



Chapter 15. Urban Sub-Area Plans

15.1. Poulsbo Sub-Area Plan

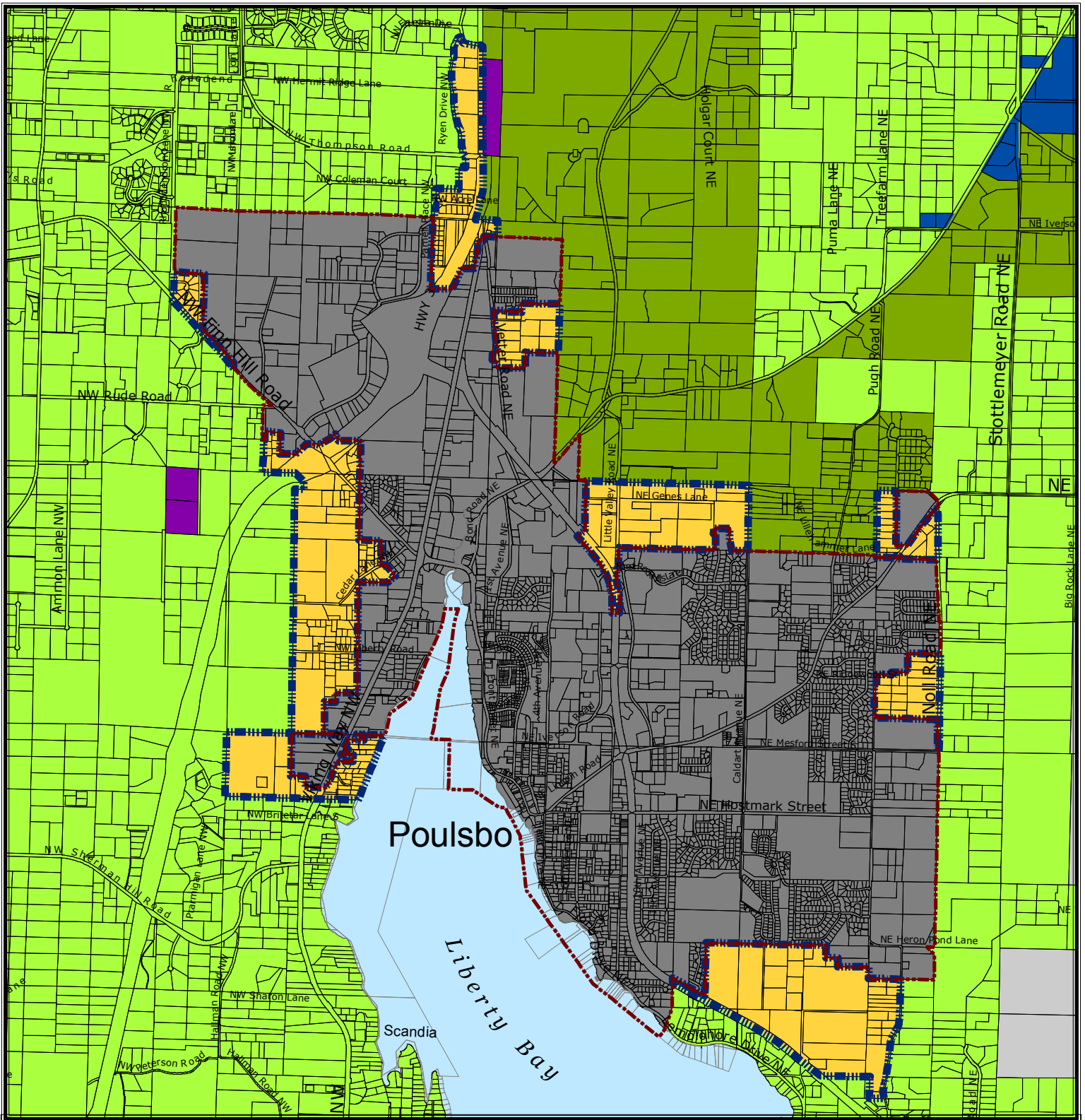
Poulsbo's Urban Growth Area (UGA), also known as the Poulsbo Urban Transition Area (PUTA), is comprised of lands adjacent and to the west, north and east of the City of Poulsbo. The UGA consists primarily of single-family homes, light industrial land uses, and a few commercial businesses.

The Poulsbo Sub-Area Plan, adopted in 2002, provides the documentation for designating Poulsbo's unincorporated UGA (Figure 15-1). The Plan also discusses how the UGA will develop and what regulations and standards apply. In an effort to eliminate potential confusion or inconsistent application of land use regulations, the Sub-Area Plan establishes that lands within the PUTA are subject to the City of Poulsbo's development standards. Two exceptions include the Kitsap County Critical Areas Ordinance (CAO) regulations and the County's minimum density requirements, which are applicable to the PUTA. Otherwise land within the PUTA follows the City of Poulsbo's zoning classifications and development standards. Below are goals and policies from each element of the Sub-Area Plan.

15.1.1. Goals and Policies

Land Use

- Goal 1. Retain and enhance the small town setting and character of Poulsbo when new residential and commercial sites are developed.
- Goal 2. Through development regulations achieve urban densities and growth within the UGA, consistent with Growth Management Act (GMA).



Poulsbo Urban Growth Area
Comprehensive Plan Land Use Map



Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-7181 * FAX (360) 337-4925

0 750 1,500 3,000 4,500 6,000 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.



- Rural Protection
- Rural Residential
- Poulsbo Urban Transition Area
- Tribal Land
- Public Facility
- Urban Growth Area
- Incorporated City
- Tax Parcel
- Salt Water



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

Figure 15-1 Poulsbo Comprehensive Plan Map

Goal 3. Retain single-family housing as the preferred residential land use throughout the UGA.

Goal 4. Provide increased availability of urban residential opportunities in the UGA.



Goal 5. Development within the UGA is subject to minimum density requirements within each Land Use designation.

- Policy Poul-1 Proposed development or subdivision of land within the UGA shall be served by public water and sewer services in coordination with the City Utility Extension Agreement.
- Policy Poul-2 Developers of existing lots of record will be encouraged to locate individual or community sewage disposal systems, to the extent possible, where they can be efficiently converted into the public sewer system in the future.
- Policy Poul-3 All subdivisions that rely on connection to the City sanitary sewer and/or public water supply (either the City or Public Utility District [PUD] #1) shall be designed to facilitate the extension of such connections to future adjacent subdivisions and developments.
- Policy Poul-4 A variety of housing types at urban densities shall be encouraged within the unincorporated UGA.
- Policy Poul-5 The City will utilize the agreed upon development standards and zoning regulations identified in the interlocal agreements (ILAs) when reviewing and approving development proposals within the unincorporated UGA.
- Policy Poul-6 Infill development shall be encouraged within the UGA boundary, including both unincorporated and incorporated lands.
- Policy Poul-7 Areas of existing residential development and surrounding vacant lands shall be planned in a manner that retains the character of the area and ensures that the minimum urban requirements are achieved or exceeded.
- Policy Poul-8 Development shall be encouraged to occur in a manner that is consistent with the capabilities of the City's infrastructure and service provision.

- Policy Poul-9 Encourage mixed use development through the PUD process as a possible means of providing affordable housing, neighborhood scale shops and retail services, and low cost start-up opportunities.
- Policy Poul-10 Design features of mixed use developments should include the following:
- Integration of the retail and/or office uses and residential units within the same building or on the same parcel;
 - Ground level spaces built to accommodate retail and office uses; and
 - Off-street parking behind or to the side of buildings, or enclosed within buildings.

Natural Systems

Goal 6. Preserve and protect the area’s environmental features for existing and future residents within the City of Poulsbo and its UGA.

- Policy Poul-11 Protect environmentally sensitive areas throughout the UGA through the implementation of appropriate environmental regulations.
- Policy Poul-12 Encourage all development within the UGA to consider the natural setting of the area and to strive to preserve the area’s natural assets, including view sheds, critical areas, and open spaces.
- Policy Poul-13 Consider recent ESA discussions when amending the City’s CAO.
- Policy Poul-14 Continue efforts to preserve, restore and enhance fish habitat by appropriately conditioning development projects throughout the UGA.

Economic Development

Goal 7. Expand the economic and employment base of the North Kitsap Peninsula by attracting new commercial activities to the Poulsbo UGA.

Goal 8. Expand on the area’s economic base by ensuring adequately zoned land is available for industrial, high tech and business parkland uses.

- Policy Poul-15 Ensure an appropriate inventory of commercially zoned land within the sub-area.
- Policy Poul-16 Ensure new commercial development is served by urban services and infrastructure.
- Policy Poul-17 Encourage and participate in discussions concerning the co-location of telecommunications infrastructure serving industrial and commercial land uses.
- Policy Poul-18 Ensure adequate sewer and water capacity is available to serve new light industrial land uses.

Transportation

- Goal 9.** Remove the north/south bypass route contained in the Transportation Element of the City’s Comprehensive Plan and seek alternatives to managing north-south traffic flows, especially that traffic flow moving along Highway 305.
- Goal 10.** Provide the UGA with the most efficient surface transportation network possible.
- Goal 11.** Continue coordinating surface traffic improvements with the Washington State Department of Transportation (WSDOT) and Kitsap County.
- Goal 12.** Update the Bell Walker Transportation Study to provide the City with the most recent traffic data possible.
- Policy Poul-19 Continue to mitigate the traffic impacts due to new development throughout the UGA.

Capital Facilities

- Goal 13.** Capital facilities and services should be available when needed as property is developed consistent with the GMA and the respective Comprehensive Plans of Kitsap County and the City of Poulsbo.

- Policy Poul-20 The services and facilities needed to serve future development shall be consistent with the levels of service already established by the City and County in their Capital Facilities Plans.

Parks and Open Space

Goal 14. Build on the City's Park system to expand and increase recreational opportunities within the entire UGA.

- Policy Poul-21 Require open space and recreational facilities in conjunction with large residential developments consistent with the City of Poulsbo's Municipal Code.
- Policy Poul-22 Cooperate with the County to identify land conducive to park and recreation development throughout the UGA.
- Policy Poul-23 Use the City's Park and Open Space Plan in general, and the City's level of service (LOS) specifically, to provide guidance developing park and open space within the unincorporated UGA.
- Policy Poul-24 The City will only consider receiving gifts of open space or parklands after the property has been annexed into the City.

Implementation

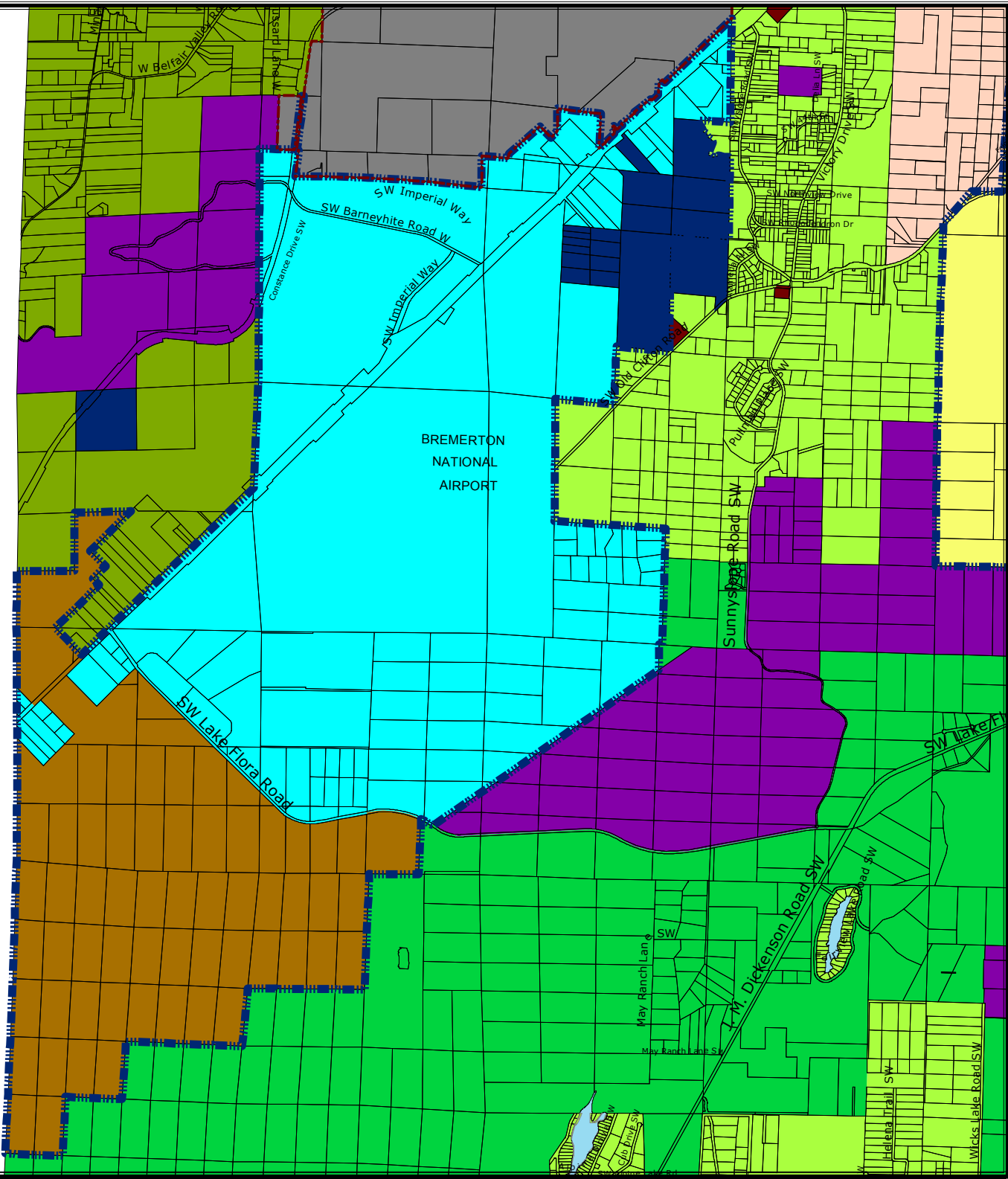
Goal 15. Ensure that the plan is fully implemented through the adoption or establishment of appropriate measures and agreements.

- Policy Poul-25 To work cooperatively to coordinate the efforts of both County and City staff to ensure that the plan is implemented in a timely manner. These mechanisms used to ensure that the plan is fully implemented are included in the ILA.

15.2. South Kitsap Industrial Area Sub-Area Plan

The South Kitsap Industrial Area (SKIA) UGA is located along State Route 3 near the city limits of both Bremerton and Port Orchard, and generally centered on the Bremerton National Airport. It is the largest undeveloped industrial property in Kitsap County and includes lands zoned for Airport, Industrial, and Business Center uses. The Sub-Area Plan is intended to allow development of SKIA as compact, individually master-planned industrial/business park developments. This is Kitsap County's only UGA without a residential component (Figure 15-2).

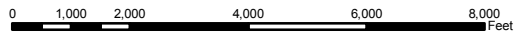
MASON COUNTY



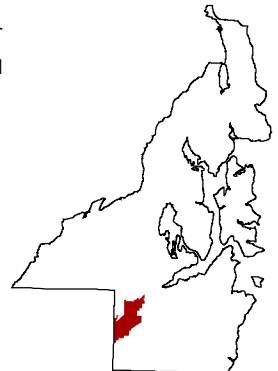
South Kitsap Industrial Area Comprehensive Plan Land Use Map



Kitsap County Department of Community Development
614 Division Street, MS-36, Port Orchard, Washington 98366
VOICE (360) 337-7181 * FAX (360) 337-4925



- Rural Commercial
- Rural Industrial
- Mineral Resource
- Rural Protection
- Rural Residential
- Rural Wooded
- Industrial Multi-Purpose Recreational Area
- Public Facility
- Urban Growth Area
- Incorporated City
- Salt Water
- Tax Parcel



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

Figure 15-2 SKIA Comprehensive Plan Map

The policies, land use designations, and boundaries of the adopted SKIA Sub-Area Plan were amended through the 10-Year Update to the Kitsap County Comprehensive Plan.

Below are goals and policies from the SKIA Sub-Area Plan adopted in December 2003 and amended in December 2006. For more detailed discussion please refer to the SKIA Sub-Area Plan in its entirety.

15.2.1. Goals and Policies

Land Use

- Goal 1.** To facilitate economic development in the SKIA UGA in a manner which does not have a significant adverse affect on the environment.
- Goal 2.** To provide sufficient land for industrial and business uses to meet projected employment demand and economic development goals.
- Goal 3.** To accommodate and support the development of attractive and functional industrial and business uses by addressing the provision of adequate, timely and efficient infrastructure, wastewater, stormwater and potable water facilities and utilities.

Policy SKIA-1 Kitsap County will cooperate with the Kitsap Economic Development Council (KEDC), the Port of Bremerton, and the Cities of Bremerton and Port Orchard to promote and assist in the marketing and developing of business and industrial parks in the SKIA UGA as an employment center.

Policy SKIA-2 Kitsap County will support and assist the Port of Bremerton, the Cities of Bremerton and Port Orchard and landowners in the provision of basic urban infrastructure, sewers, water, stormwater and transportation facilities to serve the SKIA.



Policy SKIA-3 Business/industrial developments within SKIA shall ensure consistency with the goals of the SKIA Sub-Area Plan and the SKIA Conceptual Development Plan.

- Policy SKIA-4 Land uses and intensity of activity should be consistent with a) the policy and guidelines of Federal Aviation Regulation (FAR) Part 77 regarding protective imaginary surfaces around the airport, and b) the WSDOT Aviation Division’s 2/99 publication, “Airports and Compatible Land Use” and c) the Airport’s Comprehensive Plan.
- Policy SKIA-5 All applications concerning master planning or development of properties located within or immediately adjacent to the SKIA UGA boundaries (as designated on Figure 15-2) shall require notification of all other properties within SKIA Plan sub-area boundaries and the Cities of Bremerton and Port Orchard. The following shall apply:
- For the purpose of development applications, notification shall be based on the outer property boundary of the SKIA sub-area. Accordingly, all owners of properties located either within the SKIA sub-area or within 400 feet of the SKIA sub-area outer boundary shall receive notification of master plan or development applications.
 - The executive of the Port of Bremerton or their designee shall review, in a timely manner, said development applications within the airport zone of influence for compliance with Federal Aviation Administration regulations pertaining to airport operations.
- Policy SKIA-6 Retail uses, except those in service to primary uses, shall be limited.
- Policy SKIA-7 Upon adoption of this plan and in coordination with the Port of Bremerton and the South Kitsap Land Owners Association, Kitsap County will establish design standards for SKIA.

Natural Systems

Goal 4. To protect and sustain the sub-area’s natural environment through preservation and enhancement of those features which are most sensitive to human activities and are critical to fish and wildlife species and habitats.

- Policy SKIA-8 Protect natural vegetation and wildlife habitat areas from the impacts of development.
- Policy SKIA-9 Address potential critical area impacts in areas where master plans are used at the master plan approval stage to eliminate or mitigate adverse impacts while maximizing habitat protection, preservation, and enhancement opportunities during the development.

- Policy SKIA-10 Emphasize avoidance of alteration to critical areas and habitats.
- Policy SKIA-11 Facilitate the retention and restoration of uninterrupted natural corridors, beneficial for passive recreation, wildlife habitat, trails, and connection of critical areas throughout the sub-area.
- Policy SKIA-12 The following performance standards implement policies SKIA-8 through SKIA-11:
1. Approval of any master-planned development affecting Critical Stream Habitat will require preparation of a Habitat Management Plan (HMP) as an element of the development master plan. The HMP will demonstrate that the proposal will maintain properly functioning, pre-development conditions of affected surface waters and will evaluate all site-specific development for effects on stream reaches downstream of the sub-area and estuaries supporting habitat for salmonid stocks.
 2. Until such time as Best Available Science (BAS) criteria have been adopted by Kitsap County, the County will use “Citations of the Best Available Science for Designating and Protecting Critical Areas”, Washington State Office Of Community Development, March, 2002 as a regulatory guideline for review and approval of master plans and associated development proposals.
 3. Until such time as Properly Functioning Conditions criteria have been adopted by Kitsap County, the County will use Table 1, “Matrix of Pathways and Indicators, Coastal Salmon Conservation” as found in the 1996 National Marine Fisheries Service Publication “Working Guidance For Comprehensive Salmon Restoration Initiatives on the Pacific Coast”, as a regulatory guideline for review and approval of master plans and associated development proposals.
 4. All new, master-planned development must meet the performance standards for critical stream habitat conservation and protection consistent with the Kitsap County Stormwater Management Manual, and the Kitsap County CAO, as amended, and Kitsap County salmonid conservation and protection strategies as may be adopted. Prior to master plan approval, an inventory of baseline conditions (pertaining to required Master Plan elements) and an analysis of probable impacts shall be completed based on BAS. Evaluate all site-specific development for indirect affects to stream reaches downstream of the sub-area and the estuaries that support habitat for salmonid stocks.

5. A wide range of initiatives to protect natural vegetation and animal habitat areas within the sub-area will be employed, potentially including the following:
 - Cluster development;
 - Performance based developments (PBDs);
 - Onsite density transfers;
 - Donations of conservation easements to qualified non-profit nature conservancy corporations (i.e., land trusts);
 - Use of BAS in developing regulations;
 - Low impact development (LID) standards;
 - Use of Best Management Practices (BMPs) as a standard SEPA mitigation measure for project level development applications; and
 - Use of native vegetation for constructed landscaping and restoration to reduce potential loss of plant and animal habitat diversity.
6. The preservation of native vegetation in master-planned areas is required based on BAS data for maintaining properly functioning conditions within the watershed to protect water quality and prevent erosion and sedimentation of surface water bodies.
7. Post-construction replanting of lands disturbed during site development is required in order to mitigate impacts on plant and animal habitat before final certificate of occupancy is issued.
8. Prohibit the use of herbicides or pesticides in SKIA except in those airport areas where the FAA requires vegetation control in order to maintain airport operational capability and safety. In those areas, herbicides used must be approved by EPA and Department of Ecology. Where approved, herbicides must be applied by an applicator licensed by Department of Ecology.
9. Kitsap County will coordinate with the City of Bremerton and City of Port Orchard to identify and designate open space corridors within and between urban growth areas on the County's Land Use Map. [Note: Chapter 36.70A.160 RCW requires that cities and counties identify open space corridors within and between urban growth areas].

10. Proposals for future development must include environmentally constrained areas in an interconnected system of passive open spaces, habitat areas and trails.
11. Trails proposed for future development must allow for public access as well as coordinate with and link to adjacent trail systems.
12. Open space, trail systems proposed for future development shall be consistent with, and coordinated with adopted County park, open space and trail plans.
13. Proposals for future development must provide continuous vegetated corridors between adjacent drainage basins and between identified critical areas within a specific drainage basin. [NOTE: The three corridor types referenced in the above policies may be combined where all three purposes are served.]
14. The County will encourage the development of a trail plan through the cooperative effort of South Kitsap Industrial Landowners (SKILO), the Port of Bremerton and the Kitsap County Department of Parks and Recreation.

Goal 5. To manage surface water, groundwater, stormwater and wastewater to ensure that water resources are protected and preserved.

- Policy SKIA-13 Protect natural systems that enhance water quality from the impacts of development.
- Policy SKIA-14 Address potential stormwater issues at the development approval stage to minimize stormwater impacts after development.
- Policy SKIA-15 Require the installation and use of approved public water and wastewater systems as appropriate.
- Policy SKIA-16 The following performance standards implement policies SKIA-13 through SKIA-15:
1. Water quality protection and stormwater management measures will be based on BAS and on watershed, sub-basin and site-specific inventory and assessment that serves to identify baseline conditions. Water quality protection and stormwater management in the SKIA sub-area and in site-specific cases will be based on adopted federal and state fishery resource management goals, objectives, and technical guidelines; the Kitsap County Stormwater Management Manual; the Kitsap County CAO, as amended and

salmonid and other endangered species conservation and protection plans and regulations as may be adopted by Kitsap County. Where recommendations and standards conflict with the sub-area plan, or other adopted plans, programs and regulations in effect at that time, the most restrictive requirements shall rule.

2. Master Plans shall address groundwater quantity and quality issues via a Hydrogeological report, which addresses hydrologic continuity and impacts on stream flow in adjacent streams.
3. Development shall result in no net loss of wetlands functions, values and acreage.
4. All master plan analyses shall use BAS to ensure the preservation of forest cover and native vegetation within the sub-basin involved in master planning, based on maintaining PFC, and to protect water quality and prevent erosion and sedimentation of surface water bodies.
5. Stormwater management shall be integrated with naturally existing site characteristics such as closed depressions, drainage swales and infiltration areas. In cases where it will not result in additional ecological damage (due to erosion of natural swales by increased flow velocity, etc.), stormwater facilities shall use naturally occurring open swales and constructed wetlands for stormwater conveyance and detention/retention facilities.
6. LID strategies shall be incorporated into the stormwater management plan to reduce development impacts. These may include stormwater water reuse, use of pervious surfaces, cluster development and constructed wetland/stream features for conveyance and treatment of stormwater. Maximize infiltration where possible. [Note: Infiltration is likely to be constrained in some locations due to till soils and high water tables.] The applicable Ecology and Kitsap County Stormwater Management Best Management Practices (BMPs) shall be used to help to ensure stormwater quality treatment prior to recharge. Design and construction of stormwater collection and control facilities will also help to mitigate water quantity impacts by helping to maintain recharge to the shallow water table and reducing downstream peak flows.
7. Wetland mitigation strategies shall focus on BMPs and water quantity and water quality controls for surface water runoff and shallow groundwater infiltration. Emphasis shall be placed on infiltration and maintenance of the recharge capabilities of the shallow groundwater layer in the design and construction of stormwater collection and control facilities.

In order to protect wetlands, water quality and habitat, development shall use BMPs for landscape maintenance and operation that rely on plant materials and management practices that minimize the use of fertilizers and other chemicals.

8. As a condition of project approval for master-planned development within the sub-area, mitigation measures will be based on BAS that ensure that the quality of stormwater discharged from treatment facilities (i.e., ponds, drainage corridors, constructed wetlands, etc.) is at a level ensuring PFC within the watershed. Site-specific studies should evaluate the hydraulic continuity of wetlands and streams, and identify locations where infiltration is feasible and locations where detention would be an acceptable BMP.
9. Require Spill Prevention Control and Countermeasures (SPCC) during construction and BMPs for landscape maintenance and operation of commercial facilities to mitigate water quality impacts from these activities.

Goal 6. To conserve and sustain existing critical stream habitat and, where feasible, restore degraded critical stream habitat.

- Policy SKIA-17 Conduct planning and development in a manner that fulfills the adopted goals of Kitsap County intended to maintain healthy critical stream habitats in order to support the region's fisheries, economies, and other cultural values.
- Policy SKIA-18 Establish industrial and commercial development of SKIA in a manner that fully complies with the adopted goals of the County regarding land use and the protection and enhancement of critical stream habitat.
- Policy SKIA-19 Protect, and where possible, restore Properly Functioning Conditions (PFC) of freshwater and riparian habitat through comprehensive and effective land use management of activities that have potential to affect SKIA's aquatic and riparian ecosystems.

Economic Development

- Goal 7. To continue to maintain and enhance the quality of life in Kitsap County as growth occurs.**
- Goal 8. To promote and support a healthy, diverse economy that provides for a strong and diverse tax base, encourages expansion of business, industrial and employment opportunities**

to attract new industry to Kitsap County, and fosters new industry that is environmentally responsible and consistent with the Comprehensive Plan and with this sub-area plan.

- Goal 9. To encourage economic growth and diversification that minimizes long-term and short-term cyclical unemployment and becomes less economically dependent on government spending and commuter jobs outside of Kitsap County.

- Goal 10. To implement long-term economic policies which will encourage and assist planners 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.

- Goal 11. To improve competitiveness in economic development by encouraging and developing incentives for business growth, expansion and relocation.

- Goal 12. To support and coordinate economic expansion and diversification through the development of capital facilities, multi-modal transportation and urban services.

- Goal 13. To ensure that economic development will be concurrent with the existing capacity of required capital facilities.

- Goal 14. To utilize the land capacity and strategic location of the SKIA and Bremerton National Airport to attract new industrial employers to the county and allow existing industrial employers to expand.

- Goal 15. To provide for the location of environmentally responsible light industrial, manufacturing, commercial and high technology firms within SKIA.

Goal 16. To provide by means of all of the above goals, to provide a diverse mix and appropriate range of industrial and business park uses in the SKIA that will provide living wage jobs.

- Policy SKIA-20 As appropriate, the County will work with other jurisdictions and agencies such as state and federal agencies, tribal governments, the Port of Bremerton, the Cities, the KEDC and the Kitsap County Public Utilities Districts, in marketing and developing the SKIA.
- Policy SKIA-21 Kitsap County and SKIA property owners will work, and will encourage the Cities of Bremerton and Port Orchard to work, with the KEDC in actively recruiting new industries to locate within SKIA and encouraging existing industries to expand their business within SKIA.
- Policy SKIA-22 Kitsap County will allocate both financial and staff resources for long range economic development and will share equitably in the cost and revenues of public improvements necessitated by new economic development in SKIA.
- Policy SKIA-23 SKIA property owners and businesses will strive to create jobs offering, as a minimum, the average annual covered wage for Kitsap County. The average annual covered wage for Kitsap County will be determined by the most recent Washington State Employment Security Division of Labor and Economic Analysis, table of “Covered Employment & Wages by Industry.” Kitsap County will share these published results as appropriate with SKIA property owners and businesses.
- Policy SKIA-24 The review and approval of development within SKIA will include adequate buffering of adjacent rural areas, using adopted standards current at the time of review and approval; and will include mitigation of adverse impacts on designated resource lands.
- Policy SKIA-25 The review and approval of master planned development within SKIA will include adequate technology infrastructure in order to attract and retain high technology firms.

Transportation

Transportation System Planning

Goal 17. To encourage development of an efficient multi-modal (roadways, airports, freight mobility, non-motorized) transportation system

based on local, countywide and regional priorities in coordination with existing comprehensive plans.

Goal 18. To develop a funding strategy and financing plan to meet the multi-modal project and programmatic needs identified in the transportation plan.

Goal 19. To ensure that the citizens and business in the SKIA have the opportunity to participate in the development of transportation planning policy.

Policy SKIA-26 Use the transportation planning process to identify current and future transportation needs and identify transportation corridors.

Policy SKIA-27 Work with the Kitsap County Departments of Community Development and Public Works to establish the transportation element of Master Plans in consideration of:

- Implementation of the roadway design functions shown on the County’s transportation plan and acquisition of needed right-of-way.
- The development of land use and transportation links.
- Encouraging multi-modal connections between major building/activity areas, such as pedestrian linkages between parking lots and adjacent land uses.

Policy SKIA-28 Provide sufficient flexibility in the funding process to maximize the ability of local government to develop partnerships with other jurisdictions and the private sector to optimize funding sources for transportation projects.

Mobility

Goal 20. To emphasize moving people rather than vehicles by providing a variety of ways to commute to work.

Goal 21. To establish minimum levels of service standards for transportation facilities in accordance with the requirements of the GMA.

Goal 22. To manage access to the transportation system to conserve existing capacity, reduce congestion and improve mobility.

Goal 23. To protect and enhance freight accessibility.

Goal 24. To provide a transportation system that will support economic development in the sub-area.

Policy SKIA-29 Develop and implement a Transportation Demand Management and a Commute Trip Reduction Program for the SKIA.

Policy SKIA-30 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 is in place to complete the improvements or strategies within 6 years. Proposed development shall not be approved if a development causes the adopted LOS to decline below the standards adopted by Kitsap County.

Policy SKIA-31 Encourage the Washington State Department of Transportation to undertake a comprehensive corridor study of SR3 from SR101/SR102 in Mason County to SR16 at Gorst, and from SR16 from Pierce County to SR310 in Bremerton.

Policy SKIA-32 Encourage the Washington State Department of Transportation to continuously consider capacity and congestion-relief improvements along the SR3 and SR16 corridors, both of which serve SKIA.

Safety

Goal 25. To provide a safe, comfortable and reliable transportation system.

Policy SKIA-33 Implement safety standards for interior parking and circulation for SKIA development.

Environmental Issues

Goal 26. To minimize negative environmental impacts of the transportation system.

Capital Facilities

Water

- Goal 27.** To insure the adequate supply and efficient distribution of potable and industrial process water that facilitates the economic development of SKIA.
- Goal 28.** To recognize the importance of this critical, yet renewable resource, through land-use and development policies that maximize conservation, recharge and reuse opportunities.
- Goal 29.** Cooperate with the water purveyors in exploring the potential for long-term water reuse/recycle, and incorporate its use into long-range water supply plans for development at SKIA.
- Goal 30.** Support programs to attract water-efficient users to SKIA.
- Goal 31.** Incorporate recharge/reuse policies into site specific-development standards, as applicable.

Policy SKIA-34 Extension Agreements shall be developed between the water purveyor and developer to establish revenues at the time development occurs.

Wastewater

- Goal 32.** To manage wastewater generated within SKIA in an environmentally sound manner consistent with adopted regulatory and water quality standards.
- Goal 33.** To provide flexible, phased development within the sub-area consistent with adopted land use plans using a combination of existing regional onsite disposal technologies and permanent systems.

Goal 34. To insure permanent sewer facilities serve all of SKIA prior to the end of the 20 -year planning period. (Policies below summarized in the Plan)

- Policy SKIA-35 Implement a two-prong approach to wastewater management within SKIA.
- Policy SKIA-36 Allow properties in the Business Center Zone, specifically exempted from master planning requirements, to install Onsite Septic Systems (OSS) during Phase I, under the condition that within 2 years of the completion of public wastewater infrastructure, those properties located within 200 feet of public sewer infrastructure shall connect to that infrastructure.
- Policy SKIA-37 Allow properties located in the Business Center Zone, which are required to master plan, to utilize interim OSS during Phase II in concert with the installation of dry sewers.
- Policy SKIA-38 Require installation of dry sewers as a condition of development for any projects utilizing an interim OSS or connecting to the port's Community Septic System.
- Policy SKIA-39 Use of temporary OSS will be determined finally by the City of Port Orchard.
- Policy SKIA-40 Consider the following Kitsap County Health District guidelines when permitting OSS:
- OSS size should be limited to a maximum of 3,500 gallons per day.
 - Proposed lot sizes must meet the minimum land areas specified in Kitsap County Health District Ordinance No. 1996-8 Section 7.B., page 14.
 - All proposed businesses must be low to moderate risk waste producers. No toxic or hazardous waste production would be allowed.
 - Written documentation will be required from the sewer purveyor outlining the connection time frames. If sewer connection will be greater than 5 years out, then 100% reserve drain field areas will be required at this time.
 - Connection to the sewer will be required once it becomes available.
- Policy SKIA-41 Require developers to acquire a signed agreement from all utility providers attesting to the availability for both capacity and connections before development permits are issued.
- Policy SKIA-42 Mobilize planning, design and construction of permanent sewers during Phase II to allow for completion of these facilities by 2008 and allow for a transition from Port OSS to the City of Port Orchard Sewer System in 2009.

Airport

- Goal 35.** To protect Bremerton National Airport in order to retain and augment its role in the regional, national and international transportation system, recognizing the importance of this system to the viability of Kitsap County in the global community.
- Goal 36.** To protect the viability of Bremerton National Airport as a significant resource to the community by encouraging compatible uses, densities and reducing hazards on adjacent lands that may endanger the lives and property of the public and aviation users.
- Goal 37.** To provide for protection to the public health, safety and general welfare of the community and for those citizens working and residing within the area influenced by the airport.
- Goal 38.** To ensure that land uses, building heights and intensity of activity near Bremerton National Airport are consistent with a) the policy and guidelines of FAR Part 77 regarding protective imaginary surfaces around the airport, and b) the WSDOT Aviation Division's 2/99 publication, "Airports and Compatible Land Use."
- Goal 39.** To promote development of the SKIA including Bremerton National Airport and other Port of Bremerton properties in a manner that is compatible with the SKIA Conceptual Development Plan and all allowed uses including Bremerton National Airport (BNA) operations.
- Policy SKIA-43** Kitsap County, by means of the SKIA Plan, will provide appropriate land use designations for business park and light industrial uses that are compatible with and complementary to airport uses.
- Policy SKIA-44** Kitsap County will, to the largest extent possible, ensure that permitted uses will not be incompatible with the airport on adjacent lands as provided by aircraft accident safety zone guidelines included in the Port of Bremerton Master Plan, including, but not limited to, such uses as schools, play fields, hospitals, nursing

homes, daycare facilities, overhead utilities and churches. Kitsap County will, to the largest extent possible, preclude development that penetrates FAR Part 77 (protective imaginary surfaces).

- Policy SKIA-45 Kitsap County will notify the Port of Bremerton of projects planned and proposed for construction within a 2-mile radius of Bremerton National Airport.
- Policy SKIA-46 Kitsap County will, to the largest extent possible, ensure that permitted uses will not create large areas of standing water that attract birds or generate significant smoke/steam, etc., unless approved by the Port of Bremerton.
- Policy SKIA-47 During the site development review process, Kitsap County will review proposed development to ensure appropriate airport compatible standards, including but not limited to:
- Height limitations;
 - Low-growing vegetation in landscape plans;
 - Non-glare outdoor lighting;
 - Limited storage of large quantities of hazardous or flammable material;
 - Clustered development placed away from extended runway centerline; and
 - Noise-sensitive use limitations.
- Policy SKIA-48 Development of the Port of Bremerton properties shall require additional master planning consistent with Kitsap County Code (KCC) 17.415 when such development is proposed within a sub-basin that includes properties zoned Business Center with a Master Plan Required overlay.
- Policy SKIA-49 Kitsap County will require, that within 6 months of adoption of this sub-area plan, the Port of Bremerton identify, through its airport master planning process, lands that may need navigation and obstruction easements, and lands where development should be minimized, carefully sited, or should be precluded from development to protect airport operations. The Port of Bremerton shall be responsible for negotiations involving Port acquisition of such easements, recognizing that compensation may be required for limitation of rights on non-Port properties. Information identifying these easements and protection areas may include further recommendations regarding height limitations. Kitsap County will consider this information during review of Master Plans for affected SKIA properties.

- Policy SKIA-50 The Port of Bremerton and Kitsap County will develop an ILA identifying Kitsap County as the SEPA authority for any future development actions on Port property, which require County action or permitting.
- Policy SKIA-51 Kitsap County, affected landowners and the Port of Bremerton will cooperate to include an additional chapter addressing airport land use compatibility in an updated Bremerton National Airport Master Plan, and, if appropriate, a proposed airport overlay zone that could be incorporated into Kitsap County ordinances.

Stormwater

- Goal 40.** To conduct planning and future development in a manner that fulfills the adopted goals of Kitsap County intended to maintain and restore sensitive critical stream habitat, including those necessary for healthy salmonid stocks so that the region's fisheries, economies, and other societal values will be protected and enhanced.
- Goal 41.** To protect, maintain and where feasible, endeavor to restore properly functioning ecological conditions in freshwater and riparian habitat through use of BAS and technology as related to stormwater management and protection of water quality.
- Goal 42.** To conduct stormwater planning for industrial and commercial development of SKIA on both a sub-basin and project-wide basis to fully reflect the site specific and watershed scale conditions that are necessary to maintain PFC.
- Goal 43.** To comply with the goals of the County regarding protection and enhancement of Critical Stream Habitat and to encourage regional stormwater management facilities.
- Policy SKIA-52 The underlying basis for stormwater management for SKIA shall be the SKIA Surface Water Management Plan. The Port of Bremerton is the lead agency for the development of this comprehensive Surface Water Management Plan (SWMP) for the SKIA. The SKIA SWMP is due to be completed and will include an inventory and mapping of the existing SKIA stormwater facilities, an engineering and hydraulic/hydrologic analysis of the future drainage needs and the identification of needed capital improvement projects within the SKIA. The

proposed future drainage plan will include a regulatory compliance strategy that is consistent with the various existing stormwater-related requirements. Financial options for implementation of the SKIA SWMP will also be suggested, along with a proposed implementation plan and schedule. Upon County's review and approval of the SKIA SWMP, it shall provide the basis of sub-basin delineation data to be used by individual SKIA master plans for development.

- Policy SKIA-53 Individual stormwater management plans completed as part of master plans for SKIA developments shall extend to the boundaries of the master plan area and will include all sub-basins that comprise any portion of the development's master planned area.
- Policy SKIA-54 Development and stormwater management for master-planned areas of SKIA shall require the design and location of site development and impervious surfaces to reflect site-specific stormwater management constraints, and the integration of stormwater management with naturally existing site characteristics such as closed depressions, wetlands, drainage swales and infiltration areas. In cases where it will not result in additional ecological damage (due to erosion of natural swales by increased flow velocity, etc.), stormwater facilities shall use naturally appearing open swales and constructed wetlands for stormwater conveyance and detention/retention facilities.
- Policy SKIA-55 Regional stormwater facilities shall be planned and developed for SKIA on a sub-basin specific basis to ensure maintenance of PFC as determined for the specific sub-basin.
- Policy SKIA-56 Stormwater management in master-planned areas shall maximize infiltration for stormwater control where technically feasible in order to maintain groundwater recharge, minimize offsite discharge and avoid impacts on wetland and stream hydrology.
- Policy SKIA-57 Groundwater and surface water quality shall be maintained in compliance with applicable regulations, including temperature.
- Policy SKIA-58 Development plans shall protect historic stream meander patterns and channel migration zones, and shall not cause hardening of channel banks.
- Policy SKIA-59 Development within SKIA must be consistent with the requirements of Title 12 (Stormwater) of Kitsap County Code as well as any applicable Master Plan.
- Policy SKIA-60 In master-planned areas, creation of impervious surfaces shall be minimized to maintain PFC.
- Policy SKIA-61 In master-planned areas, existing forest cover removal shall be minimized to maintain PFC.

Policy SKIA-62 Throughout SKIA, financing of stormwater facilities and an ongoing stormwater management program shall be financed by affected development applicants. A property owners group or equivalent shall be developed for this purpose. Potential financing mechanisms could include latecomer's agreements, or the utilization of Local Improvement Districts or other public financing mechanisms.

15.3. ULID #6 Sub-Area Plan

The Utility Local Improvement District (ULID) #6 UGA is located immediately south of the City of Bremerton, and west of the City of Port Orchard. The sub-area encompasses land that was designated as UGA since the adoption of the Kitsap County Comprehensive Plan in 1998 (i.e., the McCormick Woods and McCormick North areas), as well as a portion of the South Kitsap Urban Reserve that was included through the adoption of the sub-area plan in 2003 (i.e., the McCormick West area). The policies of the ULID #6 Sub-Area Plan were amended through the 10-Year Update to the Comprehensive Plan (Figure 15-3).



Below are goals and policies from the ULID #6 Sub-Area Plan, as amended in December 2006. For more detailed discussion please refer to the ULID #6 Sub-Area Plan in its entirety.

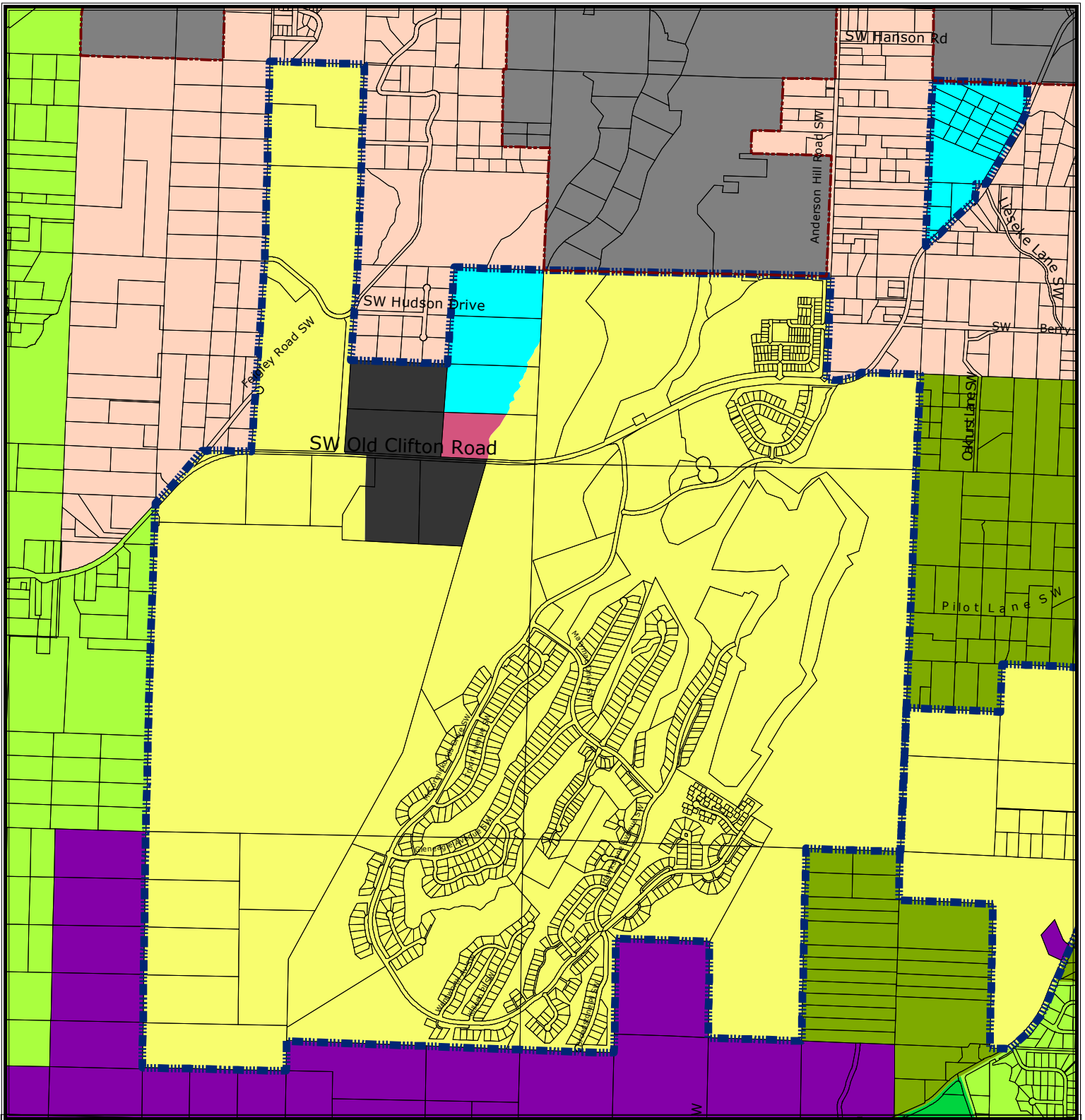
15.3.1. Goals and Policies

Land Use

Goal 1. To identify and plan, through collaborative inter-jurisdictional processes, to accommodate 6,400 of the additional urban growth projected to occur in south Kitsap County for the period between 2005 to 2025.

Policy ULID-1 Include the McCormick West portion of the South Kitsap Urban Reserve within an expanded South Kitsap UGA in order to accommodate a portion of the urban population allocated to south Kitsap County.

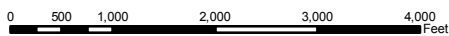
Policy ULID-2 Adopt appropriate zoning that creates a vibrant, mixed use community through the balanced allocation of land for housing, neighborhood retail, commerce, recreation, transportation, open space and other uses.



ULID #6 / McCormick Woods
 Comprehensive Plan Land Use Map



Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
 VOICE (360) 337-7181 * FAX (360) 337-4925



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.



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

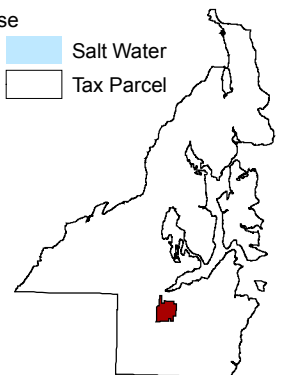


Figure 15-3 ULID #6 Comprehensive Plan Map

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

Policy ULID-3 Establish mandatory master planning requirements to ensure comprehensive and coordinated development of land within each zone located within the sub-area. Ensure that mandatory master planning provisions address the following:

- The provision of an interconnected and integrated network of parks, and open space and recreational areas;
- The clustering of new residential development in areas not subject to development constraints;
- The provision of integrated transportation system improvements; and
- The provision of integrated water and wastewater system improvements and stormwater management facilities.

Policy ULID-4 Promote integration of housing and commercial development in locations where combining such uses would be mutually beneficial.

Policy ULID-5 Assure that capital facilities and levels of service do not fall below adopted standards or guidelines. If this occurs, reassess this land use element to determine whether changes in designations or other aspects of this element are warranted.

Policy ULID-6 Monitor development to determine whether the assumptions of this sub-area plan regarding the rate, nature and location of development remain valid. In particular, monitor development in the urban low and urban medium residential areas to determine whether the assumption that such areas will develop between the minimum and mid-range densities remains valid. If development departs substantially from this assumption, reassess the Land Use Map and modify the goals, policies and implementing strategies as needed.

Policy ULID-7 Include a restriction within the Kitsap County Code to limit the total number of dwelling units within the sub-area to 4,172.

Goal 2. To provide a planned, livable community that is an attractive place to live, work and play.

Policy ULID-8 Develop an Urban Village Center (UVC) with gathering places and convenience shopping, within walking and biking distance of residences and places of employment.

Policy ULID-9 Encourage mixed use development, especially in and around the UVC.

- Policy ULID-10 Locate higher intensity uses and high density housing in areas of the ULID #6 most suitable for such uses, based on consideration of critical areas, proximity to the UVC and location of transportation corridors.
- Policy ULID-11 Promote a variety of housing choices and opportunities through increased density and innovative design including zero lot line and small lot development, attached units, apartments and condominiums as well as traditional single-family housing.
- Policy ULID-12 Promote a pedestrian-friendly urban area so that residents and workers can walk and bike from home to work and to the UVC.
- Policy ULID-13 Encourage attractive, safe, walkable neighborhoods through a combination of paved sidewalks and graveled paths, connecting neighborhoods and other destinations for work and play.
- Policy ULID-14 Ensure that each neighborhood is provided with pocket parks, natural open spaces or other types of meaningful open space for enjoyment and/or recreation.
- Policy ULID-15 Provides sites, as needed, for community schools.

Goal 3. To provide flexible development regulations that allow infrastructure efficiency to be maximized.

- Policy ULID-16 Promote maximum utilization of existing sewer infrastructure.
- Policy ULID-17 Support the Coordinated Water Service Plan adopted by the City of Bremerton and the City of Port Orchard to serve this area.
- Policy ULID-18 Support expansion of the existing telecommunications network located in Old Clifton Road to serve all planned uses, including commercial and business uses.
- Policy ULID-19 Support the development of multi-modal transportation uses to serve this urban area, including park-and-ride facilities, transit and biking, as appropriate.
- Policy ULID-20 Support the use of County Road Improvement Districts to develop additional urban road infrastructure, if applicable.

Goal 4. To provide an appropriate mix of urban residential and commercial lands to conveniently serve the sub-area.



Policy ULID-21 Create a range of housing opportunities in the sub-area that further the objectives of the Housing Element of the Comprehensive Plan.

Policy ULID-22 Promote the development of identifiable residential neighborhoods and convenience shopping areas through the encouragement of more compact development patterns, the use of shared design and landscaping characteristics, and the development of landmarks.

Policy ULID-23 Locate higher density housing in areas of the sub-area most suitable for such uses, based on the consideration of critical areas, public utilities and services, and transportation facilities as well as proximity to commercial and business park areas.

Policy ULID-24 Develop neighborhood or pocket parks in higher density locations where the need is the greatest.

Policy ULID-25 Ensure that each residential neighborhood is provided with adequate open space, natural buffers, and public recreational facilities.

Policy ULID-26 Encourage appropriately located convenience commercial development of a type and scale to serve nearby residents as well as to reduce vehicle trips out of the sub-area.

Goal 5. To develop a comprehensive open space and trails system within the sub-area that protects the natural environment, provides passive recreational opportunities, and is designed to link neighborhoods with significant open spaces, parks, neighborhood shopping and employment areas.

Policy ULID-27 Establish a network of open space corridors within and on the boundaries (urban separators) of the sub-area through dedication of property, reservation of easements, or other means subject to future site-specific planning proposals.

Policy ULID-28 Locate open space corridors by connecting wetlands, drainage corridors, and valuable habitats to other areas with development constraints, which allows open space areas to connect and function as urban wildlife corridors.

- Policy ULID-29 Locate trails in areas that are important to preserve as open spaces, such as wooded areas, wetlands and critical area buffers. Locate trails along these corridors when possible to do so without degrading the environmental functions and values of the area.
- Policy ULID-30 Design the trails system to link neighborhoods with significant open spaces, schools, recreational areas, transportation corridors and retail and employment areas.
- Policy ULID-31 Design trails to be accessible to people with disabilities as much as the natural characteristics (e.g., topography) of the area will allow.

Goal 6. To assure that new urban residential and commercial development is adequately buffered from rural areas, contributes to identifiable neighborhoods, and incorporates quality building design and landscape features.

- Policy ULID-32 Preserve vegetative buffers between residential areas and major arterials, and between single-family and multifamily and nonresidential uses.
- Policy ULID-33 Protect and preserve tree-covered ridges and hilltops for their visual and aesthetic benefits to nearby rural areas, as well as for their natural functions in providing habitat, controlling erosion, and retarding runoff.
- Policy ULID-34 Ensure that neighborhood retail and commercial developments are designed and developed to primarily serve the needs of those who live in the sub-area and not a regional clientele.
- Policy ULID-35 Prior to commercial, multifamily and business park development, develop design guidelines to address the compatibility of these uses, enhance neighborhood character, and to promote pedestrian friendly development.

Natural Systems

Goal 7. To protect and sustain the sub-area's critical areas for present and future generations.

- Policy ULID-36 As a condition of approval for any development affecting surface waters containing salmonid species require preparation of a Habitat Management Plan (HMP) that demonstrates that the proposal will maintain PFC.

- Policy ULID-37 Consistent with Policy ULID-3 of the Land Use section of this Plan, establish mandatory master planning requirements to ensure comprehensive and coordinated development of land within each zone located within the sub-area.
- Policy ULID-38 Employ a wide range of initiatives to protect plant and animal habitat areas within the sub-area, including the following:
- Cluster development;
 - Mandatory master planning for each zone within the sub-area;
 - Onsite density transfers;
 - Donation of conservation easements to qualified non-profit nature conservancy corporations (i.e., land trusts);
 - Use BAS in developing regulations;
 - Require the use of Best Management Practices (BMP) as a standard SEPA mitigation measure for project level development applications.
- Policy ULID-39 Give consideration to down-zoning environmentally constrained areas to Urban Restricted (1-5 d.u. per acre) in order to protect plant and animal habitat areas within the sub-area.
- Policy ULID-40 Require use of native vegetation for landscaping and restoration to reduce potential loss of plant and animal habitat diversity.
- Policy ULID-41 Require clustering of residential development to protect key plant and animal habitat areas.
- Policy ULID-42 Require that proposals for future development within the sub-area include environmentally constrained areas in an interconnected system of passive open spaces, habitat areas and trails.
- Policy ULID-43 Require prompt post-construction replanting of lands not used for buildings, roads or parking areas in order to reduce impacts on plant and animal habitat.
- Policy ULID-44 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 urban growth areas on the County's Land Use Map. [Note: Chapter 36.70A.160 Revised Code of Washington (RCW) requires that cities and counties identify open space corridors within and between urban growth areas. These open space areas must include lands useful for recreation, wildlife habitat, trails, and connection of critical areas.]

- Policy ULID-45 Require that proposals for future development within the sub-area provide continuous vegetated corridors between different drainage basins and between identified critical areas within a specific drainage basin.
- Policy ULID-46 Work with the Great Peninsula Conservancy, Kitsap County and other appropriate agencies and nonprofit organizations to identify and preserve (i.e., through the use of perpetual conservation easements) headwater areas of streams containing salmonid species.

Goal 8. To manage surface water, groundwater, stormwater and wastewater to ensure that water resources are protected and preserved.

- Policy ULID-47 Require that the development 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 infiltration.
- Policy ULID-48 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 (i.e., ponds, drainage corridors, wetlands, etc.) 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 ULID-49 Ensure that development projects within the sub-area are reviewed and conditioned in a manner consistent with the most recent version of the Washington State Department of Ecology (Ecology) Stormwater Management Manual for the Puget Sound Region as adopted by Kitsap County, the Kitsap County CAO, Salmon HMP and Stormwater Ordinance.
- Policy ULID-50 In conditioning proposals for development, where necessary to mitigate the impacts of development within the sub-area, require 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 business park use;
 - The use of "pavers" and other pervious surfaces for low use parking and roadway areas within the sub-area (e.g., 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 ULID-51 Where necessary to mitigate the impacts of development within medium density residential and business park designations, require underground or under-building parking.
- Policy ULID-52 Require the use of a natural drainage systems approach to control stormwater from development within the sub-area. Where practicable, require that development capitalize on natural drainage features to hold and treat stormwater and pollutants before they are carried downslope or before they enter wetlands or surface water bodies.
- Policy ULID-53 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 ULID-54 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 sub-area residents that encourages environmentally friendly alternatives to herbicide and pesticide use.
- Policy ULID-55 Require Spill Prevention Control and Countermeasures during construction and BMPs for landscape maintenance and operation of commercial facilities to mitigate water quality impacts from these activities.
- Policy ULID-56 Require the installation of public water and sanitary sewer systems within the sub-area, and prevent the installation of onsite septic systems. Balance consumptive use with target stream flows.
- Policy ULID-57 Consider the following measures when conditioning proposals to mitigate the impacts of future development within the sub-area:
- Because the sub-area is located at the headwaters of the watersheds and there are large areas of unconcentrated flow, wetlands, and intermittent streams, stormwater consider requiring 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 LID strategies into stormwater management plans to reduce development impacts. These may include stormwater water 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. Design and construction of stormwater collection and control facilities will also help to mitigate water quantity impacts by helping to maintain recharge to the shallow water table.

Goal 9. To protect the natural environment through preservation and enhancement of those features which are most sensitive to human activities and that are critical to fish and wildlife species and habitats.

- Policy ULID-58 Focus wetland mitigation strategies on BMPs and water quantity and water quality controls for surface water runoff and shallow groundwater infiltration. 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 ULID-59 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. Cluster development to avoid loss of habitat as a result of large expanses or high percentages of impervious surfaces.
- Policy ULID-60 Where feasible, require that future development proposals employ native plants in landscaping in order to better integrate with open space areas, habitat areas, wetlands and their buffers.
- Policy ULID-61 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 ULID-62 Prohibit the use of herbicides or pesticides in areas where there is documented presence of a listed species (e.g., osprey nesting) and priority habitat. Work with the Washington Department of Fish and Wildlife (WDFW) to restrict human activities and tree cutting within such areas, consistent with WDFW guidelines and regulations.

- Policy ULID-63 Require that development meet the performance standards for salmon and trout habitat conservation and protection within the consistent with the Kitsap County Stormwater Management Manual, and the Kitsap County CAO, as amended. These standards should be based on BAS and on accurate and recent regional and site-specific habitat inventory and assessment that serves to identify baseline conditions.
- Policy ULID-64 Evaluate all site-specific development for indirect effects on stream reaches downstream of the sub-area and the estuaries that support habitat for threatened and depressed salmonid stocks.
- Policy ULID-65 Preserve and maintain critical areas in as natural state as possible, emphasizing avoidance of alteration to these areas. Identify and preserve unique or significant wildlife habitat and corridors connecting important habitat areas.
- Policy ULID-66 Ensure that development within the sub-area results in no net loss of wetlands functions, values and acreage.

Transportation

Goal 10. To provide an adequate system of arterials and collection streets which connect the sub-area and adjacent development areas to the state highway system and adjacent arterials.

- Policy ULID-67 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 ULID-68 Phase street and arterial improvements to adequately meet the anticipated traffic generation of each development phase within the sub-area.
- Policy ULID-69 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 ULID-70 Wherever possible, require that site access be to arterials and collectors. Minimize through-traffic on local residential streets.
- Policy ULID-71 Implement necessary transportation improvements as development in the sub-area occurs consistent with the County's Concurrency and SEPA requirements.

Policy ULID-72 Establish public/private 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. Potential funding programs warranting consideration include, but are not limited to, the following:

- Modification of the County’s TIF program;
- Establishment of a Transportation Benefit District (TBD) for the sub-area;
- Proportionate Share Mitigation through SEPA;
- Grants; and
- Road improvement districts.

Policy ULID-73 Employ a range of funding mechanisms for necessary transportation improvements. Where reasonably necessary to serve the needs of the proposed development, require the developer to provide onsite and offsite road, safety, and other transportation improvements.

Policy ULID-74 Review all development applications and mitigation requirements as they occur over time based on traffic analyses using up-to-date traffic data.

Goal 11. Work to decrease the number of single occupancy vehicle 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 capacity during peak travel periods.

Policy ULID-75 Require that internal streets make provision for non-motorized transportation opportunities, consistent with Kitsap County design standards or approved variances.

Policy ULID-76 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 the sub-area.

Policy ULID-77 Develop one or more transportation management plans (TMPs) for the major development components of the sub-area. In particular, TMPs should be developed for business park uses within the sub-area.

- Policy ULID-78 Consider forming a Transportation Management Association (TMA) to assist in preparing and implementing TMPs for the sub-area. The TMA would help coordinate TMPs and provide coordination with Kitsap Transit and other County departments.
- Policy ULID-79 Support development of park-and-ride lots to serve some of the transportation needs of the sub-area.
- Policy ULID-80 Work with Kitsap Transit to provide transit service to the sub-area as it develops.

Capital Facilities

Goal 12. To provide adequate capital facilities and services to the sub-area to address current needs and future development.

- Policy ULID-81 Coordinate with public facility and service providers on land use decisions and future land use project permitting, consistent with the availability of concurrent public facilities and services provided by other service providers.
- Policy ULID-82 Reassess the sub-area land use plan if facilities cannot be provided in a timely manner to serve the projected growth.
- Policy ULID-83 Monitor the status of capital improvement projects to ensure that adequate planned facility capacity improvements remain consistent with those referenced and adopted in the CFP as well other service providers' capital facility plans and programs.
- Policy ULID-84 Coordinate with McCormick Land Company and the State Parks Department to complete the Calvinwood open space project immediately south of and adjacent to the sub-area as an integral piece of regional park and open space for South Kitsap County. (Task Completed)
- Policy ULID-85 Require that development proposals within the sub-area maximize the potential for onsite development of parks and recreational facilities.
- Policy ULID-86 Coordinate with the South Kitsap School District No. 402 to determine the need for a second high school or other suitable site for additional elementary or junior high school within the sub-area.
- Policy ULID-87 Coordinate with the cities of Port Orchard and Bremerton in developing an ILA(s) to provide for a long-term, continuous water supply for the McCormick Woods and McCormick West portions of the sub-area. The agreement(s) should spell out the necessary improvements and financing mechanisms required for

implementation and ensure that services and facilities are provided at the adopted levels of service, consistent with the dwelling unit and population capacity identified in the Land Use section of this sub-area plan.

- Policy ULID-88 Address the phasing of future growth within the sub-area based on the availability of adequate public facilities and services, especially those related to the provision of potable water supplies.
- Policy ULID-89 Coordinate with the City of Port Orchard to ensure the adequate and timely availability of sanitary sewer facilities to the sub-area.

Implementation

Governance

The following summarizes the key policies and implementation steps pertaining to future governance of the ULID #6 Sub-Area:

Goal 13. To establish general guidelines for orderly development within the sub-area.

- Policy ULID-90 Amend existing development regulations and the zoning map to be consistent with, and implement, this sub-area plan.
- Policy ULID-91 Address specific issues regarding the phased provision of services to the expanded UGA, future joint planning for the remaining portions of the South Kitsap urban reserve, dispute resolution, and other issues relating to the implementation of this sub-area plan through ILA between Kitsap County and Cities of Port Orchard and Bremerton.
- Policy ULID-92 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 within the sub-area.
- Policy ULID-93 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 in planning for the sub-area.
- Policy ULID-94 The County and cities should work cooperatively to coordinate their efforts, staff and resources to ensure that this sub-area plan is implemented in a timely manner.

Capital Improvements

Goal 14. To implement the necessary capital improvements identified in this sub-area plan and ensure the timely and efficient provision of urban services to the sub-area.

- Policy ULID-95 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 ULID-96 The County and service providers will seek opportunities for providing joint infrastructure or combining operations to achieve greater efficiency and effectiveness in service provision.
- Policy ULID-97 The City of Port Orchard is the water service provider for McCormick Woods and McCormick West portions of the sub-area. This sub-area plan should be formally endorsed by resolution by the City of Port Orchard, documenting the intent to conform all applicable utility, water service and capital facilities plans to this sub-area plan.
- Policy ULID-98 The City of Bremerton is the water service provider to the McCormick North portion of the sub-area. This sub-area plan should be formally endorsed by resolution by the City of Bremerton documenting the intent to conform all applicable utility, water service and capital facilities plans to the sub-area plan. Such resolution should document the cooperative water system planning approach being taken by the cities of Bremerton and Port Orchard in their roles as the two water purveyors for the sub-area. It should further document the City of Bremerton's intent to provide water to portions of the sub-area through construction of a new inter-tie between the two systems.
- Policy ULID-99 Water service to the sub-area should be accomplished through ILAs and be reflected in amendments to relevant utility plans of the City of Port Orchard and the City of Bremerton.
- Policy ULID-100 The City of Port Orchard provides wastewater collection and treatment to the sub-area. The City has recently adopted a Comprehensive Sewer Plan (in 2000) that includes the entire sub-area within the City's projected future sewer service area. The City of Port Orchard and Kitsap County Sewer District No. 5 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 ULID-101 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.
- Policy ULID-102 Stormwater facilities needed by new urban development in the sub-area will be comprised of infrastructure provided by the developer consistent with the requirements of the Kitsap County Stormwater Management Manual, as amended, and Ecology's Stormwater Management Manual for the Puget Sound Basin.
- Policy ULID-103 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 ULID-104 The City and County should seek to establish uniform and consistent urban stormwater standards and requirements for property owners and developers in the sub-area as well as the entire South Kitsap urban reserve.
- Policy ULID-105 The County should implement the goals, policies and implementation strategies contained in the Transportation Element of this sub-area plan (i.e., Goals 10 and 11 above).
- Policy ULID-106 Given the long-term possibility of annexation to the City of Port Orchard, 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.

Completion of the Urban Growth Area Management Agreement Process

Goal 15. To establish a framework for Phases Two and Three of the planning process for that portion of the Urban Reserve located between the City of Port Orchard and the South Kitsap UGA (i.e., the Anderson Hill/Berry Lake and McCormick East areas) as well as the South Sedgwick Urban Reserve area.

- Policy ULID-107 Kitsap County and the City of Port Orchard will identify a schedule to conduct and complete Phase Two (i.e., Anderson Hill/Berry Lake and McCormick East areas) and Phase Three (i.e., South Sedgwick Urban Reserve) of the planning

process in order to establish a final urban growth boundary which may consist of Urban Reserve lands and ultimately annexation areas, if any, for the City of Port Orchard.

- Policy ULID-108 The schedule required under Policy ULID-107, above, will be set forth in an Memorandum of Understanding, which will include a determination of which jurisdiction will act as lead agency for purposes of the planning effort and any necessary environmental review, and delineation of respective County and City responsibility for data collection, preparation of necessary planning documents, and staffing responsibilities.
- Policy ULID-109 Out of the planning process, Kitsap County and the City of Port Orchard will adopt recommendations for logical UGA boundary changes that will facilitate effective and efficient delivery of services and construction on new facilities. The parties will further identify and ultimately establish the final boundary for the South Kitsap UGA, and future annexation areas for the City of Port Orchard.