

ORDINANCE NO. 420-2008

RELATING TO GROWTH MANAGEMENT, AMENDING THE COMPREHENSIVE PLAN AND MAP FOR 2008 AND MAKING CORRESPONDING AMENDMENTS TO THE KITSAP COUNTY ZONING CODE AND MAP

BE IT ORDAINED:

Section 1. The Kitsap County Board of Commissioners (BCC) makes the following findings:

- 1) The Washington State Growth Management Act (GMA), RCW 36.70A.130, mandates that Kitsap County's 2006 Comprehensive Land Use Plan (Comprehensive Plan) and corresponding Zoning Code and Map be subject to continuing review and evaluation.
- 2) Kitsap County has adopted its Comprehensive Plan pursuant to GMA Chapter 36.70A RCW, and the Comprehensive Plan provides that it will allow for amendments to the Land Use and Zoning maps, Plan policies, and implementing regulations consistent with GMA, County-wide Planning Policies (CPPs), applicable plan policies and other requirements of federal, state and/or local laws (Comprehensive Plan, Policy LU-33, pg 2-19). Policy LU-34 (pg 2-19) directs the County to docket and consider Plan amendments and related amendments to regulations comprehensively consistent with RCW 36.70A.
- 3) The Kitsap County Code, Chapter 21.08 Annual Comprehensive Plan Amendment Procedures, Section 21.08.040, provides that the BCC will establish a schedule for review and possible amendment of the Comprehensive Plan each year.
- 4) The Comprehensive Plan is intended to actively guide future growth in Kitsap County and effectively respond to changes in conditions or assumptions. The Comprehensive Plan Amendment process is intended to provide an opportunity for the public to propose amendments to the County's Comprehensive Plan, and amendments to the Kitsap County Code, if required to maintain consistency with the Comprehensive Plan.

Section 2. General Procedural Findings. The BCC makes the following findings regarding the process and public participation aspects in amending the Comprehensive Plan:

- 1) On January 28, 2008, following timely and effective public notice, the Kitsap County Board of Commissioners adopted Resolution 015-2008, which set forth a process and timeline for the annual Comprehensive Plan Amendment process pursuant to KCC 21.08.040, which included an initial docket. The resolution identifies a public participation schedule for development and amendment of the comprehensive plan

and development regulations through the Planning Commission and BCC processes, and the docket described the specific aspects of the comprehensive plan and development regulations that would be reviewed for possible amendments.

- 2) As discussed in more detail below, the 2008 Comprehensive Plan Amendments include consideration of the adoption of requirements for textual and policy revisions relating to the Illahee Community Plan, the Silverdale Subarea Plan, the Kingston Subarea Plan, the Capital Facilities Plan, and one site-specific redesignation request (amendment) located in the Manchester Limited Area of More Intensive Rural Development (LAMIRD).
- 3) Illahae Community Plan. Pursuant to Resolution 015-2008 the Kitsap County Board of County Commissioners directed staff to complete the Illahee Community Plan (Illahae Plan). To fulfill this requirement, the Kitsap County Department of Community Development (DCD) held a series of meetings involving the citizens and interested parties of Illahee and met with community representatives.
- 4) The development of the Illahee Plan began as a grassroots effort by more than 100 citizens of Illahee in 2006. Through the update to the Kitsap County Comprehensive Plan, citizens of Illahee prepared an initial Community Plan for Board of County Commissioner (Board) approval. Many of the zoning requests from this original plan were adopted through the update to the Comprehensive Plan, however the Board stated that it would designate staff in 2008 to work with the citizens in developing a Community Plan that would be compliant with the Washington State Growth Management Act, the Comprehensive Plan and the County-wide Planning Policies.
 - a) *In January 2008, DCD initiated the formal Illahee Plan process. A series of community meetings were held. Staff mailed courtesy postcard notices regarding the kick-off meeting to all assessor-listed and addressed properties within the Illahee area. At the February 25 meeting, staff discussed the overview of the proposed Illahee planning process, the role of the County in leading the community to make recommendations, and elements of the Plan and the proposed schedule for completion of the Plan. On March 3, DCD and citizens further discussed the Growth Management Act (GMA), reviewed goals and policies and discussed an Illahee survey that would solicit comments from the public. On March 17, DCD and citizens discussed a vision for Illahee and finalized the Illahee Plan boundary. On March 31, DCD and citizens discussed land-use and zoning including uses, view protection, vacations and greenbelts. On April 15, DCD and citizens discussed low impact development and environmental goals and policies. On May 5, DCD and citizens discussed wastewater, stormwater and other public facilities. On May 13, DCD and citizens discussed the environmental section of the plan again for clarity and discussed and finalized the greenbelt designation. On May 19, DCD and citizens discussed transportation issues in Illahee and developed goals and policies and also discussed parks and public facilities. On June 2, DCD and citizens finalized the zoning chapter including changes to Kitsap County Code Title 17. On June 16, DCD staff met with citizens for a last-minute review of the Plan prior to*

consumption by the public and the Kitsap County Planning Commission. Following timely and effective public notice: the Planning Commission conducted a work session on August 26, 2008; a Planning Commission public hearing was held on September 9, 2008; and on September 23, 2008, the Planning Commission held a decision-only hearing to deliberate upon and finalize the *Findings of Fact, Conclusions, and Recommendations of the Kitsap County Planning Commission to the Kitsap County Board of County Commissioners*. The Plan was recommended for approval and was forwarded to the BCC for its consideration.

- i) On October 14, 2008, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the proposed Illahee Plan pursuant to the State Environmental Policy Act, Chapter 43.21C RCW; the DNS comment period expired October 24 and no SEPA appeals were filed. The "Notice of Intent to Adopt" for the Illahee Plan was sent to the state Department of Community, Trade and Economic Development (CTED) Growth Management Services Review Team on August 22, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no responsive comments have been received from CTED.
 - b) On November 24, 2008, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the Illahee Plan. The public hearing was continued until December 22, 2008 for decision-only. The written comment period on the Planning Commission Recommendation was officially closed at 4:30 on December 5, 2008.
- 5) Site-Specific Comprehensive Plan Designations. Pursuant to Resolution 015-2008, the Board of County Commissioners allowed for the submittal of site-specific comprehensive plan amendment requests within the Manchester LAMIRD. One request for a site-specific amendment was filed (Perry). The site-specific amendment was reviewed by staff and presented to the Planning Commission. Following timely and effective public notice: the Planning Commission conducted a work session on July 22, 2008; a Planning Commission public hearing was held on August 12, 2008; on August 12, 2008, the Planning Commission also held decision-only meeting to deliberate upon and finalize the *Findings of Fact, Conclusions, and Recommendations of the Kitsap County Planning Commission to the Kitsap County Board of County Commissioners of Kitsap County*. The Planning Commission did not render a recommendation on the proposed amendment and therefore did not forward a formal recommendation to the Board. The 2008 Site Specific Amendment request was forwarded to the BCC for its consideration.
- a) On July 3, 2008, pursuant to SEPA, Kitsap County issued a Mitigated Determination of Nonsignificance (MDNS) and Adoption of Existing Environmental Documents for the proposed 2008 Site Specific Amendment request from applicant Perry; the DNS comment period expired July 17 and no

SEPA appeals were filed. The Notice of Intent to Adopt for Comprehensive Plan Land Use amendment was sent to the CTED Growth Management Services Review Team on September 2, 2008, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no responsive comments have been received from CTED.

- b) On November 24, 2008, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Perry Site Specific Amendment request. The oral and written comment period was officially closed at the end of the public hearing on December 5, 2008.
- 6) Silverdale Subarea Plan Pursuant to Resolution 015-2008 the Kitsap County Board of County Commissioners directed staff to revise portions of the Silverdale Subarea Plan. To fulfill this requirement, the Kitsap County Special Projects staff held a series of meetings involving the public and met with community representatives.
- a) From April 2008 to through July 2008, an ad-hoc advisory committee, made up of developers, property owners and local Silverdale residents met to discuss the intent, location, funding and design of the Waaga Way connector roads. On August 22, 2008, Kitsap County released draft amendments to the Silverdale Subarea Plan as they relate to the location and the design of the connector roads. Following timely and effective public notice: the Planning Commission conducted a work session on August 26, 2008; a Planning Commission public hearing was held on September 9, 2008; and on September 23, 2008, the Planning Commission held a decision-only hearing to deliberate upon and finalize the *Findings of Fact, Conclusions, and Recommendations of the Kitsap County Planning Commission to the Kitsap County Board of County Commissioners*. The amendments to the Silverdale Subarea Plan were recommended for approval and was forwarded to the BCC for its consideration.
 - i) On August 23, 2008, pursuant to SEPA, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the proposed amendments to the Silverdale Subarea Plan; the DNS comment period expired September 2, 2008 and no SEPA appeals were filed. The "Notice of Intent to Adopt" for the Plan was sent to the CTED Growth Management Services Review Team on August 23, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no responsive comments have been received from CTED.
 - b) On October 27, 2008, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the amendments to the Silverdale Subarea Plan. The public hearing was continued until November 24, 2008 for deliberations by the BCC

- 7) Kingston Amendment. Pursuant to Resolution 015-2008 the Kitsap County Board of County Commissioners directed staff to revise portions of the Kingston Subarea Plan. To fulfill this requirement, the Kitsap County Department of Community Development (DCD) held a series of meetings involving the citizens and interested parties in Kingston.
- a) The proposed amendment to the Kingston Subarea Plan adds an appendix that further develops the Kingston Subarea Plan's work program. The work program suggests and prioritizes projects and other actions that will aid in implementing the Kingston Subarea Plan. The appendix was created through a public process initiated in February 2008, and facilitated jointly by the Department of Community Development and the Kingston Citizen's Advisory Council (KCAC). Four workshops were held in order to develop the work plan. On February 3, 2008, DCD and citizens discussed the vision for Kingston and how to build a sense of community. On March 11, 2008, DCD and citizens discussed land use (urban residential, commercial and industrial) and environmental quality. On April 9, 2008, DCD and citizens discussed economic development, transportation and downtown revitalization within Kingston. At the final meeting, DCD and citizens worked together to create the final preferred appendix. Following timely and effective public notice: the Planning Commission conducted a work session on October 14, 2008; a Planning Commission public hearing was held on October 28, 2008; and on November 25, 2008 the Planning Commission held a decision-only hearing to deliberate upon and finalize the *Findings of Fact, Conclusions, and Recommendations of the Kitsap County Planning Commission to the Kitsap County Board of County Commissioners*. The proposed Appendix was recommended for approval and was forwarded to the BCC for its consideration.
 - i) The "Notice of Intent to Adopt" for the Plan was sent to the CTED Growth Management Services Review Team on September 3, 2008, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no responsive comments have been received from CTED.
 - b) On November 24, 2008, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the Kingston Subarea Plan amendment. The public hearing was continued until December 22, 2008 for decision-only. The written comment period on the Planning Commission Recommendation was officially closed at 4:30 on December 5, 2008.
- 8) Capital Facilities Plan. Pursuant to Resolution 015-2008 the Kitsap County Board of County Commissioners directed staff to revise portions of the Kitsap County Capital Facilities Plan. To fulfill this requirement, the Kitsap County staff held a series of meetings involving the citizens and community representatives. Proposed amendments to the the six-year capital facilities plans were concurrently considered through the County budget process, as provided in RCW 36.70A.130.

- a) On December 8, 2008, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the amendments to the Kitsap County Capital Facilities Plan. The public hearing was continued until December 22, 2008 for decision-only.

Section 3. Substantive Findings related to the Illahee Community Plan. The Board of County Commissioners makes the following findings related to the Illahee Plan and with respect to the text and policy amendments to the Comprehensive Plan:

- 1) The Kitsap County Planning Commission reviewed a DCD staff report on the Plan and subsequently, made findings pertaining to the proposed Comprehensive Plan amendments regarding the Illahee Community Plan; the Planning Commission considered compliance with Kitsap County Code (KCC), goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the GMA (RCW 36.70A.020). Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission.
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the BCC must consider when making amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the GMA.
- 4) The Planning Commission was presented a staff report and deliberated on the Illahee Community Plan. The Planning Commission predominantly focused on the following issues: the subarea boundary; proposed View Protection Overlay Zone; regulations for the sale of tax title strips and public rights of way; and the proposed Greenbelt Zone.

5) The BCC hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on September 23 for the Illahee Community Plan, which found that the proposed general text amendments met the criteria or recommendation or decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.

15) Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission. Additionally, the Board finds:

- a) The proposed Illahee Plan amendments are consistent with GMA goals in RCW 36.70A.020. Specifically, the Illahee Plan: helps to protect the environment, by reducing the amount of impervious surface within the Illahee Greenbelt Zone; encourages urban density development; encourages alternative transportation methods; encourages the use of low impact development; helps to promote economic development that is consistent with goals and policies of the comprehensive plan; encourages retention and expansion of existing businesses and the recruitment of new businesses; promotes retaining open space, enhancement of recreational opportunities, conservation of fish and wildlife habitat, increasing access to natural resource lands and water, and development of parks and recreation facilities; encourages the protection of the environment and enhances the area's high quality of life, including air and water quality, and the availability of water resources; encourages citizen participation and coordination at all levels; encourages the involvement of citizens in the planning process; and ensures coordination between the citizens of Illahee and Kitsap County to reconcile conflict; and helps to ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below established minimum standards for Illahee.
- b) After considering public testimony regarding the boundaries of the Illahee planning area, the Board finds it prudent to remove the commercial area, i.e., west of Almira Drive between NE Fuson Road and NE Riddell Road, from the planning area. By removing this area from the Illahee Plan, the policies and goals adopted in the Illahee Plan will not apply to this particular commercial area. The comprehensive plan land use designations and zoning designations for this area remain unchanged.
- c) The proposed Illahee Plan is consistent with Kitsap County Code 21.08.160. Specifically, the Illahee Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.

- d) The proposed Illahee Plan is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA as noted earlier.

Section 4. Substantive Findings related to the Perry Site-Specific Comprehensive Plan Map amendment. The Board of County Commissioners makes the following findings related to the Perry Site-Specific Comprehensive Plan Map amendment:

- 1) Perry Site Specific Request, the applicant requested that tax parcels 212402-1-095-2008, 212402-1-069-2007, 212402-112-2004, 212402-1-068-2008, 212402-1-101-2007, 212402-1-138-2004 and 212402-1-139-2003 (21.17 acres total), be redesignated from Manchester Village Low Residential to Manchester Village Residential zoning. This site is physically located within the Manchester Limited Area of More Intensive Rural Development (LAMIRD).
 - i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be denied at this time. The Planning Commission was presented a staff report and did not provide a formal recommendation to the BCC. The BCC finds that the proposed designation would be inconsistent with Kitsap County Code Title 21 Chapter 17.08.160 'Criteria for Recommendation and Approval-General', 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments', RCW 36.70A.070(5)(d)(i), and Kitsap County Comprehensive Plan Policies HS-7, HS-9, LU-2, RZ-1, and RZ-2.
- 2) The BCC specifically adopts the findings and conclusions located in the Perry Site Specific Staff report dated July 28, 2008.

Section 5. Substantive Findings related to the amendments to the Silverdale Subarea Plan. The Board of County Commissioners makes the following findings related to the Silverdale Subarea Plan with respect to the text and policy amendments to the Comprehensive Plan:

- 1) The Kitsap County Planning Commission reviewed a staff report on the amendments to the Plan and subsequently made findings pertaining to the proposed Comprehensive Plan amendments regarding the Silverdale Subarea Plan; the Planning Commission considered compliance with Kitsap County Code (KCC), goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the GMA (RCW 36.70A.020). Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission regarding the Silverdale Subarea Plan.
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the BCC must consider when making amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the

proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.

- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the GMA.
- 4) The Planning Commission was presented a staff report and deliberated on the amendments to the amendments to the Silverdale Subarea Plan. The Planning Commission predominantly focused amendments relating to the Waaga Way Connector Roads.
- 5) The Board hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on September 23 for the amendments to the Silverdale Subarea Plan, which found that the proposed general text amendments met the criteria or recommendation or decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.
- 6) Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission regarding eh Silverdale Subarea Plan.
- 7) The proposed amendments are consistent with Kitsap County Code 21.08.160. Specifically, the Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 8) The proposed Plan is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA.

Section 6. Substantive Findings related to the amendments to the Kingston Subarea Plan. The Board of County Commissioners makes the following findings related to the Kingston Subarea Plan and with respect to the text and policy amendments to the Comprehensive Plan:

- 1) The Kitsap County Planning Commission reviewed a DCD staff report on the amendments to the Plan and subsequently made findings pertaining to the proposed Comprehensive Plan amendments; the Planning Commission considered compliance with Kitsap County Code (KCC), goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the GMA (RCW 36.70A.020). Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission.
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the BCC must consider when making amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the GMA.
- 4) The Planning Commission was presented a staff report and deliberated on the amendments to the amendments to the Kingston Subarea Plan. The Planning Commission predominantly focused amendments relating to prioritizing the Kingston Subarea Plan Work Program.
- 5) The BCC hereby adopts and incorporates by this reference, the findings made by the Kitsap County Planning Commission on November 25 for the amendments to the Kingston Subarea Plan, which found that the proposed general text amendments met the criteria or recommendation or decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.
- 6) The proposed amendments are consistent with Kitsap County Code 21.08.160. Specifically, the Kingston Subarea Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was

not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.

7) The proposed Plan is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the 2006 Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA.

Section 7. Substantive Findings related to the amendments to the Kitsap County Capital Facilities Plan. The Board of County Commissioners hereby adopts by reference Resolutions 262-2008, 263-2008, 264-2008 and 265-2008:

- 1) Kitsap County Code 21.08.160 sets forth general criteria that the Board must consider when making amendments to the Comprehensive Plan. In making such amendments, the Board must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 2) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the Board must consider whether the proposed amendment is consistent with and supports other plan elements and/or Development Regulations, and if not, what additional amendments to the plan and/or Development Regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the GMA.
- 3) The proposed capital facility amendments are consistent with Kitsap County Code 21.08.160 and the 2008 budget. Specifically, the Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 4) The proposed Plan is consistent with Kitsap County Code 21.08.170. Specifically, the proposed amendments are consistent with the 2006 Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA, specifically RCW 36.70A.120 and RCW 36.70A.070(3).

Section 8. NOW THEREFORE, BE IT FURTHER ORDAINED, that the Kitsap County Board of Commissioners, based on the foregoing findings, does hereby adopt, and/or ratify pursuant to the Growth Management Act, Chapter 36.70A RCW, and Article 11, Section 11 of the Washington Constitution:

- 1) The Illahee Community Plan, attached hereto as Appendix A and incorporated hering by this reference.
- 2) The following sections of the Kitsap County Code (KCC) are hereby amended as set forth in Appendix B, and incorporated herein by this reference:
 - KCC 17.326, "Illahae Greenbelt Zone," is created to clarify the new Illahee Greenbelt Zone.
 - KCC 17.381.040 (A), "Urban Residential Use Table" is amended to include the Illahee Greenbelt Zone.
 - KCC 17.381.050, "Footnote for Zoning Use Table" is amended to add a footnote pertaining the Illahee Greenbelt Zone.
 - KCC 17.382.060, "Urban Residential Density and Dimension Table" is amended to include the Illahee Greenbelt Zone and to limit the height within the View Protection Overlay Zone to 28 feet and two stories.
 - KCC 17.382.110, "Density, Dimensions and Design; Footnotes for Tables," is amended to include a footnote pertaining the View Protection Overlay Zone.
 - KCC 17.200.010, "Classification of Zones" is amended to include the Illahee Greenbelt Zone.
 - KCC 17.381.040, "Zoning Use Table" is amended to include the Illahee Greenbelt Zone.
 - KCC 17.382.040, "Zoning Use Table" is amended to include the Illahee Greenbelt Zone.
- 3) The amendments to the Silverdale Subarea Plan attached hereto as Appendix C and incorporated herein by this reference.
- 4) The amendments to the Kingston Subarea Plan attached hereto as Appendix D and incorporated herein by this reference.
- 5) The amendments to the Capital Facilities Plan attached hereto as Appendix E and incorporated herein by this reference.
- 6) The Kitsap County Comprehensive Plan is hereby amended as shown in Appendix F.
- 7) The Kitsap County Zoning Plan is hereby amended as shown in Appendix G.

Section 8 Typographical/Clerical Errors. Should any amendment made to this Ordinance that was passed by the Board during its deliberations be inadvertently left out of the final printed version of the plan, maps, or code, the explicit action of the Board as discussed and passed shall prevail upon subsequent review and verification by the Board, and shall be corrected.

Section 9 Effective Date. This ordinance shall take effect immediately.

Section 10 Severability. If any provision of this ordinance or its application to any person, entity or circumstance is for any reason held invalid, the remainder of the ordinance, or the application of the provision to other persons, entities or circumstances is not affected.

DATED THIS 23rd day of December, 2008.

KITSAP COUNTY BOARD OF COMMISSIONERS



Steve Bauer

STEVE BAUER, CHAIR

Jan Angel

JAN ANGEL, COMMISSIONER

ATTEST:

Josh Brown

JOSH BROWN, COMMISSIONER

Opal Robertson

Opal Robertson
Clerk of the Board

Approved as to form:

Shelley E. Kneip

Deputy Prosecuting Attorney

Appendix A: Illahee Community Plan

Ord # 420-2008

ILLAHEE COMMUNITY PLAN



December, 2008

**KITSAP COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT**



"Illahee State Park is a 75-acre marine camping park with 1,785 feet of saltwater frontage on Port Orchard Bay. "Illahee" means "earth" or "country" in the Indian tradition, and views of Puget Sound from the Illahee beach give the viewer a sense of what that word meant to native people. " Washington State Parks

Ordn 420-2008

DEDICATION

The Illahee Community Plan is dedicated to those who have preceded us on this piece of earth known as Illahee:

- The Suquamish and other Native Americans;
- The early settlers; and
- Those who respected the natural features of this land.

*“The human spirit needs places where nature has not been rearranged by the hand of man.” ~Author
Unknown*

*To waste, to destroy our natural resources, to skin and exhaust the land instead of using it so as to increase its usefulness, will result in undermining in the days of our children the very prosperity which we ought by right to hand down to them amplified...
~Theodore Roosevelt*

ACKNOWLEDGEMENTS

KITSAP COUNTY BOARD OF COMMISSIONERS

Stephen Bauer, District 1
Jan Angel, District 2
Josh Brown, District 3

KITSAP COUNTY PLANNING COMMISSION

REPRESENTING NORTH KITSAP:

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Patty Charnas, Natural Resources Manager
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KITSAP COUNTY, OTHER DEPARTMENTS

Jim Avery, Kitsap County Assessor
Greg Cioc, Public Works
Jim Rogers, Public Works
Dave Tucker, Public Works
Jodi Wroblewski, Parks and Recreations

To the citizens of Illahee: for your interest; your personal and financial support; your willingness to write, edit, comment, and critique; your insights and wisdom; your concern for the area, the land, and its abundant natural attributes (*Puget Sound; the shorelines and steep slopes; the streams, aquifers, and wetlands; the wildlife; the trees and other native flora*); your sense of community; your love for the area; and your willingness to become informed on land use issues and to plan for the future of our Illahee Community.

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1.1 The Beginning of the Illahee Community Plan

The Illahee Community Plan, hereafter referred to as the Plan, was developed in response to an awakened community spirit. The community was first settled in 1885 and, though relatively small in size, has maintained its identity and character. Over 90 years ago, in 1916, Illahee was officially chartered as a recognized community in Kitsap County.

The 1998 Kitsap County Comprehensive Plan adopted zoning which made Illahee a part of the East Bremerton Urban Growth Area (UGA). Because of that designation, Illahee was given an urban designation and, therefore, urban zoning. Illahee's close proximity to the City of Bremerton allowed Kitsap County to work together with Bremerton to plan for the future of Illahee.

Kitsap County updated its Comprehensive Plan in 2006. At that time, Illahee community members came together to request that Kitsap County staff evaluate the Illahee Community and create a Community Plan for the area. With work plans already set for 2007, the Board of County Commissioners allocated Community Planning staff in 2008 to work with the Illahee Community on a Plan.

In 2006, a grassroots effort was conceived within the Illahee community with the goal of completing background work for the 2008 planning process. With support from then Central Kitsap County Commissioner Patty Lent, county staff assisted the community effort by providing mapping and documentation support, attending a community meeting, and offering guidance and assistance when asked.

The grassroots effort produced a frequently asked question (FAQ) sheet in order to provide information to others within the community. Additionally, a questionnaire was developed and distributed to Illahee residents. From that questionnaire, 70 people responded indicating they would like to be involved in drafting the Illahee Community Plan, and all interested parties formed a Citizen Advisory Group (CAG).

The CAG decided to draft a plan for County consideration. They determined the Plan would go through three major stages of development – initial research, preparation of an initial draft, and incorporation of comments and corrections into a final draft.

In March 2006, the Illahee CAG submitted a draft plan to the County that was the culmination of over 18 months of effort that began when the initial community citizens' group met with county representatives in March 2006. Based on Illahee community input, the Illahee area received a down-zone through the Kitsap County 10-Year Update to the Comprehensive Plan (please see section 3.3 for further information). In 2007, the Plan began a second edit toward a final version and completed product for presentation to the Illahee community in September 2007, and a subsequent presentation to the Kitsap County Planning Commission and Board of County Commissioners.

In January of 2008, the Kitsap County Board of Commissioners adopted Resolution 015-2008, directing Department of Community Development staff to work on a subarea plan for Illahee.

1.2 A Brief History of Illahee

The first people to spend time in Illahee were Native North Americans, probably of Suquamish descent. Discovered remains of a campground indicated they likely came often to hunt and dig for clams in the area. The name "Illahee" is a Native American word with a number of meanings related to "land" or "place" and has also been used to denote a "place of rest." The meaning "place of rest" was used in early writings about Illahee and is still used by the community.

The first non-native settler known in this area was William Christianson, who took up the first homestead at the center of Illahee in 1885. He did not complete the homesteading requirements on time, so he relinquished the property to his nephew, Samuel Anderson, who proved up the property in 1895. This property was near the current location of the community dock. Anderson brought cattle here, which were sold for food to logging camps and sawmills. He sold the property in 1903 when he returned to Sweden, but returned later to buy back the property now known as Rue Villa.

Around the turn of the century, the area began to attract attention as a resort, and the Homestead Inn was built to provide needed

lodging. This substantial structure is still in existence after serving as a home for the Palbitska family, who operated the Inn. After additional renovations, it is now a private residence on Illahee Road. Another historical landmark building during this time was the Bergh Ranch, which was built in 1898. It was a two-story structure surrounded by a large orchard and later became the Post Office for the area when mail was brought in by boat. The structure was torn down to build what are now residences along Illahee Road. The surrounding area is often referred to as the Bergh Plat.

In 1903, the Palbitska family, who had moved to the University Point area, established a ranch in the Derek Drive area. In the early 1920s, Oscar Applegren and his wife Emma, who had a ranch on the top of the hill in the Sunset area, cut a trail down a steep gulch to the Palbitska's ranch to gain access to a beach so they could row to the nearest town (Bremerton). The Applegrens, along with neighbor Hugh Kane, Emma's son Lawrence Browne (later changed to Brownell), and others used powder supplied by the county to blast out the first road from the Gilberton/Brownsville area into Illahee. The road project took three months.

Eventually the need for a school developed. At first, school children were rowed across the water to Crystal Springs on Bainbridge Island. Later, in 1907, a school was built on Ocean View Drive. Over the next 22 years, 9 to 30 children were in attendance until the school closed in 1929. A list of the school's 11 teachers is part of Illahee's historical record. As roads became more passable, Hugh Kane drove the local school bus. When large buses were finally able to come to Illahee, the children entered the Sheridan School District in Bremerton.

Ole Hanson of Seattle built the Illahee Community Dock in 1910 for his Land Development Company. Even though the dock has been upgraded several times over the last hundred years, it remains essentially as designed.

In 1916, Ole Hanson circulated a vigorous sales folder highlighting the water and forest views and the three existing houses. Ole's efforts resulted in increased building and the beginning of a flourishing resort and household area. Without roads, access to the area was by water only. The depression of 1929 forced a number of out-of-work Seattle homeowners to leave their Seattle residences and live in their Illahee vacation homes. The record shows that some of them worked here for wages as little as 5 to 25 cents an hour. Many Illahee homes were also abandoned, as well as the beautiful community club house next to the Illahee Community

Dock. Some of these homes were not reoccupied until the outbreak of World War II.

The first store in Illahee was located across the street from the Illahee Community Dock and was replaced in the early 1970s by a new Illahee store (which is currently closed). A second store run by Hugh Kane was a car repair garage and evolved to include a small grocery store. His store was located across the road from the residence at 5321 Illahee Road. Hugh also repaired and drove the Illahee/Gilberton buses, one of which was used as the school bus for the Manette area. Several years after Mr. Kane's death, his store was demolished.

In the early years, Illahee was accessible only by water. Later, the power boats *Vashonia* and *Chickaree* made daily trips to Bremerton and Bainbridge Island. As more small boats were added, they came to be called the Mosquito Fleet. The cost for travel to Bremerton or Seattle was small, and these boats were the main means of travel for some time. (See Figure 1.1 for additional information on the Mosquito Fleet and the Illahee community.)

Eventually, local residents began to push the county for better roads for vehicles to travel the very steep and muddy Illahee slope and into Bremerton. The only road, Fir Drive, went past the Avery and Byer homesteads and was considered barely useable in the 1930s. Kitsap County Commissioner Walter Rue had Illahee Road built in its present location in 1938 or 1939. The Mosquito Fleet vanished once cars had a reliable road system into Bremerton. Commissioner Rue built his residence in Illahee and named it Rue Villa, a name still used to describe the surrounding area.

At the bottom of the hill at 5171 Illahee Road is one of the first and finest houses in the Illahee area. It was built circa 1900 by Major Henry LaMotte, who was a medical officer with Theodore Roosevelt and the Rough Riders in the Spanish-American War. Dr. Ray Schutt bought the house in 1929. A log cabin was later built on the property in the 1930s by a grateful patient. Dr. Schutt also owned the adjacent beach and had a small dam installed upstream along Illahee Creek where he raised trout.

Water became scarce, so local residents worked out a water system by using the pools on the upper hill and Illahee Creek. The telephone system was the first utility to be reliable. A consistent supply of electricity came only after Puget Power began to manage the system.

In the 1930s, Kitsap County Commissioner Walter Rue contacted the East Bremerton Improvement Club (EBIC) to identify whether the present Illahee State Park site was suitable for a county or state park. The EBIC formed a committee and invited the state's park board to review the area. Washington State liked the site and purchased 13 acres of waterfront property from Kitsap County in 1934 for one dollar. The park opened in 1938, with subsequent additions of 45 acres and 11 acres in 1946 and 1949, respectively. The park presently comprises 75 acres and nearly 1,800 feet of waterfront on Port Orchard Bay.

At the center of the community is a tall flagpole with a sign announcing "Illahee Community since 1916." The flagpole, located at the Illahee Community Dock, is one of the distinguishing landmarks of the area. The Port of Illahee was established in 1922, primarily to maintain the dock, and is involved with many areas of interest within the Port District boundaries. The dock is a constant attraction for all ages with fishing, crabbing, squidding, SCUBA diving, kayaking, boating, and recreational swimming representing some of the more active uses. It also is a destination point for residents to enjoy the natural beauty of Port Orchard Bay, Mount Rainier, and the many vessels that navigate these waters.

In April 1941, the U.S. Navy took advantage of the area's sheltered deep water and assigned a small crew of four men from the Naval Degaussing Station in San Diego to establish a station. The crew initially moored a small degaussing barge at the end of the dock and later placed six mooring buoys out in the middle of the bay. The purpose of the Degaussing Station was to reduce the permanent magnetism of the steel of a ship in order to protect it from attracting magnetic mine explosives.

At the outbreak of World War II, the Navy took control of the Illahee community dock and established a larger presence in the community by stationing three large barges, many launches, and two Coast Guard patrol boats in the area. One huge ship after another was degaussed in this area. Each ship was wrapped with several thousand feet of electric cable as it floated quietly between the buoys. These cables went down the side and many times around the hull making a 674-foot electromagnet that neutralized (or degaussed) each ship. When the war ended, the Navy left the community dock, but continued to use the degaussing area at mid-channel until the buoys were removed in the 1970s.

In 2001, Kitsap County took a monumental step to preserve the natural resources of the area by purchasing 352 acres of the

remaining Department of Natural Resources (DNR) School Trust forest lands and primary watershed for use as open space and parks. In 2003, the Illahee Preserve was established, which not only included the old DNR acres, but also a great amount of private land. The Preserve's land along with Illahee State Park forms a significant open space and recreation green area, which will be lauded by future generations as the surrounding area between Bremerton and Silverdale continues to urbanize.

For more than a century, residents of Illahee have felt a sense of community. Often people would buy a house in the area with the idea of moving to somewhere else later. Quickly developing an appreciation for the water, lush greenery, and unique characteristics, they stay for years. Community spirit is active and strong. With this enduring spirit, this beautiful "place of rest" will remain a special place for residents and visitors for generations to come.

Chapter 8 includes additional information and photographs describing historical and archeological sites within the Illahee community. A more detailed look at the history of Illahee is contained in Book III, *The History of Kitsap County*, published by the Kitsap County Historical Society.

MOSQUITO FLEET HISTORICAL MONUMENT

In the 1800's, the Kitsap Peninsula was a land of verdant terrain, old growth timber, growing communities and booming mill towns. Settlers quickly recognized the practicality of Native Americans' term of transportation, travelling unencumbered on the waters in dug-out canoes, and adopted water based transport.

It began with rowboats going to the nearest settlement for mail and staple commodities. Soon, a sail and rudder were added to create the faster stoop or plunge. The need for safer, faster and more reliable all-weather transportation gave rise to small steamboats. These boats buzzed along so quickly, regularly and numerous that they came to be known as the "Mosquito Fleet." The typical boat was a small wood fuelled steamer with a narrow white wooden hull and knife sharp bow.

Water transportation was instrumental in developing a robust economy in the cities and communities that grew up along the 1,157 nautical miles of shoreline. Many independent lines competed against each other, vying for passengers, mail and freight. No one knows exactly how many boats were in the fleet, but estimates run as high as a thousand.

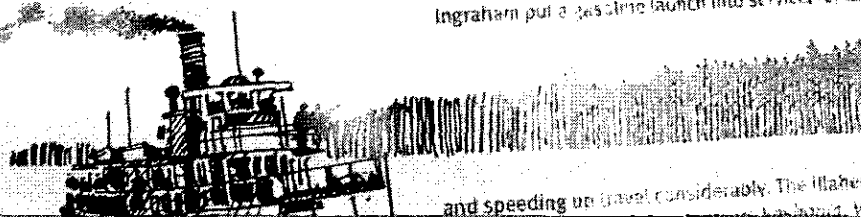
The Mosquito Fleet was gone by the late 1920's. The development of automobiles and trucks and a free highway system with auto ferries to support them rendered the steamers uncompetitive. The boats were dismantled or discarded, ending the romantic era when these ships plied the waters of our Inland Sea.

ILLAHEE

Illahee, "a place of rest," was born in 1885 when William Christianson took up the first homestead. His nephew, Samuel Anderson built a home on the property in 1895 and ran cattle he sold to nearby saw mills and lumber camps. Ole Hansen platted Illahee in 1916 and sold lots primarily for vacation homes. The beautiful views, proximity to Seattle and delightful

climate made Illahee a popular summer resort. Two turn of the century buildings and their owners figured prominently in the evolution of Illahee: The home of Dr. Ray Schutt and the Old Homestead Inn operated by the Palbitskas.

There were no useable roads to the interior until about 1930. Forced to the water, residents would row to Crystal Springs across the bay to get mail and enable children to attend school. They also rowed as far as Bremerton and Seattle. In 1914 Major Ingraham put a gasoline launch into service, replacing rowboats



and speeding up travel considerably. The Illahee dock, built

Figure 1.1 Mosquito Fleet Historical Monument at the Foot of Illahee Community Dock

1.3 Visions for the Illahee Community

The Illahee Community Plan is a statement reflecting the civic pride and community involvement that has existed for more than 120 years. The community shares a proud sense of accomplishment in all the current happenings: salmon restoration projects (1994-98), a new culvert (1999), the recent establishment of the Illahee Preserve (2003), and grants to improve conditions in the Illahee Creek watershed (2005/6/7). More importantly, many residents share a real concern for the future of Illahee if they and their neighbors are not actively and materially involved in the planning process. Many of the local citizens recognize what originally attracted them to this area and what keeps them here is now threatened. This planning process allows them to continue to make

improvements to further enhance the atmosphere and character of the area, ensuring that it remains the unique community they know and love.

When posed with the question, "What would you like to see addressed in a community plan?" residents envisioned a community centered around and amongst the abundance of natural resources in the area, which include Illahee State Park, Illahee Creek, and the Illahee Preserve; three miles of pristine waterfront; two major docks; and much more.

Citizens want to maintain the community charm and quaintness that Illahee currently offers. Residents wish to protect the unique quality of the natural environment, park areas, wetlands, streams, and wildlife habitat. Residents also recognize the need to sustain the community connectedness and to accommodate reasonable growth in the area.

These visions and dreams can be accomplished by permitting growth in those areas where infrastructure enhancements already exist and environmental protections are ensured. This also means securing open space designations for the natural resources that need protection and, especially, those already specified as park or preserve. It is this mix of land uses that makes the Illahee area a unique blend of natural resources and open space surrounded by semi-rural areas, urban areas, and a short perimeter of a commercial business strip along State Highway 303.

Illahee is an area blessed with a diversity of natural and man-made resources. Residents desire a community plan that blends the best of these worlds into a place where they can continue to live in harmony with nature and their fellow citizens.

1.4 Public Participation

Citizen Participation Pre-2008:

The previously described, community written initial draft of the Illahee Community Plan was posted on the Illahee Community Website (www.illaheecommunity.com) to give the Illahee community and others further public access.

The initial questionnaire provided the necessary supporting quantitative data indicating that the Illahee community desired a community plan, and a significant number of residents were also

willing to help with the process. Many residents responded affirmatively that they would “consider being a member of the Citizens Advisory Group working on the Plan.” This group began work in March 2006 and completed an Initial Draft July 5, 2006. This Initial Draft was distributed to the Kitsap County Commissioners and the Planning Commission on July 10, 2006.

No further revisions to the Plan were initiated in 2006 because it was completed too late for consideration at the Planning Commission’s public meetings or the Board of County Commissioners’ public meetings for the 2006 Comprehensive Plan Update. Nevertheless, from July through much of December 2006, the Illahee community worked with county planners, the Planning Commission, and the County Commissioners to enact much of the Illahee zoning recommendations into the final version of the 2006 Comprehensive Plan Update. Community participation in the public meetings held by the Planning Commission and the Board of County Commissioners was significant. Illahee citizens were visible, concerned, and materially involved with the Comprehensive Plan land use decisions affecting the Illahee community.

During the time of the public meetings, frequent Illahee Community Updates were distributed via email to approximately 200 email recipients, with periodic mailings to the approximately 50 citizens who did not have email, to apprise them of the issues being considered. Additionally, coverage of the proceedings was available in the *Kitsap Sun* and the Kitsap Reporter Group newspapers.

The Citizens Advisory Group (CAG) began a final review of the community drafted plan in 2007. Public meetings were held, and Illahee Community Updates were distributed via email to over 250 email recipients and posted on the Illahee Community Website. Periodic mailings to the nearly 100 citizens without email were less frequent due to mailing costs and the availability of the information on the Website.

Public Participation 2008:

Resolution 015-2008 indicated the Kitsap County Board of Commissioners gave their support to the Illahee Community Plan process. Therefore, the Kitsap County Department of Community Development (DCD) began working with the Illahee Community on their plan in February 2008. A planning process was laid out and began with a postcard mailed to every property owner within the

Illahee Community Plan boundary indicating a plan process was beginning and solicited participation.

An open house was held on February 25, 2008, and over 50 citizens were in attendance. At the open house, citizens were able to sign-up to be on the DCD-sponsored Citizen Advisory Group (CAG) or to be an interested party. It was explained that being a member of the CAG would include approximately two meetings a month. The interested parties list was created to receive updates and information regarding the planning process. CAG meetings were held on the following dates:

March 3, 2008
March 17, 2008
March 31, 2008
April 15, 2008
April 28, 2008
May 5, 2008
May 19, 2008
June 2, 2008 and
June 16, 2008.

During the meetings the CAG discussed the Illahee boundary, a vision for Illahee, zoning, development regulations, low-impact development, critical areas regulations, public infrastructure, parks and transportation. Summaries of the above meetings are available in an appendix of this plan.

The Kitsap County Planning Commission held work-studies on the Illahee Community Plan on July 22, 2008 and August 26, 2008. Additionally, the Kitsap County Planning Commission held a public hearing on September 9, 2008 to take testimony on the Plan. The Plan was forwarded to the Kitsap County Board of Commissioners with an approval vote of 8-1.

The Kitsap County Board of Commissioners held two work-studies regarding the Illahee Community Plan in November and December 2008. On November 24, 2008, the Board held a public hearing to take testimony on the proposed plan. On December 23, 2008, the Board voted to approve the Illahee Community Plan by a vote of 3-0.

1.5 Plan Implementation

The Illahee Community Plan concurrently amends and becomes functionally part of the Kitsap County Comprehensive Plan and development regulations upon adoption.

1.6 Goals and Policies

Each chapter of the Illahee Community Plan concludes with a Goals and Policies section, which is a standard feature of land use planning documents. The objective of a Goals and Policies section is to provide a summary of the pertinent issues in the various chapter subsections that have specific items that need to be carried forward into actions. The definitions associated with these terms are as follows:

Goals are ends toward which the plan is directed. They are usually somewhat general in form and express ideals.

Policies are intermediate milestones on the way to reaching goals. They are expressed in a form that is measurable and achievable.

The format for the goals and policies statements is to list the subsection of the chapter most associated with the goal, followed by a sequential numbering system for the policies.

1.7 Chapter One Goals and Policies

Goal 1.4 The community will establish a public process that supports the active and meaningful involvement of the community in local, county-wide, and regional issues.

Policy 1.4-1 Ensure that Illahee residents have access to information regarding community events, activities, and land use decisions.

Policy 1.4-2 Encourage and support the continuation of the Illahee Community Citizens Advisory Group (CAG) to represent the citizens of Illahee in furthering the Plan's goals and policies.

CHAPTER TWO GROWTH MANAGEMENT and ILLAHEE

2.1 The Washington State Growth Management Act

The Washington State Legislature adopted the Growth Management Act (GMA) on July 1, 1990. This Act set standards for local jurisdictions' future planning efforts. Many jurisdictions needed to revise their zoning designations, combining them into two distinct classifications, rural and urban. Newly created rural lots were to be generally five acres or greater in size and urban lots four dwelling units per acre or more in density. The Act allowed for some lot sizes between these two classifications under special circumstances.

Through the development of a Comprehensive Plan, each jurisdiction would reconcile its existing zoning patterns with the new urban/rural requirement.

2.2 The Kitsap County 1998 Comprehensive Plan

Over the course of the next ten years, Kitsap County developed three separate Comprehensive Plans for consideration by the State of Washington. The Growth Management Hearings Board validated the third Plan in 1999. This Plan designated urban areas around Port Orchard, Bremerton, Silverdale, Poulsbo, and Kingston. Other areas with many urban characteristics (lot sizes and infrastructure) were designated rural (one dwelling unit per five acres). Some other areas with preexisting urban characteristics included the communities of Suquamish and Manchester.

2.3 The County's 1998 Comprehensive Plan and the Illahee Community

During the considerations for the 1998 Comprehensive Plan, the community of Illahee was included in the area urban designation given for the region between Bremerton and Silverdale.

2.4 Subsequent to the 1998 Comprehensive Plan

Many changes were in progress in Illahee during the time the 1998 Comprehensive Plan was being considered. The community had been plagued by stormwater discharges for 40 years from upstream developments before mitigation requirements were established. Additionally, salmon raising efforts along Illahee Creek were failing due to the storm surges and older, undersized culverts. These problems were addressed and partially resolved with the installation of a new bridge culvert under Illahee Road in 1999.

In 2001, Kitsap County purchased 352 acres of Department of Natural Resources (DNR) land, and in 2003 the County Commissioners established the Illahee Preserve as a Kitsap County Heritage Park. The Preserve is a substantial holding of natural resources and represents approximately 600 acres of public and private lands, most of which is pristine forest and watershed lands. This major purchase and designation, along with Illahee State Park, further contributed to the open space character of the area and Illahee community.

Additionally, the state and environmental groups have recognized Illahee Creek and its watershed with grants totaling over one million dollars. The Port of Illahee is working with the Washington State Department of Ecology to study methods to control the stormwater surges resulting from previous and future developments. Two salmon recovery grants have been completed, and there is a renewed sense in the community and surrounding area that the environmentally sensitive areas in Illahee need to be protected and preserved.

2.5 Urban Open Space and Critical Areas

Illahee has an urban designation because is located in the East Bremerton UGA between Bremerton and Silverdale, and is intended to accommodate additional urban growth in the future.

Due to the high amount of critical areas within the Illahee Community boundary, Illahee was dramatically down-zoned through the 10-Year Update to the Kitsap County Comprehensive Plan.

2.6 Unique Communities and Their Boundaries

Establishing Illahee Community Boundaries

Illahee's Boundary was determined with guidance from the GMA, the Department of Community Development, and the Kitsap County Comprehensive Plan. The applicable guidelines are:

- Address:
 - a. *The need to preserve and enhance the character of existing natural neighborhoods, habitats, and communities;*
 - b. *Physical boundaries such as bodies of water, streets and highways, and land forms and contours;*
 - c. *The prevention of abnormally irregular boundaries.*

- *Identify any logical governmental or public jurisdictions.*

The Illahee Community Boundary

The Illahee Community Citizen's Advisory Group (CAG) applied the above criteria and established several Illahee boundary maps. The basic boundary map agreed upon is represented in Figure 2.1. The map notes the Illahee community border as the Port of Illahee boundary lines, with two logical extensions. The first extension was to establish the southern-most border to be consistent with a major street rather than meander through lot lines. It merely shifted the border several hundred feet to the south to 30th Avenue.

The second boundary shift was needed to take in the South Fork of Illahee Creek. This required shifting the western border from an extension of Trenton Avenue to a Perry Avenue extension. This was a logical extension that takes into account the natural lay of the land, which includes the southern-most watershed lands of Illahee Creek, and at the same time more closely corresponds to the established roadways in the area.

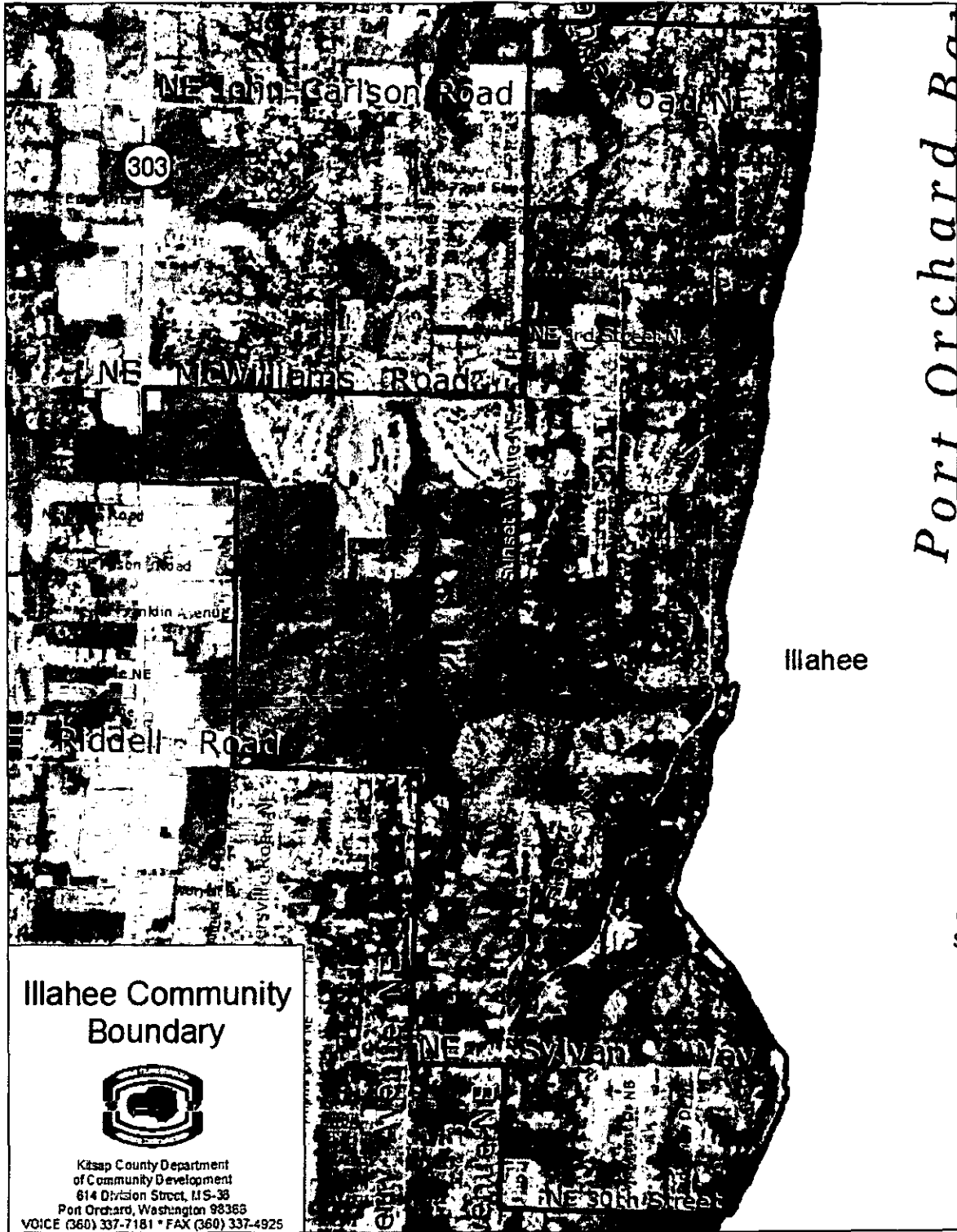


Figure 2.1 Illahee Community Outer Boundary Map

2.7 Washington State Growth Management Planning Goals

The Growth Management Act set 13 goals for any comprehensive planning process. The County must balance these goals in planning, as some of them conflict. The goals are identified in the Revised Code of Washington (RCW Chapter 36.70A.020), which reads as follows:

RCW 36.70A.020 PLANNING GOALS. The following goals are adopted to guide the development and adoption of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under RCW 36.70A.040. The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations:

(1) Urban Growth

Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(2) Reduce Sprawl

Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(3) Transportation

Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

(4) Housing

Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(5) Economic Development

Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(6) Property Rights

Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(7) Permits

Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

(8) Natural Resource Industries

Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(9) Open Space and Recreation

Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

(10) Environment

Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(11) Citizen Participation and Coordination

Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(12) Public Facilities and Services

Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(13) Historic Preservation

Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

2.8 Illahee's Compliance with the Growth Management Act Goals

The Illahee Community Plan will achieve the goals required by the Growth Management Act (GMA) in the following ways:

Urban Growth (GMA Goal 1)

The Illahee Community Plan supports and encourages urban growth within its boundary. Careful consideration was given to the intensity of the urban growth, as much of Illahee is encumbered with critical areas.

Reduce Sprawl (GMA Goal 2)

The Illahee community is reducing sprawl by designating increased zoning densities where services and infrastructure exist or will likely exist in the future.

Transportation (GMA Goal 3)

Illahee has a limited road system primarily due to the steep slopes of Illahee Creek. The only north-south road going through Illahee is Illahee Road, which extends from Bremerton to Brownsville and crosses Illahee Creek near its mouth. The next nearest north-south road, Wheaton Way (State Highway 303), is one and one-half miles to the west. This means the road system essentially detours one and one-half miles to avoid Illahee Creek and the Illahee Preserve. This creates a significant open space area and benefits Illahee Creek, but limits transportation options.

Scheduled bus service is limited by the lack of through roads, and service currently is provided only along the perimeter of the community. There have been no requests submitted as part of the Community Plan to expand service further into the community. Nevertheless, as population increases in the Bremerton and Silverdale areas, bus service will likely be run through Illahee and appropriate stops should be provided.

To increase pedestrian safety, roadway shoulders should be widened to accommodate walking paths, and paths or sidewalks should be mandated for any new developments within the Illahee community boundary.

Housing (GMA Goal 4)

The Illahee community supports the current zoning designations that provide for affordable housing as adopted in the Kitsap County Comprehensive Plan.

Economic Development (GMA Goal 5)

The Illahee Community Plan supports existing businesses: Cottage industries exist as legal non-conforming uses including a garden nursery, hair salon, veterinarian, and adult housing. Another way the Illahee Community Plan promotes economic development is its support of the Illahee Preserve and Illahee State Park, which generate tax revenue from the great number of people who visit each year.

Property Rights (GMA Goal 6)

The Plan adopts by reference the property rights goals and policies located in the Comprehensive Plan.

Permits (GMA Goal 7)

All permits for development within the Illahee community are processed according to Kitsap County requirements and RCW Chapter 36.70B.

Natural Resource Industries (GMA Goal 8)

There are no natural resource industries, such as timber, agriculture, or fisheries, in Illahee.

Open Space and Recreation (GMA Goal 9)

The Illahee community satisfies open space and recreation goals not only for the Illahee area but also for Kitsap County, the City of Bremerton, and the State of Washington. The Illahee community is an open space and recreation paradise sandwiched between two highly urban locales.

The Illahee community is distinguished by the amount of open space areas and the recreation possibilities offered. At the center of Illahee are Illahee Creek, a salmon stream, and the Illahee Creek corridor, which is surrounded by deeply incised canyons and heavily forested areas. The bulk of the Illahee Creek watershed is still in its natural state. Comprising and surrounding the creek is the Illahee Preserve. At one end of the waterfront is Illahee State Park and at the other end is University Point, both areas of steep and unstable slopes. Recreation opportunities abound at the State Park, which enjoys a major dock area, and at the Illahee Community

Dock, approximately one mile to the north. Rolling Hills Golf Course is a regional golf course open to the general public.

Environment (GMA Goal 10)

Illahee is predominantly encumbered by critical areas, which makes it necessary to balance development with the preservation of the environment.

Additionally, Illahee Creek has been plagued by high levels of fecal coliform. Kitsap County Health Department personnel are working with Illahee Forest Preserve personnel to increase stream monitoring to help determine the source of the problem. Recently, improved water quality has been noted in the stream. Since then, improvements have led to decreased contamination and have resulted in a 2008 Department of Health declaration of "no contamination."

The Illahee Creek watershed is classified as both a Category 1 and Category 2 Aquifer Recharge area and studies have noted this as an area of porous substrata, which allows water to flow readily from the shallow aquifer feeding Illahee Creek to deeper aquifers, possibly affecting the base flow of the stream.

The steep slopes and banks create geological hazard zones. Additionally, the 2001 Seattle earthquake revealed a fault line extending through the southern tip of Bainbridge Island into the Illahee area. The impact of this finding may warrant an investigation.

The Kitsap County Critical Areas Ordinance and Shoreline Management Master Program outline the primary governmental protections for the natural systems and habitat. These ordinances are complimented by the Kitsap County Health District water quality monitoring program. Locally, the Port of Illahee, the Illahee Preserve Stewardship Committee, the Illahee Community Club, the Illahee Forest Preserve and community service groups also monitor the environmental conditions of the community and support community clean-up efforts.

Citizen Participation and Coordination (GMA Goal 11)

To develop the Illahee Community Plan, a Citizen's Advisory Group (CAG) was established to research and begin the process. Four public meetings were held to gather ideas from the community and to begin forming a strategy. Additionally, over a thousand questionnaires were distributed to determine community wishes and desires. An Initial Draft Plan was completed on July 5, 2006, and distributed to the Illahee Community, posted on the Illahee Community Website (www.illaheecommunity.com), and distributed to Kitsap County officials and the Planning Commission. When county zoning changes were proposed, areas that were slated for higher density zoning received door-to-door contacts to determine the community's wishes. Whenever at least 70 percent approved a different zoning density, the proposed zoning changes were challenged. (Please see Chapter 1.4 for further information on public participation).

Public Facilities and Services (GMA Goal 12)

The major public facilities and services available in Illahee are associated with open spaces, recreational opportunities, streets, roads, sidewalks, traffic signals, the North Perry Water System, a sewer system, and a stormwater system. The Illahee Preserve is a recently established Kitsap County Heritage Park comprised of wildlife habitat conservation areas, a stream corridor, trails, and an old growth forest. Illahee State Park is a major recreation area supporting camping and saltwater activities. The Illahee Community Dock supports year-round fishing and boating activities. Other public facilities include the Kitsap County Fire Station #45 located at the top of Illahee hill off of Trenton Avenue and a senior housing facility.

Historic Preservation (GMA Goal 13)

Illahee is an archaeological area from earlier centuries when Native Americans inhabited the area, as verified from various findings, including a registered archaeological site at Schutt's Point. The preservation of portions of these lands began with the establishment of Illahee State Park in the 1930s and the Illahee Preserve in 2001.

The Illahee community was originally inhabited by homesteaders. Soon after, the area became a resort and second home community for Seattle residents. The community has been in existence for over 120 years and continues to function as a close-knit and involved group of citizens.

Historic home preservation is being considered near the Illahee Community Dock and the mouth of Illahee Creek, where existing turn-of-the-century homes still exist. To preserve these historical homes, the Plan recommends the development of restoration and preservation standards.

CHAPTER THREE ZONING and DEVELOPMENT REGULATIONS

3.1 HISTORIC ZONING – PRE-1998 COMPREHENSIVE PLAN

The historic section of Illahee was platted in 1916 as a walking/pedestrian community because it was accessible only by boats stopping at the Illahee Community Dock. The area was advertised as a summer cottage community with most residents coming from Seattle. The platted lots were 40 feet wide by 100 feet in depth.

Illlahee became a residential community once road access to the area was established, and the small platted lots were then aggregated to provide enough room for a residential house and a drain field. Most of the lots established during this residential period were double lots or larger. Later, land use regulations eventually set minimum size standards through the zoning regulations that are noted below.

Prior to the enactment of the GMA, the majority of properties within the Illahee community were assigned a semi-rural zoning designation, with the goal, "To encourage quality residential development within the allowed density level, which preserves the semi-rural character of the area."

There were four zoning designations prior to the adoption of the 1998 Comprehensive Plan: Residential R-2 (2 homes per acre) for portions of the area east of Sunset, Residential R-3 (3 homes per acre) for the bulk of the area, Residential R-5 (5 homes per acre) for the area south of Sylvan Way, and Business General (BG) for the area along the Wheaton Way corridor. The densities and minimum lot sizes are shown in Table 3.1.

Table 3.1 Historic Zoning Densities and Lot Sizes		
Zone	Maximum Density	Minimum Lot Size
Residential R-2	2 Dwelling Units/1 Acre	~0.50 acre (20,000 sq. ft.)
Residential R-3	3 Dwelling Units/1 Acre	~0.33 acre (12,500 sq. ft.)
Residential R-5	5 Dwelling Units/1 Acre	~0.20 acre (7,000 sq. ft.)
Business General BG	NA	NA

Ord # 420-2008

3.2 1998 COMPREHENSIVE PLAN AND URBAN ZONING DESIGNATIONS

With the advent of the 1998 Comprehensive Plan, all properties within the Illahee community were assigned urban zoning designations. These urban designations were Urban Low Density (5-9 homes per acre) and Urban Restricted (1-5 homes per acre) for the areas along Illahee Creek. Along the Wheaton Way corridor a commercial zoning designation continued. The densities and minimum lot sizes of these designations are shown in Table 3.2.

Zone	Density	Minimum Lot Size
Urban Restricted	1-5 Dwelling Units/1 Acre	~0.20 acre (7,000 sq. ft.)
Urban Low Residential	5-9 Dwelling Units/1 Acre	~0.11 acre (4,840 sq. ft.)
Urban Medium Residential	10-18 Dwelling Units/1 Acre	~0.06 acre (2,420 sq. ft.)
Urban Commercial	N/A	N/A
Neighborhood Commercial	N/A	N/A

The replacement of the semi-rural zoning classifications with urban zoning designations reflected the projection that the area from Bremerton to Silverdale would eventually become incorporated and, therefore, should have urban zoning.

3.3 2006 UPDATE TO THE COMPREHENSIVE PLAN

In 2006, Kitsap County updated its Comprehensive Plan per RCW Chapter 36.70A. Through that process, extensive public outreach and research was given to the Illahee area. A drastic down zone of the Illahee area occurred as a result of the adoption of the plan. Figure 3 shows the down-zone.

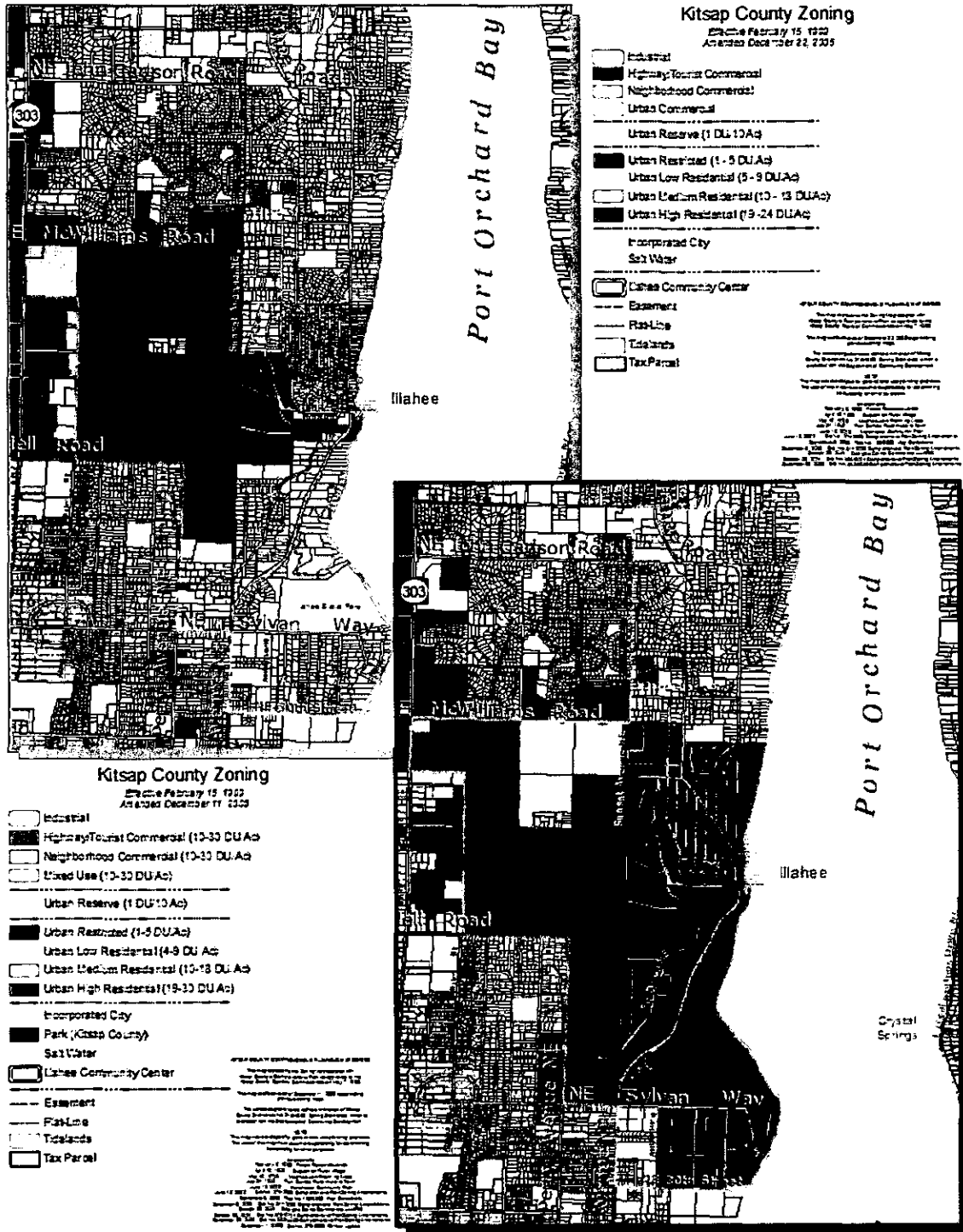


Figure 3 2005 and 2006 Illahee Zoning Changes

3.4 RESIDENTIAL ZONING

Ord# 420-2008

This Plan utilizes current Kitsap County urban zones and creates one new designation: Illahee Greenbelt Zone.

Zone	Maximum Density	Minimum Lot Size
Urban Restricted Residential (UR 1-5)	5 Dwelling Units/1 Acre	5,800 sq. ft.
Urban Low Residential (UL 5-9)	9 Dwelling Units/1 Acre	2,400 sq. ft.
Illahee Greenbelt Zone (IGZ1-4)	4 Dwelling Units/1 Acre	10,890 sq. ft.
Urban High Residential	19-30 Dwelling Units/1 Acre	None
Urban Reserve	1 Dwelling Unit/10 Acres	435,600 sq. ft.

Urban Restricted Residential (UR)

This zone is applied to areas within Illahee that have been identified with a significant amount of critical areas and regulated pursuant to the CAO, or are planned as greenbelts or urban separators, and are, therefore, appropriate for lower-density development. These areas may include significant salmon spawning streams, wetlands and steep slopes. Non-residential development is limited. One to five du/ac are generally allowed, but DCD staff determine allowed densities at the time of application following a review of the site and potential impacts to critical areas.

This designation is applied to areas between the Cheney Estates at the southern-most end of the Illahee community, extending through historic Illahee, along the water to the University Point area, and extending inland west to encompass the bulk of the Illahee Creek watershed.

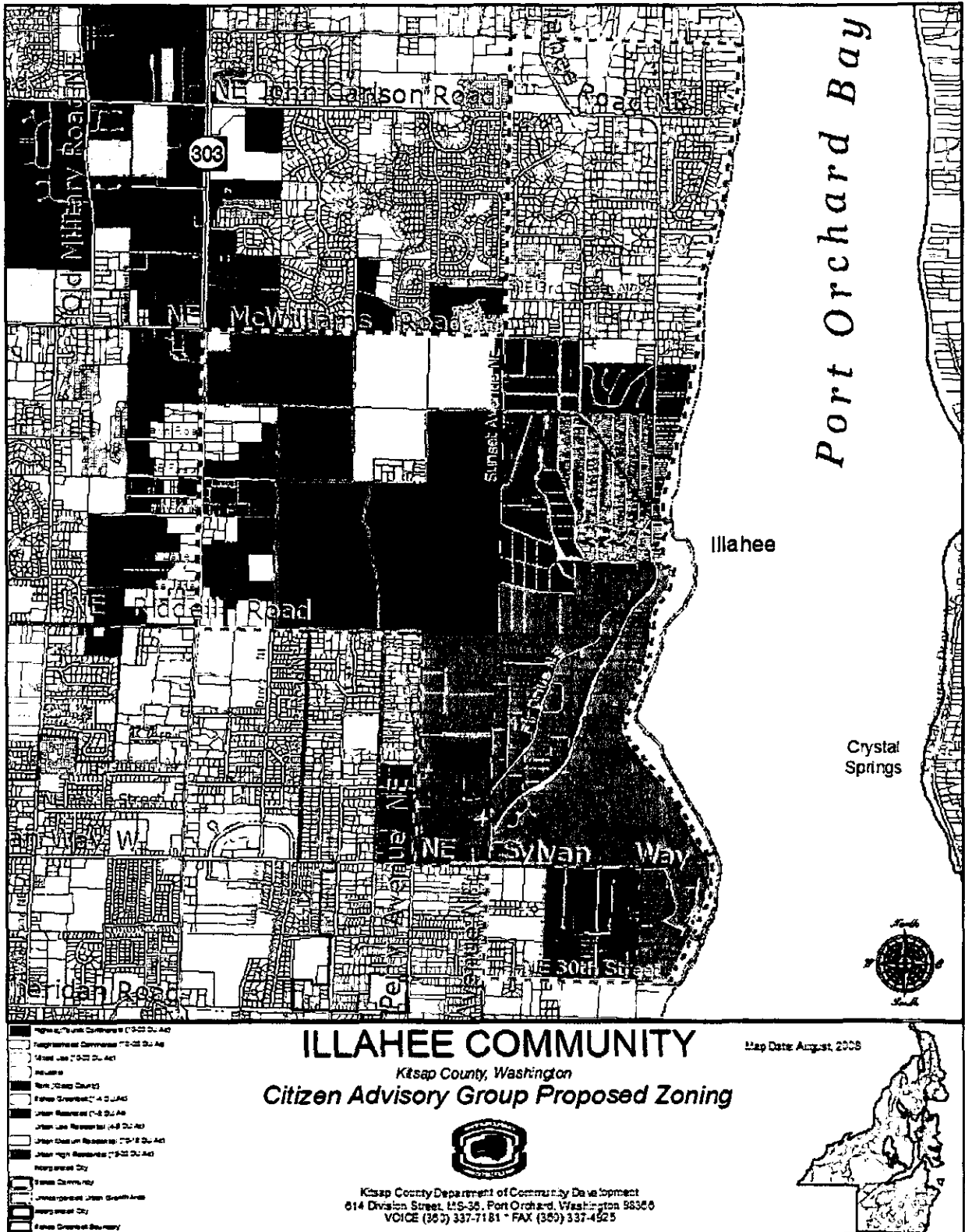


Figure 3.1 Illahee Community Residential Zoning Designations

Ord # 420-2008

Urban Low Residential (UL)

The Urban Low designation primarily focuses on single-family dwellings but also may include innovative types such as clustered housing. It also includes regulated environmentally critical areas within the UGAs and other areas identified for low-density urban development. This zone focuses on single-family residences and allows 4–9 dwelling units per acre.

This designation applies to the areas in North Illahee, essentially on the north side of McWilliams Road to the northern-most boundary of the Illahee community.

Illahee Greenbelt Zone (IGZ)

Under the Washington State Growth Management Act (GMA), each county and city that is required to prepare a comprehensive land use plan under RCW 36.70A.040 shall identify open space corridors within and between urban growth areas. The GMA states that those open space areas shall include lands useful for recreation, wildlife habitat, trails, and connection of critical areas as defined in RCW 36.70A.030. Identification of a corridor under this section by Kitsap County shall not restrict the use or management of lands within the corridor for agricultural or forest purposes.

This Plan creates a Greenbelt Zone that includes lands within Illahee that contain significant critical areas and wildlife habitat areas (please see Figure 3.2). Along with identification of the critical areas within Illahee, the Illahee Community and the DCD requested the Washington State Department of Fish and Wildlife (DFW) identify wildlife corridors within the Illahee Community, in order for the Greenbelt Zone to incorporate those corridors (Please see Figure 3.3 for DFW identified corridors).

This zone allows 1-4 dwelling units per acre and has a 40% maximum impervious surface standard.

Urban High Residential

Portions of Illahee are designated Urban High Residential. This designation primarily focuses on multifamily residential units and innovative housing types but may also include single-family housing. This designation encourages development at densities that make efficient use of public investments in infrastructure,

facilitate public transit, and promote pedestrian and other non-motorized transportation.

Urban High focuses on higher density dwellings and allows mix of land uses, including residential and professional offices. It is applied in Illahee along Wheaton Way, which is a major transportation corridor. Urban High allows 19–30 dwelling units per acre.

Urban Reserve Residential

The Rolling Hills Golf Club property was designated Urban Reserve through the 10-Year Update to the Comprehensive Plan. This designation is intended for areas that may be suitable for inclusion in the UGA in the future and is intended to allow rural development while preventing land use patterns that could foreclose options for future higher densities. Urban Reserve has a maximum of 1 dwelling unit per 10 acres.

3.5 COMMERCIAL ZONING

Just outside of the Illahee Community boundary is a pocket of land zoned commercial. These properties are located to the east of Wheaton Way and currently include a Lowes Home Improvement Store and a Fred Meyer grocery store. This area is currently highly developed with few underutilized parcels.

The commercial zones near Illahee are Highway Tourist Commercial (HTC), Neighborhood Commercial (NC), and Mixed-Use (MU). These designations primarily focus on larger commercial centers, including commercial uses that require large sites and draw customers at the community and regional scale. Examples of commercial uses appropriate to this designation include but are not limited to superstores, department stores, automotive parts and sales, home improvement stores, hotels and motels, and restaurants. Mixed use developments incorporating residential units are also appropriate in this designation.

Highway Tourist Commercial

This zone is applied to areas needed for commercial uses to serve the traveling public, including along major traffic corridors in urban areas and at highway interchanges, and for commercial establishments requiring large sites. Residential units are allowed at a rate of 10–30 dwelling units per acre.

Neighborhood Commercial

This zone is applied to sites that can provide for the daily and/or quick-stop shopping needs of the immediate neighborhood. The zone allows for varying parcel sizes in the Neighborhood Commercial zone to accommodate the provision of certain services, such as stormwater facilities, that are required as part of development approval. Residential units are allowed at a rate of 10–30 dwelling units per acre.

Mixed-Use

This zone encourages a mix of uses, including commercial and residential. It is used to promote development that would generally be more pedestrian-friendly than other commercial and residential zones. Residential units are allowed at a rate of 10–30 dwelling units per acre.

Zone	Maximum Density
Highway Tourist Commercial	10-30 Dwelling Units/Acre
Neighborhood Commercial	10-30 Dwelling Units/Acre
Mixed-Use	10-30 Dwelling Units/Acre

3.6 BOUNDARY LINE ADJUSTMENTS

A boundary line adjustment should not assist in the creation of any lot that is more non-conforming than previously existed.

3.7 VIEW PROTECTION

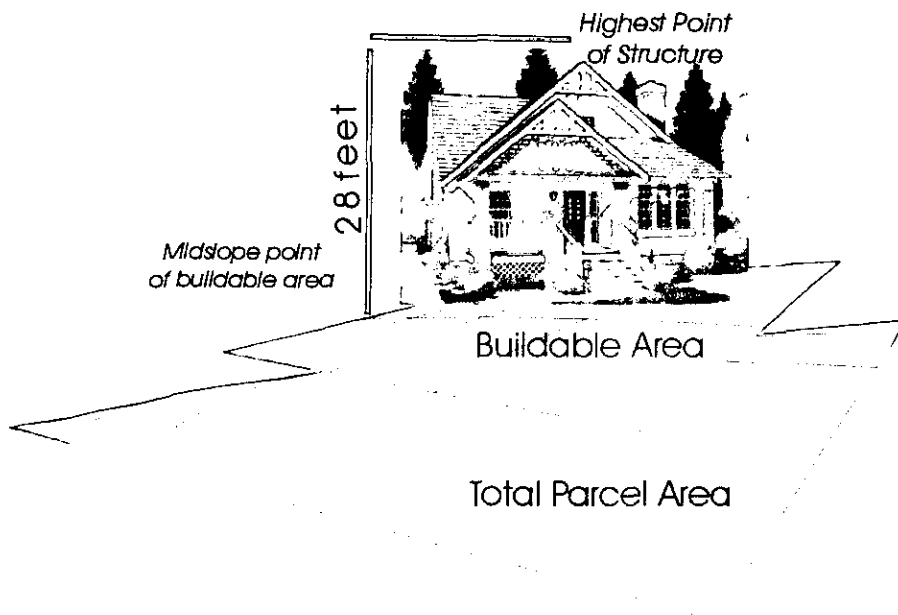
One of Illahee’s unique features is its expansive views of many scenic areas. From many properties in Illahee, views of Mount Rainier, the Cascade Mountain Range, Bainbridge Island, Puget Sound, and the Seattle skyline are clearly visible. These views are of great value and importance to the Illahee community and have been impacted over the years by new building construction and the growth of view-obstructing vegetation. In an effort to reduce the future impacts of these obstructions, the Plan establishes regulations restricting the height of new residential construction and restricting the planting of row trees and other vegetation in ways that would significantly impact existing views.

View Protection Overlay Zone

Within the Illahee community boundary, a View Protection Overlay Zone (VPOZ) is established. Contained within the VPOZ are all east sloped properties north of Sylvan Way (Figure 3.2). The following regulations will only apply to the properties located within the VPOZ.

Height Restrictions

The maximum height of all new construction in the View Protection Overlay Zone (VPOZ) is set at 28 feet, measured from the mid-slope point of the property's buildable area to the highest point of the structure. Additionally, all new construction within the VPOZ shall be restricted to a maximum of two (2) stories. A day-light basement shall be allowed pending all other restrictions within this section are met. This restriction would apply to new construction as well as additions and remodels to existing structures.



Generally, the further property owners build down the slope, the higher their structures can be while maintaining the 28-foot elevation restriction. The opposite is also generally true; the further upslope property owners build, the lower their structures must be to meet the restriction.

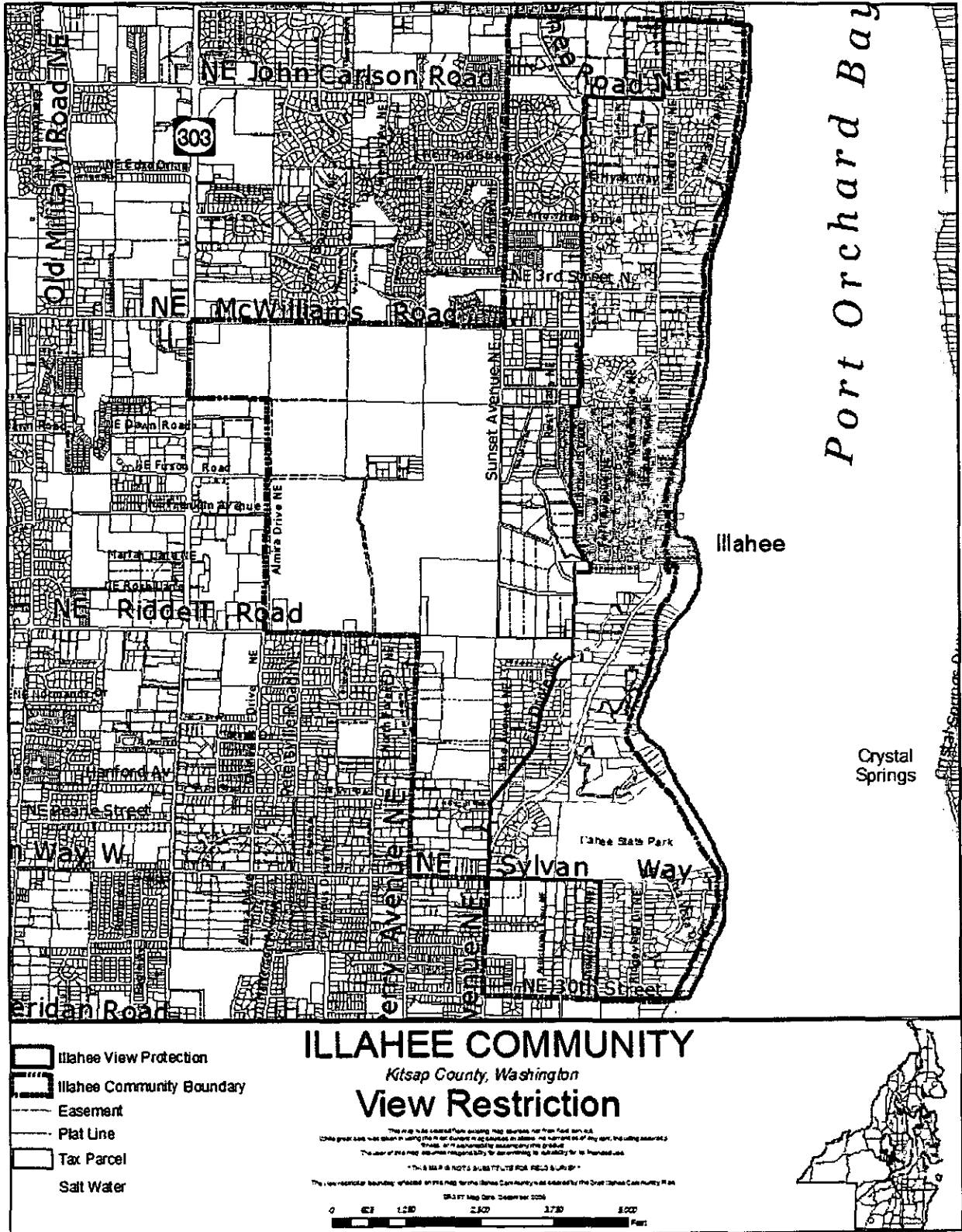


Figure 3.2 View Protection Overlay Zone (VPOZ)

Exemptions from the 28-foot/2 story height restriction are below:

- a. If there is no existing view of Seattle, Bainbridge Island, the Cascades, Mount Rainier, or Puget Sound.
- b. If the owners of abutting properties affected by a potential view blockage approve of a higher height.
- c. If it can be shown the structure will not cause blockage of views.

Vegetation Restrictions

While new construction usually impacts only adjacent properties, the impacts of certain kinds of vegetation are often much greater. Many trees and large shrubs can grow significantly higher, blocking the views of numerous property owners upslope. The impact is heightened when these trees and shrubs are planted in rows. However, while these trees obstruct views, they also provide significant wildlife habitat and reduce stormwater volumes.

To balance these issues, the Plan sets a vegetation restriction on row trees and shrubs. After the adoption of the Plan, newly planted row trees (three or more) and shrubbery such as hedges may not be maintained in a way that significantly impacts existing views from neighboring properties. All existing vegetation is exempt from this restriction.

3.8 COMMUNITY CHARACTER

The Growth Management Act allows unique communities to help manage themselves in part to help them maintain their unique local community character. Along with the natural views of this area, the citizens of Illahee want to protect the visual environment in all respects including construction. These views contribute to the character and feel of the overall area and also the relationships neighbors have with each other. To ensure community character is maintained, this plan encourages new construction that is consistent with the small town charm and character of Illahee.

3.9 PUBLIC RIGHTS-OF-WAY AND TAX TITLE STRIPS

The term "tax title lands" (AKA tax title strips) as used in this chapter shall mean any tract of land acquired by the county for lack of other bidders at a tax foreclosure sale. Tax title lands are held in trust for the taxing districts. Real property acquired by any county

of this state by foreclosure of delinquent taxes may be sold by order of the legislative authority of the county when in the judgment of the county legislative authority it is deemed in the best interests of the county to sell the real property.

"Right of Way" is defined as all property in which the County has any form of ownership, interest, or title, and which is held for the purpose of public roads and associated features such as: median, sidewalks, bicycle facilities, and public utilities. This definition applies regardless of whether or not any road exists thereon or whether or not it is used, improved, or maintained for public travel.

Within the Illahee Community there are many tax title strips and public rights-of-way. Historically, citizens of Kitsap County would go through the proper process (either by Kitsap County Public Works or the Kitsap County Assessors Office) in order to finalize purchase of tax title strips and public rights-of-way requiring Board approval. However, as infill continued to occur in Illahee, many citizens came to the Board of County Commissioners with questions as to why the County was selling land that could be used for trail systems, sidewalks, bike lanes, etc. In 2008, the Board of County Commissioners tasked the Illahee Community Plan Citizen Advisory Group (CAG) to come up with a solution to the problem.

Within the Illahee Community Boundary, tax title strips and public rights-of-way may only be purchased from or vacated by Kitsap County if a pre-existing structure was on the property prior to the adoption of this plan or if in the determination of county official there is no current or future benefit from continued retention. Lack of a plan for rights-of-way or tax title strips by itself shall not constitute a determination of no future benefit of retention.

3.10 GOALS AND POLICIES

Goal 3.1 Provide zoning that allows for protection of the environment.

Goal 3.2 Encourage mixed-use development along the Wheaton Way Corridor.

Policy 3.2-1 Use this zoning designation to promote high density housing for low income residents or senior citizens in places where sewers and transportation infrastructure already exist and where available active use open space or parks are nearby.

Policy 3.2-2 Use this zoning designation to promote high-rise housing complexes that don't impact views.

Policy 3.2-3 Use this zoning designation to promote high density commercial uses.

Goal 3.3 Protect Illahee's existing views of Mount Rainier, the Cascade Mountain Range, Bainbridge Island, Puget Sound, and the Seattle skyline.

Policy 3.3-1 Encourage development that creates the least impact to existing views.

Policy 3.3-2 Utilize the View Protection Overlay Zone for the Illahee community.

Goal 3.4 Protect and enhance Illahee's unique character and small town charm.

Policy 3.4-1 New construction should be consistent with the small town charm and character of Illahee.

Goal 3.5 Promote and encourage the use of Low Impact Development (LID) applications.

Policy 3.5-1 Utilize LID applications such as infiltration of stormwater to help resolve the stormwater surge problems that plague Illahee Creek and Port Orchard Bay.

Policy 3.5-2 Determine if LID applications can be retrofitted to help resolve the stormwater outfall problems that have resulted in the decline of marine life at the Illahee Community Dock.

Policy 3.5-3 Determine what LID applications can be used with proposed new construction in the area to help minimize the loss of aquifer recharge waters that are needed to maintain an acceptable level of the low base flow in Illahee Creek.

Goal 3.6 Promote safety and views by burying all utilities where applicable.

CHAPTER FOUR

NATURAL SYSTEMS

4.1 INTRODUCTION

The natural systems that exist within the Illahee community borders are unique and major contributors to the character of the area. Two large tracts of land have already been recognized for their unique natural features and have been set aside as parks--Illlahee State Park and Kitsap County Illahee Preserve Heritage Park. The natural features in these two parks include wetlands, streams, riparian areas, bluffs, mature forests, snags, shorelines, ravines, meadows, and wildlife corridors. Additionally, Rolling Hills Golf Course provides a third large tract of land recognized and used because of its natural and recreational features.

The park areas and golf course encompass just a portion of these natural features, while the rest of Illahee is privately owned. The limited development in much of this area is due primarily to these natural systems, e.g., steep and unstable slopes, and secondly to a semi-rural zoning prior to 1998. In spite of the 1998 urban rezone, a major portion of the area has retained its open space character because citizen groups within Illahee have worked hard to maintain the natural systems and neighborhood characteristics.

The regulated natural systems located within the Illahee community are: saltwater shorelines; streams; wetlands; frequently flooded areas; aquifer recharge areas; geologically hazardous areas; and fish and wildlife habitat conservation areas. Each of these areas is regulated or controlled in some way by Washington State and Kitsap County regulations and ordinances. The aggregate of these natural systems, each of which in its own way deters or, by law, limits development, most often results in available open space. The collective term for areas with regulated natural systems is critical areas. Due to the vast amount of critical areas in the area, much of Illahee is not a good candidate for the higher density zoning associated with an urban designation. Alternatively, in areas of Illahee where there are no or fewer critical areas (primarily in north Illahee), urban densities are appropriate.

4.2 SALTWATER SHORELINES

The Illahee community contains 3 of the county's 228 miles of saltwater shorelines (Figure 4.1). The shoreline runs nearly due

north and south and faces easterly to Port Orchard Bay, a major waterway approximately one mile wide of Puget Sound waters separating Bainbridge Island and the Kitsap Peninsula mainland. Numerous species of fish, waterfowl, and marine mammals use this stretch of water either for transit or as a permanent residence.



Figure 4.1 Illahee Community Marine Water Shorelines

This important section of shoreline includes both sandy and rocky beaches, high bluffs, low bank waterfront, a large accretion delta, and an estuary plateau at the mouth of Illahee Creek. Along the shoreline's steeper banks, relatively dense stands of trees greatly benefit resident birds such as kingfishers, bald eagles, osprey, and great blue herons. In the more densely populated area around the Illahee Community Dock, few perch trees exist and the dock's light poles, boat houses, or residents' floats are used for perch areas.

While residential structures occupy nearly all the available waterfront lots in the Illahee community, the natural resources along the waterfront have benefited from the previous semi-rural zoning and waterfront setback regulations. Also, along the shoreline areas where steep and high banks dominate, trees help secure the banks from mass wasting and provide slide protection for the landowner and habitat for wildlife.

The saltwater shorelines are important habitat for many species of fish and wildlife. Shellfish abound in the area; juvenile salmon, smelt, and other fish are nearshore dwellers; waterfowl are always present with many species wintering primarily in the delta area at the mouth of Illahee Creek. Osprey, blue herons, and bald eagles are permanent residents; marine mammals such as river otters and harbor seals are also residents that frequent the shoreline and nearshore areas; sea lions occasionally winter in the area; a humpback whale was recently spotted in the Rue Villa area. Gray whales are regular, though more seasonal, visitors to the area. Other mammals such as fox and raccoon depend on the shoreline and nearshore areas for food and shelter.

The area provides habitat for cutthroat, coho and chum salmon, along with steelhead trout which were listed as "threatened" in 2007. It provides habitat that could be conserved and/or rehabilitated as part of an effort to recover depleted species. This area is adjacent to waters that are home to Puget Sound orcas, which were also recently listed as "endangered". Marine inter-tidal, nearshore, and sub-tidal areas provide critical habitat for salmon and trout, particularly for juvenile smolts as they migrate from freshwater systems in Puget Sound watersheds to the ocean. Shallow nearshore areas are known to provide rearing habitat and shallow-water migration corridors that offer protection from predators.

Saltwater Shorelines Environmental Designations

The Kitsap County Shoreline Management Master Program (Kitsap County Code Title 22), adopted in 1999, set shoreline designations and development requirements for Kitsap County shorelines. Kitsap County will be undergoing an update to its Shoreline Plan by 2011. Under this program, the Illahee community shoreline has been assigned three designations: rural, semi-rural, and conservancy (Figure 4.2). Note that these designations are not to be confused with inland zoning designations. The shoreline designations are in basic agreement with the Illahee shoreline geology and reflect the land use zoning called for in the Illahee Community Plan.

The *rural* designation is designed to restrict intensive development along undeveloped shorelines and to function as a buffer between more urban-like densities. The majority of Illahee shorelines (approximately two linear miles) are designated rural and reflect areas of high bluffs at both ends of Illahee and the bay area between the state park and the mouth of Illahee Creek.

The *semi-rural* designation is designed to “promote a multiple-use shoreline area in which the scale of uses falls between that of the rural and urban environments. Certain aspects of the natural environment will be retained in conjunction with permitted uses.” This designation was assigned to the area from the bottom of Roosevelt Street north to where Wise Street intersects with Illahee Road (approximately one-half mile in distance). It essentially takes in the 1916 platted area of old, historic Illahee and provides less restrictive shoreline uses than a rural designation.

The *conservancy* designation is designed to protect fish and wildlife habitat and critical areas and includes a sub-element for parks, recreational sites, or open space. In Illahee, the shoreline area of Illahee State Park has a conservancy designation. Additionally, the southern-most shoreline area of Illahee has been given the higher conservancy designation, which follows the environmentally sensitive shoreline of the Cheney Estate and Enetai Community.

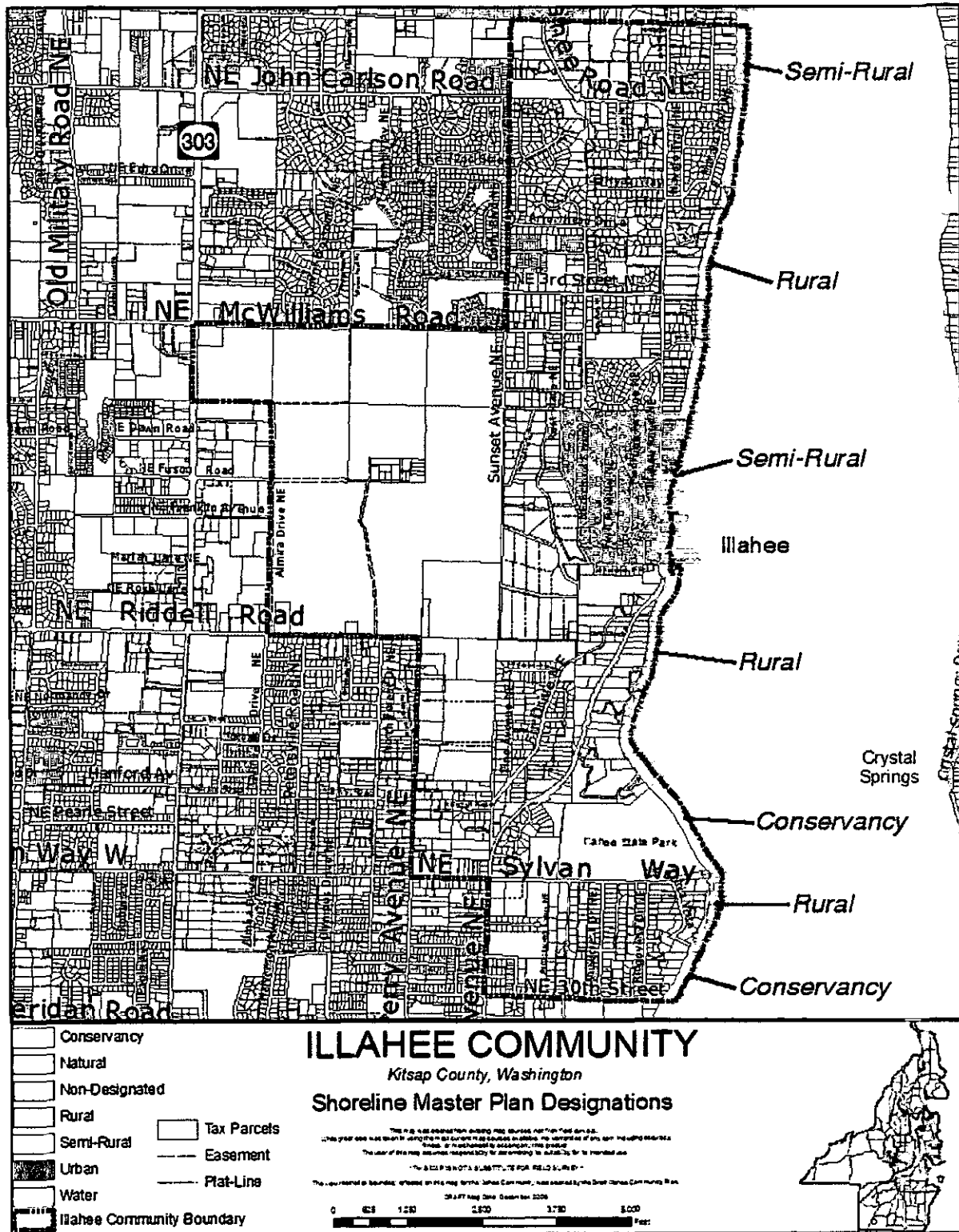


Figure 4.2 Shoreline Management Plan Designations

Ord# 420-2008

Saltwater Shorelines Protection Guidelines

To protect this sensitive shoreline, the least invasive protection or bulkheading methods should be utilized. The county encourages (through the Kitsap County Critical Areas Ordinance) soft shoreline treatments and permits traditional rock and concrete bulkheads only as a last resort in high erosion areas and areas above mean high tide where existing homes are endangered. A reduction in or prohibition of the use of harmful chemical fertilizers and pesticides by shoreline property owners is another opportunity to diminish environmental impacts.

4.3 CRITICAL AREAS

Critical areas are defined as “those areas designated, mapped, and regulated by environmentally sensitive area regulations.” The definition goes on to say, “These areas have existing site conditions that require development standards to minimize specific on-site adverse environmental impacts including stream siltation, hill-slides, and reduction of wildlife habitat. Critical areas include wetlands, riparian corridors, steep slopes, slide-prone areas, areas subject to liquefaction during seismic events, hazardous waste sites, floodplains, and wildlife habitat areas.”

This definition results in significant areas within the Illahee community being classified as critical areas thus requiring extra degrees of protection to minimize adverse environmental impacts.

4.4 STREAMS, WETLANDS, AND FREQUENTLY FLOODED AREAS

Streams

The primary stream located within the Illahee community boundary is Illahee Creek. The north and south forks come together to form the main body of the creek, and another northern tributary, east of the north fork, joins the main creek body as it flows east to Port Orchard Bay. Illahee Creek and these tributaries account for the major wetlands and frequently flooded areas within Illahee. Figure 4.3 shows Illahee Creek and its watershed boundaries. The only other significant streams are Illahee Springs Creek, that runs through and north of Illahee State Park, and the headwaters of Gilberton Creek, that runs north into Grahn’s Cove just west of University Point (Figure 4.4).



Figure 4.3 Illahee Creek and Watershed

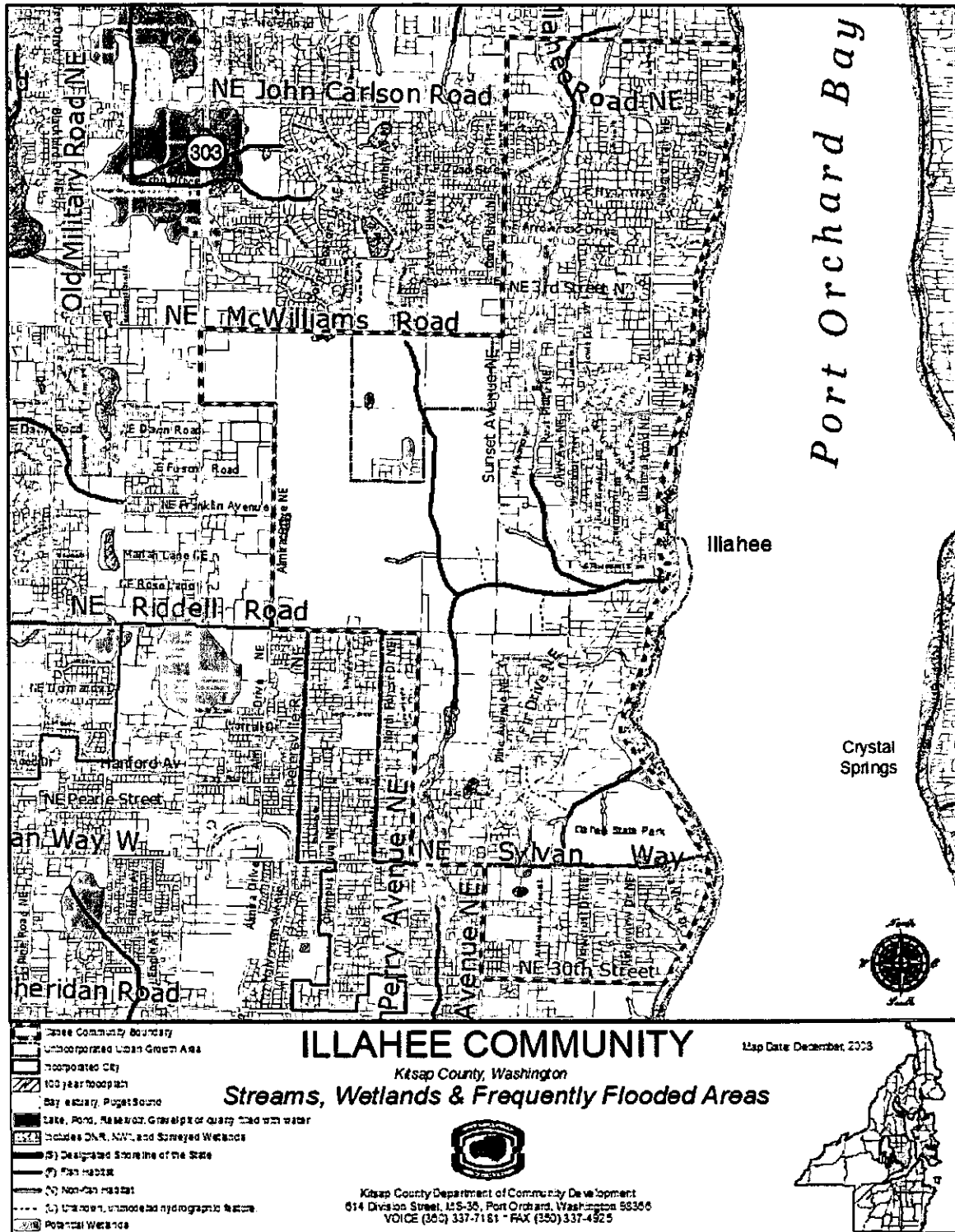


Figure 4.4 Illahee Community Streams, Wetlands, and Frequently Flooded Areas

Illahee Creek is one of only a few salmon streams in Kitsap County with the entire watershed in an Urban Growth Area. In spite of this fact, as of 2000, the watershed still retains rural characteristics, with just 15 percent of the surface area impervious and more than 65 percent forested. The 2003 Kitsap Peninsula Refugia Report notes, "Although salmonid abundance and diversity are lower than historic levels, multiple species of salmon and trout continue to utilize Illahee Creek, making it a potentially significant salmon refuge in the eastern part of the Kitsap Peninsula."

Illahee Creek supports a rich variety of plant and animal life. The stream and its tributaries are deeply incised with steep slopes, which remain largely forested with an extensive under-story of native vegetation. Illahee Creek provides freshwater habitat for coho and chum salmon, steelhead, and cutthroat trout. The Illahee Creek watershed provides habitat for a variety of mammals including fox, raccoon, bobcat, deer, and possibly black bear. Numerous species of birds live in the area with at least one bald eagle nest along the stream.

Illahee Creek is fed by seeps, springs, and shallow, perched ground water in the main channel and three secondary channels (or forks and tributaries). The North Fork begins in an area north of McWilliams Road. It travels south to meet the South Fork, which flows north from an area east of Perry Avenue, midway between Sylvan Way and Riddell Road. The joined streams flow east from the confluence and are joined by the North Tributary. Illahee Creek discharges into Port Orchard Bay at Schutt's Point.

While Illahee Creek has many natural amenities, it also has some significant challenges. The first of these is the problem of excess stormwater resulting from early developments in the area. The second is the periodic presence of pollution found in the creek. The third is low baseflow, which is covered in Section 4.4, Aquifer Recharge Areas.

Illahee Creek must now handle the excess storm flow in the watershed that is not absorbed back into the ground water system, primarily because of the creation of impermeable surfaces and the lack of mitigation requirements for early developments. Unmitigated stormwater flows, arising from property development at the upper reaches of the North Fork, have resulted in excessive sediment deposits downstream. These deposits are visible as brown turbid water far into Port Orchard Bay as they move north or south depending on the direction of the tidal currents. This uncontrolled runoff, resulting in bank erosion and slope failure, has diminished

and threatened Illahee Creek as a salmon-bearing stream. The Washington State Department of Ecology is also aware of these problems and awarded a grant of \$181,000 in 2006 to the Port of Illahee to help determine how best to correct the problems.

In addition to the stormwater problems, high levels of fecal coliform bacteria have been found in Illahee Creek in 9 of the last 11 years of monitoring. These issues should be addressed by the appropriate agencies when and if major development are proposed for the area.

Wetlands

The Illahee community contains several wetland areas and a number of potential wetland areas (Figure 4.4). Most of the wetlands are associated with streams or the headwaters of streams and along the mouths of the streams. Some have been mapped, though not all, and those identified remain largely un-classified. Recently, several upland wetland areas were noted along the South Fork of Illahee Creek. They are part of seasonal streams whose flows dry up or go underground during dry summer months.

Wetlands perform a variety of vital functions. Water quality is improved when the wetland area entraps sediment and contaminants. (This is particularly true of the wetland areas off of Perry Avenue where surface stormwater from the Perry Avenue roadway enters onto the wetland areas before discharging into the South Fork of Illahee Creek.) Wetlands also provide flood attenuation by storing surface water runoff and slowly releasing it downstream. This water storage feature also provides stream baseflow stabilization by slowly discharging water downstream into the mainstream to maintain its summer flows, which is needed in Illahee Creek because of low summer baseflows. The wetlands are also vital in support of a wide variety of wildlife species such as birds, mammals, fish, invertebrates, amphibians, reptiles, and wetland plant communities.

Frequently Flooded Areas

Illahee Creek has both actual and potential flooding issues that are being monitored by Illahee community members and the Kitsap County Public Works Department.

A new and larger rectangular culvert, installed in 1999, allows passage of Illahee Creek under Illahee Road just upstream from the creek's discharge into Port Orchard Bay. The new culvert is being monitored because of the large amount of sediment being deposited in the lower reaches of Illahee Creek during major rainfalls. The new culvert quickly filled with sediment to just below its design height, and although it appeared to have reached a state of equilibrium over the last several years, the historic storm of December 3, 2007, added approximately 14 inches of additional sediment and has been seriously compromised from its designed capacity. The culvert is no longer functioning as planned and will require maintenance regularly in order to ensure the culvert remains working.

The accretion delta at the mouth of Illahee Creek, enlarged by excessive sediment deposits, has caused some channel migration to occur. This lateral shifting of the Illahee Creek streambed has resulted in flooding of adjacent tidal wetland areas.

4.5 AQUIFER RECHARGE AREAS

Ground water originates from precipitation and surface water filtering through the ground to aquifers. The ground where this filtering process takes place is called an aquifer recharge area. Once polluted, ground water is very difficult or impossible to clean up.

A "critical aquifer recharge area" is defined as an area that contains hydro-geologic conditions that facilitate aquifer recharge and/or transmitting contaminants to an underlying aquifer. Because the majority of Kitsap County's drinking water comes from ground water supplies, the county regulates potentially polluting land uses (e.g., gas stations) in critical aquifer recharge areas (KCC, 19.600). Most relevant for Illahee is the first part of this definition since there is no commercial zoning in these aquifer recharge areas.

Critical aquifer recharge areas (CARAs) are categorized as Category I and Category II in the Critical Areas Ordinance (CAO) based upon an area's susceptibility to ground water contamination. Factors that were considered in the identification of critical aquifer recharge areas include the presence of regionally significant Vashon, or shallow, aquifers; Wellhead Protection Areas for public water supplies; highly permeable soils; and a high density of wells.

A majority of the Illahee landscape is designated as critical aquifer recharge areas (Figure 4.5). Category I critical aquifer recharge areas include an extensive area around the Illahee Creek drainage area due to the presence of wellhead protection areas for public wells. Category II critical aquifer recharge areas extend along most of the Illahee community shoreline due to the presence of permeable soils and the Vashon aquifer.

Recent hydrological studies authorized and funded by Illahee residents have verified these designations. (Aspect Consulting, *Preliminary Baseflow Investigation of Illahee Creek*, prepared for the Port of Illahee, April 28, 2006; and Joel Massmann, Ph.D., P.E., *Stormwater Effects in Illahee Creek Watershed*, prepared for the Illahee Forest Preserve, May 3, 2006) Additionally, the studies found a relatively porous region between the area's shallow and deep aquifers. With Illahee Creek's summer flows fed entirely by

the seeps and springs along the stream corridors, the creek is totally dependent upon aquifer recharge for its summer flow. Additional studies are needed to determine how best to maintain the stream flows necessary to support salmon and trout in Illahee Creek.

The impacts of new development on aquifers and Illahee Creek should be minimized as new developments are authorized. Impervious surfaces (paving, concrete, roofs, etc.) that reduce aquifer recharge and increase stormwater runoff should be minimized and managed to minimize their negative impacts. Developments with sewer systems typically result in a decrease in aquifer recharge but avoid ground water quality problems. The possible negative water quality impact of drainfields on aquifers, potentially mitigated by effective low impact development techniques, needs to be balanced with the water quantity benefits they provide. Scientific studies are needed to determine the best solutions to resolve the water quantity and quality issues in order to maintain Illahee Creek as a viable salmon and trout stream for the foreseeable future.

Chemicals and pollutants associated with developed areas, including fertilizers, herbicides, pesticides, and petroleum products, increase the risk of ground water contamination. Possible adverse effects to the availability and quality of safe drinking water should be avoided by education of homeowners and business owners and through diligent application of the Critical Areas Ordinance. The Illahee community is proposing these issues be addressed and studied before major developments are permitted within the Illahee Creek watershed.

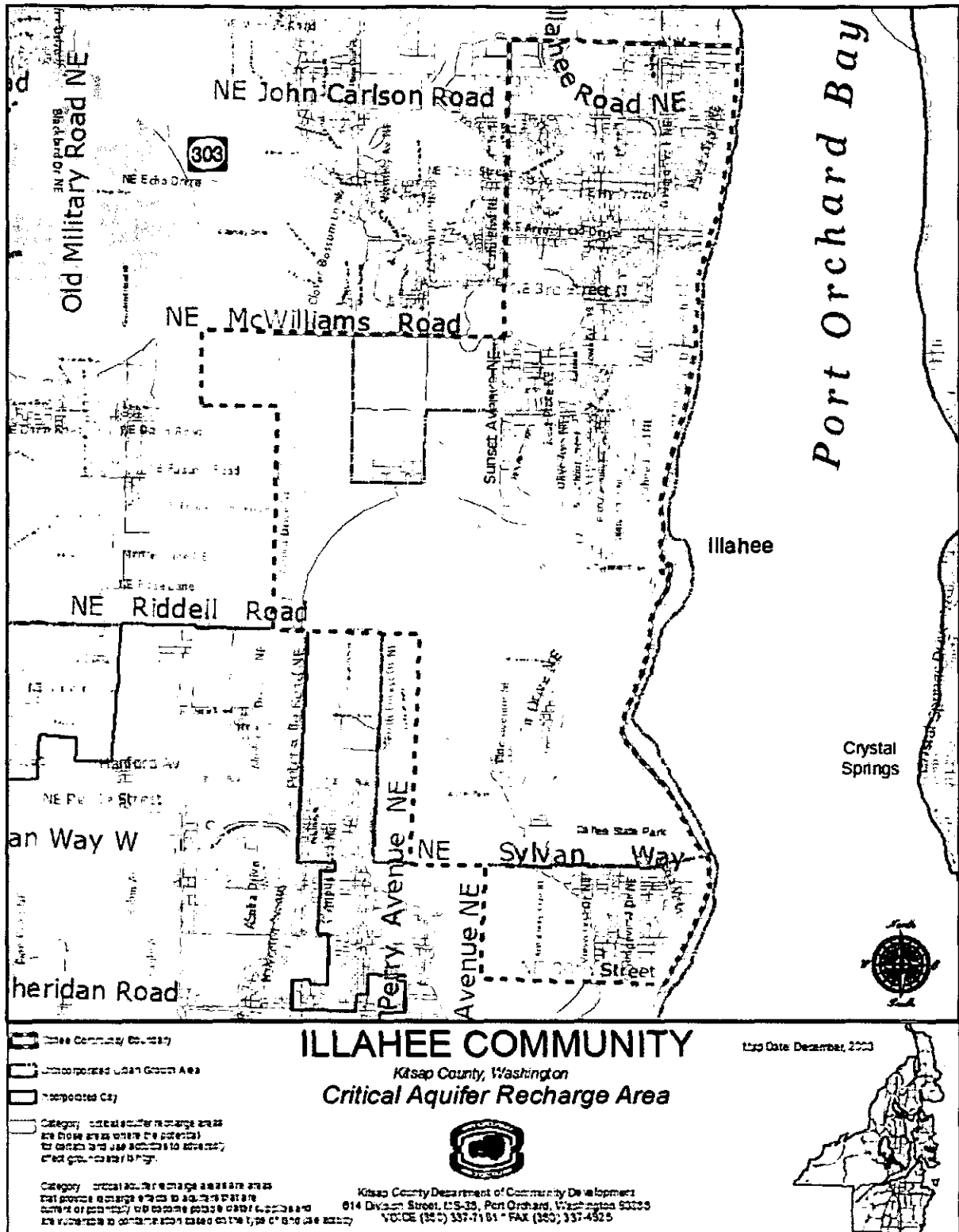


Figure 4.5 Illahee Community Critical Aquifer Recharge Areas

4.6 GEOLOGICALLY HAZARDOUS AREAS

Significant portions of the Illahee landscape are also rated as High or Moderate Hazard Areas (Figure 4.6). Moderate Hazard Areas are defined as slopes of 15 to 30 percent, and soils classified as highly or potentially highly erodible. This classification runs nearly the entire length of Illahee's shoreline, with the area around Illahee State Park being classified as a High Hazard Area.

High Hazard Areas exists mainly along the banks of Illahee Creek and its tributaries, along the shoreline north of Third Street, along with the previously mentioned areas in Illahee State Park. High Hazard Areas are generally slopes greater than 30 percent. In addition, the Illahee community lies along or near the Blakely Harbor Fault, a splay of the Seattle Fault identified following the 2001 Seattle earthquake. This fault has resulted in increased building design standards in the International Building Code of 2003 and requires additional safety factors to be implemented for any commercial building or infrastructure in the Illahee area.

4.7 FISH AND WILDLIFE

Statement from Washington Department of Fish and Wildlife (WDFW)

Fish and wildlife are public resources. Balancing human needs with those of fish and wildlife is a challenge and responsibility we all must accept. Although the Washington Department of Fish and Wildlife (WDFW) is charged with protecting and perpetuating fish and wildlife species, the agency has very limited authority over the habitat on which animals depend. Instead, protection of Washington's fish and wildlife resources is currently achieved through voluntary actions of landowners and through the State Environmental Policy Act (SEPA), Growth Management Act (GMA), Forest Practices Act (FPA), Shoreline Management Act (SMA), and similar planning processes that primarily involve city and county governments.

Landowners, agencies, governments, and members of the public have a shared responsibility to protect and maintain these resources; all are resource stewards. The condition of our fish and wildlife mirrors our performance as stewards, and it represents our commitment to sustaining these resources for our children and theirs.

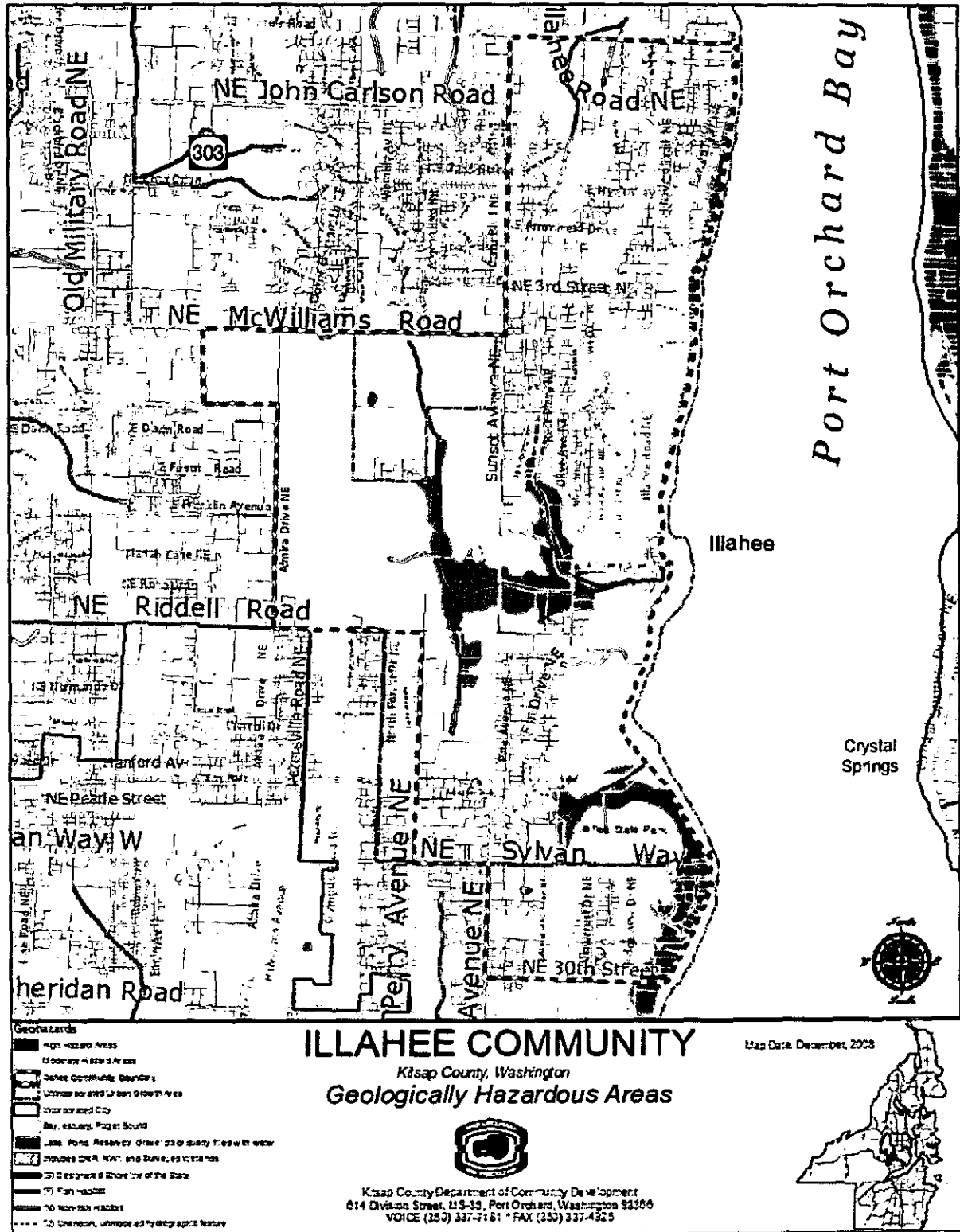


Figure 4.6 Illahee Community Geologically Hazardous Areas

Quality of Illahee Habitat

The fact that the Illahee area is rich in fish and wildlife habitat is noted in Figure 4.7 "WDFW Habitat Evaluation," which gives the highest habitat rating to much of the south portion of Illahee. This is the largest and highest habitat rating area in the Central Kitsap and East Bremerton area, and shows the connectivity to another high habitat rated area, the Cheney Estate area south of the Illahee community.

With the abundance of natural resources in the area and the prime fish and wildlife habitat these resources provide, the Illahee community has had to determine how it would respond to the issue of fish and wildlife in Illahee and the issue of wildlife corridors. Goal Nine of the Growth Management Act (GMA) states jurisdictions are to "retain open space" and "conserve fish and wildlife habitat." (Chapter 2, Section 2.7, notes all thirteen goals of the GMA.) The community and the county must balance this goal with the other GMA goals through a process similar to that implemented to develop the Illahee Community Plan. That process must determine what the community's level of commitment is with regard to retaining open space and conserving fish and wildlife habitat. WDFW can note that the habitat is there, but formal land use controls over that habitat must be supported by the community and enacted by the county through land use regulations along with other protections implemented by willing landowners.

Community Response

The fish and wildlife issue is front and center for Illahee citizens every day, out their windows, along the shorelines, in their yards, and along the roadways. In addition to learning to live with the natural features that make Illahee unique, the Illahee community has had to learn to live with the fish and wildlife that have lived here long before humans came to the area. Recent surveys indicated a wide spectrum of feelings in the community regarding the general issue of fish and wildlife. These feelings range from annoyance to exuberance, but when pressed, even those annoyed by terrestrial wildlife foraging in their gardens are ultimately wildlife supporters.

Illahee Creek Fish (Salmonids)

Four species of salmonid are native to Illahee Creek: chum salmon, coho salmon, steelhead trout, and searun cutthroat trout. Despite earlier problems with culverts, which were replaced in 1999, and excessive stormwater for almost 40 years from upstream

developments, Illahee Creek continues to support small runs of salmonids. Stream restoration projects have been recently approved and funded; the projects will begin following the completion of studies, with the goal of restoring chum and coho salmon and trout to more acceptable and historic levels.

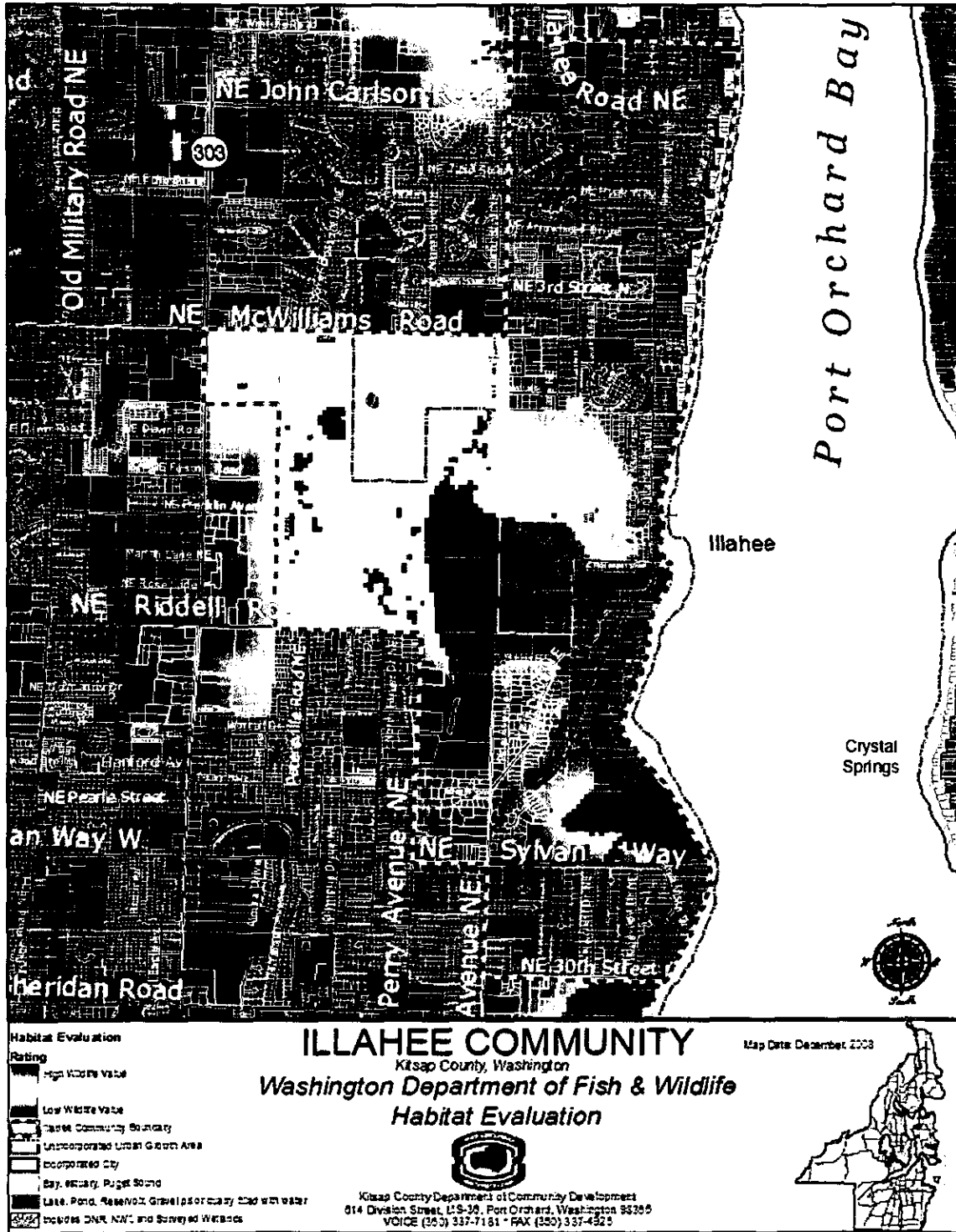


Figure 4.7 Illahee Community WDFW Habitat Evaluation

Ordn# 420-2008

Wildlife Habitat Patches

This Plan defines “Wildlife Habitat Patches” as significant wildlife habitat areas where significant acreage and quality habitat support a variety of wildlife species. Two major wildlife patches exist within the Illahee community boundaries, and the third wildlife patch, the *Cheney Estate–Enetai community area, is contiguous to the Illahee community.*

The largest of the Wildlife Habitat Patches is located in the Illahee Preserve. The Preserve is presently 460 acres and has been designated as a primary wildlife preserve conservation habitat area, as designated by the Department of Fish and Wildlife. The wildlife preserve area is comprised of old growth forest and a significant portion of Illahee Creek watershed in its natural state. This represents a premium wildlife habitat area that was recently expanded from 352 acres to the current 460 acres, with plans to further increase the preserve boundaries via conservation easements and land purchases.

The next largest Wildlife Habitat Patch in Illahee is the 75-acre Illahee State Park. This shoreline park with approximately one-half mile of waterfront is heavily forested and is a sanctuary for both marine and terrestrial wildlife.

The Cheney Estate–Enetai Community is a third Wildlife Habitat Patch of approximately 100 acres of primary wildlife habitat immediately south of the Illahee community’s southern border. The area is heavily forested with minimal development along the nearly one linear mile of shoreline. *Discussions with community and estate personnel indicate it is highly unlikely the area will be developed beyond its present state.* This area also has the highest available WDFW habitat rating in the countywide habitat assessment.

Wildlife Corridors

The wildlife within these three Wildlife Habitat Patches are prone to species isolation unless they can be in contact or connected with other patches. This is less of a problem for birds that can fly between other patch areas. It is a larger problem for terrestrial mammals that must traverse overland to reach other wildlife patches.

Wildlife Corridors provide safe paths, free of vehicles and other human disturbance, for wildlife to travel between areas used for sleeping, accessing drinking water, foraging or hunting, and

breeding. Wildlife corridors can range in quality from high to low depending on the obstacles encountered. Lower quality paths are encumbered by more private residences, roadways, and other obstacles that tend to interfere, but not deter, the movement of wildlife. Every consideration must be made to maintain the tree canopy that will provide some kind of continuity for wildlife migration.

Four Wildlife Corridors already exist in the Illahee community and connect the three Wildlife Habitat Patches, i.e., the Illahee Preserve, Illahee State Park, and the Cheney Estate–Enetai community area (Figure 4.8).

The first is a corridor already used by wildlife and links Illahee State Park with the Cheney Estate–Enetai Community. With the near build-out of this corridor area in the 1960s as semi-rural and the fact that there is little vehicle traffic in the area, this Wildlife Corridor functions well to provide movement of wildlife between the two Wildlife Habitat Patches. Because of the natural features in the area, the Illahee community requested the designated housing density for this area to be changed from an Urban Low designation (5-9 housing units per acre) to an Urban Restricted designation (1-5 housing units per acre). The lower density housing designation is more compatible with the natural features of the area and lower densities support the continuation of this already established wildlife corridor. The requested lower zoning changes were agreed upon by the Planning Commission and the Board of County Commissioners and were included in the 2006 Comprehensive Plan Update.

The next Wildlife Corridor already in use connects Illahee State Park with the forested area along the South Fork of Illahee Creek. The Wildlife Corridor runs northwest along the ravine from the State Park boundary, through the Fisher Park area, across Illahee Road, and then directly west across several private properties to the recently acquired Kitsap County Parks property. This area, like the previous area, was approved for the Urban Restricted zoning designation.

The third Wildlife Corridor connects two pieces of Kitsap County Parks Department properties that are part of the Illahee Preserve. The Illahee Preserve Stewardship Committee identified a number of properties along the Illahee Creek corridor that were targeted for purchase or conservation easements. These two properties, or portions thereof, were not secured by previous grants and are being targeted with future grants. Portions of both properties are

considered essential for maintaining a viable Wildlife Corridor in that area.

The fourth Wildlife Corridor also connects Illahee State Park with the natural areas to the north, which are all private but not developed primarily because of the steep slopes along both sides of Illahee hill. This corridor extends upland toward the Fir Drive area and also northward along the shoreline, both of which terminate along the Illahee Creek corridor. The housing density in this area was changed from Urban Low to Urban Restricted based on the natural features of the area. As stated in the previous paragraphs, the lower housing density also supports the already existing wildlife corridors in these areas.

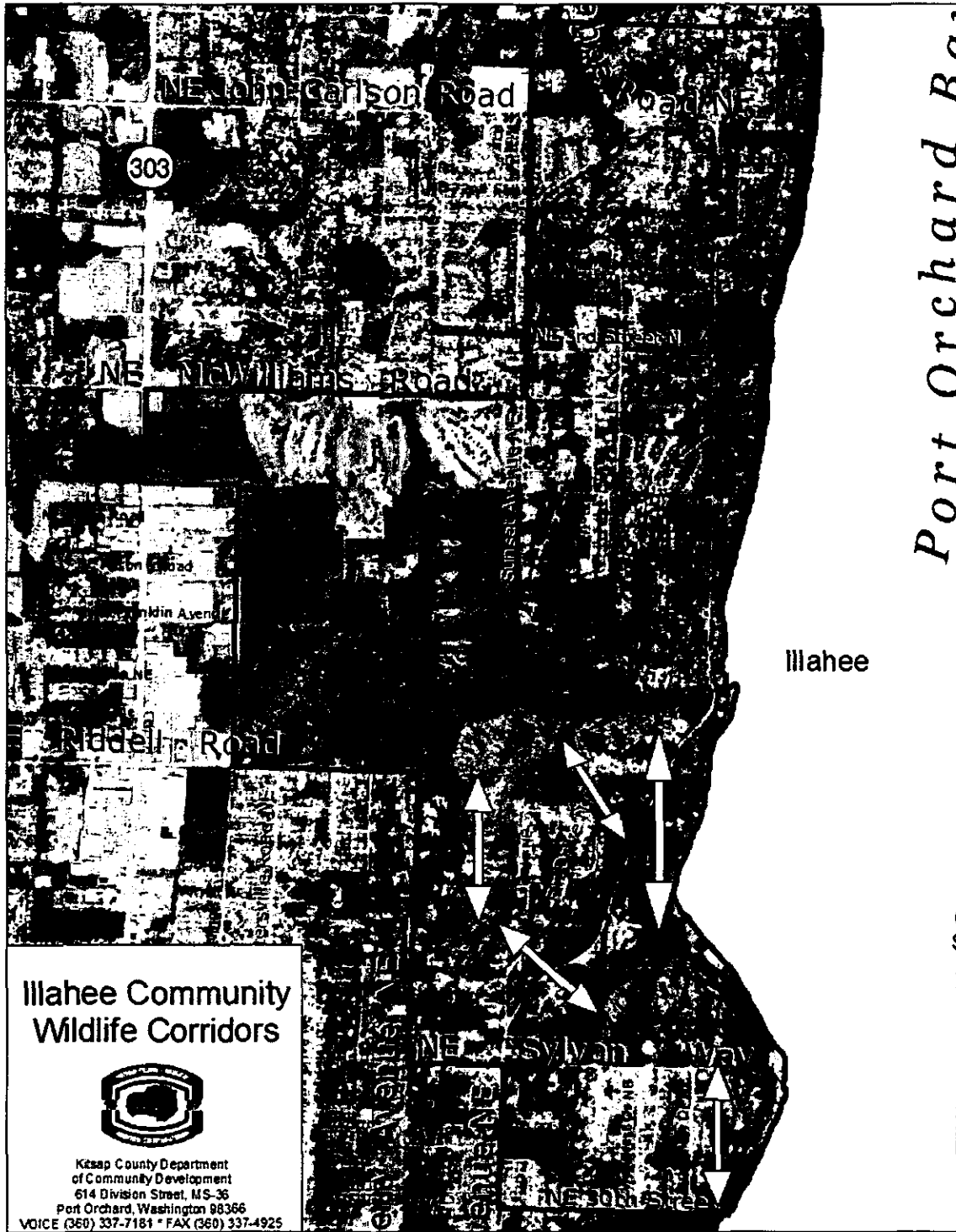


Figure 4.8 Illahee Community Wildlife Corridors

Habitat Standards for Wildlife Habitat Patches and Wildlife Corridors

As stated earlier, the protection of fish and wildlife resources and habitat within the Illahee borders is ultimately the responsibility of the Illahee community. While the two Wildlife Habitat Patches within Illahee are publicly owned, the Wildlife Corridors are primarily in private ownership, and the success of maintaining the habitat quality will depend on the voluntary actions of Illahee landowners.

There are varying habitat standards for Wildlife Habitat Patches and Wildlife Corridors that are only briefly mentioned in this Plan. The first is to maintain the natural features to the maximum extent possible such as wetlands and streams. The second is to maintain natural vegetation as much as is possible such as native trees, shrubs, and plants. The last is to avoid barriers such as solid fences, etc., to the maximum degree possible.

4.8 TREE RECOGNITION AND PRESERVATION

The Illahee community is recognized as one area between Bremerton and Silverdale where there are significant forested areas and where large trees can still be found. The world's largest known pacific yew tree is located in Illahee State Park along with other large native trees. The Illahee Preserve contains a number of large old-growth western white pine. Illahee citizens would like to maintain the natural forested character of Illahee and responded positively to a tree recognition and preservation program.

With increasing pressure from Kitsap County to promote higher density development in all urban areas, more and more trees and other native vegetation are likely to be removed throughout the Illahee community unless the community responds with a preservation program. The desired solution is to coordinate a tree preservation program, primarily in those areas where the natural features limit or restrict urban development and where zoning densities are low.

The purpose of the tree preservation program would be to increase awareness and preserve what remains of the natural flora and fauna. The goal would be to conserve the area's scenery, natural and historic objects, and wildlife. Such an effort would provide for the enjoyment of the area's trees for the enjoyment of current and future generations.

Illahee Road is the main thoroughfare through the Illahee community. It is a scenic by-way replete with steep slopes, vegetated canyons, springs and seeps, and scenic views of Port Orchard Bay and Bainbridge Island. Properties on both sides of Illahee Road are edged with large stands of Douglas fir, big leaf maple, and a large variety of other native vegetation including vine maple, sword fern, and Indian plum. Vegetation framing the views contributes to the Illahee ambiance that has made the community an attractive place for its residents to live. Many residents feel a vigilant and determined focus on preservation is needed to keep Illahee from being further eroded to the point where Illahee becomes totally denuded and there is nothing left to preserve.

Illahee Road is a scenic by-way that follows the route of the Mosquito Fleet Trail. The greenbelt on both sides of the road enhances wildlife habitat and the wildlife corridor that runs through Illahee. Movement of resident wildlife and maintenance of nesting areas, and a unique recreational route for pedestrians and cyclists, are provided for as a result. The maintaining of property values as a result of the natural setting and the route's unique beauty are intrinsic values important to Illahee residents. Natural vegetative buffers between developments and roadways are suggested to be maintained at a minimum of 25 feet to obscure building sites from roadways, wherever possible.

Community Tree Protection Standards

Trees (primarily Douglas fir, western red cedar, and big leaf maple) along geologically hazardous areas help maintain slope stability and should not be removed. This would include major portions of the Illahee Creek corridor, shorelines at the south and north end of the community, and much of the area along Illahee Road from Fisher Park to near the mouth of Illahee Creek.

Trees along previously established no-cut vegetation buffer areas should not be removed. Such an area exists next to the Ambleside Development on Third Street between East Avenue and Illahee Road.

Removal of trees larger than 18 inches in diameter in geologically hazardous areas or no-cut buffers that are considered a threat to persons or properties should require a county-approved arborist's written evaluation prior to being removed. Homeowners should have the option of habitating, skirting, or windowing the trees on their property to decrease the threat.

Trees that are 25 inches in diameter or greater, depending on variety, should be considered for the Community Heritage Tree Program.

Forested areas provide many benefits to the Illahee community such as water retention, wildlife corridors, and scenic views. Grants have been obtained in the past to preserve these areas and are projected for future purchases. Property owners are encouraged to contact Kitsap County (www.kitsapgov.com) or the Illahee Forest Preserve (www.illaheepreserve.org) if forested areas are being contemplated for sale.

Community Heritage Tree Program

A voluntary Heritage Tree program has been created to preserve and recognize the historic, social, and culturally significant trees in the community. Heritage Tree status would be granted if the tree meets any of the following requirements:

- Size - a diameter of at least 24-36 inches (depending on variety)
- Relation to an historical event
- Unusual species for the area, or exemplary form of the species
- A grove may be considered if it meets any of the following requirements: (Mature and contains trees that are distinctive due to size, shape, species, or age)
- Relationship with a natural resource (e.g., streambank)
- Special site location

Benefits of Participating in the Heritage Tree Program:

- The program provides a way for people to recognize and save significant trees on private property.
- Heritage trees would be protected from unnecessary removal and aggressive maintenance actions with review and appropriate approval of all activity by consultation with locally approved arborists.
- Heritage Trees would have plaques with their designation on or adjacent to the tree.
- The Illahee community, through community volunteers, will strive to create partnerships with local tree care companies or sponsors for the care and maintenance of Heritage Trees.
- All Heritage Trees will be inventoried with all relevant information and photographed for interested parties to research. (To be nominated, a tree must be in good condition and have the consent of the property owner. Tree nominations are reviewed semi-annually with deadlines in October and April. The selection process would be on-going.)

4.9 OPEN SPACE

Open space is defined as undeveloped land, water areas, and land partially developed to the extent compatible with forestry, agriculture, or recreation. Open space comes in a variety of shapes, sizes, and types and can provide a number of different benefits or purposes. It can define a community and provide distinctive character. It may serve as a boundary between incompatible land uses, a break from continuous development, or natural linkages between communities. In addition, open space may also provide recreation opportunities, protect critical areas and fish and wildlife habitat, maintain scenic areas and vistas, provide wildlife corridors, and preserve significant farm and forest lands. Examples include: riparian zones and estuaries; wetlands; shorelines; steep slopes and ridges; watershed lands; critical wildlife habitat; recreational lands; farm and forest lands; scenic corridors; urban green spaces; and cemeteries.

Given the above definition for open space and the specific examples noted, the only open space category not within the Illahee boundary is a formal cemetery.

The three largest open areas within Illahee are Illahee State Park, the Illahee Preserve (a Kitsap County Heritage Park), and Rolling Hills Golf Course. These three areas alone comprise nearly 700 acres of open space and represent over one-third of the Illahee community. This acreage plus the private open space areas being left in their natural or near natural state leaves the Illahee area nearly two-thirds open space. Grant monies are being requested to complete purchases or conservation easements of targeted private properties within the Illahee Creek corridor to complete the Illahee Preserve Heritage Park plans established in the Illahee Preserve Stewardship Plan. Conservation easements and grants are anticipated to secure secondary wildlife corridor properties once established by the community.

4.10 GOALS AND POLICIES

Goal 4.2 Protect the saltwater shoreline.

Policy 4.2-1 Encourage the use of soft bulkheading in cases where bulkheading is necessary to protect an existing structure.

Policy 4.2-2 Provide educational materials to shoreline property owners on the safe use of chemical fertilizers and pesticides.

Goal 4.3 Protect Illahee Creek.

Policy 4.3-1 Review all new development proposals, particularly in the Illahee Creek watershed, to ensure that the projects are coordinated with ongoing regional stormwater system planning and meet the requirements of the latest Kitsap County stormwater regulations.

Policy 4.3-2 Encourage the use of permeable surfaces and other new technologies to decrease stormwater runoff.

Policy 4.3-3 Support a scientific study to determine the best solutions to resolve stormwater issues in Illahee Creek and to achieve acceptable stream flows during storm events necessary to support salmon and trout habitat.

Goal 4.4 Protect Critical Aquifer Recharge Areas.

Policy 4.4-1 Review development proposals, particularly in the areas that impact the aquifers connected to Illahee Creek, to ensure the projects do not adversely affect aquifer recharge.

Policy 4.4-2 Encourage the use of permeable surfaces and other new technologies to maintain or increase aquifer recharge.

Policy 4.4-3 Support a scientific study to determine the best management solutions to resolve water quality and quantity issues in Illahee Creek and to maintain stream flows necessary to support salmon and trout habitat.

Goal 4.5 Protect Geologically Hazardous Areas.

Policy 4.5-1 Review development proposals, particularly along steep banks, to ensure the projects meet the latest CAO and seismic standards.

Policy 4.5-2 Support a scientific study to determine the proximity of Illahee to the Blakely Harbor Fault.

Policy 4.5-3 Establish development standards in geologically hazardous areas that promote maintenance of existing vegetation to discourage clearing of ridgelines and slopes to provide scenic vistas.

Goal 4.6-1 Enhance efforts to protect the biological diversity and habitats of fish, birds, wildlife, and plant life within the Illahee community.

Policy 4.6.1 Support a diligent application of the Critical Areas Ordinance to protect wildlife habitat.

Policy 4.6-2 Determine the community's level of commitment with regard to retaining open space and conserving fish and wildlife habitat.

Policy 4.6-3 Determine if formal land use controls to enhance habitat should be recommended.

Policy 4.6-4 Recommend voluntary protections of habitat by contacting and educating landowners.

Goal 4.6-2 Provide wildlife corridors between wildlife habitat patches.

Policy 4.6-5 Recognize and promote through regulatory and non-regulatory means wildlife corridors between wildlife habitat patches.

Policy 4.6-6 Minimize habitat fragmentation and maximize connectivity of open space corridors to facilitate wildlife movement.

Goal 4.7 Conserve the scenery and natural and historic trees within the Illahee community.

Policy 4.7-1 Coordinate a voluntary tree conservation program.

Policy 4.7-2 Maintain natural vegetative buffers between developments and roadways wherever possible.

Policy 4.7-3 Consider a community tree protection standards.

Policy 4.7-4 Encourage participation in a community Heritage Tree program to preserve and recognize the historic, social, and culturally significant trees in the community.

Goal 4.8 Continue efforts to preserve open space.

Policy 4.8 Pursue grant monies to complete purchases or conservation easements within the Illahee Creek corridor as outlined in the Illahee Preserve Stewardship Plan.

Goal 4.9 Avoid beach erosion at stormwater outfalls by requiring effective energy dissipation practices.

CHAPTER FIVE

TRANSPORTATION

5.1 Area Transportation System Impacted by Illahee Creek

The Illahee community's limited road system, which is primarily due to the steep slopes of Illahee Creek, consists of one north-south road. The Illahee-Brownsville Road, or the Illahee Road, carries traffic between Bremerton's Trenton Avenue to the south and the Brownsville community to the north. The other north-south road, State Highway 303, is one and one-half miles to the west and is part of the west boundary of the Illahee community. This existing highway avoided the Illahee community due to the high cost of road construction over the canyon-type terrain of the Illahee Creek and its tributaries in the Illahee Preserve area. The resulting significant open space between these two roads has helped to preserve the native state of the Illahee Creek area. However, the effect of limited transportation options means an increase of traffic through Illahee as drivers avoid the commuter congestion and multiple stop lights on the four-lane State Highway 303 and choose the Illahee Road (a typical two-lane county road) for north/south travel.

5.2 Existing Infrastructure

Below are the main roadways that either border or are within the Illahee community boundary (Figure 5.1).

State Facilities

State Highway 303 is the principal north/south, four-lane highway in the eastern half of Kitsap County. It is also the westernmost border of the Illahee community between Riddell Road and McWilliams Road.

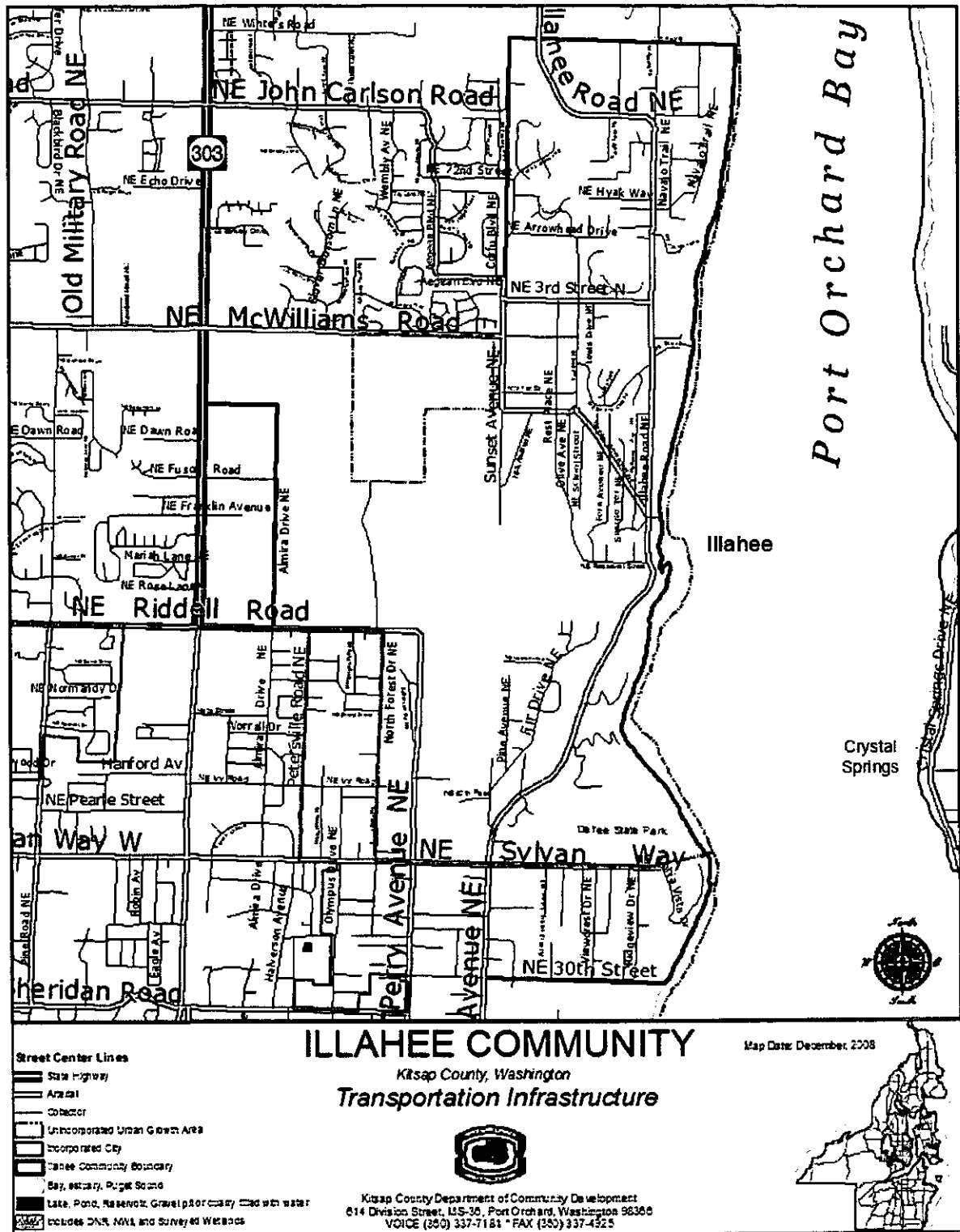


Figure 5.1 Illahee Community Transportation Infrastructure

County Facilities

Illahee Road is classified as a minor arterial from the top of Illahee hill where it transitions from Trenton Avenue at the south of the Illahee community and runs north through the Illahee community to the community of Brownsville. The posted speed limit is 35 mph, except for the portion going through Illahee community proper where the speed limit is 25 mph.

This arterial road is part of the designated Kitsap County Bicycle Route #39, which is part of the Mosquito Fleet Bicycle Trail that runs between the Kingston and Southworth ferries. The route through the Illahee community is predominantly a one-foot wide, unpaved shoulder; however, some sections of a two-foot wide, paved shoulder exist.

NE 30th Street is the southern border of the Illahee community. It is a two-lane east/west local roadway running from East Bremerton and terminating as it reaches the bluffs near Illahee State Park.

Sylvan Way is a two-lane minor arterial and urban collector, which runs east/west from the area south of Illahee State Park into the East Bremerton area. It comprises another southern border of the Illahee community between Trenton Avenue and Perry Avenue.

Perry Avenue is a two-lane north/south Principal arterial, running from East Bremerton to Riddell Road. It comprises the western border between Sylvan Way and Riddell Road.

Riddell Road is a two-lane east/west Principal arterial, running from Perry Avenue to State Highway 303. Riddell Road is the southern border of the Illahee community from Perry Avenue to State Highway 303.

Trenton Avenue is a two-lane north/south Collector arterial, running from East Bremerton to Sylvan Way where it transitions into Illahee Road. It is the western border of the Illahee community from NE 30th Street to Sylvan Way.

Fir Drive is classified as a two-lane local road that runs from the Trenton Avenue/Illahee Road transition north until it dead-ends.

McWilliams Road is classified as a Minor arterial. It is a two-lane roadway, which runs from State Highway 303 east/west until it dead-ends at East Avenue. McWilliams is the northern border of the Illahee community from State Highway 303 to Sunset Avenue.

Sunset is classified as a two-lane local road that runs north/south. *Sunset* is the western border of the Illahee community from McWilliams to NE Colorado Street. Note that NE Colorado Street extended would connect with University Point Circle.

East Boulevard functions as a Minor arterial for a short section as it distributes most traffic to Ocean View Boulevard or NE 3rd Street. It is a two-lane roadway, which runs north/south.

Ocean View Boulevard is a Minor two-lane, steep grade arterial connecting *East Boulevard* with Illahee Road.

NE 3rd Street is also classified as a Minor two-lane arterial connecting *East Boulevard* with Illahee Road.

University Point Circle is classified as a two-lane local road that runs in a rectangular pattern through the University Point development and connects with Illahee Road. The northern-most portion of University Point Circle, along with NE Colorado Street, forms the northern border of the Illahee community. There is only one ingress and egress connecting University Point Circle to Illahee Road.

5.3 Kitsap Transit Services

Scheduled Transit Services

Kitsap Transit does not provide regularly scheduled bus service to Illahee proper, but does provide service to some of the perimeter areas of Illahee (Figure 5.2). Perimeter service is provided daily, except for holidays when service is either not provided or limited.

Illahee Dial-A-Ride

Illahee Dial-A-Ride buses operate within the Illahee area and make connections to Kitsap Transit routed buses at the East Bremerton Transfer Center. These advance reservation buses operate on a limited schedule on weekdays from 10 a.m. to 3 p.m. Reservations can be made the day before or up to seven days in advance. Trips may be grouped with other Dial-A-Ride or ACCESS trips.

ACCESS Buses

Kitsap Transit also serves the disabled or elderly through their ACCESS shuttle program. These shuttles are specifically designed for the needs of their clientele and provide home to destination service.

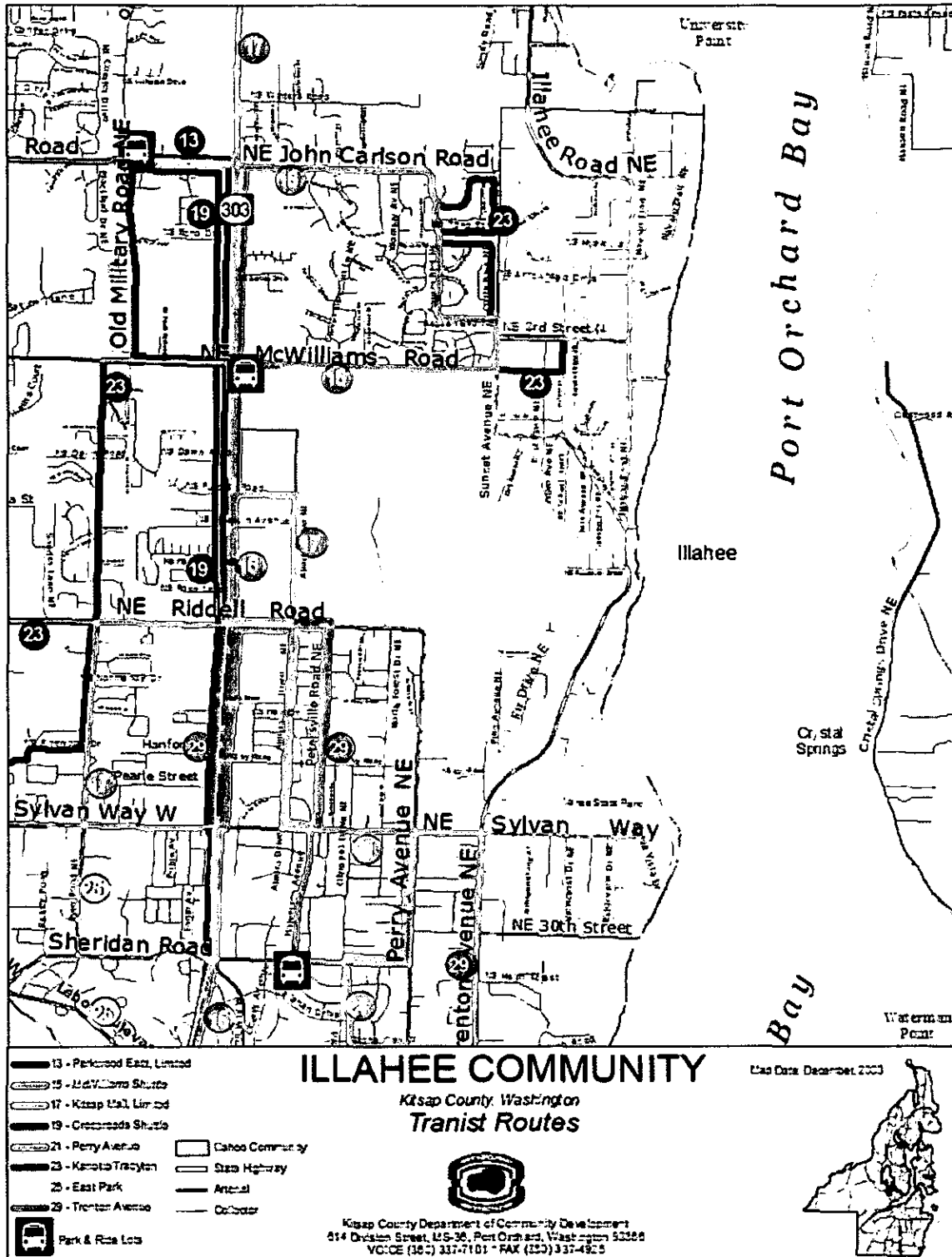


Figure 5.2 Illahee Community Kitsap Transit Routes

5.4 Traffic Analysis

Methodology

Capacity analyses are described in terms of Level of Service (LOS). LOS is a qualitative term that describes the operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from LOS A (little or no delay) to LOS F (long delays, congestion). LOS for roadway links is determined by comparing roadway travel volumes to roadway capacity, known as the volume-to-capacity (V/C) ratio.

Table 5-1 shows the relationship between LOS and V/C ratios. The county has adopted LOS D ($v/c = 0.89$) as the minimal standard for roadways within the urban growth area, and LOS C ($v/c = 0.79$) for rural areas. Under current conditions, all roadways in the Illahee community area are considered to be urban in nature (minimum LOS of D), with the exception of state routes, where the Washington State Department of Transportation (WSDOT) has adopted LOS D as the V/C threshold.

Level of Service	Volume-to-Capacity Ratio
A	< 0.60
B	0.60 to 0.69
C	0.70 to 0.79
D	0.80 to 0.89
E	0.90 to 0.99
F	≥ 1.00

The maximum, theoretical vehicle-carrying capacity of a roadway is determined to be approximately 18,000 to 22,000 vehicles per lane per day. However, many factors can reduce the actual capacity of particular roadway segments. These factors include lower posted speeds, the presence of driveways or cross-streets, narrow lane widths, and pedestrian activity. The placement of traffic signals can also lower the capacity of a roadway segment.

Roadway capacity values were assigned to the roadway segments in this study based on the factors described above. Kitsap County uses the Florida Department of Transportation **Generalized Level of Service Volume Tables** "Areas Transitioning into Urbanized Areas" or "Areas over 5,000 not in Urbanized Areas", Table 4.2 in the FDOT LOS Handbook as a basis to determine the maximum theoretical volume for the above Levels of Service.

Existing Conditions

Volumes for Average Daily Traffic (ADT) on the existing network are shown on Table 5.2. Existing volumes were selected based on the most recent counts with a close proximity to the Illahee boundary.

Based on the existing roadway conditions and daily traffic volumes, all roadway segments providing access to the area under normal conditions presently operate at or above the acceptable Level of Service (LOS) standards for Kitsap County roadways (Tables 5-1 & 5-2).

Roadway	1998-2005 Volume	Capacity	Volume-to-Capacity Ratio	LOS
Illahee Road	3,100	11,700	.27	A
Sylvan Way	6,700	11,700	..57	A
Perry Avenue	6,100	13,000	.47	A
Riddell Road	7,900	16,300	.49	A
Trenton Avenue	5,200	14,600	.36	A
McWilliams Road	9,600	11,700	.82	D
East Blvd	1,900	11,700	.16	A
Ocean View Blvd	2,300	11,700	.20	A
3 rd Street	1,500	11,700	.13	A

Future Conditions:

All roadway segments studied are expected to operate at or above the acceptable Level of Service (LOS) standards for Kitsap County roadways in 2025 except Riddell Road (Table 5-3).

Roadway	2025 Volume	Capacity	V/C Ratio	LOS	Concurrency Threshold (0.89 x Capacity)	Deficit (-) Excess (+) Capacity
Illahee Road	7,717	11,700	.66	B	10,418	2,701
Sylvan Way	9,073	13,000	.70	C	11,570	2,497
Perry Avenue	6,699	13,000	.52	A	11,570	4,871
Riddell Road	16,316	16,300	1.00	F	14,507	-1,793
Trenton Avenue	7,669	14,600	.53	A	12,994	5,325
McWilliam Blvd	9,621	11,700	.82	D	10,418	9,797
East Blvd	3,134	11,700	.28	A	10,413	7,279
Ocean View Blvd	2,253	11,700	.19	A	10,413	8,160
3 rd Street	3,231	11,700	.28	NA	10,413	7,182

5.5 Current Scheduled Improvements

Kitsap County Transportation Improvement Program (TIP)

The Kitsap County Six-Year Transportation Improvement Program (2008-2013) does not include any planned improvements in the Illahee area for this period. Please refer to the Kitsap County Capital Facilities Plan for more information regarding the Kitsap County TIP.

The Mosquito Fleet Trail Plan

Illahee was, in its early history, totally dependent upon water-borne transportation via the "Mosquito Fleet." Illahee was one of over 40 Mosquito Fleet ports along Kitsap County's 228 miles of Puget Sound shoreline. The Mosquito Fleet Trail is a county-wide long-term project that runs through Illahee. The route is regularly used by a number of bicycle tour groups that ride the trail through Illahee (Figure 5.3). No Mosquito Fleet Trail Plan improvements are planned in the Illahee area for the known future.

5.6 Pedestrian Walkways

"New and improved walking paths" were common requests from the questionnaires received by the Illahee Community Citizens Advisory Group. To increase pedestrian safety along roadways, shoulders should be widened to accommodate walking paths. These paths or sidewalks should be mandated for any new developments within the Illahee community boundary.

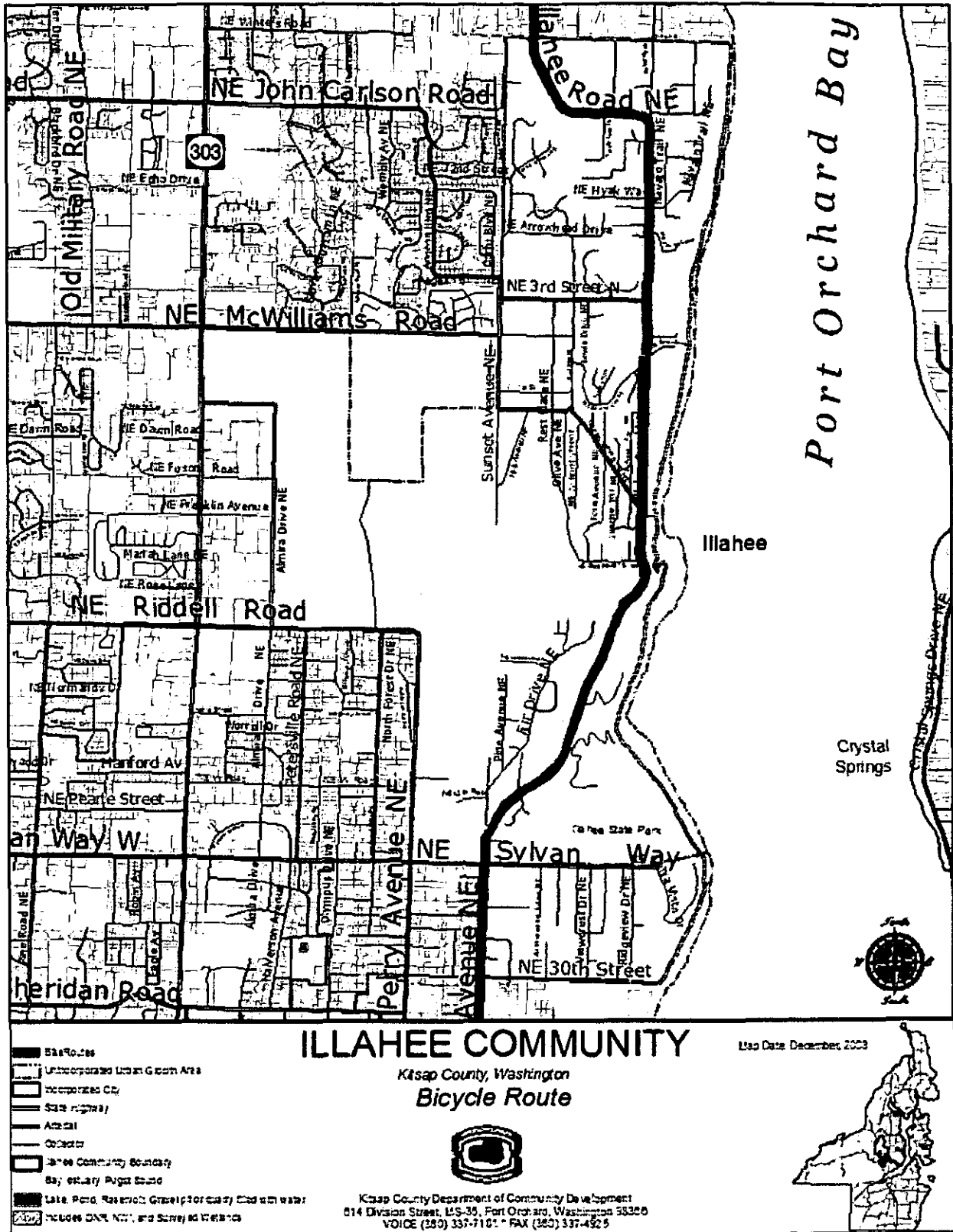


Figure 5.3 Illahee Community Mosquito Fleet Trail Plan Bike Route

5.7 Goals and Policies for the Illahee community

Goal 5.1 Minimize negative environmental impacts by the transportation system.

Policy 5.1-1 Maintain environmental standards and mitigation requirements that are the same or higher than those placed upon the private sector.

Policy 5.1-2 Provide signage to warn traffic of wildlife crossings along Illahee Road in the vicinity of the locations where wildlife corridors exist.

Goal 5.2 Provide citizens an opportunity to participate in the development of a transportation planning policy.

Policy 5.2 Encourage citizen participation, organizations or individuals, in Kitsap County transportation planning efforts within the Illahee Community.

Goal 5.4 Establish minimum level of service standards for transportation facilities in accordance with the requirements of the Growth Management Act.

Policy 5.4-1 Ensure transportation improvements are available to support planned growth at adopted levels of service concurrent with development.

Goal 5.5 Reduce accidents and potential accidents by providing a safe transportation system through good design practices.

Policy 5.5-1 Analyze accident data to determine where safety-related improvements are necessary. Prioritize and implement safety-related improvements during the transportation planning process.

Goal 5.6 Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.

Policy 5.6-1 Develop a "multimodal" transportation plan for the Illahee community that considers all modes of transportation, and specifically: private vehicles, public transit (buses), bicycles, and walking/jogging. This plan should cover in detail the

implementation plan for future pedestrian walkways as noted in Section 5.7.

Selected Goals and Policies from the 2006 County Comprehensive Plan Update

Goal 5.7 **Avoid first, minimize second, and then mitigate negative environmental impacts due to improvements to the transportation system.**

Policy 5.7-1 Consider adjacent land use, scenic values, neighborhood impacts, and natural features in the review of road improvement projects.

Goal 5.8 **Achieve minimum LOS standards for transportation facilities in accordance with the requirements of the GMA.**

Policy 5.8-1 Take into account the tolerance of communities to accept higher levels of congestion in urban areas.

Goal 5.9 **Maximize transportation system safety for people of all abilities.**

Policy 5.9-1 Design pedestrian, bicycle, and equestrian facilities with the following safety considerations:

- Minimize adjacent opaque areas, such as vegetation and overhangs.
- Pathway surfacing should be compatible with use.

Goal 5.10 **Ensure that the public has the opportunity to participate in transportation planning decisions.**

Policy 5.10-1 Develop and enhance public communication programs when changes to the TIP are being considered.

Goal 5.11 **Provide a safe, comfortable, and reliable transportation system.**

Policy 5.11-1 Develop a traffic management strategy that minimizes through traffic in residential neighborhoods.

Goal 5.12 **Maximize the opportunity for non-motorized travel, including development of greenways that are safe for all ages.**

Policy 5.12-1 Require the provision of accessible bicycle/pedestrian facilities within the roadway system of new developments.

CHAPTER SIX**PUBLIC INFRASTRUCTURE**

6.1 Public Infrastructure Impacted by Illahee Creek

The primary public infrastructure systems in Illahee are sewer, water, and stormwater. These systems are impacted by Illahee Creek similarly to the transportation system as infrastructure generally follows and conforms to the roadway system. As stated in the transportation chapter, Illahee Creek essentially forces the roadway system, and thus its infrastructure system, to detour one and one-half miles around the creek. This especially impacts the sewer systems in the area as Illahee Creek also provides the general separation boundary between the City of Bremerton's sewer basin area and the Kitsap County sewer basin area.

As Illahee continues to develop, additional public infrastructure will be added, as budget allows.

6.2 Sewer

Kitsap County provides the sewer infrastructure in Illahee. Sewer service is provided along the Wheaton Way corridor and east along McWilliams Road where it serves developments primarily to the north (Figure 6.1). The sewer system has been sized to accommodate future growth in the basin area.

The City of Bremerton is the logical provider of future sewer service to the area south of Illahee State Park and south of Sylvan Way due to the formidable barrier of the canyons of Illahee Creek and the distance and cost to run the sewer connector lines. This area is covered by the City of Bremerton in the Trenton Avenue Basin, as noted in Bremerton's 2005 Comprehensive Plan Update.

Because of the delicate ground water balance system necessary to support the base flows in Illahee Creek, the advisability of sewers for the area around Illahee Creek has been taken into consideration with the majority of the land around Illahee creek being zoned Urban Restricted and Illahee Greenbelt Overlay Zone: both of which allow septic. The additional zones within Illahee require sewer, consistent with the Kitsap County Comprehensive Plan and the Washington State Growth Management Act.

Sewer planning for the Central Kitsap Area was updated in 2008 by the City of Bremerton and Kitsap County. The Illahee Community

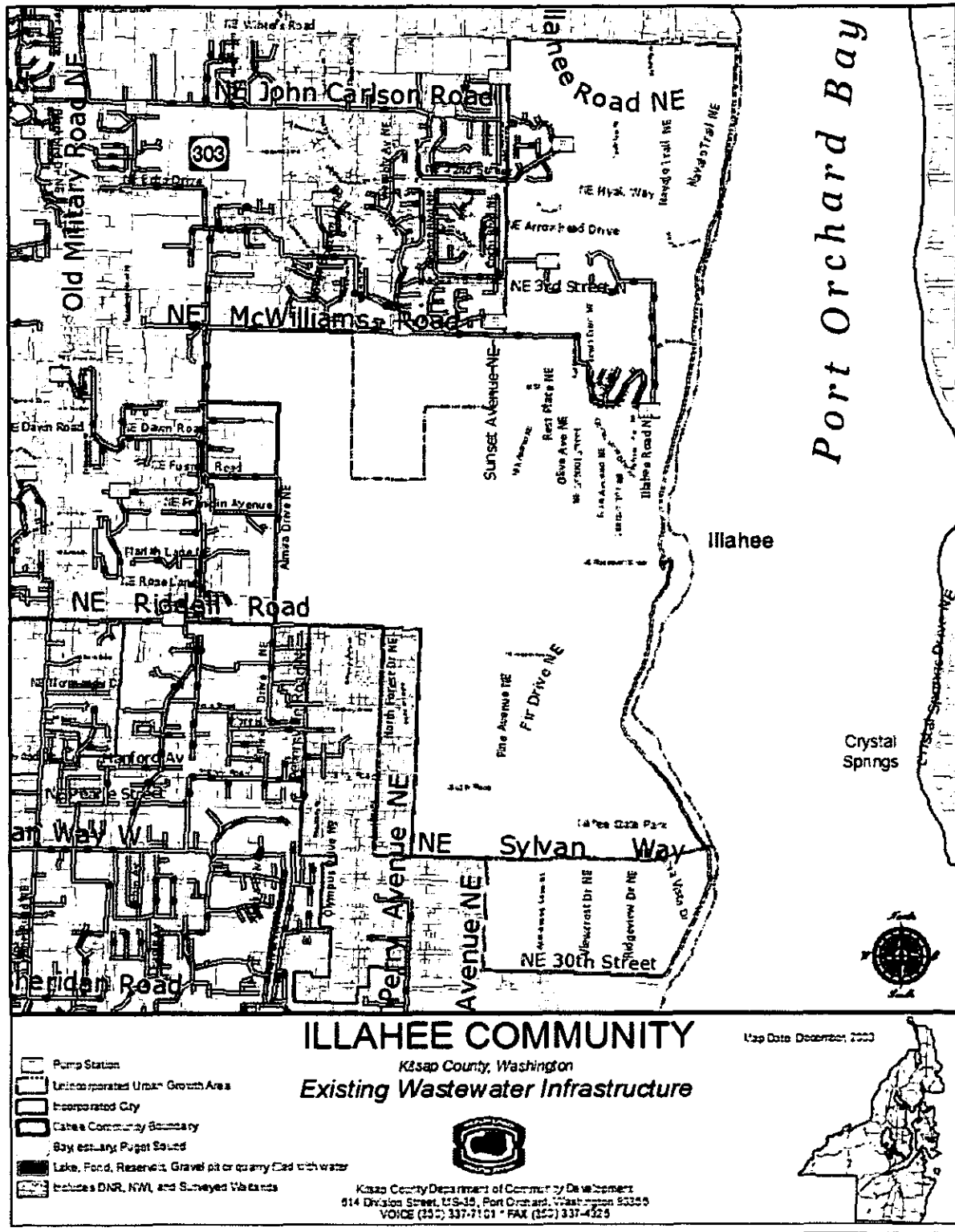


Figure 6.1 Illahee Community Existing Wastewater Map

6.3 Water

General

North Perry Avenue Water District provides water service to the Illahee community and has prepared a Water System Plan (WSP) in accordance with Washington State Administrative Code 246-290-100 and the Department of Health "Water System Planning Handbook, April 1997." The WSP is currently on file at the District office located at 2921 Perry Avenue NE, Bremerton, WA 98310.

History

The North Perry Avenue Water District was formed on November 24, 1942. The original project consisted of construction of approximately 6.6 miles of water mains along North Perry Avenue from Riddell Road to Stone Way and adjacent streets. Water supply was purchased from the City of Bremerton, and a 50,000-gallon tank on a 70-foot tower was constructed for storage near the corner of Olympus Drive and Sylvan Way. Significant additions to the water system were made in the 1950s, including additional mains, new wells, a booster station, and a storage tank. The District was expanded into two pressure zones. The Illahee Water District, which operated a small system in the Illahee area, merged with North Perry in the 1960s, as well as the merger of a small, private system in the Gilberton area. Negotiations between the District and the City of Bremerton in the 1970s have resulted in an agreement on a joint service area boundary. The agreement was signed in 1976, which resulted in transferring some customers to establish the current boundary between the two systems. The present service area boundary was further defined in 1989 by agreement between the District, Silverdale Water District No. 16, and with Kitsap County PUD No. 1. The North Perry Avenue Water District service area (Figure 6.2) currently covers approximately 12 square miles and has 12 wells in service, seven storage reservoirs, and more than 82 miles of water main.

Geography

Most of the geographic service area is rolling terrain with a ridge running north and south through the approximate center of the Water District. A creek valley cuts through the Water District in an east-west direction near Brownsville. The ground elevation varies from near sea level at the eastern side of the Water District to approximately 460 feet at the highest point. Steep slopes exist in some areas, and several small streams with steep side slopes

intercept the service area. The occasional occurrence of wetlands restricts building in some areas. These topographic features affect the locations of water facilities and the method of serving the Water District.

Description of Facilities/Components

The Water District service area contains 5 pressure zones, 10 source wells, 2 backup wells, and 1 drilled well not yet in service. The total sustainable capacity of the District facilities is 3,680 gpm. Because the raw water quality is so high, the District does not perform water treatment, but does add chlorine to the water for the purpose of taste and odor control. There are seven storage reservoirs with a current total capacity of 4.75 MG, with 1.898 MG of standby/fire suppression storage. There are more than 82 miles of water mains. Much of the older pipe in the District is constructed of asbestos cement, and recent installations have used ductile iron pipe with typical diameters of six or eight inches. There are three pump stations. One inter-tie exists between the District system and adjacent (Bremerton) systems and is used only for emergencies. A significant distance between the District system and other adjacent systems and the topography of the service area typically makes inter-ties infeasible.

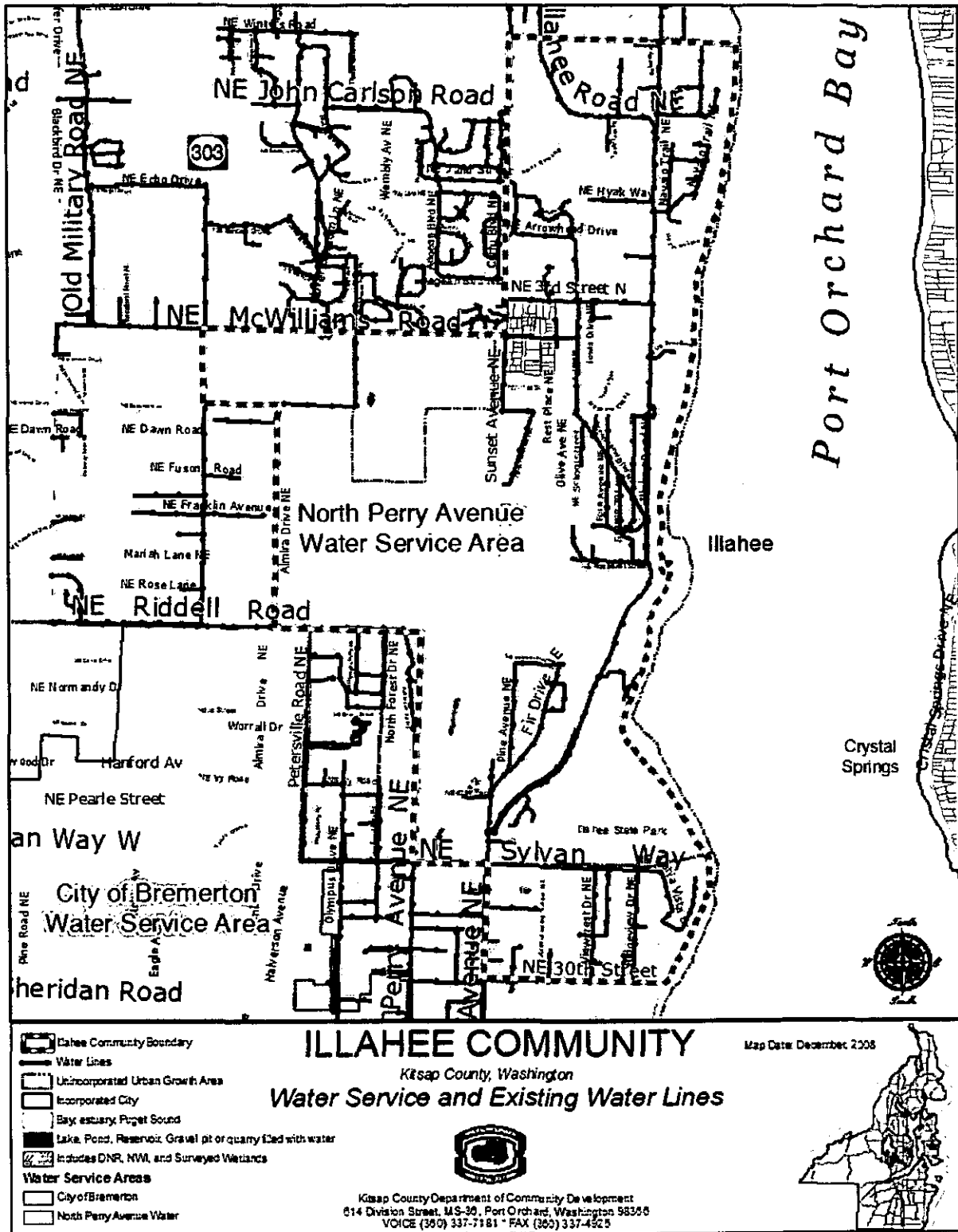


Figure 6.2 North Perry Avenue Water District Map

Related Plans

Land use planning and coordination of capital facility planning on a regional basis is the responsibility of Kitsap County. Water facilities are planned to accommodate and provide for the level of zoning and density included in the following related plans:

- Kitsap County Coordinated Water System Plans
- Kitsap County Ground Water Management Plan
- Kitsap County Initial Basin Assessment (a summary of available information on ground and surface waters, rainfall, stream flows, and fisheries habitat in Kitsap County, on file at the branch libraries)
- Kitsap County Comprehensive Plan (recognizes water is a limited resource and creates a framework for identifying and conserving sufficient volumes of clean surface and ground water for human use, fish and wildlife survival, and shellfish certification to sustain a healthy economy and environment within the constraints of these natural resources)

Zoning and Land Use

The land use planning for the service area is controlled by Kitsap County. The northwest part of the District is zoned for rural medium density, which provides for relatively large lots for residential use. Regulations generally prohibit utility service for development in rural areas. Most of the remaining portion of the District is zoned for low-to-medium density residential use, with some commercial areas along State Highway 303 and other selected locations. Past water system planning has been based on serving the use as it has developed. Land use is generally consistent with zoning.

Future Service Area

As part of its Capital Improvement Program, the District plans to construct new distribution piping in portions of its service area not currently served by water mains. These service areas are undeveloped properties within the current District boundaries. Water service to these areas will generally be provided through developer extension agreements.

Design and Performance Standards

Any property owner developing a new plat of commercial property not served by existing water mains is required to design and

construct a water main extension in accordance with the District's current developer's standards, and to transfer title of the facilities to the District upon completion of the construction as a condition of acceptance. Costs associated with the design and construction of these water main extensions are the responsibility of the developer.

Population Projections and Demand Forecasting

The Kitsap County Comprehensive Plan projects an average annual growth rate of 1.0% from 1997 to 2012 in unincorporated areas; however, the historical average annual growth rate within the District has been higher. A more conservative growth rate of 2.5% is being used for demand forecasting. A second factor affecting demand is the overall weather conditions and the weather patterns during the summer. A third condition is the success of a conservation program.

Recent Hydrologic Studies

Kitsap County has noted Category 1 and Category 2 Critical Aquifer Recharge areas next to Illahee Creek. Additionally, recent hydrologic studies in the area have noted low base flows in Illahee Creek and the discovery of a relatively porous separation layer between the shallow aquifer supplying the creek and the deeper aquifers that supply local wells. This means that the use of wells within the hydraulic drawdown vicinity of Illahee Creek can result in a decrease in the base flow of the creek. (Aspect Consulting, *Preliminary Baseflow Investigation of Illahee Creek*, prepared for the Port of Illahee, April 28, 2006; and Joel Massmann, Ph.D., P.E., *Stormwater Effects in Illahee Creek Watershed*, prepared for the Illahee Forest Preserve, May 3, 2006)

6.4 Stormwater

Historic Conditions

The Illahee community is comprised of rolling hills and is primarily located on the east slope of a hill that reaches approximately 500 feet above Port Orchard Bay. The hillside was originally covered with forests and a variety of vegetation typically found in the Puget Sound Lowlands. The limited amount of surface water runoff generated in the forested environment was carried to small streams by many shallow swales and larger ravines. The main stream still in existence is Illahee Creek. Figure 6.3 notes the stormwater systems within and surrounding the Illahee community.

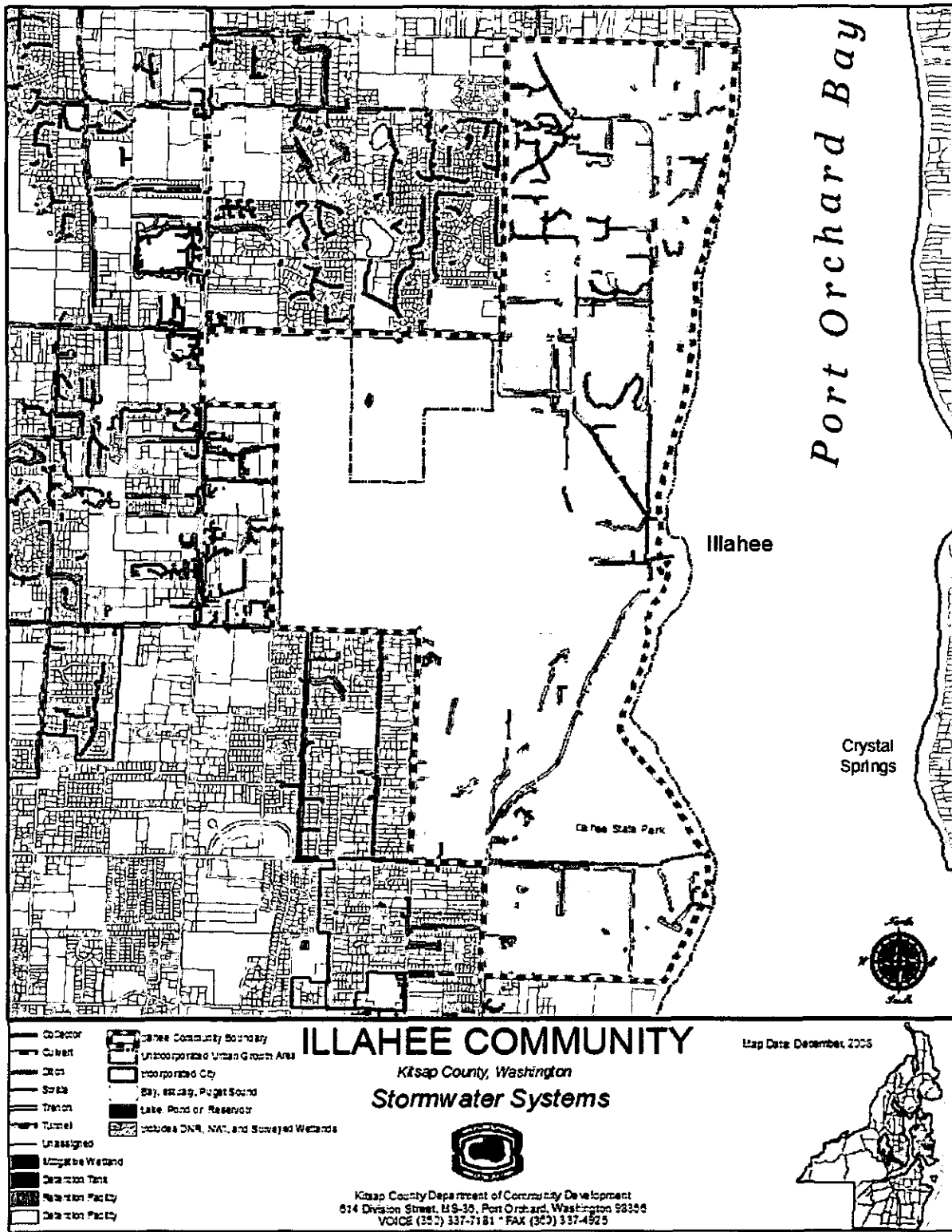


Figure 6.3 Illahee Community Stormwater Map

Ord # 420-2008

Existing Conditions

Currently, high levels of sediment are being carried by high flows in Illahee Creek. As Illahee is naturally steep and has unstable slopes, handling stormwater problems is continually a challenge. As stormwater flushes through the deeply incised ravines during storm events, it can cause unusually high water, which can be a problem for downstream property owners. There are no easy solutions for these problems, but the community of Illahee is determined to find a solution. The most recent acknowledgement of the problem with Illahee Creek occurred in the mid-1990s when a new culvert was planned. It was noted in the report for the culvert that a basin study is required to best understand how to deal with controlling the stormwater in Illahee Creek.

The Port of Illahee has undertaken such a study through a grant from the Washington State Department of Ecology. The Port's consultant, Parametrix, is expected to release the final report in late 2008 or early 2009.

6.5 Goals and Policies

Goal 6.2-1 Provide sewer service to residents within the Illahee community boundary as allowed through Kitsap County Code.

Policy 6.2-1 Encourage property owners on shorelines or near other critical areas to maintain their septic systems in good operating condition or connect to an available sewer system.

Policy 6.2-2 Encourage the use of property functioning septic tanks within the Illahee Greenbelt Overlay Zone.

Goal 6.2-2 Recommend Washington State encourage State authorities and local water purveyors to conduct additional hydrological studies of the critical aquifer recharge areas around Illahee Creek to determine the appropriate boundaries around the creek and the recommended policies and procedures necessary to ensure base flow levels in the creek are maintained.

Goal 6.3 Recommend that Kitsap County Public Utility District conduct hydrological studies of the well systems

around Illahee Creek to determine the appropriate boundaries around the creek to ensure base flow levels in the creek are maintained.

Policy 6.3-2 Encourage State authorities to begin a water balance monitoring system comparing base flows in Illahee Creek with drawdown rates of local wells.

Goal 6.4-1 Support development of a comprehensive approach to stormwater management.

Policy 6.4-1 Review all new developments to ensure coordination with regional and watershed stormwater system planning.

Policy 6.4-2 Use environmentally proven methods such as Low Impact Development (LID) applications to enhance runoff water quality and control runoff rates.

Policy 6.4-3 Involve the Illahee community in the assessment and prioritization of stormwater capital facility projects.

Policy 6.4-4 Identify areas needing improved stormwater infrastructure within the Illahee community.

Goal 6.4-2 Encourage stormwater management systems that preserve natural drainage systems, such as streams, and construct facilities that complement these systems by taking advantage of opportunities for filtration, infiltration, and flow control where feasible and reasonable.

Policy 6.4-5 Preserve stream and natural drainage systems.

Goal 6.4-3 Limit the amount of impervious surface that can be created on individual residential lots to reduce future increases in stormwater runoff.

Policy 6.4-6 Limit impervious surface for each residentially zoned lot to a maximum of 50% on lots less than 0.50 acre and 40% on lots more than 0.50 acre or current county standards, whichever is more stringent.

Policy 6.4-7 Encourage the use of permeable surfaces and other new technologies such as Low Impact Development

(LID) applications in building construction and property development.

CHAPTER 7

PUBLIC FACILITIES and PARKS

7.1 Existing Public Facilities

Illahee is an area of predominantly open space and parks, with only four public buildings or sites in the area. The buildings and sites are noted on Figure 7.1 and are described as follows:

Central Kitsap Fire and Rescue Fire Station

Fire Station #45, North Perry Unit, is located at 3725 Trenton Avenue NE and contains one engine and one aid vehicle. This fire station is used as a career training facility by Central Kitsap Fire and Rescue in addition to servicing the fire and rescue needs of the Illahee area.

Kitsap Mental Health Services

Kitsap Mental Health Services (KMHS), located at 5455 Almira Drive NE, is a private, not-for-profit community mental health center that provides both mental and behavioral health care services to children, families, adults, and seniors in Kitsap County. Through comprehensive inpatient and outpatient programs, individualized and tailored care is provided to those individuals affected by mental illness. The facility houses a 15-bed residential unit for adults and a 10-bed residential adolescent treatment unit.

Kitsap Recovery Center

Kitsap Recovery Center (KRC), located at 1975 NE Fuson Drive, provides both inpatient and outpatient substance abuse treatment services. KRC is state-approved and utilizes the American Society of Addiction Medicine (ASAM) treatment criteria. The facility houses 37 inpatient treatment beds and six detoxification beds. Employees include treatment staff, administrative support staff, and two private consultants contracted to provide medical and dietary advice and assistance.

Kitsap Transit Park-and-Ride Lot

Kitsap Transit Park-and-Ride lot is located at the corner of State Highway 303 and McWilliams Road and offers day use parking for over 100 cars. Kitsap Transit buses service the parking area from 5 a.m. to 9 p.m. daily, except Sundays.

7.2 Public Recreational Facilities

The Illahee community, with its citizens actively involved in preserving and maintaining the area's natural settings and geology, is the site of four large and regionally significant public recreational facilities (Figure 7.1). These include the following:

Rolling Hills Golf Course

Rolling Hills is a full, 18-hole, privately-owned and beautifully maintained, public golf course, located on NE McWilliams Road. The course is comprised of 151 acres in a greenbelt area near the headwaters of Illahee Creek and on the northern boundary of the Illahee Preserve, with the most westerly 40 acres leased from Kitsap County. Rolling Hills is a popular course, currently attracting an annual average of 40,000 golfers. On the course grounds are a retail clubhouse, two practice greens, a driving range, and a restaurant with banquet facilities. Employment figures are seasonal, with approximately 35 full-time and part-time employees, including a full-time professional instructor.

In business since 1972, the course has hosted several statewide tournaments and is a destination for golfers throughout the Northwest. The course is frequented by deer, geese, and other wildlife and has vistas of Mount Rainier. It is an open space area and recreational asset serving the general public of Kitsap County, Washington State, and the Pacific Northwest.

Illlahee Community Dock

The Illahee Community Dock, located at the foot of Ocean View Drive, is regularly maintained and upgraded under the watchful stewardship of the Port of Illahee commissioners.

Improvements to the Illahee dock and surrounding infrastructure include the installation of new ramps, state of the art wiring and lighting systems, floats, protective railings, piling replacements, and landscaping. The fishing pier extends 300 feet into Port Orchard Bay. Recently constructed concrete steps provide community access to the beach. Boats can moor at the pier for up to three days. There are currently no utility hookups at the pier; however, a portable restroom is available within 300 feet.

Illahee State Park

Illahee State Park is a 75-acre marine camping park with 1,785 feet of saltwater frontage on Port Orchard Bay. It is located approximately 1.5 miles east of Trenton Avenue on Sylvan Way. Illahee State Park was acquired in seven parcels between 1934 and 1954.

The park has plenty of parking space and facilities for a number of outdoor activities such as volleyball and softball fields, horseshoe pits, bird and wildlife viewings, and beachcombing. Water activities include diving, skiing, clamming, crabbing, and fishing, plus a boat ramp, 360-foot dock, and 356 feet of available moorage. The park provides three kitchen shelters with electricity plus 90 additional unsheltered picnic sites. The park has 24 tent spaces, one utility space, one dump station, four restrooms (two ADA accessible), and two showers.

Illahee Preserve

The Illahee Preserve is located in the East Bremerton-Illahee area with trailhead entrances at Thompson Lane, Almira-Fuson Road, and McWilliams Road, and is a green space of approximately 600 acres on public and private land featuring mostly pristine forest and primary watershed. The Preserve includes a virtually self-contained watershed that drains into Illahee Creek; a salmon stream that passes through historic Illahee and drains into Port Orchard Bay; a forest and wildlife preserve that contains old growth Douglas fir, western white pine, hemlock, and western red cedar; and interpretive walking and hiking trails.

The Illahee Preserve is a recently acquired Kitsap County Heritage Park that is still in its development stages. The intent of the Preserve is to: establish and develop a premiere nature preserve and park for the education and enjoyment of this and future generations, preserve to the greatest extent possible the natural character of Illahee forest lands and the Illahee Creek watershed, including vegetation and wildlife habitat, provide limited, appropriate active and passive recreational opportunities while maintaining sensitivity to the natural character of the area, and solicit the support and help of local residents, organizations, schools, businesses, government agencies, and Native American nations to work together to carry out the vision and plans for the Preserve. The goal of the Illahee community is for the Preserve to become known as the "Central Park" of Kitsap County.

7.3 Meeting Facilities

One private facility within the Illahee community boundary, the Kitsap Unitarian Universalist Fellowship, has made itself available for limited public meetings. The church has been the host facility for most of the Kitsap County sponsored Illahee community meetings.

Located within relatively close proximity (approximately one mile from the Illahee community's southwestern border) is the Kitsap County Regional Library facility on Sylvan Way in Bremerton. The library has been the host facility for most of the Illahee community meetings.

Facility	Location	Meeting Accommodations
Kitsap Unitarian Universalist Fellowship	4418 NE Perry Ave. Bremerton WA 98310 Phone: 360-377-4724	Available by Appointment Large and Small Meetings
Kitsap Regional Library	1301 Sylvan Way Bremerton, WA 98310 Phone: 360-405-9100	Available by Appointment Large and Small Meetings

7.4 Goals and Policies

Goal 7.1 Maintain current public facilities and add new facilities when determined by the community.

Policy 7.1 Coordinate with the Illahee community on any development plans for public facility improvements and/or additions.

Goal 7.2 Provide public facilities to serve the variety of ages and needs in the community.

Policy 7.2-1 Facilitate the planning and construction of a community center within the Illahee community boundary.

Policy 7.2-2 Encourage the inclusion of community support agencies in all new public buildings.

CHAPTER EIGHT PRESERVATION of HISTORICAL and ARCHAEOLOGICAL SITES

8.1 Introduction

Under the Growth Management Act, counties must identify and plan for Historic Preservation. This Illahee document is meant to provide a framework for what constitutes a comprehensive historic preservation plan that enhances and protects the value of this community within Kitsap County.

8.2 Historic Preservation Planning

The Illahee Historic Preservation Plan provides Kitsap County a working document to identify historic and cultural resources; to consider the issues, problems, and opportunities associated with those resources; to explore the possibility of county-wide and regional approaches to management of important resources; and to develop goals, policies, and strategies for their appropriate use, conservation, preservation, and protection that are consistent with those established for other related comprehensive plan elements.

8.3 Illahee Community

Illahee, rich in history, will begin to tell the story of its past that makes this community unique from other places. Identifying physical reminders of the past creates a sense of place and preserving these physical reminders instills civic pride and community spirit.

Illahee

The community of Illahee is located approximately 6 miles north of Bremerton and 12 miles due west of Seattle, on the particularly charming Port Orchard Bay. It faces east, and the ground slopes gently to the water's edge in places where there are no steep bluffs. Illahee, in Chinook Jargon, has been known as "Earth" or "Grassy Land," and a more recent translation of "Place of Rest."

Hattie's Pond



The exact location of Hattie's Pond in Illahee shall remain a secret at the request of the family. This beautiful, tranquil work of art is Hattie's treasure. Hattie Luella Elliott was born at Grand Island, Nebraska, October 18, 1910. She married Erik

Gottfrid Engstrom, born at Bredared, Sweden, February 21, 1892. He died of a heart attack November 21, 1965, on the same property he came to in 1904. Hattie and Erik have one daughter. This original homestead containing Hattie's Pond remains an Illahee landmark.



The Homestead Inn - Palbitska House

Located in the center of town, by the Illahee Community Dock, The Homestead Inn was



in full operation in 1916. Ole Hanson and Son, 316 Pike Street, Seattle, Washington, began advertising Illahee in a pamphlet as the summer resort area akin to being in paradise. In describing the Inn, the pamphlet stated: *"Eat a meal cooked by Mrs. Earl Stark and you became a steady boarder. Charges were very reasonable. Parties desiring accommodations wrote to her for rates, etc., in care of Ole Hanson & Son."*

In 1916, Illahee was described as being designed by skilled landscape architects, tracts being arranged like theatre seats with Puget Sound as the stage. Almost every tract had an unobstructed view of the water and the mountains. It was here that boating, fishing, and bathing were centered. Eventually, The Homestead Inn was sold, and it became the residence of the Palbitska family in the early 1900s.

Oscar's Cabin



In 1937, the Fred Lind family brought a Swedish stonecutter (Oscar) to their Illahee property and helped him get started in his new country. He lived there as a caretaker for over 30 years. The property was sold and developed by including it in the Thunderbird Park area. Oscar's cabin was then moved



to the new Lind property on Illahee Road near Third Street. It has been kept in near original condition with walls decorated with old sheet music belonging to Mrs. Fred Lind.

Illlahee Community Dock

Built around 1916 to serve the Mosquito Fleet, and later used by the Navy to demagnetize steel ships through degaussing, this dock has become the mainstay and center of much activity in Illahee. The Port of Illahee maintains this dock for recreational activities.

At one time many years ago, this dock was also used to bring postal mail from Crystal Springs on Bainbridge Island to Illahee. It was at this time that Chinook Jargon was commonly spoken between local native peoples and newly-arrived homesteaders.



Illahee Rocks!



Legend has it that this rock at the top of the hill on Illahee Road was deposited here by glaciers over 5,000 years ago. It is the only one like this in these parts.

When the new Illahee Road was constructed in the 1930s, this rock completely covered what is now Illahee Road. It took a mighty blast to open up the

main road through this community. Some of the early folks who enjoyed sitting on this rock were Tom McManamna and Kevin Schultz, grandsons of Orville and Virginia Schultz. Old-timers recall the rock as marking the end of a trail through the woods. Today it is seen along the paved Illahee Road.

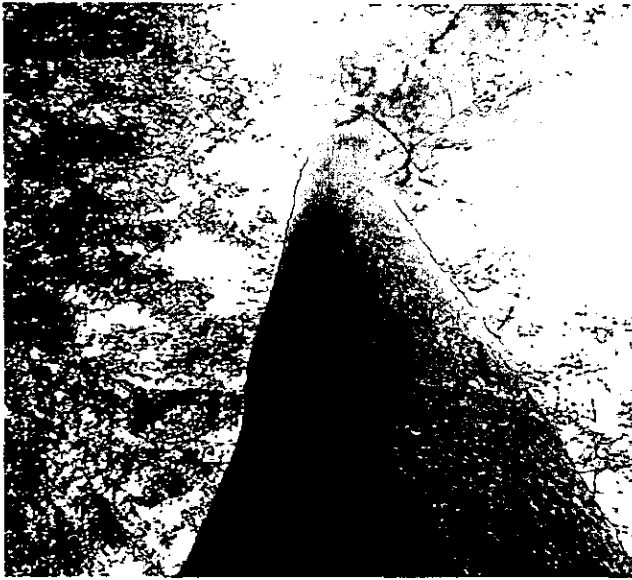
Territorial Road 321 - Wagon Wheel Stopping Rock

This large rock is said to have been the only thing to stop one's slide as the wagons moved down Road 321. It could take more than a day to get to the livery stable located in Old Town, Silverdale, as this woodsy path became the main road to and from anywhere in Illahee. The Good Roads Association and, in particular, Mr. John G. Fisher petitioned for a county road in 1924. This road, now called Fir Drive, is reached by taking Trenton



Avenue by the Illahee Fire Station and bearing east onto NE Fir Drive. Stay on Fir Drive until the road curves to the left. The rock is immediately on the right. Some of the markings made from these historic covered wagons' wheels can still be traced.

Illahee Preserve - Western White Pine

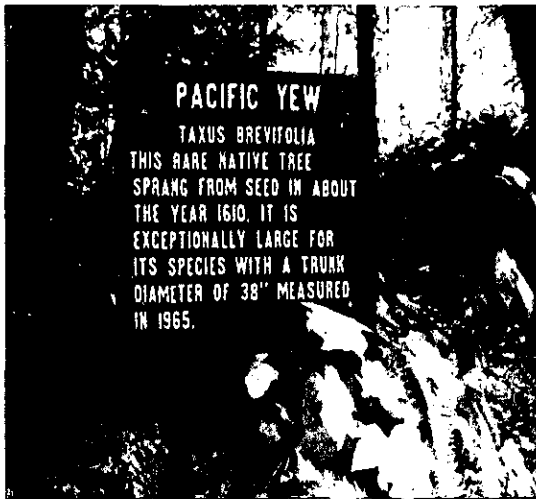


This Kitsap Champion Western White Pine is estimated to be 300 years old. This site is located on NE Sunset Avenue, next to the Rolling Hills Golf Course. The community is fortunate to have this pine tree in the Old Growth Forest on the Illahee Preserve, which is documented to have been a gathering place for Native Americans.

Daniel Mathews notes in his book, *Cascade-Olympic Natural History: A Trailside Reference*, that the majority of all native American five-needle or "white" pines have died out due to the accidental importation of French seedlings in 1906 that were contaminated with white pine blister

rust. This centuries old survivor is a rare treasure.

Illahee State Park - Pacific Yew



This Washington State Champion Pacific Yew is estimated to be 400 years old and is located within the Illahee State Park. As described in Mr. Mathews' book, young Swinomish men would rub a Yew's limbs on their own in the belief that its



prized qualities of strength, elasticity, and hardness would rub off on them. Native Americans used the tree to make spoons, bowls, hair combs, drum frames, fishnet frames, canoe paddles, clam shovels, digging sticks, splitting wedges, war clubs, sea lion clubs, deer trap springs, arrows, and bows (the Greek name for yew is *taxos* – related to *toxon*, meaning *bow*). Many years ago, carved native canoes pulled up to what is now Illahee State Park to gather fallen apples and other fruits from the many orchards that lined the shoreline of Illahee. A medicine for the treatment of cancer (paclitaxel) comes from the bark of this tree.

The LaMotte-Schutt House and Cedar Log Cabin



Located at the bottom of the Illahee Hill, this upland property was built by Dr. Henry LaMotte, Chief Surgeon in Teddy Roosevelt's Rough Riders. Built in 1900, this home is a classic example of the Craftsman style of architecture. Built as a summer cabin for Dr.

LaMotte, it was later owned by Dr. Ray Schutt and family. Schutt Clinic was one of the first medical clinics in Bremerton, and was located on Chester Street. Dr. Schutt would take a boat from his property, which he moored on the water side of Illahee Road, and he would go from house to house to deliver babies. In fact, many neighbors here in Illahee were delivered by Dr. Ray Schutt. Dr. Schutt raised peacocks on this property, and they could be seen roaming the streets of Illahee. The trout pond on his property provided both amusement and fish to the community. Somewhere in the early 1950s, this pond silted over, and the local stewardship group has received a grant to develop calming channels for salmon in the very place Dr. Schutt loved so much.



structure has stood the test of time.

The Cedar Log Cabin

History has it that Dr. Ray Schutt cured an Alaskan native who had been very ill. After the Alaskan returned home, he floated cedar logs from Alaska to Bremerton and built this "cabin of thanks" to the "good doctor who made him well." Dr. Schutt's son lived in this cabin for a long time until his death in the 1950s. Standing tall, this well-built

THE FISCHER HOME



Just west of Illahee State Park is the Fischer house. John and Kathryn Fischer purchased the property in 1919 as their family (eventually seven children) was outgrowing their log cabin located on the other side of Sylvan Way. The house was completed in 1922 and is still standing today (the photo shown was taken in 1930). Six of the seven Fischer children were delivered by Dr. John Schutt who traveled by

boat from across the Sound, with the last and youngest attended by Dr. Ray Schutt in 1934 who came up the hill from nearby Illahee (see writeup regarding Lamotte-Schutt House). Ed Fischer, the second born, tells of walking and ferry rides from Manette to attend High School in Bremerton. He also remembers scooping salmon out of Illahee Creek (then referred to as Lamotte's Creek) and bringing them home where his mother would smoke and can the fish for the winter.

CHAPTER 9

GLOSSARY of TERMS

Aquifer – A water-bearing layer of permeable rock, sand, or gravel.

Best management practices – A physical, structural, or managerial practice that has gained general acceptance for its ability to prevent or reduce environmental impacts.

Bicycle lane – A clearly marked land of travel for bicycles on the side of a street or roadway, separated from the automobile lanes by painted stripes, curbs, or buttons.

CAO – Critical Areas Ordinance

Capacity – The ability to contain, absorb or receive, and hold employment, residential development, vehicles, sewage, etc.

Critical aquifer recharge areas (CARA) – Areas that are susceptible to contamination to a current or future potable water supply aquifer (Chapter 19.600, KCC).

Critical areas – Areas such as wetlands, aquifer recharge areas, fish and wildlife habitat, frequently flooded areas, geologically hazardous areas, and rare or endangered plant habitat.

Density – The number of families, persons, or housing units per unit of land, usually expressed as “per acre.” There are several ways of measuring density including:

Net density – units per net residential, commercial, or industrial development site area; and,

Gross density – units per gross site area before dedication, covenants, or designation of a portion of the site as unbuildable or open space.

Easement – A right or privilege that a person may have on another’s land, such as a right-of-way.

Ecology – The Washington Department of Ecology

Environmental Impact Statement – A document detailing the expected environmental impacts of a proposed action.

Environmentally sensitive areas (ESAs) – Those areas designated, mapped, and regulated by environmentally sensitive area regulations. These areas have existing site conditions that require development standards to minimize specific on-site and off-site adverse environmental impacts including stream siltation, hill slides, and reduction of

wildlife habitat. ESAs include wetlands, riparian corridors, steep slopes, slide-prone areas, areas subject to liquefaction during seismic events, hazardous waste sites, floodplains, and wildlife habitat areas.

Erosion hazard areas – Areas that because of natural characteristics, including vegetative cover, soil texture, slope gradient, and rainfall patterns, or human-induced changes to such characteristics, are vulnerable to erosion.

Growth Management Act (GMA) – Washington State House Bill 2929, adopted in 1990, and set forth in the Revised Code of Washington (RCW) at Chapter 36.70A. The GMA established statewide planning requirements relating to, among other topics, comprehensive plans, urban growth areas (UGAs), and environmentally sensitive areas or “critical areas.”

Habitat – The place or type of site where a plant or animal naturally or normally lives and grows.

Infill development – Development consisting of either construction on one or more lots in an area that is mostly developed or new construction between two existing structures.

KCC – Kitsap County Code

Level of Service (LOS) – An established minimum capacity of public facilities or services that must be provided to meet current or projected demand; a qualitative measure describing the operational conditions within the traffic stream and their perception by motorists and passengers.

Mitigation – The process of avoiding, reducing, or compensating for the environmental impact(s) of a proposal (see WAC 197-11-768).

Mixed-use – The presence of more than one category of use in a structure; for example, a mixture of residential units and offices in the same building.

Mode – Types of transportation available for use, such as a bicycle, an automobile, or a bus.

Multi-modal – Referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.

Non-motorized mode – Any mode of transport that utilizes a power source other than a motor. Primary non-motorized modes include walking and bicycling.

On-street parking – Parking spaces located in the public right-of-way.

Open space – Land or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and structuring urban development and form.

Overlay zone – A zoning district that encompasses one or more underlying zones and that imposes additional requirements above that required by the underlying zone (e.g., a special height limitation applied to a portion of a view protection overlay zone).

Park-and-ride lot – A parking lot where transit riders can leave their vehicles and ride a bus or other mode of public transport to another location.

Policy – An agreed course of action adopted and pursued by decision-makers to achieve one or several goals and objectives and which is used as a guide for formulating programs.

Public facilities – Any use of land, whether publicly or privately owned, for transportation, utilities, or communication, or for the benefit of the general public, including streets, schools, libraries, fire and police stations, municipal and county buildings, powerhouses, recreational centers, parks and cemeteries.

RCW – Revised Code of Washington

Right-of-way – Land in which the state, county, or a city owns the fee simple title or has an easement dedicated or required for a transportation or utility use. The right-of-way is the right to pass over the property of another. It refers to a strip of land legally established for the use of pedestrians, vehicles, or utilities.

Riparian areas – Lands situated along the banks of streams, rivers, and lakes.

Runoff – Water from rain, snowmelt, or irrigation that flows over the ground surface and returns to streams.

Sediment – The fine grained material deposited by water or wind.

Seismic hazard areas – Areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

State Environmental Policy Act (SEPA) – Enacted in 1971, and codified in Chapter 43.21C RCW, SEPA provides the framework for agencies to consider the environmental consequences of a proposal before taking action. It also gives agencies the ability to condition or deny a proposal due to identified likely significant adverse impacts. The Act is implemented through the SEPA Rules, Chapter 197-11 WAC (Washington Administrative Code).

Sub-Area Plan – A coordinated policy statement governing a portion of a county or city that is adopted under the Washington State Growth Management Act (GMA). A document or series of documents prepared by a professional planning staff and planning commission that sets forth guidelines and policies for the future development of a community. Such a plan should be the result of considerable public input, study, and analysis of existing physical, economic, environmental, and social conditions, and a projection of likely future conditions.

Surface water – Streams, rivers, ponds, lakes, or other waters designated as “waters of the state” by the Washington State Department of Natural Resources (WAC 222-16-030).

Urban Growth Area (UGA) – An area where urban growth will be encouraged. Counties establish UGAs under the Washington State Growth Management Act (GMA). Consistent with the GMA, all growth outside of UGAs must be rural in nature.

WAC – Washington Administrative Code

Watershed – The region drained by or contributing water to a stream, lake, or other body of water.

Wetland or wetlands – Areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and under normal circumstances to support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. Wetlands may include artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or city (RCW 36.70A.030).

WSDOT – Washington State Department of Transportation

Zoning – The process by which a county or municipality legally controls the use of property and physical configuration of development upon tracts of land within its jurisdiction.

Appendix A: Changes to Kitsap County Code Title 17

Section 1. Kitsap County Code Section 17 'Chapters' last amended by Ordinance 419-2008, is hereby amended as follows (underlined):

Chapters:

- 17.100 General Provisions
- 17.110 Definitions
- 17.200 Establishment of Zones and Maps
- 17.300 Forest Resource Lands (FRL)
- 17.301 Rural Wooded Zone (RW)
- 17.305 Rural Protection Zone (RP)
- 17.310 Rural Residential Zone (RR)
- 17.315 Urban Reserve Zone (URS)
- 17.318 Poulsbo Urban Transition Area
- 17.321 Limited Areas of More Intensive Rural Development (LAMIRD)
 - 17.321A Suquamish Rural Village
 - 17.321B Port Gamble Rural Historic Town
 - 17.321C Manchester Rural Village
 - 17.321D Keyport Rural Village
 - 17.322 (Repealed)
 - 17.325 Urban Restricted Zone (UR)
 - 17.326 Illahee Greenbelt Zone (IGZ)
 - 17.330 Urban Low Residential Zone (UL)
 - 17.335 Urban Cluster Residential Zone (UCR)
 - 17.340 Urban Medium Residential Zone (UM)
 - 17.350 Urban High Residential Zones (UH)
 - 17.351 Multi-Family Development – Design Criteria
 - 17.352 Mixed Use Zone (MU)
 - 17.353 Urban Center Zones
 - 17.354 Urban Center Zones – Design Criteria
 - 17.355 Commercial Zones
 - 17.360 Business Park Zone (BP)
 - 17.365 Business Center Zone (BC)
 - 17.370 Industrial Zone (IND)
 - 17.375 Airport Zone (A)
 - 17.377 Parks Zone (P)
 - 17.380 Mineral Resource (MR)
 - 17.381 Allowed Uses
 - 17.382 Density, Dimensions and Design
 - 17.385 Landscaping

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- 17.400 Land Use Review**
- 17.405 Pre-Application Review**
- 17.415 Master Planning**
- 17.420 Administrative Conditional Use Permit**
- 17.421 Hearing Examiner Conditional Use Permit**
- 17.425 Performance Based Development**
- 17.428 Master Planning Requirements for the South Kitsap UGA/ULID #6 Sub-Area**
- 17.430 Transfer of Development Rights**
- 17.435 Off-Street Parking and Loading**
- 17.445 Signs**
- 17.450 View Blockage Requirements**
- 17.455 Interpretations and Exceptions**
- 17.460 Nonconforming Uses and Structures**
- 17.470 Wireless Communication Facilities**
- 17.500 Variances**
- 17.510 Changes to Zones, Rezones, Amendments, Alterations**
- 17.520 Appeals**
- 17.525 Revocation of Permits or Variances**
- 17.530 Enforcement**
- 17.640 (Repealed)**

Section 2. NEW SECTION. A new chapter is added as Kitsap County Code Section 17.326 'Illahee Greenbelt Zone' is hereby created as follows (strikeout and underlined):

Chapter 17.326
Illahee Greenbelt Zone (IGZ)

Sections:

- 17.326.010 Purpose.
- 17.326.020 Uses.
- 17.326.050 Height regulations.
- 17.325.060 Lot requirements.
- 17.326.070 Lot coverage.
- 17.326.080 Signs.
- 17.326.090 Off-street parking.
- 17.326.100 Other provisions.

17.326.010 PURPOSE.

The Illahee Greenbelt Zone is applied to those areas within Illahee which have identified parcels constrained by critical areas of fifty percent or greater and are within Washington State Department of Fish and Wildlife (DFW) certified wildlife corridors. Development would be limited to a density range of one to four dwelling units per acre.

Actual densities allowed will be determined at the time of land use application, following an analysis of the site and review of potential impacts to the critical areas.
(Ord. 216 (1998) § 4 (part), 1998)

17.326.020 USES.

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040(A), Urban Residential Zones Use Table.
(Ord. 367 (2006) § 41, 2006: Ord. 292 (2002) § 3, 2002: Ord. 216 (1998) § 4 (part), 1998)

17.326.050 HEIGHT REGULATIONS.

Height requirements shall be in accordance with Chapter 17.382 and Table 17.382.060, Urban Residential Density and Dimensions Table.
(Ord. 367 (2006) § 43, 2006: Ord. 216 (1998) § 4 (part), 1998)

17.326.060 LOT REQUIREMENTS.

Lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.060, Urban Residential Density and Dimensions Table.
(Ord. 367 (2006) § 44, 2006: Ord. 216 (1998) § 4 (part), 1998)

17.326.070 LOT COVERAGE.

Lot coverage requirements shall be in accordance with Chapter 17.382 and Table 17.382.060, Urban Residential Density and Dimensions Table.
(Ord. 367 (2006) § 45, 2006: Ord. 216 (1998) § 4 (part), 1998)

17.326.080 SIGNS.

Signs shall be permitted according to the provisions of Chapter 17.445.
(Ord. 216 (1998) § 4 (part), 1998)

17.326.090 OFF-STREET PARKING.

Off-street parking shall be provided according to the provisions of Chapter 17.435.
(Ord. 216 (1998) § 4 (part), 1998)

17.326.100 OTHER PROVISIONS.

For other provisions, see Chapters 17.430 and 17.455.
(Ord. 216 (1998) § 4 (part), 1998)

Section 3. Kitsap County Code Table 17.381.040(A) 'Urban Residential Zones' last amended by Ordinance 419-2008, is hereby amended as follows (underlined):

Table 17.381.040(A) Urban Residential Zones.

Use	Urban Low-Density Residential				Urban Medium/High-Density Residential	
	UCR (48)	<u>IGZ</u> <u>(59)</u>	UR (19)	UL (19)(48)	UM (30)(47)(48)	UH (19)(47)(48)

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RESIDENTIAL USES						
Accessory dwelling units (1)	P	<u>P</u>	P	P	P	X
Accessory living quarters (1)	P	<u>P</u>	P	P	P	X
Accessory use or structure (1) (17) (18)	P	<u>P</u>	P	P	P	P
Adult Family Home	ACUP	<u>X</u>	X	X	ACUP	ACUP
Bed and breakfast house	P	<u>ACUP C (34)</u>	ACUP C (34)	ACUP C (34)	ACUP C (34)	X
Caretaker's dwelling	X	<u>X</u>	X	X	ACUP	X
Convalescent home or congregate care facility	ACUP	<u>X</u>	X	X	C	ACUP
Cottage housing developments	P	<u>ACUP</u>	ACUP	ACUP	ACUP	X
Dwelling, duplex	P	<u>P</u>	P (3)	P (3)	ACUP	X
Dwelling, existing	P	<u>P</u>	P	P	P	P
Dwelling, multi-family	ACUP	<u>C</u>	C	C	P	P
Dwelling, single-family attached	P	<u>P</u>	P	P	P	ACUP
Dwelling, single-family detached	P	<u>P</u>	P	P	P	ACUP
Home business (1)	P	<u>P</u>	P	P	ACUP	ACUP
Hotel/Motel	X	<u>X</u>	X	X	ACUP	X
Manufactured homes	P (43)	<u>P (43)</u>	P (43)	P (43)	P (43)	X (43)
Mixed use development (44)	X	<u>X</u>	X	X	ACUP	ACUP
Mobile homes	C (43)	<u>C (24) (43)</u>	C (24) (43)	C (24) (43)	C (24) (43)	X (43)
Residential care facility	P	<u>ACUP</u>	ACUP	ACUP	P	P
COMMERCIAL/BUSINESS USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Adult entertainment (1)	X	<u>X</u>	X	X	X	X
Ambulance service	X	<u>X</u>	X	X	X	X
Auction house	X	<u>X</u>	X	X	X	X
Auto parts and accessory stores	X	<u>X</u>	X	X	X	X
Automobile and equipment rentals	X	<u>X</u>	X	X	X	X
Automobile service and repair and car washes	X	<u>X</u>	X	X	X	X

Automobile service station (6)	X	<u>X</u>	X	X	X	X
Automobile, recreational vehicle or boat sales	X	<u>X</u>	X	X	X	X
Boat/marine supply stores	X	<u>X</u>	X	X	X	X
Brew pubs	X	<u>X</u>	X	X	X	X
Clinic, Medical	X	<u>X</u>	X	X	X	ACUP (37)
Conference Center	X	<u>X</u>	X	P	X	X
Custom art and craft stores	X	<u>X</u>	X	X	X	X
Day-care center (14)	C	<u>C</u>	C	C	C	ACUP (37)
Day-care center, family (14)	P	<u>C</u>	C	C	C	ACUP (37)
Drinking establishments	X	<u>X</u>	X	X	X	X
Engineering and construction firms	X	<u>X</u>	X	X	X	X
Espresso stands	X	<u>X</u>	X	X	X	P (37)
Farm and garden equipment and sales	X	<u>X</u>	X	X	X	X
Financial, banking, mortgage and title institutions	X	<u>X</u>	X	X	X	X
General office and management services – less than 2,000 s.f.	X	<u>X</u>	X	X	X	ACUP (37)
General office and management services – 2,000 to 4,999 s.f.	X	<u>X</u>	X	X	X	ACUP (37)
General office and management services – 5,000 to 9,999 s.f.	X	<u>X</u>	X	X	X	ACUP (37)
General office and management services – 10,000 s.f. or greater	X	<u>X</u>	X	X	X	ACUP (37)
General retail merchandise stores – less than 5,000 s.f.	C (28)	<u>X</u>	X	X	X	ACUP (37)
General retail merchandise stores – 5,000 to 9,999 s.f.	X	<u>X</u>	X	X	X	X
General retail merchandise stores – 10,000 to 24,999 s.f.	X	<u>X</u>	X	X	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	<u>X</u>	X	X	X	X
Kennels or Pet Day-Cares (1)	X	<u>X</u>	X	X	X	X
Kennels, hobby	P	<u>P</u>	P	P	P	X

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Laundromats and laundry services	C (28)	<u>X</u>	X	X	X	ACUP (37)
Lumber and bulky building material sales	X	<u>X</u>	X	X	X	X
Mobile home sales	X	<u>X</u>	X	X	X	X
Nursery, retail	X	<u>X</u>	X	X	X	X
Nursery, wholesale	X	<u>X</u>	X	X	X	X
Off-street private parking facilities	X	<u>X</u>	X	X	X	X
Personal services – skin care, massage, manicures, hairdresser/barber	X	<u>X</u>	X	X	X	ACUP (37)
Pet shop – retail and grooming	X	<u>X</u>	X	X	X	ACUP (37)
Research Laboratory	X	<u>X</u>	X	X	X	X
Restaurants	C (28)	<u>X</u>	X	X	X	ACUP (37)
Restaurants, Drive-In	X	<u>X</u>	X	X	X	X
Restaurants, High-turnover	X	<u>X</u>	X	X	X	X
Temporary offices and model homes (27)	P	<u>P</u>	P	ACUP	ACUP	ACUP (37)
Tourism facilities, including outfitters, guides, and seaplane and tour-boat terminals	X	<u>X</u>	X	X	X	X
Transportation terminals	X	<u>X</u>	X	X	X	X
Veterinary clinics/Animal hospitals	X	<u>X</u>	X	X	X	C (9) (37)
RECREATIONAL/CULTURAL USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Amusement centers	X	<u>X</u>	X	X	X	X
Carnival or Circus	X	<u>X</u>	X	X	X	X
Club, Civic or Social (12)	ACUP	<u>C</u> (12)	C (12)	C	ACUP	ACUP
Golf courses	ACUP	<u>C</u>	C	C	C	ACUP
Marinas	ACUP	<u>C</u>	C	C	C	C
Movie Theaters, indoor	X	<u>X</u>	X	X	X	X
Movie Theaters, outdoor	X	<u>X</u>	X	X	X	X
Museum, performing arts theaters, galleries, aquarium, zoo, historic or cultural exhibits	X	<u>X</u>	X	X	X	ACUP

Parks and open space	P	<u>P</u>	P	P	P	P
Race track (auto or motorcycle)	X	<u>X</u>	X	X	X	X
Recreational facilities, private	ACUP	<u>C</u>	C	C	C	ACUP
Recreational facilities, public	P	<u>P</u>	P	P	P	ACUP
Recreational vehicle camping parks	X	<u>C</u>	C	C	X	X
INSTITUTIONAL USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Government/Public structures	ACUP	<u>ACUP</u>	ACUP	ACUP	ACUP	ACUP
Hospital	X	<u>X</u>	X	X	X	C
Places of worship (12)	C	<u>C</u>	C	C	C	ACUP
Private or Public Schools (20)	C	<u>C</u>	C	X	C	ACUP
Public facilities and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	<u>C</u>	C	C	C	ACUP
INDUSTRIAL USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Air pilot training schools	X	<u>X</u>	X	X	X	X
Assembly and packaging operations	X	<u>X</u>	X	X	X	X
Boat Yard	X	<u>X</u>	X	X	X	X
Cemeteries, mortuaries, and crematoriums (10)	C	<u>C</u>	C	C	C	C
Cold storage facilities	X	<u>X</u>	X	X	X	X
Contractor's storage yard (21)	X	<u>X</u>	X	X	X	X
Fuel distributors	X	<u>X</u>	X	X	X	X
Helicopter pads (13)	X	<u>X</u>	X	X	X	X
Manufacturing and fabrication, light	X	<u>X</u>	X	X	X	X
Manufacturing and fabrication, medium	X	<u>X</u>	X	X	X	X
Manufacturing and fabrication, heavy	X	<u>X</u>	X	X	X	X
Manufacturing and fabrication, hazardous	X	<u>X</u>	X	X	X	X
Recycling centers	X	<u>X</u>	X	X	X	X
Rock crushing	X	<u>X</u>	X	X	X	X
Slaughterhouse or animal processing	X	<u>X</u>	X	X	X	X
Storage, hazardous materials	X	<u>X</u>	X	X	X	X

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Storage, indoor	X	<u>X</u>	X	X	X	X
Storage, outdoor	X	<u>X</u>	X	X	X	X
Storage, self-service	C (40)	<u>C</u> (40)	C (40)	C (40)	C (40)	C
Storage, vehicle and equipment (1)	X (18)	<u>X</u> (18)	X (18)	X (18)	X (18)	X (18)
Top soil production and/or stump grinding	X	<u>X</u>	X	X	X	X
Transshipment facilities, including docks, wharves, marine rails, cranes, and barge facilities	X	<u>X</u>	X	X	X	X
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	<u>X</u>	X	X	X	X
Warehousing and distribution	X	<u>X</u>	X	X	X	X
Wrecking yards and junk yards (1)	X	<u>X</u>	X	X	X	X
RESOURCE LAND USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Aggregate extractions sites	X	<u>X</u>	X	X	X	X
Agricultural uses (15)	X	<u>P</u>	P	P	P	P
Aquaculture practices	C	<u>C</u>	C	C	C	C
Forestry	X	<u>P</u>	P	P	P	P
Shellfish/fish hatcheries and processing facilities	X	<u>X</u>	X	X	X	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	X	<u>P</u> (2)	P (2)	P (2)	P (2)	P (2)

Section 4. Kitsap County Code 17.381.050 'Footnotes for zoning use table' last amended by Ordinance 419-2008 is hereby amended as follows (strikeout and underlined):

60. All development in Illahee shall be consistent with the Illahee Community Plan.

10) KITSAP COUNTY CODE 17.382.060 URBAN RESIDENTIAL DENSITY AND DIMENSIONS TABLE. LAST AMENDED BY ORDINANCE 8, IS HEREBY AMENDED AS FOLLOWS (UNDERLINED):

17.382.060 URBAN RESIDENTIAL DENSITY AND DIMENSIONS TABLE.

Standard	Urban Low-Density Residential				Urban Medium/High-Density Residential	
	UCR (5)	<u>IGZ</u> <u>(33)</u> <u>(XX)</u>	UR (33)	UL (5) (33)	UM (5)	UH (33)
Minimum density (du/acre)	4 (19)	<u>1</u> <u>(18)</u> <u>(3)</u>	1 (18) (3)	4 (19)	10 (19)	19
Base/Maximum density (du/acre)	9 (19)	<u>4</u> <u>(18)</u>	5 (18)	9 (19)	18 (19)	30
Minimum lot size (39)	None	<u>5,800</u> <u>s.f.</u>	5,800 s.f.	<u>3,600</u> s.f.	None	None
Lot width (feet)	NA	<u>60</u>	60	60 (20)	0 for multi-family; 60 for single-family	60
Lot depth (feet)	NA	<u>60</u>	60	60	0 for multi-family; 60 for single-family	60
Maximum height (feet) (40)	35	<u>35</u> <u>(48)</u>	35	35	35 (17)	35 (17)
Maximum Impervious Surface Coverage	NA	<u>40%</u>	50%	NA	85%	85%

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Setbacks, Generally (34) (38)						
Front (feet) (41)(42)(43)	10 for single-family, duplex & townhouse; 10 for multi-family adjacent or abutting residential, otherwise 0 (29)	<u>20</u> (29)	20 (29)	20 (29)	0 for multi-family; 20 for single-family (29)	20 (29)
Side (feet) (42)(43)	5 (28) (29)	<u>5</u> (29)	5 (29)	5 (29)	0 for multi-family; 5 for single-family (29)	5 (29)
Rear (feet) (42)(43)	5 (28) (29)	<u>5</u> (29)	5 (29)	5 (29)	0 for multi-family; 5 for single-family (29)	10 (29)

11) Kitsap County Code 17.382.110 'Footnotes for tables' last amended by Ordinance 8, is hereby amended as follows (strikeout and underlined):

3. Properties within the urban restricted (UR) zone and Illahee Greenbelt Zone (IGZ) may subdivide at densities below the minimum required for the zone under the following circumstances:

- a. The reduced density provides a greater protection for critical areas or environmentally sensitive areas; and
- b. The intent of the short subdivision or subdivision is to keep the property in the ownership of the immediate family members.

48. New or remodeled structures within the Illahee View Protection Overlay Zone may not exceed twenty-eight feet.

12) Kitsap County Code 17.200.010 'Classification of zones' last amended by Ordinance 419-2008, is hereby amended as follows (strikeout and underlined):

For the purposes of this title, the county is divided into zones classified as follows:

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Density
Forest Resource Lands	Forest Resource Lands	FRL	1 dwelling unit / 40 acres
Rural Wooded	Rural Wooded	RW	1 dwelling unit / 20 acres
Rural Protection	Rural Protection	RP	1 dwelling unit / 10 acres
Rural Residential	Rural Residential	RR	1 dwelling unit / 5 acres
Urban Reserve	Urban Reserve	URS	1 dwelling unit / 10 acres
Urban Low-Density Residential	Urban Restricted	UR	1-5 dwelling units / acre
	<u>Illahee Greenbelt Zone</u>	<u>IGZ</u>	<u>1-4 dwelling units/ acre</u>
	Urban Low Residential	UL	4-9 dwelling units / acre
	Urban Cluster Residential	UCR	4-9 dwelling units / acre

13) Kitsap County Code 17.381.040 'Zoning Use Tables' last amended by Ordinance 419-2008, is hereby amended as follows (strikeout and underlined):

17.381.040 Zoning use tables.

There are five (5) separate tables addressing the following general land use categories and zones:

- A. Urban Residential Zones
 - 1. Urban Restricted (UR)
 - 2. Urban Low Residential (UL)
 - 3. Urban Cluster Residential (UCR)
 - 4. Urban Medium Residential (UM)
 - 5. Urban High Residential (UH)
 - 6. Illahee Greenbelt Zone (IGZ)

14) Kitsap County Code 17.382.040 'Zoning Use Tables' last amended by Ordinance 419-2008, is hereby amended as follows (strikeout and underlined):

17.382.040 Zoning use tables.

There are five (5) separate tables addressing the uses allowed within following general land use categories and zones:

- A. Urban Residential Zones

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1. Urban Restricted (UR)
2. Urban Low Residential (UL)
3. Urban Cluster Residential (UCR)
4. Urban Medium Residential (UM)
5. Urban High Residential (UH)
6. Illahee Greenbelt Zone (IGZ)

APPENDIX B

Frequently Asked Questions (FAQ)

Thank you for your input and questions to our efforts to develop an Illahee Community Plan and establish a Citizens Advisory Group (CAG)! Through questions asked at our initial meeting, as well as comments, phone calls, emails, and some research, we have compiled this list of Frequently Asked Questions. These FAQs are intended to provide responses to the most commonly asked questions. If you have a question not included here, or simply would like to discuss particular concerns or questions further, please do not hesitate to contact us.

1. Why are you proposing this Illahee Community Plan?

The Growth Management Act permits counties to recognize and define areas and communities with unique characteristics and qualities, and they can develop their own “community” or “subarea” plans. In Kitsap County, a number of subarea plans are listed on the county website, including Manchester, Kingston, Suquamish, and Keyport. The Illahee Community has been in existence for over 90 years, and, along with its history, has unique physical characteristics and features that qualify it for special recognition.

2. Why do we need a community plan?

The county has a Comprehensive Plan guiding development in this area. Some of the land uses designated for this area may not be what residents expect or want. With a community or subarea plan, residents have an opportunity to participate in restructuring the land uses for this area to make them more compatible with the desired character. Also, without this plan, it would be more difficult to provide features such as open space corridors, trail connection, and other services in a coordinated manner.

3. What is the Comprehensive Plan?

The Comprehensive Plan is a policy document and a long-range guide for the physical, social, and economic development of a county or city. Kitsap County’s Comprehensive Plan projects the future growth and associated development for the next twenty years. The Plan addresses topics such as where new homes should be built, the location of commercial and industrial development, utility and service requirements, as well as many other elements that affect our quality of life. Kitsap County is required to review their plan every ten years, as mandated by the Washington State Growth Management Act (GMA) [RCW3.70A.310]. The county is currently in the process of completing a 10-year update, which is required to be complete by the end of 2006.

4. Why is this plan being done now? Is there some major development planned?

This plan is being completed now because of the impending deadline for the 10-year update. If we don’t act now, we must wait another 10 years. This plan is not intended to address any pending or anticipated proposals. In fact, the Illahee area is at near “build out” conditions. We do want to have a plan in place for land use, so appropriate development can take place. We feel this area is an extremely unique area and needs a more detailed plan.

5. Does Kitsap County have preconceived notions of how this area should develop?

Yes, the county has designated this area as an urban growth area in the 1998 County Comprehensive Plan. The existing plan slates most of this area for high density, residential development, with a zoning classification of 5 to 9 homes per acre. However, there are questions

about how this high density classification should fit with the semi-rural nature of this area and whether there are other classifications needed in this area.

6. When were the planning decisions made for this area?

When the county last established its Comprehensive Plan in 1998, we feel they used a broad brush or blanket approach to defining future land use in this area. The county's planning was done before the establishment of the Heritage Park and before the culverts were replaced on Illahee Creek in support of salmon runs. With the major changes that have taken place in our area over recent years, it is time we look at our area in more detail.

7. Why did you change the name of your project from "Illahee Subarea Plan" to "Illahee Community Plan?"

We were asked by Kitsap County officials to do so. The officials said we were too late in the planning process to use the "subarea" title and still be considered as part of the 2006 Comprehensive Plan Update, which is due on December 31, 2006. They did say that if we developed a "community" plan in a timely manner that it could be considered as part of their 2006 update. There is a lead time necessary to create a standard subarea plan, and the county normally has a consultant work with the community to help with its preparation. We simply came to the table too late to take advantage of this service.

8. Why didn't you start the subarea process earlier?

The "critical mass" did not come about until late 2005, which was already too late for the subarea process. Our "critical mass" was essentially a number of events that made us realize the need to establish ourselves as a community and be involved in our future. Some of the major events leading up to our decision were:

- The creation of the Illahee Preserve as a Heritage Park.
- The new culvert for Illahee Creek increasing the viability of salmon runs.
- The purchase of approximately 90 acres of creek corridor lands with grant money.
- The Port of Illahee grant application to determine how to control storm water in Illahee Creek and other local watersheds.
- A salmon grant approved to restore portions of Illahee Creek.
- A primary and possibly secondary wildlife corridor area at and between Illahee State Park and the Illahee Preserve.
- Our 90th anniversary as a unique community in Kitsap County.

These items, coupled with watching others in the county define themselves as unique subareas, have resulted in a resurgence of community pride, community activism, and community independence.

9. What do the terms "community" or "subarea" mean?

"Community" or "subareas" are just terms used to refer to a specific area within the Growth Management Area. Each community or subarea must establish the boundaries for its particular geographical area within the larger Growth Management Area. In this case, the area being considered for the community of Illahee is the boundary already established for the Port of Illahee and two logical fringe areas.

10. What does it mean that this area is within the larger Growth Management Area?

A Growth Management Area (GMA) is an area on a map denoting areas of urban development. Cities and the county have defined their Growth Management Areas. It helps the governing bodies plan for providing public services and facilities in the future. We are within the Kitsap County GMA, but the boundaries are subject to change. The city of Bremerton could likely consider expanding its GMA boundary to the north, and Silverdale could someday be looking at becoming incorporated and would likely be expanding its GMA boundary south to the Bremerton GMA boundary. As such, we could find ourselves future residents of either Bremerton or Silverdale. Note: A proposal by some members of the Silverdale subarea committee did propose that its boundaries should be expanded east to the water and that would take in the Illahee area.

11. What issues will this plan address?

The Illahee Community Plan will focus on issues involving land use, transportation, utilities, parks and recreation, storm water, greenways, and any other appropriate issues.

12. What are the biggest challenges for this plan?

- a. Residents and property owners who have different preferences and visions for the area need to come together to work out future solutions they all can support.
- b. While everyone so far has been enthusiastic about this effort, some community members may be skeptical about this plan, and yet we need everyone to be involved.
- c. Planning is difficult because of how we may feel about our rights as property owners. On the one hand, people often do not want to be told what to do with their property. On the other, they want their neighbor's property to remain unchanged. How can we reconcile these two views?
- d. Our goal is to have a 70 to 80% approval rating of the community plan. This will require communication with nearly everyone within the community boundaries.

13. Will Kitsap County be involved in this plan if we, as a community, prepare our own plan?

The county will be involved with this plan because the county will need to make decisions about this area's future. Community plans help the counties make decisions about the services they provide and about land use development within their boundaries. This plan will address the various needs of the community and the best way to provide for those needs. Ideally, residents and property owners will come together to figure out how to plan for the type of area people want to see in the future while at the same time protecting property owners' rights to sell and develop their properties.

14. How did you get this effort started? What were the steps and what is being planned?

First, we began by discussing issues with neighbors to determine the general interest in the concept of a community plan. Next, we held a public meeting to determine if there was broader interest, which resulted in unanimous consent and the establishment of a Citizens Advisory Group. We will be conducting further public meetings to involve as many people as possible. Our goal is to have our community plan completed by summer of 2006.

15. How can I get involved and remain aware of the process and plan decisions?

Sign up to receive project updates and meeting announcements. And, feel free to call any of the project contacts with questions at any time.

16. How do we know this process will make a difference?

Your question asks whether the county will listen to the community. First, the Kitsap County Commissioners won't approve this plan unless it has strong community support. If for you, "listening to the public" means we do what you as an individual wants, this may not happen. This is because there are many different people involved in this plan, and a successful plan will mean people with different wants, needs, and priorities come together to work out their differences and plan a future all can live with -- including the county.

17. Will community members be kept informed of all stages of the planning, and will we get to vote on the proposals?

If you sign-up on the emailing list, we will keep you informed of all stages of the planning process. The plan presented to the Kitsap County Commissioners will be the result of public involvement where community members influence the alternatives to be studied, how they are evaluated, and what goes into the final plan. Community members need to help create this plan, not vote on it.

18. How are these plans for the future decided?

Community residents and property owners work together with county staff to create a plan they can support. Typically, the plan doesn't include everything any one person would want or not want, but represents a fair and realistic compromise that, hopefully, most people can support. Review and approval by the Kitsap County Planning Commission and by Kitsap County Commissioners is needed before any plan is adopted.

19. How will this plan benefit homeowners?

Homeowners will benefit by being able to envision what their future looks like with regards to land use regulations and the natural resources within the area.

20. Will this plan pave the way for development?

The reality is some development will occur on the community's vacant lands with or without this plan. There is no legal, feasible way to prevent development other than outright property purchase by the county, which is unlikely to happen on most parcels. With that said, this plan will help us identify the type of development most compatible for the different areas and set up standards to regulate its layout and design.

21. What is your timeline for completing the plan?

Our goal is to complete the plan by summer of 2006. Our brief schedule is as follows:

February	Present Proposal at Initial Public Meeting
March	Distribute Questionnaire to Community Present Proposal at Expanded Public Meeting Present Proposal at Kitsap County Public Meeting (March 27)
April-May	Develop Draft Community Plan (by Citizens Advisory Group)
June	Distribute Draft Plan and Present at Public Meeting
July	Present Final Plan to Kitsap County

Contacts for further information are:

Dennis Sheeran, 692-6971
Jim Aho, 479-1049

Appendix C

Illahee Community Questionnaire

County and area city planners will soon be updating their Comprehensive Plans. The Illahee area could potentially be incorporated into Bremerton or Silverdale (see Sunday's March 19, 2006, *Kitsap Sun* newspaper). Or, the community could create its own planning document and establish itself as a unique community and thus help shape its future. A Citizens Advisory Group was recently formed to develop a Community Plan for the Illahee area, and we would like your input to some questions.

1. **Do you favor incorporation into Bremerton or Silverdale, or would you rather see an Illahee Community Plan developed?**

Bremerton _____ Silverdale _____ Develop Community Plan _____

2. **The 1998 County Comprehensive Plan targeted most of Illahee as an area of more intense Urban Growth (5-9 houses per acre). What housing density do you consider appropriate for Illahee?**

5-9 houses/acre _____

1-5 houses/acre _____

Existing density (~1 to 3 houses/acre) _____

3. **What would like to see addressed in a community plan?**

4. **Would you consider being a member of the Citizens Advisory Group working on this plan?**

Yes _____

No _____

Name _____

Address _____

Phone Number _____

Email Address _____

Please return to: **Illahee Community Citizens Advisory Group
Post Office Box 2357
Bremerton, WA 98310**

Please refer any questions or comments regarding this questionnaire to Dennis Sheeran at 692-6971, or Jim Aho at 479-1049.

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APPENDIX D

CITIZENS ADVISORY GROUP (CAG) MEMBERS

Aalesund, Elaine	Keranen, Vic
Adair, John & Marilyn	Krigsman, Irwin & Judy
Aho, Kay & James	Lind, John R. & Arlene
Aho, Elysa	Looper, Sharon
Altenburg, Henry	Mansfield, Rodney
Anderson, A.	McAlhany, Mary
Bartlett, Vicki	McConnell, Danya
Beard, Jon & Marla	Morris, Wayne & Jan
Bogan, John & Laura	Newton, Larry
Boyer, Audrey	Nicolaus, Michael
Boyle, Dale	Nystrom, Nancy
Brady, Jim & Kathy	Ortiz, Juan & Thelma
Brittell, Tom	Powers, Bill
Brook, Robert	Powers, Tanya
Burton, John	Relling, Jaye
Byrnes, Bryan	Rutter, Tom
Cecere, Jennifer	Ryder, Steve
Christensen, Ted	Schaefer, George
Coe, Hugh	Schultz, Christie
Crawford, Marilyn	Sheeran, Dennis
Detweiler, Gwen	Soth, Ginny
Dietch, Don & Bev	Steinman, Ernest
Easely, Dedrick & Deloris	Stelson, Jim & Judy
Elterich, Angela & David B.	Stensen, Cathy
Gutierrez, Barb	Tapscott, Joe
Harbert, Kelli	Trainer, Jim & Alice
Henning, Carol	Vokoun, Chuck & Sherry
Hillyer, Jon	Warren, Russell
Holben, Cindy	Witte, Hazel
Hunter, Mike & Donna	Wright, Dan & Mary Ann
Jackson, Steven	
Jahaske, Don	
Jarvis, Doris	
Jones, Teresa	

APPENDIX E

Resolution Requesting Illahee Community Plan

Whereas, the Illahee Community was founded over 90 years ago and has maintained its community status and identity; and

Whereas, the citizens of the community have been active and involved in the governance of its affairs; and

Whereas, the Illahee Community is endowed with extraordinary natural resources and amenities, which include:

Approximately 3 miles of pristine waterfront,

The Port of Illahee Community Dock,

The 75-acre Illahee State Park,

The 833-acre Illahee Creek Watershed, primarily in its natural pristine state,

The salmon bearing stream, Illahee Creek, with its associated wetlands,

The 400 plus acre Illahee Preserve, complete with trails, future active use area, old growth forest, and plans for an educational salmon hatchery, and

The 110 acre Rolling Hills Golf Course; and

Whereas, these natural resources and amenities deserve to be maintained, preserved, and protected for present and future generations; and

Whereas, the citizens of the community, both long-term and new residents, want to maintain their traditions and way of life; and

Whereas, the Illahee Community is strategically located between the Silverdale Sub-Area and the city of Bremerton; and

Whereas, the future and fate of the Illahee Community is uncertain and being contemplated by others outside of the local community; and

Whereas, the Growth Management Act (GMA) permits counties to recognize and define areas and communities with unique characteristics and qualities, commonly referred to as sub-areas or communities; and

Whereas, Kitsap County officials requested the Illahee Community adopt the term “community” rather than “sub-area” in order to be considered as part of the 2006 county comprehensive planning process; and

Whereas, the citizens of the Illahee Community desire to be actively and materially involved in the present and future plans for this area.

Now, therefore, be it resolved that the Illahee Community Citizens Advisory Group (CAG) is establishing a charter to develop an Illahee Community Plan, which will entail, at the minimum, the geographical boundaries currently established for the Port of Illahee, and shall complete said plan by summer 2006.

Appendix B Changes to Kitsap County Code Title 17

Ord. # 420-2008

Section 1. Kitsap County Code Section 17 'Chapters' last amended by Ordinance 419-2008, is hereby amended as follows (underlined):

Chapters:

- 17.100 General Provisions**
- 17.110 Definitions**
- 17.200 Establishment of Zones and Maps**
- 17.300 Forest Resource Lands (FRL)**
- 17.301 Rural Wooded Zone (RW)**
- 17.305 Rural Protection Zone (RP)**
- 17.310 Rural Residential Zone (RR)**
- 17.315 Urban Reserve Zone (URS)**
- 17.318 Poulsbo Urban Transition Area**
- 17.321 Limited Areas of More Intensive Rural Development (LAMIRD)**
- 17.321A Suquamish Rural Village**
- 17.321B Port Gamble Rural Historic Town**
- 17.321C Manchester Rural Village**
- 17.321D Keyport Rural Village**
- 17.322 (Repealed)**
- 17.325 Urban Restricted Zone (UR)**
- 17.326 Illahee Greenbelt Zone (IGZ)**
- 17.330 Urban Low Residential Zone (UL)**
- 17.335 Urban Cluster Residential Zone (UCR)**
- 17.340 Urban Medium Residential Zone (UM)**
- 17.350 Urban High Residential Zones (UH)**
- 17.351 Multi-Family Development – Design Criteria**
- 17.352 Mixed Use Zone (MU)**
- 17.353 Urban Center Zones**
- 17.354 Urban Center Zones – Design Criteria**
- 17.355 Commercial Zones**
- 17.360 Business Park Zone (BP)**
- 17.365 Business Center Zone (BC)**
- 17.370 Industrial Zone (IND)**
- 17.375 Airport Zone (A)**
- 17.377 Parks Zone (P)**
- 17.380 Mineral Resource (MR)**
- 17.381 Allowed Uses**
- 17.382 Density, Dimensions and Design**
- 17.385 Landscaping**
- 17.400 Land Use Review**
- 17.405 Pre-Application Review**
- 17.415 Master Planning**
- 17.420 Administrative Conditional Use Permit**
- 17.421 Hearing Examiner Conditional Use Permit**
- 17.425 Performance Based Development**

- 17.428 Master Planning Requirements for the South
Kitsap UGA/ULID #6 Sub-Area
- 17.430 Transfer of Development Rights
- 17.435 Off-Street Parking and Loading
- 17.445 Signs
- 17.450 View Blockage Requirements
- 17.455 Interpretations and Exceptions
- 17.460 Nonconforming Uses and Structures
- 17.470 Wireless Communication Facilities
- 17.500 Variances
- 17.510 Changes to Zones, Rezones, Amendments,
Alterations
- 17.520 Appeals
- 17.525 Revocation of Permits or Variances
- 17.530 Enforcement
- 17.640 (Repealed)

Section 2. NEW SECTION. A new chapter is added as Kitsap County Code Section 17.326 'Illahee Greenbelt Zone' is hereby created as follows (strikeout and underlined):

Chapter 17.326
Illahee Greenbelt Zone (IGZ)

Sections:

- 17.326.010 Purpose.
- 17.326.020 Uses.
- 17.326.050 Height regulations.
- 17.325.060 Lot requirements.
- 17.326.070 Lot coverage.
- 17.326.080 Signs.
- 17.326.090 Off-street parking.
- 17.326.100 Other provisions.

17.326.010 PURPOSE.

The Illahee Greenbelt Zone is applied to those areas within Illahee which have identified parcels constrained by critical areas of fifty percent or greater and are within Washington State Department of Fish and Wildlife (DFW) certified wildlife corridors. Development would be limited to a density range of one to four dwelling units per acre. Actual densities allowed will be determined at the time of land use application, following an analysis of the site and review of potential impacts to the critical areas.
(Ord. 216 (1998) § 4 (part), 1998)

17.326.020 USES.

Uses shall be allowed in accordance with Chapter 17.381 and Table 17.381.040(A), Urban Residential Zones Use Table.
(Ord. 367 (2006) § 41, 2006; Ord. 292 (2002) § 3, 2002; Ord. 216 (1998) § 4 (part), 1998)

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17.326.050 HEIGHT REGULATIONS.

Height requirements shall be in accordance with Chapter 17.382 and Table 17.382.060, Urban Residential Density and Dimensions Table.
(Ord. 367 (2006) § 43, 2006: Ord. 216 (1998) § 4 (part), 1998)

17.326.060 LOT REQUIREMENTS.

Lot requirements shall be in accordance with Chapter 17.382 and Table 17.382.060, Urban Residential Density and Dimensions Table.
(Ord. 367 (2006) § 44, 2006: Ord. 216 (1998) § 4 (part), 1998)

17.326.070 LOT COVERAGE.

Lot coverage requirements shall be in accordance with Chapter 17.382 and Table 17.382.060, Urban Residential Density and Dimensions Table.
(Ord. 367 (2006) § 45, 2006: Ord. 216 (1998) § 4 (part), 1998)

17.326.080 SIGNS.

Signs shall be permitted according to the provisions of Chapter 17.445.
(Ord. 216 (1998) § 4 (part), 1998)

17.326.090 OFF-STREET PARKING.

Off-street parking shall be provided according to the provisions of Chapter 17.435.
(Ord. 216 (1998) § 4 (part), 1998)

17.326.100 OTHER PROVISIONS.

For other provisions, see Chapters 17.430 and 17.455.
(Ord. 216 (1998) § 4 (part), 1998)

Section 3. Kitsap County Code Table 17.381.040(A) 'Urban Residential Zones' last amended by Ordinance 419-2008, is hereby amended as follows (underlined):

Table 17.381.040(A) Urban Residential Zones.

Use	Urban Low-Density Residential				Urban Medium/High-Density Residential	
	UCR (48)	<u>IGZ</u> (<u>59</u>)	UR (19)	UL (19)(48)	UM (30)(47)(48)	UH (19)(47)(48)
RESIDENTIAL USES						
Accessory dwelling units (1)	P	<u>P</u>	P	P	P	X
Accessory living quarters (1)	P	<u>P</u>	P	P	P	X
Accessory use or structure (1) (17) (18)	P	<u>P</u>	P	P	P	P
Adult Family Home	ACUP	<u>X</u>	X	X	ACUP	ACUP
Bed and breakfast house	P	<u>ACUP</u> <u>C</u> (<u>34</u>)	ACUP C (34)	ACUP C (34)	ACUP C (34)	X
Caretaker's dwelling	X	<u>X</u>	X	X	ACUP	X

Convalescent home or congregate care facility	ACUP	<u>X</u>	X	X	C	ACUP
Cottage housing developments	P	<u>ACUP</u>	ACUP	ACUP	ACUP	X
Dwelling, duplex	P	<u>P</u>	P (3)	P (3)	ACUP	X
Dwelling, existing	P	<u>P</u>	P	P	P	P
Dwelling, multi-family	ACUP	<u>C</u>	C	C	P	P
Dwelling, single-family attached	P	<u>P</u>	P	P	P	ACUP
Dwelling, single-family detached	P	<u>P</u>	P	P	P	ACUP
Home business (1)	P	<u>P</u>	P	P	ACUP	ACUP
Hotel/Motel	X	<u>X</u>	X	X	ACUP	X
Manufactured homes	P (43)	<u>P (43)</u>	P (43)	P (43)	P (43)	X (43)
Mixed use development (44)	X	<u>X</u>	X	X	ACUP	ACUP
Mobile homes	C (43)	<u>C (24) (43)</u>	C (24) (43)	C (24) (43)	C (24) (43)	X (43)
Residential care facility	P	<u>ACUP</u>	ACUP	ACUP	P	P
COMMERCIAL/BUSINESS USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Adult entertainment (1)	X	<u>X</u>	X	X	X	X
Ambulance service	X	<u>X</u>	X	X	X	X
Auction house	X	<u>X</u>	X	X	X	X
Auto parts and accessory stores	X	<u>X</u>	X	X	X	X
Automobile and equipment rentals	X	<u>X</u>	X	X	X	X
Automobile service and repair and car washes	X	<u>X</u>	X	X	X	X
Automobile service station (6)	X	<u>X</u>	X	X	X	X
Automobile, recreational vehicle or boat sales	X	<u>X</u>	X	X	X	X
Boat/marine supply stores	X	<u>X</u>	X	X	X	X
Brew pubs	X	<u>X</u>	X	X	X	X
Clinic, Medical	X	<u>X</u>	X	X	X	ACUP (37)
Conference Center	X	<u>X</u>	X	P	X	X
Custom art and craft stores	X	<u>X</u>	X	X	X	X

Day-care center (14)	C	<u>C</u>	C	C	C	ACUP (37)
Day-care center, family (14)	P	<u>C</u>	C	C	C	ACUP (37)
Drinking establishments	X	<u>X</u>	X	X	X	X
Engineering and construction firms	X	<u>X</u>	X	X	X	X
Espresso stands	X	<u>X</u>	X	X	X	P (37)
Farm and garden equipment and sales	X	<u>X</u>	X	X	X	X
Financial, banking, mortgage and title institutions	X	<u>X</u>	X	X	X	X
General office and management services – less than 2,000 s.f.	X	<u>X</u>	X	X	X	ACUP (37)
General office and management services – 2,000 to 4,999 s.f.	X	<u>X</u>	X	X	X	ACUP (37)
General office and management services – 5,000 to 9,999 s.f.	X	<u>X</u>	X	X	X	ACUP (37)
General office and management services – 10,000 s.f. or greater	X	<u>X</u>	X	X	X	ACUP (37)
General retail merchandise stores – less than 5,000 s.f.	C (28)	<u>X</u>	X	X	X	ACUP (37)
General retail merchandise stores – 5,000 to 9,999 s.f.	X	<u>X</u>	X	X	X	X
General retail merchandise stores – 10,000 to 24,999 s.f.	X	<u>X</u>	X	X	X	X
General retail merchandise stores – 25,000 s.f. or greater	X	<u>X</u>	X	X	X	X
Kennels or Pet Day-Cares (1)	X	<u>X</u>	X	X	X	X
Kennels, hobby	P	<u>P</u>	P	P	P	X
Laundromats and laundry services	C (28)	<u>X</u>	X	X	X	ACUP (37)
Lumber and bulky building material sales	X	<u>X</u>	X	X	X	X
Mobile home sales	X	<u>X</u>	X	X	X	X
Nursery, retail	X	<u>X</u>	X	X	X	X
Nursery, wholesale	X	<u>X</u>	X	X	X	X
Off-street private parking facilities	X	<u>X</u>	X	X	X	X
Personal services – skin care, massage, manicures, hairdresser/barber	X	<u>X</u>	X	X	X	ACUP (37)

Pet shop – retail and grooming	X	<u>X</u>	X	X	X	ACUP (37)
Research Laboratory	X	<u>X</u>	X	X	X	X
Restaurants	C (28)	<u>X</u>	X	X	X	ACUP (37)
Restaurants, Drive-In	X	<u>X</u>	X	X	X	X
Restaurants, High-turnover	X	<u>X</u>	X	X	X	X
Temporary offices and model homes (27)	P	<u>P</u>	P	ACUP	ACUP	ACUP (37)
Tourism facilities, including outfitters, guides, and seaplane and tour-boat terminals	X	<u>X</u>	X	X	X	X
Transportation terminals	X	<u>X</u>	X	X	X	X
Veterinary clinics/Animal hospitals	X	<u>X</u>	X	X	X	C (9) (37)
RECREATIONAL/CULTURAL USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Amusement centers	X	<u>X</u>	X	X	X	X
Carnival or Circus	X	<u>X</u>	X	X	X	X
Club, Civic or Social (12)	ACUP	<u>C</u> (12)	C (12)	C	ACUP	ACUP
Golf courses	ACUP	<u>C</u>	C	C	C	ACUP
Marinas	ACUP	<u>C</u>	C	C	C	C
Movie Theaters, indoor	X	<u>X</u>	X	X	X	X
Movie Theaters, outdoor	X	<u>X</u>	X	X	X	X
Museum, performing arts theaters, galleries, aquarium, zoo, historic or cultural exhibits	X	<u>X</u>	X	X	X	ACUP
Parks and open space	P	<u>P</u>	P	P	P	P
Race track (auto or motorcycle)	X	<u>X</u>	X	X	X	X
Recreational facilities, private	ACUP	<u>C</u>	C	C	C	ACUP
Recreational facilities, public	P	<u>P</u>	P	P	P	ACUP
Recreational vehicle camping parks	X	<u>C</u>	C	C	X	X
INSTITUTIONAL USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Government/Public structures	ACUP	<u>ACUP</u>	ACUP	ACUP	ACUP	ACUP

Hospital	X	<u>X</u>	X	X	X	C
Places of worship (12)	C	<u>C</u>	C	C	C	ACUP
Private or Public Schools (20)	C	<u>C</u>	C	X	C	ACUP
Public facilities and electric power and natural gas utility facilities, substations, ferry terminals, and commuter park-and-ride lots (16)	ACUP	<u>C</u>	C	C	C	ACUP
INDUSTRIAL USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Air pilot training schools	X	<u>X</u>	X	X	X	X
Assembly and packaging operations	X	<u>X</u>	X	X	X	X
Boat Yard	X	<u>X</u>	X	X	X	X
Cemeteries, mortuaries, and crematoriums (10)	C	<u>C</u>	C	C	C	C
Cold storage facilities	X	<u>X</u>	X	X	X	X
Contractor's storage yard (21)	X	<u>X</u>	X	X	X	X
Fuel distributors	X	<u>X</u>	X	X	X	X
Helicopter pads (13)	X	<u>X</u>	X	X	X	X
Manufacturing and fabrication, light	X	<u>X</u>	X	X	X	X
Manufacturing and fabrication, medium	X	<u>X</u>	X	X	X	X
Manufacturing and fabrication, heavy	X	<u>X</u>	X	X	X	X
Manufacturing and fabrication, hazardous	X	<u>X</u>	X	X	X	X
Recycling centers	X	<u>X</u>	X	X	X	X
Rock crushing	X	<u>X</u>	X	X	X	X
Slaughterhouse or animal processing	X	<u>X</u>	X	X	X	X
Storage, hazardous materials	X	<u>X</u>	X	X	X	X
Storage, indoor	X	<u>X</u>	X	X	X	X
Storage, outdoor	X	<u>X</u>	X	X	X	X
Storage, self-service	C (40)	<u>C</u> (40)	C (40)	C (40)	C (40)	C
Storage, vehicle and equipment (1)	X (18)	<u>X</u> (18)	X (18)	X (18)	X (18)	X (18)
Top soil production and/or stump grinding	X	<u>X</u>	X	X	X	X
Transshipment facilities, including docks,	X	<u>X</u>	X	X	X	X

Wharves, marine rails, cranes, and barge facilities						
Uses necessary for airport operation such as runways, hangars, fuel storage facilities, control towers, etc. (13)	X	<u>X</u>	X	X	X	X
Warehousing and distribution	X	<u>X</u>	X	X	X	X
Wrecking yards and junk yards (1)	X	<u>X</u>	X	X	X	X
RESOURCE LAND USES						
Accessory use or structure (1) (17)	P	<u>P</u>	P	P	P	P
Aggregate extractions sites	X	<u>X</u>	X	X	X	X
Agricultural uses (15)	X	<u>P</u>	P	P	P	P
Aquaculture practices	C	<u>C</u>	C	C	C	C
Forestry	X	<u>P</u>	P	P	P	P
Shellfish/fish hatcheries and processing facilities	X	<u>X</u>	X	X	X	X
Temporary stands not exceeding 200 square feet in area and exclusively for the sale of agricultural products grown on site (27)	X	<u>P</u> (2)	P (2)	P (2)	P (2)	P (2)

Section 4. Kitsap County Code 17.381.050 'Footnotes for zoning use table' last amended by Ordinance 419-2008 is hereby amended as follows (strikeout and underlined):

60. All development in Illahee shall be consistent with the Illahee Community Plan.

****10) Kitsap County Code 17.382.060 Urban Residential Density and Dimensions Table. last amended by Ordinance 8, is hereby amended as follows (underlined):

17.382.060 URBAN RESIDENTIAL DENSITY AND DIMENSIONS TABLE.

Standard	Urban Low-Density Residential				Urban Medium/High-Density Residential	
	UCR (5)	<u>IGZ</u> <u>(33)</u> (XX)	UR (33)	UL (5) (33)	UM (5)	UH (33)
Minimum density (du/acre)	4 (19)	<u>1</u> <u>(18)</u> <u>(3)</u>	1 (18) (3)	4 (19)	10 (19)	19

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Base/Maximum density (du/acre)	9 (19)	<u>4</u> (18)	5 (18)	9 (19)	18 (19)	30
Minimum lot size (39)	None	<u>5,800</u> s.f.	5,800 s.f.	3,600 s.f.	None	None
Lot width (feet)	NA	<u>60</u>	60	60 (20)	0 for multi-family; 60 for single-family	60
Lot depth (feet)	NA	<u>60</u>	60	60	0 for multi-family; 60 for single-family	60
Maximum height (feet) (40)	35	<u>35</u> (48)	35	35	35 (17)	35 (17)
Maximum Impervious Surface Coverage	NA	<u>40%</u>	50%	NA	85%	85%
Setbacks, Generally (34) (38)						
Front (feet) (41)(42)(43)	10 for single-family, duplex & townhouse; 10 for multi-family adjacent or abutting residential, otherwise 0 (29)	<u>20</u> (29)	20 (29)	20 (29)	0 for multi-family; 20 for single-family (29)	20 (29)
Side (feet) (42)(43)	5 (28) (29)	<u>5</u> (29)	5 (29)	5 (29)	0 for multi-family; 5 for single-family (29)	5 (29)
Rear (feet) (42)(43)	5 (28) (29)	<u>5</u> (29)	5 (29)	5 (29)	0 for multi-family; 5 for single-family (29)	10 (29)

11) Kitsap County Code 17.382.110 'Footnotes for tables' last amended by Ordinance 8, is hereby amended as follows (strikeout and underlined):

3. Properties within the urban restricted (UR) zone and Illahee Greenbelt Zone (IGZ) may subdivide at densities below the minimum required for the zone under the following circumstances:

- a. The reduced density provides a greater protection for critical areas or environmentally sensitive areas; and
- b. The intent of the short subdivision or subdivision is to keep the property in the ownership of the immediate family members.

48. New or remodeled structures within the Illahee View Protection Overlay Zone may not exceed twenty-eight feet.

12) Kitsap County Code 17.200.010 'Classification of zones' last amended by Ordinance 419-2008, is hereby amended as follows (strikeout and underlined):

For the purposes of this title, the county is divided into zones classified as follows:

Comprehensive Plan Land Use Designation	Zone Classification	Map Symbol	Density
Forest Resource Lands	Forest Resource Lands	FRL	1 dwelling unit / 40 acres
Rural Wooded	Rural Wooded	RW	1 dwelling unit / 20 acres
Rural Protection	Rural Protection	RP	1 dwelling unit / 10 acres
Rural Residential	Rural Residential	RR	1 dwelling unit / 5 acres
Urban Reserve	Urban Reserve	URS	1 dwelling unit / 10 acres
Urban Low-Density Residential	Urban Restricted	UR	1-5 dwelling units / acre
	<u>Illahee Greenbelt Zone</u>	<u>IGZ</u>	<u>1-4 dwelling units/ acre</u>
	Urban Low Residential	UL	4-9 dwelling units / acre
	Urban Cluster Residential	UCR	4-9 dwelling units / acre

13) Kitsap County Code 17.381.040 'Zoning Use Tables' last amended by Ordinance 419-2008, is hereby amended as follows (strikeout and underlined):

17.381.040 Zoning use tables.

There are five (5) separate tables addressing the following general land use categories and zones:

- A. Urban Residential Zones
 - 1. Urban Restricted (UR)
 - 2. Urban Low Residential (UL)
 - 3. Urban Cluster Residential (UCR)
 - 4. Urban Medium Residential (UM)

5. Urban High Residential (UH)
6. Illahee Greenbelt Zone (IGZ)

14) Kitsap County Code 17.382.040 'Zoning Use Tables' last amended by Ordinance 419-2008, is hereby amended as follows (strikeout and underlined):

17.382.040 Zoning use tables.

There are five (5) separate tables addressing the uses allowed within following general land use categories and zones:

A. Urban Residential Zones

1. Urban Restricted (UR)
2. Urban Low Residential (UL)
3. Urban Cluster Residential (UCR)
4. Urban Medium Residential (UM)
5. Urban High Residential (UH)
6. Illahee Greenbelt Zone (IGZ)

Appendix C Silverdale Subarea Plan

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Appendix C



Chapter 14. Silverdale Sub-Area Plan

The Silverdale Urban Growth Area (UGA) is located in Central Kitsap County north of Dyes Inlet. The existing Silverdale UGA was established in 1998 with the adoption of the Kitsap County Comprehensive Plan. The Silverdale sub-area includes a diverse mix of residential, commercial and industrial uses. The central commercial core of Silverdale is located between the Dyes Inlet shoreline and State Route (SR) 3 and 303. The Kitsap Mall and other regional retail facilities are located in this area, much of which is also designated as a Regional Growth Center by the Puget Sound Regional Council. This designation is in recognition of the future potential residential and commercial growth anticipated for this area. The downtown area also contains a mix of residential, office and service uses. Historic Old Town fronts the Dyes Inlet shoreline.

Outside of the downtown, Silverdale is primarily a residential community, but is also home to a mix of highway tourist commercial, business center and industrial uses near the interchange of SR 3/SR 303. The greatest concentrations of residential development occur along the ridges that rise from the eastern and western boundaries of the downtown core.

14.1. Vision

Land Use

Within the UGA, Silverdale has a mix of residential development, commercial centers and light industrial areas that serve the housing and employment needs of the community. These areas are integrated with the natural amenities of the landscape, including the striking views of mountains and water, and access to open space, maintaining Silverdale's high quality of life. Community gathering places, which provide local shopping, services and opportunities for recreation, are interspersed throughout the area and are connected through pedestrian-friendly trail and path

systems. Through the application of urban design guidelines, the unique characteristics of existing districts are preserved and identities for new development are fostered.

Economic Development

Our status as a regional retail and service center is complemented by the expansion and diversification of our economic base, particularly through expansion of wealth generating businesses, as well as through development of educational opportunities.

Transportation

We have a transportation system that will properly support community and residential needs. We have a multimodal circulation system; it accommodates transit, bicycles, pedestrians and autos. There are many options for getting into, out of and moving within the urban growth area, and bypassing the urban core. Downtown circulation is improved, we have a walkable environment and our grid system is expanded.

Housing

Our community provides a wide choice of housing types and prices -- accommodating a diversity of lifestyles and incomes. New residential development is centered in mixed income neighborhoods that are safe and secure. Each neighborhood has a character of its own and includes a mix of uses that provide opportunities for localized services and recreation close to home. We respect existing neighborhoods; their character is key to the long-term sustainability.

Governance

Within the 20-year planning horizon, Silverdale will be a self-governing city.

Social Capital

We have diverse opportunities for arts, recreation, entertainment, leisure activities and culture; activities we can "do" are continuously being created.

Capital Facilities

We have the public facilities to support a vibrant and growing city.

Natural Environment

We have tremendous natural resources and amenities. We are sensitive to our existing natural systems— maintaining, protecting and conserving them in a way that is sensitive to their environmental functions, particularly Dyes Inlet watersheds and water quality and aquifer recharge areas. We are rich in significant, pristine resource areas.

14.2. Goals and Policies

14.2.1. Land Use

Goal 1. Provide sufficient capacity within the UGA to properly accommodate a mix of residential, commercial, and industrial development to meet the extended population and employment projections for Silverdale.

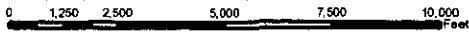
Policy Sil-1 Establish and maintain a future land use map that provides for a mix of residential, commercial and industrial development for future growth (Figure 14-1).



Silverdale Urban Growth Area
Comprehensive Plan Land Use Map



Kitsap County Department of Community Development
 614 Division Street, MS-36, Port Orchard, Washington 98366
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This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use.

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



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

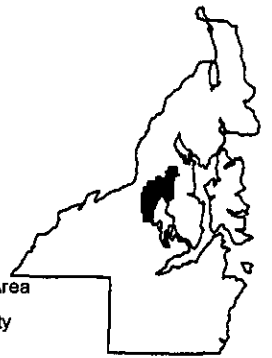


Figure 14-1 Silverdale Comprehensive Plan Map

- Policy Sil-2 Monitor land supply over time to ensure a continued adequate supply of residential, commercial and industrial designated land to meet Silverdale's population and employment targets and to meet the needs of unanticipated growth.
- Policy Sil-3 In estimating future land supply, recognize that not all land that is vacant or under-developed is actually available for development. Therefore, land supply estimates should include an assumption that anticipates that not all available land will be developed.
- Policy Sil-4 In establishing and modifying land use designations, provide for a balanced and complete community that allows for a future self-governing jurisdiction.
- Policy Sil-5 Incorporate reasonable measures that are appropriate to the Silverdale area to help focus growth in the urban area. These measures could be incentives, guidelines, policies, and/or regulations. In this Sub-Area Plan, incorporated reasonable measures include:
- Inclusion of an economic development plan element intended to encourage employment and related housing/population growth in the UGA;
 - Support for downtown revitalization efforts to encourage employment and related housing/population growth in the UGA; and
 - Inclusion of a mixed use land use designation intended to allow a greater variety of housing options than currently found in the UGA.

Goal 2. Encourage land use patterns that promote convenient access to goods and services using all forms of transportation modes.

- Policy Sil-6 Promote higher residential densities and mixed use development where there is greatest access to public transportation, sidewalks, and bicycle routes, such as in the Silverdale downtown area.
- Policy Sil-7 Create opportunities, such as along Silverdale Loop Road NW and Frontier Place NW, for walkable, mixed use development.
- Policy Sil-8 In areas where pedestrian and/or bicycle activity is desired, such as in Old Town, in new mixed use centers, and within residential neighborhoods, provide sidewalks, trails, landscaping, crosswalks, to increase opportunities for walkers and bicyclists.



- Policy Sil-9 In areas where vehicular transportation will continue to be the predominate mode of travel, ensure that access to rights-of-way and site design guidelines provide for safe and convenient access by the traveling public.
- Policy Sil-10 Locate industrial and regional commercial land use designations in areas with safe and direct access to arterials and freeways.

Goal 3. Provide sufficient land capacity to allow citizens over a diverse range of incomes and lifestyles to exercise choice in selecting homes.

- Policy Sil-11 Establish residential land use designations that allow for a diversity of housing options.
- Policy Sil-12 Establish residential land use designations that will allow for continued residential growth throughout the community.

Goal 4. Provide sufficient land capacity to allow the expansion of commercial activity, to encourage new commercial activity, and to facilitate expansion and diversification of the employment base.

- Policy Sil-13 Establish and maintain an adequate supply of industrial, highway tourist commercial and business center designated lands in the vicinity of the interchange of SR 3/303.
- Policy Sil-14 Provide for new mixed use development opportunities along Silverdale Loop Road NW and Frontier Place NW.
- Policy Sil-15 Recognize and support the Regional Growth Center designation in the Silverdale downtown core. As established by the Puget Sound Regional Council, a regional growth center has the following characteristics:
- Meets minimum activity thresholds;
 - Contains, or plans for, a mix of uses, including a significant amount of residential development, in a compact walkable form;
 - Contains, or plans for, sufficient activity to support high capacity transit service;
 - Has a plan to complete the street, sidewalk and bicycle route network; and
 - Has a plan to break-up large super-blocks into a finer grained network.

Policy Sil-16 Retain the low-scale commercial and mixed use center located along Dyes Inlet, including Old Town and nearby areas, generally south of Bucklin Hill Road to Dyes Inlet.

Goal 5. Provide land availability for public and private community gathering places and diverse opportunities for arts, recreation, entertainment, leisure activities and culture.

Policy Sil-17 Support development of a community campus located between the Kitsap Mall and Bucklin Hill Road, west of Silverdale Way NW. This campus area could include public or private community gathering places, arts, entertainment and cultural facilities, as well as landscaped open spaces that include seating areas, outdoor meeting spaces, public art or other amenities.

Policy Sil-18 Support design guidelines that encourage provision of plazas, greens or other informal public meeting spaces with new development.

Policy Sil-19 Distribute parks and open spaces throughout the UGA, but particularly focus new facilities in areas facing the greatest growth or where facilities are currently deficient.

Goal 6. Provide appropriate protective measures for critical environmental areas.

Policy Sil-20 Support the continued protection of critical environmental features as part of the unique identity of Silverdale. Major critical features include:

- Dyes Inlet and the shoreline;
- Major stream corridors, including Clear Creek, Strawberry Creek, Barker Creek and Chico Creek; and
- Wetland areas between SR 303 and the central downtown core.

Policy Sil-21 Ensure that land use designations and development standards continue to allow for appropriate protection of critical environmental features.

Policy Sil-22 Protect sensitive critical areas and property rights by encouraging clustering of development on sites with environmental constraints.

Goal 7. Enhance the character of the downtown commercial core.



- Policy Sil-23 Establish design districts that reflect the varied and discrete character of different areas of the downtown core.
- Policy Sil-24 Establish design guidelines that promote the future vision for downtown Silverdale.

Goal 8. Encourage new development to be consistent and complementary with adjoining or nearby existing development.

- Policy Sil-25 Ensure that land use designations in or near existing residential neighborhoods support and enhance existing residential character.
- Policy Sil-26 Ensure that land use designations provide for buffers and appropriate transitions between established commercial and residential areas.
- Policy Sil-27 Encourage attractive site and building design that is compatible in scale and character with existing or planned development.

Goal 9. Integrate future development with natural amenities whenever possible.

- Policy Sil-28 Promote visual and public access to shorelines where it is not in conflict with preserving environmentally sensitive areas or protecting significant wildlife habitat.
- Policy Sil-29 Preserve and enhance the natural and aesthetic qualities of shoreline areas and riparian creek corridors while allowing reasonable development to meet the needs of property owners.
- Policy Sil-30 Preserve the Barker Creek corridor as a rural corridor to protect this area and delineate community boundaries.
- Policy Sil-31 Enhance and improve the visual quality and amenities of natural features as much as possible with new development or redevelopment.

14.2.2. Natural Systems

Goal 10. Promote public involvement through environmental education.

- Policy Sil-32 Facilitate compliance with the Critical Area Ordinance and other environmental protection regulations through public education.

Goal 11. Preserve and enhance Silverdale's high quality of life with respect to the natural environment.

- Policy Sil-33 Ensure that public activities are in compliance with governing regulations and laws.
- Policy Sil-34 Recognize and support the efforts of citizens to take effective steps in enhancing the environment.

14.2.3. Economic Development

Goal 12. Enhance the status of Silverdale as a regional retail and service center.

- Policy Sil-35 Develop and implement an economic development program that encourages the location of businesses in the downtown core and actively seeks opportunities to strengthen the regional role of the retail and service center. See Figure 14-2, Silverdale Urban Growth Area and Regional Growth Center.
- Policy Sil-36 Encourage the cooperation and collaboration of agencies and interested groups in marketing the Silverdale areas to attract new business.
- Policy Sil-37 Encourage and support tourism activity as a significant contributor to the Silverdale economy.

Goal 13. Achieve diversification of Silverdale's economic base, particularly through expansion of wealth generating businesses and higher educational opportunities.

- Policy Sil-38 Facilitate the diversification and growth of the Silverdale area economic base through a range of appropriate commercial land use designations, adequate land supply, improved transportation infrastructure, active business recruitment, and business friendly policies and regulations.
- Policy Sil-39 Actively recruit a 4-year educational institution and establish a campus site for such institution in Kitsap County.



Policy Sil-40 Identify and encourage business opportunities that may benefit from the geographic proximity of existing military facilities.

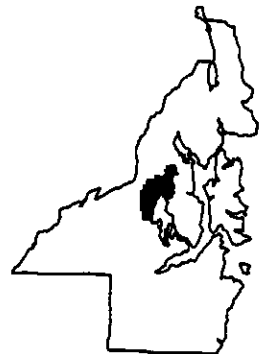


Silverdale Urban Growth Area and Regional Growth Center



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

-  Silverdale - Urban Growth Area
-  Regional Growth Center Boundary



0 0.25 0.5 1 1.5 2 Miles

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 *

Figure 14-2 Silverdale UGA & Regional Growth Center

Handwritten signature and date: [Signature] 4/20-2008

Goal 14. Support and coordinate economic expansion through efficient use of land and provision of capital facilities.

- Policy Sil-41 Support public service and infrastructure measures that will strengthen the downtown core's designation as a Regional Growth Center, including a complete street, sidewalk and bicycle route network and the provision of transit service.
- Policy Sil-42 Encourage full use and development of designated commercial and industrial areas prior to expanding those areas. Promote revitalization within existing developed areas to take advantage of the investment in existing buildings and infrastructure.
- Policy Sil-43 Provide incentives for re-use of existing commercial facilities in preference to building of new space.
- Policy Sil-44 Provide adequate transportation infrastructure to serve a diverse range of commercial activity.
- Policy Sil-45 Work to meet unique transportation needs of new or growing businesses.

Goal 15. Support commercial development that complements and is compatible with the larger Silverdale community.

- Policy Sil-46 Support design measures that will strengthen the downtown core's designation as a Regional Growth Center, including compact development, mix of uses, and a walkable design focus.
- Policy Sil-47 Establish and exercise design guidelines that are compatible with Goal 7 and with the needs of individual businesses.
- Policy Sil-48 Provide for appropriate transition, open space or similar features to buffer commercial activity in the downtown core from surrounding residential or mixed uses.

14.2.4. Housing

Goal 16. Provide for the availability of affordable housing to allow citizens over the diverse range of incomes and lifestyles to exercise choice in selecting homes.

- Policy Sil-49 Ensure an adequate supply of land for residential development to accommodate the projected growth for the area.

- Policy Sil-50 Encourage density bonuses for development of affordable housing.
- Policy Sil-51 Ensure enough land is allocated to low, medium and high density residential land use designations so that a variety of housing types are possible.
- Policy Sil-52 Implement opportunities for streamlined permitting and environmental review of new residential development.



Goal 17. Encourage innovation in development of housing types and densities.

- Policy Sil-53 Allow for a variety of compatible housing types within each residential land use designation.
- Policy Sil-54 Create development standards that promote innovation in housing, such as small lots, flexible setbacks, “attached” single family style development, clustering and other measures.

Goal 18. Promote and protect the long-term viability, safety, character and identity of existing neighborhoods.

- Policy Sil-55 Identify opportunities for community services and general recreation facilities within or between residential neighborhoods, with strong emphasis on private development and maintenance by neighborhoods.
- Policy Sil-56 Work with neighborhoods to identify key landmarks, boundaries, gathering places, significant natural features, existing and potential pedestrian routes, neighborhood gateways, and other features that help identify and establish their unique character.

14.2.5. Transportation

Goal 19. Develop and maintain a street and transportation system that effectively addresses the travel needs of the community and is consistent with the overall goals of the community.

- Policy Sil-57 Develop and maintain performance standards, including operational level of service (LOS) standards for roadways and critical intersections within Silverdale.

Ordn# 420-2008

- Policy Sil-58 Bucklin Hill Road, Ridgetop Boulevard, and Silverdale Way are identified as high priority locations for capacity/mobility improvement. Silverdale Way/SR 3 is identified as high priority location for access improvement.
- Policy Sil-59 Develop priorities for parking and a methodology to accommodate parking in the different districts of the core area.
- Policy Sil-60 Develop priorities for roadway maintenance.
- Policy Sil-61 Develop requirements for streetscape and design guidelines applicable to the individual core districts and which reflect the overall character of Silverdale.



Goal 20. Develop a circulation plan that meets the needs of increased traffic and emergency access throughout the Silverdale community while maintaining the importance of neighborhood quality and safety.

- Policy Sil-62 Provide effective local circulation system for emergency access.
- Policy Sil-63 Identify and correct any gaps or barriers in local roadway networks that hinder reasonable access or circulation.
- Policy Sil-64 Develop a plan of priorities and circulation for the effective movement of goods and services in the commercial districts and within residential neighborhoods, as appropriate.
- Policy Sil-65 Develop an effective system of neighborhood traffic control to facilitate access while maintaining requisite safety for pedestrians, residents and normal local traffic; through establishment of study requirements, criteria, and policies for approving and installing traffic calming devices.

Goal 21. Work with transit providers to develop programs, routes and schedules that better accommodate a larger number of citizen moves.

- Policy Sil-66 Identify the effective use of public transit in the core Silverdale districts and surrounding areas; especially the implementation of point-to-point shuttles and loop service, and service to high priority destinations.
- Policy Sil-67 Consider location of Park-and-Ride lots or similar facilities when making land use designations.

- Policy Sil-68 Develop priorities for Transportation Demand Management and Commute Trip Reduction, considering the home to work flow path for Silverdale workers.

Goal 22. Improve safety and circulation for bicyclists and pedestrians.

- Policy Sil-69 Establish priorities for completion of sidewalks and bicycle lanes in the core district areas.
- Policy Sil-70 Develop a street grid system that meets that needs of appropriate housing block sizes and walkability within the town core.
- Policy Sil-71 Develop design guidelines for establishing pedestrian and non-motorized access in the core districts and surrounding areas.
- Policy Sil-72 Develop and implement an off-street pathways plan for Silverdale to include walking paths, bicycle paths, and the trails system.
- Policy Sil-73 Encourage private sector development and maintenance of trails.

Goal 23. Ensure that transportation facilities necessary for future growth are provided concurrent with growth and coordinated with the overall land use plan for Silverdale.

- Policy Sil-74 Develop and maintain an effective transportation system for Silverdale and the surrounding areas.
- Policy Sil-75 Develop and implement an effective transportation concurrency system that provides effective transportation infrastructure to support concurrent land use in growth and development.

Goal 24. Effectively coordinate with neighboring jurisdictions to establish and maintain an effective transportation system for Kitsap County and the West Sound region.

- Policy Sil-76 Develop procedures for effective inter-jurisdictional coordination.

Goal 25. Develop an effective Transportation Improvement Plan (TIP) to support achievement of Silverdale transportation goals.

- Policy Sil-77 Develop and maintain an effective, balanced, fiscally sound, and financially constrained TIP that effectively supports the transportation requirements of Silverdale.

- Policy Sil-78 Develop effective programs and methodologies to fund the TIP through public and private sources.
- Policy Sil-79 TIP should include process for identifying transportation priorities; and establish that exceptions to priority process will be made only in emergency situations.

Goal 26. Locate, design and construct transportation connections to the Waaga Way Extension Road that facilitate coordinated access to commercial, business center and industrial zoned lands.

Policy Sil-80 Locate and develop connector roads for the Waaga Way Extension Road that provide access to surrounding properties. Coordinate with property owners on alignment alternatives and roadway design.

Policy Sil-81 To maximize the use of the Waaga Way Extension Road, connector roads shall be delineated to provide free-flowing, multi-modal access to the commercial, industrial and business properties in the area.

Policy Sil-82 Establish connector roads' location and design through amendments to the Silverdale design standards or Kitsap County Code. Such amendments shall allow for flexibility if property ownership is consolidated and an alternate location and/or design will meet the intent of the connector road system.

Policy Sil-83 The connector roads shall be funded by private property owners or new development. Funding of these roadways may include, but is not limited to, County Road Improvement Districts (CRID) and individual developer construction. If public funding is available for the development of this roadway network, monies and project scope should be identified in the 6-year Transportation Improvement Plan.

14.2.6. Capital Facilities

Goal 276. Capital facilities and services should be available and provided consistent with the requirements of the Washington Growth Management Act and the provisions of the Comprehensive Plan.

Policy Sil-804 The services and facilities needed to serve future development shall be consistent with the levels of service established by the County in its Capital Facilities Plan.

Goal 278. Provide fire protection, emergency medical services and police service to the Silverdale community through a cost effective and efficient delivery system.

- Policy Sil-844 Coordinate with Central Kitsap Fire and Rescue in planning for the location of new fire stations to ensure that locations correspond with planned growth.
- Policy Sil-825 Design and locate capital facility improvements to optimize public safety through increased visibility, joint use facilities and other measures.

Goal 289. Coordinate with school districts to provide adequate capacity for the current population and planned growth.

- Policy Sil-836 Work with the Central and North Kitsap School Districts to ensure that planned population growth and school capacity plans are coordinated.
- Policy Sil-847 Support efforts to locate new schools in a manner that strengthens and promotes the integrity and vitality of the surrounding community.
- Policy Sil-858 Explore opportunities to develop joint use facilities.

Goal 29 30. Provide a park, recreation and open space system that enhances the quality of life for residents and visitors to the Silverdale community.

- Policy Sil-869 Update the Kitsap County Greenway Plan to identify key pedestrian trails and greenways needed to link destinations in Silverdale.
- Policy Sil-87 90 Pursue collaborative agreements with school districts, libraries and other local government and civic organizations to ensure the most efficient use of available facilities.
- Policy Sil-88 91 When planning the future community campus, include consideration of potential park and recreation facilities, including a senior and/or teen center, playground, ball fields, community swimming pool and other facilities.
- Policy Sil-89 92 Provide opportunities for public involvement in siting, designing and programming park facilities.
- Policy Sil-903 Seek opportunities for park and open space donation and maintenance from private parties, public and private utilities, civic organizations, or corporations.



Policy Sil-944 Provide incentives, such as density bonuses, increased height or similar measures, for development projects that incorporate trails, public open space or trail connections into the project design.

Policy Sil-925 Support measures to encourage appropriate park facility design, such as measures to minimize impacts to adjacent property owners, to ensure compatibility with natural features, onsite amenities for visitors, and other specific measures.

Goal 301. Ensure that adequate water supply necessary to support new development is available concurrent with new development, based on adopted LOS standards.

Policy Sil-936 Collaborate with water service providers to ensure adequate water supply and storage and conveyance system capacity within the UGA.

Policy Sil-947 Ensure that land uses permitted in aquifer recharge areas do not lead to contamination of water resources.

Goal 312. Protect public health and environmental quality through the appropriate design, installation, and maintenance of sanitary sewer facilities.

Policy Sil-968 Ensure that sanitary sewer systems in the UGA have adequate conveyance and treatment capacity to serve planned growth.

Policy Sil-969 Require that all new development in the UGA, other than those zoned Urban Restricted, connect to sanitary sewers or approved regional alternative wastewater technologies.

Policy Sil-97-100 Explore innovative options for provision of sanitary sewer service in the UGA.

Policy Sil-98 101 When appropriate, consult the Central Kitsap wastewater facilities plans for possible locations of future wastewater conveyance systems within the UGA.

Goal 323. Ensure that stormwater facilities provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, wetlands, lakes and Dyes Inlet.

Policy Sil-99 102 Consider findings of the Barker Creek and Clear Creek watershed analyses in future land use designation and regulation decisions.

Policy Sil-400 103 Based on the findings of the Barker Creek and Clear Creek watershed analyses and any updated analyses of these watersheds, identify areas that are highly

sensitive to changes in hydrologic conditions and establish standards to minimize impacts to these areas.

- Policy Sil-401 104 Provide incentives for low-impact development strategies to reduce the stormwater impacts of new development.
- Policy Sil-402 105 Provide guidance in the form of design guidelines and/or regulatory requirements for development of stormwater facilities to ensure that design compatibility with the surrounding area, public safety, habitat value, and recreational value are considered.
- Policy Sil-403 106 Implement procedures to ensure that public and private stormwater collection, retention/detention and treatment systems are properly monitored and maintained.

Goal 334. Provide efficient and convenient solid waste and recycling services to the Silverdale community through effective coordination with service providers.

- Policy Sil-404 107 Coordinate with private solid waste collection services to ensure adequate service capacity for planned growth.
- Policy Sil-405 108 Encourage programs for yard and food waste composting, waste recycling, and re-use of building materials.

Goal 345. Encourage adequate and competitively priced telecommunication infrastructure, facilities, and services.

- Policy Sil-406 109 Provide for greater efficiency in County policies to facilitate the installation and maintenance of telecommunication facilities.
- Policy Sil-407 110 Encourage the involvement of community stakeholders and service providers in decisions related to telecommunication service provision.
- Policy Sil-408 111 Consider economic development needs when planning telecommunication infrastructure, including fiber optic or other high-speed data links.

Appendix D Kingston Subarea Plan

8.0 IMPLEMENTATION

8.1 BACKGROUND

This chapter was prepared pursuant to the requirements of the Amended 2004 Kitsap County Comprehensive Plan.

To ensure that the Plan is fully implemented, citizens and County staff must work cooperatively to ensure that goals, policies and projects are implemented in a timely and effective manner.

The Kingston Sub-Area Plan builds upon the following:

- The adopted policy direction in the Comprehensive Plan for UGAs;
- The regulations and programs which have been recognized in the Comprehensive Plan as implementing actions;
- The capital improvement standards and facility improvements needed to support development; and
- Building upon adopted policies¹ means that the implementation of this plan (regardless of which alternative is selected), will be based upon the direction provided by the Comprehensive Plan and the specific objectives of the County-wide Planning Policies.

8.2 PROJECTS

Goals and policies have been developed through public participation and staff input. Projects are proposed measures to guide the county in implementing the goals and policies as set forth in this plan.

8.3 WORK PROGRAM

Following adoption of the Sub-Area Plan, the County should develop a work program to outline priorities and timetables for the suggested projects listed that will aid in implementing the Sub-Area Plan.²

¹ See Kitsap County Comprehensive Plan Part 1 Land Use Plan, Introduction.

² See Appendix G: Work Program

APPENDIX G

Work Program

Prepared For:

Board of County Commissioners, Kitsap County



Prepared By:

Kitsap County Dept. of Community Development

October 2008

Draft # 420-2008

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[INCLUDE KINGSTON URBAN
GROWTH AREA MAP HERE]

Background

Chapter 18 of the Kitsap County Comprehensive Plan identifies implementation strategies. In late 2007, the Kingston Citizen Advisory Council (KCAC) was asked to create a comparable set of implementation measures specific to the Kingston Sub-Area Plan Update (2005).¹ In 2008 the KCAC initiated a series of workshops to review Sub-Area Plan goals and policies and identify actionable implementation measures. This Work Program describes the public process and its relation to the Comprehensive Plan. Final results are also presented here, and will be inserted as an implementation component of the Kitsap County Comprehensive Plan.

Planning Context

This Work Program is a cooperative effort between the Kingston Citizen Advisory Council and Kitsap County Department of Community Development. KCAC was a natural choice as partner for this Work Program because the group played a major role in the Plan's original development, and is well-equipped to conduct community outreach.

This Work Program accomplishes two major planning goals for Kitsap County. First, it further develops Section 8.3 of the Kingston Sub-Area Plan. Second, it establishes a basis for a downtown master planning in Kingston. It is widely believed that the redevelopment and revitalization of Kingston's downtown will positively affect the Urban Growth Area and beyond. Finally, development of the Work Program is consistent with language and direction contained in Resolution No. 015-2008, 'Providing for Review and Potential Amendment to the Kitsap County Comprehensive Plan, Land Use and Zoning Maps, and Corresponding Development Regulations.'

RESOLUTION NO. 015-2008 Section 4.A.

Text amendments to the Kitsap County Comprehensive Plan and corresponding development regulations for consideration with the 2008 Comprehensive Plan Amendment process are limited to amendments specifically related to the following:

- i. Textual amendments related to the Silverdale and Bethel Corridor design guidelines and standards; amendments, as needed, to related sub-area plans, including Kingston as it specifically relates to downtown master planning

¹ Hereinafter referred to as the Kingston Sub-Area Plan

Public Process

The work program was developed through a public process beginning in early 2008. The process consisted of public workshops, public meetings, staff review of existing and newly developed documents, staff conversations with citizens and agency representatives as noted below:

- Three public workshops facilitated by the Kingston Citizen's Advisory Council and Department of Community Development staff held February 13, March 11, April 9. Sub-Area Plan goals and policies were reviewed, and projects and implementing actions were proposed. The number of participants ranged from 11-14 people during these meetings.
- A final public workshop facilitated by the Kingston Citizen's Advisory Council in which participants prioritized results from the first three meetings. Approximately 30 people participated.
- Staff and citizen review of Kingston Sub-Area Plan goals and policies.
- Staff conversations with representatives from the Kingston Citizen's Advisory Council.
- A report titled, Kingston Sub-Area Plan Implementation/Action Item Project: June 4, 2008 Final Community Meeting Report.
- Work sheets associated with above document.
- Articles and notices in the North Kitsap Herald and Kingston Community News.
- A Planning Commission evening meeting including Work Study, Public Hearing, Deliberations and Recommendation, scheduled for October 14, 2008.
- A work study meeting with the Board of Commissioners scheduled for November 5, 2008.
- A Public Hearing and final decision from the Board of Commissioners scheduled for November 24, 2008.

Methodology

The work program was developed through a series of workshops in which participants reviewed and evaluated Sub-Area Plan goals and policies, suggested implementing projects and actions, and prioritized the results. Key terms are defined below:

Goals provide the long-term vision and serve as the foundation of the plan. Goals are broad statements of purpose or vision.

Policies are a definite course or direction to be taken by the community/county. They provide guidance for elected and appointed community leaders, staff and administrators in making decisions and provide a bridge between the goals and implementation actions.

Projects are proposed measures to guide the county in implementing the goals and policies set forth in the Plan.

Actions are specific measures to be taken to implement the policies, including:

- Code revisions
- Programs
- Capital Improvements
- Intergovernmental Agreements

Kingston Sub-Area Plan goals and policies are grouped among eight thematic categories. Categories and corresponding goals and policies were reviewed according to the following schedule:²

February 13	Building a sense of community Kingston's Visual Identity
March 11	Land Use – Urban Residential Land Use – Commercial Land Use – Industrial Environmental Quality (Including port and shoreline)
April 9	Economic Development / Downtown Revitalization Transportation

During the first three workshops, goals and policies were evaluated, then participants discussed, debated, and proposed projects and other implementing actions.

²A KCAC sub-committee had recently identified implementation measures for Parks and Recreation, and results were incorporated into other workshop topics. Suggested items were evaluated for consistency with Sub-Area Plan goals and policies.

At the fourth and final workshop, participants finalized and prioritized the results. Approximately 30 people participated in the following process:

- 15 minutes of reviewing proposed projects and implementing actions and adding additional items. The final list of proposed items were separated into four categories:
 1. Big Budget Items
 2. Small Budget Items
 3. Regulatory Changes
 4. Volunteer / Community / Business Efforts
- Division of the attendees into four randomly selected groups seated at separate tables, each with eight or nine participants and a KCAC member as a recorder.
- Four 15 minute periods in which each group reviewed and ranked items in each of the four categories by assigning a score of High, Medium, or Low to each³. Participants in each group first completed their own lists, then were asked to discuss their rankings, and though consensus develop a final list to represent the entire group.
- A 15 minute discussion of the results. Overall, groups were able to reach consensus for high priority items.⁴ (although several groups assigned more than two rankings of high priority in some areas – in general this result seems to be related to a group's feeling that several potential action items should be considered together).
- Numerical scores were assigned to the rankings as follows: High = 3; Medium = 2; Low = 1 and final scores were tallied. Each item was ranked by four groups, therefore 12 can be considered a 'perfect' score (4 High rankings) and a score of 4 would be least desired (4 Low rankings). The All items on the list are significant regardless of score.
- Based on the above, a total score between 4 and 6 is considered Low priority; 7 to 9 is considered Medium; and 10 through 12 receives a High ranking.

³ In each category participants were allowed to assign a maximum two high priority items, and a minimum of two low priority items. These "rules" were intended to stimulate discussion and to encourage participants to determine highest priorities.

⁴ Several groups assigned more than two High priority rankings, possibly because they felt some potential action items should be considered together.

Results

The table below summarizes results of the public process based on the final report produced by the Kingston Citizen Advisory Council. It includes capital projects, code and procedural revisions, programs, and research. Proposed capital projects are sorted by complexity based on perceived level of coordination, project duration and cost. Actual timelines and specific cost estimates are not included in the work program. The Work Program and corresponding implementation tables in the Kitsap County Comprehensive Plan should be evaluated as part of future capital facilities planning, department work programs, agency coordination, and community development. Readers should bear in mind that items below were prioritized relative to one another; 'low' priority items are still significant to the community.

Note: Sub-Area Plan goals are assigned as follows:

G = Chapter 3: Background and Planning Process

E = Chapter 5: Environmental Protection

T = Chapter 6: Transportation

Related Goal Number	Implementing Strategy	Coordination	Priority Level
High Complexity Capital Projects			
G7, G18, G20 - 23, T2, T7	Village Green Development (site engineering, removal of Navy housing, rough grading)	Dept. of Parks and Recreation, Dept. of Public Works	High
G15 - 17, T1, T3, T4	Redirect State Route 104 ferry traffic to relieve congestion in downtown Kingston	WA State Dept. of Transportation, WA State Ferries, WA State Patrol, Port of Kingston, Dept of Public Works, Dept. of Community Development	High
T1, T3	Install traffic light at Barber Cutoff and Highway 104 for pedestrian crossing	WA State Dept of Transportation, Dept. of Public Works – Roads and Traffic	High
G19, T1, T3	Complete shoulder sidewalk to Kingston Middle School and Gordon Elementary	Dept. of Public Works – Roads and Traffic	High
G18, G20, T2, T3	California Avenue extension	Dept. of Public Works – Roads and Traffic	Medium
G3, G4, E1, E2	Stormwater management system	Dept. of Public Works – Surface and Stormwater Management, Dept. of Community Development	Medium
GG15, G16, T3 – T5	Develop an overflow holding lot for Kingston ferry terminal	WA State Dept. of Transportation, WA State Ferries, WA State Patrol, Port of Kingston, Dept of Public Works, Dept. of Community Development	Medium

Kingston Sub-Area Plan

Related Goal Number	Implementing Strategy	Coordination	Priority Level
G2, G7, G23	New community center / senior housing .	Kitsap County Consolidated Housing Authority, Dept of Administrative Services – Community Development Block Grant, Department of Community Development	Medium
E1 – 4, E6	South Kingston Road bridge replacement	Dept. of Public Works, Dept of Community Development – Environmental Programs	Medium
G17, T1, T2, T6, T7	Increase public transit service and facilities in Kingston	Kitsap Transit	Medium
GG9, E2 – 4, E6	Acquire sensitive wetland parcels	Kitsap Conservation District, Dept. Community Development – Environmental Programs	Medium
E3	Purple pipe Implementation (reclaimed wastewater)	Dept. of Public Works - Wastewater, Kitsap County Health	Medium
G15, G18, G19, T1	Shoulder improvements in UGA & greater Kingston for pedestrian & non-motorized safety	Dept. of Public Works – Roads and Traffic	Medium
G12, G13	Improve fire flow to facilitate commercial development	Kitsap Public Utility District, Dept. of Community Development – Fire Marshall	Medium
G12, G17, T2, T4, T7	Passenger - only ferry to / from Seattle	WA State Ferries, Kitsap Transit	Medium
G10, G18, G20, T1, T2, T7	Develop an integrated trail system in North Kitsap	North Kitsap Trails Association, Dept. Community Development, Dept of Public Works – Transportation Planning	Medium
G15, G18, G19, T1, T2	Sidewalks – Highway 104	WA State Dept of Transportation, Dept of Public Works – Roads and Traffic	Medium
G7, G18 – 23, T2, T7	North Kitsap Heritage Park (access, parking, restrooms, trail development)	Dept of Parks and Recreation	Medium
E1 – E4, E6	Enhance wastewater infrastructure	Dept. of Public Works - Wastewater	Medium
G15, G18, G19, T1, T2	Sidewalks – Barber Cutoff Road	Dept. Public Works – Roads and Traffic	Medium
G18, G21, T2, T7	Whitehorse community trail completion	Dept of Community Development, Dept of Public Works, Developer	Medium
G18, G21, T2, T7	Arborwood community trail completion	Dept. of Community Development, Dept of Public Works, Developer	Medium

Kingston Sub-Area Plan

Related Goal Number	Implementing Strategy	Coordination	Priority Level
G12, G25	Establish / enhance fiber-optic network for downtown Kingston	Kitsap Public Utility District #1, Port of Kingston, Port Gamble S'Klallam Tribe	Medium
G26	Acquire non-buildable lots fronting North Beach to expand park	Kitsap County Conservation District, Dept of Parks and Recreation	Low
Low Complexity Capital Projects			
G22, T2, T7	Improve Village Green aesthetics, amenities, circulation and access	Dept. of Parks and Recreation, Dept of Public Works – Roads and Traffic	High
G22	Install restrooms at Amess Park	Dept. of Parks and Recreation	Medium
G10, G18 – 21, T2, T7	Kingston-area trail improvements (4 th Ave trail, Rosemond road end, Shorty Cambell)	Dept. Parks and Recreation, Dept of Public Works, Community volunteers	Medium
G1, G2	Improve acoustics at current community center	Dept. of Parks and Recreation, Kingston Citizen Advisory Council	Medium
G15, G17, T1, T3	Identify and implement traffic calming measures in downtown Kingston	Dept of Public Works – Transportation Planning	Medium
G1	Install a centralized community bulletin board	Kingston Citizen Advisory Council	Low
Code and Procedural Revisions			
G11, E1 – 4, E7	Encourage low impact development via code revisions, education and incentives	Dept of Community Development – Development Engineering, Dept. of Public Works	High
G6, G12, G14, G16, T5	Revise parking standards	Dept. of Community Development – Policy and Planning	High
G11 - 13	Reduce ambiguities associated with Urban Restricted (UR) zoning	Dept. of Community Development – Policy and Planning	Medium
G11 – 13, G16	Provide flexible payment plans for mandatory development-related infrastructure improvements	Dept. of Community Development	Medium
G5, G6, G14, G16, E7	Stricter enforcement of Kingston Design Standards	Dept. of Community Development – Policy and Planning	Medium
G5, G6, G12 – 14, G16, E7	Clarify design review process	Dept. of Community Development – Policy and Planning	Medium

Kingston Sub-Area Plan

Related Goal Number	Implementing Strategy	Coordination	Priority Level
G5, G6, G12, G14, G16, E7	Ensure consistency of development regulations as specified in County code, Kingston Sub-Area Plan and Kingston Design Standards	Dept. of Community Development – Policy and Planning	Medium
T7	Process Shorty Cambell trail permit	Dept. of Community Development	Medium
G6, G17, E5	Develop incentives to maintain / preserve heritage trees and other vegetation	Dept. of Community Development – Policy and Planning and Environmental Programs	Medium
G12	Encourage cottage industries via regulatory incentives and streamlined permitting	Dept. of Community Development – Policy and Planning	Medium
G11, G12, G17	Encourage viability of restaurants by reducing parking and truck loading requirements	Dept. of Community Development – Policy and Planning	Medium
G6, G10, G24	Develop view protection standards	Dept. of Community Development – Policy and Planning	Medium
G6, G10, G16, G17	Revise zoning code to emphasize the importance of an inviting streetscape	Dept. of Community Development – Policy and Planning	Medium
G3, G11, G12, G13, G14, G16, G17	Provide density incentives within the UGA	Dept. of Community Development – Policy and Planning	Medium
G12, G13	Reclassify land uses from Conditional (CUP) to Administrative Conditional (ACUP) or Permitted (P) when appropriate	Dept. of Community Development – Policy and Planning	Medium
G12	Expedite permit processing by accepting 3 rd party project review	Dept. of Community Development	Low
Programs and Research			
G11, G14, G15, G17, E 1-4	Establish a Local Improvement District (LID) for sidewalk and stormwater construction	Dept. of Administrative Services, Dept. of Community Development	High
G15, G17, T4	Synchronize bus and ferry schedules	WA State Ferries, Kitsap Transit	High
E3, E6	Develop water quality monitoring program and notify property owners and Health Department of concerns	Kitsap County Public Utility District #1, Kitsap County Health, Dept. of Community Development – Environmental Programs	High
E4	Habitat restoration	Dept. of Parks and Recreation, Dept. of Community Development – Environmental Programs, Kingston Citizen Advisory Council	Medium

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Related Goal Number	Implementing Strategy	Coordination	Priority Level
G9, E4	Assess and map wildlife corridors within UGA and vicinity	Dept. of Community Development – Environmental Programs	Medium
G12, G13	Promote Kingston as a great place for “destination businesses”	Kingston Chamber of Commerce, Kitsap Peninsula Visitor and Convention Bureau, Kingston Citizen Advisory Council	Medium
G17, G25	Promote Kingston as a “marina tourism” destination	Kingston Chamber of Commerce, Kitsap Peninsula Visitor and Convention Bureau	Medium
G18 – 21, T2, T7	Ongoing trail improvements and maintenance throughout UGA	Dept. of Parks and Recreation, Kingston Citizen Advisory Council	Medium
G14 – 18, T1 – 3, E2	Conduct streetscape study including pedestrian access, stormwater management and visual corridors	Dept. of Community Development, Policy and Planning, Dept. of Public Works – Transportation Planning	Medium
G17	Participate in Edmonds “sister city” exchanges and events	City of Edmonds, Kingston Chamber of Commerce	Low
G5, G6, G10, G16, G17	Define Kingston's unique identity via community survey	Kingston Chamber of Commerce, Dept. of Community Development, Kingston Citizen Advisory Council	Low
G6, G17	Create a new slogan for Kingston	Kingston Chamber of Commerce, Dept. of Community Development, Kingston Citizen Advisory Council	Low
G1, G12, G13, G16	Conduct regional economic development study	Dept of Administrative Services, Dept. of Community Development – Policy and Planning, Kitsap Economic Development Council, Kingston Chamber of Commerce	Low
G10, G17, G3	Maintain roadway planter strips	Kingston Citizen Advisory Council	Low
G12	Market analysis per Kingston Sub-Area Plan project 12.3.1	Kingston Chamber of Commerce, Kitsap Visitor and Convention Bureau, Kitsap Economic Development Council, Port of Kingston, Kitsap County	Low
G18, G19, T1 - 3	Implement Safe Routes to School Program	North Kitsap School District, Dept. of Community Development, Kingston Citizen Advisory Council	Low

Related Goal Number	Implementing Strategy	Coordination	Priority Level
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Attachments

- 1. Final report
- 2. Worksheets
- 3. Meeting summaries

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Chapter 12. Kingston Sub-Area Plan

Kingston is Kitsap County's northern most urban growth area (UGA), located north of Bainbridge Island and Port Madison Bay along Puget Sound. The Kingston UGA was established in May 1998 through the adoption of the Kitsap County Comprehensive Plan (Plan) and modified in 2003 and 2005. Currently, the UGA encompasses approximately 1,650 acres.

Originally adopted in 2003, the Kingston Sub-Area Plan was revised in December 2005, and again in December 2006 with the 10-Year Update to the Kitsap County Comprehensive Plan, to incorporate the 2025 countywide population forecast and updated land capacity estimates (Figure 12-1). Below are goals and policies from Chapters 3, 4, 5, and 6 of the Kingston Sub-Area Plan. These include goals and policies that form the framework for the plan as well as more specific goals and policies for land use, environmental protection, and transportation. For additional information on the sub-area, its planning process, and capital facilities, please refer to the Kingston Sub-Area Plan in its entirety.

12.1. Goals and Policies

12.1.1. Framework

Build a Sense of Community

Goal 1. Foster an environment that supports the active and meaningful involvement of the community in local, countywide and regional issues.

Policy King-1 Ensure that Kingston residents have access in the community to information regarding future land uses and activities.

Policy King-2 Enhance opportunities for the multiple-use of public spaces and facilities.

Figure 12-1. Kingston Comprehensive Plan Map

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- Policy King-3 Evaluate potential joint-use facilities and/or public/private partnerships that would provide facilities and spaces for community meetings and events.
- Policy King-4 Implement the Urban Village Center (UVC) to accommodate a central gathering site.
- Policy King-5 Encourage all educational facilities to accommodate multiple-uses, with consideration to:
- Potential traffic impacts.
 - Pedestrian safety around the immediate school site.
 - Pedestrian connectivity to trail corridors.
 - Compatibility of the site with surrounding neighborhoods.

Goal 2. Strive to maintain and create a diversity of housing opportunities for all incomes and ages in the Kingston community.

- Policy King-6 Provide appropriately zoned vacant and underutilized lands to accommodate the future needs for all types of housing, including single-family, multi-family and manufactured.
- Policy King-7 Encourage innovation and variety in housing and site design. Support unique and sustainable housing development such as co-housing, open-space based cluster development, live-work mixed use buildings and small-lot urban cottages.

Goal 3. Support proposals for affordable housing that are consistent with the use and density provisions of this plan.

- Policy King-8 Establish a mix of housing types, densities and costs suitable for Kingston's diverse population.

Enhance Kingston's Visual Identity as a Community

Goal 4. Support the implementation of the Design Standards for the Community of Kingston, which appropriately integrate new construction and redevelopment into Kingston's commercial areas while maintaining the special character of the community.

- Policy King-9 Preserve the small town character of Kingston's commercial areas by enforcing the adopted design standards for commercial development.

Goal 5. Preserve the small town character.

- Policy King-10 Encourage contextually-based, clustered single and multi-family residential development as a means of preserving open spaces and natural areas.
- Policy King-11 Adopt street development standards that functionally address public safety and level of service (LOS) standards, while maintaining existing community character.
- Policy King-12 Work collaboratively with the Kingston Revitalization, Kingston Chamber of Commerce, the Port of Kingston, County Parks and Public Works to develop possible gateway/entry improvements such as signage, landscaping and special lighting to enhance and define the entrance to Kingston.

Goal 6. Locate community-oriented public facilities such as the post office, community center, library, etc., within the UGA. Schools, parks and transportation facilities serving populations outside the UGA may be an exception.

Goal 7. Preserve, highlight and maintain the historic features and characteristics of Kingston in community planning and development.

Establish Predictable and Defined Land Use Patterns that Support Kingston's Community Vision

Goal 8. Promote the use of buffer areas and protected natural systems as a means of establishing an appropriate transition between the Kingston UGA and surrounding rural areas.

Goal 9. Recognize that Kingston is comprised of different neighborhoods (e.g., Jefferson Beach, Kingston Highlands, Saltair Point, etc.), and where appropriate, maintain, enhance or create neighborhood identity.

- Policy King-13 Encourage well-designed residential infill development and redevelopment that protects and enhances community character in established residential areas. Specific design and development standards for the UVC designation considers the following:



- Buffering for infill and re-development.
- View protection.
- Lot size and setbacks.
- Landscaping.
- Architectural characteristics and building scale.

Policy King-14 Establish a land use pattern through zoning that supports the following:

- A wide range of residential lot sizes.
- Housing development types and densities to meet the needs of a diverse population.
- Affordable housing choices for all income levels.

Goal 10. Promote infill development in areas that have pre-existing services and adequate reserve capacity.

Policy King-15 Support new development in areas that have planned for the logical extensions of existing infrastructure. Partial provision of required infrastructure shall be avoided. In either case, new development shall not be located in a manner that compromises the integrity of protected natural systems.

Policy King-16 Encourage residential densities to be based on an assessment of the land's natural capacity for development, the ability to provide required public facilities and services, and the maintenance of community character.

Policy King-17 Factors such as surrounding uses, natural systems, adequacy of public facilities, parking and community character should be considered in determining areas that could accommodate redevelopment to higher densities.

Improve and Encourage Economic Development Opportunities and Downtown Revitalization

Goal 11. Support the establishment and on-going viability of locally owned businesses, cottage industries and home occupations.

Policy King-18 Encourage local utilities to install state-of-the-art telecommunication infrastructure (fiber-optic cable, etc.) to serve the Kingston UGA.

Policy King-19 Establish appropriately scaled home office and "cottage" businesses as an important contributor to the local economy.

Policy King-20 Work collaboratively with the Kingston Chamber of Commerce, Kitsap Peninsula Visitors and Convention Bureau, the Kitsap Economic Development Council (KEDC) and the Port of Kingston to create an information system infrastructure and promote a business atmosphere that encourages and supports technology-based industry.

Goal 12. Support the establishment and maintenance of local retail businesses that provide basic consumer goods.

Policy King-21 Establish programs targeted at area residents that increase their awareness of the diversity of local shopping opportunities and of how patronage of local businesses contributes to the overall vitality and quality of life of the community.

Goal 13. Development in the retail core must be consistent with the adopted Design Standards for the Community of Kingston.

Policy King-22 Within the UVC create places that have pedestrian emphasis, connectivity, mixed use, and centralized public spaces.

Goal 14. Minimize conflicts between ferry and local business traffic.

Goal 15. Stimulate economic vitality and enhance the opportunities for success for local businesses through the application of architectural and urban design standards.

Goal 16. Acknowledge the importance of tourism to the local economy and seek to encourage local business opportunities that serve "day visitors."

Policy King-23 Promote a balanced mix of visitor-related commercial uses to complement the natural and unique cultural amenities of Kingston. Focus on developing activities for pedestrian day-use (e.g., kayaking, bicycle rentals, shuttle tours to surrounding points of interest, etc.)

Create an Integrated System of Parks, Trails and Open Space

Goal 17. Create an integrated network of multi-use trails and pedestrian pathways, which provide access to destinations and businesses, links open-space areas and recreational facilities, expands recreational opportunities for both residents and visitors, and takes advantage of Kingston's visual amenities.

Policy King-24 Pursue a variety of techniques that result in the establishment of an integrated network of trails, pathways and sidewalks. These techniques should include:

- Encouraging new projects to provide land for future open spaces and/or trails.
- Acquiring land for open spaces and trails through municipal or state programs, such as stormwater management and wildlife and wetland protection.
- Applying for grants from public and private funding sources to acquire land for open space and trails.
- Working with non-profit groups (Great Peninsula Land Trust, Cutthroats of Carpenter Creek, etc.) to obtain conservation easements and create incentives for open space and trail system development.
- Encouraging the use of property tax deferral programs to promote the retention of valuable open space.
- Supporting a community or regional bond issue for the dedicated purpose of acquiring environmentally sensitive areas, open spaces and trail easements.
- Encouraging innovative methods and volunteerism to achieve maintenance of open spaces and trails.
- Ensuring that all recreational opportunities and facilities comply with the Americans with Disabilities Act (ADA).

Policy King-25 Accommodate multiple functions within the open space and trails system, including stormwater management, viewpoints, wildlife habitat, retention of mature vegetation and passive recreation.

Policy King-26 Design the integrated trail and open-space network in a manner which links neighborhoods with parks, schools, the commercial core, and other public facilities.

Goal 18. Ensure that safety and security considerations are addressed when establishing multi-use trails and/or pedestrian pathways.

Policy King-27 Promote the establishment of a coordinated sign program that provides identification of access points and destinations associated with the trails system.



Goal 19. Encourage that multi-use trails and pedestrian pathways are established in a manner that is consistent with the vision of the Kingston community.

Policy King-28 Promote new municipal or public facilities to consider access or connection to the trails system during location selection and/or project design.

Policy King-29 Establish trail and open-space connections to adjacent communities and regional amenities.

Goal 20. Encourage community participation in all stages of park, trails and open-space planning, siting and project prioritization.

Policy King-30 Provide an interconnected system of permanently protected and/or publicly-owned trails, and improved road shoulders in the Kingston Area. The Kingston Citizens' Advisory Committee's (KCAC) Parks, Trails, and Open Space Subcommittee are responsible for updates and recommending an interconnected system of publicly-owned open space and park lands in the Kingston area.

Goal 21. Establish the governmental financial responsibilities for local-level parks, trails and open-space facilities in Kingston.

Policy King-31 The maintenance and operation support for parks, trails and open space between Kitsap County, Port of Kingston, North Kitsap School District and community groups should be coordinated.

Goal 22. Ensure early and continuous public participation in planning and development of community facilities, including, but not limited to, community centers, libraries, schools and senior centers.

Improve Port Facilities and the Waterfront

Goal 23. Preserve visual access to the water while protecting view corridors.

Policy King-32 Encourage waterfront development that maintains and enhances view corridors to natural water bodies and Mt. Rainier.

Goal 24. Promote cooperative efforts between the Port of Kingston and Washington State Ferries to provide services to the community.

Policy King-33 Work cooperatively with the Port of Kingston to enhance opportunities for water related recreation, public access and economic development.

Goal 25. Strive to provide more waterfront/beach access with managed, well-defined public access points.

Policy King-34 Acquire shoreline property and easements whenever possible. Provide public access and recreation opportunities and/or natural environmental enhancements at Kingston Slough, Appletree Cove, and Carpenter Lake. Connect shoreline and recreational resources with trails and greenways.

12.1.2. Land Use

Urban Residential

Goal 26. Encourage majority of growth to locate within designated UGAs, at higher densities.

Goal 27. Provide guidelines and incentives to encourage higher density development that is appropriate in scale and design and enhances community livability.

Policy King-35 Where densities are expressed as a range on the Comprehensive Plan Land Use Map and/or in the zoning code, the lower end of the density range should be considered as a *minimum density for new development* within urban residential classifications. All new residential development within the UGA



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should achieve these minimum densities as consistent with adopted land use maps to recognize the presence of critical areas—including streams, wetlands, fish and wildlife habitat, geologically hazardous areas, floodprone areas and aquifer recharge areas--and to recognize the existence of neighborhoods or subdivisions which have little vacant land and little or no opportunity for infill or redevelopment.

Policy King-36 Develop and apply density incentives in the UGA to encourage the provision of affordable housing, significant open space, community amenities, transportation-oriented planning and high quality design.

Policy King-37 Kitsap County shall use the Buildable Lands as a means to identify any pattern of significant under-building within various residential designations of the sub-area. In the event that development is not achieving established target densities, Reasonable Measures for remedying any regulatory problems inhibiting achievement of established targets will be identified and developed. Failure to achieve target densities shall not be used as a basis for amending the UGA until such program has been implemented.

Policy King-38 Incentives should be developed to make small, vacant parcels within Urban Growth Areas more attractive for development at higher densities.

Policy King-39 The zoning code shall allow for the approval of accessory dwellings within each residential zone.

Goal 28. Provide a variety of housing types within UGAs to meet the housing needs of all Kitsap residents.

Goal 29. Provide public services and capital facilities to support planned growth.

Goal 30. Encourage infill developments on vacant land within UGAs that have been bypassed in the development process.

Policy King-40 Possible approaches may include a variety of regulatory, incentive and program strategies. Guidelines should address the following issues: a) preservation of historic and natural characteristics of neighborhoods and sites; b) provision of community space, pedestrian mobility and safety; c) creation of usable open spaces, community facilities and non-motorized access; d) design variety through lot clustering, flexible setback requirements and mixed attached and detached housing types; and e) design variations in multi-family buildings such as variations in facades, roof lines and other building design features.

Goal 31. Encourage urban medium- and high-density residential uses to be located near commercial areas and public open space on sites with good access to major streets and served by public water and sewer.

Policy King-41 The zoning code should establish specific design standards for medium- and high-density developments to ensure compatibility with existing low-density neighborhoods.

Goal 32. Encourage land use patterns that ensure compatibility with established residential areas.

Goal 33. Encourage the maintenance and enhancement of views.

Commercial

Goal 34. Focus commercial growth within UGAs where the county's future population growth will be guided and where public services and facilities will be focused.

Policy King-42 County shall designate sufficient land for anticipated commercial land uses on its Land Use Map. Designation of new commercial areas should consider countywide population and employment forecasts and the local needs of the surrounding community.

Goal 35. Identify land and variety of sites for commercial land uses that are reasonably scaled to the needs of the community.

Policy King-43 Kitsap County is encouraged to develop standards for commercial development that identify appropriate site size for different types of centers, appropriate types of uses, and guidelines for design that encourage attractive and efficiently functioning centers.

Goal 36. Commercial land uses should be focused in defined areas and minimize future strip commercial development.

Policy King-44 Strip commercial developments shown on the Land Use Map along major roads and highways shall not be extended; infill in these areas will be encouraged.

Policy King-45 No new strip commercial developments shall be permitted along major or secondary routes.

Goal 37. Develop an attractive designed commercial land use pattern (consistent with the adopted Kingston Urban Design Guidelines) that ensures a convenient and adequate supply of goods and services to the residents of the county as well as the commuting public.

Policy King-46 Commercial areas shall be compact to encourage pedestrian and non-motorized travel and transit use.

Policy King-47 Commercial uses along major streets and highways in UGAs shall be subject to special development standards relating to landscaping, setbacks, signs and median strips.

Policy King-48 All commercial development shall be subject to special development standards relating to setbacks, landscaping, physical buffers, screening, access, signs, building heights and design review.

Policy King-49 Commercial developments that abut residential zones or residential use shall be subject to special setback and screening provisions consistent with the Kingston Design Standards.

Goal 38. Recognize existing commercial development patterns.

Goal 39. Provide suitable and sufficient opportunities for commercial and service activities within the urban areas while encouraging intensive development of these areas.



Goal 40. Protect and recognize the character of the county's historical "old town" commercial areas.

Goal 41. Encourage mixed use development to include but not limited to retail, professional offices, personal services and high-density residential in the UVC within the urban area.

Policy King-50 The zoning code shall allow for attractive, integrated, mixed use development within planned commercial centers to provide affordable housing and reduce auto trips.

Industrial

Goal 42. Create new jobs and improve the overall tax base of the county by encouraging industrial activities and their related land uses.

Policy King-51 Most future employment growth should be accommodated in the designated UGA.

Goal 43. Sufficient land area for future industrial use should be identified and protected.

Policy King-52 An industrial lands inventory report that identifies vacant land without major natural limitations and that is or could be zoned for industrial use should be maintained.

Policy King-53 Encourage new industrial activities to locate in the areas most conducive to industrial development, such as few or no natural limitations to development and reasonable accessibility to major streets, highways and available services and facilities.

Goal 44. Encourage any future industrial uses located near residential uses or on sites visible from public roadways to develop in an industrial-park setting.

Policy King-54 Industrial park developments may be allowed in all industrial designations and shall include a landscaped setback, berms, walls or other structures to adequately buffer the industrial activities from adjacent residential land uses.

Policy King-55 The zoning code shall contain minimum performance standards for noise, vibration, smoke and particulate matter, odors, heat and glare and other aspects as appropriate, which shall ensure compatibility with adjacent land uses including residential neighborhoods.

12.1.3. Natural Systems

Goal 45. Protect and enhance shoreline resources.

Goal 46. Protect critical areas and natural systems.

Policy King-56 Protect environmentally sensitive areas, open spaces and wildlife habitat and corridors through public and private initiatives such as:

- Open-space tax incentives.



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- Transfer of development rights.
- Public land acquisition.
- Establishing conservation easements.
- Encouraging donations of land for permanent open space
- Limiting the amount of lot coverage and clearing.

Policy King-57 Acknowledge that Kingston will accommodate increased urban densities, and that the cumulative effect of these increases may require more environmental protection strategies: Adequately protect the unique environmental systems within the Kingston UGA with appropriate regulations. Achieve adequate environmental protection by evaluating existing Endangered Species Act (ESA) regulations, and placing specific emphasis on “Urban Restricted” zones.

Policy King-58 Identify critical area designations in the Kingston UGA and surrounding area as new information becomes available.

Goal 47. Protect critical aquifer recharge areas, as well as water quality and quantity.

Goal 48. Protect, conserve and enhance wildlife habitat and wildlife corridors for the good of natural and human systems alike.

Goal 49. Preserve natural vegetation to minimize visual impacts and maintain natural systems.

Goal 50. Ensure that federal, state and County standards that support salmon recovery are appropriately applied in the Kingston Sub-Area.

Goal 51. Encourage (re)development to incorporate the principles of sustainability into the design objectives, construction materials and proposed uses.

Policy King-59 Work with the Home Builders Association of Kitsap County, the Solid Waste Division of the Kitsap County Public Works Department and other community groups to educate and inform the community on methods of integrating principles of sustainability into new development proposals. Specifically, encourage the design and siting of structures in a manner that acknowledges and is responsive to the surrounding environment. In addition, encourage the use of recycled and/or renewable materials in building construction.

Goal 52. Consider community interests in public agency decision-making processes that affect Kingston.

- Policy King-60 Ensure that the community is informed and participates in the Kingston-related decision-making process of public agencies through briefings of the KCAC. Should specific issues require greater participation from the community, form ad-hoc subcommittees comprised of KCAC and community members as required.

12.1.4. Transportation

Goal 53. Improve safety for pedestrians, bicycles, and vehicles.

- Policy King-61 Provide pedestrians and bicyclists with an integrated system of pathways, trails, dedicated bike lanes, and sidewalks that support connections between residential areas, employment centers, shopping, schools, recreational facilities, public transit, and other similar destination-oriented uses. Kingston should develop a safe and convenient environment for pedestrians and bicyclists by:

- Physically separating pedestrian and vehicle traffic.
- Placing special consideration on accommodating pedestrians and bicyclists in school, park, commercial areas, and community facilities.

- Policy King-62 A “safest route to school” map should be prepared to assure that safety and accident prevention for pedestrian and bicycle travel to school receives highest consideration.

- Policy King-63 Complete to the greatest extent feasible, construction of sidewalks, pathways, bikeways and pedestrian trails from the downtown waterfront through the Village Green Park complex to Lindvog Road, SR104 and along West Kingston Rd. To the extent possible, direct pedestrian routes away from SR104 corridor.

Goal 54. Provide a range of transportation options including walking, bicycling, riding on transit, as well as in private automobile.

- Policy King-64 Encourage Kitsap Transit and the Washington State Department of Transportation (WSDOT) Ferry System to design and provide facilities that foster increased pedestrian, transit and bicycle use through:
- The provision of secure bicycle parking at the ferry terminal, transportation centers and employment centers.

- Accommodation of bicycles on bus routes where designated as part of a bicycle route system.
- Future vessels and vehicles should be designed to safely accommodate bicycles

Goal 55. Upgrade local access streets to promote increased pedestrian and vehicular safety, provide traffic calming (where appropriate), and enhance the aesthetic values of the streetscape.

Policy King-65 Traffic calming techniques should be integrated into new and redeveloping residential areas in order to reduce “cut-through” trips, as well as to provide enhanced pedestrian safety.

Policy King-66 Sub-standard roads should be improved to meet current road standards and LOS. Reconstruct non-standard arterial roads to current road standards as funding becomes available and as prioritized in the 6-year Transportation Improvement Program.

Goal 56. Reduce the adverse effects of ferry-generated traffic:

- Develop appropriate measures to minimize or eliminate adverse effects of speeding cars, parking demand from ferry users and on-street vehicle holding.
- Improve pedestrian and bicycle access to the ferry dock.
- Reduce conflicts between ferry and local access traffic.

Policy King-67 Ensure that the short- and long-term impacts to the community from ferry-related traffic are addressed in a proactive and effective manner.

Goal 57. Ensure that an appropriate balance of commuter (long-term) and local short-term) parking is provided in the downtown area.

Goal 58. Improve community awareness and access to public transit.

Goal 59. Create transportation systems that balance accessibility and mobility.

Policy King-68 Kingston will work collaboratively to reduce the negative impacts of transportation improvements on the community.

Policy King-69 The County will work to improve access management along major Kingston streets to improve mobility.

12.2 Implementation

This section lists implementation strategies as identified in Kingston Sub-Area Plan Appendix G: Work Program. Items contained in Table 12.2 - 1 were identified and prioritized through a series of community workshops facilitated by the Kingston Citizen Advisory Council and Department of Community Development in 2008. Participants identified capital projects, code and procedural revisions, programs, and research that aid in the implementation of Sub-Area Plan goals and policies. Proposed capital projects are sorted by complexity based on perceived level of coordination, project duration and cost. Actual timelines and specific cost estimates are not included in the work program. Appendix G and Table 12.2- 1 should be evaluated as part of future capital facilities planning, department work programs, agency coordination, and community development.

Table 12.2 – 1 Implementation Strategies

*Note: Sub-Area Plan goals are assigned as follows:
G = Chapter 3: Background and Planning Process
E = Chapter 5: Environmental Protection
T = Chapter 6: Transportation*

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>High Complexity Capital Projects</u>			
<u>G7, G18, G20 - 23, T2, T7</u>	<u>Village Green Development (site engineer to remove of Navy housing, rough grading)</u>	<u>Dept. of Parks and Recreation, Dept. of Public Works</u>	<u>High</u>
<u>G15 - 17, T1, T3, T4</u>	<u>Redirect State Route 104 ferry traffic to relieve congestion in downtown Kingston</u>	<u>WA State Dept. of Transportation, WA State Ferries, WA State Patrol, Port of Kingston, Dept of Public Works, Dept. of Community Development</u>	<u>High</u>
<u>T1, T3</u>	<u>Install traffic light at Barber Cutoff and Highway 104 for pedestrian crossing</u>	<u>WA State Dept of Transportation, Dept. of Public Works – Roads and Traffic</u>	<u>High</u>
<u>G19, T1, T3</u>	<u>Complete shoulder sidewalk to Kingston Middle School and Gordon Elementary</u>	<u>Dept. of Public Works – Roads and Traffic</u>	<u>High</u>
<u>G18, G20, T2, T3</u>	<u>California Avenue extension</u>	<u>Dept. of Public Works – Roads and Traffic</u>	<u>Medium</u>
<u>G3, G4, E1, E2</u>	<u>Stormwater management system</u>	<u>Dept. of Public Works – Surface and Stormwater Management, Dept. of Community Development</u>	<u>Medium</u>

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>GG15, G16, T3 – T5</u>	<u>Develop an overflow holding lot for Kingston ferry terminal</u>	<u>WA State Dept. of Transportation, WA State Ferries, WA State Patrol, Port of Kingston, Dept of Public Works, Dept. of Community Development</u>	<u>Medium</u>
<u>G2, G7, G23</u>	<u>New community center / senior housing.</u>	<u>Kitsap County Consolidated Housing Authority, Dept of Administrative Services – Community Development Block Grant, Department of Community Development</u>	<u>Medium</u>
<u>E1 – 4, E6</u>	<u>South Kingston Road bridge replacement</u>	<u>Dept. of Public Works, Dept of Community Development – Environmental Programs</u>	<u>Medium</u>
<u>G17, T1, T2, T6, T7</u>	<u>Increase public transit service and facilities in Kingston</u>	<u>Kitsap Transit</u>	<u>Medium</u>
<u>GG9, E2 – 4, E6</u>	<u>Acquire sensitive wetland parcels</u>	<u>Kitsap Conservation District, Dept. Community Development – Environmental Programs</u>	<u>Medium</u>
<u>E3</u>	<u>Purple pipe Implementation (reclaimed wastewater)</u>	<u>Dept. of Public Works – Wastewater, Kitsap County Health</u>	<u>Medium</u>
<u>G15, G18, G19, T1</u>	<u>Shoulder improvements in UGA & greater Kingston for pedestrian & non-motorized safety</u>	<u>Dept. of Public Works – Roads and Traffic</u>	<u>Medium</u>
<u>G12, G13</u>	<u>Improve fire flow to facilitate commercial development</u>	<u>Kitsap Public Utility District, Dept. of Community Development – Fire Marshall</u>	<u>Medium</u>
<u>G12, G17, T2, T4, T7</u>	<u>Passenger -only ferry to /from Seattle</u>	<u>WA State Ferries, Kitsap Transit</u>	<u>Medium</u>
<u>G10, G18, G20, T1, T2, T7</u>	<u>Develop an integrated trail system in North Kitsap</u>	<u>North Kitsap Trails Association, Dept. Community Development, Dept of Public Works – Transportation Planning</u>	<u>Medium</u>
<u>G15, G18, G19, T1, T2</u>	<u>Sidewalks – Highway 104</u>	<u>WA State Dept of Transportation, Dept of Public Works – Roads and Traffic</u>	<u>Medium</u>
<u>G7, G18 – 23, T2, T7</u>	<u>North Kitsap Heritage Park (access, parking, restrooms, trail development)</u>	<u>Dept of Parks and Recreation</u>	<u>Medium</u>
<u>E1 – E4, E6</u>	<u>Enhance wastewater infrastructure</u>	<u>Dept. of Public Works – Wastewater</u>	<u>Medium</u>
<u>G15, G18, G19, T1, T2</u>	<u>Sidewalks – Barber Cutoff Road</u>	<u>Dept. Public Works – Roads and Traffic</u>	<u>Medium</u>

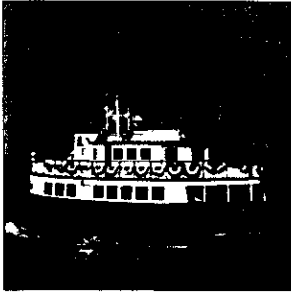
<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>G18, G21, T2, T7</u>	<u>Whitehorse community trail completion</u>	<u>Dept of Community Development, Dept of Public Works, Developer</u>	<u>Medium</u>
<u>G18, G21, T2, T7</u>	<u>Arborwood community trail completion</u>	<u>Dept. of Community Development, Dept of Public Works, Developer</u>	<u>Medium</u>
<u>G12, G25</u>	<u>Establish / enhance fiber-optic network for downtown Kingston</u>	<u>Kitsap Public Utility District #1, Port of Kingston, Port Gamble S'klallam Tribe</u>	<u>Medium</u>
<u>G26</u>	<u>Acquire non-buildable lots fronting North Beach to expand park</u>	<u>Kitsap County Conservation District, Dept of Parks and Recreation</u>	<u>Low</u>
<u>Low Complexity Capital Projects</u>			
<u>G22, T2, T7</u>	<u>Improve Village Green aesthetics, amenities, circulation and access</u>	<u>Dept. of Parks and Recreation, Dept of Public Works – Roads and Traffic</u>	<u>High</u>
<u>G22</u>	<u>Install restrooms at Amess Park</u>	<u>Dept. of Parks and Recreation</u>	<u>Medium</u>
<u>G10, G18 – 21, T2, T7</u>	<u>Kingston-area trail improvements (4th Ave trail, Rosemond road and Shorty Cambell)</u>	<u>Dept. Parks and Recreation, Dept of Public Works, Community volunteers</u>	<u>Medium</u>
<u>G1, G2</u>	<u>Improve acoustics at current community center</u>	<u>Dept. of Parks and Recreation, Kingston Citizen Advisory Council</u>	<u>Medium</u>
<u>G15, G17, T1, T3</u>	<u>Identify and implement traffic calming measures in downtown Kingston</u>	<u>Dept of Public Works – Transportation Planning</u>	<u>Medium</u>
<u>G1</u>	<u>Install a centralized community bulletin board</u>	<u>Kingston Citizen Advisory Council</u>	<u>Low</u>
<u>Code and Procedural Revisions</u>			
<u>G11, E1 – 4, E7</u>	<u>Encourage low impact development via code revisions, education and incentives</u>	<u>Dept of Community Development – Development Engineering, Dept. of Public Works</u>	<u>High</u>
<u>G6, G12, G14, G16, T5</u>	<u>Revise parking standards</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>High</u>
<u>G11 - 13</u>	<u>Reduce ambiguities associated with Urban Restricted (UR) zoning</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G11 – 13, G16</u>	<u>Provide flexible payment plans for mandatory development-related infrastructure improvements</u>	<u>Dept. of Community Development</u>	<u>Medium</u>

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>G5, G6, G14, G16, E7</u>	<u>Stricter enforcement of Kingston Design Standards</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G5, G6, G12 – 14, G16, E7</u>	<u>Clarify design review process</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G5, G6, G12, G14, G16, E7</u>	<u>Ensure consistency of development regulations as specified in County code, Kingston Sub-Area Plan and Kingston Design Standards</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>T7</u>	<u>Process Shorty Cambell trail permit</u>	<u>Dept. of Community Development</u>	<u>Medium</u>
<u>G6, G17, E5</u>	<u>Develop incentives to maintain / preserve heritage trees and other vegetation</u>	<u>Dept. of Community Development – Policy and Planning and Environmental Programs</u>	<u>Medium</u>
<u>G12</u>	<u>Encourage cottage industries via regulatory incentives and streamlined permitting</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G11, G12, G17</u>	<u>Encourage viability of restaurants by reducing parking and truck loading requirements</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G6, G10, G24</u>	<u>Develop view protection standards</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G6, G10, G16, G17</u>	<u>Revise zoning code to emphasize the importance of an inviting streetscape</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G3, G11, G12, G13, G14, G16, G17</u>	<u>Provide density incentives within the UGA</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G12, G13</u>	<u>Reclassify land uses from Conditional (CUP) to Administrative Conditional (ACUP) or Permitted (P) when appropriate</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G12</u>	<u>Expedite permit processing by accepting 3rd party project review</u>	<u>Dept. of Community Development</u>	<u>Low</u>
<u>Programs and Research</u>			
<u>G11, G14, G15, G17, E 1-4</u>	<u>Establish a Local Improvement District (LID) for sidewalk and stormwater construction</u>	<u>Dept. of Administrative Services, Dept. of Community Development</u>	<u>High</u>
<u>G15, G17, T4</u>	<u>Synchronize bus and ferry schedules</u>	<u>WA State Ferries, Kitsap Transit</u>	<u>High</u>

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>E3, E6</u>	<u>Develop water quality monitoring program and notify property owners and Health Department of concerns</u>	<u>Kitsap County Public Utility District #1, Kitsap County Health, Dept. of Community Development – Environmental Programs</u>	<u>High</u>
<u>E4</u>	<u>Habitat restoration</u>	<u>Dept. of Parks and Recreation, Dept. of Community Development – Environmental Programs, Kingston Citizen Advisory Council</u>	<u>Medium</u>
<u>G9, E4</u>	<u>Assess and map wildlife corridors within UGA and vicinity</u>	<u>Dept. of Community Development – Environmental Programs</u>	<u>Medium</u>
<u>G12, G13</u>	<u>Promote Kingston as a great place for "destination businesses"</u>	<u>Kingston Chamber of Commerce, Kitsap Peninsula Visitor and Convention Bureau, Kingston Citizen Advisory Council</u>	<u>Medium</u>
<u>G17, G25</u>	<u>Promote Kingston as a "marina tourism" destination</u>	<u>Kingston Chamber of Commerce, Kitsap Peninsula Visitor and Convention Bureau</u>	<u>Medium</u>
<u>G18 – 21, T2, T7</u>	<u>Ongoing trail improvements and maintenance throughout UGA</u>	<u>Dept. of Parks and Recreation, Kingston Citizen Advisory Council</u>	<u>Medium</u>
<u>G14 – 18, T1 – 3, E2</u>	<u>Conduct streetscape study including pedestrian access, stormwater management and visual corridors</u>	<u>Dept. of Community Development, Policy and Planning, Dept. of Public Works – Transportation Planning</u>	<u>Medium</u>
<u>G17</u>	<u>Participate in Edmonds "sister city" exchanges and events</u>	<u>City of Edmonds, Kingston Chamber of Commerce</u>	<u>Low</u>
<u>G5, G6, G10, G16, G17</u>	<u>Define Kingston's unique identity via community survey</u>	<u>Kingston Chamber of Commerce, Dept. of Community Development, Kingston Citizen Advisory Council</u>	<u>Low</u>
<u>G6, G17</u>	<u>Create a new slogan for Kingston</u>	<u>Kingston Chamber of Commerce, Dept. of Community Development, Kingston Citizen Advisory Council</u>	<u>Low</u>
<u>G1, G12, G13, G16</u>	<u>Conduct regional economic development study</u>	<u>Dept of Administrative Services, Dept. of Community Development – Policy and Planning, Kitsap Economic Development Council, Kingston Chamber of Commerce</u>	<u>Low</u>

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>G10, G17, G3</u>	<u>Maintain roadway planter strips</u>	<u>Kingston Citizen Advisory Council</u>	<u>Low</u>
<u>G12</u>	<u>Market analysis per Kingston Sub-Area Plan project 12.3.1</u>	<u>Kingston Chamber of Commerce, Kitsap Visitor and Convention Bureau, Kitsap Economic Development Council, Port of Kingston, Kitsap County</u>	<u>Low</u>
<u>G18, G19, T1 - 3</u>	<u>Implement Safe Routes to School Program</u>	<u>North Kitsap School District, Dept. of Community Development, Kingston Citizen Advisory Council</u>	<u>Low</u>

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Chapter 18. Implementation

The goals and policies set forth in the Kitsap County Comprehensive Plan (Plan) provide direction for the county's growth in the next 20 years. The goals and policies, however, do not specifically describe how they will be achieved. Consequently, this chapter provides more specific strategies that describe how the policies are to be implemented.

This chapter compiles implementation strategies from all of the countywide chapters of the Plan, identified by chapter, supporting goal, County department or other agency most likely to assume responsibility for implementation, and the priority of the action. Priority levels are divided into:

1. High – To be implemented in the first 5 years of the Plan adoption;
2. Medium – To be implemented in the second 5 years of the Plan adoption; and
3. Low – To be implemented in the last 10 years of the planning period.

The list of implementing strategies also distinguishes one-time tasks from ongoing activities. While the list that follows is intended to be complete, other additional tasks may be identified over time.

18.1. Implementation

Table 18-1. Implementation Strategies

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Land Use Implementation Project			
Goals 3, 15, 16, 17, and 18	Adopt new Mixed Use zone.	Department of Community Development	High
Goals 13 and 14	Adopt Silverdale design guidelines.	Department of Community Development	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goals 6, 12, and 13	Evaluate and adopt new incentives for infill development, including provisions for including affordable housing.	Department of Community Development	Medium
Goal 10	Coordinate with cities, special purpose districts and affected property owners, to develop UGA Management Agreements as needed.	Department of Community Development and city planning departments	High
Goals 1, 10, and 28	Execute agreements with the Port Gamble/S'Klallam and Suquamish tribal governments to ensure cooperation and coordination between Kitsap County and the Tribes.	County Administration in cooperation with Tribal governments	High
Goals 13, 15, and 18	Determine whether to adopt, if appropriate, design guidelines and design review processes for multifamily, commercial, and industrial development.	Department of Community Development	Medium
Land Use Goals 11 and 13 Rural Goal 3	Develop or enhance landscaping and tree retention regulations for residential subdivisions.	Department of Community Development	High
Goal 14	Decide whether density incentives should be instituted to encourage open space and amenities and, if appropriate, adopt incentives.	Department of Community Development	Medium
Goals 29 and 30	Amend current County standards requiring that new developments install onsite stormwater detention facilities if stormwater infiltration is not practical.	Department of Community Development – Development Engineering	High
Goal 17	Enhance or develop lighting codes to reduce offsite impacts of light and glare from commercial development.	Department of Community Development	High
Goal 21	Adopt new Industrial Multi-Purpose Recreation Area regulations.	Department of Community Development	High
Goal 20	Establish and maintain an inventory of sites for potential industrial development.	Kitsap Economic Development Council	Medium
Goal 27	Develop a public education effort for historic and cultural resources.	Parks and Recreation in cooperation with Tribal governments and Kitsap Historical Society	Medium
Goal 28	Amend Kitsap County zoning codes to allow flexibility for uses on historical sites.	Department of Community Development	Medium

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goal 28	Provide developers and landowners with financial incentives, including waiving or reducing permit and impact fees, to encourage rehabilitation and appropriate reuse of historic buildings.	Department of Community Development	Medium
Goals 26 and 27	Identify and secure additional funding sources or minimize costs to supplement current County funding for the preservation of historic, archaeological and cultural resources.	Department of Community Development	Medium
Goals 29 and 30	Update the Kitsap County Stormwater Management and Design Manual to include standards that are equivalent to the recently published Ecology standards (2005).	Department of Public Works and Department of Community Development—Development Engineering (DE)	High
Goals 30 and 33	Adopt low impact development (LID) standards and require new developments to incorporate LID technologies wherever possible.	Department of Public Works and Department of Community Development – DE	High
Goal 35	Develop and implement watershed action plans.	Department of Community Development—DE and Natural Resources Division—and Department of Public Works	Medium-High
Goal 37	Adopt agricultural best management practices (BMPs) for discharges.	Kitsap County Conservation District	Low
Land Use Implementation Ongoing			
Goal 1	Discuss and update population forecasts and allocations by jurisdiction through the Kitsap Regional Coordinating Council (KRCC).	KRCC	High
Goal 2	Monitor and review land capacity and development trends within urban growth areas (UGAs) annually through an ongoing local monitoring program, and present findings to Board of County Commissioner on an annual basis.	Department of Community Development	High
Goals 2 and 5	Evaluate the ability of the Plan to support the development envisioned by the land use map as the capital facilities plan (CFP) is revised regularly.	Department of Community Development and other County service providers	High
Goal 9	Maintain a comprehensive plan amendment process consistent with the comprehensive plan policies and RCW 36.70A.130 and 36.70A.	Department of Community Development	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goal 10	Maintain consistency among the comprehensive plans of Kitsap County and city governments within Kitsap County.	Department of Community Development	High
Goal 26	Coordinate with Kitsap Historical Society, local Tribal governments, and other interested groups to develop a County inventory of historic places.	Department of Community Development and Kitsap Historical Society	Medium-Low
Goal 26	Maintain an updated inventory of historic and archaeological sites in the shoreline jurisdiction of Kitsap County for use in development review.	Department of Community Development and Tribal governments	Medium-Low
Rural and Resource Implementation Project			
Goal 6	Develop and implement Limited Area of More Intensive Rural Development (LAMIRD) sub-area plans for Seabeck, Keyport, and Southworth.	Department of Community Development	High
Goal 6	Amend zoning code to include "tailored" development regulations, including design guidelines, to ensure that new development is consistent with the character of LAMIRDS.	Department of Community Development	High
Goal 7	Amend zoning and development regulations to include incentives for the conservation of shoreline and resource lands.	Department of Community Development and Natural Resources	Medium
Goals 7 and 10	Amend zoning code to include incentives for the continuation of resource-based activities.	Department of Community Development and Natural Resources	Medium
Goal 9	Adopt the 1997 Urban Wildlife Interface Code.	Department of Community Development	High
Goal 11	Conduct a comprehensive geologic study of the County to determine the extent of additional mineral deposits and disseminate results to property owners. Develop incentives to encourage the use of commercial-quality mineral deposits.	Department of Community Development	Low

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Related Goal Number	Implementing Strategy	Coordination	Priority Level
Rural and Resource Implementation Ongoing			
Goal 12	Coordinate future reclamation plans with the Department of Natural Resources (DNR) to ensure that they are consistent with the Plan and surrounding area, as well as any permits issued by the DNR.	Department of Community Development and WA DNR	Medium-Low
Natural Systems Implementation			
Goal 1	Develop design criteria for development of forested slopes and ridgelines.	Department of Community Development.	Medium
Goal 2	Revise development standards in geologically hazardous areas to promote maintenance of existing vegetation and discourage clearing of slopes and ridgelines.	Department of Community Development	Medium
Natural Systems Implementation Ongoing			
Goals 3 and 5	Establish a monitoring program that enables water balance evaluations for each aquifer or sub-area and includes the hydrologic cycle and water quality. Amend the Critical Areas Ordinance, zoning code and other implementing development regulations as needed based upon monitoring program.	Department of Community Development, Kitsap County Public Utility District No. 1 and Water Districts	Medium-Low
Goal 4	Ensure that local surface water resources are comprehensively monitored in conjunction with local groundwater resources.	Departments of Community Development and Public Works	Medium-High
Economic Development Implementation Project			
Goal 2	Develop an expedited permit approval process that prioritizes employers who meet County priority criteria.	Department of Community Development	High
Goal 2	Establish and promote a menu of business incentives for industries that meet County priority criteria.	Department of Community Development	High
Goal 2	Prepare a comprehensive Economic Base Study for the County. Develop and administer a countywide comprehensive economic development database.	County Administration; Department of Community Development; Kitsap cities; and Kitsap Economic Development Council (KEDC)	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goals 2 and 6	Conduct an internal "audit" of current County human, logistic, regulatory, physical, and financial resources that can be marshaled or coordinated for an effective, state-of-the-art Kitsap County economic development program. This would include identifying resources at the local, regional and state level. Identify areas that need improvement or expansions and propose solutions for those "gaps" or inefficiencies.	County Administration; Department of Community Development; Kitsap cities; and KEDC	High
Goals 2 and 6	Identify and evaluate the cost-effectiveness of existing Kitsap economic development programs and, if necessary, make recommendations for consolidation, re-focus or reorganization of existing programs.	Department of Community Development	High
Economic Development Implementation Ongoing			
Goal 2	Conduct a regular, periodic review of the zoning code that considers their compatibility with economic development goals and ensures flexibility to respond to emerging market trends.	Department of Community Development	High
Goals 2 and 3	Develop a common, ongoing method to monitor the supply of developable commercial and industrial land in the County.	Department of Community Development; KEDC and other Kitsap jurisdictions	High
Goals 3 and 5	Identify and implement infrastructure investment in advance of planned business growth through the regular Capital Facilities Program update.	Departments of Community Development; Public Works; and Facilities, Parks, and Recreation	High
Goals 1 and 2	Refine industry targeting and track local and regional employment and business trends within target industries.	KEDC	High
Goals 1 and 2	Establish an ongoing business and economic development recruitment program.	KEDC	High
Goals 1, 2, 3, and 5	Provide ongoing technical planning and economic development support to local economic development programs, including assistance in industrial recruitment, job-creation, labor force training, improvements in education programs, housing, infrastructure improvement, and marketing/promotional activities.	County Administration and Department of Community Development	High

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Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goal 1	For economic development projects operated and funded by the County, provide an ongoing project management oversight, with a special focus on monitoring and regularly reporting the status of policy/task implementation.	County Administration and Department of Community Development	High
Goal 2	Promote and administer an effective cohesive, coordinated state-of-the-art economic development program for the County, including, but not limited to, regional database coordination, joint marketing and expanded business recruitment programs.	County Administration and Department of Community Development	High
Housing Implementation Project			
Goal 3	Amend zoning code to encourage residential as a component of mixed use and infill development as a means of making efficient use of land.	Department of Community Development	High
Goal 2	Review and revise zoning code, as necessary, to encourage development of accessory dwelling units in all zones.	Department of Community Development	High
Goal 2	Review and revise development regulations to allow manufactured home parks within the Kitsap County Code and define manufactured homes as a single-family home for purposes of zoning code.	Department of Community Development	Medium
Goals 2 and 3	Adopt design standards for manufactured homes so that they fit in with single-family neighborhoods in which they are located.	Department of Community Development	Medium
Goal 4	Amend zoning code to include minimum onsite outdoor play areas for medium and high-density developments where larger, family-oriented housing units are proposed.	Department of Community Development	High
Goals 3 and 4	Conduct a review of existing development review regulations and process in order to find efficiencies that could result in expediting housing development.	Department of Community Development	High
Goal 3	Develop a program in cooperation with housing groups to identify at-risk neighborhoods and prevent neighborhood deterioration.	Department of Community Development and cities	Medium

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goal 7	Educate and provide financial assistance to residents living in substandard housing that will bring their housing up to current standards.	Community Development Block Grant (CDBG) Division and Kitsap County Consolidated Housing Authority	Medium
Goal 4	Research successful incentives for affordable housing in other jurisdictions and incorporate into an ordinance that would encourage moderate- and low-income housing units in all future housing developments.	Department of Community Development and CDBG Division, Kitsap County Consolidated Housing Authority and Home Builders Association	Medium
Goal 4	Create a program that allows developers to voluntarily contribute money or land designated for low-income housing in lieu of constructing low-income housing.	Department of Community Development and CDBG Division, and housing authorities	Medium-Low
Goals 4 and 5	Research and develop effective means of maintaining long-term affordability in existing and new housing provided within the County.	Department of Community Development and CDBG Division	Medium
Goal 4	Amend zoning code to establish an incentive program for affordable housing in Kitsap County consistent with RCW 36.70A.540.	Department of Community Development	Medium
Goals 4 and 5	Research and assess creative financial means of producing affordable housing and present and present recommendations to KRCC.	Kitsap County Consolidated Housing Authority	Medium
Goal 6	Create incentive programs that encourage developers to provide ownership housing affordable to first time homebuyers.	CDBG Division and Department of Community Development and Kitsap County Consolidated Housing Authority	Medium
Housing Implementation Ongoing			
Goal 3	Compare buildable lands updates with updated needs assessments for various special needs housing to ensure sufficient property zoned land is available to meet these needs.	Department of Community Development and CDBG Division and Kitsap County Consolidated Housing Authority	Medium
Goal 5	Continue to work with housing authorities, the Kitsap Housing Coalition, housing advocacy groups, and other local jurisdictions to coordinate efforts and support creation of adequate affordable housing within Kitsap County.	Department of Community Development and CDBG	High
Goal 5	Coordinate with KRCC to revise fair share objectives in Countywide Planning Policies over time.	Department of Community Development and KRCC	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goals 1 and 4	Provide financial, regulatory, and technical assistance to organizations that provide shelter and related services to special needs populations as a means of assistance to them in housing and providing services to their clients.	CDBG Division and Kitsap County Consolidated Housing Authority	Medium
Goal 5	Establish and monitor a set of priority housing indicators within Kitsap County with an emphasis on provision of affordable housing to the community.	KRCC, CDBG Division and Department of Community Development	Medium
Goal 4	Encourage and allow the Kitsap County Consolidated Housing Authority to identify and prioritize development to meet the needs of low- and moderate-income households where required.	Kitsap County, Kitsap County Consolidated Housing Authority	Medium
Goal 4	Recommend to the Comprehensive Housing Affordability Strategy (CHAS) to develop policies, which reflect priorities for proposed projects and programs.	Kitsap County	Medium
Utilities Implementation Project			
Goal 5	Promote "Green Building" techniques and other energy conservation programs.	Department of Public Works	High
Goals 3 and 6	Identify key locations for high-quality telecommunication technology improvements.	Departments of Public Works and Community Development Utility service providers	High-Medium
Goal 4	Develop site and facility design guidelines for cellular towers, antennas and other utility facilities.	Departments of Community Development and Public Works Utility service providers	Medium-Low
Utilities Implementation Ongoing			
Goal 1	Provide utility providers with annual updates of population and employment projections.	Department of Community Development-	High
Goal 2	Take the lead in coordinating geographic information system (GIS) utility data among utility providers.	Departments of Community Development and Information Services Utility service providers	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goal 2	Coordinate installation of utilities with road and other utility construction projects.	Department of Public Works Utility services providers	High
Goal 3	Monitor utility performance and reliability levels of service annually.	Departments of Public Works and Community Development Utility service providers	Medium
Transportation Implementation Project			
Goal 5	Establish a Corridor Monitoring Program to manage and improve transportation corridors.	Department of Public Works	High
Goal 5	Develop a prioritization process for evaluating warranted intersections for placement in the Transportation Improvement Program (TIP).	Department of Public Works	High
Goal 7	Adopt and implement roadway/ intersection, and pedestrian facility site distance standards.	Department of Public Works	High
Goal 14	Establish and coordinate a "safe routes to schools" program with local school districts.	Department of Public Works	High
Goal 14	Adopt bicycle-parking requirements for employment, institutional and retail uses in Kitsap County's zoning regulations.	Departments of Community Development and Public Works	Medium
Goal 17	Develop criteria, standards and procedures that allow the designated Bicycle Facilities Plan to expand to include future facilities that link to facilities designated on the existing Kitsap County Bicycle Facilities Plan.	Department of Public Works	High
Goal 19	Adopt an alignment plan for the new transportation corridors and facilities identified in the transportation plan.	Department of Public Works	Medium
Goal 20	Develop requirements for traffic impact studies that: set threshold requirements; carry out a multi-modal level of service analysis; identify ways to mitigate development-related transportation impacts in accordance with the State Environmental Policy Act (SEPA), and allow evaluation of the cumulative effects of numerous small developments.	Department of Public Works	High
Goal 20	Develop and adopt intersection level of service (LOS) standards.	Department of Public Works	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goal 22	Develop design criteria for comprehensive access plans that emphasize efficient internal circulation between adjacent plats.	Departments of Community Development and Public Works	High
Transportation Implementation Ongoing			
Goal 1	Coordinate local review, comment, and recommendations on the TIP through the Board of County Commissioners (BOCC).	Department of Public Works and Board of County Commissioners	High
Goal 8	Prioritize and implement safety-related improvements based upon analyzed accident data.	Department of Public Works	High
Goal 9	Maintain an equitable system of transportation impact fees.	Department of Public Works and Board of County Commissioners	High
Goal 12	Design roadways classified as minor arterial or higher to accommodate transit vehicles.	Department of Public Works	Medium
Goal 14	Require the provision of accessible bicycle/pedestrian facilities within the road system of planned unit developments.	Departments of Public Works and Community Development	High
Goal 17	Preserve public access to public shoreline areas that are under jurisdiction of government entities.	Departments of Public Works and Community Development	High
Goal 20	Maintain transportation concurrency management system, which tests new development for its impacts on the network at the site-specific level, and also periodically monitors the cumulative effect at the countywide level.	Department of Public Works	High
Goal 21	Coordinate LOS standards with state, regional, and local transportation planning agencies.	Department of Public Works	High
Goal 24	Secure adequate long-term funding sources for transportation system improvements and distribute transportation funds using an equitable priority process.	Department of Public Works and Board of County Commissioners	High
Goal 24	Conduct a regular comprehensive evaluation and assessment of Kitsap County's transportation priorities. Annual updates will be incorporated into the TIP, and Kitsap County Budget.	Department of Public Works and Board of County Commissioners	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Parks, Recreation and Open Space Implementation Project			
Goals 8	Institute a capital maintenance program for County parks and facilities that identifies dedicated funding sources.	Facilities, Parks and Recreation	High
Goal 5	Complete acquisition of the Heritage Park system.	Facilities, Parks and Recreation	High
Goals 1 and 10	Prepare and implement a comprehensive, countywide trail plan.	Departments of Facilities, Parks and Recreation and Public Works	High
Goals 1 and 10	Develop facilities to meet as many of the identified needs as possible at regional park sites throughout the county as part of park improvement projects.	Facilities, Parks and Recreation	Medium
Goals 9 and 12	Consolidate County-owned, managed, and maintained land to those that meet the County's regional open space definition.	Facilities, Parks and Recreation	Medium
Goals 9 and 10	Identify undeveloped properties without identified present or future Park or Open Space purposes as surplus properties through a public process conducted by County staff and the Parks Advisory Board with first review and final approval by the Board of County Commissioners and additional review and comment by the Parks Advisory Board.	Facilities, Parks and Recreation	Medium
Goals 9, 10, and 12	Identify possible partnerships with other entities to which park properties or properties with identified potential uses outside the County's role of regional facilities can be transferred.	Facilities, Parks and Recreation	Medium
Goal 8	<p>Institute management programs for the Heritage Parks that:</p> <ul style="list-style-type: none"> ▪ Follows the goals and recommendations in the Stewardship Plans for those parks. ▪ Manages the lands for habitat value, forest health, safety and historic preservation. ▪ Employs BMPs for all County Parks and open space lands, including integrated pest management and noxious weed control. 	Facilities, Parks and Recreation	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goals 2, 8, and 9	Establish and maintain clear communication and mutually understood roles and responsibilities for management and maintenance of parklands with formation of Park Stewardship Committees.	Facilities, Parks and Recreation	High
Goal 11	Analyze the potential formation of a Metropolitan Park District to assume responsibility for the County's park, recreation and open space system and present findings to BOCC.	Facilities, Parks and Recreation	Medium
Goals 2, 4, and 9	Pursue innovative means of securing property for parks and open space other than outright purchase of the property, such as: property exchanges; donations, etc.	Facilities, Parks and Recreation	High
Goal 8, 10, and 11	Research and recommend non-traditional sources of funding for parks and recreation operations and maintenance.	Facilities, Parks and Recreation	High
Goal 11	Explore revenue-generating resources for Parks and present findings to the Board of County Commissioners, including things like user fees and rentals among other things.	Facilities, Parks and Recreation	High
Goals 1, 6, and 7 Promotion of coordinated open space, wildlife corridors, trails and bicycle routes.	Complete identified actions within the County's Parks, Recreation and Open Space Plan.	Facilities, Parks, and Recreation	High
Parks, Recreation and Open Space Implementation Ongoing			
Goals 12, 13, and 14	Work with other providers, agencies and organizations to meet parks, open space, recreation, and environmental education needs beyond the County's defined role.	Facilities, Parks and Recreation	High
Goals 12, 13, 14, and 15	Work proactively with all interested parties, including stewardship committees, community organizations, user groups, other agencies and organizations and the general public to plan for and design park and open space lands and trail systems.	Facilities, Parks and Recreation	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goal 2	<p>Focus Parks Department resources on management of park and recreational facilities, including developing:</p> <ul style="list-style-type: none"> ▪ High quality, low maintenance tournament level athletic field complexes, and ▪ Trail networks for pedestrians, bicyclists, and, where appropriate, equestrians. 	Facilities, Parks and Recreation	Medium
Goal 5	Acquire sites with waterfront access.	Facilities, Parks and Recreation	High
Goal 5	Inventory and, where feasible, provide access to the shoreline at existing undeveloped public road rights-of-way that lead to the water.	Facilities, Parks and Recreation	Medium
Goal 6	Acquire trail corridors that connect park and open spaces to schools, population centers, public facilities, and employment centers.	Facilities, Parks and Recreation	High
Goals 6, 7, 8, and 12	Work cooperatively in partnership with cities to provide park and open space lands in urban growth areas.	Facilities, Parks and Recreation	High
Goals 6, 7, 8, and 12	Work cooperatively with communities to acquire community park sites using the County's matching program.	Facilities, Parks and Recreation	High
Goals 9 and 11	Form stewardship planning committees for new Heritage Parks as they are acquired and work with them to prepare stewardship plans for each park.	Facilities, Parks and Recreation	Medium
Goal 9	Institute a formal, ongoing capital maintenance program, incorporating dedicated funding sources and an annual review and prioritization of projects.	Facilities, Parks and Recreation	High
Goal 9	Focus annual development and capital maintenance resources on specific parks to bring those facilities up to a high standard, rather than dispersing those resources throughout the system.	Facilities, Parks and Recreation	High
Goal 15	Cultivate positive relationships with the public in all aspects of departmental responsibilities.	Facilities, Parks and Recreation	High
Goal 15	Actively engage the Parks and Recreation Advisory Board and Fair Board in policy-making decisions.	Facilities, Parks and Recreation	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
Goal 15	Work cooperatively with Stewardship Committees and user groups in the planning, development and maintenance of park sites.	Facilities, Parks and Recreation	High
Goal 15	Provide public information on Park and Recreation facilities and programs in the form of brochures and websites.	Facilities, Parks and Recreation	High
Capital Facilities Plan Element Implementation Project			
CFP Implementation 01 (Appendix A)	Amend development regulations to provide for review of development projects in relation to levels of service for capital facilities. Include provisions of Policy CF-15 in development regulations to help determine when development permits can be issued.	Department of Community Development	High
CFP Implementation 01 (Appendix A)	Revise development regulations to address circumstances under which public facilities may be provided by applicants for development permits.	Department of Community Development	High
CFP Implementation 02 (Appendix A)	Develop impact fee ordinances that include the same standards for the level of service as is required by Policy CF-3 and may include standards for other types of public facilities not addressed under Policy CF-3.	Department of Community Development	High
CFP Implementation 05 (Appendix A)	Establish and maintain Concurrency and Implementation Monitoring Systems consisting of the components outlined in CFP Implementation Program 05: Concurrency Implementation and Monitoring System (Appendix A).	All County Departments	High
Capital Facilities Plan Element Implementation Ongoing			
CFP Implementation 03 (Appendix A)	Include all projects in the schedule of capital improvements of the budget that are planned for expenditure in the subsequent fiscal period.	All County Departments	High
CFP Implementation 04 (Appendix A)	Review and update the CFP in conjunction with the budget process.	All County Departments	High

Related Goal Number	Implementing Strategy	Coordination	Priority Level
CFP Implementation 06 (Appendix A)	Establish and maintain annual monitoring reports of the Concurrency Implementation and Monitoring System and regular updates of the CFP.	Department of Community Development, Facilities, Parks and Recreation, and Public Works with support from all other County Departments	High

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18.2 Kingston Sub-Area Plan Implementation

Table 18.2 – 1 summarizes a work program developed in 2008 to aid in the implementation of Kingston’s Sub-Area Plan (Chapter 12). The table represents capital projects, code and procedural revisions, programs, and research desired by the Kingston community. Actual timelines and specific cost estimates are not included in the work program. Table 18.2- 1 should be evaluated as part of future capital facilities planning, department work programs, agency coordination, and community development.

Table 18.2 – 1 Implementation Strategies

Note: Sub-Area Plan goals are assigned as follows:

G = Chapter 3: Background and Planning Process

E = Chapter 5: Environmental Protection

T = Chapter 6: Transportation

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
High Complexity Capital Projects			
<u>G7, G18, G20 - 23, T2, T7</u>	<u>Village Green Development (site engineering, removal of Navy housing, rough grading)</u>	<u>Dept. of Parks and Recreation, Dept. of Public Works</u>	<u>High</u>
<u>G15 – 17, T1, T3, T4</u>	<u>Redirect State Route 104 ferry traffic to relieve congestion in downtown Kingston</u>	<u>WA State Dept. of Transportation, WA State Ferries, WA State Patrol, Port of Kingston, Dept of Public Works, Dept. of Community Development</u>	<u>High</u>
<u>T1, T3</u>	<u>Install traffic light at Barber Cutoff and Highway 104 for pedestrian crossing</u>	<u>WA State Dept of Transportation, Dept. of Public Works – Roads and Traffic</u>	<u>High</u>
<u>G19, T1, T3</u>	<u>Complete shoulder sidewalk to Kingston Middle School and Gordon Elementary</u>	<u>Dept. of Public Works – Roads and Traffic</u>	<u>High</u>
<u>G18, G20, T2, T3</u>	<u>California Avenue extension</u>	<u>Dept. of Public Works – Roads and Traffic</u>	<u>Medium</u>
<u>G3, G4, E1, E2</u>	<u>Stormwater management system</u>	<u>Dept. of Public Works – Surface and Stormwater Management, Dept. of Community Development</u>	<u>Medium</u>
<u>GG15, G16, T3 – T5</u>	<u>Develop an overflow holding lot for Kingston ferry terminal</u>	<u>WA State Dept. of Transportation, WA State Ferries, WA State Patrol, Port of Kingston, Dept of Public Works, Dept. of Community Development</u>	<u>Medium</u>

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>G2, G7, G23</u>	<u>New community center / senior housing.</u>	<u>Kitsap County Consolidated Housing Authority, Dept of Administrative Services – Community Development Block Grant, Department of Community Development</u>	<u>Medium</u>
<u>E1 – 4, E6</u>	<u>South Kingston Road bridge replacement</u>	<u>Dept. of Public Works, Dept of Community Development – Environmental Programs</u>	<u>Medium</u>
<u>G17, T1, T2, T6, T7</u>	<u>Increase public transit service and facilities in Kingston</u>	<u>Kitsap Transit</u>	<u>Medium</u>
<u>GG9, E2 – 4, E6</u>	<u>Acquire sensitive wetland parcels</u>	<u>Kitsap Conservation District, Dept. Community Development – Environmental Programs</u>	<u>Medium</u>
<u>E3</u>	<u>Purple pipe Implementation (reclaimed wastewater)</u>	<u>Dept. of Public Works - Wastewater, Kitsap County Health</u>	<u>Medium</u>
<u>G15, G18, G19, T1</u>	<u>Shoulder improvements in UGA & greater Kingston for pedestrian & non-motorized safety</u>	<u>Dept. of Public Works – Roads and Traffic</u>	<u>Medium</u>
<u>G12, G13</u>	<u>Improve fire flow to facilitate commercial development</u>	<u>Kitsap Public Utility District, Dept. of Community Development – Fire Marshall</u>	<u>Medium</u>
<u>G12, G17, T2, T4, T7</u>	<u>Passenger - only ferry to / from Seattle</u>	<u>WA State Ferries, Kitsap Transit</u>	<u>Medium</u>
<u>G10, G18, G20, T1, T2, T7</u>	<u>Develop an integrated trail system in North Kitsap</u>	<u>North Kitsap Trails Association, Dept. Community Development, Dept of Public Works – Transportation Planning</u>	<u>Medium</u>
<u>G15, G16, G19, T1, T2</u>	<u>Sidewalks – Highway 104</u>	<u>WA State Dept of Transportation, Dept of Public Works – Roads and Traffic</u>	<u>Medium</u>
<u>G7, G18 – 23, T2, T7</u>	<u>North Kitsap Heritage Park (access, parking, restrooms, trail development)</u>	<u>Dept of Parks and Recreation</u>	<u>Medium</u>
<u>E1 – E4, E6</u>	<u>Enhance wastewater infrastructure</u>	<u>Dept. of Public Works - Wastewater</u>	<u>Medium</u>
<u>G15, G18, G19, T1, T2</u>	<u>Sidewalks – Barber Cutoff Road</u>	<u>Dept. Public Works – Roads and Traffic</u>	<u>Medium</u>
<u>G18, G21, T2, T7</u>	<u>Whitehorse community trail completion</u>	<u>Dept of Community Development, Dept of Public Works, Developer</u>	<u>Medium</u>
<u>G18, G21, T2, T7</u>	<u>Arborwood community trail completion</u>	<u>Dept. of Community Development, Dept of Public Works, Developer</u>	<u>Medium</u>

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<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>G12, G25</u>	<u>Establish / enhance fiber-optic network for downtown Kingston</u>	<u>Kitsap Public Utility District #1, Port of Kingston, Port Gamble S'Klallam Tribe</u>	<u>Medium</u>
<u>G26</u>	<u>Acquire non-buildable lots fronting North Beach to expand park</u>	<u>Kitsap County Conservation District, Dept of Parks and Recreation</u>	<u>Low</u>
<u>Low Complexity Capital Projects</u>			
<u>G22, T2, T7</u>	<u>Improve Village Green aesthetics, amenities, circulation and access</u>	<u>Dept. of Parks and Recreation, Dept of Public Works – Roads and Traffic</u>	<u>High</u>
<u>G22</u>	<u>Install restrooms at Amess Park</u>	<u>Dept. of Parks and Recreation</u>	<u>Medium</u>
<u>G10, G18 – 21, T2, T7</u>	<u>Kingston-area trail improvements (4th Ave trail, Rosemond road end, Shorty Cambell)</u>	<u>Dept. Parks and Recreation, Dept of Public Works, Community volunteers</u>	<u>Medium</u>
<u>G1, G2</u>	<u>Improve acoustics at current community center</u>	<u>Dept. of Parks and Recreation, Kingston Citizen Advisory Council</u>	<u>Medium</u>
<u>G15, G17, T1, T3</u>	<u>Identify and implement traffic calming measures in downtown Kingston</u>	<u>Dept of Public Works – Transportation Planning</u>	<u>Medium</u>
<u>G1</u>	<u>Install a centralized community bulletin board</u>	<u>Kingston Citizen Advisory Council</u>	<u>Low</u>
<u>Code and Procedural Revisions</u>			
<u>G11, E1 – 4, E7</u>	<u>Encourage low impact development via code revisions, education and incentives</u>	<u>Dept of Community Development – Development Engineering, Dept. of Public Works</u>	<u>High</u>
<u>G6, G12, G14, G16, T5</u>	<u>Revise parking standards</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>High</u>
<u>G11 - 13</u>	<u>Reduce ambiguities associated with Urban Restricted (UR) zoning</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G11 – 13, G16</u>	<u>Provide flexible payment plans for mandatory development-related infrastructure improvements</u>	<u>Dept. of Community Development</u>	<u>Medium</u>
<u>G5, G6, G14, G16, E7</u>	<u>Stricter enforcement of Kingston Design Standards</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G5, G6, G12 – 14, G16, E7</u>	<u>Clarify design review process</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>G5, G6, G12, G14, G16, E7</u>	<u>Ensure consistency of development regulations as specified in County code, Kingston Sub-Area Plan and Kingston Design Standards</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>T7</u>	<u>Process Shorty Cambell trail permit</u>	<u>Dept. of Community Development</u>	<u>Medium</u>
<u>G6, G17, E5</u>	<u>Develop incentives to maintain / preserve heritage trees and other vegetation</u>	<u>Dept. of Community Development – Policy and Planning and Environmental Programs</u>	<u>Medium</u>
<u>G12</u>	<u>Encourage cottage industries via regulatory incentives and streamlined permitting</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G11, G12, G17</u>	<u>Encourage viability of restaurants by reducing parking and truck loading requirements</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G6, G10, G24</u>	<u>Develop view protection standards</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G6, G10, G16, G17</u>	<u>Revise zoning code to emphasize the importance of an inviting streetscape</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G3, G11, G12, G13, G14, G16, G17</u>	<u>Provide density incentives within the UGA</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G12, G13</u>	<u>Reclassify land uses from Conditional (CUP) to Administrative Conditional (ACUP) or Permitted (P) when appropriate</u>	<u>Dept. of Community Development – Policy and Planning</u>	<u>Medium</u>
<u>G12</u>	<u>Expedite permit processing by accepting 3rd party project review</u>	<u>Dept. of Community Development</u>	<u>Low</u>
<u>Programs and Research</u>			
<u>G11, G14, G15, G17, E 14</u>	<u>Establish a Local Improvement District (LID) for sidewalk and stormwater construction</u>	<u>Dept. of Administrative Services, Dept. of Community Development</u>	<u>High</u>
<u>G15, G17, T4</u>	<u>Synchronize bus and ferry schedules</u>	<u>WA State Ferries, Kitsap Transit</u>	<u>High</u>
<u>E3, E6</u>	<u>Develop water quality monitoring program and notify property owners and Health Department of concerns</u>	<u>Kitsap County Public Utility District #1, Kitsap County Health, Dept. of Community Development – Environmental Programs</u>	<u>High</u>

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>E4</u>	<u>Habitat restoration</u>	<u>Dept. of Parks and Recreation, Dept. of Community Development – Environmental Programs, Kingston Citizen Advisory Council</u>	<u>Medium</u>
<u>G9, E4</u>	<u>Assess and map wildlife corridors within UGA and vicinity</u>	<u>Dept. of Community Development – Environmental Programs</u>	<u>Medium</u>
<u>G12, G13</u>	<u>Promote Kingston as a great place for "destination businesses"</u>	<u>Kingston Chamber of Commerce, Kitsap Peninsula Visitor and Convention Bureau, Kingston Citizen Advisory Council</u>	<u>Medium</u>
<u>G17, G25</u>	<u>Promote Kingston as a "marina tourism" destination</u>	<u>Kingston Chamber of Commerce, Kitsap Peninsula Visitor and Convention Bureau</u>	<u>Medium</u>
<u>G18 – 21, T2, T7</u>	<u>Ongoing trail improvements and maintenance throughout UGA</u>	<u>Dept. of Parks and Recreation, Kingston Citizen Advisory Council</u>	<u>Medium</u>
<u>G14 – 18, T1 – 3, E2</u>	<u>Conduct streetscape study including pedestrian access, stormwater management and visual corridors</u>	<u>Dept. of Community Development, Policy and Planning, Dept. of Public Works – Transportation Planning</u>	<u>Medium</u>
<u>G17</u>	<u>Participate in Edmonds "sister city" exchanges and events</u>	<u>City of Edmonds, Kingston Chamber of Commerce</u>	<u>Low</u>
<u>G5, G6, G10, G16, G17</u>	<u>Define Kingston's unique identity via community survey</u>	<u>Kingston Chamber of Commerce, Dept. of Community Development, Kingston Citizen Advisory Council</u>	<u>Low</u>
<u>G6, G17</u>	<u>Create a new slogan for Kingston</u>	<u>Kingston Chamber of Commerce, Dept. of Community Development, Kingston Citizen Advisory Council</u>	<u>Low</u>
<u>G1, G12, G13, G16</u>	<u>Conduct regional economic development study</u>	<u>Dept of Administrative Services, Dept. of Community Development – Policy and Planning, Kitsap Economic Development Council, Kingston Chamber of Commerce</u>	<u>Low</u>
<u>G10, G17, G3</u>	<u>Maintain roadway planter strips</u>	<u>Kingston Citizen Advisory Council</u>	<u>Low</u>

Ordn# 450-2008

<u>Related Goal Number</u>	<u>Implementing Strategy</u>	<u>Coordination</u>	<u>Priority Level</u>
<u>G12</u>	<u>Market analysis per Kingston Sub-Area Plan project 12.3.1</u>	<u>Kingston Chamber of Commerce, Kitsap Visitor and Convention Bureau, Kitsap Economic Development Council, Port of Kingston, Kitsap County</u>	<u>Low</u>
<u>G18, G19, T1 - 3</u>	<u>Implement Safe Routes to School Program</u>	<u>North Kitsap School District, Dept. of Community Development, Kingston Citizen Advisory Council</u>	<u>Low</u>

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Appendix E Capital Facilities Plan Resolutions

RESOLUTION NUMBER 262-2008
Kitsap County Surface and Stormwater Management Program
Six-Year Capital Facilities Plan

WHEREAS, in compliance with Kitsap County Code Chapter 12.36, the Kitsap County Department of Public Works/Surface and Stormwater Management Program (SSWM) has conducted an assessment of the County owned/operated municipal storm sewer systems and has developed a six-year comprehensive plan for financing municipal storm drainage improvements for the period of January 1, 2009 through December 31, 2014 and,

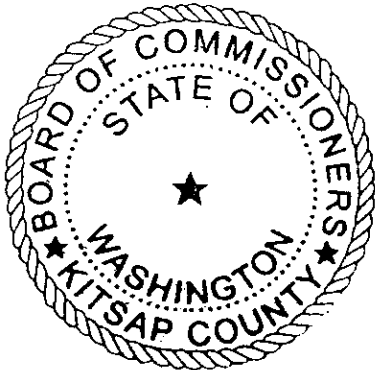
WHEREAS, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing this 23rd day of December, 2008,

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works / Surface and Stormwater Management Program be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 2, which are incorporated and made part of this Resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the SSWM Program Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Stormwater section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2007-2012." The portions of the SSWM Program Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

DATED this 23rd day of December, 2008.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



ATTEST:

Opal Robertson
Opal Robertson
Clerk of the Board

Steve Bauer
STEVE BAUER, Chair

Josh Brown
JOSH BROWN, Commissioner

Jan Angel
JAN ANGEL, Commissioner

Oral # 420-2008

RESOLUTION NUMBER 263-2008
Kitsap County Solid Waste Division
Six-Year Capital Facilities Plan

WHEREAS, the Kitsap County Department of Public Works/Solid Waste Division (SWD) has conducted an assessment of the County owned solid waste facilities and has developed a six-year comprehensive plan for financing solid waste facility improvements for the period of January 1, 2009 through December 31, 2014 and,

WHEREAS, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing this 23rd day of Dec, 2008,

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works/Solid Waste Division be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 2, which are incorporated and made part of this Resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the SWD Program Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Solid Waste section, specifically the subsection entitled “Capital Facilities Projects and Financing: 2007-2012.” The portions of the SWD Program Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

DATED this 23rd day of December, 2008.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



ATTEST:

Opal Robertson
Opal Robertson
Clerk of the Board

Steve Bauer
STEVE BAUER, Chair

Josh Brown
JOSH BROWN, Commissioner

Jan Angel
JAN ANGEL, Commissioner

Ord # 420-2008

RESOLUTION NO. 264 -2008

**A RESOLUTION ADOPTING THE 2009 – 2014 SIX-YEAR
PUBLIC BUILDINGS CAPITAL FACILITY PLAN**

WHEREAS, the 2009-2014 Six-Year Public Buildings Capital Facility Plan has been developed in conformance with the goals and policies of the 2006 Kitsap County Comprehensive Plan; and

WHEREAS, the 2009-2014 Six-Year Public Buildings Capital Facility Plan consists of a textual narrative that describes current inventory and levels of service as well as a six-year financing plan that, together, update the existing public buildings six-year plan found in Appendix A of the Kitsap County Comprehensive Plan; and

WHEREAS, the 2009-2014 Six-Year Public Buildings Capital Facility Plan has been reviewed in public meetings with public involvement; and

WHEREAS, in compliance with RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board held a public hearing on December 8, 2008;

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Public Buildings Capital Facility Plan be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 2 which are incorporated and made part of this resolution;

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Six-Year Public Buildings Capital Facility Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Public Buildings section, specifically the subsection entitled “Capital Facilities Projects and Financing: 2007-2012.”

Ordn# 420-2008

ADOPTED this 22nd day of December 2008.

**BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON**



Steve Bauer

Steve Bauer, Chair

Josh Brown

Josh Brown, Commissioner

Jan Angel

Jan Angel, Commissioner

ATTEST:

Opal Robertson

OPAL ROBERTSON
Clerk of the Board

RESOLUTION NO. 265-2008
Resolution Adopting the 2009 through 2014
Six-Year Parks and Recreation Capital Facility Plan

WHEREAS, the 2009-2014 Six-Year Parks and Recreation Capital Facility Plan has been developed in conformance with the goals and policies of the 2006 Parks and Open Space Comprehensive Plan Update and the 2000 Parks and Open Space Comprehensive Plan;

WHEREAS, the 2009-2014 Six-Year Parks and Recreation Capital Facility Plan consists of a textual narrative that describes current inventory and levels of service as well as a six-year financing plan that, together, update the existing the park and recreation six-year plan found in Appendix A of the Kitsap County Comprehensive Plan;

WHEREAS, the 2009-2014 Six-Year Parks and Recreation Capital Facility Plan has been reviewed in public meetings with public involvement;

WHEREAS, the Kitsap County Parks and Recreation Advisory Board recommended the 2009-2014 Six-Year Park and Recreation Capital Facility Plan at their September 17, 2008 regular board meeting for adoption by the Board;

WHEREAS, in compliance with RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board held a public hearing this 8th day of December, 2008;

BE IT HEREBY RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Parks and Recreation Capital Facility Plan for Kitsap County Parks and Recreation be adopted as set forth in detail, for the period mentioned, consisting of pages numbered ___ through ___ which are incorporated and made part of this resolution;

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Six-Year Parks and Recreation Capital Facility Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Parks and Recreation section, specifically the subsection entitled “Capital Facilities Projects and Financing: 2007-2012.”

PASSED and adopted this 23rd day of December, 2008.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



Steve Bauer, Chair

Ord# 420-2008



Josh Brown
Josh Brown, Commissioner

Jan Angel
Jan Angel, Commissioner

ATTEST:

Opal Robertson
OPAL ROBERTSON
Clerk of the Board

Appendix F Kitsap County Zoning Map

Ort# 420-2008

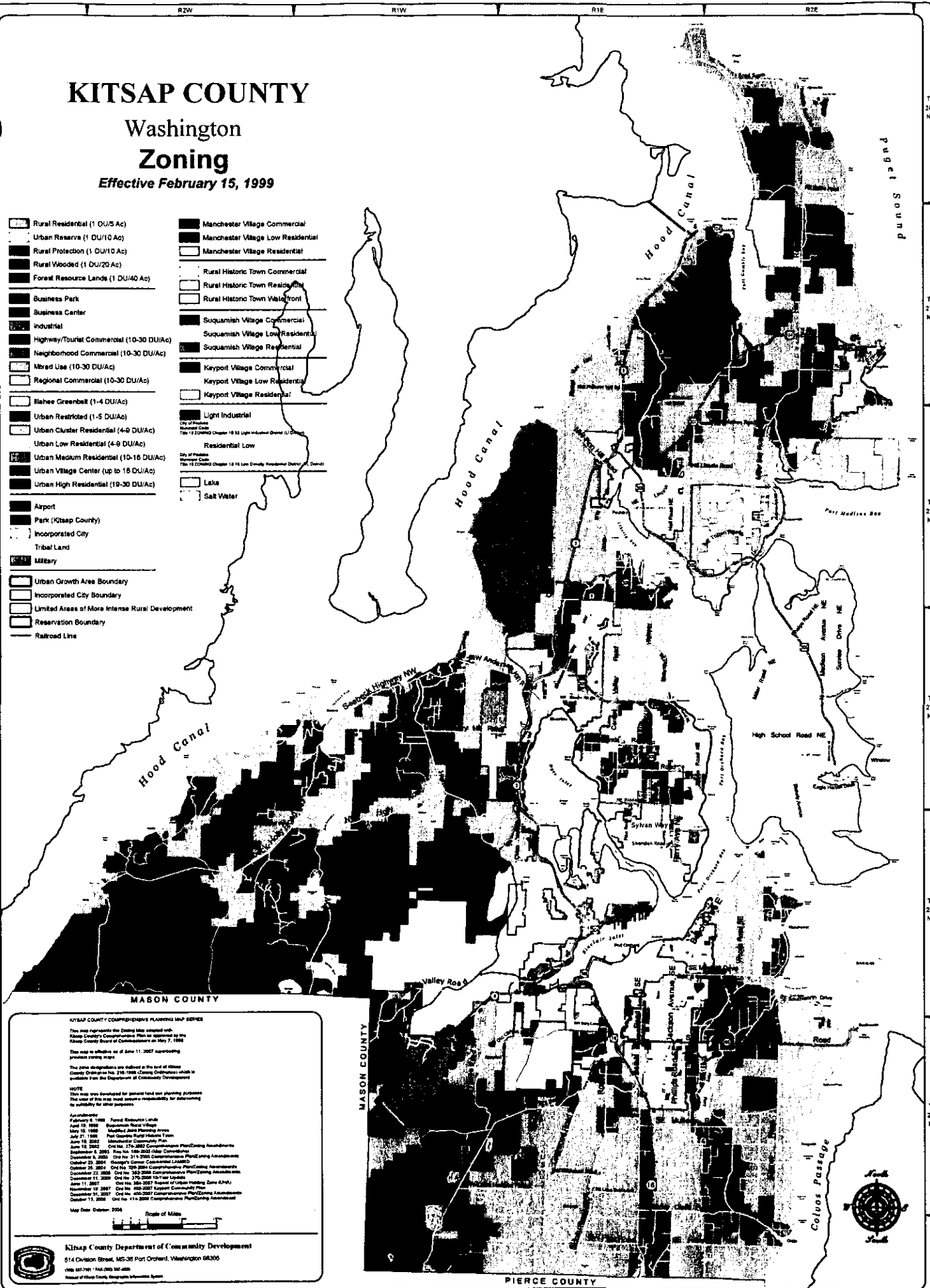
KITSAP COUNTY

Washington Zoning

Effective February 15, 1999

- | | | | |
|--|---|--|------------------------------------|
| | Rural Residential (1 DU/5 Ac) | | Manchester Village Commercial |
| | Urban Reserve (1 DU/10 Ac) | | Manchester Village Low Residential |
| | Rural Protection (1 DU/10 Ac) | | Manchester Village Residential |
| | Rural Wooded (1 DU/20 Ac) | | Rural Historic Town Commercial |
| | Forest Resource Lands (1 DU/40 Ac) | | Rural Historic Town Residential |
| | Business Park | | Rural Historic Town Waterfront |
| | Business Center | | Suquamish Village Commercial |
| | Industrial | | Suquamish Village Low Residential |
| | Highway/Tourist Commercial (10-30 DU/Ac) | | Suquamish Village Residential |
| | Neighborhood Commercial (10-30 DU/Ac) | | Keyport Village Commercial |
| | Mixed Use (10-30 DU/Ac) | | Keyport Village Low Residential |
| | Regional Commercial (10-30 DU/Ac) | | Keyport Village Residential |
| | Blaine Greenbelt (1-4 DU/Ac) | | Light Industrial |
| | Urban Restricted (1-5 DU/Ac) | | Residential Low |
| | Urban Cluster Residential (4-8 DU/Ac) | | Lake |
| | Urban Low Residential (4-8 DU/Ac) | | Salt Water |
| | Urban Medium Residential (10-18 DU/Ac) | | |
| | Urban Village Center (up to 18 DU/Ac) | | |
| | Urban High Residential (19-30 DU/Ac) | | |
| | Airport | | |
| | Park (Kitsap County) | | |
| | Incorporated City | | |
| | Tribal Land | | |
| | Military | | |
| | Urban Growth Area Boundary | | |
| | Incorporated City Boundary | | |
| | Limited Areas of More Intense Rural Development | | |
| | Reservation Boundary | | |
| | Railroad Line | | |

City of Blaine
City of Everett
City of Marysville
City of Shoreline
City of Tacoma
City of Tumac
City of Vancouver
City of Woodinville
City of Shoreline
City of Everett
City of Marysville
City of Shoreline
City of Tacoma
City of Tumac
City of Vancouver
City of Woodinville



KITSAP COUNTY COMPREHENSIVE PLANNING MAP SERIES

This map represents the zoning map created with Kitsap County's Comprehensive Plan as approved by the Board of Commissioners at its meeting on May 7, 1998.

This map is effective as of June 11, 2007, superseding previous zoning maps.

The zoning designations are defined in the text of the Comprehensive Ordinance No. 19-1988 (Zoning Ordinance) which is available from the Department of Community Development.

NOTE

This map was developed for general land use planning purposes. The user of this map must assume responsibility for determining its suitability for other purposes.

Amendments

February 1, 1998	Forest Resource Lands
April 10, 1998	Blaine Greenbelt
May 10, 1998	Blaine Greenbelt
July 21, 1998	Blaine Greenbelt
June 19, 2002	Blaine Greenbelt
June 19, 2002	Blaine Greenbelt
September 8, 2003	Blaine Greenbelt
October 6, 2003	Blaine Greenbelt
October 20, 2004	Blaine Greenbelt
December 22, 2006	Blaine Greenbelt
December 11, 2007	Blaine Greenbelt
June 11, 2007	Blaine Greenbelt
December 18, 2007	Blaine Greenbelt
December 31, 2007	Blaine Greenbelt
October 17, 2008	Blaine Greenbelt

Map Date: October 2006

Scale of Miles:

Kitsap County Department of Community Development
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Phone: 360-790-1100 FAX: 360-387-4800
Website: www.kitsapcounty.com

Ordn# 420-2006