KITSAP COUNTYWIDE PLANNING POLICIES





Kitsap County
Countywide Planning Policies (CPPs)

Adopted Kitsap Countywide Planning Policies

Amended and Adopted X/XX/XX

Attached are the Kitsap Countywide Planning Policies as adopted by the Kitsap County Board of Commissioners by ordinance on March 11, 2024 (Ordinance 631-2024). 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, May 2015, October 2021, and March 2024) 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 the lead agency for its environmental review.

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Introduction (UR)



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 2050 (adopted by the Puget Sound Regional Council 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 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, 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. 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 the 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 shall be consistent with the adopted Countywide Planning Policies.

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; and 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 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 of 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 the 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 them.

• *"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 that the described action will be implemented.

Policies for Update and Ratification (UR):

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

a. The adopted Countywide Planning Policies should be reviewed through the Kitsap Regional Coordinating Council process before each required comprehensive plan update as required by RCW 36.70A.130. Policy revisions shall be reviewed for impacts according to the State Environmental Policy Act (SEPA), consistency with the Puget Sound Regional Council (PSRC) 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.

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 a 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 are 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 Kitsap Regional Coordinating Council by-laws and adoption by Kitsap County. Upon County adoption, the updated appendices shall be in effect.

Element A. Countywide Growth Pattern (CW)



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. Envision a future in which our natural systems are protected; the water quality in our lakes, streams and Puget Sound 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.

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 ongoing 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):

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

a. The primary role of Kitsap 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 Cities and unincorporated UGAs should maintain and enhance 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.

CW-2 Role of rural and resource lands:

a. Keep the regional vision in mind when making local decisions.

b. Maintain/enhance natural systems and rural character.

c. Include a variety of low-density rural centers and uses.

CW-3 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.

c. 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 plans.

Element B. Urban Growth Areas (UGA)



Element B. Urban Growth Areas (UGA)

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

- Location of 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 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.
- Promotion of attractive residential neighborhoods and commercial districts that provide a sense of community.
- A harmonious relationship with regional planning as articulated by Vision 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 (or UGAs) and limited circumstances when urban growth may take place outside of Urban Growth Areas. They include 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 includes policies focused on coordination for National Historic Towns and both Fully Contained Communities and Master Planned Resorts.

Policies for Urban Growth Areas (UGA):

UGA-1 Land Capacity (RCW 36.70A.115) & 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 accommodate their housing and employment growth (derived from population distribution), as adopted in the applicable Countywide Planning Policies.

a. The County and 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 Cities shall participate and work together to meet the Buildable Lands program requirements in order 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 that a resolution cannot be achieved, the Kitsap Regional Coordinating Council shall be a forum to review and, if possible, facilitate any disputes between parties.

UGA-2 If the Buildable Lands analysis shows that a jurisdiction's Comprehensive Plan growth goals are not being met, that jurisdiction shall implement reasonable measures to reduce the differences between growth and development assumptions and targets and actual development patterns. Each jurisdiction is responsible for implementing appropriate reasonable measures within its jurisdictional boundaries.

UGA-3 Process and criteria 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.

e. 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 expansion of a Urban Growth Area shall result in zoning that will ensure urban growth patterns and densities consistent with the Growth Management Act and be consistent with any inter-local agreement between the City and the County.

h. 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, the County and Cities may consider local circumstances.

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. An application for an expansion of a UGA shall include:

   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. Other factors 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.

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 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. 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 should establish procedures to facilitate the smooth transfer of

governance for associated Urban Growth Area(s) through the adoption of 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.

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

a. The Kitsap Regional Coordinating Council shall coordinate the process for distributing the forecasted population and employment growth consistent with the requirements of the Growth Management Act and PSRC's most recent Regional Growth Strategy (RGS). Following receipt of KRCC's recommendation, Kitsap County shall adopt any revision to population or employment targets. The County and Cities, as part of their next Comprehensive Plan update, shall reflect those adopted growth targets in their Comprehensive Plan. The distribution process should consider countywide demographic analysis, the Land Capacity Analysis, the 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 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 and employment targets will be reviewed through the Kitsap Regional Coordinating Council. 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. 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 a 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, 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, to arrive at ~~a~~ final target 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.

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, 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 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 (UGA-3 and UGA -5) and RCW 36.70A.350 (2), which, in part, requires that a new community reserve population be established no more than once every five years as a part of the designation or review of Urban Growth Areas and that the Urban Growth Areas shall be accordingly offset.

   In addition, the following shall be included in any County Comprehensive Plan

requirements governing FCCs:

i. A phasing plan that monitors and requires concurrent development of commercial and employment uses with residential development, to ensure that the community is fully contained.

ii. A mechanism to ensure that the timing of the development components will be fully regulated by the phasing plan.

iii. A substantial public benefit.

c. As Vision 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 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 (C)



Element C. Centers of Growth (C)

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):

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.

C-2 The designation of Centers in Kitsap County shall be consistent with PSRC's 2018 Regional Centers Framework Update and according to the typology set forth in Appendix C.

C-3 A Center of Growth's purpose is to implement the PSRC Regional Growth Strategy embodied in Vision 2050 and the 2018 PSRC Regional Centers Framework Update.

d. 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 Center designation.

e. 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.

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 the Centers identification within a local comprehensive plan or subarea plan occurs as part of a: 1) 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) move 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);

   iii. Identification of a 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.

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

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



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 land uses and development patterns. These include policies focused on preserving the rural character and the natural environment and development patterns, including Rural Centers and Rural Communities; establishing and maintaining rural levels of service; and conserving and supporting small-scale natural resource land uses in the rural area.

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

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

a. Preserve the character of identified rural areas by protecting and enhancing the natural environment, open spaces, recreational opportunities, and scenic and historic areas. Support small-scale farming and working resource land, promote locally grown food, forestry, eco- and heritage-tourism. Support low-density residential living and cluster development that provides for a mix of housing types, rural levels of service, cultural activities, and employment that services the needs of rural areas at a size and scale that is compatible with long-term character**,** productivity, and use of these lands.

b. The County shall establish low intensities of development and uses in areas outside of Urban Growth Areas to preserve resource lands and protect rural areas from sprawling development.

c. This policy is not intended to preclude the future designation of Urban Growth Areas.

d. Manage and reduce rates of development in rural areas over time through continued and increased allocations of growth to Urban Growth Areas.

R-2 Preserving rural land use and development patterns:

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. Rural Centers include:
    a. Port Gamble

b. Suquamish
c. Keyport
d. Manchester
e. Type 3 LAMIRDs

c. Rural Communities are smaller developed areas with existing residential, commercial and/or industrial land uses where growth is not expected. These areas may include some LAMIRD characteristics but have not been found to meet the full set of LAMIRD criteria. They may include clear neighborhoods with limited services. Examples of such communities include, but are not limited to, Burley, Sunnyslope, Seabeck, Lake Symington, Indianola and Hansville.

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).

a. 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.

b. 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.

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 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. Natural Environment (NE)



Element E. Natural Environment (NE)

The natural environment is defined as land area consisting of open space, natural systems, resource lands and critical areas. Critical areas include wetlands, wildlife conservation areas, steep slopes, frequently flooded areas and areas with a critical recharging effect. These lands also have 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 reduce and mitigate countywide effects on the changing climate.

The policies in this chapter focus on a variety of issues involving the natural environment. They include coordination to protect and create open space corridors, critical areas, listed species, and 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 Natural Environment:

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 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 communities that have been disproportionately affected by noise, air pollution, or other environmental impacts.

NE-3 The County and the Cities will conserve and enhance the County's natural resources, critical areas, water quality/quantity, and environmental amenities while planning for and accommodating sustainable growth by:

a. Protecting critical areas (wetlands, aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, steep slopes, and geologically hazardous areas). They should also consider other environmental amenities.

b. 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. Establishing procedures to preserve significant historic, archaeological, and cultural resources.

d. Encouraging the use of environmentally sensitive development practices to minimize the impacts of growth on the County's natural resource systems.

e. Protecting and enhancing the public health and safety and the environment for all residents, regardless of social or economic status, by reducing pollutants, as defined by WA State and federal law.

f. Working together to identify, protect, and restore networks of natural habitat areas and functions that cross jurisdictional boundaries.

g. Protecting and enhancing ecosystems that support Washington State's Priority Habitat and Species as identified by the Washington Department of Fish and Wildlife.

h. Incorporating and incentivizing anti-displacement tools and policies.

i. Ensuring accessibility of green spaces for people of all abilities and transportation methods.

j. Working 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.

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.

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 in surface and storm water management programs.

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.

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.

NE-8 Policies and actions to address climate change:

a. The County and the Cities should continue support to focus 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)



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 outline the purpose for and reasons why inter-jurisdictional planning is important at the federal, tribal, state, local, and special-purpose government and describe how that coordination will 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 County and to suggest how KRCC members can look at growth issues through an equity lens when important decisions are made.

Policies for Contiguous, Compatible, and Orderly Development:

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 2050 and Transportation 2040 as adopted by the Puget Sound Regional Council.

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 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.

D-3 Fiscal equity:

a. The County and the Cities shall work together to 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.

b. The Kitsap Regional Coordinating Council should facilitate ongoing regional discussion on revenue equity issues.

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 transportation networks to 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.

h. 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:

a. The Counties and Cities should develop coordinated strategies and interjurisdictional processes between the County and cities to mitigate the impacts of displacement.

b. Counties and Cities should also implement flexible strategies that will encourage the development of a range of affordable housing, both public and private.

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



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

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, and 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 Public Capital Facilities (CF):

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.

CF-2 Location of public capital facilities:

a. If the primary population served by the facility is urban, the facility should be located in a City or Urban Growth Area where feasible.

b. Public capital facilities that generate substantial travel demand should be located 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. The design of capital facilities and utilities in rural areas should be at a size and scale appropriate to rural locations, so as not to increase development pressure.

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.

CF-4 Promote affordability and equitable access of public capital facilities to all communities, including those communities that have been historically underserviced.

CF- 5 Consider disproportionately burdened communities when siting or expanding capital facilities.

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 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 disproportionally 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.

CF-14 Air transportation facilities in Kitsap County:

a. The County and the Cities shall recognize the importance of airports as essential public facilities and preserve access to the air transportation system.

b. The County and the Cities shall ensure the safety of the community and airport users by providing compatible land use planning adjacent to airports, minimizing noise impacts, and coordinating 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 the development of new facilities and modification of 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.

CF-15 Transportation facilities and services of statewide significance.

a. 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 (T)



XX/XX/XXXX

Element H. Transportation (T)

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. In addition, transportation policies should be consistent with the policies contained within PSRC's Transportation and Vision plans. Coordination of land use and transportation plans will allow Kitsap County and the Cities to meet three inter-related transportation goals:

- 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.
- Provide a balanced system for the efficient, clean**,** safe movement of people, goods, and services 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. principle arterials;
c. public transit facilities and services;
d. non-motorized facilities that provide inter-county transportation connections;
e. marine transportation facilities (ferries, shipping);
f. airports (passenger and/or freight); and
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; 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; and
h. intelligent transportation systems (ITS).

Policies for Transportation (T):

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 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 buses to move ahead of other vehicles), opti-com system's ramp metering, 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 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.

T-2 Reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips:

a. Jurisdictions and agencies shall provide both infra-structure and policy incentives to increase the use of non- SOV modes of travel.

i. The range of infrastructure incentives to encourage the use of non-SOV modes of travel could include the following:

- Provide public transit, including preferential treatments for transit, such as queue by-pass lanes (dedicated bus lanes that allow for transit queue jumps), traffic signal modifications, and safe transit stops.

- Provide integrated transfer points to facilitate seamless trips between transit and other modes of travel, particularly at ferry terminals, including park & ride lots, bike storage facilities, carpool/vanpool and transit advantages to ease ingress/ egress, with proximity to actual connection points, and innovative transit-oriented development.

- Provide bicycle and pedestrian facilities, including safe neighborhood walking and biking routes to school.

- During the development of all state highway capacity improvement projects, consider the demand for non-SOV travel and the addition of High Occupancy Vehicle (HOV) lanes, park & ride lots, and appropriate infrastructure for both bicycling and walking.

ii. The range of policy incentives to encourage the use of non-SOV modes of travel could include, but is not limited to the following:

- Increased emphasis on the Commute Trip Reduction Program already in place (including ridesharing incentives), with Kitsap Transit designated as the lead agency, including program promotion and monitoring.

- Managed parking demand at ferry terminals, employment, and retail centers to discourage SOV use through privileged parking for HOV users, fee structure and parking space allocations.

- Encouraging telecommuting, flexible, and compressed work schedules, and home-

based businesses as a viable work alternative.

- Encouraging the shift of work and non-work trips to off-peak travel hours.
- Congestion pricing.
- Auto-restricted zones.
- Promotion of driver awareness through educational efforts.

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

c. In Designated Centers, the jurisdictions should complete missing vehicular and non-motorized links without compromising safety standards.

d. 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 bike to school.

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

T-3 Environmental and human health impacts of transportation policies:

a. Transportation improvements shall be located and constructed to discourage/minimize adverse impacts on water quality, human health, safety, and other environmental features.

b. The County, Cities, and Kitsap Transit should consider programming capital improvements and transportation facilities 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 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.

d. The County, the Cities, and Kitsap Transit should support Puget Sound Clean Air Agency public education about anti-pollution measures.

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 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.

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

a. Regional corridors shall be designated for automobile, freight, transit, HOV facilities, rail, marine, bicycle, and pedestrian travel between designated Centers as part of the countywide transportation plan.

b. The transportation system linking designated Centers within the County should be transit-oriented, pedestrian and bicycle friendly.

T-6 Freight transportation:

a. The freight system in Kitsap County should be developed, expanded, and maintained to support the efficient and reliable movement of goods for local, regional, and international 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.

T-7 Transportation relationships with the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization:

a. The Countywide Planning Policies should be compatible with regional and state plans and policies**.**

b. The County and the Cities 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.

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 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, 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 coordinate when assigning street classification 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 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.

T-9 Coordinated and consistent level of service 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 LOS 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 Kitsap Transit. The standards shall consider both the 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, 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)



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 2050 also takes a comprehensive approach to addressing the range of housing needs. GMA requirements and Vision policies are reflected in the Countywide Planning Policies.

Jobs-Housing Balance:

Jobs-housing balance refers to the 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.

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):

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 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 population and employment forecasts. 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.

c. 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 for housing at all income levels, including easy access to employment centers.

d. 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; and
    ii. regulations are streamlined and flexible to minimize additional costs to housing.

AH-2 Recognizing that the marketplace makes adequate provision for those in the upper economic brackets, each jurisdiction 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.

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 80% countywide median income, the County and the Cities should develop coordinated strategies to disperse projected housing for those below 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.

AH-4 Provision of affordable housing for households below 80% countywide median income should be focused within cities and unincorporated UGAs with easy access to transportation, employment, high opportunity areas, and other services.

a. Local comprehensive plan policies and development regulations that encourage and do not exclude affordable housing.

b. Housing strategies 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, 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.

c. Housing policies and programs that address the provision of diverse housing opportunities to accommodate people experiencing homelessness, older people, people who need physical or behavioral health supports, and other segments of the population that have special needs.

d. 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.

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.

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. Should develop a range of strategies to mitigate displacement impacts as planning for future growth occurs.

Element J.
Countywide Economic Development (ED)



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):

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 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.

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 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, Cities and KEDA shall collaborate to identify opportunities that favor local suppliers for goods and services.

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)



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

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 focus on identifying opportunities for coordination that would have a positive fiscal impact, especially for infrastructure projects and service delivery.

Policies for Analysis of Fiscal Impact (FI):

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.

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.

FI-3 The Kitsap Regional Coordinating Council shall facilitate ongoing 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)



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. 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):

CT-1 Meaningful and substantial opportunities for early and continuous tribal government participation shall be incorporated into regional and local planning activities.

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.

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.

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.

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.

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)



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

The federal government has unique authorities, responsibilities, and 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):

CF-1 Meaningful and substantial opportunities for early and continuous federal government participation shall be incorporated into regional and local planning activities.

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.

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.

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.

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.

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).

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)



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):

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 provides a voice for all jurisdictions and an 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.

d. Serve as a forum to amicably work together and resolve differences when they occur on important issues impacting Kitsap County.

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 aids 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.

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 database.

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.

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 identified in the Growth Management Act (Chapter 36.70A RCW) and adopted urban growth management agreements.

b. Be responsible for developing, adopting, and implementing comprehensive plans and development regulations and processing 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.

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.

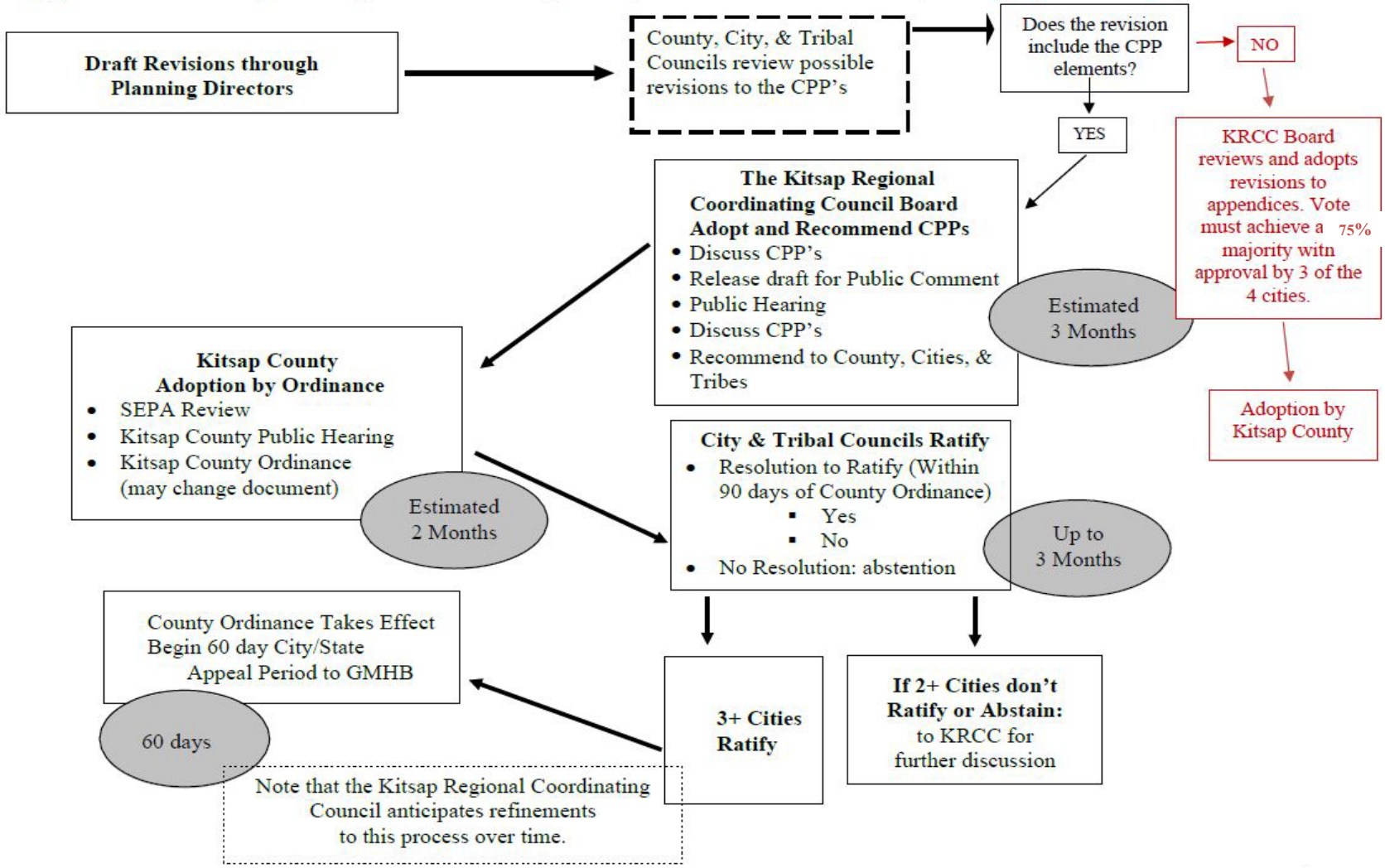
RR-5 The County and Cities shall coordinate with the County Department of Emergency Management to ensure the integrity of the National Incident Management system and coordinated response in the event of disasters and other emergencies.

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Appendices



Appendix A: Kitsap Countywide Planning Policy Ratification Process



Appendix B-1: Population Distribution Through 2044

Jurisdiction	2020 Population (US Census)	2020-2044 Population Growth	2044 Population Target
Metropolitan Cities			
Bremerton	43,505	20,252	63,757
Bremerton UGA	10,105	2,762	12,867
Core City			
Silverdale	19,675	9,896	29,571
High-Capacity Transit Communities			
Bainbridge Island	24,825	4,524	29,349
Kingston	2,435	3,200	5,635
Port Orchard	15,587	10,500	26,087
Port Orchard UGA	15,370	3,552	18,922
Poulsbo	11,975	4,581	16,556
Poulsbo UGA	528	1,065	1,593
Urban Unincorporated			
Central Kitsap UGA	24,741	5,000	29,741
Rural Areas			
Rural	106,865	5,415	112,280

Source: 2020 Census Redistricting File, PSRC 2018 Regional Forecast, VISION 2050 regional growth strategy adopted per General Assembly action 10-30-2020

During a Comprehensive Plan review process, a city and its associated UGA may transfer population and employment between the two jurisdictions with approval by elected bodies from both jurisdictions, while not exceeding the overall targets. KRCC shall update the CPPs via an amendment after these changes are complete. See UGA-5 i for more details and information.

Appendix B-2: Employment Distribution Through 2044

Jurisdiction	2020 Employment (US Census)	2020-2044 Employment Growth	2044 Employment Target
Metropolitan Cities			
Bremerton	44,083*	14,175	58,258
Bremerton UGA	1,401	2,434	3,835
Core City			
Silverdale	13,281	11,416	24,697
High-Capacity Transit Communities			
Bainbridge Island	9,176	1,927	11,103
Kingston	1,077	1,400	2,477
Port Orchard	8,562	5,400	13,962
Port Orchard UGA	2,683	1,500	4,183
Poulsbo	7,638	3,903	11,541
Poulsbo UGA	78	97	175
Urban Unincorporated			
Central Kitsap UGA	3,985	1,470	5,455
Rural Areas			
Rural	22,896*	2,301	25,197

Source: 2020 Census Redistricting File, PSRC Employment Database PSRC 2018 Regional Forecast, VISION 2050 regional growth strategy adopted per General Assembly action 10-30-2020
* Represents all employment including jobs covered and not covered under the WA State Unemployment Insurance Program. Represents uniformed military personnel assigned to major regional installations (per VISION 2050).
* Note: In the City of Bremerton, 7,982 of 44,083 jobs in 2020 are held by military personnel. In the Rural Areas, 3,100 of the 22,896 jobs in 2020 are held by military personnel.

During a Comprehensive Plan review process, a city and its associated UGA may transfer population and employment between the two jurisdictions with approval by elected bodies from both jurisdictions, while not exceeding the overall targets. KRCC shall update the CPPs via an amendment after these changes are complete. See UGA-5 i for more details and information.

Appendix C: Centers of Growth

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	***Regional Growth Centers*** 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	***Metro Growth Center***: 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. ***Urban Growth Center:*** 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.
Location	New Regional Growth Centers should be located within a city and unincorporated urban growth area under certain circumstances.
Designation	• KRCC designates as candidate in Appendix D. • PSRC designates; must meet PSRC criteria and designation procedures.
Prioritization	• 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	• Urban Growth Center
	  ○ Existing density of 18 activity units per acre minimum
	  ○ Planned target density of 45 activity units per acre minimum
	• Metro Growth Center
	  ○ Existing density of 30 activity units per acre minimum
	  ○ Planned target density of 85 activity units per acre minimum

Other Requirements	• Local Commitment: Evidence the RGC is a local priority and sustained commitment to local investment in creating a walkable, livable center is demonstrated. • Mix of Uses: Goal for a minimum mix of at least 15% planned 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	• Urban Growth Centers:
	  ○ 200 acres minimum and 640 acres maximum (may be larger under specific circumstances)
	• Metro Growth Centers:
	  ○ 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**	• Urban Growth Centers:
	  ○ 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:
	  ○ 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.

c

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

Manufacturing/Industrial Centers	
Description	***Manufacturing/Industrial Centers*** 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	***Industrial Employment Center:*** These Centers are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The intent of this designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to grow industrial employment in these Centers were possible. Jurisdictions and transit agencies should aim to serve with transit. ***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.
Location	Manufacturing/Industrial centers should be located within a city with few exceptions.
Designation	• KRCC designates as candidate in Appendix D. • PSRC designates; must meet PSRC criteria and designation procedures.
Prioritization	• 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	• Industrial Employment Center
	  ○ 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
	  ○ Minimum size of 2,000 acres
	  ○ 4,000 minimum existing jobs

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	○ 10,000 minimum planned jobs ○ Minimum 50% industrial employment ○ Minimum 75% of land area zoned for core industrial uses
Other Requirements	• Local Commitment: Evidence the MIC is a local priority and has sustained commitment overtime to investments in infrastructure and transportation, and sustainability of industrial uses. • Industrial retention strategies are in place. • Serves a regional role for employment.
Transit	• 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	***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.
Identification	• Identified as a Countywide Growth Center in the local comprehensive plan. • Identified in Kitsap County Countywide Planning Policies Appendix D.
Prioritization	• Subarea plan may be developed for the Center. • *If a subarea plan is not prepared, policies and infrastructure analysis shall be incorporated into the local comprehensive plan.**
Existing Conditions	At the time of identification, the center shall have: • 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	• 160 acres minimum and 500 acres maximum. ○ *A smaller sized Countywide Growth Center may be approved if the jurisdiction demonstrates within its comprehensive plan or subarea plan: **

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	▪ *Meets all other criteria (i.e. activity units, mix of uses, capacity for additional growth); and* ▪ *The Center is within a walkshed with pedestrian connectivity that lacks barriers, and is approximate ½ mile wide and long; or* ▪ *The Center encompasses area(s) that fall within a ¼ mile radii from an existing or planned transit service; or* ▪ *The Center encompasses area(s) that fall within a ½ mile radii from an existing or planned ferry terminal.* • 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	• Served by multi-modal transportation, including: o Transit service, *including ferries (foot and vehicle)* * o Pedestrian infrastructure o Street pattern that supports walkability o Bicycle infrastructure and amenities
Other Requirements	• *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.* *

*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-4Countywide Industrial Centers*

Countywide Industrial Centers	
Description	***Countywide Industrial Centers*** serve as important local industrial areas that support living wage jobs and serve a key role in the county's manufacturing/industrial economy.
Identification	• Identified as a Countywide Growth Center in the local comprehensive plan. • Identified in Kitsap County Countywide Planning Policies Appendix D.
Prioritization	• 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: • A minimum of 1,000 existing jobs, and/or a minimum of 500 acres of industrial zoning. • Defined transportation demand management strategies in place.

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	• At least 75% of the center zoned for core industrial uses. • Existing capacity and planning for additional employment growth.
Other Requirements	The Center shall: • Have industrial retention strategies in place. • Play an important county role and concentration of industrial land or jobs with evidence of long-term demand.

* All criteria as set forth in PSRC 2018 Regional Growth Framework Update; no additional criteria established in Table C-4.
https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Table C-5: Local Centers

Local Centers	
Description	***Local Centers*** 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	• 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	***Military Installations*** 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	• 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	• Identified in Comprehensive Plan of jurisdiction is located. • Identified in Kitsap County Countywide Planning Policies Appendix D.

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Other Requirements	• *Military Installations may be considered countywide centers or equivalent as allowed by 2018 Centers Framework Update in order to ensure*:*
	  ○ *Freight routing and mobility into and between the military installations;*
	  ○ *Accessibility and connectivity to transportation corridors;*
	  ○ *Safety, accessibility and mobility conditions where freight and passenger transportation systems interact.*
	• *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.**

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 2025

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	Harrison Heights	Growth Center
City of Port Orchard	Downtown Port Orchard	Growth Center
City of Port Orchard	Sedgwick/Bethel Center	Growth Center
City of Port Orchard	Bethel Lund	Growth Center
City of Poulsbo	SR 305 Corridor	Growth Center
Candidate Countywide Centers		
City of Port Orchard	Ruby Creek	Growth Center
City of Port Orchard	Mile Hill	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 2025:

i. The Countywide Centers identified in Appendix D – List of Centers 2025 are those Growth Centers that are: 1) identified in previous Kitsap CPP Appendix F or identified in a comprehensive or subarea plan by June 2025; 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 2044 growth targets.

ii. In 2021, jurisdictions 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.

iii. 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.

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iv. After the 2024 GMA Comprehensive Plan Periodic Update, no additional Centers will be added to the list of Candidate Centers. It is expected that jurisdictions will request full Center designation of their remaining Candidate Centers by December 31, 2027. Following December 31, 2027, any Candidate Centers that have not met the criteria for full Center designation will be removed from the list of Centers.

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

i. 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.

ii. 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.

iii. Members of PlanPol or other designated subcommittee shall review the submitted comprehensive plan sections or subarea plans and provide recommendations to the full KRCC Board.

iv. KRCC Board shall finalize Centers designations by amending Appendix D, and adoption and ratification follows the amendment process established in Appendix A.

c. Following the 2024 GMA Periodic Comprehensive Plan Update:

i. A jurisdiction may request the KRCC Board consider a full Center designation (i.e. propose a new Center) following the 2024 GMA Periodic Comprehensive Plan Update process.
   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. 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. After the finalization of Center designations in 2025, Kitsap jurisdictions have two options to designate new centers:

   a. During a ten-year cycle consistent with GMA periodic updates; growth forecasting and distribution; or when necessary, a five-year cycle consistent with PSRC's major plan update(s).
   b. A jurisdiction may request a new center designation during the annual Centers designation opportunity, 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 E

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.

KITSAP REGIONAL COORDINATING COUNCIL INTERLOCAL AGREEMENT

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 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

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.**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.

IX. 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.

X. 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.

XI. 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.

XII. 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.

XIII. 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.

XIV. NOTICE

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

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XV. 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.

XVI. 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.

XVII. 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.

XVIII. 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.

XIX. 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.

Appendix F: Housing Allocation Through 2044

The purpose of these housing allocations is for jurisdictions to provide capacity for housing and to remove barriers to developing housing. This table lists the housing units needed for each income level, as defined by the percentage of Area Median Income.

			Permanent Housing Needs by Income Level (% of Area Median Income)							
			0 – 30%							Emergency Housing** Needs (Temporary)
		Total	Non-PSH*	PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	
Unincorporated Kitsap County	Estimated Housing Supply (2020)	69,987	1,802	8	7,335	21,046	13,531	7,815	18,450	153
	Allocation (2020-2044)	14,498	2,768	1,214	2,376	1,996	1,028	1,012	4,103	612
Bainbridge Island city	Estimated Housing Supply (2020)	11,251	331	0	331	788	1,150	2,073	6,578	0
	Allocation (2020-2044)	1,977	377	166	324	272	140	138	560	83
Bremerton city	Estimated Housing Supply (2020)	18,351	1,346	106	3,030	8,960	2,496	879	1,534	316
	Allocation (2020-2044)	9,556	1,824	800	1,566	1,316	678	667	2,705	403
Port Orchard city	Estimated Housing Supply (2020)	6,209	288	0	619	2,051	1,246	717	1,288	11
	Allocation (2020-2044)	4,943	944	414	810	680	351	345	1,399	209
Poulsbo city	Estimated Housing Supply (2020)	5,116	356	0	422	1,062	915	594	1,767	1
	Allocation (2020-2044)	1,977	377	166	324	272	140	138	560	83

*"Permanent supportive housing" (PSH) is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be

typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter **59.18** RCW. Source: RCW 36.70A.030.

**"Emergency housing" means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement. Source: RCW 36.70A.030.

Data Source: Housing For All Planning Tool, Methodology A, Washington State Department of Commerce, March 1, 2023