

APPENDIX C

REASONABLE MEASURES

Reasonable Measures Evaluation and Implementation Methodology

In 1997, an amendment to the Growth Management Act required six counties (including Kitsap) in Western Washington, and the cities and towns within their boundaries to conduct a Buildable Lands Analysis and monitoring program (RCW 36.70A.215); the Buildable Lands Program requires participating jurisdictions to gather data each year and evaluate, in five-year intervals, the level of development occurring within their jurisdiction. The purpose of this quantitative approach is to determine if a county and its cities are achieving urban densities within Urban Growth Areas.

Kitsap County produced its first Buildable Lands Report in 2002. The next report is due in 2007 and will evaluate data from 2000 through 2005. At minimum, the evaluation is required to:

1. Determine whether there is sufficient suitable land to accommodate the county-wide population projection (RCW 36.70A.215(3)(a))
2. Determine the actual density of housing that has been constructed and the actual amount of land developed for commercial and industrial uses within urban growth areas (RCW 36.70A.215 (3)(b))
3. Determine the amount of land needed for commercial and industrial uses and for housing by type and density, based on the data collected over the previous five years (RCW 36.70A.215 (3)(c))
4. Adopt and implement measures (“reasonable measures”) to achieve consistency between growth objectives and actual development (RCW 36.70A.215(4))
5. Annually monitor the effectiveness of these measures (RCW 36.70A.215 (4))

Kitsap County adopted a list of eighteen “reasonable measures” in 2004 and added them as an addendum to the Kitsap County Buildable Lands Report, 2002. Resolution 158-2004, adopting “reasonable measures” also directed staff to consider additional measures through future sub-area or comprehensive planning efforts.

Pursuant to Resolution 158-2004, in early 2005 the Kingston Steering Committee considered additional “reasonable measures” for its Sub-Area Plan. The Kingston Citizen Advisory Group was given the table of 46 reasonable measures identified by Kitsap Regional Coordinating Council (KRCC) planning directors as potential measures for implementation in Cities and UGAs (the KRCC table also includes the measures identified by the County in Resolution 158-2004). The Steering Committee was asked to identify measures, or identify additional measures, to increase consistency with Kitsap County Comprehensive Plan goals and policies. The Steering Committee met in May, June and Aug. 2005 to discuss and evaluate each measure and include those measures that would be reasonably likely to increase consistency prior to expanding the Kingston UGA. One additional measure has been added to the end of the table, and it will be evaluated in subsequent planning efforts.

The following table outlines each “reasonable measure” considered by the Kingston Steering Committee.

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<i>Reasonable Measure</i>	<i>Description</i>	<i>Potential Benefits</i>	<i>Justification</i>	<i>Applied</i>
At the Plan Level				
1 Create Annexation Plans	In an Annexation Plan, cities identify outlying areas that are likely to be eligible for annexation. The Plan identifies probable timing of annexation, needed urban services, effects of annexation on current service providers, and other likely impacts of annexation.	<ul style="list-style-type: none"> ➤ Prioritizes areas for future city boundary expansions. ➤ Allows for efficient provision of urban services and encourages efficient urban patterns. 	Only incorporated UGAs have annexation plans. This measure was not discussed since Kingston is an unincorporated Urban Growth Area.	Not applied; annexation is not applicable to Kingston
2 Encourage Transportation-Efficient Land Use	This measure accomplishes review and amendment of comprehensive plans to encourage patterns of land development that encourage pedestrian, bike and transit travel. This policy is typically implemented at the development review level.	<ul style="list-style-type: none"> ➤ Compliments denser development with less traffic congestion, reduces dependence on single occupancy vehicles (SOV), and provides transportation options for broader segments of the population who cannot drive. 	The existing 2003 Kingston UGA has implemented this reasonable measures by providing sidewalk and bicycle improvements along Lindvog Road. These improvements offer pedestrians and bicyclists a safe connection to the passenger-only ferry within the downtown core. ¹ This measure is also being implemented through the adoption of the Trails Appendix within the 2005 Updated Sub-Area Plan. The trails appendix and existing design standards, outlines specific improvements for access along the waterfront, as well as requiring pedestrian orientated buildings within the downtown core. This effort is intended to attract residents to the UGA and specifically the downtown area	Applied; 1) Design Standards; 2) Sub-Area Plan 2005 Update; Parks Appendix E; 3)Transportation Chapter section 6.2 Goal 1, Policy 1.1, Project 1.1.1

¹ Washington State Ferries two-year operations report for 1999-2001 indicates that 9% of walk-on passengers for the ferry system take place in Kingston. In comparison to 12% walk-ons from the largest ferry run (Bremerton/Seattle). The Kingston ferry service provides a quick and convenient (approx. 30 min) crossing to the Edmonds/Seattle area.

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3 Environmental Review and Mitigation Built into the Sub-area Planning Process	Building environmental review and mitigation into the sub-area planning process addresses key land use concerns at a broader geographic scale, streamlining review and approval of individual developments.	<ul style="list-style-type: none"> ➤ This approach expedites a project’s permitting decisions while ensuring that infrastructure and environmental considerations are addressed during the planning phase. 	The environmental impact analysis of development within the Sub-Area Plan was completed earlier in 2003 using an integrated EIS. This effort should help future developments through the process	Applied
4 Urban Growth Management Agreements	Urban Growth Management Agreements define lead responsibility for planning, zoning, and urban service extensions within these areas. The agreements exist between various government jurisdictions and specify jurisdiction over land use decisions, infrastructure provision and other elements of urban growth.	<ul style="list-style-type: none"> ➤ These agreements can reduce sprawl by ensuring new development is contiguous to existing development. ➤ Policies result in better-coordinated planning and implementation. 	Although Urban Growth Management Agreements are instruments between jurisdictions, the development agreement that Arborwood intends to sign could have a similar effect by facilitating urban densities and urban amenities within its proposal and beyond its boundary. Arborwood is the largest single area contributing to densities in the Sub-Area Plan.	Applied; 1) Referenced in the 2005 Sub-Area Plan Update; and 2) Sub-Area Plan Adoption Ordinance
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Fiscal Strategies				

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5 Capital Facilities Investments	This measure gives priority to capital facility projects that support urban growth at urban densities. Provision of urban services helps to reduce sprawl and maintains the edge of the urban growth boundary.	<ul style="list-style-type: none"> ➤ Phased, infill development is more cost-effective than sprawl and helps retain rural and natural resource lands. ➤ Adequate infrastructure to support compact urban growth will help UGAs be livable, attractive places. ➤ Outside UGAs, rural lifestyles can be better maintained when infrastructure investments provide for rural needs without encouraging urban encroachment. 	Capital facilities investments are being achieved. For example, beginning in 2007, the existing Kingston UGA will have sewer extensions, with associated pump stations, along South Kingston Road, east along Jefferson Point Road and potentially north along Ohio and NE along Barber cut-off Road, allowing for better urban growth..	Applied; Capital Improvements Plan to 2011
6 Encourage innovative infrastructure technology	Within the Urban Growth Area, the measure encourages individual improvements such as home sewage treatment systems that produce potable water, green roofs and net zero storm water. It is estimated, for example, there is a \$20,000 cost for these combined systems, which is easily offset by the avoided costs of the sewer infrastructure hook-up and monthly sewer bills.	<ul style="list-style-type: none"> ➤ Eliminating the requirement for regional infrastructure makes the cost of urban development more attractive. 	The goals and policies outlined in the 2005 Sub-Area Plan Update encourages sustainable development into design objectives and construction materials.	Applied; Chapter 7

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<p>7 Economic Development Strategy</p>	<p>This measure includes strategies for sustainable economic development in local and regional comprehensive planning efforts. Strategies include:</p> <ul style="list-style-type: none"> • Downtown revitalization programs • Incentives for development that meet local goals • Transit and transportation system upgrades • Enhancement of the natural resource base • Industrial needs assessment • Provisions for timely infrastructure 	<ul style="list-style-type: none"> ➤ A well-developed economic development strategy encourages a healthy economy over the long term. ➤ A good strategy helps to implement the community vision. 	<p>The Urban Village Center and Village Green will build on the Kingston downtown core, with mixed-use development. Interested parties are currently in the midst of preparing economic development strategies.</p>	<p>Applied; Elements applied to the Kingston downtown core area. Chapter 4, 2005 Sub-Area Plan</p>

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8 Phasing/tiering urban growth	Measure incorporates strategies in comprehensive plans and capital facilities plans to phase urban growth as a way to provide for orderly development and encourage infill ahead of “urban fringe” development.	<ul style="list-style-type: none"> ➤ Phasing urban growth promotes development near existing urban services, reduces sprawl development and reduces “hop-scotch” development. ➤ The measure also reduces capital spending, increases efficiency in providing capital facilities, promotes more orderly and cost-effective growth, and promotes more efficient use of scarce land resources. ➤ There is clear public purpose in maintaining community character by not sprawling outward before enlivening core areas (eg, the downtown core area). This measure would promote development near existing services, reducing sprawl and piecemeal development. 	Much of the discussion for phasing included Arborwood. Is the second tier of growth, since the 2003 Sub-Area Plan. Including it in the UGA promotes better urban densities than its vested allowed density.	Not applied; however, the measure will be evaluated
9 Downtown Revitalization	Downtown revitalization includes development of strategies to encourage downtown vitality, and include techniques such as promoting mixed residential and commercial uses, reuse of existing buildings rather than tearing down and rebuilding, and alternative urban landscaping and infrastructure that encourage pedestrian use.	<ul style="list-style-type: none"> ➤ Provides housing and employment options. ➤ Reduces sprawl development by reusing land within developed areas and where services are already provided. ➤ Increases economic opportunities and contributes to more efficient use of land. ➤ Downtown revitalization efforts lead to significant increases in density. 	The Kingston Chamber of Commerce is currently working on a downtown revitalization plan that is referenced in the Kingston Sub-Area Plan. Currently the Kingston sub-area plan encourages mixed-use development to include, but not be limited to, retail, professional offices, personal services and high-density residential, while recognizing the character of the Kingston historical “old town” commercial areas. This revitalization is expected to draw residents to the UGA.	Downtown revitalization conceptual planning is underway and plans will be approved as appropriate. Chapter 4, Section 6,

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10 Multifamily Housing and Tax Credits	This measure includes the provision of tax incentives (eg, property tax exemption program) for multiple-unit housing for targeted areas in urban centers.	<ul style="list-style-type: none"> ➤ Providing tax incentives encourages increased and improved residential opportunities within urban centers where there is insufficient housing. ➤ Tax incentives are intended to stimulate new multifamily housing construction as well as rehabilitation of existing vacant and under-utilized buildings for multifamily housing targeting both renters and owners. 	While the Kingston Sub-Area Plan discusses multi-family housing, tax credit measures were not applied to the Kingston Sub-area. Kingston planning efforts.	Not applied
11 Transfer/ Purchase of Development Rights (TDR)	Develop a program to encourage the purchase or transfer of development authority in order to increase urban densities and decrease non-urban densities within UGAs.	<ul style="list-style-type: none"> ➤ TDR techniques are designed to protect rural resource lands and reduce sprawl outside UGAs. ➤ TDRs are used to protect critical areas while still allowing development on lots that contain unbuildable areas. ➤ TDRs encourage more efficient use of land and promote densities where they can be provided most cost effectively. 	The County will be evaluating TDRs as a part of the 2006 Ten-Year Comprehensive Plan Update.	Not at this time. , TDRs will be further considered during 2006 ten-year Comprehensive Plan update.
12 Implement a program to identify and redevelop vacant and abandoned buildings	Many buildings sit vacant for years before the market facilitates redevelopment. This policy encourages demolition/rebuilding and would clear sites, making them more attractive to developers facilitating redevelopment.	<ul style="list-style-type: none"> ➤ Reduces sprawl development by reusing land within developed areas. ➤ Where services are already provided, the policy contributes to a more efficient use of land, sometimes leading to higher density development on individual sites. ➤ Increase readily developable sites. 	The Kingston Sub-area plan uses the Updated Land Capacity Analysis as a basis to identify vacant and abandoned buildings in Kingston. Chamber of Commerce plans to support a program for redevelopment.	Applied, Chapter 4, Chamber of Commerce is working on a downtown revitalization plan, which includes property redevelopment.

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13 Creative Use of Impact Fees	This measure would adjust impact fees so that lower fees are required in the UGAs than in rural areas, while still contributing to the cost of development within the urban area.	<ul style="list-style-type: none"> ➤ Increases cost of development outside the urban growth area, thereby encouraging more efficient use of land within. Reduces sprawl development by reusing land within developed areas. ➤ The measure contributes to the overall cost effectiveness/attractiveness of urban development, encouraging density. 	This measure was not discussed by the Kingston Working Group.	The measure was not applied, but will be evaluated in subsequent planning efforts
14 Develop or strengthen local brownfields programs	Local jurisdictions provide policies or incentives to encourage the redevelopment of underused industrial sites, or brownfields. Incentives for redevelopment of brownfields, such as expedited permitting, reduced fees or targeted public investments can be implemented through local zoning ordinances.	<ul style="list-style-type: none"> ➤ Brownfields provide redevelopment opportunities. Many brownfields are large sites that can be master planned in ways consistent with other policies. 	Kingston High School was located on a brownfield site. It is a large property that has been redeveloped	Applied
15 Require Adequate Public Facilities	Local jurisdictions (under GMA) require developers to provide adequate levels of public services, such as roads, sewer, water, drainage, and parks, as a condition of development.	<ul style="list-style-type: none"> ➤ Public facilities must be sufficient to accommodate impacts of development. The measure increases costs available through development, thereby encouraging more efficient use of land. 	Three new sewer lines, an additional 140 acre open space area are two of the many public facilities proposed for the sub-area. See Capital Facilities Chapter.	Application of measure is integral to Sub-Area planning process
Zoning for Additional Density				

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16 Promote Vertical Growth	The measure allows modifications to the building height restrictions in the Urban Growth Areas.	<ul style="list-style-type: none"> ➤ While view conservation and fire protection access will require consideration, building “up” rather than “out” provides additional density on the same land footprint. ➤ Vertical building can in many cases be accommodated with limited impact to communities. 	The Kingston Design Standards allows for mixed-use buildings. In the Urban Village Center, the building must be two stories, with commercial on the bottom floor and residential above.	Yes; this measure is control through the Kingston Design Standards.
17 Accessory Dwelling Units (ADUs)	Accessory dwelling units provide another housing option by allowing a second residential unit on a tax lot.	<ul style="list-style-type: none"> ➤ ADUs preserve neighborhoods as local residents age and gives them a more manageable place to live while allowing them to stay in their neighborhood. ➤ Densities are increased in developed areas with minimal visual disruption. 	In the Kingston sub-area plan ADUs are encouraged in the Urban Village Center (UVC) with language that says duplexes and attached dwellings are also acceptable. Note that much of the area is desirable waterfront that is already seeing multiple-housing redevelopment. No ADUs however, have been constructed since 2002. ADUs currently exist.	Yes; Chapter 4
18 Clustering	Clustering allows developers to increase density on while preserving other areas of a site. Clustering is a tool commonly used to preserve natural areas or avoid natural hazards during development. Clustering is also used in conjunction with increased density to preserve the aesthetic of less-dense development while increasing actual density. It uses characteristics of the site and adjacent uses as a primary consideration in determining building footprints, access, etc.	<ul style="list-style-type: none"> ➤ Clustering allows more efficient use of land in addition to providing open space. ➤ Clustering provides flexibility that may facilitates infill without creating pressure to reduce critical area protections or reduce necessary buffer width. ➤ Clustering encourages a “neighborhood feeling.” ➤ Clustering allows critical areas to be protected while still permitting both urban and rural development. 	Clustering is shown in Arborwood’s development plan. The Kingston Sub-Area Plan desires clustering in its residential areas which increases density while preserving or creating open space and natural areas. The clustering not only condenses development, it will provide for 104 open space acres.	Yes; Chapter 4

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19 Duplexes, Townhomes and Condominiums	Permitting of duplexes, townhomes, and condominiums in both mixed-use and residential districts of UGAs.	<ul style="list-style-type: none"> ➤ Permitting duplexes, townhomes and condominiums in mixed-use and single-family residential districts provides housing choice. ➤ A wider range of housing types provides additional affordable housing options and generally allows more residential units than would be achieved by detached homes. 	The Kingston Sub-area plan accommodates a myriad of housing types to maintain and create a diversity of housing opportunities and allows for more residential units than single-family residences such as duplexes, townhouses, and condominiums. No duplexes have been built since 2002.	Yes, Chapter 4,
20 Density Bonuses	Some communities allow bonus densities as an incentive for achieving other community values such as affordable housing, mixed-use developments, infill, rehabilitating existing structures and open space preservation.	<ul style="list-style-type: none"> ➤ Bonuses increase densities in urban areas and create an incentive for providing neighborhood amenities. ➤ Bonuses are also used as receiving zones to preserve resource lands by buying or transferring development rights from rural to urban areas. 	The Working Group notes Kingston zoning codes use a range between minimum and maximum densities, but typically maximum densities are difficult to achieve because of critical areas, including shorelines.	Not applied;
21 Higher Allowable Densities	Where appropriate (and supported by companion planning techniques), the measure allows more housing units per acre.	<ul style="list-style-type: none"> ➤ Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. ➤ Higher densities also reduce sprawl development and make the provision of services more cost effective. 	The zoning code allows for minimum and maximum densities. In the Urban Village Center, at 9-18 dwelling unit per acre (du/a), most developers are not able to reach to maximum densities.	Applied, Chapter 4
22 Industrial Zones	Limit non-industrial uses in industrial zones. For example, require that any commercial use be sized to primarily serve the industrial needs in the zone. Preclude residential use unless it is accessory to the industrial use.	<ul style="list-style-type: none"> ➤ Limits on non-industrial uses in this zone help ensure that industrial land can be saved for future industrial needs. 	The Working Group states that industrial zoning is not intended to increase density. Goals and Policy, in the Kingston Sub-Area Plan, states that industrial land is plentiful and additional industrial land is not required at this time.	Applied

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23 Minimum Density Requirements	Zoning ordinances can establish minimum and maximum densities in each zone to ensure that development occurs as envisioned for the community.	<ul style="list-style-type: none"> ➤ Minimum densities promote developments consistent with local comprehensive plans and growth assumptions. ➤ Minimum densities reduce sprawl development, eliminate underbuilding in residential areas, and make provision of services more cost effective. ➤ Minimum densities promote a more consistent neighborhood fabric, reduce street costs, create areas with a more pedestrian scale, and are more transit-friendly. 	Kitsap County and Kingston Design Guidelines have existing minimum and maximum density requirements, within zoning code, which governs Kingston.	Application is via Kingston Design Standards
24 Mixed Use	Allows residential and commercial development to occur in many of the same buildings and areas within UGAs.	<ul style="list-style-type: none"> ➤ Mixed-use development can provide a broader variety of housing options, allowing people to live, work, and shop in nearby areas. ➤ Mixed uses in the same area encourage more pedestrian and transit-friendly access, reduces the demand on transportation services and facilities, makes goods and services accessible to non-drivers, and reduces dependence on vehicles. 	<p>The Kingston sub-area plan encourages mixed-use development, to include but not limited to, retail, professional offices, personal services and high-density residential in the form of centers, while recognizing the character of the Kingston historical “old town” commercial areas.</p> <p>The Kingston Design Standards encourages for mixed-use buildings. In the Urban Village Center, the building must be two stories with commercial on the bottom floor and residential above</p>	Applied, Chapter 5

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25 Small Lot/Cottage Housing	Allows or requires small lots (5,000 square feet or less) for single-family neighborhoods within UGAs.	<ul style="list-style-type: none"> ➤ Small lots limit sprawl, contribute to more efficient use of land, and promote densities that can support transit. ➤ Small lots provide housing ownership opportunities to broader income ranges and provide additional variety to available housing types. 		Not Applied
26 Transit-Oriented Development	Encourages convenient, safe and attractive transit-oriented development.	<ul style="list-style-type: none"> ➤ Transit-oriented development allows denser development with less traffic congestion, reduces dependence on single occupancy vehicles, and provides transportation options for broader segments of the population who do not drive. ➤ Transit-oriented development allows people to more easily use transit systems and helps businesses near transit stations be more accessible. 	The Kingston Sub-Area Plan goals and policies discuss transportation options regarding Kitsap Transit and the Ferries. It also discusses roadway features conducive to transit	Applied Chapter 6

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<p>27</p> <p>Urban Centers and Urban Villages</p>	<p>Urban centers and urban villages encourage mixed uses, higher densities, inter-connected neighborhoods, and a variety of housing types that serve different income levels.</p>	<ul style="list-style-type: none"> ➤ Urban centers and villages provide locally-focused commercial opportunities and urban amenities (parks, schools, civic buildings, etc.) together with increased densities which increase livability and reduce dependence on single occupancy vehicles. ➤ Urban centers and villages are more efficient uses of land, encourage more transportation or mobility options and provide for urban services more cost-effectively. ➤ Centers and villages create integrated, more complete and inter-related neighborhoods. 	<p>The Kingston Sub-area plan implements the Urban Village Center. However, its design is controlled by the Kingston Design Standards.</p>	<p>Applied Chapter 4,</p>
<p>28</p> <p>Lot Size Averaging</p>	<p>Where zoning ordinances establish minimum lot sizes, the land use designation is calculated based on the average size of all lots proposed for development, within the range required for urban density. Development proposals may create a range of lot sizes, both larger and smaller, provided the average lot size is within the range consistent with the zoning designation.</p>	<ul style="list-style-type: none"> ➤ Lot size averaging allows more efficient use of land in order to protect critical areas and provide more open space. ➤ Lot size averaging can provide a variety of housing options within a single development. 		<p>Not applied to date</p>

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29 Allow Co-housing	Co-housing communities balance the traditional advantages of home ownership with the benefits of shared common facilities and connections with neighbors.	<ul style="list-style-type: none"> ➤ Co-housing provides another choice in a variety of housing options. ➤ This option can also be used to preserve open space. ➤ Co-housing can be used as an affordable housing option. 	The Kingston Sub-Area Plan encourages innovation and variety in housing and site design while supporting unique and sustainable housing development such as co-housing, open-space-based cluster development, live-work mixed-use buildings and small-lot urban cottages.	Yes, Chapter 4,
30 Encourage Infill and Redevelopment	This policy seeks to maximize use of lands that are fully developed or underdeveloped by making use of existing infrastructure and by identifying and implementing policies that improve market opportunities and reduce impediments to development in areas suitable for infill or redevelopment.	<ul style="list-style-type: none"> ➤ Infill and redevelopment reduce sprawl by reusing land within developed areas and where services are already provided. ➤ Infill and redevelopment increases density of development. 	The Kingston sub-Area Plan promotes infill development in areas with pre-existing services and adequate reserve capacity.	Yes; Chapter 4, Section 4.3, Goal 11, and Chapter 5, Section 5.4, Goal 5, Policy 5.1

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31 Mandate Maximum Lot Sizes	This policy places an upper bound on lot size and a lower bound on density in single-family zones. For example, a residential zone with a 6,000 sq. ft. minimum lot size might have an 8,000 sq. ft. maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre.	<ul style="list-style-type: none"> ➤ Mandating lot sizes ensure minimum densities in residential zones. ➤ Mandates place bounds on building at less than maximum allowable density. ➤ Maximum lot sizes can promote appropriate urban densities, efficiently use limited land resources and reduce sprawl development. 	Kingston already has minimum and maximum density requirements. The actual impact to be measured will depend on the amount of “under building” observed in single-family residential zones.	Yes; see Design Standards
32 Enact inclusionary zoning ordinance for new housing developments	Inclusionary zoning requires developers to provide a certain amount of affordable housing in developments over a certain size. It is applied during the development review process.	<ul style="list-style-type: none"> ➤ Inclusionary zoning provides affordable housing on an incremental basis. ➤ Inclusionary zoning reduces the need for government-assisted housing. ➤ Inclusionary zoning encourages affordable housing types to be dispersed throughout the community. 	Affordable housing is an issue Kitsap County will be undertaking	Not applied to date; inclusionary zoning ordinances will be evaluated in future efforts.
33 Zone areas by performance, not by use	Jurisdictions may alter zoning codes so that zones define the physical aspects of allowed buildings, not the uses in those buildings. This zoning approach recognizes that many land uses are compatible and locate in similar building types (i.e., a manufacturing firm may have similar space requirements as a print shop.)	<ul style="list-style-type: none"> ➤ Zoning areas by building type can ensure continuity in the types of structure and provides flexibility to building owners in leasing. 	Currently the zoning code provides an option to the developer to use Performance Based Development in lieu of traditional development/. In addition, the Kingston Design standards provide opportunity for performance based development.	Yes; see Design Standards and Zoning Code

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Design Standards				
34 Design Standards	Design standards seek to preserve and enhance the character of a community or district. They are typically applied in the design phase of projects or during site review.	<ul style="list-style-type: none"> ➤ Design standards help ensure development is attractive, safe, and consistent with neighborhood character, historic preservation, or other desired features. 	The design standards for Kingston evolved from the Kingston Community Design Study and the promotion of Kingston’s small-town character and local economic vitality while accommodating the impact of existing regional transportation and tourism issues.	Applied; adopted in December 2000
35 Develop Manufactured Housing	Adopt standards to ensure compatibility between manufactured housing and surrounding housing design standards.	<ul style="list-style-type: none"> ➤ Manufactured housing often is smaller than other housing types, and can be built to a higher density. ➤ Manufactured housing is an affordable housing type for many households and expands housing choices for low-income residents. 	This is an effort the County will focus on while looking at affordable housing.	Not applied to date.
36 Specific Development Plans	Specific development planning allows landowners, developers, and neighbors to prepare a detailed site plan for development of an area, and may allow streamlined approval for projects consistent with the plan. This policy results in a plan for a specific geographic area that is adopted as a supplement or amendment to the jurisdictions comprehensive plan.	<ul style="list-style-type: none"> ➤ Specific development planning allows small-area specific plans that are responsive to local conditions. ➤ Specific development planning allows local vision for a site to be developed in a coordinated fashion. ➤ Specific development planning can be used to increase density, create mixed-use development, preserve critical natural areas, as well as promote other objectives. ➤ The Working Group notes that specific development plans can lead to land use patterns and densities that would not otherwise be allowed in an area. 	As the largest contributing area in the Kingston UGA, Arborwood will sign a development agreement that will prepare a detailed site plan and which allows for visioning and a streamlined approval for projects consistent with the development agreement.	Applied; development agreements are allowed by RCW as well as County Code

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<p>37</p> <p>Encourage developers to reduce off-street surface parking</p>	<p>This policy provides incentives to developers to reduce the amount of off-street surface parking through shared parking arrangements, multi-level parking or use of alternative transportation modes.</p>	<ul style="list-style-type: none"> ➤ Reduction in off-street surface parking lowers surface parking – a major use of land. Less land used for parking improves the overall land holding capacity, particularly for commercial lands. 	<p>Kingston Sub-Area Plan discusses incentives such as parking requirement reductions and expanded lot coverage for the inclusion of residential units in appropriately zoned mixed-use districts.</p>	<p>Yes, 6</p>
<p>38</p> <p>Implement a process to expedite plan and permit approval for targeted venues for growth</p>	<p>Streamlined permitting processes provide incentives to developers. This policy is implemented at the development review phase.</p>	<ul style="list-style-type: none"> ➤ Streamlined permitting helps direct the type and location of growth. ➤ Streamlined permitting also facilitates planned growth in markets where conditions are marginal for success. 		
<p>39</p> <p>Narrow Streets</p>	<p>Encourage or require street widths that are the minimum necessary to ensure that transportation and affordable housing goals can be achieved.</p>	<ul style="list-style-type: none"> ➤ Narrowing street widths can significantly expand the achievable density of development parcels. ➤ Narrow streets also slow neighborhood traffic, encourage pedestrian activity, enhance the sense of neighborhood, lower capital and maintenance costs and create less urban run-off. 	<p>The design of narrow streets is site or area-specific. This measure is challenging for traffic calming, shoulders, sidewalks, street aesthetics and preservation of view corridors.</p>	<p>Yes; Chapter 7, Section 7.2, Goal 3, Policy 3.1.</p>

Community Focus

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<p>40</p> <p>Concentrate critical services near homes, jobs and transit</p>	<p>This measure sites critical facilities and services in areas that are highly accessible. For example, emergency services could not be located at the urban fringe in a business park.</p>	<ul style="list-style-type: none"> ➤ Critical services become more accessible and can reduce automobile trips. ➤ Maintaining critical services near existing development helps maintain viable residential and business districts, minimizing demand for new developments at the urban fringe. 	<p>Kingston Sub-Area Plan stresses the location of community-oriented public facilities such as the post office, community center, library, etc., within the Urban Growth Area. Schools, parks and transportation facilities serving populations outside the UGA may be an exception. Concentrating growth near critical services allows for efficient use of urban services; the Working Group notes the on-going siting considerations of these services.</p>	<p>Existing and integral to on-going Sub-Area planning process. Chapter 4, Section 4.3, goal 7</p>
<p>41</p> <p>Urban Amenities for Increased Densities</p>	<p>This measure identifies and provides amenities that will attract urban development in UGAs and enhance the quality of life for urban residents and businesses.</p>	<ul style="list-style-type: none"> ➤ Amenities, such as parks, trails, waterfront access, and cultural centers, enhance livability in denser areas. ➤ Amenities contribute to the overall design vision of the community and promote livability in UGAs. 	<p>Increased walkability, waterfront access, neighborhood shopping amenities, wildlife and natural corridors, parks and trails, and non-motorized transportation improvements are important specified in the Kingston Sub-Area. The Urban Village Center and the Lindvog Commercial District provided urban streetscapes as an amenity to Kingston.</p>	<p>Yes; Chapter 7</p>
<p>42</p> <p>Locate civic buildings in existing communities rather than in “greenfield” areas</p>	<p>Local governments, like private builders, are tempted to build on “greenfield” sites because it is less expensive and easier. However, local governments can “lead by example” by making public investments in desired areas, or redeveloping target sites.</p>	<ul style="list-style-type: none"> ➤ Civic buildings provide an anchor for other development and can form the core of a community. ➤ Civic buildings can encourage other desired development types. 	<p>The downtown revitalization emphasizes a core of building including civic buildings.</p>	<p>Yes; Chapter 4 Section 4.3, Goal 2, Policy 2.1, Goal 7 and Chapter 8, Capital Facilities refers to the Kitsap County Capital Facilities Plan</p>

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<i>Reasonable Measure</i>	<i>Description</i>	<i>Potential Benefits</i>	<i>Justification</i>	<i>Applied</i>
Outside the UGAs to Increase Efficient Use of Land within UGA's				
43 Urban Holding Zones	Measure uses low -intensity zoning in certain areas adjacent to or within the UGA, where municipal services will not be available within the near future (eg, Urban Reserve).	➤ Land, in sizes suitable for future urban scale development, is protected from sprawl, and municipal services are eventually available to the site.	Arborwood was urban reserve until its proposed incorporation into the UGA	Applied; Kingston Sub-Area Plan
44 Mandate Low Densities in Rural Resource Lands	This policy limits development in rural areas by mandating large lot sizes. The measure is also used to preserve lands targeted for future urban area expansion. Low-density urban development in fringe areas can have negative impacts of future densities and can increase the need for and cost of roads and other infrastructure.	➤ Lower densities outside urban areas protect resource lands and promote development within urban areas where services will be available and are cost effective to provide. It can reduce sprawl development and reliance on vehicular transportation.	Rural lands are mandates to have low densities in the rural zones	Applied
45 Partner with non-governmental organizations to preserve natural resource lands	Local governments can partner with land trusts and other non-governmental organizations to leverage limited public resources in preserving open space. Agencies work together to acquire lands or to place conservation easements on them. Land trusts are natural partners in this process and have more flexibility than local governments in facilitating land transactions.	➤ The measure protects open space land from development, thus directing urban development to other areas. It preserves open space and natural resource lands for long-term sustainable use in desired locations.	This effort is continuous in the county and the Kingston is similar.	Yes; Development agreements (eg, Arborwood)

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46 Impose Restrictions on Physically Developable Land	The local jurisdiction places restrictions on the type of development that can occur on vacant land. Restrictions can vary in strictness, from no development to limited development. This policy is implemented through city limit or UGA boundaries.	<ul style="list-style-type: none"> ➤ This policy increases land use efficiency by limiting the supply of buildable land. ➤ Increases the cost of land, encouraging denser development. 		Not applied; measure will be continually evaluated
<i>Reasonable Measure</i>	<i>Description</i>	<i>Potential Benefits</i>	<i>Justification</i>	<i>Applied</i>
Other Measures Discussed during 2005 Kingston Sub-Area Planning Efforts				
47 Impose High Development Fees and Exactions	Local jurisdictions raises fees required for new (typically large) development, to better pay for project development and impact-related costs. This policy is implemented through the development approval process.	<ul style="list-style-type: none"> ➤ Increases project-specific fees for development, thereby promoting adequately designed and constructed projects and more efficient use of land. 		Not applied at this time