

**APPENDIX B - PUBLIC INPUT FORUM (OCTOBER 1992) GOALS
APPLICABLE TO SILVERDALE 2022**

INTRODUCTION

A Public input forum was held at the Silverdale Community Center October 22, 1992. The forum was organized into four groups. The following are the inputs from those groups that are applicable to the Silverdale of 2022.

It should be noted that this forum addressed only the Core Silverdale Area and not the entire Community of Silverdale.

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Group A -Eric Parker, Facilitator

URBAN GROWTH

Gathering places must be provided for the people associated with increased densities in urban areas (community centers, youth hangouts)

Development costs such as new roads, sidewalks and streetlights should be assumed by the developer, not the existing residents.

Allocate a future urban area separate from the mall area in Silverdale.

There needs to be a transition between urban and rural areas. The form of that transition might be decreasing residential densities.

REDUCE SPRAWL

Encourage hamlet-type development, with small centralized communities providing some amenities and jobs, cutting down on trip generation.

Silverdale is not a people place. Walking there is boring.

Pedestrian design creates urban places/densities.

Some favor mixed uses, especially in urban areas, and some favor segregation of uses (Euclidean Zoning) .

TRANSPORTATION

Public transportation needs drastic improvement in order to impact auto traffic. Ideas for Silverdale included a central parking area with a shuttle to work and shopping areas.

PUBLIC FACILITIES AND SERVICES

Sewer systems should be on large enough lots to dissipate. Lot capacity , should limit growth.

Air quality is a serious impending problem which will not be easily managed. .

HOUSING

Low buildings (2 stories) surrounded by trees are preferable to multistory apartments on cleared lots.

Encourage apartments above retail, with the buildings on the street (not set back with large parking lots in front)

ECONOMIC DEVELOPMENT

Diversify away from Navy

Encourage small business

Some light industry might happen inside residential areas.

Light industry is defined by trip generation, product, amount of employees.

Does not include retail. It should have larger setbacks and screening.

Zone to make more areas available for industry.

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Group B - Karla Smith Facilitator

URBAN GROWTH/REDUCE SPRAWL

encourage building of character of Old Town

encourage pedestrian friendly, small town atmosphere in urban areas

growth should stay within urban growth concentrations; discourage leapfrogging into rural areas

development needs to be compatible with surrounding areas

retain trees in subdivisions- strict guidelines to keep overall environment safe

no development on steep slopes, especially on Hood Canal

zoning ordinance and project conditions should be enforced during the actual development

ENVIRONMENT

strong language in comprehensive plan to protect critical areas

encourage businesses to put money back into the environment, i.e. sponsor tree planting, beach clean up

OPEN SPACE ~

encourage active open space

strongly encourage active recreational units i.e. playgrounds, within developments

development should have sidewalks, grassy areas, places designated for playing in all developments; certain percentage set aside for active recreation

TRANSPORTATION

sidewalks are important -use GMA to coordinate with cities and encourage them to have

sidewalks on roads which connect to county roads which do have sidewalks * encourage and develop wide shoulders on roads for bike paths * provide guidance and coordinate county-wide bike/trail plan

Park and Rides should provide a wider shoulder for the busses to pull off the road

to discourage single occupied vehicles

Silverdale Way needs synchronization of lights; the center lane has lost effectiveness * roads should be in front or back of buildings to help steer traffic off main roads

HOUSING

development should allow for diversity of economics * encourage self-help housing

encourage donation of land and materials for affordable housing

businesses in community should be encourage to donate back into the community

ecourage "sprinkling" of low income in developments ECONOMIC DEVELOPMENT

encourage new economic development to occur in Bremerton

ECONOMIC DEVELOPMENT

promote our area for economic development, but with "appropriate" types, i.e. software, , computers, and most of all clean

encourage 4-year college,

Encourage diversity of jobs

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Group C _ Dotty Spaeth Facilitator

URBAN GROWTH:

Need to deal with the relationship between residential and industrial uses.

strive for harmonious growth between uses eg.. attention to scale of development types and possibility of adequate buffers...

Work for higher density development with more mixed use integrated at the appropriate scale.

Ensure location of commercial/light industrial/ware house uses near main transportation routes

When high density centers expand, include buffers. Densify with affordability in mind.

URBAN SPRAWL :

Decrease sprawl

Provide financial incentives to stay within existing urban . centers.

Include light or clean industry as appropriate job center for new planned or revitalized communities.

Concentrate housing at higher densities with buffers.

Respect existing views

Develop beyond urban areas in accordance with rural feeling.

Ensure efficient land use with higher densities.

Allow topography to define edges of communities or neighborhoods.

Consider rehabilitation

Develop increased services and amend ties to accommodate higher densities

Have well integrated urban centers, with entertainment and recreational opportunities

TRANSPORTATION

Channel traffic to streets rather than parking lots

Create and maintain people friendly roads -side walks with variation, street trees, islands... respite.

Make people feel as safe as they do before 8AM

Deal with parking creatively in increased density scenarios.

Look to County wide transportation options -buses, trolleys, light rail and carpooling incentives

Need more separate trails

Look to use RR track from Bangor, to Shipyard -could run a train or get a trail easement'

Greater dedicated bike access and shoulder improvements ",'

Improve monitoring and communication of accident rates through citizen oversight/review committee set up to trouble shoot and, " prioritize problem areas ..-

Ensure sustainability of infrastructure by developing where less pressure on roads

PUBLIC FACILITIES AND SERVICES

Public facilities exist prior to development "concurrency"

Comprehensive water planning including inventory of wells, sewer ..systems and septic systems

Corridors for power systems established early on

Allow for early siting of substations. to avoid controversy over water

Appropriate distances to fire stations Appropriate materials in housing

Appropriate man-power for police protection

Conscientious site selection and development planning for school facilities

Impact fees higher to cover true costs

HOUSING

Low cost housing (Federation of Counties subsidized) Rental availability

Develop appropriate low/mod income housing styles

Forum for discussion learning and implementation

Include low income housing provisions for developers. building in the area

Mix income levels in housing areas

Design for community character,

Keep density and. affordable housing within walking distance

Variety of housing types

Find the right spot for the right housing types .

Preplan location of most low income housing to be near infrastructure and alt. transportation

Standards of maintenance for low income housing

Allow for continuity, pride and a sense of ownership in affordable housing

Promote housing in city over commercial or office base

ECONOMIC DEVELOPMENT

Diversification of jobs and industry base

Target and draw clean industries (small and specialized)
Provide necessary transportation connections to accommodate businesses (ferries)
Encourage smaller advanced industries moving small products
Facilitate computer commuters and information
Look to attract tourism and education trade -Pacific rim clients
Get state guidance in developing tourism

ENVIRONMENTAL. OPEN SPACE & RECREATION

Incorporate green and open space in comp. plan / Co-ordinate with land trusts
Include open space as infrastructure to support or draw businesses
Encourage creative funding for open space---make it affordable
Use combination of funding sources --tax benefits for sellers should be used to offset expenditure of public monies
County should do its part with regulation
Need trails for running bicycling and hiking
Use our environment as an incentive for business Protect our aesthetic environment
Look at preventative measures / alternatives to enforcement:
Coordinate and educational force encouraging enforcement though peer pressure
Allow forum for dialogue
Include youth. in planning
County provide plan for youth development and involvement

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Group D - Dave Greetham Facilitator

URBAN GROWTH

Urban Growth areas are tied to facilities and services, therefore Dyes Inlet will need to be designated urban.

Each Urban Growth area in the County needs an individual detailed plan, showing the benefits of building inside those areas.

Must be attractive areas to live.

Cities should be prevented from "land grabbing" as Urban Growth boundaries are determined.

Urban Growth areas benefit us through the concentration of services.

REDUCE SPRAWL

One lot per 2.5 acres is generally acceptable as low-density zoning, with the exception of environmentally sensitive areas, which should have lower densities.

County needs to enforce current zoning laws

Provide more incentives for developers to do good Planned Unit Developments

Sprawl along highway corridors can have negative visual or aesthetic impacts. -Purchase of development rights should be utilized in certain areas as a tool to prevent sprawl.

PUBLIC SERVICES AND UTILITIES

Public services and facilities should be provided as incentives to develop inside urban areas

Services control growth, and new development should pay for its fair share of services and facilities.

TRANSPORTATION

-Current development patterns are not conducive to transit.

-Silverdale should be the focus of transportation improvements so it can function as an urban hub.

-We need to generally reduce reliance on single occupancy vehicles.

-We should provide more separate paths for bicyclists and pedestrians throughout the county , but especially in urban areas.

-We must promote an efficient small fleet of foot ferries. This includes providing transit to and sufficient parking at piers.

-Railroad right-of-ways should be acquired for future trail and/or rapid transit development.

-In general, we need to design transit around central hubs and intensify development within those hubs.

HOUSING

-Affordability is a major issue; we need to look at very long range affordability , not just 20 years into the future.

Taxes must be controlled; existing owners are being forced out and our children won't be able to afford our own homes.

-Affordable housing needs to feel comfortable to those who live there. A solution would be to provide affordable housing in rural areas rather than packing people into high-rise multi-family units. This lower density would avoid the ghetto feeling

-Townhouses mixed with single family units should be encouraged with proper design.

-Properly designed mobile homes don't necessarily imply poor quality or unattractive housing.

-Affordable housing self help programs should be encouraged.

Affordability (or lack thereof) may be a major problem resulting from the creation of Urban Growth boundaries. ~.;

ECONOMIC DEVELOPMENT

-We should consider discouraging economic development if we want to preserve our current quality of life.

-We should limit it in residential areas where not appropriate

-We should work to attract small cottage, high-tech and non-polluting industries , (i.e. light manufacturing, including manufactured homes). .

-Kitsap Mall and Silverdale will attract new people and services whether we want it to or not, so we must plan for it. .

-Cross-sound transportation can be utilized to either enhance or limit economic development.

-In general we need a better job base; too many people are moving here because . of what they've heard through the media and finding that job availability is very low.

ENVIRONMENT

-We need more disclosure to potential property buyers of environmentally limiting factors which may create problems when they want to develop a site.

-Septic failure is a major problem in Kitsap County; we need better sewer service to avoid water quality impacts.

-Waterfront homeowners need to improve septic systems.

-Sewer lines need to be avoided where there is spill potential.

-Water supply/conservation issues need more consideration.

-Most pollution problems are related to inadequate drainage controls

OPEN SPACE AND RECREATION

We should encourage the following types of recreation/open space features in Kitsap County:

-walking trails -ball parks

-pleasant passive sitting parks, including

-more waterfront facilities for places to relax along the water .

C - SILVERDALE 2022 STEERING COMMITTEE ACTIVITY

(THIS WILL BE STUFFED WITH MEETING AGENDAS AND MINUTES AS APPLICABLE THAT WILL NOT BE ON DISC. IT WILL ALSO INCLUDE OTHER ADDITIONAL MATERIAL PREPARED BY THE STEERING COMMITTEE THAT DOES NOT APPEAR ELSEWHERE IN THE REPORT

G - MISCELLANEOUS APPLICABLE INFORMATION

1. Silverdale Community Plan Schedule of events (Preliminary Draft
2. Silverdale Sub-Area Plan – Initial Issue Identification Worksheet and Initial Issue Identification Table
3. Selected newspaper articles
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