



Chapter 13. Port Orchard / South Kitsap Sub-Area Plan

The Port Orchard/South Kitsap Urban Growth Area (UGA) is located adjacent to the City of Port Orchard in south Kitsap County. The policies contained in this section relate to the preferred alternative in the Preliminary Final Sub-Area Plan. This area includes land that has been designated as Port Orchard's UGA since adoption of the Kitsap County Comprehensive Plan 1998, as well as some Urban Reserve, and other surrounding lands. The policies, land use designations, and boundaries of the sub-area were amended through the 10-year update of the Plan in 2006. Land use in the sub-area is primarily suburban in character with single-family residences dispersed throughout and auto-oriented commercial uses located along major transportation corridors. Pockets of medium and high-density residential uses can be found near neighborhood commercial centers. The Port Orchard/South Kitsap Preliminary Sub-Area Plan/Preliminary Final Environmental Impact Statement was released in May 2006; adoption of this Comprehensive Plan includes adoption of the Sub-Area Plan policies (Figure 13-1). See also Policy LU-25 regarding use of sub-area background data.

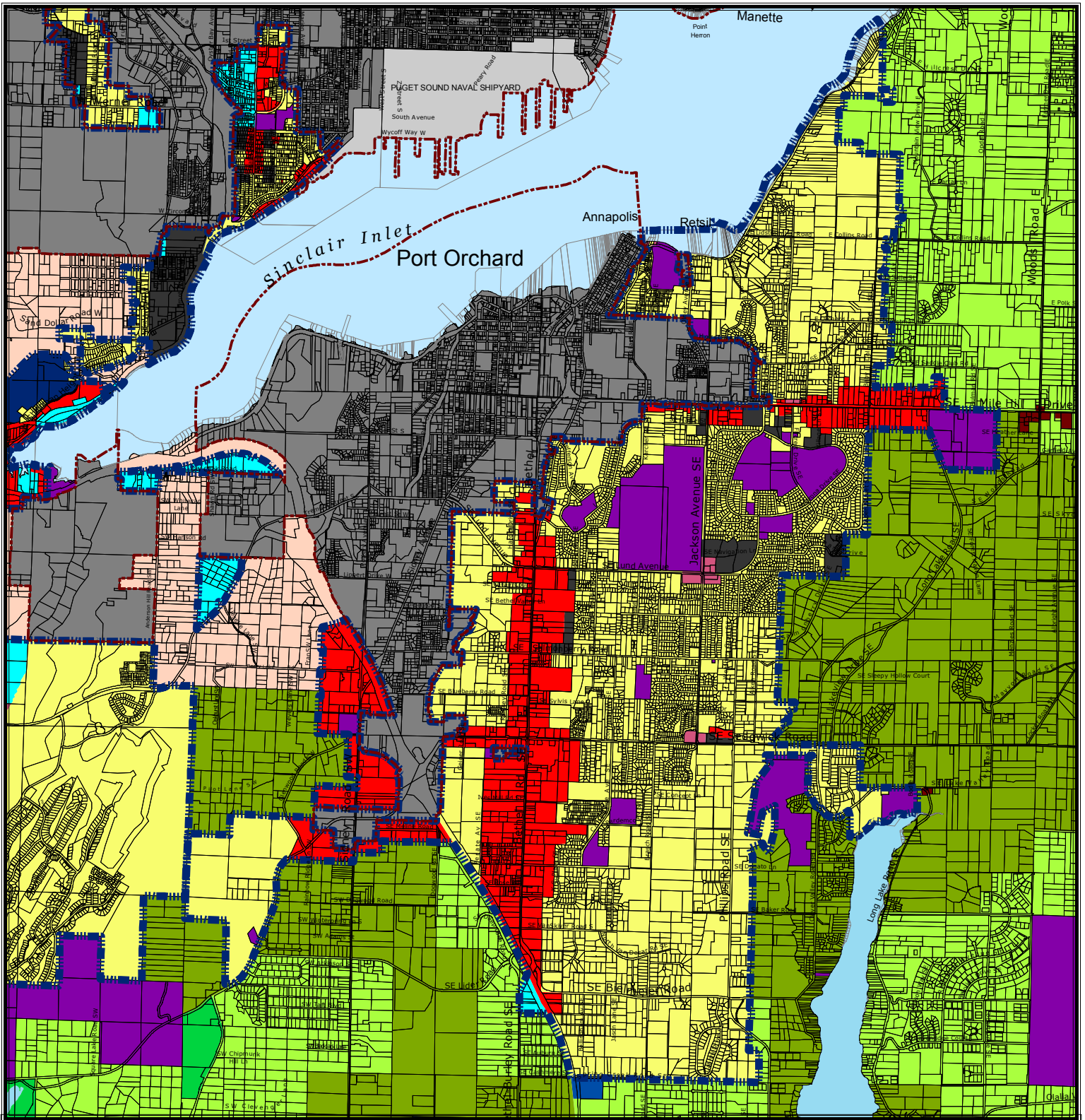
13.1. Goals and Policies

13.1.1. Land Use

Growth Management

Goal 1. Provide sufficient development capacity within the urban growth area to accommodate projected population growth.

Policy POSK-1 Ensure an adequate supply of housing units within the UGA to meet the required growth targets.



Port Orchard/South Kitsap Urban Growth Area
Comprehensive Plan Land Use Map



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0 1,250 2,500 5,000 7,500 10,000 Feet

This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use.



* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY
 REFER TO THE KITSAP COUNTY ZONING MAP FOR PARCEL SPECIFIC ZONING

- Urban High-Intensity Commercial/Mixed Use
- Urban Low-Intensity Commercial/Mixed Use
- Urban Industrial
- Urban Low-Density Residential
- Urban Medium/High-Density Residential
- Urban Reserve
- Rural Commercial
- Rural Industrial
- Mineral Resource
- Rural Protection
- Rural Residential
- Rural Wooded
- Military
- Public Facility
- Urban Growth Area
- Incorporated City
- Salt Water
- Tax Parcel

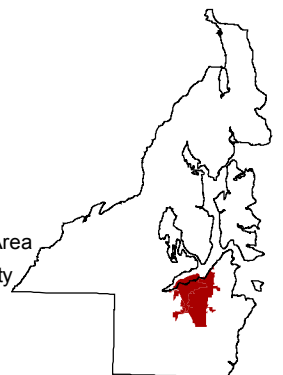


Figure 13-1 Port Orchard/SK Comprehensive Plan Map

Goal 2. Manage community growth and redevelopment to ensure:

- An orderly pattern of land use;
- A balanced and complete community;
- Maintenance and improvement of the UGA’s existing character; and
- Protection of environmentally sensitive areas.

Policy POSK-2 Tailor development regulations to fit unique circumstances by incorporating zoning or design “overlays” for areas where there is a particular character or design objective such as neighborhood centers or receiving zones for transfer of development rights.

Policy POSK-3 Create logical boundaries between neighborhoods that take into account such considerations as existing land uses, access, property lines, topographic conditions, and natural features.

Policy POSK-4 Encourage attractive site and building design that is compatible in scale and in character with existing or planned development.

Policy POSK-5 Create effective transitions between different land uses and housing types through use of landscape buffers, berms, additional setbacks, building height restrictions, or placement of intensive activities away from less intensive adjacent uses.

Policy POSK-6 Regulate land use and development in environmentally sensitive areas to ensure protection of environmental quality and avoid unnecessary public and private costs.

Goal 3. Promote a compact land use pattern in Port Orchard’s UGA to do the following:

- Support a multi-modal transportation system.
- Minimize energy and service costs.
- Conserve land, water, and natural resources.

Policy POSK-7 Develop and apply a system of reasonable measures (e.g., incentives) to focus growth in the urban area such as:



- Allowing modifications to the building height restrictions within Neighborhood and Community Centers;
- Reducing off-street parking requirements for medium- to high-density residential developments along transit routes; and
- Adjusting impact fees to reflect lower impacts per household within the UGA.

Policy POSK-8 Encourage a system that allows the transfer of development rights from critical or rural areas designated for preservation to urban areas designated for higher intensity development.

Policy POSK-9 Support a range of development densities in Port Orchard’s UGA, recognizing environmental constraints and community character.

Policy POSK-10 Use land efficiently, facilitate infill development or redevelopment, and, where appropriate, preserve options for future development by requiring shadow platting on parcels that do not develop to the minimum density.

Policy POSK-11 Establish zoning overlays in Neighborhood and Community Centers to facilitate

- Creation of “receiving sites” for Transfer of Development Rights program;
- Implementation of design guidelines; and
- Targeted capital investments.

Land Use/Transportation Linkage

Goal 4. Encourage land use patterns that promote convenient multi-modal access to goods and services and reduce auto dependency.

Policy POSK-12 Promote higher residential densities, mixed use areas, and a jobs-to-housing balance to provide greater access to public transportation and other modes of travel such as walking and cycling.

Policy POSK-13 Create opportunities to retrofit single-use commercial and retail developments into walkable, mixed used areas served by transit, thereby reducing the need for people to drive to every destination.

Policy POSK-14 Consider housing, offices, shops, and services at or near the park and ride lots.

- Policy POSK-15 Provide easy access for industrial development from arterials or freeways. Avoid industrial access through residential areas.
- Policy POSK-16 Provide pedestrian walkways, trails, landscaping, crosswalks, and other features in existing and new development that support the integration of bicycling and walking.
- Policy POSK-17 Provide vehicular and non-motorized connections between adjacent properties.

Residential Land Uses

Goal 5. Foster a sense of community within and among new and existing neighborhoods through quality design that enhances community character.

- Policy POSK-18 Design and coordinate capital improvement projects to establish and enhance community character in new and existing neighborhoods.
- Policy POSK-19 The City and County should work with residents and business owners to identify distinct neighborhoods and establish or enhance their unique character.
- Policy POSK-20 Design guidelines for new development should enhance the quality of the outdoor spaces to encourage social interaction among residents.
- Policy POSK-21 Encourage new development to integrate design features (e.g., natural, historical, and cultural) that reinforce community identity and character.
- Policy POSK-22 Maintain and enhance the single-family residential neighborhoods.
- Policy POSK-23 Locate the highest density residential areas close to shops and services and transportation hubs.
- Policy POSK-24 Continue to allow for new residential growth throughout the community, consistent with the basic pattern of land use in the sub-area.

Goal 6. Provide for a range and variety of housing types to meet the changing socio-economic demands of the population.

- Policy POSK-25 The County should allow for a wide range of housing types that will provide housing that is affordable to all economic segments of the population.
- Policy POSK-26 Guidelines for the mix of housing in each community should be established to avoid a concentration or predominance of one type in any given area.

Commercial Land Uses

Goal 7. Locate and develop commercial centers that enhance community identity and contain a mix of land uses that provide opportunities for area residents to live, work, and play.

- Policy POSK-27 Establish a hierarchy of commercial centers serving neighborhood, community, and/or regional needs.
- Policy POSK-28 Community centers that provide goods and services to several neighborhoods should be designated at intersections of major arterials such as Bethel/Lund, Bethel/Sedgwick and Sidney/Sedgwick.
- Policy POSK-29 Community centers should provide for a mix of land uses including commercial retail, office, residential and public with the predominant type being commercial retail.
- Policy POSK-30 Community centers should be designed to provide for safe and efficient internal circulation for vehicles and pedestrians.
- Policy POSK-31 Guidelines for community center design should be established and include streetscape and internal landscaping to soften visual impacts and promote a sense of place.
- Policy POSK-32 Neighborhood centers that provide goods and services to a few adjacent residential areas should be designated at intersections of arterials and collectors such as Jackson/Lund, SE Mile Hill/Lindstrom, Jackson/Salmonberry, and Jackson/Sedgwick.
- Policy POSK-33 Neighborhood centers should be at a smaller scale than community centers and limited in area to preserve surrounding residential and avoid potential land use conflicts.
- Policy POSK-34 Neighborhood centers should provide for a mix of land uses including commercial retail, office, residential and public with the predominant type being commercial retail.
- Policy POSK-35 Guidelines for neighborhood center design should be established which include requirements for safe pedestrian connections between streets and buildings as well as among businesses, including stairs and ramps where appropriate.
- Policy POSK-36 Reflect the following principles in development standards and land use plans for commercial centers:

Urban Design

- Create lively and attractive districts with a human scale.
- Support a mix of retail, office, and residential uses in multistory structures.
- Create effective transitions between commercial area and surrounding residential neighborhood.
- Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions that detract from the quality of the living environment.

Access

- Encourage multi-modal transportation options, especially during peak traffic periods.
- Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.
- Promote a street pattern that provides through connections, pedestrian accessibility and vehicular access.
- Encourage pedestrian travel to and within the commercial area by providing:
 - safe and attractive walkways;
 - close groupings of land uses;
 - parking lot design that reduces walking distances and provide safe walking routes; and
 - off-street surface parking to the back or side of buildings to maximize pedestrian access from the sidewalk(s).

Policy POSK-37 Maintain and strengthen existing commercial areas by focusing development within them and establishing development guidelines.

Policy POSK-38 Maintain and enhance downtown Port Orchard’s role as the “urban center” for the South Kitsap/Port Orchard region, reflecting the following principles in development standards and land use plans:

- Create a compact area to support a transit center and promote pedestrian activity.
- Promote a mix of uses, including retail, office and housing.
- Encourage uses that will provide both daytime and evening activities.

- Support civic, cultural, and entertainment activities.
- Provide sufficient public open space and recreational opportunities.
- Enhance, and provide access to, the waterfront.

Policy POSK-39 Emphasize new medical and office development with a complementary mix of supporting uses along the Sidney Corridor south of SR-16.

Policy POSK-40 Promote development of Neighborhood Centers within the Jackson/Lund, and Bethel/Salmonberry areas that provide goods and services to meet the needs of nearby residents, provide a mix of housing and employment opportunities, and reinforce neighborhood character.

Policy POSK-41 Discourage strip commercial land use development patterns and concentrate commercial/office development in pedestrian friendly centers.

Goal 8. Provide sufficient land capacity to accommodate new and expanded opportunities for employment.

Policy POSK-42 Provide opportunities for light industrial and high technology uses.

Policy POSK-43 Encourage and support locations for businesses providing primary jobs in Port Orchard's UGA.

Open Space, Recreation and Resource Protection

Goal 9. Establish a coordinated and connected system of open space throughout the UGA that:

- Preserves natural systems.
- Protects wildlife habitat and corridors.
- Provides land for recreation.
- Increases opportunities for physical activity.
- Preserves natural landforms and scenic areas.



Policy POSK-44 Preserve and enhance the natural and aesthetic qualities of shoreline areas while allowing reasonable development to meet the needs of residents.

- Policy POSK-45 Promote visual and public access to shorelines where it is not in conflict with preserving environmentally sensitive areas or protecting significant wildlife habitat.
- Policy POSK-46 Distribute parks and open spaces throughout the UGA, but particularly focus new facilities in areas of the UGA facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.
- Policy POSK-47 Work with adjacent jurisdictions and state, federal, and tribal governments to identify and protect open space networks to be preserved within and around Port Orchard's UGA.
- Policy POSK-48 Preserve environmentally sensitive areas (e.g., Blackjack Creek) to delineate neighborhood boundaries and create open space corridors.
- Policy POSK-49 As new parcels along the Sinclair Inlet are incorporated within the UGA additional access to the shoreline should be explored, consistent with the Mosquito Fleet Plan.

Goal 10. Encourage community design principles that improve public health.

- Policy POSK-50 Develop public walkways and trails between developments where feasible to facilitate physical activity.
- Policy POSK-51 Create incentives for urban developments that:
- Create connected street networks with bicycle and pedestrian facilities.
 - Expand trail networks.

Essential Public Facilities, Government and Community Facilities

Goal 11. Maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.

- Policy POSK-52 Work cooperatively with Kitsap County, the state and/or other cities to site essential public facilities.
- Policy POSK-53 Consider the following in siting essential public facilities:

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;
- Preservation of natural resources;
- The cost-effectiveness of service delivery; and
- The goals and policies of this chapter of the Comprehensive Plan.

Policy POSK-54 Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

13.1.2. Natural Systems

Geological Critical Areas

Goal 12. Manage growth in the sub-area so that public health and the environment are not endangered due to development within or near geological critical areas.

Policy POSK-55 Prevent disturbance of unstable steep slope areas to minimize the occurrence of landslides.

Policy POSK-56 Provide reasonable development set backs from the tops and toes of unstable steep slopes to prevent disturbance of these areas and provide protection of property should landslides occur.

Policy POSK-57 Protect streams and fisheries from the accumulation of sediment in water and streambeds by preventing erosion in areas that are susceptible to erosion because of topography and soil type.

Policy POSK-58 Provide development guidelines within areas susceptible to liquefaction during large seismic events to reduce the potential for property damage and injury.

Critical Aquifer Recharge Areas

Goal 13. Prevent degradation of current or future potential water supply sources that utilize groundwater.

Policy POSK-59 Limit development within and around critical aquifer recharge areas to uses that do not handle, use, store or dispose of environmentally hazardous materials.

Policy POSK-60 Provide guidelines and criteria for identifying critical aquifer recharge areas and for assessing the susceptibility and vulnerability of the underlying aquifer.



Policy POSK-61 Allow onsite infiltration of treated stormwater or discharge of treated stormwater to wetland areas to replace recharge lost to impermeable areas.

Policy POSK-62 Require treatment of surface water prior to allowing infiltration of stormwater into the underlying aquifer.

Surface Water Resources

Goal 14. Manage surface water, groundwater, stormwater and wastewater in the sub-area to ensure that water resources are protected and preserved.

Policy POSK-63 Preserve natural flood control and stormwater storage, including the following:

- Focus wetland mitigation strategies on Best Management Practices (BMPs) and water quantity and water quality controls for surface water runoff and shallow groundwater infiltration; and
- Emphasize infiltration and maintenance of the recharge capabilities of the shallow groundwater layer in the design and construction of stormwater collection and control facilities.

Policy POSK-64 Require that development projects manage stormwater quantity in a way that approximates the natural hydrologic characteristics of the sub-area, while ensuring that all stormwater receives adequate treatment before discharge or groundwater infiltration.

Policy POSK-65 Work with other jurisdictions, agencies and private landowners to reduce nonpoint source pollution and implement the recommendations of approved watershed management plans.

Policy POSK-66 As a condition of project approval for development within the sub-area, require mitigation measures that ensure that the quality of stormwater discharged from treatment facilities (such as ponds, drainage corridors, or wetlands,) is as close to the water quality present before human encroachments as is reasonably feasible.

Site-specific studies should evaluate the hydraulic connectivity of wetlands and streams, and identify locations where infiltration is feasible and locations where detention would be an acceptable BMP.

- Policy POSK-67 Ensure that development projects within the sub-area are reviewed and conditioned in a manner consistent with the Kitsap County Stormwater Manual, the Kitsap County Critical Areas Ordinance (CAO), the Salmon Habitat Management Plan, and Stormwater Ordinance; and the City of Port Orchard's CAO and Blackjack Creek Comprehensive Management Plan.
- Policy POSK-68 Employ a range of initiatives to protect water resources and provide mitigation from impacts of development within the sub-area, including the following:
- Cluster development that minimizes impervious surfaces;
 - Cooperative parking such as joint (i.e., combined), shared, and coordinated parking for development within areas designated for commercial, industrial and business park uses;
 - The use of "pavers" and other pervious surfaces for low-use parking and roadway areas within the sub-area, such as overflow parking and emergency access roads; and
 - Narrower roads and streets than those currently required under County standards. (Note: This will require corollary amendments to County road standards.)
- Policy POSK-69 Require underground or under building parking, where necessary, to mitigate the impacts of development within medium density residential and business park designations.
- Policy POSK-70 Require the development of natural drainage systems/features, such as swales, stormwater cascades, small wetland ponds, and naturally landscaped areas to manage stormwater from development within the sub-area.
- Policy POSK-71 Require the preservation of native vegetation to the greatest extent feasible to protect water quality and prevent erosion and sedimentation of surface water bodies.
- Policy POSK-72 As a condition of approval for any performance based development (PBD) within the sub-area, require the developer to coordinate with the Washington State University Cooperative Extension or other appropriate entity to establish an educational program for residents that encourages environmentally friendly alternatives to herbicide and pesticide use.

Policy POSK-73 Minimize sedimentation and turbidity in fresh and marine waters through measures that control stormwater runoff and reduce stream and shoreline erosion.

Policy POSK-74 Establish standards to mitigate water quality impacts during construction.

Policy POSK-75 Require BMPs for landscape maintenance and operation of commercial facilities to mitigate water quality impacts from these activities.

Policy POSK-76 Require the installation of public water and sanitary sewer systems within the sub-area, and prevent the installation of onsite septic systems.

Policy POSK-77 Consider the following measures when conditioning proposals to mitigate potential impacts to headwaters of the watersheds, areas of unconcentrated flow, wetlands, and intermittent streams within the sub-area:

- Require additional site-specific studies to ensure that onsite and downstream water resources are being protected;
- Maximize infiltration where possible. (Note: Infiltration within the sub-area is likely to be constrained in many locations due to till soils and high water tables.);
- Incorporate low-impact development (LID) strategies into stormwater management plan to reduce development impacts. These may include stormwater reuse, use of pervious surfaces, cluster development, and constructed wetland/stream features for conveyance and treatment of stormwater;
- Use applicable Ecology and Kitsap County Stormwater Management BMPs to help to ensure stormwater quality treatment prior to recharge; and
- Design and construct stormwater collection and control facilities to mitigate water quantity impacts to maintain recharge to the shallow water table.

Plant, Fish, and Wildlife Habitat Conservation Areas

Goal 15. Protect and sustain the sub-area's natural environment through preservation and enhancement of those features critical to fish and wildlife species and habitat.

Policy POSK-78 Ensure that development within the sub-area results in no net loss of wetland functions, values, and acreage.

- Policy POSK-79 Facilitate the development of uninterrupted natural passageways for wildlife by connecting forested corridors with wetland habitats, as well as incorporating Kitsap County buffer requirements around individual wetlands.
- Policy POSK-80 Require that future development proposals within the sub-area maintain continuous vegetated corridors between different drainage basins and between identified critical areas within a specific drainage basin to protect wildlife corridors and preserve water quality.
- Policy POSK-81 Require appropriate vegetative buffers along streams, lakes, ponds, wetlands, and marine shorelines to protect fish and wildlife habitat. Larger or enhanced buffer areas may be required to protect adequately priority fish and wildlife species. Buffer enhancement or restoration shall be required where buffers have been degraded or removed during new development.
- Policy POSK-82 Require as a condition of approval for any development, preparation of a habitat management plan that demonstrates the proposal will maintain properly functioning conditions for surface waters containing salmonid species.
- Policy POSK-83 Work with the Washington Department of Fish and Wildlife (WDFW) and local tribal governments to inventory man-made blockages of fish passageways and prioritize removal of blockages or otherwise restore stream corridors.
- Policy POSK-84 Evaluate all site-specific development for indirect effects to stream reaches downstream of the sub-area and the estuaries that support habitat for threatened and depressed salmonid stocks. Review building permit applications located within identified habitat conservation areas and forward to the WDFW or the Washington State Department of Natural Resources (DNR) for review those that may pose a potential adverse impact.
- Policy POSK-85 Employ a wide range of initiatives to protect fish, plant and animal species and habitat areas within the sub-area, including the following:
- Cluster development to avoid loss of habitat as a result of large expanses or high percentages of impervious surfaces;
 - Onsite density transfers;
 - Donation of conservation easements to qualified non-profit nature conservancy corporations (i.e., land trusts); and
 - Use Best Available Science (BAS), and accurate and recent regional and site specific habitat inventory and assessment in developing standards and regulations.

- Policy POSK-86 Require future development proposals use of native vegetation for landscaping and restoration to reduce potential loss of plant and animal habitat diversity, conserve water, and provide better integration with open space areas, habitat areas, wetlands, and their buffers.
- Policy POSK-87 Require prompt post-construction replanting of lands not used for buildings, roads, or parking areas to reduce impacts related to loss of plant and animal habitat and erosion.
- Policy POSK-88 Protect wetlands, water quality, and habitat through BMPs for landscape maintenance and operation that rely on plant materials and management practices (e.g., Integrated Pest Management) that minimize the use of fertilizers and chemical pesticides/herbicides.
- Policy POSK-89 Prohibit the use of herbicides or pesticides in areas where there is documented presence of a listed species (e.g., bald eagle nesting) or a priority habitat. Work with the WDFW to restrict human activities and tree cutting within such areas, consistent with WDFW guidelines and regulations.
- Policy POSK-90 Work with appropriate state agencies, local Tribes, and community organizations to conduct and maintain thorough, countywide inventories of habitat types and areas with important habitat elements, and identify areas most in need of protection and restoration, including the following:
- Protect habitat areas and corridors that cross jurisdictional boundaries;
 - Develop and implement recovery plans for anadromous fish and other listed species under the federal Endangered Species Act;
 - Minimize habitat fragmentation and protect open space and connective corridors;
 - Carefully site trail systems through habitat conservation areas to minimize impact to fish and wildlife species; and
 - Encourage private-public partnerships to restore and enhance fish and wildlife habitat. Provide information about existing government and private programs pertaining to voluntary habitat protection, enhancement, and restoration.
- Policy POSK-91 Coordinate with the Cities of Port Orchard and Bremerton, as well as McCormick Land Company to identify and designate open space corridors within and between UGAs on the County's Land Use Map. The Open Space Plan shall be consistent with habitat inventory and habitat protection plan.

- Policy POSK-92 Work with the Great Peninsula Conservancy, Kitsap County, and other appropriate agencies and nonprofit organizations to identify and preserve (i.e., by perpetual conservation easements) headwater areas of streams containing salmonid species.
- Policy POSK-93 Encourage the establishment of programs to educate the public about resource protection and provide opportunities for viewing and learning about fish and wildlife resources.

Air Quality and Environmental Health

Goal 16. Ensure clean air for all residents by coordinating land use, economic, and transportation planning to minimize or reduce air pollution emissions and concentrations.

- Policy POSK-94 Reduce air pollution from traffic by promoting higher residential densities, mixed use areas, and jobs-to-housing balance within the sub-area, thus providing greater access to public transportation and other modes of travel (e.g., walking and cycling) and reducing auto dependency.
- Policy POSK-95 Create opportunities to retrofit single-use commercial and retail developments into walkable, mixed used areas served by transit, thereby reducing the need for people to drive to every destination.
- Policy POSK-96 Provide sidewalks, trails, landscaping, crosswalks, and other features in existing and new development that support the integration of bicycling and walking.
- Policy POSK-97 Discourage siting commercial, industrial, or public facilities where projected air pollution emissions would cause health or smoke/odor nuisance problems to adjacent or nearby land uses such as hospitals, schools, or residential neighborhoods.
- Policy POSK-98 Encourage the use of alternatives to wood as the primary and secondary sources of heat in residential areas.



Goal 17. Implement community design principles and transportation investment policies that improve accessibility, air quality and public health.

Policy POSK-99 Review and change policies and regulations that are a barrier to compact, mixed use development.

Policy POSK-100 Create approval processes and incentives for urban developments that:

- Create connected street networks with bicycle and pedestrian facilities;
- Expand trail networks;
- Increase density using superior design principles; and
- Provide a balanced mix of residential, commercial, institutional and recreational uses.

Policy POSK-101 Develop criteria for resource allocation in transportation and land use decisions by adding:

- Research-based land use criteria into the programming process for transportation funding; and
- Health factors in the transportation improvement programs that recognize the health benefits of projects that enhance walkable communities.

Policy POSK-102 Encourage the development of Health Impact Assessments that evaluate health related outcomes of alternative land development and transportation investment proposals.

Policy POSK-103 Educate and inform the public about the health benefits of new development patterns.

Policy POSK-104 Create a pool of funds for strategic improvements that meet the test of smart development. Earmark 5% of federal funds, jointly pooled funds from multiple sources – roads, transit, air quality, and public health – to projects that meet the goals of improved transportation efficiency, air quality and health.

Policy POSK-105 Give priority to non-motorized travel.

Policy POSK-106 Make transit investments that support land use decisions.

Policy POSK-107 Make pedestrian investments coincident with improved transit service.

13.1.3. Economic Development

Goal 18. Support a vital diversified economy that provides living wage jobs for residents, supported by adequate land for a range of employment uses, and that encourages accomplishment of local economic development goals.



Policy POSK-108 Provide, through Sub-Area Plan land use designations, an adequate supply of land to accommodate the targeted employment growth.

Goal 19. Encourage economic growth and diversification that minimizes long-term and short-term cyclical unemployment, decreases dependence on the national defense industry and decreases dependence upon the income of residents who commute out of the county.

Policy POSK-109 Implement long-term economic policies that will encourage and assist in developing an economic market analysis and a strategy to support the needs of employers, thus meeting diversification and employment objectives and improving the county's tax base.

Policy POSK-110 Improve competitiveness in economic development by encouraging and developing incentives for business growth, expansion and relocation.

Policy POSK-111 Improve the Jobs/Housing balance on a sub-area basis.

Policy POSK-112 Adopt an employment target for the creation of one new living wage employment or job opportunity for every new household population growth forecasted through the 2025 planning period.

Policy POSK-113 Encourage office development to increase countywide share of office space and to complement the office developments within the City of Port Orchard.

Goal 20. Increase the number of primary jobs, which are jobs producing goods or services that are principally sold to clients outside of the sub-area, that in turn enable the creation of secondary jobs, which are jobs that produce goods or services that principally serve clients within the sub-area.

Policy POSK-114 Recapture a percentage of retail and service sales occurring within the county. Concentrate on local community goods, unique services, and an emphasis on quality and service.

Policy POSK-115 Support implementation of the *City of Port Orchard Economic Development Plan* and complement economic growth of the City of Port Orchard.

Goal 21. Promote and support a healthy, diverse economy that provides for a strong and diverse tax base, encourages expansion of business, creates industrial and employment opportunities to attract new industry to Kitsap County, and fosters new industry that is environmentally responsible and consistent with the Plan and with this Sub-Area Plan.

Policy POSK-116 Recognize the arts as a growing component of the South Kitsap economy. Encourage and support the creative and economic contribution of the arts as an ongoing economic contribution to the diversity of South Kitsap.

Policy POSK-117 Recognize tourism as a growing component of the South Kitsap economy. Encourage and support the economic contribution of tourism as an ongoing economic contribution to the diversity of South Kitsap. Encourage participation in selected community events and destinations by visitors with multiple-day stays.

Policy POSK-118 Encourage small business enterprises and cottage industries, and allow appropriate and traditional home occupations as permitted by local regulations.

Policy POSK-119 Encourage providing space for small-scale low-impact enterprise developments to allow for non-retail business uses that have minimal impacts on the environment and surrounding uses, including, but are not limited to, artists' studios, research and development, computer software development and manufacture, commercial kitchen for value-added farm product processing, duplicating services, and small-scale assembly. Creative ways of providing affordable commercial space should be considered, and live-work opportunities should be explored as a component of the development.

Goal 22. Provide a diverse mix and appropriate range of commercial, industrial, and business park uses within the Port Orchard and South Kitsap area that will provide living wage jobs.

Policy POSK-120 Encourage mixed use developments within commercial districts that will enhance the visual, economic, and environmental quality of these areas and improve the transition between commercial and residential districts.



Policy POSK-121 Encourage pedestrian orientation for non-residential uses and office or residential uses above ground floor retail uses.

Policy POSK-122 Discourage strip commercial development type patterns and signage, and concentrate commercial/office development into “nodes” or pedestrian friendly village-type developments.

Goal 23. Balance business and industrial development with environmental protection and continue to maintain and enhance the quality of life in South Kitsap as growth occurs.

Policy POSK-123 Provide for the location of environmentally responsible light industrial, manufacturing, commercial, and high technology firms within the Port Orchard/South Kitsap area.

Policy POSK-124 Encourage the use of “green” materials and techniques in all types of construction. Adopt the US Green Building Council, Leadership in Energy and Environmental Design (LEED) certification and evaluation process.

Policy POSK-125 Encourage public sector solid waste reduction and recycling. Develop and utilize methods to help businesses find markets for surplus materials, byproducts and waste.

Policy POSK-126 Encourage local enterprises to participate in programs such as the Solid and Hazardous Waste and EnviroStars programs of the Bremerton-Kitsap County Health District and the Green Works program of the Kitsap County Public Works Department, which recognize and assist business efforts to protect the environment.

Goal 24. Support and coordinate economic expansion and diversification through the development of capital facilities, multi-modal transportation and urban services.

Policy POSK-127 Encourage the full utilization and development of designated commercial and industrial areas. Promote revitalization within existing developed areas to take advantage of the significant investments in existing buildings and infrastructure.

Policy POSK-128 Rehabilitation and expansion of existing commercial facilities should be encouraged in preference to building of new commercial facilities.

Goal 25. Ensure that economic development will be concurrent with the existing capacity of required capital facilities.

Policy POSK-129 Development plans shall consider, in addition to other infrastructure, a technology infrastructure component depicting the type and siting of technology infrastructure, including fiber optic or other high-speed data links, provisions for reserve capacity and future expansion, such as reserve space inside planned conduits.

Goal 26. Make use of the land use and strategic location of the Port Orchard and South Kitsap to attract new employers to the county and allow existing employers to expand.

Policy POSK-130 Encourage the cooperation of agencies and groups interested on economic development of the sub-area in developing a campaign to attract new businesses, while retaining existing ones.

Policy POSK-131 Encourage economic development opportunities utilizing the existing rail infrastructure connecting South Kitsap with the Port of Grays Harbor.

Policy POSK-132 Encourage business opportunities that maximize the availability of highly skilled workforce and geographic proximity associated with existing military facilities.

Goal 27. Foster and facilitate partnerships and cooperation among government, private corporations, and nonprofit entities to promote the economic development goals and policies of the Sub-Area Plan.

Policy POSK-133 As appropriate, work with other Jurisdictions and agencies such as state and federal agencies, Tribes, the Port of Bremerton, the cities, the Kitsap Economic

Development Council (KEDC), South Kitsap Chamber of Commerce, and the Kitsap County Public Utilities Districts, in marketing and developing the Port Orchard / South Kitsap UGA.

Policy POSK-134 Collaborate with tribal governments, 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.

Policy POSK-135 Property Owners and the South Kitsap Chamber of Commerce, will encourage Kitsap County, the City of Port Orchard, and the KEDC in actively recruiting new employers to locate within and in encouraging existing employers to expand their business within the Port Orchard / South Kitsap UGA.

Goal 28. Attract new educational institutions and improve, and expand existing educational institutions that provide vocational and post-secondary programs to assure a highly skilled, technically trained resident work force.

Policy POSK-136 Encourage development of a state or private 4-year university, or promote further expansion of existing educational institutions.

13.1.4. Housing

Housing Affordability

Goal 29. Encourage the availability of affordable housing to all economic segments of the population.

Policy POSK-137 Ensure an adequate supply of land is designated for residential uses and zoned with enough capacity to accommodate projected household growth and an appropriate market factor.

Policy POSK-138 Offer density bonuses for development of affordable housing units.

Policy POSK-139 Maintain and increase where necessary, levels of emergency, transitional and permanent housing with adequate support services.

Housing Diversity

Goal 30. Promote a variety of housing types throughout the sub-area.

Policy POSK-140 Ensure enough land is allocated to low, medium and high density residential land use designations so that a variety of housing types are possible.

Policy POSK-141 Promote a variety of housing types within each residential land use designation.

Policy POSK-142 Designate tiers of allowable residential densities radiating out from neighborhood centers.

Policy POSK-143 Promote mixed use residential and commercial development within neighborhood centers: Tier I – Mixed Use Core.

Policy POSK-144 Encourage low-rise multi-family and townhouse development in areas adjacent to neighborhood centers: Tier II – Residential Urban High.

Policy POSK-145 Encourage small lot single-family and cottage style housing in areas proximate to goods and services: Tier III – Residential Urban Medium.

Policy POSK-146 Encourage low density residential development in areas further from the commercial core: Tier IV – Residential Urban Low.

Policy POSK-147 Protect sensitive environmental areas and property rights by encouraging cluster housing in areas with environmental constraints: Tier V – Residential Urban Restricted.

Preservation of Existing Housing and Historic Structures

Goal 31. Encourage the preservation of existing housing stock and historic residential structures.

Policy POSK-148 Inventory historic structures within the sub-area and develop measures for their preservation in coordination the Kitsap County Historical Society.

Policy POSK-149 Develop preservation, rehabilitation, and weatherization grants in coordination with the Kitsap Community Resource Center and Kitsap County Consolidated Housing Authority.

Policy POSK-150 Explore the potential for a housing quality program to assist property owners with improvements to multi-family structures.

Policy POSK-151 Encourage adaptive reuse of existing structures.

Urban Design and Community Character

Goal 32. Strengthen neighborhood identity.

Policy POSK-152 Work with residents to define neighborhoods and their characteristics such as landmarks, boundaries, gathering places, natural features and pedestrian routes.

Policy POSK-153 Create neighborhood gateways by investing in landscaping, signage, lighting and pavement improvements along neighborhood entryways.



Policy POSK-154 Energize neighborhoods and foster community interaction by encouraging the formation of neighborhood associations and creating more public spaces.

Goal 33. Enhance neighborhood walkability and multi-modal connectivity to ensure convenient access between housing and goods and services.

Policy POSK-155 Develop future street/intersection grid plan and require new development to provide necessary linkages between developments.

Policy POSK-156 Allow on-street parking along the site frontage to be counted toward fulfilling the parking requirements.

Policy POSK-157 Develop a pedestrian overlay zone for community and neighborhood centers to prioritize investment and define streetscape standards that contribute to pedestrian convenience and enjoyment. Standards would include:

- Planter strips
- Sidewalks
- Pedestrian scaled lighting
- Crosswalks and pedestrian refuges
- Sidewalk extensions

- On-street parking
- Minimum building setbacks

Goal 34. Enhance neighborhood safety, aesthetics, and livability

Policy POSK-158 Develop a neighborhood matching grant fund to support neighborhood improvement projects.

Policy POSK-159 Review and improve, where necessary, site design, landscape, and streetscape standards for single-family small lot and multifamily development.

Policy POSK-160 Encourage rehabilitation or redevelopment of dilapidated structures by inventorying dilapidated structures and developing rehabilitation grants for low-income households.

Policy POSK-161 Encourage the use of natural building materials by developing a list of preferred materials appropriate to the northwest climate.

Goal 35. Promote environmentally sustainable neighborhood development.

Policy POSK-162 Wherever possible, building materials and systems should be used that meet the established standards and practices of the U.S. Green Building Council and LEED program.

Policy POSK-163 Encourage low impact development (LID) methods for handling stormwater including minimizing soil disturbance, soil enhancement, bioswales, green roofs, rain catchment systems, pervious pavement and narrower streets.

13.1.5. Transportation

General Transportation

Goal 36. Encourage development of an efficient multi-modal transportation system based on local, municipal, tribal governments, countywide, and regional priorities in coordination with existing comprehensive and corridor development plans.

Policy POSK-164 Implement the roadway design standards, including acquisition of right-of-way as needed, as defined in the County's Transportation Plan and Road Standards.

Policy POSK-165 Implement necessary transportation improvements as development in the sub-area occurs, consistent with the County's concurrency policies and State Environmental Policy Act (SEPA) requirements.

Policy POSK-166 Require new development and redevelopment to incorporate transit, pedestrian and other non-motorized transportation improvements, including bus shelters and/or pullouts, sidewalks, pathways, crosswalks, and bicycle lanes.

Goal 37. Provide a safe, comfortable and reliable transportation system.

Policy POSK-167 Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian accidents, confusing circulation patterns, and line-of-sight obstructions.

Policy POSK-168 Designate and clearly demarcate appropriate routes for through truck traffic, hazardous materials transport, and oversized traffic.

Policy POSK-169 Require new development and redevelopment to incorporate appropriate street lighting as defined in the Kitsap County Road Standards.

Policy POSK-170 Include sidewalks as required in the Kitsap County Road Standards.

Goal 38. Develop a funding strategy and financing plan to meet the multi-modal and programmatic needs identified in the transportation element.

Policy POSK-171 Provide sufficient flexibility in the funding process to maximize the ability of local government to develop partnerships with federal and regional governments, other jurisdictions and the private sector to optimize funding sources for transportation projects.



Policy POSK-172 Establish public/private partnership programs for funding the needed transportation improvements. Private sector funding generated within the sub-area should primarily be allocated to improvements in or adjacent to the sub-area.

Policy POSK-173 Require developers to provide onsite and offsite road, safety, and other transportation improvements where necessary to serve the needs of the proposed developments.

Policy POSK-174 Consider potential funding mechanisms such as, modification of the Kitsap County Traffic Impact Fee Program establishment of a Transportation Benefit

District, Proportional Share Mitigation via SEPA, grant funding, and Road Improvement Districts.

Policy POSK-175 Work with Washington State Department of Transportation, Kitsap Transit, and the private sector to seek additional state and federal grant revenues for infrastructure improvements.

Policy POSK-176 Allow phased development of transportation improvements.

Goal 39. Ensure the citizens and businesses in South Kitsap have the opportunity to participate in the development of transportation planning policy.

Policy POSK-177 Establish and maintain a traffic control program for accessing and responding to local, community, and residential neighborhood traffic control concerns.

Policy POSK-178 Maintain a transparent prioritization process for the development of the County Six-Year Transportation Improvement Program.

Policy POSK-179 Reestablish and maintain the transportation Citizen Advisory Committee structure used in Plan development.

Goal 40. Develop and implement Transportation programs within the sub-area to assist in the application, monitoring, and review of transportation goals and policies.

Policy POSK-180 Monitor the success of the Transportation Demand Management (TDM) and CTR Program for the South Kitsap Area.

Policy POSK-181 Develop one or more Transportation Management Programs (TMP) for the major development components of the sub-area. In particular, TMPs should be developed for commercial, business park, and industrial uses within the sub-area.

Policy POSK-182 Consider forming a Transportation Management Association (TMA) to assist with preparing and implementing TMPs for major employers within the sub-area. The TMA would help coordinate TMPs and provide coordination with Kitsap Transit.

Transit and Non-motorized

Goal 41. Provide a range of infrastructure incentives to encourage the use of non-single occupancy vehicle modes of travel.

Policy POSK-183 Provide preferential treatments for transit, such as queue bypass lanes, traffic signal modifications, and safe, convenient, transit stops.

Goal 42. Work with Kitsap Transit to provide increased transit service to the sub-area as development occurs.

Policy POSK-184 Identify possible corridors for future mass transit development such as light rail, bus rapid transit, etc.

Policy POSK-185 Encourage new development and redevelopment to include provision for bus pullout lanes, bicycle storage facilities, and safe, attractive transit shelters where appropriate.

Policy POSK-186 Support efforts to expand usage and infrastructure for mass transportation. Promote public/private partnerships, joint-use facilities, and Transit Oriented Developments (TODs) within the sub-area.

Policy POSK-187 Encourage installation of bicycle racks on buses and other transit vehicles.

Policy POSK-188 Work closely with Kitsap Transit in development of Park and Ride locations within and adjacent to the sub-area. Ensure that land use and the site development are compatible with the goals and policies of the community. Park-and-Ride locations should be close to areas of housing, preferably within the UGA boundary.

Policy POSK-189 Work closely with Kitsap Transit in the development of Transfer Centers and Multi-Modal Terminal locations within and adjacent to the sub-area. Encourage Kitsap Transit to locate these in TOD designated areas within the UGA boundary. Ensure that land use and site development are compatible with the goals and policies of the community.

Policy POSK-190 In cases of substantial residential or commercial development (more than 9 units or 100,000 square feet of commercial space), Kitsap Transit shall review and be given the opportunity to provide comment on development proposals to facilitate convenient use and operation of appropriate transit services.

Goal 43. Create a TOD program in coordination with Kitsap Transit, Kitsap County Public Works Department, and the City of Port Orchard.

Policy POSK-191 Work with Kitsap Transit and the City of Port Orchard to develop a model TOD ordinance, policy, and development regulations to ensure that the program is compatible with the goals and policies of the community.

Policy POSK-192 Promote pedestrian and TOD that includes access to alternative transportation and, in the interest of safety and convenience, includes features, such as lighting, pedestrian buffers, and sidewalks.

Goal 44. Work with Kitsap Transit to establish and designate convenient park and ride locations.

Policy POSK-193 Give priority to establishing park and ride lots in existing parking lots.

Policy POSK-194 Form partnerships with community organizations along easily accessible arterials that have underutilized parking during traditional commuting hours (i.e., churches, movie theaters, etc.).

Policy POSK-195 Support development of park-and-ride lots to serve the transportation needs of the sub-area.

Policy POSK-196 Encourage park and ride lots within the UGA that are near residential areas.

Goal 45. Promote pedestrian, bicycle and other non-motorized travel.

Policy POSK-197 Require that internal streets make provision for non-motorized transportation opportunities, consistent with Kitsap County Road design standards or approved variances.

Policy POSK-198 Require new development within the sub-area to provide internal trails or paths that connect residential, neighborhood commercial, business park, and other land uses within the sub-area. Ensure that trails and paths provide convenient connections within sub-area.

Policy POSK-199 Require new development and redevelopment to provide safe neighborhood walking and biking routes to schools.

Policy POSK-200 Adopt and require Kitsap County Bicycle Facilities Plan recommended design standards for development of bicycle improvements including surfacing materials, signage, striping, drainage, barriers, bridges, lighting, parking

facilities, width, grade separation, design speed, sight distances and horizontal and vertical clearances.

Policy POSK-201 Build or implement bicycle improvement projects recommended in Kitsap County Bicycle Facilities Plan within the sub-area.

Policy POSK-202 Maintain existing and create new, engineered bike lanes. Require new development and redevelopment to comply with adopted street standards that require bike lanes on identified bike routes.

Policy POSK-203 Promote completion of "Mosquito Fleet" trail and pedestrian path components along Beach Drive. Require new development or redevelopment to provide Paved Shoulders along Beach Drive from Port Orchard City Limits to E Ahlstrom Road.

Policy POSK-204 Promote completion of "Mosquito Fleet" trail and pedestrian path components along Beach Drive. Require new development or redevelopment to provide Separated Pedestrian Path along Beach Drive from E Ahlstrom Road to E Hillcrest Drive.

Goal 46. Work to decrease the number of single-occupancy vehicles (SOV) trips generated within the planning area, and support a mix of land uses to help internalize traffic within the sub-area and to provide a relatively balanced use of transportation during peak travel periods.

Policy POSK-205 Emphasize moving people rather than vehicles by providing a variety of ways to commute to work.

Vehicular Travel and Roadways

Goal 47. To provide an adequate system of arterials and collector streets which connect the sub-area and adjacent development areas to the state highway system and adjacent arterials.

Policy POSK-206 Plan, design, and implement roadway widening and intersection improvements needed to provide additional capacity, and resolve potential operations and safety issues. Ensure that designs address non-motorized travel within and to/from the sub-area.

Policy POSK-207 Develop a collector road system to provide for access and circulation between the various developments in and adjacent to the sub-area. Design the collector road system to reduce the potential need for local traffic to use the arterials.

Policy POSK-208 Phase street and arterial improvements to meet the anticipated traffic generation of each development within the sub-area.

Policy POSK-209 Wherever possible, require that site access be to collectors. Minimize through-traffic on local residential streets. Example of Separated Path Development.

Policy POSK-210 When allowed, encourage access consolidation onto all streets to better utilize the roadway system.

Policy POSK-211 Encourage whenever possible, reciprocal access agreements between adjacent compatible developments.

Policy POSK-212 Reduce speed while maintaining connectivity on neighborhood streets using street design devices such as curb bulbs, "median obstacles", chicanes, traffic circles, or other measures proven safe and effective at reducing travel speeds.

Policy POSK-213 Minimize neighborhood street widths and crossing distances.

Goal 48. Provide aesthetically pleasing streets.

Policy POSK-214 Develop design guidelines and standards for landscaping, sidewalks, and maintenance within new developments.

Policy POSK-215 Street Design Guidelines: Reflect the more urban nature of roadways within the UGA and within urban residential developments by encouraging, where appropriate, crosswalks and sidewalks, street trees and landscaping, traffic-calming strategies.

Policy POSK-216 Minimize impacts of road construction on environmentally sensitive areas; by properly managing stormwater runoff and pollution from road use and maintenance.

Policy POSK-217 Where possible for new development and redevelopment, require underground relocation of overhead utilities to reduce the need for removal and maintenance of roadside vegetation.

Goal 49. Recognize the importance of easily accessible, attractive, and well dispersed parking as a valuable community asset.

Policy POSK-218 Implement safety standards for interior parking and circulation for development in the sub-area.

Policy POSK-219 Consider reduction of parking requirements if a development provides alternatives for multi-modal uses such as TDM measures.

Policy POSK-220 Consider reciprocal parking agreements and joint development of off street parking facilities between adjacent and compatible developments.

Policy POSK-221 Discourage parking on arterials within the sub-area unless absolutely necessary.

Goal 50. Improve connectivity and mobility within the sub-area through the identification and implementation of improvements that maintain level of service (LOS) standards.

Policy POSK-222 Review large land development applications and mitigation requirements as they occur over time based on traffic analyses using up-to-date traffic data.

Policy POSK-223 Establish standards for local roads and monitor cut-through, non-local traffic. Establish a process for increasing control responses based on the severity of the disturbance to the neighborhood.

Goal 51. Promote environmentally sensitive and "Green" transportation solutions.

Policy POSK-224 Encourage transit providers and organizations with large fleets of vehicles to utilize "green" fuel and reduce emissions/air pollution.

Linkages with other Sub-area Plan Elements

Goal 52. Support and Reinforce Coordination between Land Use and Transportation.

Policy POSK-225 Promote creation of coordinated corridor development plans for Sedgwick Road (SR-160) and Mile Hill Drive/SR-166.

Policy POSK-226 Promote application and development of a Bethel Road Corridor Development Plan for sections of Bethel Road SE extending from Ives Mill Road intersection of Bethel Road to the State Route (SR) 16 overpass.

Policy POSK-227 Make transportation improvements available to support planned growth and adopted levels of service concurrent with development. "Concurrent" shall mean that improvement or strategies are in place at the time of development, or that a financial commitment has been made.

Policy POSK-228 Implement the Road Design Standards shown on the County's transportation plan and acquire needed right-of-way.

Policy POSK-229 Require dedication of anticipated right-of-way for any land use approvals of developments for all roadways.

Goal 53. Require implementation of the Bethel Road Corridor Development Plan.

Policy POSK-230 Work with Kitsap Transit to focus transit funding of proposed transit improvements on Bethel Road Corridor.

Policy POSK-231 Require separated bicycle lanes, separated sidewalks, Access Management Plan, and Land Use Standards as proposed in the Bethel Road Corridor Plan.

Policy POSK-232 Promote completion of environmental impact statements and analysis for full build out of Engineered zones incorporating Sub-area Plan Preferred Alternative land use designations.

Goal 54. Provide a transportation system that will support economic development in the sub-area.

Policy POSK-233 Establish and identify through clear signage, a truck and oversized load route.

Policy POSK-234 Apply appropriate street design standards for industrial and commercial districts, which allow for the easy movement of goods and services.

Community Character

Goal 55. Develop transportation improvements that respect the natural and community character and are consistent with both the short- and long-term vision of the Sub-area Plan.

Policy POSK-235 Street Design Guidelines: Reflect the more urban nature of roadways within the UGA and within urban residential developments by encouraging, where

appropriate: crosswalks and sidewalks, street trees and landscaping, and other traffic-calming strategies.

Policy POSK-236 Restore/create unique neighborhood aesthetics via formation of distinctive streetscapes and traffic controlling devices.

Policy POSK-237 Minimize the impacts of traffic on residential neighborhoods by discouraging the use of local access streets by non-local traffic.

Policy POSK-238 Prohibit commercial development from utilizing local residential roads as access points.

13.1.6. Capital Facilities

Goal 56. Ensure that infrastructure, facilities, and services, are adequate to serve new projects at the time buildings are available for occupancy and use without decreasing service levels below locally established minimum standards.

Policy POSK-239 Require that urban level facilities and services are provided prior to or concurrent with development. These services include but are not limited to transportation infrastructure, parks, potable water supply, sewage disposal, stormwater and surface water management, and solid waste management.

Policy POSK-240 Facilitate adequate planning for services and facilities by coordinating with utility providers on annual updates of population, employment and development projections.

Policy POSK-241 Regularly monitor and update LOS standards for public facilities to reflect community preferences for quality of service delivery.

Policy POSK-242 Encourage providers to improve accessibility to public services by making information available, convenient and complete.

Policy POSK-243 Maintain an inventory of existing capital facilities owned by public entities.

Goal 57. Ensure that provision of capital facilities meets the needs of the present without compromising the ability of future generations to meet their own needs.

Policy POSK-244 Provide public facilities and services conveniently and equitably throughout the community and do not unduly affect any one group of people or geographic area by the siting or expansion of essential public facilities.

Policy POSK-245 Ensure that the provision of capital facilities is environmentally sensitive, safe and reliable, aesthetically compatible with surrounding land uses, and economical to consumers.

Policy POSK-246 Maximize financial resources and opportunities to meet the expected LOS for public facilities and services.

Policy POSK-247 Ensure that new growth and development pay a fair, proportionate share of the cost of new facilities needed to serve such growth and development.

Policy POSK-248 Direct growth within the community where adequate public facilities exist or can be efficiently provided.

Policy POSK-249 Seek to reduce the per unit cost of public facilities and services by encouraging urban intensity development within UGAs.

Policy POSK-250 Consider providing density bonuses or other incentives for private developments that provide public improvements beyond those required to serve the development.

Policy POSK-251 Coordinate the construction of public facility improvements such as utility and road improvements to help minimize project costs.

Policy POSK-252 Encourage the joint use of utility corridors, provided such joint use is consistent with limitations prescribed by applicable law and prudent utility practice.

Policy POSK-253 Ensure the efficient and equitable siting of capital facilities through cooperative and coordinated planning.

Policy POSK-254 Coordinate and cooperate with other jurisdictions in the implementation of multi-jurisdictional utility facility expansions and improvements.

Policy POSK-255 Allocate resources to strengthen the economic base, diversify industrial and commercial enterprises, increase employment opportunities, increase the income level of residents, and enhance and revitalize neighborhoods.

Policy POSK-256 Look for ways to achieve multiple community benefits when developing infrastructure and capital facilities, for example creating trails when establishing utility corridors.

Policy POSK-257 Minimize the visual impact that facilities (e.g., towers, antennas, dumpsters and recycling containers) can have on surrounding neighborhoods.

Policy POSK-258 Provide meaningful opportunities for community involvement in the planning of capital facilities.

Policy POSK-259 Proposed capital improvement projects should be evaluated and prioritized using guidelines identified in Chapter 11, *Capital Facilities*, of the Kitsap County Comprehensive Plan.

Fire Protection and Emergency Medical Services

Goal 58. Reduce fire and emergency risk by improving average response times for priority alarm calls.

Policy POSK-260 Coordinate with South Kitsap Fire and Rescue on planning for the location of new fire stations to ensure that they are dispersed throughout the sub-area and located near areas of high population concentration.

Policy POSK-261 Encourage consolidation of duplicate services between Fire Districts to use resources more effectively.

Law Enforcement

Goal 59. Reduce crime risks within the sub-area.

Policy POSK-262 Design and locate capital facility improvements to optimize public safety through increased visibility at joint use facilities (e.g., streets, public buildings, etc.).

Policy POSK-263 Minimize impacts to surrounding land uses when siting new jail facilities.

Public Education Facilities

Goal 60. Coordinate land use and school district capital facilities planning.

Policy POSK-264 Recognizing that schools provide a unifying social and physical amenity that are key foci for successful neighborhoods encourage elementary schools to be

located in or near neighborhood Centers and middle schools, junior high schools and senior high schools near Community Centers.

Policy POSK-265 Coordinate with the South Kitsap School District to develop strategies to ensure that students are not forced to attend a school outside their neighborhood.

Policy POSK-266 Coordinate with the South Kitsap School District to develop strategies to provide and enhance safe multi-modal access to the schools.

Policy POSK-267 Review and update school impact fess at least every 4 years.

Policy POSK-268 Explore opportunities to develop joint use facilities.

Parks and Recreation

Goal 61. Improve Park, recreation and open space opportunities.

Policy POSK-269 Monitor and maintain the LOS for park facilities.

Policy POSK-270 Review and update Park Impact fess at least every 4 years.

Policy POSK-271 Correct LOS deficiencies in park facilities through capital improvements.

Policy POSK-272 Pursue cooperative agreements with other public entities such as area schools and libraries to improve public recreational opportunities.

Policy POSK-273 Provide opportunities for community involvement in siting, designing and programming parks.

Policy POSK-274 Locate park sites in a manner to take advantage of the physical amenities of the sub-area. Priorities include stream corridors, forested sites, shorelines, historical areas, and scenic vistas.

Policy POSK-275 Collaborate with the City of Port Orchard and South Kitsap Park District to explore formation of a Municipal Parks District to help fund and develop community and neighborhood scale parks throughout the sub-area.

Policy POSK-276 Review County subdivision regulations to determine how provisions for pocket parks could be enhanced.



Policy POSK-277 Ensure that adequate local parks are dispersed throughout the sub-area. Prioritize development of new neighborhood parks in areas that currently lack facilities such as the Berry Lake neighborhood, areas south of Sedgwick and areas west of Glenwood Road.

Policy POSK-278 Design park and recreation developments to mitigate impacts to adjacent private property owners.

Policy POSK-279 Kitsap County should require all new residential subdivisions and multifamily residential developments to pay an impact fee, dedicate land, or pay a fee for the development of community and neighborhood parks based on the established LOS.

Policy POSK-280 Kitsap County should develop regulations controlling the location, use, and improvement of land dedicated for community and neighborhood park purposes. At a minimum, such regulations shall prescribe minimum park dedication amounts, access, amenities, location and maintenance.

Policy POSK-281 Develop neighborhood parks adjacent to school sites whenever possible in order to promote facility sharing. Facilities on the neighborhood park site should supplement uses that the school does not provide such as trails, open space, picnic areas, playground equipment, and multi-purpose paved courts.

Policy POSK-282 Encourage a variety of improvements within small local parks including amenities such as a playgrounds, sport courts, tot lots, picnic facilities, gazeboes, and associated landscaping.

Policy POSK-283 Connect open space tracts, screening buffers, and stormwater facilities with any subdivision park when possible to create the opportunity for a system of walking trails.

Policy POSK-284 Encourage implementation of the County's Greenways Plan that outlines a countywide system of trails that will serve park, recreation, and open space needs. Link a system of trails between neighborhoods and parks, school sites, and other public property. Utilize public lands and existing rights-of-way for trail purposes whenever feasible.

Policy POSK-285 Consider trail development in the Blackjack Creek area that can provide benefits to the non-motorized transportation system by connecting urban density neighborhoods with the Bethel Road commercial corridor.

Policy POSK-286 Place interpretive signs along trails to encourage community, historical, and environmental awareness and place distance markers along the trail for walkers and runners.

Policy POSK-287 Provide development incentives such as bonus densities and increased impervious coverage for projects that incorporate trails into the project design or provide a connection to a regional trail system.

Policy POSK-288 Identify properties that could serve as potential park or trail space and then acquire property to support a community-wide system of parks and trails.

Policy POSK-289 Encourage private property owners to donate public trail access.

Policy POSK-290 Kitsap County shall coordinate and cooperate with the area school districts and other local government and civic organizations in providing park and recreational facilities throughout the community.

Policy POSK-291 Pursue opportunities to develop park and recreational facilities in conjunction with public and private utility providers.

Policy POSK-292 Explore alternatives for providing and maintaining publicly owned parks and trails such as enlisting service organizations, soliciting corporate donations, and donations of goods and services from local businesses.

Policy POSK-293 The Kitsap County Parks Department should facilitate an “adopt a park” program for Howe Farm and Coulter Creek parks to encourage community support and involvement at these undeveloped parks.

Policy POSK-294 Update the Kitsap County Open Space/Greenbelt map to reflect community priorities for passive recreation and identify strategies for acquiring or preserving these areas.

Policy POSK-295 Encourage the acquisition and preservation of open space tracts for passive recreation including walking trails and wildlife viewing.

Policy POSK-296 Incorporate amenities into passive parks and open space areas that provide added enjoyment for visitors, such as interpretive signage, trails, trash disposal, and picnic tables.

Water Systems

Goal 62. Ensure that an adequate amount of domestic water supply is available to support the level of population growth and land development projected within the sub-area.

Policy POSK-297 Collaborate with water service providers to ensure adequate water supply, storage and distribution systems are available to serve population growth.

Policy POSK-298 Encourage land uses and programs that promote water conservation.

Policy POSK-299 Revise water service boundaries in cases where the designated water service provider cannot provide timely or reasonable service.

Policy POSK-300 The County shall work with the Port Orchard and Annapolis Water Districts to promote programs to conserve and minimize water use.

Policy POSK-301 Ensure that land uses permitted in aquifer recharge areas do not lead to contamination of water resources.

Policy POSK-302 The County shall encourage new developments adjacent to properties with private wells or existing septic systems, to connect to the District's water system or, if not feasible, ensure that adverse impacts to existing wells or septic systems from new development is avoided or mitigated.

Wastewater collection and treatment facilities

Goal 63. Utilize best construction methods and practices and innovative techniques in the design and construction of sewer utilities.

Policy POSK-303 Schedule construction activities to avoid sensitive times in the lifecycle of fish and wildlife, such as spawning, nesting, and migration.

Policy POSK-304 Coordinate construction of sewerage improvements with other utilities.

Policy POSK-305 Utilize BMPs for surface water management and erosion control during construction of sewer utilities.

Policy POSK-306 Minimize impacts to traffic and transportation networks during the construction of sewer utilities.

Policy POSK-307 Whenever possible, construction should be scheduled to minimize disruption of access to area residences and businesses.

Policy POSK-308 Restoration of roadways impacted directly by construction should be performed in accordance with the Kitsap County regulations.

Policy POSK-309 The County shall require all new development in the UGA to connect to public sewer and water systems.

Policy POSK-310 The County should facilitate, in coordination with the Karcher Creek Sewer District, connections of all existing development within the sub-area to public

sewer within the next 20 years, so long as it is physically feasible and fiscally responsible to implement.

Stormwater Facilities

Goal 64. Minimize development related impacts to existing hydrologic conditions and functions and strive to correct current deficiencies resulting from past development practices.

Policy POSK-311 Identify areas within and adjacent to the sub-area that are highly sensitive to changes in hydrologic conditions and functions. Within these highly sensitive areas, establish standards that provide for near zero change in hydraulic and hydrologic function on a property, such as no net increase in the peak flow or volume of runoff or erosion products leaving a site post development.

Policy POSK-312 Ensure development standards adequately prevent new development from increasing flooding and minimize the possibility of damage from flooding events.

Policy POSK-313 Encourage LID strategies for stormwater management through incentives and flexibility in application of regulatory requirements.

Policy POSK-314 Utilize new inventories of flood hazard/prone properties in the decision making process to prioritize stormwater system improvements.

Policy POSK-315 Continue to enforce stormwater maintenance standards in the Kitsap County Stormwater Design Manual.

Policy POSK-316 Implement capital improvements identified in the Converse Avenue and East Port Orchard drainage studies as funding allows.

Policy POSK-317 Utilize the results of the basin planning efforts to help identify needed modifications to land use designation and development regulations to protect water quality, riparian habitat and alleviate flooding problems within the community.

Policy POSK-318 Coordinate the basin planning process with the community planning process to address surface water runoff and flooding issues.

Policy POSK-319 Request that basin planning processes model change to hydrologic conditions resulting from development. Consider the basin modeling results when making decisions regarding the allowable range and intensity of land uses within the community.

Policy POSK-320 Coordinate the identification of appropriate areas for potential rezoning with the watershed basin planning processes.

Policy POSK-321 Integrate public regional stormwater detention and retention facilities into the natural environment.

Policy POSK-322 Recognize that regional facilities can provide aesthetic, recreation, and fish and wildlife habitat in a community park-like or open space setting.

Policy POSK-323 Enhance design guidelines for stormwater facilities to ensure better aesthetical compatibility.

Policy POSK-324 Locate new facilities where they would serve to extend identified fish and wildlife habitat areas and open spaces, parks, and greenbelts.

Solid Waste Disposal

Goal 65. Reduce the generation of solid waste.

Policy POSK-325 Establish targets for waste stream reduction and recycling.

Policy POSK-326 Enhance educational programs to facilitate recycling, and food and yard waste composting.

Policy POSK-327 Make recycling more convenient by increasing the number of drop boxes and yard waste collection sites where curbside pickup is not available.

Policy POSK-328 Consider implementing a yard and food waste curbside collection service.

Policy POSK-329 Encourage development of programs that facilitate the reuse and recycling of building materials.

13.1.7. Implementation

Governance

Goal 66. To establish general guidelines for orderly development within the sub-area.

Policy POSK-330 Amend existing development regulations and the zoning map to be consistent with, and implement, this Sub-Area Plan.

Policy POSK-331 Address specific issues regarding the provision of services to the expanded UGA, dispute resolution, and other issues relating to the implementation of this Sub-Area Plan through interlocal agreement(s) (ILA) between Kitsap County and City of Port Orchard.

Policy POSK-332 Use the land use and development codes of the County in the future review and approval process for development proposals within the sub-area. The County will be the lead agency for coordinating and reviewing developments proposals until such time as the area is annexed by the City. Additional details will be established through an Urban Growth Area Management Agreement (UGAMA) process with the City of Port Orchard.

Policy POSK-333 The County should provide timely notification of proposed development actions or plan amendments submitted to the County to affected jurisdictions to promote inter-jurisdictional communication and participation.

Policy POSK-334 The County and City should work cooperatively to coordinate their efforts, staff and resources to ensure that this Sub-Area Plan is implemented in a timely manner.

Policy POSK-335 The County and City should work together to develop a matrix of the policies contained within this Sub-Area Plan to assign an order and timeline to their implementation.

Capital Improvements

Goal 67. To implement the necessary capital improvements identified in this Sub-Area Plan and to ensure the timely and efficient provision of urban services to the sub-area.

Capital Improvements - Generally

Policy POSK-336 The County and each provider of urban services within the sub-area will assist in the planning, coordination and establishment of urban services and facilities to serve the projected build out of the area.

Policy POSK-337 The County and service providers will seek opportunities for providing joint infrastructure or combining operations to achieve greater efficiency and effectiveness in service provision.

Water Service

Policy POSK-338 The City of Port Orchard, the Annapolis Water District, the McCormick Woods Water Company, the Washington Water Company, and the City of Bremerton, as well as smaller community water providers, are the water service providers for the sub-area. This Sub-Area Plan should be formally endorsed by resolution by these service providers, documenting the intent to conform with all applicable utility, water service and capital facilities plans to this Sub-Area Plan.

Policy POSK-339 Water service to the sub-area should be accomplished through ILAs and be reflected in amendments to relevant utility plans of the various service providers.

Wastewater Collection and Treatment:

Policy POSK-340 The City of Port Orchard provides wastewater collection and treatment to the sub-area. The City of Port Orchard and Karcher Creek Sewer District have planned to provide sanitary sewer to the sub-area. The improvements to both conveyance facilities and the joint wastewater treatment plan to accommodate the new urban development will be implemented through the City's utility planning and ILAs.

Policy POSK-341 Where future urban development in the sub-area necessitates a short extension of the force main and construction of sewer trunks and laterals, these improvements shall be funded, to the extent reasonably necessary to serve the proposed development and as allowed by law, through developer extension of improvements as part of the project permit process.

Stormwater

Policy POSK-342 Stormwater facilities needed by new urban development in the sub-area will be comprised of onsite facilities provided by the developer consistent with the requirements of the Kitsap County Code, Chapter 12 and the associated stormwater design manual.

Policy POSK-343 Given the long-term possibility that the sub-area may be annexed to the City of Port Orchard, collaborative stormwater planning is desirable. To this end, City and County public works staffs should continue to work together to ensure comprehensive stormwater control/management for the sub-area, and identify in the process areas for coordination, joint protections, development standards and cost estimates.

Policy POSK-344 The City and County should continue to have uniform urban stormwater standards and requirements for property owners and developers in the sub-area.

Transportation

Policy POSK-345 The County should implement the goals, policies and implementation strategies contained in the Transportation Element of this Sub-Area Plan.

Policy POSK-346 Given the possibility of annexation to the City of Port Orchard occurring over a long period of time, the County and the City of Port Orchard should consider entering into ILA(s) to develop recommendations regarding the future development and maintenance of transportation facilities within the sub-area.

Economic Development

Goal 68. To implement the catalyst projects identified in this Sub-Area Plan to ensure the future economic health of the sub-area.

Policy POSK-347 Support the creation of a South Kitsap Community Council to facilitate and enhance communication both within the sub-area as well as between the citizens of the area and County, municipal, federal, and Tribal government and other entities within South Kitsap.

Policy POSK-348 Promote a TOD pilot project on Bethel Road or Mile Hill Drive in coordination with Kitsap Transit as a major tool to achieve local and regional growth management objectives and furthering economic development goals.

Policy POSK-349 Encourage the prompt completion of the Bethel Road Corridor Development Plan improvements.

Policy POSK-350 Seek to adopt an expedited land development permit process for “Green” development qualified by the U.S. Green Building Council LEED system as certified “Silver” rating as a pilot project.