maintenance of systems.</u>	It is important to keep subsections i-iii. They should not be deleted.	Thank you for the comment. The subsections were removed because the policy refers to ESA best management practices (BMP). There are many BMPs that KRCC jurisdictions utilize, and they change and evolve over time. The revised policy makes it clear BMPs will be utilized but does not point to three of many BMPs that are available.
Suquamish Citizens Advisory Council	T-7	41	The County and the Cities shall <u>should</u> actively participate in the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization (RTPO)...	The County and the Cities shall <u>should</u> actively participate in the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization (RTPO)...	Keep “shall” as opposed to “should”. Why was this changed?	Thank you for the comment. The change reflects that while the County and the Cities will continue to participate, there may be times when jurisdictions share responsibilities at PSRC, for example. The change is not intended to diminish the importance of participation by each city and the county.
Betsy Cooper, Kingston Resident	T-1	37	Strategies to optimize and manage the safe use of transportation facilities and services:	Strategies to optimize and manage the safe use of transportation facilities and services: <u>f. The county and cities shall actively engage with the Washington State Department of Transportation and Washington State Ferries to assure that ferry traffic does not disrupt LOS in any area.</u>	T1 – discusses various ways the County and City maintain level of service and safety on roadways. There is nothing here about coordination and maintaining LOS in UGA when a State highway is involved. There needs to be something here to address the major Ferry-induced traffic and gridlock in Kingston. They should add a policy something like – ‘The county and cities shall actively engage with State DOT and State Ferries to assure that ferry traffic does not disrupt LOS in any area.’ This is touched on in T8 -ciii but this is wholly inadequate.	Thank you for your comment. Level of Service coordination, including coordination with WSDOT (which Ferries is a part of), is outlined in T-9 and T-8c.iii.
Betsy Cooper, Kingston Resident	T-8 c.	42	If transportation adequacy and concurrency cannot be met, the following actions should be considered:	If transportation adequacy and concurrency cannot be met, the following actions should <u>shall</u> be considered:	c should be revised to use “shall be considered ‘rather than ‘should’.	Thank you for your comment. Each city and county may have different measures they review and actions they take when concurrency issues arise. This policy simply outlines actions that should be considered when this occurs. Mandating that all are considered may not be appropriate for each city or the county.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Betsy Cooper, Kingston Resident	T-8 f.	42	The Kitsap Regional Coordinating Council shall function <u>should work together</u> to...	The Kitsap Regional Coordinating Council <u>shall function</u> should work together to...	T8 – f should remain “shall” rather than ‘should’.	Thank you for your comment. The term <u>should</u> is utilized here because there are times where “coordination on transportation planning, system management and improvements at local, regional, and state levels are coordinated, complementary, and consistent with adopted comprehensive land use plans” is better coordinated at the jurisdictional level or between state agencies, transit agencies, and one or more local governments rather than at the KRCC. This does not diminish the importance of this work, only recognition that the KRCC does not always fill this role.
Pedro Valverde, Kitsap Environmental Coalition	T	37	Preserve <u>air and water quality, the natural environment, and address impacts contributing to climate change.</u> the natural environment, including water and air quality and, potentially, climate.	Preserve air and water quality, the natural environment, and address impacts contributing to climate change. <u>the natural environment, including water and air quality and, potentially, climate. Besides clean electricity to propel electric vehicles for passengers, green hydrogen gas shall be considered to propel heavy vehicles that run on fuel cell technologies (ferries, shipping, railroads, busses, freight).</u>		Thank you for your comment.
Puget Sound Regional Council	T				VISION 2050 continues the regional policy to prioritize transportation investments in centers and near transit, where growth is most likely to occur. KRCC invested considerable time and energy into developing a robust system of regional, countywide, and local centers. Consider retaining references to serving centers in the introduction of the Transportation chapter and adding new policies to provide guidance for prioritizing countywide and local transportation investments at countywide centers, high-capacity transit areas with a station area plans (such as ferries and bus rapid transit stops), and other local centers. County-level and local funding are also appropriate to prioritize to regional centers. (MPP-RC-8)	Thank you for your comment. MPP-RC-8 states “ <i>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.</i> ” Note that while a reference is proposed for removal regarding designated centers, new language in the introduction being proposed states “ <i>In addition, transportation policies should be consistent with the policies contained within Puget Sound Regional Councils (PSRC) Transportation and Vision plans.</i> ” In addition, while transportation funding and prioritization for centers is not focused on in the Transportation Element, it is focused on in the Centers Element. This includes a new opening statement that says



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						<p><i>“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.”</i></p> <p><i>“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.”</i></p> <p>Lastly, Proposed Appendix C and D also break down the Centers framework.</p>
Puget Sound Regional Council	T				Consider adding a policy to ensure mobility choices for people with special needs (MPP-T-10).	<p>Thank you for your comment.</p> <p>MPP-T-10 states “Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low-incomes.”</p> <p>Please note that policy T-4 b-d provides some policy language for this topic.</p> <p><u>b. The County and the Cities should allow flexible, alternative, and emerging transportation modes.</u></p> <p><u>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.</u></p> <p>d. 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.</p>



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Puget Sound Regional Council	T				The Transportation chapter should address racial and social equity in the context of planning and implementing transportation improvements, programs, and services (MPP-T-9).	<p>Thank you for your comment.</p> <p>MPP-T-9 states “Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low- income, and people with special transportation needs.</p> <p>CPP T-4a states “<i>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 shall serve all users of all ages and abilities, 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.</i>”</p> <p>T-4c states “<i>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.</i>”</p>
Puget Sound Regional Council	T				VISION 2050 calls to prioritize transportation investments that reduce greenhouse gas emissions (MPP-CC-11-12). We encourage you to consider how the CPPs address this policy more specifically.	<p>Thank you for your comment.</p> <p><u>MPP-CC-11 states “Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.”</u></p> <p><u>MPP-CC-12 states “Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.”</u></p> <p>Policies and language throughout the CPPs are geared towards reducing greenhouse gases and achieving climate goals. Examples include:</p> <p>Element C - opening paragraph - “<u>Growth in Centers has significant regional benefits.</u>”</p>



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
						<p><u>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.</u></p> <p>Natural Environment - opening paragraph. - <u>"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."</u></p> <p>New climate change policies in the Natural Environment are broad but includes sub-policy NE-8f. for example, that reads <u>"County and the Cities should recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations."</u></p>
Kitsap Economic Development Alliance	T-6 a.	41	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.	Preferred routes for the movement of freight shall be identified as part of the countywide transportation plan. The freight system in Kitsap County should <u>shall</u> be developed, expanded, and maintained to support the efficient and reliable movement of goods for local, regional, and international commerce.	In T-6 subsection a, we recommend stronger directive language (<i>shall</i> over <i>should</i>) because Kitsap 1) has a shortage of light manufacturing and industrial space, resulting in lower economic outcomes for community, and 2) some history of converting industrial/business park land into residential.	Thank you for your comment.



Element I: Housing (AH)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Suquamish Citizens Advisory Council	AH-1-d	44	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.		Why was the section referring to “costs to achieve identified goals” for housing eliminated? There is no explanation, but it seems that housing costs should be considered.	Thank you for your comment. While some jurisdictions may desire to calculate the costs of implementing regulations to provide a mix of housing types, this is not a requirement under the Growth Management Act (GMA). Providing a variety of housing types and having a capital facility plan are both requirements of the GMA. For capital facilities, costs are included. This policy change does not change that requirement.
Suquamish Citizens Advisory Council	AH-6	47	<u>Consider a range of strategies to mitigate displacement impacts as planning for future growth occurs.</u>		This language is very vague. “Consider a range of strategies to mitigate displacement” does not really require any action.	Thank you for your comment. There are many <u>new</u> policies proposed within the CPPs directed at climate change, displacement, and equity. Many of these policies are “should” policies. Having these listed as “should” policies enables each KRCC jurisdiction to implement the new policies most appropriately for their jurisdiction. Including these as “should” policies will also allow the KRCC the time to decide how they would like to coordinate together to accomplish common goals and work displacement work into the KRCC workplan. The policies can then be considered for refinement to include more specific language. Many of the new policies provide a great starting point to build from.
Margaret Tufft, Kitsap Environmental Coalition	AH	44	The Growth Management Act (<u>GMA</u>) requires cities and counties to encourage the availability of housing that is affordable for all income levels at a variety of housing densities.		Only encourage availability of affordable housing? Needs to be much stronger. Can be required. More work where people live and/or broadband access for all.	Thank you for your comment. The GMA does require cities and counties to plan for a variety of housing types at all income levels in their respective comprehensive plans. CPPs are more focused on affordable housing as directed by the Growth Management Act.
Margaret Tufft, Kitsap Environmental Coalition	AH-1 d.	45	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.	The County and the Cities should <u>shall</u> 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.	should [sic] needs to be shall-mandatory-mix of housing for all incomes-needs to be part of the law.	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Margaret Tufft, Kitsap Environmental Coalition	AH-1 e.	45	The County and the Cities shall incorporate a regular review of public health, safety, and development <u>and environmental</u> regulations pertaining to housing implementation strategies to assure that: <ul style="list-style-type: none"> 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. 		With climate change and energy considerations-need clear environmental considerations-trees, greenery porous concrete where concrete needed (as precipitation projected to be stronger).	Thank you for your comment. The term “and environment” helps make a strong connection to the environmental policies in the Natural Environmental Element which consider many if the issues you have raised.
Margaret Tufft, Kitsap Environmental Coalition	AH-2	45	Recognizing that the market place <u>marketplace</u> makes adequate provision for those in the upper economic brackets, each jurisdiction should <u>shall</u> develop some <u>flexible</u> 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.		Make sure lower priced houses and neighborhoods still are healthy and designed with trees and greenery, not turned into slums after time.	Thank you for your comment.
Margaret Tufft, Kitsap Environmental Coalition	AH-3	45	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 <u>80%</u> countywide median income, the County and the Cities should develop coordinated strategies to disperse projected housing for those below 120 <u>80%</u> 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.		All neighborhoods need to have nature (trees and greenery) incorporated into the design.	Thank you for your comment.
Margaret Tufft, Kitsap Environmental Coalition	AH-4	46	Provision of affordable housing for households below 120 <u>80%</u> countywide median income should <u>be focused within cities and unincorporated UGAs</u>	Provision of affordable housing for households below 120 <u>80%</u> countywide median income should <u>shall</u> be focused within cities and unincorporated UGAs with		Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<u>with easy access to transportation, employment, high opportunity areas, and other services.</u>	easy access to transportation, employment, high opportunity areas, and other services.		
Margaret Tufft, Kitsap Environmental Coalition	AH-4 c. ii.	46	Housing strategies that may include: 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.		WHY NOT COOPERATIVE HOUSING? Many people are looking for this option. Options for home and/or cooperative gardens	Thank you for your comment. The term cooperative housing is proposed to be removed because it has not been utilized or implemented within cities and the county. Removing this term would not bar the county or a city from allowing cooperative housing.
Kitsap Economic Development Alliance	AH-1 a.	45	The County and the Cities should <u>shall</u> 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 <u>Short and long-range housing needs, including rental and home ownership should also be evaluated.</u> Navy personnel housing policy should also be considered.	The County and the Cities should <u>shall</u> 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 <u>Short and long-range housing needs, including rental and home ownership should also be evaluated.</u> <u>Tribal and Navy personnel housing inventory and policy should also be considered, and relevant stakeholders engaged.</u>	We recommend an edit to AH-1 subsection a in order to appropriately engage relevant stakeholders and include tribal governments: " <u>Tribal and Navy housing inventory and policy should also be considered, and relevant stakeholders engaged.</u> "	Thank you for your comment. Note that the KRCC includes both tribes and the Navy. Both with consulted and have participated in the update to the CPPs.
Kitsap Economic Development Alliance	AH-1 d.	45	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.	The County and the Cities should <u>shall</u> 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.	We urge stronger directive language over the word <i>should</i> in AH-1 subsection d (p.44), that the County and cities " <u>shall enact implementing regulations to provide a mix of housing types...</u> "	Thank you for your comment.
Kitsap Economic Development Alliance	AH-5 a. and AH-6	47	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. a. <u>Protect existing low-income housing.</u> AH-6 Physical, economic, and cultural	<u>The County and the Cities shall develop strategies to minimize</u> physical, economic and cultural displacement of low-income households which may result from planning, public investments, private redevelopment and market pressure. <u>This should include</u> protecting existing low-income housing and a range of other strategies to mitigate displacement as planning for future growth occurs.	We recommend edits to AH-5 subsection a, combining it with AH-6 (p.46), and stronger directive language when discussing strategies to mitigate displacement: " <u>The County and the Cities shall develop strategies to minimize physical, economic and cultural displacement of low-income households which may result from planning, public investments, private redevelopment and market pressure. This should include protecting existing low-income housing and a range of other strategies to mitigate displacement as planning for future growth occurs.</u> "	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<u>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.</u>			



Element J: Countywide Economic Development (ED)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Carol Price, Kitsap Environmental Coalition	ED	48	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.	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.	This sentence rubs me the wrong way. These policies are to add...."predictability and certainty to the private investment decision." Personally I would drop this from the sentence, or would qualify it as secondary to county growth. What is the intention of this phrase?	Thank you for your comment.
Carol Price, Kitsap Environmental Coalition	ED-1 a.	48	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 <u>strategies</u> should be balanced <u>address</u> with environmental concerns, <u>promote equity and access to opportunity, minimize displacement impacts to existing businesses, recognize the importance of existing and emerging technologies,</u> and protect the quality of life.	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 <u>strategies</u> should <u>must be balanced</u> <u>address</u> with environmental concerns, <u>promote equity and access to opportunity, minimize displacement impacts to existing businesses, recognize the importance of existing and emerging technologies,</u> and protect the quality of life.	"Should", should not be used here. So change this to "ED strategies must take environmental and climate change issues into account, etc.... and protect the quality of all life."	Thank you for your comment. While the Economic Development policies focus on strategies to consider when economic development takes place, meeting environmental requirements is a requirement. Not only implementation of CPPs in the Natural Environment element but regulations such as critical areas, storm water requirements, and shoreline regulations.
Carol Price, Kitsap Environmental Coalition	ED-1 c.	48	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.	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 <u>shall</u> 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.	First sentence is fine. Second sentence seems to take it all back. Change to "Diversification must be promoted through a strategy that builds the base of business activity that is not directly connected to the DoD". County focus is too narrow, too industry oriented. How could the county support and nurture small businesses? Change second sentence to read: Diversification shall (or must) be promoted through a multi-faceted strategy that benefits from connections with DoD that rejuvenate the natural environment and builds the base of business activity that is not directly connected to the Department of Defense.	Thank you for your comment.
Carol Price, Kitsap Environmental Coalition	ED-1 e.	48	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.	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. <u>employ the local labor force.</u>	Leave out the DoD. Change last phrase of last sentence to read: "and employ the local labor force ." [sic]	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Carol Price, Kitsap Environmental Coalition	ED-1 g.	48	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.		Wholeheartedly agree with putting in broadband as a public utility.	Thank you for your comment.
Carol Price, Kitsap Environmental Coalition	ED-1 h.	49	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. <u>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.</u>		Yes, the topic is ED, but there must be a higher calling for education. How about education in critical thinking, education for an informed citizenry, and where is art and music? Maybe goals could be broadened here to include improving quality of life, not just making a buck and providing a gruntforce for the military and big business.	Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	ED-1 h.	49	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. <u>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.</u>	Investments in our people, in particular, efforts of local educational institutions to provide, improve and expand vocational and post-secondary education programs, <u>critical thinking, creative capacities in the arts (including music and a broad range of art forms), and civic understanding and capacities</u> should be supported to assure a highly skilled, <u>technically trained, creative, and socially and environmentally responsible residents</u> resident work force. Educational and training programs should be accessible to all and focus on <u>skills capacities</u> that meet the current and forecast needs of the local, regional, and global economy <u>as well as the health, safety, and well-being of all people and the planet.</u>		Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Carol Price, Kitsap Environmental Coalition	ED-2	49	The role of government agencies in assuring coordinated, consistent efforts to promote economic vitality and equity throughout Kitsap County:		Role of agencies to promote economic vitality/equity in KC....but not at the expense of life and the environment	Thank you for your comment.
Carol Price, Kitsap Environmental Coalition	ED-3 b.	49	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.		Does the KRCC have power over the tribes in decision making? Is collaboration forced on them?	Thank you for your comment. The KRCC does not have any “power” over the tribes in decision making. The Tribes are members of the KRCC, however.
Carol Price, Kitsap Environmental Coalition	ED-3 c.	49	The County and the Cities shall encourage small business enterprises and cottage industries, <u>and women- and minority-owned businesses</u> , and allow appropriate and traditional home occupations as permitted by local regulations.		How to empower/invigorate small/cottage, and women/minority owned businesses? Need much more emphasis on this type of ED.	Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	ED-3 c.	49	The County and the Cities shall encourage small business enterprises and cottage industries, <u>and women- and minority-owned businesses</u> , and allow appropriate and traditional home occupations as permitted by local regulations.	The County and the Cities shall <u>empower/invigorate</u> encourage small business enterprises and cottage industries, <u>cooperatives</u> , and women- and minority-owned businesses, and allow appropriate and traditional home occupations as permitted by local regulations.		Thank you for your comment.
Carol Price, Kitsap Environmental Coalition	ED-4	50	<u>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.</u>		ED in distressed areas.....this feels like an afterthought, more emphasis/energy needed here.	Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	ED-4	50	<u>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.</u>	Foster appropriate and targeted economic growth in distressed areas with low and very low access to opportunity to improve access and create economic opportunity, <u>health, and well-being</u> for current and future residents of these areas. <u>It shall involve regeneration, reparations, and proactive redress of damage of past policies and practices of the state and Kitsap Region.</u>		Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Kitsap Economic Development Alliance	ED-1 a.	48	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.	The County and Cities recognize that a healthy economy is important to the health of residents and quality of life in the county. <u>Economic development strategies in the community should be aligned with Kitsap's brand, Quality of Life. This value proposition blends together Kitsap's natural landscape and rural heritage with modern connectedness to the regional economy. Further, economic development strategies in Kitsap should employ the following principles:</u> <ol style="list-style-type: none"> 1- <u>Improve economic outcomes and increase opportunity for all, including historically disadvantaged populations such as Black, Indigenous and People of Color;</u> 2- <u>Address environmental concerns and improve those outcomes;</u> 3- <u>Minimize displacement impacts to existing businesses and residents; and</u> 4- <u>Recognize the importance of emerging technologies and new businesses.</u> 	We recommend the following edit to ED-1 subsection a in order to provide a focus and principles related to economic development strategies in Kitsap.	Thank you for your comment. Please note that policies addressing equity are proposed for several elements of the CPPs. This includes proposed policy D-5 which states: <i><u>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.</u></i> <i><u>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.</u></i> <i><u>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.</u></i>
Kitsap Economic Development Alliance	ED-1 c.	48	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.	The County and Cities recognize that the economy in Kitsap County is very dependent on the US Navy. <u>As our community's largest and longest-standing employer and driver of commerce, the Navy should be engaged as our most vital economic partner and stakeholder. Economic development should include efforts to expand the number of local businesses that benefit from Defense contracting and to maximize Kitsap's outcomes from our Defense economy.</u>	We recommend the following edit to ED-1 subsection c in order to place the appropriate emphasis and positive relationship of our Defense-oriented economy in Kitsap.	Thank you for your comment. Please note that the CPPs have a specific element specifically devoted to this important relationship. Representatives from the Navy have participated throughout the CPP update process.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Kitsap Economic Development Alliance	ED-1	48		<u>The County and Cities recognize that a resilient and healthy Kitsap economy involves being well diversified beyond the Navy. Diversification should be promoted through a multi-faceted strategy that includes efforts to retain and expand existing employers, broaden the customer bases of local industry, connect to the region's economy, and work in the areas of entrepreneurship and innovation, as well as diversity, equity and inclusion.</u>	We recommend the following new ED-1 subsection d in order to place appropriate emphasis on economic diversification.	Thank you for your comment.
Kitsap Economic Development Alliance	ED-1 f.	48	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.	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. <u>and with KEDA in working on their focus areas, plans and individual efforts.</u>	We recommend editing ED-1 subsection f in order to update language.	Thank you for your comment.
Kitsap Economic Development Alliance	ED-1 g.	48	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.	The County and the Cities recognize that widespread access to <u>affordable</u> broadband capability will enhance <u>is required for equitable</u> economic development in Kitsap County. Local governments are encouraged to collaborate with the <u>Kitsap Public Utilities District and</u> KEDA to promote the expansion of telecommunications in Kitsap County <u>facilitate the expansion of broadband across Kitsap County</u> and to coordinate telecommunications policy with regional and federal agencies, including public utility districts, Bonneville Power Administration, regional transportation planning organizations, and neighboring counties.	We recommend editing ED-1 subsection g in order to increase importance and add stakeholders regarding broadband access.	Thank you for your comment.
Kitsap Economic Development Council	ED-1 h.	49	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.	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	In order to promote economic equity, edit ED-1 h.	Thank you for your comment.



Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
			<u>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.</u>	should be accessible to all and focus on skills that meet the current and forecast needs of the local, regional, and global economy. <u>In addition to general strategies, specific workforce and education investments should be made to improve outcomes for historically disadvantaged populations including Black, Indigenous and People of Color.</u>		
Kitsap Economic Development Council	ED-4	50	<u>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.</u>	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. <u>In addition to strategies that address distressed areas and lack of opportunity more generally, specific efforts should be developed to improve outcomes for historically disadvantaged communities and populations including Black, Indigenous and People of Color.”</u>	In order to promote economic equity, edit ED-4.	Thank you for your comment.



Element K: An Analysis of Fiscal Impact (FI)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Beverly Parsons, Kitsap Environmental Coalition	FI-1 b.	51	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).	At the point where a jurisdiction is comparing and analyzing geographic areas for possible expansion changes of its Urban Growth Area (as described in Element B-3).		Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	FI-2	51	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.	Special districts should be included in planning for the provision of urban level services in Urban Growth Areas and should include future population growth changes in their plans.	Change end of sentence to read:... "include future population changes in their plans." Population changes may not always be growth bur rather changes in population demography with changes in values.	Thank you for your comment. However, the language in the CPPs is consistent with the language utilized in the Growth Management Act. The goal is to make sure that special districts, that provide services such as water and sewer, are included as planning for additional population takes place.
Beverly Parsons, Kitsap Environmental Coalition	FI	51		<u>Consider ways to use technologies such as broadband capacities that can shift infrastructure needs and costs.</u>	Add FI-4. Consider ways to use technologies such as broadband capacities that can shift infrastructure needs and costs.	Thank you for your comment.



Element L: Coordination with Tribal Governments (CT)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Pedro Valverde, Kitsap Environmental Coalition	CT	52			<p>Presently, at the US national level, the Native Americans are joining forces with the 350.org network, and their agenda includes support of the Green New Deal (H.Res. 109). This has been stated in the following document, called the Red Deal, which is very extensive, but it is worthwhile reading: http://therednation.org/wp-content/uploads/2020/04/Red-Deal_Part-I_End-The-Occupation-1.pdf</p> <p>Another document is a platform for groups and organizations with majority membership of nonwhite peoples: https://m4bl.org/take-action/</p> <p>An interesting document called THRIVE (Transform, Heal, and Renew by Investing in a Vibrant Economy), is really the agenda for actions</p>	Thank you for your comment.
Pedro Valverde, Kitsap Environmental Coalition	CT	52			<p>Please check to be sure you are referring to the Suquamish and Port Gamble nations in the way they prefer. It is our understanding that they would like to be addressed as follows:</p> <p>Suquamish: Native Suquamish Nation Port Gamble: Native S'Klallam Nation</p>	Thank you for your comment.
Puget Sound Regional Council	CT				<p>VISION 2050 includes several new and updated policies emphasizing the role of tribal nations in regional and local planning. The existing Element L. emphasizes coordination with tribes, but we recommend coordination with local tribes to more fully address newly expanded policies related to tribal coordination regarding incompatible uses, impacts on tribal lands, economic role of tribes, and coordinated planning for services and facilities (MPP-RC-1, MPP-RC-4, MPP-DP-7, MPP-DP-51, MPP-Ec-15, MPP-PS-23).</p>	Thank you for your comment.



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

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Kitsap Economic Development Alliance	CF-5 c. i.	53	c. "Impacts" include but are not limited to: i. Aircraft, boat, and rail traffic.	c. "Impacts" include but are not limited to: i. <u>Automobile</u> , aircraft, boat, and rail traffic.	In order to place appropriate emphasis on one of the Navy's most challenging externalities, edit CF-5 subsection c, i to include " <u>Automobile, aircraft, boat and rail traffic.</u> " Mitigating vehicular traffic and having resilient transportation corridors positively affects the Navy's mission, enhances their supply chain and bolsters their resiliency.	Thank you for your comment.



Element N: Roles and Responsibilities (RR)

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Beverly Parsons, Kitsap Environmental Coalition	RR-1	55	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 KITSAP REGIONAL COORDINATING COUNCIL was established by interlocal agreement (see Appendix E) to assure coordination, consensus, consistency, <u>creativity, racial justice</u> , 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 <u>have an early and meaningful voice in</u> planning policies to be applied countywide.		Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	RR-1 b.	55	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.	Provide a forum, as necessary, <u>to generate creative, healthy [sic] solutions</u> for achieving coordination in the development of local plans and resolving planning and plan implementation issues that are common among jurisdictions.		Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	RR-1 c.	55	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.	Promote coordination <u>and creativity</u> 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.		Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	RR-1 j.	56	Define and implement procedures that assure opportunities for early and continuous public involvement in policy discussions facilitated by the Kitsap Regional Coordinating Council.	Define and implement, <u>monitor, and continually improve</u> procedures that assure opportunities for early and continuous public involvement in policy discussions facilitated by the Kitsap Regional Coordinating Council.		Thank you for your comment.
Beverly Parsons, Kitsap Environmental Coalition	RR-5	57	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.		Why does this sentence not include tribes and federal government?	Thank you for your comment. This is an existing policy that is not proposed for change. While the Element is clearly focused on the County, Cities, Tribal governments, and special districts, I believe this policy is only directed at the county and cities because tribes and the federal government may not be required to coordinate with DEM.



Appendix C: Centers of Growth

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Betsy Cooper, Kingston Resident	Table C-3 of Appendix C		Countywide Growth Centers 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.		Table C-3 in Appendix C describes the criteria for a Countywide Growth Center - But it is including in this list Kingston. It currently has little in the way of concentration of job, shopping, services. While it has Ferry access it is not prepared to be this "Center" and should be moved to a 'candidate site' rather than be designated as a site at this time. As it is in Appendix D.	Thank you for your comment. As part of the Puget Sound Regional Councils Vision 2050 and Centers Framework, Kingston is designated as a High-Capacity Transit Community.



Appendix D: List of Centers 2021

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
Kitsap Economic Development Alliance	Appendix D				We note the potential omission here of Manchester from “Military Installation – Smaller.” While Manchester may not technically meet the definition of such a site, considering it as such may still be relevant for planning purposes. While Naval Base Kitsap – Manchester likely has under 100 jobs, significant infrastructure may be planned and/or underway at the location, as it is the military’s largest single-site fuel terminal in the United States.	



General

Commenter	CPP Element & Section	CPP Page Number	Original CPP Text	Commenter Proposed Policy Change	General Comment on Specific Policy	Response to Comment
League of Women Voters of Kitsap	General				The Introduction to the draft policies clearly states “shall” means implementation of the policy is mandatory and imparts a higher degree of substantive direction than “should”. But there are several places in the draft where “shall” has been deleted or changed to more general language like “consider” from the original version without explanation, essentially loosening the direction of the policies. Since this direction pertains to environmental protection, and equity, we urge the KRCC to use stronger language.	<p>Thank you for your comment.</p> <p>For the environmental policies contained in Element E., no proposed changes are being considered to <u>existing</u> policies that would change the policy from “shall” to “should”.</p> <p>There are <u>new</u> policies proposed within the CPPs directed at climate change, displacement, and equity. Many of these policies are “should” policies.</p> <p>“Should” policies enable each KRCC jurisdiction to implement the new policy most appropriately for their jurisdiction. Including these as “should” policies will also allow the KRCC the time to decide how they would like to coordinate together to accomplish common goals. The policies can then be considered for refinement to include more specific language. Many of the new policies provide a great starting point to build from.</p>
Suquamish Citizens Advisory Council	General				There are several places where the language has been weakened to no longer clearly direct actions to be taken; rather just encourage or consider things. As drafted this will allow development and market forces to determine the outcome rather than environmental and equity goals to be specifically met. That is not the direction of the PSRC Vision 2050 nor of the GMA.	Thank you for your comment.
Marty Bishop, West Sound Climate Action	General				<p>We need to prepare for unprecedented growth due to climate migration. I adjure you to make wise choices with global warming in mind.</p> <p>Kitsap county [sic] needs to do more than just adapt to the effects of global warming. We should be doing all we can to reduce our contributions to causing it. One way to do that is to make buildings all electric. Instead of gas furnaces, heat pumps can be used for both heating and cooling. Gas stoves are a source of indoor air pollution that can lead to adverse health effects such as asthma—especially among children.</p> <p>https://ww2.arb.ca.gov/resources/documents/indoor-air-pollution-cooking An all-electric building code needs to be adopted for new construction. Fossil fuels are a dinosaur. All new public buildings should also be net zero</p>	<p>Thank you for your comment. The proposed Countywide Planning Policies include new policies focused on Climate Change – see NE-8 in the Natural Environment chapter. The Natural Environment chapter also includes policies focused on air pollution, water quality, protection and restoration for the Salish Sea, and many others. Other elements of the CPPs also address way to address the impacts of our changing environment.</p> <p>These policies provide a framework for KRCC jurisdictions to build from and coordinate together on for important issues like climate change. Much of the implementation occurs through local comprehensive plan policies and regulations. This includes building codes and policies towards</p>



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					carbon. Buildings should be examples of how we can save energy and water to protect our planet.	development of publicly owned buildings.
Michael Maddox, Poulsbo Resident	General				<p>Kitsap County Needs Barrier-Separated Bike/Pedestrian Paths</p> <p>We need bike/pedestrian paths that are barrier-separated from auto traffic. Bicycle symbols painted on streets are feel-good actions only. They don't physically separate bicyclists/pedestrians from automobiles. Such so-called bike paths are dangerous for bicyclists and pedestrians; consequently, they are not used.</p> <p>Specific suggestions for some places (among the many) that need barrier-separated bike/walk paths:</p> <ul style="list-style-type: none"> the stretch of Highway 303 from Fred Meyers north to at least Walmart; the many pedestrians that use that stretch are (out of necessity) close to the whoosh-whoosh of cars on that busy road. much of downtown Bremerton. though it's too narrow for its own dedicated bike/walk path, the Erland's Point Road from Chico Way to Austin Drive needs at least a sidewalk. Many people walk on the narrow shoulders of that hazardous road (out of necessity) as a multitude of cars flow by. <p>Some in Medford, Oregon are striving to develop a bike system that is safe for biking by All Ages and Abilities. That effort can be learned about at www.siskiyouvelo.org/aaa/, which lists guidance from the National Association of City Transportation Officials.</p>	<p>Thank you for your comment. The Transportation Element of the CPPs addresses many of your comments at the policy level. This includes policies such as T-9 which states "<u>Jurisdictions should also expand LOS standards to address multimodal concurrency, including non-motorized modes of transportation.</u>" There are several policies, however, that touch on your issues.</p> <p>Implementation of these policies, including specific locations for improvements would be handled at the jurisdiction level or through agencies like the Washington State Department of Transportation, depending on where the improvements would be cited. You are encouraged to contact the appropriate agency if you would like to discuss specific ideas for improvements.</p>
Michael Maddox, Poulsbo Resident	General				<p>Development in Kitsap Needs Regulation and Restriction: A development explosion is occurring in Kitsap. For the perils of such a course, please read these recent writings by people who've fought uncontrolled development in Kitsap—and why they did it. In particular, I refer you to "West Sound Conservation Council's History."</p> <ul style="list-style-type: none"> Michael Maddox, Letter, "Get involved to ensure we have a liveable Kitsap County," <i>Kitsap Sun</i>, 11 June 2021, Print; 10 June 2021 Web Get involved to ensure we have a liveable Kitsap County Gene Bullock, "Housing growth and policy isn't helping wildlife," <i>Kitsap Sun</i>, 14 June 2021 Web Housing growth and policy isn't helping wildlife (kitsapsun.com) West Sound Conservation Council's History https://michaelmaddoxconservation.com/2021/04/05/west-sound-conservation-councils-history/ 	Thank you for your comment.



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Michael Maddox, Poulsbo Resident	General				<p>Please Institute the Ban on Single-Use Plastic in Kitsap</p> <p>We have become culturally accustomed to using plastic bags and water bottles, which are significant contributors to animal death and to pollution. Such items didn't exist fifty years ago, but until just a few years ago, you almost couldn't avoid getting a plastic bag at a store since the clerk at the checkout counter automatically gave you one—even when you were purchasing only a candy bar or a magazine. Fortunately, many clerks now ask if you want a bag, and that asking is a result of education and reculturation. But we've much to do as a visit to the grocery store reveals, for there you see people putting plastic bags around bananas and avocados.</p> <p>Some stores are plastic bag polluters on a huge scale. Walmart, with its checkout system of hooks on a rotating wheel that only allows only for plastic bags—one after another—is an obscene example. Some countries don't allow single-use plastic bags in stores, and people there have become acculturated to bringing in their reusable bags. We talk about converting in Kitsap, but as we talk another year goes by while Walmart and others churn out the bags which flood into the environment. COVID did halt reusable bag use, but we now know that reusable bags have no role in COVID spread. We need to institute a ban on single-use plastic bags and bottles in Kitsap County.</p>	Thank you for your comment.
Cara Cruickshank, Kitsap Environmental Coalition	Throughout the entire document				<p>The Definitions on pages 4-5 (How to Read Countywide Planning Policies) are critical to the understanding of the proposed changes, and another reason we are concerned. We're curious and not in a good way, about the amount of power that the "interlocal" groups and the Kitsap Regional Coordinating Council seem to have. The following is a list of items in the CPP that we're most concerned about, many of which are crossed-out sections slated for re-wording and/or removal:</p> <ul style="list-style-type: none"> • Basically, the introduction and then many other sections crossed out on a substantial portion of page 14; • Sections C and D on page 15 & 16 about the Growth Management Act and urban growth areas; • The wording in the enclosed box on page 17: • Several strikes-outs on page 19 & 20; • The many "Natural Environment" sections on pages 23 \$ [sic] 25 where they propose removing the word "Shall" at the beginning of several key sections: 	Thank you for your comments.



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					<ul style="list-style-type: none"> • And finally a few sections each on pages 31, 32, 38, 42, 43, and 52 • So many areas have had all of the phrases beginning with "Shall" changed by removing that word entirely, which seems to water down things like <i>protections</i> quite a lot. [sic] 	
Beverly Parsons, Kitsap Environmental Coalition	General				<ol style="list-style-type: none"> 1. The plan does not adequately acknowledge our changing climate conditions and the consequent risks to water, air, and soil and all forms of life. 2. A key word change— from “shall” to “should”—has been made in many of the policies. “Shall” [sic] means it is required and “should” means it is expected but not mandatory. This is a very slippery slope. It is imperative for the sake of our beloved county that statements that have an impact on the natural environment— use the word “shall” not “should”. We must act in a more strategic way, giving highest priority to environmental conditions that are essential for us all. 3. Policies need to give higher priority to engaging the public in decision-making at early stages of policy development. 4. Policies need to put the rights of the public and the environment above the interests of developers. 5. Policies need to incentivize residents and communities to create new forms of business that have less negative environmental impact. 6. While the vision and objectives stated on p. 4 are generally admirable, the action statement is far too weak to achieve the vision or objectives. 	Thank you for your comments.
Puget Sound Regional Council	General				<p>Thank you for providing draft revisions of the Kitsap Countywide Planning Policies (CPPs) for public review. We appreciate the thoughtful work KRCC’s elected and staff-level committees have done to update the CPPs to better represent Kitsap communities, for consistency with VISION 2050, and to support the next round of local plan updates. We also appreciate the opportunity to participate in early on and throughout the process to address consistency with VISION 2050.</p> <p>PSRC recently updated the Plan Review Manual to support development of the CPPs, including a VISION 2050 Consistency Tool that summarizes key policy areas. The comments below consider the draft policies in the context of the consistency tool.</p>	Thank you for your comments.



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					<p>The Kitsap County Countywide Planning Policies serve an important role in bridging regional policy to local planning, and the county and its cities have engaged in a thorough and collaborative review of the draft policies and have addressed many of the key concepts and newly expanded policy areas in VISION 2050, which will serve local governments well as they update comprehensive plans.</p> <p>First, we would like to note the several noteworthy aspects of the draft policies that demonstrate effective, coordinated planning that will benefit the county and the region:</p> <ul style="list-style-type: none"> a. The policies expand on reducing greenhouse gas emissions and address climate change through a variety of regional and local actions supportive of the broader role of climate policies in VISION 2050. b. The revised Element C: Centers of Growth implements the Regional Centers Framework through designating countywide centers, encouraging subarea planning, and effectively 2 planning for growth. Encouraging the development of centers to support growth and as transportation focal points is a key strategy of VISION 2050. We appreciate KRCC's time and dedication to advancing centers planning in Kitsap County. c. KRCC's board retreat on equity in the countywide planning policies elevated this important topic for discussion and provided an opportunity to reinforce social and racial equity in the policies. <p>As you approach completing revisions to the CPPs, we are glad to continue to work with you and are available to provide additional review. PSRC has resources on our website, including an overview of differences between VISION 2040 and VISION 2050 and a detailed matrix of multicounty planning policy changes.</p> <p>We are impressed with the considerate work that has been invested in the project and the quality of the draft policies. The KRCC board and committees have done great work and the draft policies show important progress towards supporting your local communities and implementing the vision for the central Puget Sound region.</p>	



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Kitsap Economic Development Alliance	General				<p>The Kitsap Economic Development Alliance (“KEDA”) applauds the work of the Kitsap Regional Coordinating Council and all involved in creating proposed Countywide Planning Policies for 2021. We recognize the difficulty of this work and value the thoughtfulness that went into this draft. As Kitsap’s economic developers, we offer our commentary on these draft policies.</p> <p>Two main themes run through our recommendations: One, that planning policies should call for more than just an adequate or necessary supply of housing and buildable lands in planning and permitting. We have significant concerns about the potential for rising prices and an unaffordable community in Kitsap; this stance would improve supply, minimize cost increases, and economically benefit our community. Two, we make several recommendations to specifically call out and develop strategies to improve outcomes for historically disadvantaged populations such as Black, Indigenous and People of Color. Other KEDA comments involve economic development more generally, and the importance of broadband and the Navy to Kitsap’s future.</p>	Thank you for your comments.

Kitsap Regional Coordinating Council Revenue and Expense Report for Work Completed in 2021 (DRAFT)

CASH BASIS

Draft v. 6-30-21

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	\$ 116,341.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 239,373	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	\$ 116,341.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 292,015.83			
Operating Expenses																	
Triangle labor/expenses	\$ 8,497.00	\$ 22,362.88	\$ 25,409.06	\$ 18,335.45	\$ 27,424.39	\$ 23,396.40								\$ 116,928.18	\$ 192,418	42%	60.77%
Legal Services				\$ 356										\$ 356.20	\$ 2,500	42%	14.25%
RMSA Insurance		\$ 3,450.00												\$ 3,450.00	\$ 3,000	42%	115.00%
Room Rentals														\$ -	\$ 1,600	42%	0.00%
Reserves														\$ -	\$ 5,000	42%	0.00%
Miscellaneous														\$ -	\$ 23	42%	0%
Total Op. Expenses	\$ 8,497.00	\$ 25,812.88	\$ 25,409.06	\$ 18,691.65	\$ 27,424.39	\$ 23,396.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,734.38	\$ 204,541	42%	59.03%
Net Income														\$ 171,281.45			
Total Reserves		\$24,000															

Amendments/Modifications/Notes: