

***KITSAP COUNTY
SOUTH KITSAP UGA/ULID #6
SUB-AREA PLAN***



December 8, 2003

Kitsap County
Department of Community Development
614 Division Street, MS-36
Port Orchard, WA 98366
www.kitsapgov.com/dcd

ACKNOWLEDGEMENTS

KITSAP COUNTY COMMISSIONERS

Jan Angel, Chair, District 2
Chris Endresen, District 1
Patty Lent, District 3

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Mark Flynn
John Taylor

REPRESENTING SOUTH KITSAP:

Lary Coppola
Michael A. Gustavson
Monty Mahan

KITSAP COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT

Kamuron Gurol, Director
Laura Ditmer, Community Planning Manager
Community Planning Staff
Jason Rice, Senior Planner

MEMBERS OF THE FOLLOWING ORGANIZATIONS:

McCormick Land Company
CASCADIA
McCormick Woods Citizens Review Committee

FACT SHEET

Title: The South Kitsap UGA/ULID #6 Sub-Area Plan

Description of the Proposal: The proposal is to adopt a sub-area plan and Urban Growth Area (UGA) for a portion of South Kitsap County that encompasses the existing South Kitsap UGA (i.e., the McCormick Woods and McCormick North areas), as well as the McCormick West portion of the South Kitsap Urban Joint Planning Area (UJPA). The proposed sub-area plan would expand the existing limits of the South Kitsap UGA to encompass the McCormick West portion of the South Kitsap UJPA (i.e., and expansion of approximately 619 gross acres).

The sub-area encompasses the entirety of Utility Local Improvement District (ULID) #6 in unincorporated Kitsap County, and involves land immediately adjacent and to the south of a portion of the Bremerton UGA, and to the west in proximity to the City of Port Orchard. The Sub-Area Plan proposes urban low and medium density residential uses, as well as business-park, neighborhood commercial, Urban Village Center, public facility and recreational uses. The Kitsap County Comprehensive Plan currently designates those portions of the sub-area that are within the South Kitsap UGA as "Urban Low Residential" (5-9 dwelling units per acre), while designating those portions of the sub-area lying adjacent to the UGA within the South Kitsap UJPA as "Urban Reserve" (1 dwelling unit per 10 acres).

Upon adoption, the sub-area plan will include substantive policy elements addressing the following:

- Population and land use
- Environment
- Transportation
- Capital facilities
- Implementation

Adoption of the sub-area plan will involve concurrent adoption and incorporation by reference into the Kitsap County Comprehensive Plan.

Location: The sub-area is located immediately adjacent and to the south of a portion of the Bremerton UGA, and to the west (but not directly contiguous) of the City of Port Orchard. The sub-area includes the area within the existing limits of the South Kitsap UGA (i.e., the McCormick North and McCormick Woods areas) and a portion of the South Kitsap Urban Joint Planning Area (UJPA) lying adjacent and to the west of the present UGA boundary (i.e., the McCormick West property) which has the potential to be included within the limits of an expanded UGA.

Proponent: Kitsap County
614 Division Street, MS-36
Port Orchard, Washington 98366-4682

Lead Agency: Kitsap County Department of Community Development

SEPA Determination: Determination of Significance, June 27, 2001 (DSEIS), January 9, 2002 (FSEIS)

SEPA Responsible Official: Kamuron Gurol, Community Development Director
Contact Person: Laura Ditmer, Community Development Manager

Permits and Approvals Required: Recommendation of approval by the Kitsap County Planning Commission; Board of Commissioners adoption of the sub-area plan by way of ordinance or resolution, as appropriate. Review by the Washington State Office of Community Development.

Comments on SEPA Determination: Comments on the SEPA Determination may be submitted in writing or in person during the public hearing. Written comments should be submitted to:

Kamuron Gurol, SEPA Responsible Official
Kitsap County Department of Community Development
614 Division Street, MS-36
Port Orchard, Washington 98366-4682

Subsequent SEPA Threshold Determinations: This is a phased environmental review under §197-11-060(5) WAC. Following adoption of the South Kitsap/ULID #6 Sub-Area Plan, future SEPA review will be required for project actions taken to implement the adopted plan (e.g., construction of capital facilities) as well as private development proposals that exceed the categorical exemption thresholds set forth in §197-11-800 WAC.

Although this is an integrated SEPA/GMA document, future project level is likely to be necessary. Kitsap County retains the authority to impose site-specific mitigation measures to address probable significant adverse environmental impacts.

Public Hearing: A public hearing was held on the content of the Sub-Area Plan, with consideration of the environmental impact of the proposal, on November 7th, 2001, from 7:00 to 9:00 p.m., at the City of Port Orchard Council Chambers, 216 Prospect Street, Port Orchard, WA, 98366. Additional public hearings were held on November 17, 2003, November 10, 2003, October 15, 2003, September 22, 2003, and September 8, 2003.

Location of Review Copies of Proposal and Background Materials:

Kitsap County Department of Community Development
614 Division Street, MS-36
Port Orchard, Washington 98366-4682

Kitsap County Department of Community Development Website
<http://www.kitsapgov.com/dcd/subareas/>

Review Copies Available at Public Libraries:

Kitsap Regional Library - Central Branch
1301 Sylvan Way
Bremerton, WA 98310

Kitsap Regional Library - Port Orchard Branch
87 Sidney Street
Port Orchard, WA 98366

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1.0 ADOPTION ORDINANCE (RESERVED)

2.0 EXECUTIVE SUMMARY

2.1 PURPOSE OF THE SUB-AREA PLAN

Adopted by the Washington State Legislature in 1990, the Growth Management Act (GMA) required most counties and cities in the state to adopt "comprehensive plans" to guide growth and development for the next 20 years. In essence, a comprehensive plan serves as a "blueprint" for how a community will grow and change over time. Comprehensive plans contain goals, policies and implementing strategies designed to provide direction for future decision-making.

Kitsap County adopted its Comprehensive Plan in 1998 (the "Comprehensive Plan," or "the Plan"). The Plan designated a number of urban joint planning areas (UJPAs) as a means of identifying areas that were considered potentially suitable for inclusion within urban growth areas (UGAs), but where more study was needed before final land use designations could be applied. This South Kitsap UGA/ULID #6 Sub-Area Plan partially implements the Plan by addressing a number of unresolved issues for the McCormick West portion of the South Kitsap UJPA. It also modifies the land use designations within the current limits of the South Kitsap UGA to make more efficient use of existing urban land and infrastructure.

As a "sub-area plan," this document addresses the unique needs and features of a limited geographic area, and provides more detailed land use policies and designations that are specifically tailored to Utility Local Improvement District #6 (ULID #6). This sub-area plan resolves the specific issues identified in the Comprehensive Plan (i.e., planned urban densities and land uses, identification of, and regulation to protect critical areas, and adequacy of existing capital facilities and services), and provides planning level guidance for future public and private projects within the sub-area.

2.2 ORGANIZATION OF THE SUB-AREA PLAN

2.2.1 Overview

At its core, this sub-area plan consists of a land use map and five substantive "elements" or chapters that contain guidance for land use and facility decisions between now and the year 2017. The substantive elements of this sub-area plan are contained within chapters 3.0 through 7.0, and address the following range of topics: population and land use, environmental protection, transportation, capital facilities, and implementation.

2.2.2 Element Organization

Each of the substantive elements of the sub-area plan are comprised of two sections; goals and policies, and implementing strategies. The transportation and capital facilities elements also include a list of the projects that must be completed to realize the plan objectives.

The sections containing goals and policies are arranged by subject and present the long-term objectives for each sub-area plan element. Goals and policies are distinguished as follows:

Goals are ends toward which the sub-area 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 final section of most of the elements consists of "implementing strategies" (i.e., projects) that carry out the policy statements and further specify how the sub-area plan will be applied.

2.3 MAJOR CONCEPTS OF THE SUB AREA PLAN

2.3.1 Accommodating an Appropriate Share of Urban Growth

One of the primary purposes of the GMA is to limit sprawling, lower density development in rural and resource areas of the state. To accomplish this goal, the GMA makes clear that cities and urban growth areas (UGAs) bear the responsibility of accommodating the lion's share of growth, and to do so in a compact, urban manner. Upon the request of the City of Port Orchard, and with a recommendation from the Planning Director's Forum, the Kitsap Regional Coordinating Council has determined that South Kitsap County should plan to accommodate 10,000 in additional urban population between now and 2017.

This sub-area plan accommodates 6,400 of the urban population allocated to South Kitsap County within the South Kitsap UGA/ULID #6 Sub-Area. This increases the current population holding capacity of the sub-area from approximately 4,000, to 10,400.

The Board of County Commissioners has recommended that a population of 10,000 be adopted to implement the ULID #6 Sub-Area Plan and UGA boundary as adopted under Ordinance No. 311-2003. 3,600 of this allocation is intended for growth within the City of Port Orchard, while the remaining 6,400 is directed for growth in the ULID #6 Sub-Area. The population is intended to be an interim allocation until the 2025 county-wide allocation process is complete.

2.3.2 Preserving Open Spaces and Habitat Areas

A major objective of the plan is to preserve, and where possible enhance, the ecological functions and values found within the sub-area. As the urban areas of South Kitsap County grow, the bucolic wooded setting that attracts many people to the area in the first place is in jeopardy. The sub-area plan contains two important areas of policy guidance designed to preserve ecological functions and add to the livability of the area, while planning for inevitable growth and development.

First, the plan requires a high level of protection for wetlands, streams and key wildlife habitat areas. Conserving these areas will safeguard environmental qualities within the sub-area, help to maintain the viability of salmonid habitats outside of the sub-area, provide natural storm water control, and provide urban green space for residents of the area.

Second, the plan includes policy guidance that would require future development of the area to include an interconnected system of pedestrian trails. These trails would take advantage of the environmental features of the sub-area, linking new residential areas with green spaces, a small-scale neighborhood shopping area, and employment opportunities.

2.3.3 Providing Employment Opportunities in Proximity to New Housing

An important objective of the plan is to achieve a better balance between jobs and housing within the sub-area. Currently, residents of the area have to travel to the City of Port Orchard, Bremerton, or points beyond to find employment. This "bedroom community" circumstance is wasteful of natural resources and contributes to regional air quality and traffic congestion problems.

The sub-area plan seeks to improve this situation by designating some 53 gross acres of land for "business park" development. This business park area, situated adjacent to the future Northwest Corporate Campus site (i.e., in the Bremerton UGA), in close proximity to S.R. 16 and conveniently located to access to the major markets of east Puget Sound, should assist in attracting better paying jobs to the area. Providing opportunities for employment will enable some residents to both live and work in the sub-area, and help reduce the harmful impacts of sprawl.

2.3.4 Providing Adequate Public Facilities and Services

Consistent with the GMA and the Kitsap County Comprehensive Plan, this sub-area plan applies measurable standards for public facilities and services. It also states when specific capital projects will be constructed, and identifies the revenue sources that will be used to fund the necessary improvements. In implementing one of the principle goals of the GMA, the plan requires that adequate water, wastewater, storm water and transportation facilities be constructed either before, or concurrent with, new development (RCW 36.70A.020(12)).

2.4 THE SUB-AREA PLAN BY CHAPTERS

Chapter 3.0 - Introduction

This chapter describes the context and objectives of the planning effort, and the relationship of the sub-area plan to other plans, policies and regulations. Chapter 3.0 also outlines the process leading to development of the draft sub-area plan, and includes descriptions of the following:

- The population projection and allocation process;
- The development of the Memorandum of Agreement (MoA) between Port Orchard and Kitsap County to guide the planning process;
- Development of the sub-area plan alternatives and the State Environmental Policy Act (SEPA) scoping process; and
- The public participation process leading up to sub-area plan adoption.

Chapter 4.0 - Population & Land Use Element

This chapter, which includes the sub-area land use map, is the heart of the sub-area plan. Each of the other elements must be consistent with, and will be affected by, this element.

Chapter 4.0 establishes the pattern, quality and character of the future physical development of the sub-area. It describes the amount and location of land dedicated for various uses, as well as the density and intensity of development allowed. The policies contained in this element will guide decisions about when and how future development will take place, and where public facilities will be located.

Chapter 5.0 - Environmental Protection Element

Drawing on the information presented in the environmental impact statement (EIS) prepared for the sub-area plan, this chapter describes the specific measures that will be pursued to protect environmentally sensitive areas within the sub-area, and to reduce cumulative environmental impacts upon areas outside the sub-area. This chapter provides specific guidance on wetland and

stream corridor protection, as well as direction designed to protect known and potential salmon habitat areas.

Chapter 6.0 - Transportation Element

Based upon the transportation analysis presented in the EIS prepared for the sub-area plan, the Transportation Element identifies future system improvements necessitated by sub-area plan adoption. This element also identifies ways to provide more opportunities and support for pedestrians, bicyclists and transit riders. The policy direction within this element is designed to provide new non-motorized transportation system links between new residential areas and nearby employment and convenience shopping areas. The objective of these policies is to reduce automobile dependence within the sub-area, and where possible, minimize the need to widen roads to accommodate ever-increasing traffic volumes.

Chapter 7.0 - Capital Facilities Plan (CFP) Element

This chapter describes how adequate new urban facilities and services will be provided to serve new growth within the sub-area. Providing adequate facilities and services is critical in attracting and supporting urban growth within the sub-area, and will help to ensure a high quality of life for future residents.

The capital facilities plan is the mechanism that implements and reinforces the land use plan set forth in Chapter 4.0. The capital improvements program (CIP) is included within this element. The CIP lists the capital improvements necessary to support the growth allocated to the sub-area, and details construction schedules and funding sources for these facilities.

Chapter 8.0 - Implementation

This chapter describes the specific implementation strategies, projects and programs necessary to carry out the sub-area plan. Among other topics, this chapter addresses the future governance of the area, and establishes a framework for joint review with the City of Port Orchard of future project permit applications.

Chapter 9.0 - Compliance with the GMA, CPP & Comprehensive Plan

Chapter 9.0 describes how the plan complies with the relevant requirements of the GMA, the Kitsap County-Wide Planning Policy, and the Kitsap County Comprehensive Plan. In particular, this chapter details how the sub-area plan is consistent with policies UGA-6 through UGA-13 of the Land Use Element of the Plan, which set forth the planning requirements for urban joint planning areas (UJPAs).

3.0 INTRODUCTION

3.1 BACKGROUND AND OBJECTIVES

3.1.1 Planning Context

The Kitsap County Comprehensive Plan is the general policy plan that guides the overall development of the county. By contrast, "sub-area plans" seek to address the unique needs and features of a more limited geographic area, and provide an opportunity to conduct more detailed analyses and to develop land use policies and designations that are specifically tailored to an area.

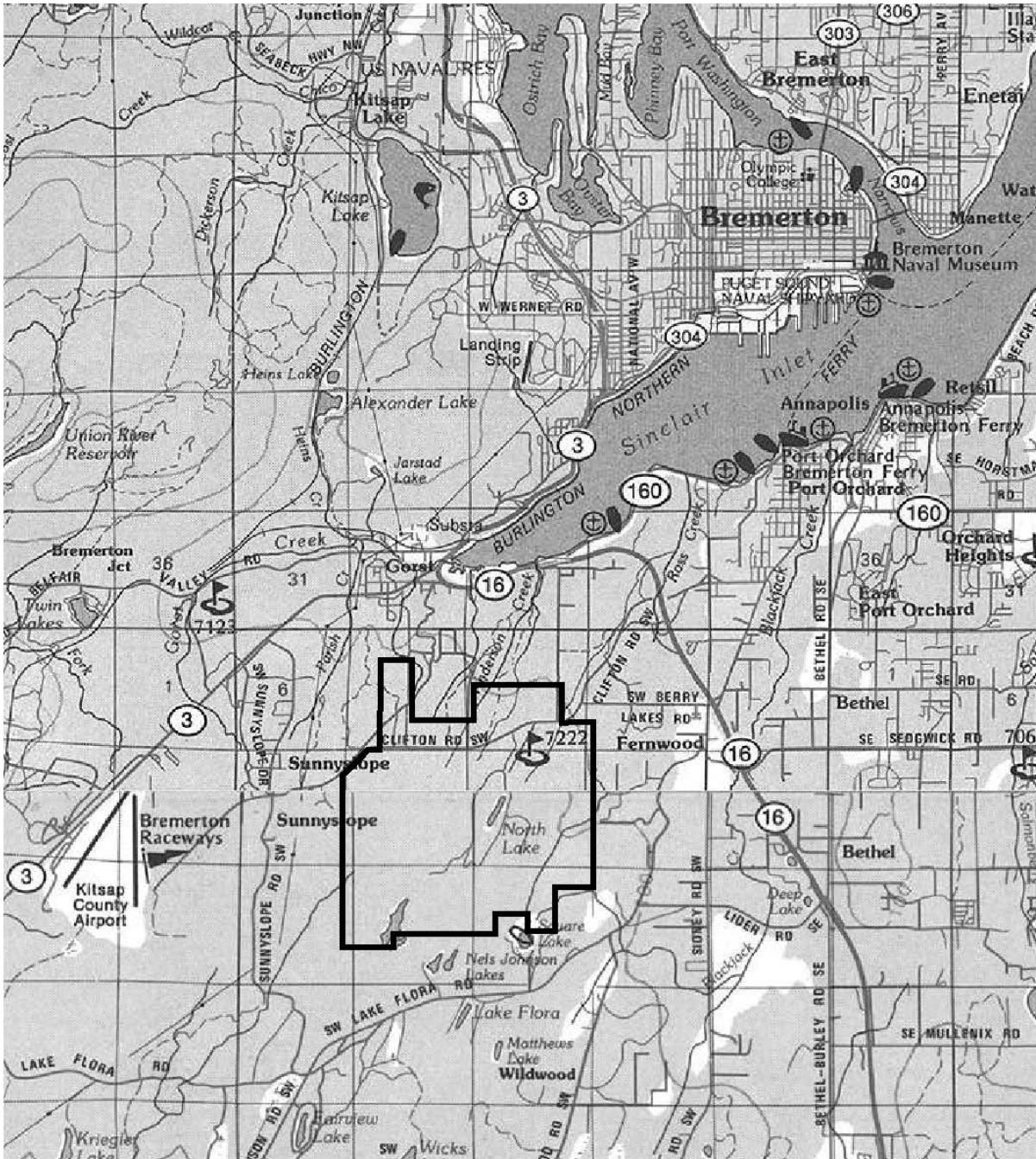
This South Kitsap UGA/ULID #6 Sub-Area Plan represents a more detailed plan for lands within the boundaries of Utility Local Improvement District #6 (ULID #6). The sub-area encompasses land that has been designated as UGA since adoption of the Kitsap County Comprehensive Plan in 1998 (i.e., the McCormick Woods and McCormick North areas), as well as a portion of the South Kitsap Urban Joint Planning Area (UJPA) which is included within an expanded UGA through the adoption of this sub-area plan (i.e., the McCormick West area). Figure 3.1 on page 8 shows the sub-area and vicinity. Figure 3.2 on page 9 depicts the component parts of the sub-area.

Established by the 1998 Comprehensive Plan, the South Kitsap Urban Joint Planning Area (UJPA) is an overlay designation that indicates certain issues relating to land use, provision of public facilities and environmental protection that must be resolved before final decisions may be made on UGA boundaries. This sub-area plan resolves these issues for a portion of the South Kitsap UJPA and, in doing so, partially implements the Comprehensive Plan. The South Kitsap UJPA overlay designation has been removed from the McCormick West area with the adoption of this sub-area plan, but continues to apply to the following areas adjacent to the existing South Kitsap UGA boundaries:

- McCormick East; and
- The Anderson Hill/Berry Lake area.

Policies UGA-7 through UGA-13 of the Comprehensive Plan describe the procedural and substantive requirements for UJPA planning, and mandate that such planning be accomplished under a Memorandum of Agreement (MoA) involving each affected jurisdiction. Consistent with this requirement, Kitsap County and the City of Port Orchard agreed through a MoA to jointly carry out a coordinated and phased planning effort to resolve the status of the South Kitsap UJPA. The MoA stipulated that Phase One of the planning effort would involve the preparation of this South Kitsap UGA/ULID #6 Sub-Area Plan, and that subsequent phases of this broader planning effort would address unresolved land use and facilities issues relating to the remaining portions of the UJPA (i.e., the Anderson Hill/Berry Lake and McCormick East areas).

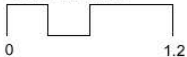
FIGURE 3.1 - SUB-AREA AND VICINITY MAP



Parametrix, Inc. Cascadia Planning Group/ULID#6/556-3993-002/01(04) 10/01 (K)



SCALE IN MILES

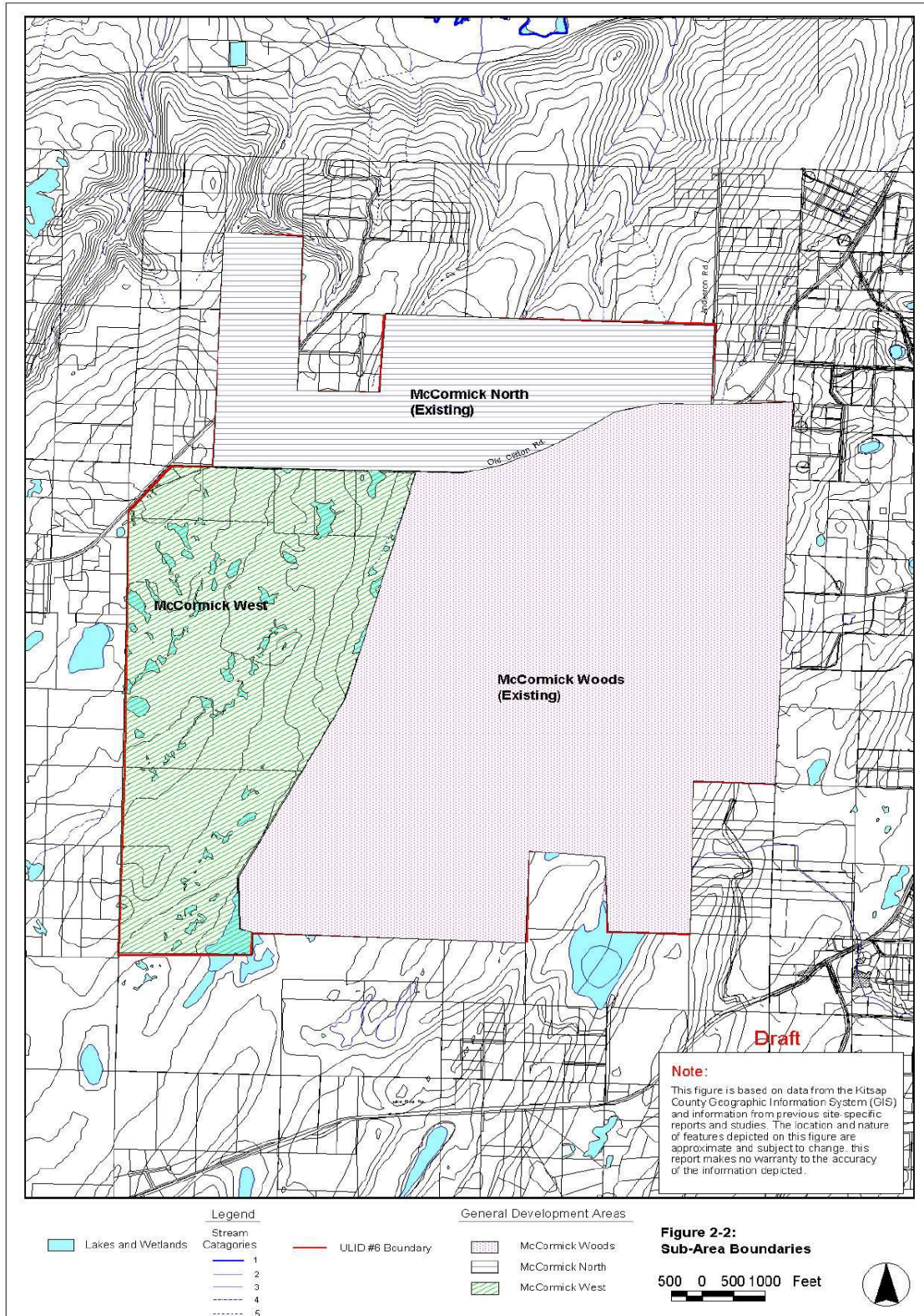


ULID #6 Boundary

DRAFT

**Figure 2.1:
Subarea and Vicinity**

FIGURE 3.2 - SUB-AREA BOUNDARIES MAP



3.1.2 Objectives of the Sub-Area Plan

Consistent with Comprehensive Plan policies UGA-7 through UGA-13 and the adopted MoA, this sub-area plan fulfills the objectives set forth below.

- A. To Identify and Plan to Accommodate a Portion of the Urban Growth Allocated to South Kitsap County.** The sub-area plan is designed to accommodate 6,400 of the 10,000 in urban population growth allocated to South Kitsap County. The remaining 3,600 in urban population is being held in reserve, with the expectation that this population will be accommodated within the existing corporate limits of the City of Port Orchard (i.e., 3,600 is the approximate carrying capacity of remaining vacant and underdeveloped lands within the City). Thus, if a "physical and functional link" is to be established between the South Kitsap UGA/ULID #6 Sub-Area and the City of Port Orchard in Phase Two of the UJPA planning effort, an additional urban population allocation to the area will likely be necessary.
- B. To Address UJPA Overlay Issues.** The sub-area plan represents a collaborative effort of Kitsap County and the City of Port Orchard in resolving a number of issues, including the following:
- Planned urban densities and land uses;
 - Identification of, and regulation to protect critical areas; and
 - Adequacy of existing capital facilities and services.
- C. To Resolve Land Use Designations for the ULID #6 Service Area.** The sub-area plan adjusts the South Kitsap UGA/ULID #6 population allocation and land use designations to ensure that existing urban wastewater service is effectively and efficiently used.¹
- D. To Require Future Master Planning within the Sub-Area.** The sub-area plan establishes master planning requirements for extensive undeveloped areas owned by McCormick Land Company (i.e., the McCormick West and McCormick North areas). These master planning requirements will ensure comprehensive and coordinated development of land within the sub-area and promote the following:
- The provision of an interconnected and integrated network of parks, and open space and recreational areas;
 - The clustering of new residential development in areas not subject to development constraints;
 - The provision of integrated transportation system improvements; and
 - The provision of integrated water and wastewater system improvements and stormwater management facilities.
- E. To Plan for Appropriate Open Space Buffers Between Urban and Rural Uses.** The sub-area plan includes policy direction to ensure effective buffers between urban

¹ In 1994, Kitsap County issued bonds backed by the County Utility Fund to construct a sewer from the City of Port Orchard to the intersection of Old Clifton and Feigley Roads. The sewer was constructed and the City of Port Orchard assumed operation of the facilities. The County, however, continues to be responsible for bond obligations related to Sewer ULID #6, which were issued based on the assumption that this area could support development at densities sufficient to allow repayment of the bond obligations through connection charges and utility service charges. By resolving underlying land use designations for the area, efficient use of existing infrastructure and fulfillment of the County's bond obligations can be assured.

and rural uses, and discusses greenbelt and open space preservation occurring on rural lands adjacent to the sub-area (i.e., consistent with the goals, policies and requirements of the GMA and comprehensive plan (i.e., RCW 36.70A.020(9), 36.70A.110(2), 36.70A.160), and §E of the Land Use Element of the Kitsap County Comprehensive Plan).

3.1.3 Relationship to Other Plans, Policies and Regulations

This sub-area plan concurrently amends and becomes functionally part of the Kitsap County Comprehensive Plan. Kitsap County and the City of Port Orchard have reviewed and conformed the relevant plans, policies and implementing regulations of both jurisdictions to be consistent with and implement this sub-area plan. Through Inter-Local Agreements (ILAs), this sub-area plan will also be reflected in amendments to relevant utility plans of the City of Port Orchard and the City of Bremerton. The County has reviewed the goals, policies, performance standards and projects contained in this sub-area plan for consistency with the Washington State Growth Management Act of 1990 (GMA) and the 1998 Kitsap County Comprehensive Plan, and considers them to be compliant with those documents.

Because this sub-area plan has been developed through the urban joint planning area (UJPA) process, it also makes provision for timely and coordinated review of project level proposals, both public and private, once the sub-area plan is implemented.

3.2 THE PLANNING PROCESS

3.2.1 A Summary of the Planning Process

- F. 1998 Kitsap County Comprehensive Plan Direction.** As noted previously, the 1998 Comprehensive Plan employed the UJPA overlay designation as a means of identifying areas that were considered potentially suitable for inclusion within urban growth areas (UGAs), but where more study was needed before final land use designations could be applied. The Plan indicated the County would commit staff resources to support the UJPA process and, in conjunction with affected cities, would establish work programs and timetables for each of the County's UJPAs. The original target date for initiating the UJPA processes was immediately following Plan adoption (i.e., 1998).

- G. The UJPA Dialogue Begins.** During the winter of 1999-2000, McCormick Land Company (MLC) began discussions with Kitsap County Department of Community Development (DCD) staff and urged the County to move ahead with preparation of a sub-area plan for the UJPA as directed by the Plan. In early 1998, *CASCADIA Community Planning Services (CASCADIA)* worked with DCD staff to prepare a detailed scope of services for the sub-area plan.

Initially, consideration was given to addressing all three noncontiguous portions of the UJPA in one integrated planning process (i.e., McCormick West, McCormick East and Anderson Hill/Berry Lake). However, it was ultimately determined by the County that sub-area planning should proceed separately for the McCormick West portion of the UJPA, provided that the entirety of Utility Local Improvement District #6 (ULID #6) was addressed by the sub-area plan. This determination was made, in part, because the entirety of the ULID #6 area is served by an existing sanitary sewer

trunk line in Old Clifton Road that extends to the northwestern edge of the McCormick West area, which connects to the City of Port Orchard's wastewater treatment plant. At the same time, the County and City of Port Orchard agreed that a separate planning process should be conducted for the Anderson Hill/Berry Lake portion of the UJPA. Accordingly, the County and City agreed to proceed with an initial survey of residents' attitudes towards growth and development in the Anderson Hill/Berry Lake area.

In February of 2000, the Board of Commissioners agreed to move ahead with the planning process and endorsed the Scope of Services for the South Kitsap UGA/ULID #6 Sub-Area Plan. However, understanding the county's ongoing commitments to other UJPA processes (e.g., Port Blakely, Poulsbo, Kingston) and limited staff resources, the Board left the decision of exactly when to commence the project with DCD staff.

During the late summer and fall of 2000, the City of Port Orchard proceeded with the Anderson Hill/Berry Lake Neighborhood Survey. The City, acting as lead agency for the project, retained *CASCADIA Community Planning Services* to assist in developing and administering a statistical mail survey to better gauge residents' desires for the future of the neighborhood, and to identify and clarify issues of neighborhood concern. Based on the results of the survey, the County and City of Port Orchard decided to pursue a "phased" planning process for the South Kitsap UJPA and UGA (i.e., UJPA lands including Anderson Hill Berry Lake, McCormick East and McCormick West; and the existing South Kitsap UGA including the McCormick North and McCormick Woods areas). This decision was consistent with the fact that only the McCormick West portion of the UJPA, which lies within the limits of ULID #6, had existing municipal wastewater service.

H. Population Projections and the Memorandum of Agreement (MoA). In December of 2000, Kitsap County formally retained *CASCADIA* to prepare the sub-area plan and environmental impact statement (EIS) for the ULID #6 area. At the same time, the County and City agreed to move ahead with the following:

- Preparation of a Memorandum of Agreement (MoA) setting forth the framework for cooperative "phased planning" for the South Kitsap UJPA; and
- Preparation of necessary documentation for an update to the countywide population forecast and a specific urban population allocation for South Kitsap County, as required by the Comprehensive Plan (see Land Use Element, page 18).

From March through May 2001, the County and City worked to update the countywide population forecast, as well as the urban population allocation to South Kitsap County. In July, the Kitsap Regional Coordinating Council agreed on an updated population forecast (i.e., extending the 1.77% growth rate adopted in the Comprehensive Plan for the period 2013-2017) and, upon request of the City of Port Orchard and recommendation of the Kitsap County Planning Directors' Forum, agreed to recommend an allocation of 10,000 in additional urban growth to be

planned for and accommodated in existing or expanded UGAs in South Kitsap County.

In May of 2001, a draft MoA was developed by County and City staffs to guide the South Kitsap UJPA effort. This draft MoA, which was formally approved by the County and City in October 2001, directed a "phased" planning process for the UJPA. Phase One of the process involved the preparation of a sub-area plan for the ULID #6 area (including the McCormick West portion of the UJPA). Phase Two will involve conducting a separate planning process to resolve outstanding issues and land use designations for the Anderson Hill/Berry Lake and McCormick East areas. The MoA acknowledges that the ULID #6 area is considered as part of the City's potential future UGA, and that Phase Two of the process will address the establishment of a physical and functional connection between the City's UGA and the South Kitsap/ULID #6 UGA. Phase Two will also identify those remaining South Kitsap UJPA lands that will retain their rural designation and those that are suitable for inclusion within the UGA.

- I. **Development of SEPA Alternatives and Scoping.** In June of 2001, County and City staffs and the consultant team began to develop potential land use alternatives for planning and environmental review. All of the "action" alternatives were based upon on varying assumptions about the amount of urban growth allocated by the KRCC that could be accommodated within the sub-area; the alternatives were also supported by preliminary residential market-demand data, as well as an analysis of net available land for new development within the sub-area. After County and City staffs reached general agreement as to the characteristics of the alternatives to be considered, a draft DSEIS Scoping Report was prepared which described the objectives, key issues, assumptions and proposed methodologies to be used in formulating the draft plan/DSEIS.

On June 27, 2001 the County formally requested comments on the appropriate scope of the environmental review by publishing a Determination of Significance and Scoping Notice. On July 12, 2001 the SEPA Responsible Official hosted a Community Open House and DSEIS Scoping Workshop. The workshop provided an opportunity for interested citizens to obtain information on the planning process, and to submit comments to the Responsible Official on the Scope of the DSEIS. On August 6, 2001 County and City staffs and the consultant participated in a meeting hosted by the McCormick Woods Homeowners' Association for the purpose of informing and involving residents of the area in the sub-area planning process. On August 13, 2001 the County hosted a second Community Open House meeting to provide citizens with an opportunity to ask questions, obtain answers and voice concerns to county staff/consultant team.

On Wednesday, August 15, 2001 the scoping comment period closed. And on August 28, 2001 the Planning Commission held a work-study session to gain a better understanding of the objectives of the planning effort, the proposed planning process, and the substance of public comments on the proposed sub-area plan alternatives.

- J. **The Public Participation Process Following Release of the Draft Plan/DSEIS.** Following release of the draft, a community open house and workshop meeting was

held to present the Draft Plan/DSEIS document, discuss key issues and recommendations in the draft, answer questions, and describe opportunities for public participation. This meeting was held on October 29, 2001

On October 30, 2001, the Kitsap County Planning Commission held a work/study public meeting to review the Draft Plan/DSEIS document in advance of their scheduled public hearing. On November 7, 2001 the Planning Commission held an open record public hearing to accept oral and written public testimony on the proposed draft sub-area plan. At the close of testimony, the Planning Commission continued the public hearing to November 13, 2001 for receipt of additional public testimony. After accepting public testimony at the November 13, 2001 hearing, the Planning Commission began deliberations on the testimony received, and started to prepare findings, conclusions and a recommendation for transmittal to the Board of Commissioners (BoC). The Planning Commission held a second open record public hearing on December 4, 2001 to accept further public testimony and continue the preparation of findings, conclusions and a recommendation for the BoC.

On January 8, 2002, the Planning Commission forwarded its findings, conclusions and recommendations to the BoC. The Planning Commission recommended that the "no action" alternative described in the Draft Sub-Area Plan/DSEIS be adopted, and that all areas potentially suitable for urban growth in South Kitsap County be studied in one concurrent, rather than phased, planning process.

The Final Supplemental Environmental Impact Statement (FSEIS) was issued on January 9, 2002. The FSEIS summarized the land use alternatives, impacts and mitigation contained in the DSEIS, and responded to all comment letters received on the DSEIS.

The BoC conducted its own public hearing on the Draft Sub-Area Plan on February 26, 2002. During this hearing, the BoC received oral and written public testimony and deliberated upon the Planning Commission's recommendation. The BoC elected to hold the record open for submission of written testimony until March 22, 2002, and continued the decision-only portion of their hearing to March 25, 2002.

At the March 25 hearing, the BoC considered and discussed public testimony and began preparing their decision. The BoC directed County staff to develop additional information supporting a modified version of the "preferred plan alternative" upon which the Draft Plan was based. Specifically, the BoC directed that:

- "No build" areas be more clearly identified;
- The "Town Center" concept be further emphasized;
- Mixed-density areas be considered; and
- Some areas reserved for medium density multi-family development be relocated.

The BoC continued this hearing to April 1, 2002 for further deliberations, and directed staff to develop the information summarized above for its regular public work/study meeting on March 27, 2002.

During the March 27, 2002 work/study meeting, the BoC discussed modifying portions of the Draft Sub-Area Plan's narrative and goals and policies, and discussed a conceptual site plan map that depicted one way to implement the revised plan language.

At the BoC's April 1, 2002 public hearing, staff presented modified plan language and a conceptual site plan map. The BoC then took the following actions:

- Adopted the "preferred sub-area plan alternative" with modifications that adjusted the amounts and arrangement of uses, and placed an emphasis on a town center concept including a mixture of commercial and residential uses and densities;
- Adopted additional goals and policies to further guide the development of the approved uses in the sub-area;
- Identified a conceptual site plan/land use plan map as an illustration of a potential arrangement of land uses that could result from implementation of the sub-area plan, as modified by the BoC; and
- Directed staff to prepare amendments to the Kitsap County Comprehensive Plan, Zoning Ordinance and other development regulations as needed to implement the sub-area plan as modified and adopted by the BoC.

On April 22, 2002 the BoC adopted Ordinance 269-2002 that memorialized the BoC's actions on the draft sub-area plan.

In July 2002, the Kitsap County DCD established a McCormick Village Citizen Review Committee (CRC) to assist staff in preparing recommendations to implement the ULID #6 Sub-Area Plan "preferred alternative" adopted by the BoC.

Specifically, the CRC was formed to assist the County with the following:

- Preparing a "preferred" conceptual site plan for the sub-area, using the direction contained in the BoC's ordinance; and
- Providing input on the desired character and design of new development within the "Mixed Use Town Center" area.

The CRC held a total of five (5) meetings between August 15 and October 2, 2002. The initial CRC meeting was held on August 15, 2002 in the conference center at McCormick Woods. During this meeting, the CRC was provided with a background and overview of the sub-area planning process and the direction contained in the BoC's ordinance. Staff and the consultants also highlighted the anticipated process to implement the BoC's direction and defined the specific roles and responsibilities of the CRC. Meeting times and objectives were tentatively scheduled as well.

On September 4, 2002, the CRC toured a portion of the sub-area on foot to better understand the topography and proposed location and configuration of future uses. On September 12, 2002 the CRC was provided with a brief presentation by the consultants on mixed-use town centers, followed by a facilitated discussion regarding the committee's desired vision for development within the sub-area.

On September 18, 2002 the CRC met to review visual images of various examples of mixed-use town center developments, and to respond to specific questions posed by staff and the consultants regarding this type of development. The purpose of this exercise was to encourage committee input on the desired form and character of development within the mixed-use town center.

The CRC met again on October 2, 2002. During this meeting the CRC finalized its report and recommendation for DCD staff and the Planning Commission, and was provided with an opportunity to comment on the proposed configuration of uses depicted on the conceptual site plan/land use map that accompanied the BoC's ordinance.

On November 5, 2002, the Kitsap County Planning Commission held a work/study public meeting to review the proposed "preferred plan" alternative, corollary amendments to the Kitsap County Comprehensive Plan to ensure consistency, and proposed development regulations to implement the proposed sub-area plan. The Planning Commission continued its review of these proposed plan and code changes on December 3, 2002.

On January 28 and February 4, 2003, the Planning Commission conducted work study sessions to review additional information regarding the "preferred plan" alternative and proposed development regulations to implement the sub-area plan. On February 25, 2003, the Planning Commission received an update from DCD staff regarding the project and the remaining process and schedule.

On March 4, 2003, the Planning Commission conducted a final work study session in advance of its public hearing on the proposed "preferred sub-area plan" and implementing regulations.

On March 25, 2003 the Planning Commission held an open record public hearing to accept oral and written public testimony on the proposed "preferred sub-area plan" and implementing regulations. The Planning Commission continued its public hearing on April 15, 2003 for the receipt of additional testimony.

After accepting public testimony at the April 15, 2003 hearing, the Planning Commission began deliberating on the testimony received, and started to prepare findings, conclusions and a recommendation for transmittal to the Board of Commissioners (BoC) during its study session on May 6, 2003.

Again on June 3, 2003, the Planning Commission held a final public hearing to receive testimony on the ULID #6 Sub-Area Plan. At the close of testimony on this date, the Planning Commission formed its recommended action to the Board of County Commissioners, which was that while declining to provide a specific recommendation on the proposed inclusion of this area within an expanded UGA, the Planning Commission recommended approval of the proposed final sub-area plan, dated April 22, 2003.

The Board of County Commissioners opened the testimony period for the ULID #6 Sub-Area Plan at a public hearing on September 8, 2003. Subsequent hearings were held on September 22, 2003 as well as November 10, 2003.

On November 17, 2003, the Board of County Commissioners unanimously voted to approve the ULID #6 Sub-Area Plan and related Zoning Amendments, dated April 23, 2003.

Throughout the process, all public hearings and meetings were advertised through a variety of media, including mailings, legal ads and display ads.

4.0 THE LAND USE ELEMENT

4.1 INTRODUCTION

The goals, policies and Sub-Area Land Use Map contained in this element are based upon existing conditions information and land use analysis contained in the Draft Sub-Area Plan/Draft Supplemental Environmental Impact Statement (DSEIS) document issued on October 26, 2001. Chapter 3.0, §3.4.1 (pages 3-26 through 3-57) of the Draft Plan/DSEIS contains existing conditions information regarding land use, community growth and the economy. Chapter 5.0, §5.3.1 (pages 5-29 through 5-54) of the Draft Plan/DSEIS contains the impacts analysis and proposed mitigation for the various alternatives considered. As modified by the BoC through Ordinance 269-2002, this element implements Alternative 3 - Urban Mixed Use Community (the "Preferred Alternative"), described and analyzed in Chapters 4.0 and 5.0 of the Draft Plan/DSEIS.

4.1.1 The South Kitsap UGA/ULID #6 Sub-Area

The "sub-area" includes all of the lands within the present limits of the South Kitsap Urban Growth Area (UGA) (i.e., the McCormick North and McCormick Woods areas), as well as the entirety of the McCormick West area, which is identified in the Kitsap County Comprehensive Plan as part of the South Kitsap Urban Joint Planning Area (UJPA). The sub-area is comprised of three component parts, as indicated on Figure 3.2 on page 9

This sub-area plan represents a portion of the "Urban Joint Plan" required by the Kitsap County Comprehensive Plan for the South Kitsap UJPA. This sub-area plan, together with the planning documents prepared in Phases Two and Three of the UJPA process outlined in the Memorandum of Agreement (MoA),² upon completion, constitute the Urban Joint Plan.

4.1.2 Urban Growth Area Boundary

Under the Growth Management Act (GMA) (Chapter 36.70A RCW) "urban growth" is defined as growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces. The GMA makes clear that urban growth must occur only within properly designated UGAs, and that counties are responsible for designating UGA boundaries.

This sub-area plan includes the McCormick West portion of the South Kitsap UJPA within the limits of an expanded South Kitsap UGA. This area comprises some 619 gross acres immediately adjacent and to the west of the McCormick Woods portion of the South Kitsap UGA. The area is currently unincorporated and falls under the sole jurisdiction of Kitsap County for planning and land use permit administration. This expansion of the existing South Kitsap UGA is supported by a number of reasons, including the following:

- Existing incorporated and unincorporated UGAs in South Kitsap County do not contain sufficient urban land capacity to accommodate the 10,000 in additional urban population growth allocated to this area for the period 2013 - 2017;
- The size of the McCormick West area (619 gross acres), coupled with the fact that the majority of the area is under the unified ownership and control of McCormick Land Company (584 of the 619 gross acres), increases the likelihood of this area being able to

² The MoA, between Kitsap County and the City of Port Orchard, provides the framework for the UJPA process, and is set forth in Chapter 12.0, "Appendices," Appendix A.

efficiently accommodate significant additional urban dwelling unit and population growth;

- Significant urban infrastructure already exists within this area;
- The area is contiguous to the existing limits of the unincorporated South Kitsap UGA; and
- The existing unincorporated UGA is also contiguous to the City of Bremerton.

4.2 SUB-AREA POPULATION ALLOCATION

Consistent with the direction contained in Kitsap County Comprehensive Plan Policy UGA-3, the Kitsap Regional Coordinating Council (KRCC) recommended extending the adopted countywide population forecast to address the period 2013 through 2017. The recommended forecast, which applied the average annual growth rate of 1.77% used in the 1998 Plan, concluded that the countywide population would grow an additional 26,793 by 2017. This additional population serves as the basis for updating UGA boundaries to include areas previously designated as urban reserve.

The analysis contained in the integrated Draft Sub-Area Plan/DSEIS concluded that existing UGAs in South Kitsap County were incapable of accommodating all of the additional urban growth allocated by the KRCC. While the City of Port Orchard has the capacity to absorb some 3,598 additional people within its corporate limits, neither the South Kitsap UGA nor the East Port Orchard Unincorporated UGA are capable of accommodating the balance of the urban population allocation under current land use designations and zoning.

Consistent with the foregoing, this sub-area plan has been designed to accommodate the remainder of the KRCC urban population allocation that cannot be reasonably accommodated within the City of Port Orchard. Thus, this sub-area plan anticipates an additional 6,400 residents within the sub-area between 2001 and 2017, and a total population holding capacity at build-out of 10,430 residents in 4,172 total dwelling units.³ These population planning figures are also consistent with the conclusions of the Residential Market Analysis and Demand Outlook for the South Kitsap UGA/ULID #6 Sub-Area, prepared in July of 2001 by Robert Charles Lesser & Company, included within Chapter 12.0, Appendix G, of the integrated Draft Sub-Area Plan/DSEIS.

4.3 SUB-AREA LAND USE MAP

The Sub-Area Land Use Map is included as Figure 4.1. The map, along with goals, policies, performance standards and implementation strategies contained in this sub-area plan will be used to evaluate future proposals for development within the sub-area. Although the Sub-Area Land Use Map is not a zoning map, it is sufficiently detailed to provide clear direction for amendments to the Kitsap County Zoning Map. This section describes the land use designations to be used in implementing the Sub-Area Land Use Map.

The Land Use Map indicates the type of future development envisioned for the sub-area. It is important to keep in mind that this sub-area plan addresses the period between 2001 and the year 2017. Thus, the changes that result from the implementation of this sub-area plan will occur slowly over time.

³ The capacity was determined as follows: 6,400 converted to dwelling units, and added to the existing vested development entitlements within the sub-area and the estimated holding capacity of the McCormick West area under the existing urban reserve land use designation (2,560 + 448 + 1,139 + 25 = 4,172 x 2.5 = 10,430).

4.3.1 Sub-Area Land Use Map Designations

The following categories and land use designations are reflected on the Land Use Map, and are identical to designations contained in the Kitsap County Comprehensive Plan. The designations, as well as the accompanying narrative based largely upon language from the Kitsap County Comprehensive Plan, are set forth below. Table 4.1 shows the existing and proposed acreage in each of the different land use designations within the sub-area.

Urban Low-Density Residential: A density of 5-9 dwelling units per net acre is allowed within this designation. These areas are, or will be, provided with public sewer and water. Urban residential development is often characterized by single-family houses on individual lots within subdivisions.

Urban Cluster Residential: Like the Urban Low-Density Residential Designation, the Urban Cluster Residential (UCR) designation permits densities of 5-9 dwelling units per net acre. These areas are, or will be, provided with public sewer and water. The designation allows a combination of single family, townhouse, two-family or duplex, and multiple-family housing, and zero lot line development. The purpose of the designation is to encourage clustering of appropriate residential densities in areas most suitable for such development, while simultaneously providing a high level of protection for wetlands, streams and wildlife habitat areas, including areas that will help maintain the vitality of salmonid habitat.

The designation encourages flexibility, recognizing that exact locations of uses must be based on the location of critical areas, transportation corridors, community needs and market conditions. The designation facilitates the location of urban residential development in areas most suitable for such use, promotes a variety of housing choices, and encourages affordable housing through innovative design.

This designation should primarily be applied to areas that are characterized by larger contiguous ownership parcels with critical area constraints that are capable of development as a single, unified project. Development in the Urban Cluster Residential designation should occur in a manner that results in the design and construction of an interconnected system of pedestrian and bicycle trails linking residential neighborhoods with open spaces, recreational areas, transportation corridors and retail and employment opportunities, both within and outside the zone.

Urban Medium-Density Residential: A density of 10 to 18 dwelling units per net acre is allowed within this designation. These areas are, or will be, provided with public sewer and water. Permitted residential development includes duplexes, townhouses, multi-family dwelling and small lot single-family residences. These areas are intended to recognize existing development patterns, to maximize the return on public investment, to facilitate public transit and to promote affordable housing. These areas should have good access to major streets, commercial services and public open space. Design guidelines should be developed to help ensure that new, higher-density development is compatible with established residential areas.

Urban Village Center: This designation provides for a compatible mix of single and multi-family housing and smaller-scale commercial retail and service uses, typically in multi-story buildings. Residential densities within this designation should not exceed 18 dwelling units per

net acre. The designation is intended to promote focal points for neighborhood identity, by allowing a range of commercial and some employment opportunities in close proximity to housing. Examples of commercial uses appropriate for this designation include grocery stores, cafes, pharmacies, art and craft stores, and professional offices.

The designation also encourages flexibility; recognizing that the exact mix and configuration of uses must be responsive to community needs and market conditions. Commercial and residential uses should be allowed to mix either vertically or horizontally within the Urban Village Center designation, though a configuration that locates commercial uses on the ground floor of multi-story structures, with multi-family residential units located above is preferred. Development within this designation should occur in a manner that results in the design and construction of an interconnected system of pedestrian and bicycle trails linking the Urban Village Center to surrounding residential neighborhoods, open spaces, recreational areas, and transportation corridors.

This designation should primarily be applied in conjunction with the Urban Cluster Residential designation in areas capable of development as a single, unified project, and in areas near to higher density designations, such as Urban Medium Residential.

Business Park: The Kitsap County Comprehensive Plan provides for integrated grouping of small to medium-sized businesses within an attractive, campus setting. The intent of this designation is to allow for flexibility in site planning as well as in the amount of space within each individual business dedicated to office use, warehousing and/or light manufacturing operations. Development of the park should be on a site of at least seven acres in size and be based on an overall master plan approved by the County.

FIGURE 4.1: SUB-AREA LAND USE MAP

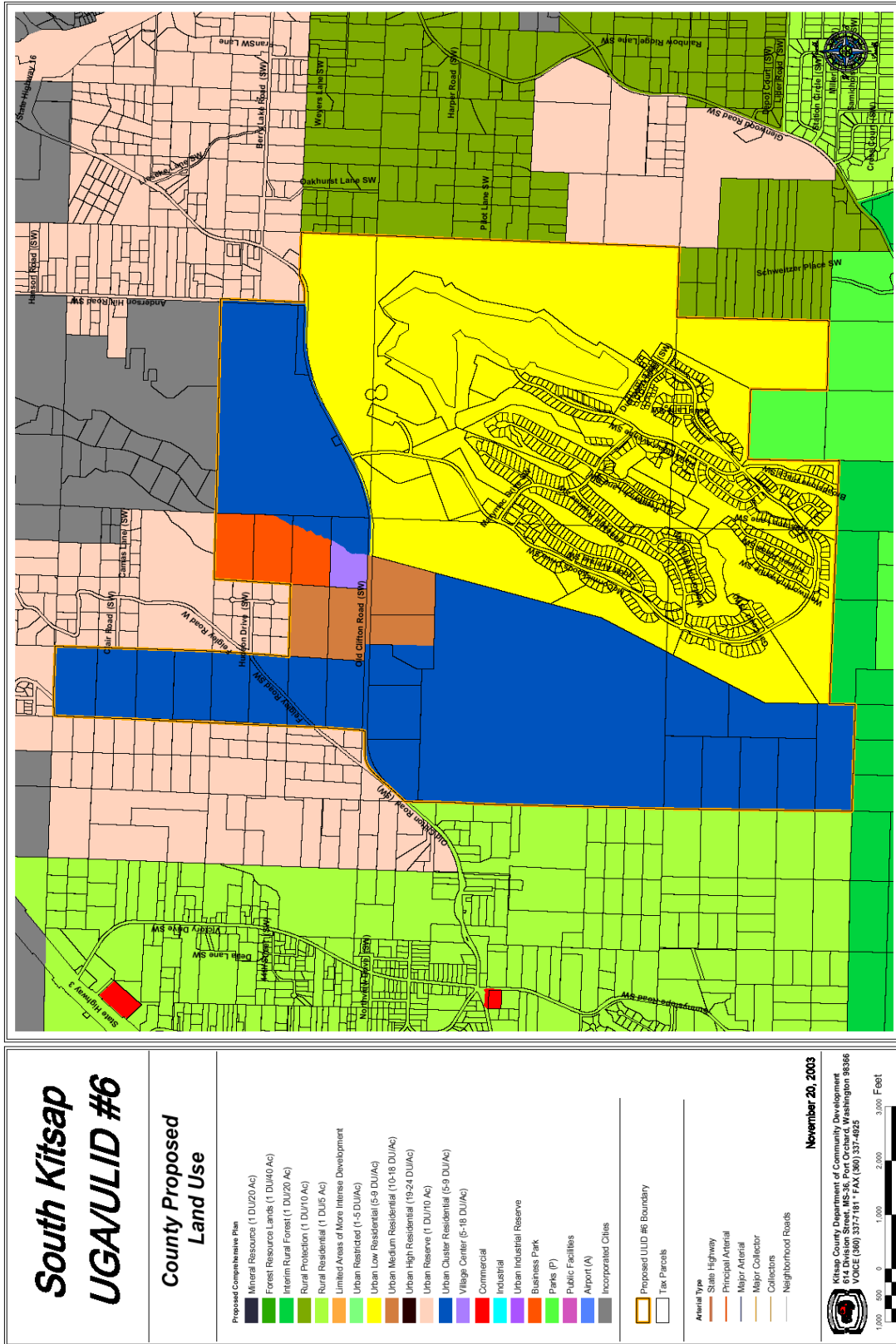


Table 4.1: Land Use Designations - Acreage within the Sub-Area	
Land Use Designation	Land Area in Gross ⁴ Acres
Urban Low Residential (5-9 d.u. per net buildable acre)	1,306
Urban Cluster Residential (5-9 d.u. per net buildable acre)	905
Urban Medium Residential (10-18 d.u. per net buildable acre)	78
Urban Village Center (up to 18 d.u. per net buildable acre)	10
Business Park	52
Public Facilities	19
Totals	2,370

4.4 GOALS AND POLICIES

Goal 1: To identify and plan, through collaborative inter-jurisdictional processes, to accommodate 6,400 of the additional urban growth projected to occur in South Kitsap County for the period between 2013 to 2017.

Policy 1.1: Include the McCormick West portion of the South Kitsap UJPA within an expanded South Kitsap UGA in order to accommodate a portion of the urban population allocated to South Kitsap County.

Policy 1.2: Adopt appropriate zoning that creates a vibrant, mixed use community through the balanced allocation of land for housing, neighborhood retail, commerce, recreation, transportation, open space and other uses.

Policy 1.3: Establish mandatory master planning requirements to ensure comprehensive and coordinated development of land within each zone located within the sub-area. Ensure that mandatory master planning provisions address the following:

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

Policy 1.4: Promote integration of housing and commercial development in locations where combining such uses would be mutually beneficial.

⁴ "Gross acres" includes both buildable lands and lands that are not buildable due to the presence of critical areas and buffers or the need to set such lands aside for public purposes such as roads, schools, open space and storm water control facilities, or that are otherwise unusable for any significant development activity.

- Policy 1.5:** Assure that capital facilities and levels of service do not fall below adopted standards or guidelines. If this occurs, reassess this land use element to determine whether changes in designations or other aspects of this element are warranted.
- Policy 1.6:** Monitor development to determine whether the assumptions of this sub-area plan regarding the rate, nature and location of development remain valid. In particular, monitor development in the urban low and urban medium residential areas to determine whether the assumption that such areas will develop between the minimum and mid-range densities remains valid. If development departs substantially from this assumption, reassess the Land Use Map and modify the goals, policies and implementing strategies as needed.
- Policy 1.7:** Adopt a restriction within §330.060 of the Kitsap County Zoning Ordinance to limit the total number of dwelling units within the sub-area to 4,172.
- Goal 2:** To provide a planned, livable community that is an attractive place to live, work and play.
- Policy 2.1:** Develop an urban village center with gathering places and convenience shopping, within walking and biking distance of residences and places of employment.
- Policy 2.2:** Encourage mixed-use development, especially in and around the urban village center.
- Policy 2.3:** Locate higher intensity uses and high density housing in areas of the ULID #6 most suitable for such uses, based on consideration of critical areas, proximity to the urban village center and location of transportation corridors.
- Policy 2.4:** Promote a variety of housing choices and opportunities through increased density and innovative design including zero lot line and small lot development, attached units, apartments and condominiums as well as traditional single-family housing.
- Policy 2.5:** Promote a pedestrian-friendly urban area so that residents and workers can walk and bike from home to work and to the urban village center.
- Policy 2.6:** Encourage attractive, safe, walkable neighborhoods through a combination of paved sidewalks and graveled paths, connecting neighborhoods and other destinations for work and play.
- Policy 2.7:** Ensure that each neighborhood is provided with pocket parks, natural open spaces or other types of meaningful open space for enjoyment and/or recreation.
- Policy 2.8:** Provides sites, as needed, for community schools.
- Goal 3:** To provide flexible development regulations that allow infrastructure efficiency to be maximized.
- Policy 3.1:** Promote maximum utilization of existing sewer infrastructure.

- Policy 3.2:** Support the Coordinated Water Service Plan adopted by the City of Bremerton and the City of Port Orchard to serve this area.
- Policy 3.3:** Support expansion of the existing telecommunications network located in Old Clifton Road to serve all planned uses, including commercial and business uses.
- Policy 3.4:** Support the development of multi-modal transportation uses to serve this urban area, including park-and-ride facilities, transit and biking, as appropriate.
- Policy 3.5:** Support the use of County Road Improvement Districts to develop additional urban road infrastructure, if applicable.
- Goal 4:** To provide an appropriate mix of urban residential and commercial lands to conveniently serve the sub-area.
- Policy 4.1:** Create a range of housing opportunities in the sub-area that further the objectives of the Housing Element of the Comprehensive Plan.
- Policy 4.2:** Promote the development of identifiable residential neighborhoods and convenience shopping areas through the encouragement of more compact development patterns, the use of shared design and landscaping characteristics, and the development of landmarks.
- Policy 4.3:** Locate higher density housing in areas of the sub-area most suitable for such uses, based on the consideration of critical areas, public utilities and services, and transportation facilities as well as proximity to commercial and business park areas.
- Policy 4.4:** Develop neighborhood or pocket parks in higher density locations where the need is the greatest.
- Policy 4.5:** Ensure that each residential neighborhood is provided with adequate open space, natural buffers, and public recreational facilities.
- Policy 4.6:** Encourage appropriately located convenience commercial development of a type and scale to serve nearby residents as well as to reduce vehicle trips out of the sub-area.
- Goal 5:** To develop a comprehensive open space and trails system within the sub-area which protects the natural environment, provides passive recreational opportunities, and is designed to link neighborhoods with significant open spaces, parks, neighborhood shopping and employment areas.
- Policy 5.1:** Establish a network of open space corridors within and on the boundaries (urban separators) of the sub-area through dedication of property, reservation of easements, or other means subject to future site-specific planning proposals.

- Policy 5.2:** Locate open space corridors by connecting wetlands, drainage corridors, and valuable habitats to other areas with development constraints, which allows open space areas to connect and function as urban wildlife corridors.
- Policy 5.3:** Locate trails in areas that are important to preserve as open spaces, such as wooded areas, wetlands and critical area buffers. Locate trails along these corridors when possible to do so without degrading the environmental functions and values of the area.
- Policy 5.4:** Design the trails system to link neighborhoods with significant open spaces, schools, recreational areas, transportation corridors and retail and employment areas.
- Policy 5.5:** Design trails to be accessible to people with disabilities as much as the natural characteristics (e.g., topography) of the area will allow.
- Goal 6:** To assure that new urban residential and commercial development is adequately buffered from rural areas, contributes to identifiable neighborhoods, and incorporates quality building design and landscape features.
- Policy 6.1:** Preserve vegetative buffers between residential areas and major arterials, and between single-family and multi-family and nonresidential uses.
- Policy 6.2:** Protect and preserve tree-covered ridges and hilltops for their visual and aesthetic benefits to nearby rural areas, as well as for their natural functions in providing habitat, controlling erosion, and retarding runoff.
- Policy 6.3:** Ensure that neighborhood retail and commercial developments are designed and developed to primarily serve the needs of those who live in the sub-area and not a regional clientele.
- Policy 6.4:** Prior to commercial, multi-family and business park development, develop design guidelines to address the compatibility of these uses, enhance neighborhood character, and to promote pedestrian friendly development.

5.0 THE ENVIRONMENTAL PROTECTION ELEMENT

5.1 INTRODUCTION

The goals and policies identified in this element are based upon existing conditions information and an analysis of the natural environment contained in the Draft Sub-Area Plan/Draft Supplemental Environmental Impact Statement (DSEIS) document issued on October 26, 2001. Chapter 3.0, §3.3 (pages 3-3 through 3-26) of the Draft Plan/DSEIS contains existing conditions information regarding the natural environment within the sub-area. Chapter 5.0, §5.2 (pages 5-3 through 5-28) of the Draft Plan/DSEIS contains the impacts analysis and proposed mitigation for the various alternatives considered. As modified by the BoC through Ordinance 269-2002, this element implements Alternative 3 - Urban Mixed Use Community (the "Preferred Alternative"), described and analyzed in Chapters 4.0 and 5.0 of the Draft Plan/DSEIS.

5.2 GOALS AND POLICIES

Goal 1: To protect and sustain the sub-area's critical areas for present and future generations.

Policy 1.1: As a condition of approval for any development affecting surface waters containing salmonid species require preparation of a habitat management plan (HMP) which demonstrates that the proposal will maintain properly functioning conditions.

Policy 1.2: Consistent with Policy 1.3 of the Land Use Element of this Plan, establish mandatory master planning requirements to ensure comprehensive and coordinated development of land within each zone located within the sub-area.

Policy 1.3: Employ a wide range of initiatives to protect plant and animal habitat areas within the sub-area, including the following:

- Cluster development;
- Mandatory master planning for each zone within the sub-area;
- On-site density transfers;
- Donation of conservation easements to qualified non-profit nature conservancy corporations (i.e., land trusts);
- Use "best available science" in developing regulations;
- Require the use of best management practices (BMPs) as a standard SEPA mitigation measure for project level development applications.

Policy 1.4: Give consideration to down-zoning environmentally constrained areas to urban restricted (1-5 d.u. per net acre) in order to protect plant and animal habitat areas within the sub-area.

Policy 1.5: Require use of native vegetation for landscaping and restoration to reduce potential loss of plant and animal habitat diversity.

Policy 1.6: Require clustering of residential development to protect key plant and animal habitat areas.

- Policy 1.7:** Require that proposals for future development within the sub-area include environmentally constrained areas in an interconnected system of passive open spaces, habitat areas and trails.
- Policy 1.8:** Require prompt post-construction replanting of lands not used for buildings, roads or parking areas in order to reduce impacts to plant and animal habitat.
- Policy 1.9:** Coordinate with the cities of Port Orchard and Bremerton, as well as McCormick Land Company to identify and designate open space corridors within and between urban growth areas on the County's Land Use Map. [Note: Chapter 36.70A.160 RCW requires that cities and counties identify open space corridors within and between urban growth areas. These open space areas must include lands useful for recreation, wildlife habitat, trails, and connection of critical areas.]
- Policy 1.10:** Require that proposals for future development within the sub-area provide continuous vegetated corridors between different drainage basins and between identified critical areas within a specific drainage basin.
- Policy 1.11:** Work with the Great Peninsula Conservancy, Kitsap County and other appropriate agencies and nonprofit organizations to identify and preserve (i.e., through the use of perpetual conservation easements) headwater areas of streams containing salmonid species.
- Goal 2:** To manage surface water, groundwater, stormwater and wastewater to ensure that water resources are protected and preserved.
- Policy 2.1:** Require that the development manage stormwater quantity in a way that approximates the natural hydrologic characteristics of the sub-area, while ensuring that all stormwater receives adequate treatment before discharge or infiltration.
- Policy 2.2:** As a condition of project approval for development within the sub-area, require mitigation measures that ensure that the quality of stormwater discharged from treatment facilities (i.e., ponds, drainage corridors, wetlands, etc.) is as close to the water quality present before human encroachments as is reasonably feasible. Site-specific studies should evaluate the hydraulic connectivity of wetlands and streams, and identify locations where infiltration is feasible and locations where detention would be an acceptable BMP.
- Policy 2.3:** Ensure that development projects within the sub-area are reviewed and conditioned in a manner consistent with the most recent version of the Washington State Department of Ecology's Stormwater Management Manual for the Puget Sound Region as adopted by Kitsap County, the Kitsap County Critical Areas Ordinance, Salmon Habitat Management Plan and Stormwater Ordinance.
- Policy 2.4:** In conditioning proposals for development, where necessary to mitigate the impacts of development within the sub-area, require the following:

- Cluster development that minimizes impervious surfaces;
- Cooperative parking such as joint (i.e., combined), shared and coordinated parking for development within areas designated for business park use;
- The use of "pavers" and other pervious surfaces for low use parking and roadway areas within the sub-area (e.g., overflow parking and emergency access roads); and
- Narrower roads and streets than those currently required under County standards. [Note: This will require corollary amendments to County road standards.]

Policy 2.5: Where necessary to mitigate the impacts of development within medium density residential and business park designations, require underground or under-building parking.

Policy 2.6: Require the use of a natural drainage systems approach to control stormwater from development within the sub-area. Where practicable, require that development capitalize on natural drainage features to hold and treat stormwater and pollutants before they are carried downslope or before they enter wetlands or surface water bodies.

Policy 2.7: Require the preservation of native vegetation to the greatest extent feasible to protect water quality and prevent erosion and sedimentation of surface water bodies.

Policy 2.8: As a condition of approval for any performance based development (PBD) within the sub-area, require the developer to coordinate with the Washington State University Cooperative Extension or other appropriate entity to establish an educational program for sub-area residents that encourages environmentally friendly alternatives to herbicide and pesticide use.

Policy 2.9: Require Spill Prevention Control and Countermeasures (SPCC) during construction and BMPs for landscape maintenance and operation of commercial facilities to mitigate water quality impacts from these activities.

Policy 2.10: Require the installation of public water and sanitary sewer systems within the sub-area, and prevent the installation of on-site septic systems. Balance consumptive use with target stream flows.

Policy 2.11: Consider the following measures when conditioning proposals to mitigate the impacts of future development within the sub-area:

- Because the sub-area is located at the headwaters of the watersheds and there are large areas of unconcentrated flow, wetlands, and intermittent streams, stormwater consider requiring additional site-specific studies to ensure that on-site and downstream water resources are being protected.
- Maximize infiltration where possible. [Note: Infiltration within the sub-area is likely to be constrained in many locations due to till soils and high water tables.]

- Incorporate low impact development strategies into stormwater management plans to reduce development impacts. These may include stormwater water reuse, use of pervious surfaces, cluster development and constructed wetland/stream features for conveyance and treatment of stormwater.
- Use applicable Ecology and Kitsap County Stormwater Management Best Management Practices (BMPs) to help to ensure stormwater quality treatment prior to recharge. Design and construction of stormwater collection and control facilities will also help to mitigate water quantity impacts by helping to maintain recharge to the shallow water table.

Goal 3: To protect the natural environment through preservation and enhancement of those features which are most sensitive to human activities and that are critical to fish and wildlife species and habitats.

Policy 3.1: Focus wetland mitigation strategies on BMPs and water quantity and water quality controls for surface water runoff and shallow groundwater infiltration. Emphasize infiltration and maintenance of the recharge capabilities of the shallow groundwater layer in the design and construction of stormwater collection and control facilities.

Policy 3.2: Facilitate the development of uninterrupted natural passageways for wildlife by connecting forested corridors with wetland habitats, as well as incorporating Kitsap County buffer requirements around individual wetlands. Cluster development to avoid loss of habitat as a result of large expanses or high percentages of impervious surfaces.

Policy 3.3: Require that future development proposals employ native plants in landscaping in order to better integrate with open space areas, habitat areas, wetlands and their buffers.

Policy 3.4: Protect wetlands, water quality and habitat through BMPs for landscape maintenance and operation that rely on plant materials and management practices (e.g., Integrated Pest Management) that minimize the use of fertilizers and chemical pesticides/herbicides.

Policy 3.5: Prohibit the use of herbicides or pesticides in areas where there is documented presence of a listed species (e.g., osprey nesting) and priority habitat. Work with the Washington State Department of Fish and Wildlife (WDFW) to restrict human activities and tree cutting within such areas, consistent with WDFW guidelines and regulations.

Policy 3.6: Require that development meet the performance standards for salmon and trout habitat conservation and protection within the consistent with the final Kitsap County Salmon Habitat Protection Plan, the Kitsap County Stormwater Management Manual, and the Kitsap County Critical Areas Ordinance, as amended. These standards should be based on best available science and on

accurate and recent regional and site-specific habitat inventory and assessment that serves to identify baseline conditions.

Policy 3.7: Evaluate all site-specific development for indirect effects to stream reaches downstream of the sub-area and the estuaries that support habitat for threatened and depressed salmonid stocks.

Policy 3.8: Preserve and maintain critical areas in as natural state as possible, emphasizing avoidance of alteration to these areas. Identify and preserve unique or significant wildlife habitat and corridors connecting important habitat areas.

Policy 3.9: Ensure that development within the sub-area results in no net loss of wetlands functions, values and acreage.

6.0 THE TRANSPORTATION ELEMENT

6.1 INTRODUCTION

The goals, policies, performance standards and projects identified in this element are based upon existing conditions information and transportation systems analysis contained in the Draft Sub-Area Plan/Draft Supplemental Environmental Impact Statement (DSEIS) document issued on October 26, 2001. Chapter 3.0, §3.4.2 (pages 3-38 through 3-45) of the Draft Plan/DSEIS contains existing conditions information regarding transportation facilities within the sub-area. Chapter 5.0, §5.3.2 (pages 5-54 through 5-74) of the Draft Plan/DSEIS contains the impacts analysis and proposed mitigation for the various alternatives considered. As modified by the BoC through Ordinance 269-2002, this element implements Alternative 3 - Urban Mixed Use Community (the "Preferred Alternative"), described and analyzed in Chapters 4.0 and 5.0 of the Draft Plan/DSEIS.

6.2 GOALS AND POLICIES

Goal 1: To provide an adequate system of arterials and collection streets which connect the sub-area and adjacent development areas to the state highway system and adjacent arterials.

Policy 1.1: Plan, design, and implement roadway widening and intersection improvements needed to provide additional capacity, and resolve potential operations and safety issues. Ensure that designs address non-motorized travel within and to/from the sub-area.

Policy 1.2: Phase street and arterial improvements to adequately meet the anticipated traffic generation of each development phase within the sub-area.

Policy 1.3: Develop a collector road system to provide for access and circulation between the various developments in and adjacent to the sub-area. Design the collector road system to reduce the potential need for local traffic to use the arterials.

Policy 1.4: Wherever possible, require that site access be to arterials and collectors. Minimize through-traffic on local residential streets.

Policy 1.5: Implement necessary transportation improvements as development in the sub-area occurs consistent with the County's Concurrency and SEPA requirements.

Policy 1.6: Establish public/private programs for funding the needed transportation improvements. Private sector funding generated within the sub-area should primarily be allocated to improvements in or adjacent to the sub-area. Potential funding programs warranting consideration include, but are not limited to, the following:

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

Policy 1.7: Employ a range of funding mechanisms for necessary transportation improvements. Where reasonably necessary to serve the needs of the proposed development, require the developer to provide on-site and off-site road, safety, and other transportation improvements.

Policy 1.8: Review all development applications and mitigation requirements as they occur over time based on traffic analyses using up-to-date traffic data.

Goal 2: Work to decrease the number of single-occupant vehicle (SOV) trips generated within the planning area, and support a mix of land uses to help internalize traffic within the sub-area and to provide a relatively balanced use of transportation capacity during peak travel periods.

Policy 2.1: Require that internal streets make provision for non-motorized transportation opportunities, consistent with Kitsap County design standards or approved variances.

Policy 2.2: Require new development within the sub-area to provide internal trails or paths that connect residential, neighborhood commercial, business park, and other land uses within the sub-area. Ensure that trails and paths provide convenient connections within the sub-area.

Policy 2.3: Develop one or more Transportation Management Programs (TMP) for the major development components of the sub-area. In particular, TMPs should be developed for business park uses within the sub-area.

Policy 2.4: Consider forming a Transportation Management Association (TMA) to assist in preparing and implementing TMPs for the sub-area. The TMA would help coordinate TMPs and provide coordination with Kitsap Transit and other County departments.

Policy 2.5: Support development of park-and-ride lots to serve some of the transportation needs of the sub-area.

Policy 2.6: Work with Kitsap Transit to provide transit service to the sub-area as it develops.

6.3 PERFORMANCE STANDARDS

Performance Standard 1: Review each development application for approval based on transportation concurrency and SEPA requirements.

Performance Standard 2: Require each development application to address the following:

- Collector and arterial road systems to provide access and circulation within each development and connections to adjacent actual or potential development parcels;
- Non-motorized system improvements that adequately connect the various developments and land uses within the sub-area; and
- Transportation Management Programs (TMPs) to help reduce reliance on SOV trips.

6.4 PROJECTS

In order to provide adequate transportation system facilities to support the sub-area land use plan, significant roadway and intersection improvements will be needed. Table 6.1, on the following pages, summarize the roadway improvements that will be needed to support build-out of the sub-area as envisioned in the Land Use Element. These improvements not only support growth within the sub-area, but also are needed to accommodate traffic from other developments (or potential developments) such as the Northwest Corporate Campus and the South Kitsap Industrial Area (SKIA).

The timing for these projects will be tied to the traffic demand-generated need for roadway improvements. Initial application for development in the sub-area will likely trigger the need for one or more of the roadway improvements listed in Table 6.1. The application for development will be conditioned to require completion of needed improvements (identified as a part of the development review process) consistent with the phased implementation of new development in the sub-area. Based upon the specific project mitigation identified during the development review process, the necessary roadway improvements needed for each particular phase of development must also be consistent with and appropriately reflected in the Kitsap County Six-Year Transportation Improvement Program (TIP) in order to ensure consistency with concurrency requirements.

Table 6.1: South Kitsap UGA/ULID #6 Sub-Area Plan - Roadway Improvement Needs

Facility	From	To	Improvement Description	Project Code¹	Lead Agency²
SR-3	Lake Flora Rd	SR 16	Widen to 4/5 lanes, access management	U-1 (DOT S-7)*	WSDOT
SR-3	Mason County Line	Lake Flora Rd	Widen to 4/5 lanes, access management	U-2 (DOT S-6)*	WSDOT
Sunnyslope Rd	SR-3	Clifton Rd	Widen to 4/5 lanes	U-3	KC
Clifton Rd	Sunnyslope Rd	Campus Pkwy	Widen to 4/5 lanes	U-4	KC
Clifton Rd	Campus Pkwy	SW Berry Lake Rd	Widen to 4/5 lanes	U-5	KC
Clifton Rd	SW Berry Lake Rd	SR 16	Widen to 4/5 lanes	U-6	KC
Tremont St	SR 16	East of Pottery Ave	Widen to 5 lanes	U-7	PO
Glenwood Rd/ Sedgwick Rd	Lake Flora Rd	SR 16	Widen to 4 lanes (note: KC 1998 Transportation Plan identifies widening to 3 lanes)	U-8 (S-10)*	KC
Sedgwick Rd (SR 160)	SR 16	To Jackson Ave	Widen to 4 lanes	U-9 (DOT S-17)*	WSDOT
Campus Pkwy	Clifton Rd	SR 16	Widen to 5 lanes	U-10	KC
Pottery Ave	Sedgwick Rd	Tremont St	Widen to 4 lanes	U-11	KC, PO
South McCormick Woods Connection	McCormick Woods	Glenwood Rd	Construct new collector road	U-12	Private
SR 3	At Lake Flora Rd	—	Add second NB and SB through lanes (see U-1 and U-2). Add exclusive EB right turn lane. Signalize intersection.	U-13	WSDOT, KC
SR 3	At Sunnyslope Rd	—	Widen SR 3 to 4/5 lanes (see U-1). Add dual left turn lanes and right turn lane on Sunnyslope Rd. Signalize intersection.	U-14	WSDOT, KC
Clifton Rd	At Sunnyslope Rd	—	Add two SB left turn lanes, add NB right turn lane, add free flow WB right turn lane, and signalize intersection. (Note: an alternative would be to realign the intersection to better serve south-to-east and west-to-north travel patterns.	U-15	KC
Clifton Rd	At School Access	—	Widen Clifton Rd (see U-4), add exclusive WB left turn lane, provide north-to-west acceleration/ merge lane.	U-16	KC
Clifton Rd	At Feigley	—	Widen Clifton Rd (see U-4) with EB and WB left turn lanes, add SB right turn lane, and signalize intersection.	U-17	KC
Clifton Rd	At Campus Pkwy	—	Widen Clifton Rd (see U-4 and U-5) with EB and WB left turn lanes, add dual SB right turn lanes, add dual SB left turn lanes, and signalize intersection.	U-18	KC

Table 6.1: South Kitsap UGA/ULID #6 Sub-Area Plan - Roadway Improvement Needs

Facility	From	To	Improvement Description	Project Code¹	Lead Agency²
Clifton Rd	At West McCormick Woods Dr	—	Widen Clifton Rd (see U-5) with exclusive EB left turn lane and signalize intersection.	U-19	KC
Clifton Rd	At McCormick Woods Dr	—	Widen Clifton Rd (see U-5) with exclusive WB left turn lanes and signalize intersection.	U-20	KC
Clifton Rd	At East McCormick Wood Dr	—	Widen Clifton Rd (see U-5) with exclusive EB left turn lane and signalize intersection.	U-21	KC
Clifton Rd	At Anderson Hill Rd	—	Widen Clifton Rd (see U-5) with exclusive EB left turn lane and north-to-west access/merge lane. Add left turn lanes on Anderson Hill Rd.	U-22	KC
Clifton Rd	At Berry Lake Rd	—	Widen Clifton Rd (See U-5 and U-6) with WB left-turn lane and signalize intersection.	U-23	
Clifton Rd/Tremont St	At SR 16 SB interchange ramp	—	Widen Clifton Rd (see U-6 and U-7) with WB left-turn lane and signalize intersection.	U-24	WSDOT
Clifton Rd/Tremont St	At SR 16 NB interchange ramp	—	Widen Clifton Rd (see U-6 and U-7) with EB left and WB right turn lanes and signalize intersection.	U-25	WSDOT
Tremont St	At Pottery Ave	—	Widen Tremont St (see U-7) with exclusive EB and WB left turn lanes, and modify traffic signals.	U-26	PO
Sedgwick Rd	At SR 16 SB interchange ramp	—	Widen Sedgwick Rd (see U-8 and U-9), including WB left turn lane, and modify traffic signals.	U-27 (DOT S-13)*	WSDOT
Sedgwick Rd	At SR NB interchange ramp	—	Widen Sedgwick Rd (see U-9), provide EB left turn lane and NB right turn lane, and modify traffic signals.	U-28 (DOT S-13)*	WSDOT
Lake Flora Rd	At McCormick Woods South Connection	—	Add EB left turn lane, WB right turn lane, and south-to-east acceleration/merge lane.	U-29	
Pottery Ave	At Berry Lake Rd	—	Add NB left-turn lane and EB left turn lane.	U-30	KC
Lake Flora Rd	At Sunnyslope Rd	—	Add EB left-turn lane and SB left turn lane.	U-31	KC

1 – See Figure F-1; DOT = WSDOT project; S = South Kitsap Sub-area project; U = ULID #6 identified improvement
 2 – WSDOT = Washington State Department of Transportation; KC = Kitsap County; PO = Port Orchard
 NB = northbound, EB = eastbound, SB = southbound, WB = westbound
 * - Project included in Kitsap County Transportation Plan – 1998 Transportation Appendix

7.0 THE CAPITAL FACILITIES ELEMENT

7.1 INTRODUCTION

The Capital Facilities Element for the South Kitsap UGA/ULID #6 Sub-Area Plan identifies the capital improvements and services necessary to meet the adopted levels of service for the urban growth area while identifying funding to implement the planned facilities and service improvements. This element evaluates the financial capability of the sub-area to provide adequate public facilities and services that are needed to accommodate the projected growth.

Capital facilities, for the purpose of this element of the sub-area plan, include fire protection and emergency medical services, law enforcement, parks, schools, water, sewer, stormwater and solid waste collection and disposal. Many of these public services and facilities are provided by entities other than Kitsap County, including cities and special purpose districts. Therefore, care has been taken to ensure that coordination between the County's planning for urban growth within the sub-area is consistent with the availability of the needed public facilities and services provided by other agencies and special districts.

With the adoption of this sub-area plan, this Capital Facilities Element becomes an integral part of the Kitsap County Capital Facilities Plan (CFP). It identifies improvements to the public facilities and services necessary to support the growth allocated to the sub-area and the schedule and funding sources for those capital improvements.

7.2 CAPITAL FACILITY IMPROVEMENTS

7.2.1 Fire Protection and Emergency Medical Services

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates (in Policy 1.2.4 and 1.3.4) that fire and emergency medical service is a Category "D" public facility. Category D facilities are provided by entities other than Kitsap County, therefore the standards for levels of service do not apply to the County's annual budget or Capital Improvements Program (CIP). However, the standards for levels of service do apply to the annual budgets and CIPs of the entities that provide the public facilities. The adopted levels of service for these types of public facilities and services are also exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

Based upon the level of service standard for Fire District No. 7 of 0.595 fire and emergency units per 1,000 in population, the growth anticipated under this sub-area plan will generate a demand of between 3 to 5 new fire/emergency units (i.e., fire engines, water tenders, and medic units) at build-out.

According to the Kitsap County Capital Facilities Plan (Table FP-15), Fire District No. 7 has anticipated the need for two additional fire stations in the District during the planning period. These new stations include the upgrading of existing volunteer stations to "career" or full-time 24-hour staff status as warranted. Both of these new stations address any upgrade to existing facilities needed for the South Kitsap UGA/ULID #6 Sub-Area due to planned population increase (i.e., upgrading of Station 6 or 18). The projected costs and revenue sources for the station upgrades are shown in Table FP-15 of the County's CFP.

Revenue sources for mitigation come from property taxes collected for the District from special levies based on property valuation. Increases in the assessed valuation of property

resulting from urban development in the sub-area are the mechanism for generating additional property tax-based revenues to support provision of additional fire protection and emergency medical services and facilities.

7.2.2 Law Enforcement

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates (in Policy 1.2.3 and 1.3.3) that corrections facilities are a Category “C” public facility. Category C facilities are typically provided by Kitsap County and, therefore, the standards for levels of service apply to the County’s annual budget and Capital Improvements Program (CIP). However, the adopted levels of service for these types of public facilities are exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

Based upon the adopted Kitsap County level of service standards for correctional facilities per 1,000 in population, the growth anticipated under this sub-area plan will generate a need for the following:

- 8 to 16 new adult corrections facility beds at build-out;
- 1 to 2 new work release facility beds at build-out; and
- 2 to 3 new juvenile facility beds at build-out.

The CFP (in Table LE-10) indicates that a new 312-bed expansion of the adult jail is planned for completion in 2003. Jail expansion is being financed through the 1/10% criminal justice incremental sales tax implemented by the County. The County financed the recent juvenile facility expansion through a general obligation bond issue. The new facilities were sized to accommodate projected population growth for the next twenty years in Kitsap County. These facilities appear adequate to accommodate the additional incremental needs for correctional facilities brought about due to eventual urban development in the sub-area.

Law enforcement personnel, equipment and vehicle costs for the Sheriff’s Department are financed through the General Fund. Increases in the assessed valuation of property resulting from urban development in the sub-area are the mechanism for generating additional property tax-based revenues to support provision of additional (non-capital facility) law enforcement services.

7.2.3 Public Education Facilities

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates (in Policy 1.2.4 and 1.3.4) that public schools are a Category “D” public facility. Category D facilities are provided by entities other than Kitsap County, therefore the standards for levels of service do not apply to the County’s annual budget or Capital Improvements Program (CIP). However, the standards for levels of service do apply to the annual budgets and CIPs of the entities that provide the public facilities. The adopted levels of service for these types of public facilities are also exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

Based upon a standard household size of 2.5 persons per household, the growth anticipated under this sub-area plan will generate between approximately 832 to 1,677 new students ranging from grades K-12 at build-out.

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates (in Table SC-10) that the District has planned for an additional high school

during the planning period in order to accommodate projected new growth in the District and relieve the relatively high existing classroom sizes at the high school. Despite the current declining enrollment, and given the expected upturn in enrollment based upon anticipated population growth in the sub-area, it is likely that the new high school will still be needed to accommodate projected growth in the District, including the sub-area (although it may not be needed until after the year 2010). The projected costs and revenue sources for the new high school are shown in Table SC-10 of the County's CFP.

The 20-acre school site currently owned by the District in the McCormick West portion of the sub-area could be developed as either a new elementary or junior high school to accommodate new students from the sub-area. The South Kitsap School District is acquiring approximately 60 additional acres to use for future school facilities. The site is located on the North side of Old Clifton Road, immediately west of the proposed Medium Density Residential area and near the proposed Village Center.

Additional mitigation comes from property taxes collected for the District from both general and special levies and, potentially, from state funding formulas. Increases in the assessed valuation of property resulting from urban development in the sub-area is the mechanism for generating additional property tax-based revenues to support provision of necessary school facilities and operations.

The District may propose increased tax levies to the voters when the need for a new school is warranted, based on adopted level of service standards being exceeded (i.e., classroom size limits). However, if the voters fail to approve bond measures to construct new facilities, the District may increase its classroom size limit (LOS) and/or bring in temporary (portable) classroom facilities to accommodate the increased student levels.

Kitsap County also collects impact fees on new residential development for the School District. Estimates of projected revenues from school impact fees, based on the estimated net additional residential holding capacity of the sub-area, are shown below. The revenue estimates are applied at the single-family unit rate and assume a steady-state constant dollar impact fee for the duration of build-out of the sub-area, but do not include future "infill" development within the existing McCormick Woods PBD.

Based on the current school district impact fee of \$962.60 for a single-family dwelling unit, the plan is expected to generate between approximately \$1.68-\$3.40 million (constant 2001 dollars) in total school impact fees by build-out.

7.2.4 Parks and Recreation

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates (in Policy 1.2.3 and 1.3.3) that Parks/Open Space is a Category "C" public facility. Category C facilities are typically provided by Kitsap County and, therefore the standards for levels of service apply to the County's annual budget and Capital Improvements Program (CIP). However, the adopted levels of service for these types of public facilities are exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

Based upon adopted Kitsap County level of service standards for park and recreational facilities per 1,000 in population, the growth anticipated under this sub-area plan will generate a need for the following:

- 26 to 53 new acres of regional parks at build-out;
- 5 to 10 new acres of local parks at build-out; and
- 26 to 52 acres of open space at build-out.

In April 2003, Kitsap County purchased approximately 1,200 acres of parkland south and west of the sub-area. Together with lands already acquired or owned by Kitsap County and/or the State of Washington, this creates the approximately 2,000 acre “Coulter Creek Heritage Park”. This Park, which was established cooperatively with McCormick Land Company, defines the edge of the urban area and will contribute to active and passive recreation for South Kitsap residents now and in the future.

Due to the size, presence of development constrained critical areas, and relatively undeveloped nature of the McCormick North and McCormick West areas there are significant opportunities available for parks and open space areas within the sub-area. In fact, the assumptions used for determining holding capacity (by conversion of gross to net acres available for development) in the plan indicate that up to 15% of the McCormick North and McCormick West portions of the Sub-area would be reserved for “public facilities,” excluding schools and roads which have separate planned land set-asides. This could account for as much as 150 acres of land being available for public facilities. Presumably, the majority of this acreage could be used for parks and open space. In addition, there are some 230 acres of identified critical areas and buffers within McCormick North and McCormick West, some portion of which should be used, as feasible, for passive recreational or open space use. This could provide more than adequate on-site land area for local and regional parks, open space and trails necessary to meet or exceed the adopted County LOS standards under the sub-area plan. The additional incremental demand for regional (including community) parks could be met through a combination of on-site dedication of open space land for such purposes, future development of the Square Lake/Calvinwood recreational and open space sites, or other planned regional parks and facility improvements in South Kitsap County identified in Table PR-10 of the CFP.

Revenue sources for park and recreational facilities include retail sales and real estate excise taxes, impact fees, general obligation bond issues (i.e., both council and voter-approved), and state grant and loan programs (e.g., Inter-Agency Commission on Outdoor Recreation (IAC)).

Estimates of projected revenues from park and recreation impact fees, based on the estimated net additional residential holding capacity of the sub-area, are discussed below. These revenue estimates are applied at the single-family unit rate and assume a steady-state constant dollar impact fee for the duration of build-out of the sub-area, but do not include future “infill” development within the existing McCormick Woods PBD.

Based on the current 2001 park and recreation impact fee of \$491.40 per single-family dwelling unit, this sub-area plan is expected to generate between \$0.86 to \$1.73 million (constant 2001 dollars) in total park impact fees by build-out.

7.2.5 Water System

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates (in Policy 1.2.4 and 1.3.4) that public water supply is a Category “D” public facility. Category D facilities are provided by entities other than Kitsap County, therefore the standards for levels of service do not apply to the County’s annual budget or Capital Improvements Program (CIP). However, the standards for levels of service do apply to the

annual budgets and CIPs of the entities that provide the public facilities. The adopted levels of service for these types of public facilities are also exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

A. Port Orchard Service Area

The additional water demand required to support build-out of the sub-area is analyzed by the proposed McCormick Woods Water Company (MWWC), Water Comprehensive Plan Amendment (February 2003) prepared by Hugh Goldsmith & Associates. That document assumes a total projected build-out of 2,852 equivalent residential units (ERUs) for McCormick Woods and McCormick West by 2017. This assumes build-out of McCormick Woods to its vested 1,139 ERUs and build-out of McCormick West at approximately 1,500 ERUs. This is somewhat less net new residential development than is envisioned in this sub-area plan. Based on these growth assumptions, the proposed Water Comprehensive Plan Amendment projects a year 2017 average annual demand of 926-acre feet/year and a maximum day demand of 1,287 gallons per minute (gpm). The Water Comprehensive Plan has been approved by the State Department of Health (DOH).

The MWWC Water Comprehensive Plan Amendment (February 2003, Hugh Goldsmith & Associates) acknowledges the existing water supply shortfall necessary to meet the projected demand for build-out of the sub-area. It also proposes a series of strategies to acquire and deliver the needed water supplies to the sub-area consistent with projected build-out. There are four primary steps to provide adequate water supplies to the service-area, which are described below.

Maximize existing water rights already in hand. The remaining existing (i.e., unused) water right capacity for McCormick Woods can serve the area until approximately 2004 based on historic growth trends.

Secure interim supplemental water supplies from the City of Bremerton. The cities of Port Orchard and Bremerton have adopted an inter-local agreement that provides for a long-term continuous water supply for the McCormick Woods and McCormick West portions of the sub-area. This agreement provides the sub-area with adequate water supply until Port Orchard can acquire the necessary water rights to supply the unmet demand. This agreement accounts for a maximum of 285-acre feet/year of annual average demand and a maximum day demand of 350 gpm. The agreement also spells out the necessary improvements and financing mechanisms required for implementation. The agreement between the two cities is contained in Appendix I to this plan.

Secure the pending water rights for which application has already been made (1992). Applications pending before the Washington State Department of Ecology would provide an additional 150-acre feet/year annual average demand and 150 gpm maximum day demand.

Make application for (and secure) new water rights. New water rights applications will be needed to cover anticipated demand beyond that met by steps 1 through 3, above. This is projected to amount to approximately 191-acre feet/year and 187 gpm maximum day demand.

The projected demand for water is planned to be accommodated based on the MWWC Water Comprehensive Plan Amendment (February 2003, Hugh Goldsmith & Associates) provisions outlined in the following table.

Table 7.1: Estimated Water Demand and Supply for McCormick Woods and McCormick West at Build-Out (2017)		
	Average Annual (acre feet/year)	Maximum Day (gallons per minute)
Future Water Demand (2017)	921	1,280
Total	921	1,280
Future Water Supply Sources (2017)		
Existing Water Rights	300	600
Pending (1992) Water Rights Applications	150	150
New (Future) Water Rights	186	180
Bremerton Supply by Contract	285	350
Total	921	1,280

B. Bremerton Service Area

The City of Bremerton is the water service provider to the McCormick North portion of the sub-area. The City is currently planning improvements to its water system in order to provide service to McCormick North, as well as the proposed inter-tie with the MWWC system to provide supplemental water supply to McCormick Woods and McCormick West. The City bases its water demand forecasts for the sub-area on an average level of service of 202 gpd per ERU. Based on the adopted LOS of 202 gallons per day per ERU, this sub-area plan is expected to generate a demand of 196,950 to 354,510 gpd of water at build-out for McCormick North requiring new public water supply, storage and distribution facilities from the City of Bremerton.

Bremerton-Port Orchard Inter-tie

Under the cooperative water system planning approach being taken by the two water purveyors, Bremerton will supply additional water to McCormick Woods and McCormick West by construction of a new inter-tie between the two systems. Rather than increasing costs to duplicate water transmission and storage facilities, this proposal would allow for shared facility use. It would also provide an important connection to a reliable source in case of emergency (e.g., contamination, water main break, etc.) or failure of the existing stand-alone MWWC system infrastructure. The inter-tie would also allow the MWWC system to provide emergency fire flow to Northwest Corporate Campus (i.e., by using the existing 580 zone reservoir) in the near-term without Bremerton having to construct its own reservoir (if later warranted by other demand, construction may warrant it much later in the planning period).

C. Capital Improvement Program

Port Orchard Service Area

The McCormick Woods Water Company (MWWC) Water Comprehensive Plan Amendment (February 2003) identifies additional water system supply, storage, and distribution facility needs based on a likely build-out scenario of 2,852 ERUs for McCormick Woods and McCormick West. This is consistent with the anticipated build-out of these portions of the sub-area under this sub-area plan.

The MWWC Water Plan Amendment identifies the following required water system improvements and timing necessary to meet the projected build-out of McCormick Woods and McCormick West. [Note: Planned water system capital facility improvements are shown in all caps, below]. The future facility improvements are also illustrated on Figure 7.1, on the following page.

Water Source

2001 - 2003 Existing source sufficient through 2003.

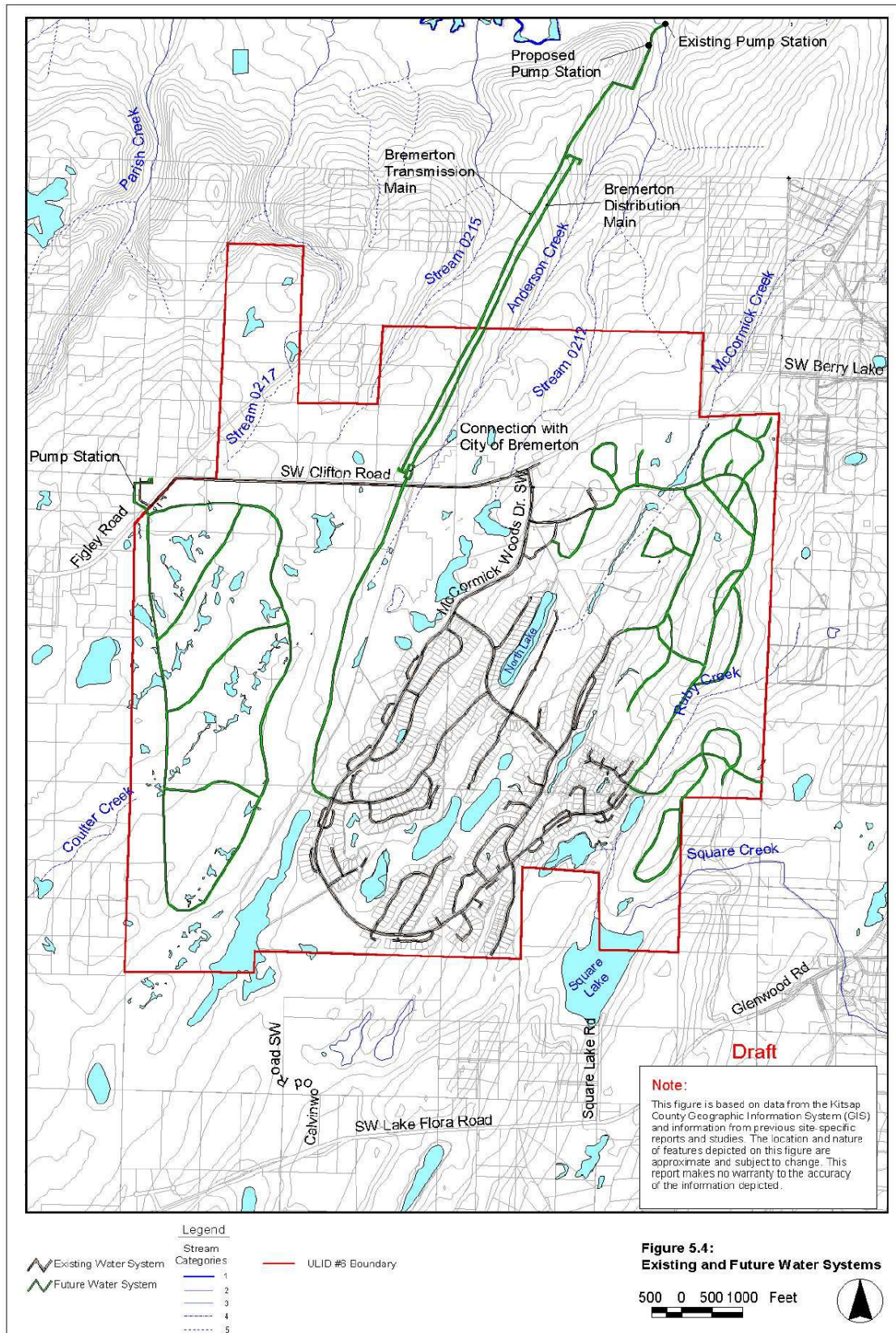
2003 - 2009 Connection to Bremerton system and contract to supply 350 gpm (guaranteed continuous) scheduled for 2003. Infrastructure to connect the Bremerton system to the MWWC system is currently programmed in Bremerton's CIP and scheduled to be constructed in 2002.

2009 - 2012 It is anticipated that the pending water rights application (submitted to DOE in 1992) to allow additional withdrawal from the existing well field (150 gpm, 150 ac-ft) will be granted by 2009. No additional infrastructure improvements to the well field are required to increase its capacity.

2012 – 2017 NEW WELL REQUIRED - It is assumed that new water rights will be granted for a new well to supply 187 gpm, 191 ac-ft. Conceptual plans would locate the new well at the existing 0.45 million gallons per day (mgd) 580 reservoir site near the intersection of Old Clifton Road and Feigley Roads. The new well would pump directly into the reservoir/piping system.

NOTE: Additional water conservation efforts could also reduce/defer the need for new water rights.

FIGURE 7.1: EXISTING & FUTURE WATERS SYSTEMS



Capital improvement cost for the new well on the reservoir site is estimated to be approximately \$150,000, including permitting and special studies (in 2001 dollars).

Water Storage

2001 - 2004 The existing 0.45 MG reservoir has sufficient capacity for 975 ERUs (assumed by 2004).

2004 - 2017 NEW 0.45 MG RESERVOIR REQUIRED - A new 0.3 million-gallon reservoir (minimum) will be constructed on the existing reservoir site. The existing reservoir was designed and constructed assuming a second reservoir would be constructed on the same site. No major system modifications are required.

Capital improvement cost for the new reservoir is estimated to be approximately \$450,000 (in 2001 dollars).

Pumping Capacity

2001 - 2017 The existing 580 zone pump station has sufficient capacity through full build-out. No capacity improvements are required.

2008 – 2017 NEW 660 ZONE PUMP STATION - It is assumed that the first 500 ERUs in McCormick West would be constructed in the 580 zone (i.e., the eastern one-half of the 619 acre McCormick West portion of the sub-area). After 500 ERUs (assumed by 2008) or if development is desired above elevation 465 (i.e., the western one-half of the 619 acre McCormick West portion of the sub-area), construction of the 660 pump station, and implementation of the 660 zone, is required. The 660 zone pump station will be located on the existing 580 reservoir site adjacent to the existing reservoir.

Capital improvement cost for the new pump station is estimated at approximately \$350,000 (in 2001 dollars).

Transmission/Distribution

2001 – 2017 The existing 16” transmission main in Old Clifton Road is adequately sized to serve build-out conditions (based on 2,852 ERUs). No capacity upgrades are required.

Based on hydraulic system modeling of full build-out conditions, all other new distribution mains in the system will be 12” in size (or smaller) and it is anticipated that they would be constructed as part of the individual development phases and financed via developer extension.

CIP Costs and Revenue Sources

The total capital facility costs estimated for future improvements to the MWWC system are approximately \$950,000 (in 2001 dollars). The major CIP costs are summarized in the following table.

Table 7.2: McCormick Woods Water Company Water Comprehensive Plan (2001-2017) Capital Facility Improvements	
Capital Facility Improvement	Projected Cost (2001 dollars)
New Well Field	\$150,000
New 300,000 Gallon Reservoir	\$450,000
New 660 Zone (McCormick West) Pump Station	\$350,000
Total	\$950,000

There are three main sources of revenue for water service according to the City of Port Orchard Utility Ordinance (see Ordinance No. 1799), as follows:

1. Water Rates. These are bi-monthly rates assessed to development for water treatment and delivery based on the amount of use. Rates vary depending on the amount of water used. The current (year 2001) rate for a single-family residence is approximately \$15.00 every two months. However, for properties outside the City (e.g., the sub-area) a 50% surcharge is applied bringing the total single-family bi-monthly rate to \$22.50. Therefore, a new single-family residence in the Port Orchard service area of the unincorporated sub-area can expect to generate approximately \$135 in annual water rate fees (in 2001 dollars).

Estimates of projected revenues from water rate fees for new water system users (based on the net additional ERUs projected in the service area by the MWWC Amendment) would amount to approximately \$289,575 annually (in 2001 dollars) at build-out and beyond. This assumes total build-out of 2,835 ERUs in McCormick Woods and McCormick West, minus the existing 690 ERU connections in McCormick Woods. It also assumes no changes to the existing fee structure or rate.

2. Connection Fees. Connection fees are designed to mitigate the impacts of new demands on water system facilities. They apply to all new construction or redevelopment that increases the total number of ERUs. The current year 2001 connection fee is \$1500 per ERU (in this case the City of Port Orchard defines an ERU as 180 gallons of metered water). This fee is not automatically adjusted for inflation.

Estimates of projected revenues from new connection fees (based on the net additional ERUs projected in the service area by the MWWC Amendment) would amount to \$1.6 million (in 2001 dollars) by the end of the planning period. This assumes total build-out of 2,835 ERUs in McCormick Woods and McCormick West, minus the existing 690 ERU connections in McCormick Woods. This should be viewed as a conservative estimate since it assumes no increase to the existing

connection fee for the life of the planning period (2001-2017) and does not include the \$50 per meter inspection fee charged by the City for new connections.

3. Fees in Lieu of Assessment. These are fees assessed to properties based on their impact to the existing water system. The City of Port Orchard exempts properties within the ULID #6 area from the fee-in-lieu-of-assessment due to the previous participation of these properties in the construction of the initial McCormick Woods Water Company facilities. Therefore, no revenue is projected to occur from this source as a result of future development in the sub-area.

Bremerton Service Area

The City of Bremerton has identified water system facility improvements necessary to provide service to the McCormick North and to provide the unmet need projected for McCormick Woods and McCormick West. These improvements are included in the “580 pressure zone expansion” amendment to the City’s water system plan. The future facility improvements are illustrated on Figure 7.1 on page 44.

Water Source

The existing water source is expected to be sufficient through the planning period (2001-2017).

Water Storage

A new 1.0 million gallon reservoir (maximum) will likely be required toward the later stages of the planning period (approximately 2011-2017) for the sub-area. It is planned for construction in close proximity to the existing MWWC reservoir site near the intersection of Old Clifton Road and Feigley Road at the top of Anderson Hill.

Capital improvement cost for the new reservoir is estimated to be approximately \$885,000 (in 1999 dollars).

Pumping Capacity

A new booster pump station will be required to lift water uphill from the existing Anderson Hill Pump Station (located near the intersection of Anderson Hill Road and SR 16) to serve McCormick North as well as the proposed inter-tie with the MWWC system.

Capital improvement costs for the new booster pump station are estimated at \$633,000 to \$850,000 (in 1999 dollars) depending upon which pump sizes are used.

Transmission/Distribution

A new transmission main running from the Anderson Hill Pump Station to the new connection with the MWWC system at Old Clifton Road is required to provide service to McCormick North, the MWWC inter-tie, and Northwest Corporate Campus.

Capital improvement cost for the new transmission main is estimated at \$1.7 million (in 1999 dollars).

A new separate distribution main will also be needed to provide service to McCormick North and Northwest Corporate Campus. It would be constructed as part of the individual development phases and financed via developer extension.

CIP Costs and Revenue Sources

The total capital facility costs estimated for future improvements to the Bremerton 580 pressure zone system needed to serve the sub-area range from \$3.22 to \$3.43 million (in 1999 dollars) according to the City’s water system plan amendment. However, these facility improvements are also required to serve other projected new users within the 580 zone of the Bremerton water service area (e.g., Northwest Corporate Campus) and are not solely needed to serve the growth envisioned in this sub-area plan. The major CIP costs are summarized in Table 7.3.

The City of Bremerton uses a variety of revenue sources to pay for water system use and to amortize long-term and high cost future improvements. These include general facility fees, assessment fees (based on lot front footage), installation fees (where appropriate), and bi-monthly water rate fees.

Table 7.3: City of Bremerton 580 Pressure Zone Water System Capital Facility Improvements (2001-2017)	
Capital Facility Improvement	Projected Cost (1999 dollars)
New 1.0 Million Gallon Reservoir	\$885,000
New Anderson Hill Booster Pump Station	\$633,000-\$850,000
New Transmission Main	\$1,700,000
Total	\$3.22-\$3.43 million

7.2.6 Wastewater Collection and Treatment Facilities

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates (in Policy 1.2.4 and 1.3.4) that sanitary sewer service is a Category “D” public facility. Category D facilities are provided by entities other than Kitsap County. Therefore, the standards for levels of service do not apply to the County’s annual budget or Capital Improvements Program (CIP). However, the standards for levels of service do apply to the annual budgets and CIPs of the entities that provide the public facilities. The adopted levels of service for these types of public facilities are also exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

The City of Port Orchard is the sanitary sewer service provider to the sub-area. The system is owned, operated and maintained by the City of Port Orchard to serve approximately 2,300 ERUs. McCormick Woods, McCormick West and McCormick North are within the ULID #6 service area. ULID #6 is an approximately 3 mile system of existing gravity sewer, pressure sewer and 2 pump stations that were constructed in 1995. The ULID #6 system extends from the intersection of Feigley Road and Old Clifton Road along Old Clifton Road and Tremont Street, to connect to the City of Port Orchard system in Tremont Street. The system is owned, operated and maintained to serve approximately 2,300 ERUs.

The existing ULID #6 system will be the means by which growth in the sub-area will be served with sanitary sewer. To serve the fully developed sub-area as currently planned, the capacity of the ULID #6 system must be extended into the developments. System capacity improvements are discussed in the following section, "Conveyance Facility Improvements." Systems upgrades will be phased as necessary to meet growth in the sub-area.

The City of Port Orchard prepared and adopted a recent Comprehensive Sewer Plan in year 2000. The entire sub-area, as well as surrounding areas such as the South Kitsap Industrial Area (SKIA) and Northwest Corporate Campus, is included within the City's projected future sewer service area. The Sewer Plan indicates that the "West Branch" of the City's sewer system is planned to accommodate future sewer flows from the sub-area as well as Northwest Corporate Campus, SKIA and other surrounding areas. The Sewer Plan currently assumes a 20-year net demand of approximately 2,100 ERUs for the sub-area portion of the sewer service area.

The City of Port Orchard and Kitsap County Sewer District No. 5 have planned for providing sanitary sewer service to the sub-area and determined that improvements to both conveyance facilities and the joint wastewater treatment plant will be required to accommodate the new urban development. These improvements are described more fully below.

Conveyance Facility Improvements

Conveyance facility improvements include pump station upgrades for the ULID #6/McCormick Woods Pump Station No. 1 and No. 2 and new enlarged capacity for the Port Orchard Boulevard Sewer Main (i.e., the gravity sewer main that will receive future flows from the sub-area and that connects to the treatment plant). These improvements and their planned costs are identified in the City's Comprehensive Sewer Plan (see Table 21). The ULID #6/McCormick Woods Pump Station upgrades include replacement and upgrades to the two existing pumps in each of the two lift stations with total costs estimated at approximately \$200,000. The Port Orchard Boulevard Sewer Main improvements include the installation of 1.1 miles of new sanitary sewer gravity main from 24 to 36 inches in diameter. This project is estimated to cost approximately \$500,000 and is scheduled for construction in 2002.

Joint Wastewater Treatment Facility Improvements

The existing Joint Wastewater Treatment Facility (JWWTF) is currently operating at approximately 85% of capacity and needs to be expanded in order to accommodate urban development within the sub-area. Improvements to the JWWTF include updated liquid/solids separation and treatment processes and capacity expansion to accommodate new urban development in the sub-area as well as other portions of the service area. These improvements and their planned costs and revenue sources are identified in the City/District Preliminary Facility Plan (See Chapter 8, Implementation, and Chapter 9, Financial Plan). Treatment plant improvements alone related to expansion required by new development projected in the entire sewer service area (i.e., the sub-area as well as SKIA, Northwest Corporate Campus, and other areas) are estimated at approximately \$11.5 million (in year 2000 dollars). Construction of the expanded JWWTF is scheduled for completion in 2004.

Any capacity improvements to the wastewater treatment plant needed due to increased demand generated by growth in the sub-area would be paid back through "fair share" sewer connection

fees and other charges for new development. There are four main sources of revenue for sewer service in the sub-area:

1. Sewer Rates. These are bi-monthly rates assessed to development for wastewater treatment based on the type of use and amount of sewage generated. Rates vary depending on the use. The current (year 2001) rate for a single-family residence is approximately \$46.00 every two months. However, for properties outside the City (e.g., the sub-area) a 50% surcharge is applied bringing the total single-family bi-monthly rate to \$69.00. Therefore, a new single-family residence in the unincorporated sub-area can expect to generate approximately \$414 in annual sewer rate fees (in current 2001 dollars). However, these rates apply to current operational and maintenance costs, and are not intended to pay for new facility construction needs.
2. Connection Fees. Connection fees are designed to mitigate the impacts of new demands on the sewer system facilities. They apply to all new construction or redevelopment that increases the total number of ERUs. The current year 2001 connection fee is \$1,000 per ERU (in this case the City of Port Orchard defines an ERU as 180 gallons of metered water). This fee is not automatically adjusted for inflation.

Based on an average of 180 gpd of sewer flow per ERU (i.e. dwelling unit), the preferred plan is expected to generate between \$1.75 to \$3.53 million (constant 2001 dollars) in total connection fees by build-out. These should be considered as conservative estimates given that the projected fee revenues are not adjusted for inflation and do not include future “infill” hook-ups within the existing McCormick Woods PBD.

3. Fees in Lieu of Assessment. These are fees assessed to properties based on their impact to the sewage collection system. The City of Port Orchard exempts properties within the ULID #6 area from the fee-in-lieu of assessment due to the previous participation of these properties in the construction of the initial sewage collection and conveyance facilities. However, this fee does apply to latecomers (properties outside the boundaries of the ULID #6) who may connect at a later date to the sewer collection and conveyance facilities originally constructed by ULID #6. The current year 2001 fee-in-lieu of assessment for ULID #6 is \$2,618.61 per ERU. This fee is adjusted for inflation annually. However, it is not practical to estimate future revenue generated from this source at the present time.
4. Facility Construction Fee. This fee is designed to mitigate the future construction costs for the JWWTF and have each new connection pay a fair share towards the construction costs of the facility. The current year 2001 facility construction fee is \$1,833.82 per ERU. This fee is adjusted for inflation annually.

Estimates of projected revenues from new facility (JWWTF) construction fees based on the estimated net additional residential holding capacity under the sub-area plan are shown below. These should be considered as conservative estimates given that the projected fee revenues are not adjusted for inflation and exclude future “infill” hook-ups within the existing McCormick Woods PBD (which are bound by a lower fixed capital facility fee of approximately \$791 per ERU).

Based on an average of 180 gpd of sewer flow per ERU (i.e. dwelling unit), the preferred plan would be expected to generate between \$3.21 to \$6.47 million (constant 2001 dollars) in total new JWWTF construction fees by build-out.

Future urban development in the sub-area will also necessitate a short extension of the force main and construction of sewer trunks and laterals serving the internal development. These improvements will be funded through developer extension following project permitting.

7.2.7 Stormwater Facilities

Stormwater facilities needed by new urban development in the sub-area will be comprised of on-site facilities provided by the developer consistent with the requirements of the Kitsap County Stormwater Management Manual, as amended, to be consistent with the Washington State Department of Ecology Stormwater Management Manual for the Puget Sound Basin.

In addition to the stormwater detention and water quality treatment requirements stated in the Kitsap County Manual, other agencies may require that additional standards be applied to the site to protect sensitive environmental resources or that mitigation be provided for the development.

7.2.8 Solid Waste Disposal

The Capital Facilities Plan (CFP) component of the overall Kitsap County Comprehensive Plan indicates (in Policy 1.2.3 and 1.3.3) that solid waste collection and disposal is a Category “C” capital facility. Category C facilities are typically provided by (or privately contracted through) Kitsap County and, therefore, the standards for levels of service apply to the County’s annual budget and Capital Improvements Program (CIP). However, the adopted levels of service for these types of public facilities are exempt from the concurrency management system requirements of the Kitsap County Comprehensive Plan.

Consistent with the LOS adopted in the CFP, Kitsap County (through contracts with private haulers) will continue to be able to provide Level 1 curbside recycling service to new urban development within the sub-area. Collection of municipal solid waste will also continue to be provided by the County (through private haulers) and disposal will be provided at the Olympic View Sanitary Landfill (OVSL) for the near-term. According to the CFP, there are no anticipated disposal capacity deficiencies in the planning period (Kitsap County CFP, pg. 140).

Increases in the assessed valuation of property resulting from urban development within the sub-area are the mechanism for generating additional revenues to support provision of necessary solid waste collection, disposal and recycling operations and facilities.

7.3 GOAL AND POLICIES

Goal 1: To provide adequate capital facilities and services to the sub-area to address current needs and future development.

Policy 1.1: Coordinate with public facility and service providers on land use decisions and future land use project permitting, consistent with the availability of concurrent public facilities and services provided by other service providers.

Policy 1.2: Reassess the sub-area land use plan if facilities cannot be provided in a timely manner to serve the projected growth.

Policy 1.3: Monitor the status of CIP projects to ensure that adequate planned facility capacity improvements remain consistent with those referenced and adopted in the CFP as well other service providers' capital facility plans and programs.

Policy 1.4: Coordinate with McCormick Land Company and the State Parks Department to complete the Calvinwood open space project immediately south of and adjacent to the sub-area as an integral piece of regional park and open space for South Kitsap County. *(Task Completed)*

Policy 1.5: Require that development proposals within the sub-area maximize the potential for on-site development of parks and recreational facilities.

Policy 1.6: Coordinate with the South Kitsap School District No. 402 to determine the need for a second high school or other suitable site for additional elementary or junior high school within the sub-area.

Policy 1.7: Coordinate with the cities of Port Orchard and Bremerton in developing an inter-local agreement(s) to provide for a long-term, continuous water supply for the McCormick Woods and McCormick West portions of the sub-area. The agreement(s) should spell out the necessary improvements and financing mechanisms required for implementation and ensure that services and facilities are provided at the adopted levels of service, consistent with the dwelling unit and population capacity identified in the Land Use Element of this sub-area plan.

Policy 1.8: Address the phasing of future growth within the sub-area based on the availability of adequate public facilities and services, especially those related to the provision of potable water supplies.

Policy 1.9: Coordinate with the City of Port Orchard to ensure the adequate and timely availability of sanitary sewer facilities to the sub-area.

8.0 IMPLEMENTATION

8.1 BACKGROUND

This sub-area plan has been prepared pursuant to the requirements of the 1998 Kitsap County Comprehensive Plan, as amended on May 10, 1999 (Ordinance 234-1999). The Comprehensive Plan identified urban joint planning areas (UJPAs) as an overlay to some areas designated urban reserve. These lands were considered potentially suitable for inclusion within urban growth areas (UGAs). The Comprehensive Plan requires that each UJPA designated on the Comprehensive Plan Land Use Map be the subject of a separate, collaborative, planning process between the County, the affected City, affected property owners and any affected service providers. The first step in the process is an inter-local agreement(s) setting forth the elements of the UJPA process (see the 1999 Amended Comprehensive Plan, Part I, Land Use Policies, UGA-7, UGA-8 and UGA-9, pp. 22-23). Upon fulfillment of the task elements outlined in the MoA between Kitsap County and the City of Port Orchard, the County and City will have prepared the full "Urban Joint Plan" required by the Kitsap County Comprehensive Plan for the South Kitsap UJPA. The purposes of the MoA were as follows:

- To provide the framework for phased cooperative planning between the City and County to comply with the requirements of the GMA and the Kitsap County Comprehensive Plan.
- To set forth the guiding principles, assumptions and steps governing the phased planning for the South Kitsap UJPA.
- To provide a framework for cooperatively addressing unresolved UJPA issues involving population projections and allocations, land uses, utility planning and urban service areas, protection of critical areas, and logical and efficient provision of urban capital facilities.
- To implement policies UGA-6 through UGA-13 of the Kitsap County Comprehensive Plan
- To plan for contiguous boundaries with the City of Port Orchard for the purpose of future governance.

This South Kitsap UGA/ULID #6 Sub-Area Plan is the first important milestone in completing the urban joint planning called for in the MoA. The Comprehensive Plan joint planning policies also envisioned adopting the "Urban Joint Plan" as a sub-area element of the Comprehensive Plan (see Comprehensive Plan, Land Use Policy UGA-10, page 23). This sub-area plan is a concept level plan - it does not provide for any development approvals. All applications for development pursuant to the plan are subject to further environmental review and permit processing.

The sub-area plan establishes a new urban growth area boundary and land use designations for the South Kitsap UGA. With its adoption, this sub-area plan has become part of the Comprehensive Plan and has concurrently amended the Land Use Map designations for the sub-area. The County recognizes the need for cooperation in the designation of UGA boundaries, provision of public services, concurrency requirements and inter-local agreements. The goals, policies and implementation strategies of this chapter are intended to guide the future actions of affected jurisdictions. The goals and policies of this chapter will be further accomplished by the implementation of coordinated water system plans, water system management plans, transportation plans, capital improvement plans, zoning changes and other actions undertaken by the jurisdictions, either individually or jointly.

8.2 GOALS AND POLICIES

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

Goal 1: To establish general guidelines for orderly development within the sub-area.

Policy 1.1: Amend existing development regulations and the zoning map to be consistent with, and implement, this sub-area plan.

Policy 1.2: Address specific issues regarding the phased provision of services to the expanded UGA, future joint planning for the remaining portions of the South Kitsap UJPA, dispute resolution, and other issues relating to the implementation of this sub-area plan through inter-local agreement(s) between Kitsap County and City of Port Orchard.

Policy 1.3: Use the land use and development codes of the County in the future review and approval process for development proposals within the sub-area. The County will be the lead agency for coordinating and reviewing developments proposals within the sub-area.

Policy 1.4: The County should provide timely notification of proposed development actions or plan amendments submitted to the County to affected jurisdictions to promote inter-jurisdictional communication and participation in planning for the sub-area.

Policy 1.5: The County and City should work cooperatively to coordinate their efforts, staff and resources to ensure that this sub-area plan is implemented in a timely manner.

Capital Improvements: Detailed information on the capital improvements and services necessary to meet the adopted levels of service for the sub-area, with identification of funding to implement the planned facilities and urban service improvements, is set forth in the Capital Facilities Element of this sub-area plan (see Chapter 9.0). The following policies set forth the general implementation strategies for the provision of urban services:

Goal 2: To implement the necessary capital improvements identified in this sub-area plan and ensure the timely and efficient provision of urban services to the sub-area.

Capital Improvements - Generally:

Policy 2.1: The County and each provider of urban services within the sub-area will assist in the planning, coordination and establishment of urban services and facilities to serve the projected build out of the area.

Policy 2.2: The County and service providers will seek opportunities for providing joint infrastructure or combining operations to achieve greater efficiency and effectiveness in service provision.

Water Service:

Policy 2.3: The City of Port Orchard is the water service provider for McCormick Woods and McCormick West portions of the sub-area. This sub-area plan should be formally endorsed by resolution by the City of Port Orchard, documenting the intent to conform all applicable utility, water service and capital facilities plans to this sub-area plan.

Policy 2.4: The City of Bremerton is the water service provider to the McCormick North portion of the sub-area. This sub-area plan should be formally endorsed by resolution by the City of Bremerton documenting the intent to conform all applicable utility, water service and capital facilities plans to the sub-area plan. Such resolution should document the cooperative water system planning approach being taken by the cities of Bremerton and Port Orchard in their roles as the two water purveyors for the sub-area. It should further document the City of Bremerton's intent to provide water to portions of the sub-area through construction of a new inter-tie between the two systems.

Policy 2.5: Water service to the sub-area should be accomplished through inter-local agreements and be reflected in amendments to relevant utility plans of the City of Port Orchard and the City of Bremerton.

Wastewater Collection and Treatment:

Policy 2.6: The City of Port Orchard provides wastewater collection and treatment to the sub-area. The City has recently adopted a Comprehensive Sewer Plan (in the year 2000) that includes the entire sub-area within the City's projected future sewer service area. The City of Port Orchard and Kitsap County Sewer District No. 5 have planned to provide sanitary sewer to the sub-area. The improvements to both conveyance facilities and the joint wastewater treatment plan to accommodate the new urban development will be implemented through the City's utility planning and inter-local agreements.

Policy 2.7: Where future urban development in the sub-area necessitates a short extension of the force main and construction of sewer trunks and laterals, these improvements shall be funded, to the extent reasonably necessary to serve the proposed development and as allowed by law, through developer extension of improvements as part of the project permit process.

Stormwater:

Policy 2.8: Stormwater facilities needed by new urban development in the sub-area will be comprised of on-site facilities provided by the developer consistent with the requirements of the Kitsap County Stormwater Management Manual, as amended, and the Washington State Department of Ecology Stormwater Management Manual for the Puget Sound Basin.

Policy 2.9: Given the long-term possibility that the sub-area may be annexed to the City of Port Orchard, collaborative stormwater planning is desirable. To this end, City and County public works staffs should continue to work together to ensure comprehensive stormwater control/management for the sub-area, and identify in the process areas for coordination, joint protections, development standards and cost estimates.

Policy 2.10: The City and County should seek to establish uniform and consistent urban stormwater standards and requirements for property owners and developers in the sub-area as well as the entire South Kitsap UJPA.

Transportation:

Policy 2.11: The County should implement the goals, policies and implementation strategies contained in the Transportation Element of this sub-area plan (see Chapter 8.0).

Policy 2.12: Given the long-term possibility of annexation to the City of Port Orchard, the County and the City of Port Orchard should consider entering into inter-local agreement(s) to develop recommendations regarding the future development and maintenance of transportation facilities within the sub-area.

Completion of the UJPA Process: The lands subject to this sub-area plan could remain as an independent UGA in unincorporated Kitsap County. However, the intent expressed in the MoA guiding the UJPA process is to address the establishment of a physical and functional link between the sub-area and the City of Port Orchard in Phases Two and Three described in the agreement. This “bigger picture” approach is also intended to identify UJPA lands that should remain rural and those that are suitable for inclusion within an UGA. The final South Kitsap UGA could then be considered for inclusion in the UGA of the abutting city, Port Orchard. This process recognizes that the GMA indicates that cities are the appropriate unit of government to provide urban governmental services (see RCW 36.70A.110(4)).

The following is a summary of the key considerations regarding Phases Two and Three of the planning process for the South Kitsap UJPA:

Goal 3: To establish a framework for Phases Two and Three of the UJPA process for that portion of the UJPA located between the City of Port Orchard and the South Kitsap UGA (i.e., the Anderson Hill/Berry Lake and McCormick East areas) as well as the South Sedgwick Urban Reserve area.

Policy 3.1: Kitsap County and the City of Port Orchard will identify a schedule to conduct and complete Phases Two (i.e., Anderson Hill/Berry Lake and McCormick East areas) and Three (i.e., South Sedgwick Urban Reserve) of the South Kitsap UJPA process in order to establish a final urban growth boundary for the South Kitsap UJPA and ultimate annexation areas, if any, for the City of Port Orchard.

Policy 3.2: The schedule required under Policy 3.1, above, will be set forth in an Memorandum of Understanding, which will include a determination of which jurisdiction will act as lead agency for purposes of the planning effort and any necessary environmental review, and delineation of respective County and City responsibility for data collection, preparation of necessary planning documents, and staffing responsibilities.

Policy 3.3: Out of the UJPA process, Kitsap County and the City of Port Orchard will adopt recommendations for logical UGA boundary changes that will facilitate effective and efficient delivery of services and construction on new facilities. The parties will further identify and ultimately establish the final boundary for the South Kitsap UGA, and future annexation areas for the City of Port Orchard.

9.0 CONSISTENCY WITH THE GROWTH MANAGEMENT ACT (GMA), COUNTY-WIDE PLANNING POLICY (CPP) & KITSAP COUNTY COMPREHENSIVE PLAN

9.1 INTRODUCTION

The Growth Management Act (GMA) requires consistency in planning at a number of levels, including the following:

- Internal plan consistency - consistency within and between the various elements of a comprehensive plan or sub-area plan; and
- External plan consistency - consistency of the plan with the goals and requirements of the GMA.

The purpose of this chapter is to explain how the goals, policies and implementing steps of the South Kitsap UGA/ULID #6 Sub-Area Plan are externally consistent with the thirteen state-wide planning goals of the GMA (RCW 36.70A.020), the County-wide Planning Policy for Kitsap County (the CPP), and the provisions of the Kitsap County Comprehensive Plan (i.e., specifically policies UGA-1 through UGA-13 of the Land Use Element, which establish the requirements for urban growth areas (UGAs) and urban joint planning areas (UJPAs)).

9.2 CONSISTENCY WITH THE 13 GMA GOALS

Goal #1 - Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

The majority of the land in the sub-area was part of the pre-existing unincorporated South Kitsap UGA; the area included within the expanded UGA is adjacent to the pre-existing UGA, is in an area designated as part of the South Kitsap UJPA, and is presently zoned urban reserve (1 d.u. per 10 net acres). Kitsap County and City of Port Orchard adopted a Memorandum of Agreement (MoA) to guide the UJPA process, and the South Kitsap UGA/ULID #6 Sub-Area, was identified as an area appropriate for an expanded UGA. The MoA provides that once the process was completed, the City and County's respective Comprehensive Plans would be amended as necessary to be consistent with and implement the sub-area plan. Once "Phase Two" is concluded under the MoA, and a "physical and functional link" is established between the City of Port Orchard and the sub-area, it is anticipated that the City will take the steps necessary to annex the area.

The South Kitsap UGA/ULID #6 Sub-Area Plan constitutes "Phase One" of the planning process under the MoA, and seeks to encourage development in areas where existing infrastructure is in place or can be efficiently provided. The entirety of the sub-area, including the McCormick West portion of the South Kitsap UJPA, lies within the limits of ULID #6 (Utility Local Improvement District #6), approved by the County in 1994. With the approval of ULID #6, the County issued bonds backed by the County Utility Fund to construct a sewer from the City of Port Orchard to the intersection of Old Clifton and Feigley Roads. The sewer was constructed and the City of Port Orchard assumed operation of the facilities. The County, however, continues to be responsible for bond obligations related to Sewer ULID #6, which were issued based on the assumption that this area could support development at densities sufficient to allow repayment of the bond obligations through connection charges and utility service charges.

Two water purveyors also provide public water service to the sub-area (i.e., the Cities of Bremerton and Port Orchard). It is acknowledged that development at urban densities within the sub-area will require additional water rights and/or comprehensive water system planning which will ensure the

availability of potable water prior to development. In sum urban services already exist within the sub-area, or can be efficiently provided (please refer to the Capital Facilities Element, Chapter 7.0, for further information). By resolving the underlying land use designations for the McCormick West portion of the sub-area, efficient use of existing infrastructure and fulfillment of the County's bond obligations can be assured.

Goal #2 - Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

The land use analysis contained in §5.3.1 of the integrated Draft South Kitsap UGA/ULID #6 Sub-Area Plan/DSEIS issued on October 26, 2001 shows that, under current land use designations, there is an insufficient supply of urban residential land to accommodate the 10,000 (i.e., 3,600 to the City of Port Orchard and 6,400 to the sub-area) in additional urban population allocated to South Kitsap County by the Kitsap Regional Coordinating Council (KRCC). This sub-area plan, consistent with Phase One of the UJPA process described in the MoA, is specifically intended to change the course of development through the following means:

- Providing for new, intensified, urban land use designations in the undeveloped McCormick North portion of the sub-area to facilitate more compact, efficient urban development and expanded employment and commercial service opportunities; and
- Expanding the existing South Kitsap UGA to include the adjacent McCormick West portion of the South Kitsap UJPA so as to accommodate additional population at urban low residential densities.

In supporting infill and more compact urban development to accommodate the additional population allocated to the South Kitsap area, the sub-area plan seeks to prevent sprawling low-density development. Further, by modifying the zoning of the McCormick North area to allow the property to be developed with higher density residential uses in a mixed-use setting (as distinguished from the previously vested and approved performance based development (PBD)), and expanding the UGA to include an area that is part of the UJPA and served by existing infrastructure, the pressure to convert other areas of South Kitsap County to urban use is reduced.

Minimum density requirements in residential areas, and the location of higher density multi-family residential areas near urban village center and business park uses are further examples of how this sub-area plan provides for more efficient use of the land.

Phase Two of the South Kitsap UJPA process described in the MoA is intended to resolve which of the remaining areas within the South Kitsap UJPA will remain rural, and which may be suitable for inclusion as part of the South Kitsap UGA, and to establish a physical and functional link between the City of Port Orchard's current UGA and the expanded South Kitsap UGA described in this sub-area plan.

Adoption of this sub-area plan is a critical first step in the process of directing additional allocated population to areas of the county appropriate for urban development. It allows planning efforts to proceed pending adoption of a new 20-year population target consistent with OFM's new 2002-2022 range, and is a means to direct growth away from rural lands sooner rather than later during the planning process. The urban population allocation to South Kitsap County (i.e., 10,000) is conservative, and will not compromise future allocations to other county jurisdictions. Please refer to Chapter 4.0, Land Use, Section 4.2, for a more detailed description of the population allocation process.

Goal #3 - Transportation. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

The Transportation Chapter of the Kitsap County Comprehensive Plan includes transportation goals and policies for the region that address the following topic areas:

- Cost efficiency and economics;
- Land use/transportation planning;
- Mass transit service;
- Marine transportation service;
- Non-motorized travel;
- Implementation of a comprehensive transportation network;
- Levels of service;
- Roadway access;
- Roadway aesthetics; and
- Funding strategy.

Additionally, this sub-area plan identifies future system improvements necessitated by sub-area plan adoption. It also includes policies to provide more opportunities and support for pedestrians, bicyclists and transit riders, and the provision of non-motorized transportation system links between new residential areas and the nearby employment and urban village center shopping areas. Master planning on a zone-wide basis, as mandated in the Land Use Element (Chapter 4), will help ensure a system of public trails and pedestrian pathways designed to facilitate multi-modal transportation within and between residential, mixed use and business park uses.

Goal #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.

The Housing Chapter of the Kitsap County Comprehensive Plan and the Land Use Element (Chapter 4.0) of this sub-area plan include land use designations and policies designed to encourage the provision of more affordable housing and a wide variety of housing types. For example, the sub-area plan designates 70–gross acres for higher density multi-family residential land use (i.e., urban medium, 10-18 d.u. per net acre), 10 gross acres of urban village center (permitting multi-family residential on the upper floors of structures of up to 18 d.u. per net acre), and encourages developers within the sub-area to provide a mix of more affordable housing types (e.g., common wall housing units and manufactured housing). Overall, the sub-area plan encourages efficient urban development in proximity to existing infrastructure, which should encourage more affordable housing.

Goal #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; and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.

The sub-area plan is intended to encourage economic development opportunities consistent with the policies of the Economic Development Chapter of the Kitsap County Comprehensive Plan.

The McCormick West portion of the sub-area is well located to provide residential opportunities in close proximity to the future employment centers of the South Kitsap Industrial Area (i.e., lying

within Bremerton's unincorporated UGA) and Northwest Corporate Campus (i.e., located within the City of Bremerton). Indeed, an important objective of the sub-area plan is to achieve a better balance between jobs and housing within the sub-area. The close proximity to S.R. 16 and convenient location to the major markets of east Puget Sound should assist in attracting “family wage” jobs to the business park portion of the sub-area. This sub-area plan further seeks to reverse the “bedroom community” nature of the area by designating approximately 53 acres of land for business park development, in an effort to enhance a diversity of employment opportunities in proximity to the new residential areas. In addition, the expanded opportunities for urban village center retail uses provided under the sub-area plan are designed to serve the needs of residents in the immediate vicinity.

Goal #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.

Nearly all of the undeveloped property within the sub-area, including the undeveloped McCormick West area lying adjacent and to the west of the vested and approved McCormick Woods performance based development (PBD), is under the common ownership and control of McCormick Land Company (MLC), which is and has been an active participant in the process. Owners of the limited in-holdings (i.e., a church and South Kitsap School District #402) and individual lot owners in the McCormick Woods PBD have had the opportunity to be involved in the sub-area planning process.

Goal #7 - Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

The Economic Development Chapter of the Kitsap County Comprehensive Plan includes a policy to ensure timely, fair and streamlined processing of development permits. Moreover, the sub-area plan establishes the land use designations and policy parameters for future development within undeveloped portions of the sub-area, thereby facilitating timely processing of future public and private development projects within the area.

Goal #8 - Natural Resource Industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.

The Rural and Resource Lands Chapter of the Kitsap County Comprehensive Plan provides policies and criteria for identifying and conserving resource lands of long-term commercial significance. These lands are located outside of UGAs in order to minimize land use conflicts. None of the sub-area lands have been identified as natural resource lands. The McCormick Woods portion of the sub-area has already been largely developed for residential land use and a public golf course and is interspersed with wetlands, open water and forested areas. The remaining portions of the sub-area generally support second and third growth coniferous forest. However, because of its status as existing UGA with vested development rights, McCormick North is not identified or designated as land of long-term commercial significance. Since it is designated as urban reserve with the UJPA, the McCormick West property has not been designated in the Comprehensive Plan as forestland of long-term commercial significance.

Goal #9 - Open Space & Recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

The Open Space and Greenways Section of the Land Use Chapter and the Capital Facilities Plan of the Kitsap County Comprehensive Plan provide goals and policies relating to the development and

retention of open space, parks and greenways throughout the county, as does the Kitsap County Greenways Plan.

The Natural Systems Chapter of the Kitsap County Comprehensive Plan also provides goals and policies on the conservation of fish and wildlife habitat.

The Land Use and Environmental Protection Elements (Chapters 4.0 and 5.0) of this sub-area plan contain policies that seek to buffer urban and rural uses, provide green space within the UGA, and preserve open space on rural lands adjacent to the sub-area. This sub-area plan contains two important areas of policy guidance designed to preserve ecological functions and add to the livability of the area, while planning for inevitable growth and development:

- It provides for a high level of protection for wetlands, streams and key wildlife habitat areas; and
- Contains policy guidance that would require future development of the area to incorporate an interconnected system of pedestrian trails, linking new residential areas with green spaces, a small-scale neighborhood shopping area, and employment opportunities.

Goal #10 - Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Specific goals, policies and implementation strategies have been incorporated into this sub-area plan in an effort to effectively mitigate significant adverse environmental impacts specifically identified within Chapter 5.0 of this document (Environmental Review - Impacts and Mitigation), and in the Draft Supplemental Environmental Impact Statement adopted October 26, 2001 and the FSEIS issued January 9, 2002.

The Natural Systems Chapter of the Kitsap County Comprehensive Plan provides further policy guidance regarding air and water quality and water availability. Build-out of the McCormick Woods PBD and McCormick West portions of the sub-area, will be predicated on approval of water rights applications pending before the Department of Ecology or other means of securing an adequate water supply.

Goal #11 - Citizen Participation & Coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

As described fully in § 3.2 of Chapter 3.0 of this document (Introduction), the process leading to this sub-area plan demonstrates compliance with the early and continuous public involvement requirements of the GMA.

Goal #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.

The Capital Facilities Element (CFE) of the Kitsap County Comprehensive Plan contains policies that ensure that improvements needed to serve new development are in place at the time of development or that funding is in place to construct the needed improvements within six years of development. The CFE has been implemented, in part, through Kitsap County Code (KCC) Titles 4.108 and 4.112 (Impact Fees) and KCC Chapter 20.08 (Transportation Facilities Concurrency). Consistent with the GMA requirements and the Comprehensive Plan, Chapter 7.0 of this document contains the Capital

Facilities Element (CFE) for this sub-area plan. The CFE, together with the Transportation Element contained in Chapter 6.0 of this sub-area plan, identify the capital improvements necessary to support the growth allocated to the sub-area.

Goal #13 - Historic Preservation. Identify and encourage the preservation of lands, sites and structures that have historical or archaeological significance.

The Historic Preservation Section of the Kitsap County Comprehensive Plan includes policies that encourage the preservation of lands, sites and structures that have historic or archaeological significance. To date, no lands, sites or structures of historical or archaeological significance have been identified within the sub-area. This will be an ongoing process to ensure that lands, sites or structures of historical or archaeological significance, if identified, are preserved.

9.3 COUNTY-WIDE PLANNING POLICY COMPLIANCE

The GMA requires that comprehensive plans, including sub-area plans, be consistent with adopted county-wide planning policies (CPPs). On August 10, 1992 the Kitsap County Board of County Commissioners adopted CPPs for Kitsap County. All the cities and towns within the County ratified these policies. The Board of County Commissioners on August 20, 2001 adopted amended CPPs. These policies were also subsequently ratified by the cities. This South Kitsap UGA/ULID #6 Sub-Area Plan has been reviewed against the processes and requirements of the CPPs, as amended, and is considered to be consistent.

Many of the CPPs are inapplicable to the adoption of this sub-area plan. However, CPP A (2) describes the process for establishing and amending UGA boundaries. This CPP envisions that sub-area planning within an UJPA will take place prior to the County and respective city amending the UGA designation. This is the process occurring through this sub-area plan (see CPP A (2)(a)). The CPPs provide that a county or city “may” initiate an amendment to an existing UGA through the annual comprehensive plan amendment process, but do not preclude such an amendment occurring through a UJPA/sub-area planning process (see CPP A (2)(j)). The CPPs provide for involvement by the Kitsap Regional Coordinating Council (KRCC), as has occurred in the process leading to adoption of this sub-area plan (see CPP A (2)(k)). The capital improvements implications of UGA amendments are to be considered, as has been done through the Transportation and Capital Facilities Elements of this sub-area plan (see CPP A (2)(l)).

County-wide Planning Policy A.3 directs the KRCC to “promote” a county-wide development pattern directing over five sixths (or 83.3%) of new population growth to designated UGAs. The integrated Draft South Kitsap UGA/ULID #6 Sub-Area Plan issued on October 26, 2001 discusses the urban-rural disaggregation that would result from the application of this policy (see Table 5.14, on page 5-34 of the Draft Sub-Area Plan/DSEIS). Under the KRCC's recommended population forecast for 2013 to 2017, some 22,319 additional residents must be planned for an accommodated within existing or expanded UGAs. Although at the time of this writing the projected urban component of growth has not been fully allocated to UGAs, the allocation of 10,000 in urban growth to Port Orchard/South Kitsap UGA/Joint Planning Areas is the first step in meeting this 5/6th goal.

9.4 KITSAP COUNTY COMPREHENSIVE PLAN COMPLIANCE

This South Kitsap UGA/ULID #6 Sub-Area Plan has been reviewed for compliance with the GMA, as well as the Goals and Policies set forth in the Kitsap County Comprehensive Plan. The UGA Policies of the Comprehensive Plan describe how UGAs are to be designated, evaluated and revised. The UGA designations on the 1998 revised Comprehensive Plan Map address the population projected to occur between 1992 and 2012. It was contemplated that the Plan and Land Use Map would be updated to reflect population forecasts for the 2013 - 2017 period. Comprehensive Plan

policies UGA-1 through UGA-5 provide guidance for the set forth the policies for establishing, evaluating and revising UGAs to accommodate growth expected to occur over the 1992-2012 period and for evaluating growth occurring within those UGAs. Policy UGA-3 gives direction for updating population forecasts and allocations to reflect the 2013-2017 planning periods. Policies UGA-6 through UGA-13 describe specifically how the UJPA process should develop and be implemented.

Policy UGA-1. The majority of forecast growth will be accommodated within defined Urban Growth Areas. The Urban Growth Area designated on the 1998 Comprehensive Plan map includes sufficient land to provide capacity to accommodate growth expected to occur over the 1992-2012 period. Expected growth has been calculated using OFM population forecasts and allocations contained in the County-wide Planning Policy. Land supply and demand have been calculated using methodologies described in the land capacity appendix to the Comprehensive Plan.

Consistent with the CPPs, the 1998 Comprehensive Plan, as amended in 1999, adopted a population target for 2012 and average annual growth rate for the years between 1997 and 2012, and planned to accommodate growth for that period. The Plan contemplated that these population projections would be updated to address the period 2013 to 2017 (Plan, Part I, page 15). The updated forecast recommended by the KRCC applies the average annual growth rate of 1.77% used in the 1998 Plan, and falls well within the range of population planning projections produced by the Washington State Office of Financial Management (OFM). The methodologies for analyses of land supply and holding capacity, which underlie this South Kitsap UGA/ULID #6 Sub-Area Plan, are virtually identical to those used in the 1998 Plan.

Policy UGA-2. The unincorporated Urban Growth Area has been defined by allocating population according to the factors and priorities identified in the Growth Management Act: 1st, currently urbanized areas with existing service capacity to accommodate future growth; 2nd currently urbanized areas where a combination of existing and planned services provide capacity to accommodate future growth; and 3rd lands adjacent to such currently urbanized and serviced areas. The Urban Growth Area has also been defined so as to identify to the extent possible a contiguous urban area within which most growth will be encouraged to occur.

The expansion of the South Kitsap UGA to include the McCormick West area, through the "phased" UJPA process described in the MoA is consistent with this policy. Before expanding the existing UGA, it was determined that approximately 3,600 of the KRCC's recommended urban population allocation to South Kitsap could reasonably be accommodated within existing UGA boundaries. The analysis contained in Chapter 5.0 of the integrated Draft South Kitsap UGA/ULID #6 Sub-Area Plan issued on October 26, 2001 concluded that the existing UGAs are sized to reach build-out before 2017 under the recommended population forecast and allocation, and that an insufficient supply of urban residential land exists in South Kitsap County to accommodate the allocated population.

Prior to adoption of this sub-area plan, the McCormick West area was part of the South Kitsap UJPA and was designated Urban Reserve with a UJPA overlay. It is a largely undeveloped section of land lying immediately adjacent and to the west of the McCormick Woods PBD. Few areas in the County have similar status. Many other UGAs potentially seeking additional population are surrounded by rural and resource land designations rather than Urban Reserve/UJPA lands. The McCormick West portion of the South Kitsap UJPA was a higher growth tier than any other similarly designated land in the County.

The McCormick West area lies within the limits of an existing utility local improvement district (ULID) approved by the County in 1993, and is served by wastewater collection lines provided by the City of Port Orchard.

Two municipal water purveyors serve the sub-area, as follows:

- The City of Bremerton, with a water service area that includes McCormick North; and
- The City of Port Orchard, with a water service area that includes the McCormick Woods and McCormick West areas (note: the McCormick Woods PBD is a stand-alone system, which was purchased by the City of Port Orchard in 1999).

It is anticipated that additional water rights will be secured and additional water system planning will be conducted prior to urban development.

The expanded sub-area is well located to provide residential opportunities in proximity to the future employment centers of the South Kitsap Industrial Area (SKIA) and Northwest Corporate Campus. Allocating additional densities to the pre-existing South Kitsap UGA was limited by the existence of two previously approved PBDs: the McCormick North PBD, vested and approved but as yet undeveloped; and the McCormick Woods PBD, approved and largely developed. Thus the pre-existing UGA, upheld by the Central Puget Sound Growth Management Hearings Board (CPSGMHB), had a development pattern already characterized by urban growth. Accordingly, the expansion of the existing South Kitsap UGA to accommodate a portion of the KRCC's recommended urban population allocation is consistent with, and implements, the urban growth concepts contained in the Comprehensive Plan and the GMA (see RCW 36.70A.110).

This sub-area plan is, in part, based upon the understanding that Phase Two of the UJPA process will address the establishment of a physical and functional link between the City of Port Orchard's UGA and the South Kitsap/ULID #6 UGA, as more fully described in the MoA between Kitsap County and the City of Port Orchard. Phase Two under the MoA will involve a discrete planning process for that portion of the UJPA located between the City of Port Orchard and the existing South Kitsap UGA (i.e., the Anderson Hill/Berry Lake and McCormick East areas). This planning process may result in either of the following:

- Limited County and City comprehensive plan amendments in 2003 establishing a physical and functional connection with the South Kitsap/ULID #6 UGA; and/or
- Development of a full sub-area plan for the area, including identification of UJPA lands that will remain rural and those which are suitable for designation as part of the South Kitsap ULID #6 UGA.

Policy UGA-3. The County will work with the Cities and Tribes, using the KRCC as a forum, to establish updated population forecasts and allocation to reflect the 2013-2017 and subsequent planning periods. Updated regional employment forecasts may also be considered as appropriate. The first annual Comprehensive Plan review process should address any appropriate expansions for designated UGAs and/or rezoning of lands designated for Urban Reserve as either 'urban' or 'rural', to reflect updated forecasts.

Comprehensive Plan Policy UGA-3 contemplates adoption of an updated forecast for the period 2013-2017. The policy commits the County to working with the cities and tribes, through the KRCC, to establish updated forecasts and allocations for the period 2013-2017 and subsequent planning periods. Although under GMA (see §§36.70A.110 and .130 RCW) it would have been permissible to simply wait for the new OFM 20-year population range, Comprehensive Plan policies and other exigencies recommended moving ahead with an update to the county-wide forecast as envisioned in the policy direction of UGA-3. The KRCC's recommended forecast enabled county UGA planning efforts to proceed in advance of a new 20-year county-wide forecast.

Kitsap County and the City of Port Orchard agreed through the MoA (as contemplated by the Comprehensive Plan and pursuant to the Inter-local Cooperation Act, RCW 39.34 RCW) to conduct a coordinated and phased planning effort to resolve the status of the South Kitsap UJPA. The parties agreed that “Phase One” of the planning effort would involve preparation of a sub-area plan for the existing South Kitsap UGA and the McCormick West portion of the South Kitsap UJPA. Subsequent phases of this broader UJPA planning effort will address unresolved land use and facilities issues relating to the Anderson Hill/Berry Lake and McCormick East portions of the UJPA.

In order to facilitate sub-area planning efforts throughout the county, the KRCC recommended that the county-wide population forecast be extended to address the period 2013 through 2017. The forecast, which applies the average annual growth rate of 1.77% used in the 1998 Plan, concluded that the county-wide population would grow an additional 26,793 by 2017. In addition to projecting county-wide growth for the period 2013 to 2017, the KRCC recommended allocating an additional 10,000 in urban growth to South Kitsap County for the period 2013-2017. This additional urban population growth must be planned for and accommodated within existing UGA boundaries and UJPAs. This sub-area plan identifies, and accommodates, a portion of the urban growth recommended for allocation to South Kitsap County by the KRCC. In doing so, this sub-area plan also addresses UJPA overlay issues, resolves land use designations for the South Kitsap UGA/ULID #6 Sub-Area, facilitates comprehensive collaborative planning, and plans for appropriate space between urban and rural uses.

Policy UGA-3 states that the annual Comprehensive Plan review process “should” address appropriate expansions. The use of this language suggests that the policy is permissive, rather than mandatory. Under the GMA, plan amendments can be considered “no more frequently than once every year.” This allows “all proposals [to] be considered concurrently by the governing body so the cumulative effect of various proposals can be ascertained” (see RCW 36.70A.130(2)(a) and (b)). However, the “initial adoption of a sub-area plan” is explicitly excepted from this annual concurrent review process (see RCW 36.70A.130(2)(a)(i)). Thus, the annual amendment requirements of RCW 36.70A.130 are not applicable to the initial adoption of sub-area plans. However, the County has opted to err on the side of caution and formally adopt this sub-area plan through the 2003 Comprehensive Plan amendment process.

Policy UGA-4. Land capacity, development trends and quality of life occurring within UGAs should be monitored and reviewed annually. Kitsap County should evaluate the assumptions contained in its land capacity analysis used to identify UGAs for residential and commercial/industrial lands. Based on review of new or updated data relating to achieved densities, critical areas, unavailable lands, redevelopment trends, changing demographics, industrial development trends or other appropriate factors defined in plan policies or implementation programs, the County may initiate revisions to UGAs as part of its annual Comprehensive Plan revision process.

Modifications to the South Kitsap UGA accomplished through this sub-area plan were considered appropriate by the County for the reasons set forth below.

First, the pre-existing South Kitsap UGA (i.e., the previously approved McCormick North and McCormick Woods PBDs) was recognized by the CPSGMHB as constituting “vested” urban development. Given its status as land in the process of being developed at an urban density pursuant to vested approvals, the population capacity of this unincorporated UGA was appropriately considered as fully allocated through the year 2012. However, consistent with the GMA and the 1998 Comprehensive Plan, this sub-area plan modified the land use designations underlying the McCormick North area, with the expectation that the vested but undeveloped McCormick North PBD would be withdrawn, and that new development applications would be submitted consistent with the

new underlying land use designations. These modifications would facilitate the achievement of higher densities within the UGA, thereby reducing the need to convert other areas to urban use.

Second, in 1993, Kitsap County issued bonds backed by the County Utility Fund to construct a sewer from the City of Port Orchard to the intersection of the Old Clifton and Feigley Roads. The sewer was constructed and the City assumed operation of the facilities. The County, however, continues to be responsible for bond obligations related to Sewer ULID #6, which were issued based on the assumption that this area could support development at densities sufficient to allow repayment of the bond obligations through connection charges and utility service charges. Adjustments to the sub-area land use designations accomplished through this sub-area plan will accommodate a portion of the KRCC's recommended urban population allocation to South Kitsap County while ensuring that existing urban infrastructure is effectively and efficiently used.

Third, this sub-area plan facilitates master planning for extensive areas also owned by McCormick Land Company. The largely unified ownership pattern within the sub-area makes urbanization easier than rezoning other more parcelized areas of South Kitsap County. Master planning, as contrasted with smaller incremental private development projects, will promote more deliberative and careful planning which benefits the surrounding community and the public at large. The modifications to underlying land use in the McCormick North area will provide opportunities for urban village center retail uses designed to serve the needs of residents in the immediate vicinity, as well as business park zoning intended to enhance employment opportunities in proximity to the new residential areas.

Policy UGA-5. Development within the Urban Growth Area should be supported by provision of public services and capital facilities necessary to support planned growth at adopted levels of service. The Urban Growth Area shall generally receive priority for County expenditures for public services and facilities as a tool to encourage development, to make these areas desirable places to live, and to use existing infrastructure more efficiently and cost effectively. Urban services and facilities shall not be extended to or expanded in rural areas except in limited circumstances shown to be necessary to protect basic public healthy safety and the environment and when such services are financially supportable at rural densities and do not permit urban development outside the designated Urban Grown Area. The Comprehensive Plan land use map will be reassessed and appropriate amendment considered if funding for capital facilities falls short of expectations and/or if levels of service cannot be adjusted to compensate for any shortfall.

As discussed above, the sub-area is already provided with sewer service, and a funding mechanism (the ULID #6) is in place. The sub-area is also served by two different municipal water systems.

Policy UGA 6(a). Urban Joint Planning Areas are designated on the Comprehensive Plan Land Use Map as an overlay to some areas designated as Urban Reserve or Urban Industrial Reserve. These areas may be considered suitable for inclusion within an Urban Growth Area. Where appropriate, they will be planned and further evaluated for an appropriate 'urban' or 'rural' designation final inclusion in a UGA (in whole or part), and/or eventual annexation by a City, subject to the process and conditions defined below.

Policy UGA 6(b). Urban Joint Planning Areas are designated as a way to recognize properties that may be considered suitable for inclusion in a City's Urban Growth Area pending resolution of issues relating to land uses, services and facilities, governance, financing, revenue sharing and similar concerns. In the interim, pending resolution of the issues specific to each urban Joint Planning Area that will b addressed in the joint plan, and to preserve options for ongoing planning, such areas are designated and zoned for low density "urban reserve" land

uses; currently vested projects within these designated Urban Joint Planning Areas shall, however, retain their existing zoning.

As noted above, the 1998 Kitsap County Comprehensive Plan designated the McCormick West portion of the sub-area as urban reserve with the UJPA overlay. In adopting the 1999 Comprehensive Plan Amendments, the County found as follows:

The 1998 Plan also designates Joint Planning Areas, which are unincorporated areas, generally contiguous to cities, which will be subject to coordinated city/county planning. These areas are provisionally recognized as UGAs, subject to completion of inter-local agreements, which will determine how the areas will be planned and serviced, and, in some cases, how issues of governance and revenue sharing will be resolved (see Finding No. 31, Ordinance No. 215-1998).

The designation of urban reserve areas outside of UGAs is within the discretion of the county, and the Growth Management Hearings Boards have previously approved this concept. Future actions to move lands from urban reserve into the UGA are subject to the requirements of the GMA. In the present case, such lands cannot be developed with urban densities unless and until it is demonstrated that they are required to accommodate the County's projected population increase.

As the CPSGMHB noted in the coordinated cases of *Bremerton and Alpine vs. Kitsap County*⁵ as to the question of when the County may consider "converting" Urban Reserve lands to UGA, no requirements of the GMA obligate the County to set forth a phasing schedule, per se.

In the 1998 Kitsap County Comprehensive Plan, the McCormick West area was designated and zoned as urban reserve with the UJPA overlay. Through this sub-area plan, the South Kitsap UGA has been expanded for a number of reasons, including the following:

- The size of this area (619 gross acres), coupled with the fact that the majority of the area is under the unified ownership and control of McCormick Land Company (584 of the 619 gross acres), increases the likelihood of this area being able to efficiently accommodate significant additional urban dwelling unit and population growth;
- Significant urban infrastructure already exists, or is planned to be provided to the area through this sub-area plan; and
- The area is contiguous to the existing limits of the unincorporated South Kitsap UGA.

The Comprehensive Plan indicates that the MoA is to guide the South Kitsap UJPA process, and that unresolved issues are to be addressed through the process. It is the primary purpose of this sub-area plan to resolve those issues relating to the McCormick West portion of the South Kitsap UJPA.

Policy UGA-7. The purposes of designating Urban Joint Planning Areas and defining a cooperative inter-jurisdictional planning process are to:

- ensure that the region's cities have sufficient land for future expansion, consistent with agreed upon population and employment allocations and forecasts, the availability of public services and facilities, and the requirements of the Growth Management Act;
- identify areas that may be considered suitable for urban development and inclusion within a Urban Growth Area subject to further planning and resolution of outstanding issues;

⁵ See *Bremerton et al. v. Kitsap County*, CPSGMHB Nos. 95-3-0039c, 98-3-0032c (Order Rescinding Invalidity in *Bremerton* and Final Decision and Order in *Alpine*, February 8, 1999), at page 45.

- develop plans cooperatively with Cities and service providers to facilitate annexation of these unincorporated areas over time, or to provide equitable service arrangements, consistent with inter-local agreements;
- establish procedures for resolving issues affecting decisions on such areas - including but not limited to population and employment forecasts and arrangements for service provision—that are regional in nature and require resolution through a regional forum such as the Kitsap Regional Coordinating Council (KRCC);
- provide a collaborative framework, within a regional perspective, for examining and resolving issues relating to population and land use/density, land capacity, services and facilities, financing and governance for currently unincorporated areas that may be suitable for eventual annexation to cities, if appropriate;
- promote adoption of plans and execution of inter-local agreements that affected jurisdictions will implement; and
- facilitate County support for proposed annexations consistent with the adopted plan and inter-local agreements.

The KRCC's recommended urban population allocation to the South Kitsap County area, in conjunction with the phased approach to planning for the South Kitsap UJPA outlined in the MoA, provided a collaborative framework and regional perspective for resolving population allocations to the UJPA, as well as arrangements for service provision.

Policy UGA-7 indicates that areas currently designated urban reserve that also have an UJPA overlay applied to them “may be considered suitable” for inclusion within UGAs. The McCormick West area is considered suitable for urban development.

Through this South Kitsap UGA/ULID #6 Sub-Area Plan, approximately 3,600 of the 10,000 in additional urban growth allocated by the KRCC to South Kitsap County would be accommodated within the corporate limits of the City of Port Orchard, with the remainder of the growth directed to the expanded South Kitsap UGA (see discussion following Policy UGA-12 below). The Capital Facilities Element (Chapter 7.0) of this sub-area plan addresses the availability of public services and facilities to the sub-area. This sub-area plan also addresses the issues of land use, density, land capacity, services and facilities and governance for the sub-area.

Policy UGA-8. Each Urban Joint Planning Area designated on the Comprehensive Plan Land Use Map shall be the subject of a separate collaborative planning process between the County, the affected City, affected property owner(s), and any affected service provider(s). The County and Cities should each commit appropriate staff and dedicate sufficient financial resources to support identified planning activities. The parties will jointly define a schedule for required meetings, technical analysis, public review and adoption of jointly developed plans and standards. The parties may also develop provisions regarding resolution of disputes that arise during development of the plan or implementation of its provisions, including selection of a facilitator or mediator to help reach consensus on plan issues.

Please refer to the MoA and the discussion below, as well as the public process section of this sub-area plan (Chapter 3.0, §3.2, and Chapter 1.0, Adoption Ordinance).

Policy UGA-9. The parties to each urban joint plan shall execute an inter-local agreement setting forth the elements of the joint plan and any additional provisions regarding its implementation. The joint plan should be formally adopted by each jurisdiction as policies and implementing regulations of its respective Comprehensive Plan.

The MoA, which constitutes an agreement under the Inter-local Cooperation Act (see Chapter 39.34 RCW), was formulated in May of 2001, and formally adopted in October 2001. To the extent the MoA policies become part of this sub-area plan as part of Phase One of the planning process, the policies will become part of the Kitsap County Comprehensive Plan and will be reflected in the Comprehensive Plan and facility plans of the City of Port Orchard, as further contemplated in Policy UGA-10, set forth below.

Policy UGA-10. The joint plan may, at the City and County's option, be considered a sub-area element of the respective Comprehensive Plans for purposes of any necessary amendments of plans and development regulations. The parties may also consider the sub-area for purposes of designating a planned action and complying with SEPA.

This sub-area planning process conducted for the South Kitsap UJPA is the process contemplated by this Comprehensive Plan policy. The County considers this sub-area plan as an element of the Kitsap County Comprehensive Plan. Pursuant to the MoA, this sub-area plan will be reflected in future comprehensive plan amendments by the City of Port Orchard, as necessary to implement the phased adoption of the South Kitsap "Urban Joint Plan."

Policy UGA-11. The County will support City annexation of unincorporated Urban Joint Planning Areas consistent with the provisions of an adopted joint plan and inter-local agreement. No annexations of or within Urban Joint Planning Areas should be approved until inter-local agreements which embody the joint plan are completed and executed and the City's comprehensive plan has been amended in accordance with the inter-local agreement and the County has designated the area as an Urban Growth Area.

This policy will apply in Phase Two of the UJPA process as outlined in the MoA. As set forth in the agreement, no annexations of any portion of the South Kitsap UJPA will be proposed until the County and City have executed the ILA, and the City has amended its Comprehensive Plan to incorporate all requirements pertaining to the South Kitsap UJPA properties as set forth in the ILA. After these events have occurred, the City of Port Orchard has stated its intent to take the necessary steps to annex the property.

Policy UGA-12. Urban Joint Plans shall, in general, address the following elements and criteria and meet the following conditions:

- a. the plan shall address the City's expected boundary for future expansion, which shall include the area anticipated to be annexed and/or provided with urban services over the next 20 years;

A map has been included (see Figure 4.1) that illustrates the boundaries of the South Kitsap UGA/ULID #6 Sub-Area with completion of Phase One of the UJPA process. Other UGA boundary changes will be the subject of Phase Two of the process as described in the MoA, and additional separate, independent planning processes following adoption of a new 20-year population target that falls within OFM's 2002-2022 forecast range and the buildable lands review and evaluation program required under RCW 36.70A.215.⁶ Annexation may occur as further described in the MoA, and the discussion in UGA-11 above.

- b. the plan shall be based on agreed upon, authorized City population and employment projections and allocations supporting the need for such expansion, including a

⁶ This process is further described in the County's 1998 Comprehensive Plan, as amended on May 10, 1999, by way of Ordinance 234-1999.

demonstration that projected growth cannot be reasonably accommodated within city's existing corporate boundaries;

The 1998 Comprehensive Plan allocated only 2,300 in additional population to the City of Port Orchard for the period 1992-2012. This allocation was ostensibly based upon the population figures employed in the City of Port Orchard's 1995 Comprehensive Plan (see Chapter 5.0, "Environmental Review of the Alternatives," contained in the integrated Draft South Kitsap UGA/ULID #6 Sub-Area Plan and DSEIS issued on October 26, 2001). As part of Phase One of the UJPA process, the City of Port Orchard developed a Holding Capacity Analysis in conjunction with Kitsap County that concludes that Port Orchard had the capacity to absorb 3,598 in additional population growth, based on current land use designations and zoning. Thus, as part of the sub-area planning process, the City re-evaluated its capacity to reasonably accommodate the additional urban population allocation to South Kitsap County. The City and County concurred that this should serve as the basis for a discrete population allocation to the City of Port Orchard.

The current size of the South Kitsap Unincorporated UGA was established in the 1998 Comprehensive Plan, and was recognized by the CPSGMHB as "vested" urban development. As such, the population capacity of this unincorporated UGA was also appropriately considered "fully allocated" through the year 2012. The East Port Orchard Unincorporated UGA was also sized to accommodate a portion of the county-wide urban population for the period ending in 2012, and thus was also appropriately considered "fully allocated" and incapable of accommodating growth for the period 2013-2017 (see Chapter 5.0, "Environmental Review of the Alternatives," contained in the integrated Draft South Kitsap UGA/ULID #6 Sub-Area Plan and DSEIS issued on October 26, 2001).

Accordingly, the balance of the 10,000 in urban growth allocated to South Kitsap County (i.e., 6,402) may be accommodated by expanding UGAs to include areas designated as Urban Reserve that also have the UJPA overlay, and/or increasing allowable densities within UGAs. The sub-area plan both expands the UGA to include the McCormick West portion of the South Kitsap UJPA, and also increases the total population holding capacity within the limits of the existing South Kitsap UGA in order to accommodate the balance of the 10,000 (i.e., 6,400) in urban population allocated by the KRCC that cannot be accommodated within the City of Port Orchard.

- c. the plan shall identify the types, density/intensity and location of land uses anticipated within the planning area. Planned uses are expected to be urban in character and density, and should include provision for open space and/or urban separators;

The land uses, densities and provision for greenbelts and open space buffers between urban and rural uses are found in Chapter 4.0 ("The Land Use Element") of this plan. This sub-area plan specifically designates various portions of the sub-area for urban low residential (5-9 d.u. per net acre), urban cluster residential (5-9 d.u. per net acre), urban medium residential (10-18 d.u. per net acre), business park, urban village center, and capital facility uses. Chapter 4.0 also includes policy direction which, upon implementation, would effectively buffer urban and rural uses, and provide substantial open space within the UGA.

- d. the plan shall identify responsibilities for providing services and facilities and associated levels of service within the Urban Joint Planning area, and shall include an agreement for appropriate cost sharing for new or upgraded services and facilities during a period specified in the agreement. This element shall include a schedule (which may be phased) and financing plan for providing services and facilities to the area and shall address necessary coordination with any special purpose districts.

All levels of service and facilities, as well as necessary improvements and costs, are discussed in the Capital Facilities Element (Chapter 7.0) and the Transportation Element (Chapter 6.0) of this sub-area plan. Governance and annexation issues are discussed in the MoA, as well as Chapter 8.0 ("Implementation").

- e. The plan shall adequately protect critical areas, pursuant to mutually agreed upon standards, including wetlands, streams, geologically hazardous areas, wildlife and habitat conservation areas, flood prone areas, and critical aquifer recharge areas;

Under the MoA, the City and County have agreed that preserving healthy aquatic systems depends upon maintaining the environmental functions and values of these watersheds as a whole. This sub-area plan and the MoA require compliance with the critical area standards contained in adopted County regulation. Environmental issues, including critical area and salmonid habitat protection are addressed in Chapter 5.0 of this sub-area plan ("Environmental Protection Element"). Chapter 5.0 of the integrated Draft Sub-Area Plan/DSEIS issued on October 26, 2001 identified those environmental conditions that require mitigation, as well as those which will require further analysis and mitigation at the project level. The policies guidance contained in Chapter 5.0 is directly linked to the recommended mitigation measures set forth in Draft Sub-Area Plan/DSEIS.

- f. The plan shall provide for reciprocal notification of development proposals within the Urban Joint Planning Area, along with opportunities to review such proposals to propose mitigation measures for adverse environmental impacts on City, County or independently provided services and facilities and/or to adjacent land uses; and

Policy 1.4 of Chapter 8.0 of this sub-area plan addresses the requirement to provide reciprocal notification of development proposals within the sub-area, consistent with this policy.

- g. The plan shall provide for the protection of and restoration of salmon habitat and be required to meet the requirements of the state salmonid policies and the Endangered Species Act. No action will be taken without public involvement and participation of interested property owners, Tribes, and appropriate agencies and groups.

Resolution of the issues specific to each joint planning area, as reflected in an adopted inter-local agreement, shall be considered a condition precedent to inclusion of the Urban Joint Planning Area in the County's designated Urban Growth Area. The County and each City will amend its respective Comprehensive Plan as necessary to incorporate the provisions of the joint plan.

Chapter 5.0 of the integrated Draft Sub-Area Plan/DSEIS identified those environmental conditions that require mitigation, as well as those which will require further analysis and mitigation at the project level. The policies guidance contained in Chapter 5.0 of this sub-area plan is directly linked to the recommended mitigation measures set forth in the Draft Sub-Area Plan/DSEIS. Together, these chapters identify likely impacts to habitat and species occasioned by sub-area plan adoption, and include clear policy guidance intended to meet the requirements of the state salmonid policies and the Endangered Species Act.

Policy UGA-13. Adoption of a joint plan and inter-local agreement by the parties and amendment of a City's comprehensive plan in accordance with the agreement shall be considered to satisfy the conditions in policy UGA-13 and to meet the provisions of the Urban Joint Planning Area designation. The joint plan and inter-local agreement will be adopted as an amendment to the County's Comprehensive Plan. The County will revise applicable zoning classifications for the affected lands to conform to the adopted plan and inter-local agreement. Any portions of an Urban Joint Planning Area that are not needed to accommodate projected growth in the

near-term but which are considered suitable for inclusion in the Urban Growth Area in the long-term (i.e., subsequent 20-year planning periods) may be retained in Urban Reserves. Any portion of the Urban Joint Planning Area that is determined to not meet the criteria for inclusion within the Urban Growth Area shall be re-designated as Rural.

The MoA, which is an inter-local agreement between the City of Port Orchard and the County as contemplated by this policy, has been adopted. This sub-area plan is a functional part of the Kitsap County Comprehensive Plan, and will be reflected in future amendments to the Comprehensive Plan and facility plans of the City of Port Orchard.

This sub-area plan addresses the revision to the South Kitsap UGA boundary and applies new land use designations within portions of the sub-area. Planning goals, policies and implementing strategies and projects are identified in this document. Nevertheless, subsequent project-level review will be required for development proposals within the sub-area. Project level review will adhere to the goals and policies set forth in this sub-area plan.

Under the MoA, Phase Two is intended to address the creation of a physical and functional link between the City's UGA and the expanded South Kitsap UGA established under this sub-area plan, or development of a full sub-area plan for the area, including identification of UJPA lands that will remain rural and those which are suitable for designation as part of the expanded South Kitsap UGA. As provided in the MoA, the City and County are to meet and agree upon the specific scope and schedule for the Phase Two UJPA process.

**SOUTH KITSAP UGA/ULID #6 SUB-AREA PLAN:
Amendments to the Kitsap County Subdivision Code and
Zoning Code to Implement Ordinance No. 269-2002**

Section 16.04.020, "Exemptions," of the Kitsap County Subdivision Code shall be amended to read as follows:

The provisions of Chapters 16.04 through 16.44 shall not apply to:

- (1) Any cemetery or burial plot, while used for that purpose;
- (2) Any division of land into lots or tracts occurring outside any urban growth area (UGA), each of which is one thirty second of a section of land or larger, or 20 acres or larger if the land is not capable of description as a fraction of a section of land; provided, that for purposes of computing the size of any lot under this section which borders on a street or road, the lot size shall be expanded to include that area which would be bounded by the centerline of the road or street and the side lot lines of the lot running perpendicular to such centerline;
- (3) Any division of land made by testamentary provision, or the laws of descent;
- (4) A division for the purpose of lease when no residential structure other than mobile homes are permitted to be placed upon the land, provided that the division is subject to:
 - (A) Binding site plan as provided for in the current Kitsap County Zoning Code codified in Title 17 KCC,
 - (B) Any other applicable provisions of the Kitsap County Zoning Code,
 - (C) The provisions of Chapters 6.16 and 6.36, and
 - (D) Any provisions of the Title 16 KCC, Chapters 16.04 through 16.44, which the hearing examiner or board of county commissioners may require at the time of site plan review and approval;
- (5) Divisions of land into lots or tracts classified for industrial or commercial use when the board of county commissioners has approved a binding site plan for the use of the land in accordance with local regulations; provided, that when a binding site plan authorizes a sale or other transfer of ownership of a lot, parcel or tract, the binding site plan shall be filed for record in the county auditor's office on each lot, parcel or tract created pursuant to the binding site plan; provided further, that sale or transfer of such a lot, parcel or tract in violation of the binding site plan, or without obtaining binding site plan approval, shall be considered a violation of Chapters 16.04 through 16.44, and shall be restrained by injunctive action and be illegal as provided herein;
- (6) A division made for the purpose of adjusting boundary lines which does not create any additional lot, tract, parcel, site or division, nor create any

lot, tract, parcel, site or division which contains insufficient area and dimension to meet minimum requirements for width and area for a building site.

Section 16.48.040, "Exclusions," of the Kitsap County Subdivision Code shall be amended to read as follows:

This chapter shall not apply to:

- (1) Cemeteries and other burial plots while used for that purpose;
- (2) Divisions of land occurring outside any urban growth area (UGA) (note: for divisions occurring outside UGAs into lots or tracts each of which is equal to 1/128 of a section or larger (five acres), but less than 1/32 of a section (twenty acres) must proceed in compliance with KCC Chapter 16.52;
- (3) Divisions made by testamentary provisions, or the laws of descent;
- (4) Divisions of land into lots or tracts classified for industrial or commercial use when the county has approved a binding site plan for the use of the land in accordance with local regulations;
- (5) A division for the purpose of lease when no residential structure other than mobile homes or travel trailers are permitted to be placed upon the land and when the county has approved a binding site plan for the use of the land in accordance with local regulations;
- (6) A division made for the purpose of alteration by adjusting boundary lines, between platted or unplatted lots or both, which does not create any additional lot, tract, parcel, site or division nor create any lot, tract, parcel, site, or division which contains insufficient area and dimension to meet minimum requirements for width and area for a building site; and
- (7) Divisions of land into lots or tracts if:
 - (A) The improvements constructed or to be constructed thereon will be included in one or more condominiums or owned by the association or other legal entity in which the owners of the units therein or their owners' associations have a membership or other legal or beneficial interest;
 - (B) The County has approved a binding site plan for all such land; and
 - (C) The binding site plan contains on it the following statement:

All development of the land described herein shall be in accordance with the binding site plan, as it may be amended. Upon completion, the improvements on the land shall be included in one or more condominiums or owned by an association or other legal entity in which the owners of units therein or their owner's associations have a membership or other legal or beneficial interests.
 - (D) Divisions of land made for the purpose of transferring land to a governmental entity, and/or nonprofit land trust to accomplish any public purpose.

Subsection 16.52.020(15) in Section 16.52.020, "Definitions," of the Kitsap County Subdivision Code shall be amended to read as follows:

"Large lot subdivision" means the division or redivision of land occurring outside urban growth area (UGA) boundaries into two or more lots for the purpose of sale, lease or transfer of ownership where each lot is five acres or 1/128 of a section or larger; Provided, this shall not include divisions or redivisions of land where all parcels are equal to or greater than twenty acres or 1/32 of a section.

Section 16.52.040, "Exclusions," of the Kitsap County Subdivision Code shall be amended to read as follows:

This chapter shall not apply to divisions:

- a. Made by testamentary provisions or the laws of descent;
- b. Made for the purpose of adjusting boundary lines where no additional lots are created and where no lot is left with insufficient area or dimensions to meet minimum requirements for a building site; and
- c. Occurring within any urban growth area (UGA) boundary.

Section 17.110, "Definitions," of the Kitsap County Zoning Code shall be amended to include the following new definitions:

126. Brew pubs.

"Brew pubs" shall mean a combination of retail, wholesale and manufacturing business that brews and serves beer and/or food on the premises.

196. Cottage housing development. Four (4) or more small, detached dwelling units sharing a commonly owned courtyard/common area and parking area.

197. Custom art and craft stores.

"Custom art and craft stores" shall mean a business in which finished, personal or household items are produced and/or sold. Examples include, but are not limited to: pottery and candle making; leather work; jewelry making; creation of sculpture or other artwork.

226. Drinking establishments.

"Drinking establishments" shall mean a business primarily engaged in the retail sale of alcoholic beverages for consumption on the premises, including night clubs, bars, and taverns. It shall not mean premises wherein such beverages are sold in conjunction with the sale of food for consumption on the premises and the sale of such beverages comprises less than twenty (20) percent of the gross receipts (e.g., a lounge operated as part of a restaurant is considered to be accessory to a restaurant).

301. General merchandise stores.

"General merchandise stores" shall mean stores that sell a wide variety of grocery and non-grocery items, including, but not limited to: fresh foods; packaged foods for

preparation and consumption in the home; household supplies; consumer electronics; hardware; apparel; and sporting goods.

302. General office and management services.

"General office and management services" shall mean the offices of real estate agencies, mortgage brokers, advertising agencies, credit agencies, mailing services and postal substations, employment agencies, insurance agencies, management and consulting firms, accountants, attorneys, security brokers, financial advisors, architects, engineers, surveyors, tax preparation services, computer software development, and other similar business services. This may also include the administrative offices for businesses whose primary activity may be construction, manufacturing, utility services, or some other non-office use conducted elsewhere.

504. Neighborhood commercial center.

"Neighborhood commercial center" shall mean a commercial center that occurs on a smaller site and is intended to provide for the local shopping needs of the immediate neighborhood in which they are located. New centers should be based upon demonstrated need and shall be compatible with a residential setting.

535. Open space.

"Open space" shall mean land used for outdoor active and passive recreational purposes or for critical area or resource land protection, including structures incidental to these open space uses, including associated buffers, but excluding land occupied by dwellings or impervious surfaces not related to the open space uses and yards required by this Ordinance for such dwellings or impervious surfaces. "Open space" is further divided into the following categories:

- A. "Common open space" shall mean space that may be used by all occupants of a development complex, or if publicly dedicated, by the general public;
- B. "Active recreational open space" shall mean space that is intended to create opportunities for recreational activity. Active recreational open space may be occupied by recreational facilities such as ball fields, playground equipment, trails (pedestrian, bicycle, equestrian or multi-modal), swimming pools, and game courts or sculptures, fountains, pools, benches or other outdoor furnishings; and
- C. "Passive open space" shall mean all common open space not meeting the definition of active recreational open space, including but not limited to, critical areas and their associated buffers.

591. Pharmacies.

"Pharmacies" shall mean businesses primarily engaged in the sale of prescription and over-the-counter drugs, vitamins, first-aid supplies, and other health-related products. Pharmacies that also sell a wide variety of other types of merchandise, such as beauty products, camera equipment, small consumer electronics, gift wares, house wares, and/or cleaning supplies are considered "general merchandise stores."

674. Sheltered transit stop.

"Sheltered transit stop" shall mean a shelter for the protection from the elements for the waiting customers of a public transportation system.

Subsection 17.200.010, "Classification of Zones," in Section 17.200, "Establishment of Zones and Map," of the Kitsap County Zoning Code shall be amended to read as follows:

010. Classification of Zones.

For the purposes of this Code the County is divided into zones designated as follows:

ZONES	MAP SYMBOL	DENSITY
Forest Resource Lands	FRL	1 dwelling unit/40 acres
Interim Rural Forest	IRF	1 dwelling unit/20 acres
Rural Protection	RP	1 dwelling unit/10 acres
Rural Residential	RR	1 dwelling unit/5 acres
Urban Reserve	URS	1 dwelling unit/10 acres
Urban Restricted	UR	1-5 dwelling unit(s)/acre
Urban Low Residential	UL	5-9 dwelling units/acre
Urban Cluster Residential	UCR	5-9 dwelling units/net acre
Urban Medium Residential	UM	10-19 dwelling units/acre
Urban High Residential	UH	20-24 dwelling units/acre
Urban Village Center	UVC	up to 18 dwelling units/net acre
Urban Town Center	UTC	reserved
Highway/Tourist Commercial	HTC	not applicable
Urban Commercial	UC	not applicable
Regional Commercial	RC	not applicable
Business Park	BP	not applicable
Industrial	IND	not applicable
Airport	A	not applicable
Mineral Resource	MR	not applicable

Subsection 17.330.050, "Height Regulations," in Section 330, "Urban Low Residential Zone (UL)," of the Kitsap County Zoning Code shall be amended to read as follows:

No building or structure shall be hereafter erected, enlarged, or structurally altered to exceed thirty-five feet in height. (Ord. [216 \(1998\)](#) § 4 (part), 1998) *(existing text)*

Areas governed by Sub-Area Plans. Within areas subject to specific sub-area plans, a greater height may be allowed upon review/approval by the Director upon recommendation from the Fire Marshall/Fire District, provided that the net result is an overall increase in areas or other public amenities, or the design results in a more creative or efficient use of land.

Subsection 17.330.060, "Lot Requirements," in Section 330, "Urban Low Residential Zone (UL)," of the Kitsap County Zoning Code shall be amended to read as follows:

060. Lot Requirements; Density Limitations.

- A. The minimum lot requirements shall be as shown in Urban Low Residential Zone Lot Requirements Table 330.060(A).
- B. Development within this zone is subject to a minimum density requirement of 5 units per acre. Residential development that does not meet this density must submit a pre-plan for future property division that demonstrates that future re-division to achieve the minimum density is feasible, and meet the requirements outlined in Section 315.090.

Urban Low Residential Zone Lot Requirements Table 330.060(A)

Classification	Density (DU/Acre)	Minimum Lot Area	Minimum Lot Width	Minimum Lot Depth	Front Yard	Side Yard	Opposite Site Yard	Rear Yard
UL	Min Max 5 9	None	40	60	20	5	5	5

- C. Density Limit for the South Kitsap UGA/ULID #6 Sub-Area. Pursuant to the approved South Kitsap UGA/ULID #6 Sub-Area Plan, the maximum number of residential units permitted in the sub-area is 4,172, until such time as a further population allocation is made to the sub-area. All residential development within the sub-area located in the UL zone is subject to this density limitation. To ensure that the density limit for the sub-area is not exceeded, the Director shall use the County's Land Information System (LIS) to monitor the number of dwelling units remaining and available for development within the sub-area.

Subsection 17.330.090, "Other Provisions," in Section 330, "Urban Low Residential Zone (UL)," of the Kitsap County Zoning Code shall be amended to read as follows:

090. Other Provisions.

- A. Generally. See Sections 430 & 455.
- B. Master Planning Requirements for the South Kitsap UGA/ULID #6 Sub-Area. Consistent with Section 428, prior to any new development within an area zoned UL which is also designated for Master Planning in an approved sub-area plan, a master plan shall be prepared for the entirety of the zone which is contiguous with the area proposed for new development, provided that the

Director may either increase or decrease the area within the sub-area that will be included in the Master Plan in order to maximize the efficiency of the process and assure coordination with areas that may be affected by the proposed new developments.

If the subject zone exists elsewhere within the sub-area, and is not contiguous to the area proposed for new development, it is not required that those non-contiguous same-zoned lands be included in the subject master plan.

A new Section 17.335, "Urban Cluster Residential Zone," will be added to the Kitsap County Zoning Code, which shall read as follows:

17.335 Urban Cluster Residential (UCR) Zone.

010. Purpose.

The Urban Cluster Residential (UCR) zone is intended to encourage flexible land uses, recognizing that exact locations of uses must be based on the location of critical areas, transportation corridors, community needs and market conditions. The intent is to give flexibility to locate urban residential development in areas suitable for such uses by promoting a variety of housing choices, and to encourage affordable housing through innovative design. It allows a combination of single family, townhouse, duplex, and multiple-family housing, and zero lot line development, in order to encourage clustering of appropriate densities of residential housing in areas suitable for such development, while simultaneously providing a high level of protection for wetlands, streams and wildlife habitat areas, including areas which will help maintain the vitality of salmonid habitat. At the same time, the UCR zone should foster a development pattern that results in the design and construction of an interconnected system of pedestrian and bicycle trails and facilities linking residential neighborhoods with open spaces, recreational areas, transportation corridors and retail and employment opportunities, both within and outside the zone.

020. Uses.

The following Urban Cluster Residential Zone Use Table is a list of examples for allowable uses in the zone. The appropriate review, as listed, is mandatory.

“P”- Permitted

“SPR” - Site Plan Review, Section 410;

“C” - Conditional Uses, Section 420;

“X” - Uses specifically prohibited.

Urban Cluster Residential Zone Use Table 335.020

USES		UCR
A. Residential		
1.	Single-family dwellings	P
2.	Duplex	P
3.	Townhouses (3 or more)	SPR
4.	Multi-family housing	SPR
5.	Mobile home parks subject to density limits of zone	P
6.	Residential performance based development ⁶	P
7.	Accessory dwelling unit ¹	P
8.	Accessory living quarters ²	P
9.	Accessory uses and structures normal to a residential environment	P
10.	Home businesses ⁵	P
B. Retail Sales, General Merchandise & Services		
1.	Stores less than 5,000 s.f. in gross floor area ⁸	C
C. Retail Sales - Restaurants, Drinking Places		
1.	Delicatessens/Restaurants ⁸	C
2.	Drive - in restaurants	X
3.	High turnover restaurants	X
4.	Brew pubs (where the manufacturing component is subordinate and accessory to a primary retail use) ⁸	C
5.	Brew pubs (where the retail component is subordinate and accessory to a primary manufacturing use)	X
6.	Drinking establishments	X
D. Retail Sales, Miscellaneous Stores		
1.	Laundromats and laundry services ⁸	C
2.	Pharmacies ⁸	C
E. Services, Businesses		
1.	Temporary offices and model homes ⁷	SPR
F. Services, Lodging Places		
1.	Bed and breakfast house (up to 4 guest rooms)	P
2.	Bed and breakfast house (5-10 guest rooms)	C
G. Services, Medical & Health		
1.	Congregate care facility within an existing structure	P
2.	Congregate care facility	C
3.	Residential care facility within an existing structure	P
4.	Residential care facility not within an existing structure	SPR
H. Services, Amusement		
1.	Private recreational center or facilities such as country clubs and golf courses, but not including such intensive commercial recreation uses as a golf driving range (unless within a golf course), race track, amusement park or gun club	SPR

2.	Accessory use or structure (recreational)	P
I. Services, Membership Organizations		
1.	Places of worship	C
2.	Private community centers, halls, clubs, lodges, meeting places	SPR
J. Services, Educational		
1.	Day-care center, family	P
2.	Day-care center ³	C
3.	Public or private schools ⁴	C
K. Public Services & Facilities		
1.	Public facilities and electric power and natural gas utility facilities, including fire stations, libraries, museums, substations, ferry terminals, commuter part-and-ride lots, and post offices; but not including storage or repair yards, warehouses, or similar uses	SPR
2.	Publicly owned recreational facilities, services, parks and playgrounds	P
L. Other		
1.	Cemeteries and/or mausoleums, crematories, columbaria and mortuaries within cemeteries	C
2.	Agricultural uses, including any accessory buildings related to such uses and activities as defined in Section 110	X
3.	Forestry, including any accessory buildings related to such uses and activities as defined in Section 110	X

¹ Subject to Section .425

^{2,3,4,6 and 9} Subject to Section .430

^{5 and 7} Subject to Section .455

⁸These uses are allowed only within a commercial center limited in size and scale (e.g., an intersection or "corner" development).

030. Densities Generally; and Density Limit for the South Kitsap UGA/ULID #6 Sub-Area.

A. Densities.

1. Minimum: 5 units/gross acre; and
2. Maximum: 9 units/gross acre.

B. Density Limit for the South Kitsap UGA/ULID #6 Sub-Area. Pursuant to the approved South Kitsap UGA/ULID #6 Sub-Area Plan, the maximum number of residential units permitted in the sub-area is 4,172, until such time as a further population allocation is made to the sub-area. All residential development within the sub-area located in the UCR zone is subject to this density limitation. To ensure that the density limit for the sub-area is not exceeded, the Director shall use the County's Land Information System (LIS) to monitor the number of dwelling units remaining and available for development within the sub-area.

040. Lot Requirements.

- A. Minimum Lot Sizes. None.
- B. Yard Requirements - Single-Family, Duplex and Townhouse Units.
 - 1. Front yard - 10 feet.
 - 2. Side and rear yard - 5 feet. Zero-lot line developments may be approved with zero set-backs.
 - 3. No setbacks are required between interior walls of duplex and townhouse units.
- C. Yard Requirements - Multi-Family Units.
 - 1. Front yard - 10 feet if the opposite side of the street front is a residential use, no setback if the opposite side of the street is developed with a nonresidential use.
 - 2. Side and rear yard - 5 feet.

050. Height Regulations.

No building or structure shall be hereafter erected, enlarged, or structurally altered to exceed thirty-five (35) feet in height.

060. Signs.

Signs shall be permitted according to the provisions of Section 445.

070. Off-Street Parking.

Off-Street parking shall be provided according to the provisions of Section 435.

080. Other Provisions.

- A. See Sections 385, 430 and 455.
- B. All development shall comply with the standards in the Kitsap County Storm Water Management Code, KCC Title 12, and the Kitsap County Critical Areas Code, KCC Title 19, as they now exist or are later amended, as well as all SEPA mitigation requirements.
- C. Master Planning Requirements: Prior to any new development within an area zoned Urban Cluster (UCR) which is also designated for master planning in an approved sub-area plan, a master plan shall be prepared for the entirety of the zone which is contiguous with the area proposed for new development, provided that the Director may either increase or decrease the area within the sub-area that will be included in the Master Plan in order to maximize the efficiency of the process and assure coordination with areas that may be affected by the proposed new development. If the subject zone exists elsewhere within the sub-area, and is not contiguous to the area proposed for new development, it is not

required that those non-contiguous same-zoned lands be included in the subject master plan.

Subsection 17.340.050, "Height Regulations" in Section 340, "Urban Medium Residential Zone (UM)," shall be amended to read as follows:

No building or structure shall be hereafter erected, enlarged, or structurally altered to exceed thirty-five feet in height. (Ord. [250 \(2000\)](#) § 3 (part), 2000: Ord. [216 \(1998\)](#) § 4 (part), 1998).

Areas governed by Sub-Area Plans. Within areas subject to specific sub-area plans, a greater height may be allowed upon review/approval by the Director upon recommendation from the Fire Marshall/Fire District, provided that the net result is an overall increase in areas or other public amenities, or the design results in a more creative or efficient use of land.

Subsection 17.340.060, "Lot Requirements," in Section 340, "Urban Medium Residential Zone (UM)," shall be amended to read as follows:

060. Lot Requirements; Density Limitations.

- A. Minimum Lot Requirements: None.
- B. Density Limit for the South Kitsap UGA/ULID #6 Sub-Area. Pursuant to the approved South Kitsap UGA/ULID #6 Sub-Area Plan, the maximum number of residential units permitted in the sub-area is 4,172, until such time as a further population allocation is made to the sub-area. All residential development within the sub-area located in the UM zone is subject to this density limitation. To ensure that the density limit for the sub-area is not exceeded, the Director shall use the County's Land Information System (LIS) to monitor the number of dwelling units remaining and available for development within the sub-area.

Subsection 17.340.090, "Other Provisions," in Section 340, "Urban Medium Residential Zone (UM)," shall be amended to read as follows:

090. Other Provisions.

- A. See Sections 430 & 455.
- B. Master Planning Requirements: Prior to any new development within an area zoned Urban Medium (UM) which is also designated for master planning in an approved sub-area plan, a master plan shall be prepared for the entirety of the zone which is contiguous with the area proposed for new development, provided that the Director may either increase or decrease the area within the sub-area that will be included in the Master Plan in order to maximize the efficiency of the process and assure

coordination with areas that may be affected by the proposed new development. If the subject zone exists elsewhere within the sub-area, and is not contiguous to the area proposed for new development, it is not required that those non-contiguous same-zoned lands be included in the subject master plan.

A new Section 17.351, "Multi-Family Development - Design Criteria," will be added, which shall read as follows:

Sections:

- 010. Purposes & Intent.**
- 020. Applicability - How to Use the Design Criteria.**
- 030. Multi-Family Site Design - Orientation (UCR, UM & UH zones).**
- 040. Fences & Walls.**
- 050. Recreation Centers, Mailboxes, Site Lighting, Bus Stops.**
- 060. Grading & Tree/Vegetation Retention.**
- 070. Open Space.**
- 080. Landscape Design.**

010. Purposes & Intent

The general purposes of these design criteria are as follows:

- A. To encourage better design and site planning.
- B. To ensure that new multi-family development is sensitive to the character of the surrounding neighborhoods.
- C. To enhance the built environment for pedestrians in higher-density areas.
- D. To provide for development of neighborhoods with attractive, well-connected streets, sidewalks, and trails that enable convenient, direct access to neighborhood centers, parks, and transit stops.
- E. To ensure adequate light, air, and readily accessible open space for multi-family development in order to maintain public health, safety and welfare.
- F. To ensure the compatibility of dissimilar adjoining land uses.
- G. To maintain or improve the character, appearance, and livability of established neighborhoods by protecting them from incompatible uses, excessive noise, illumination, loss of privacy, and similar significant impacts.
- H. To encourage creativity and flexibility in the design of multi-family developments in a manner that maximizes unique site attributes and is compatible with the character and intensity of adjoining land uses.

020. Applicability - How to Use the Design Criteria.

A. Applicability.

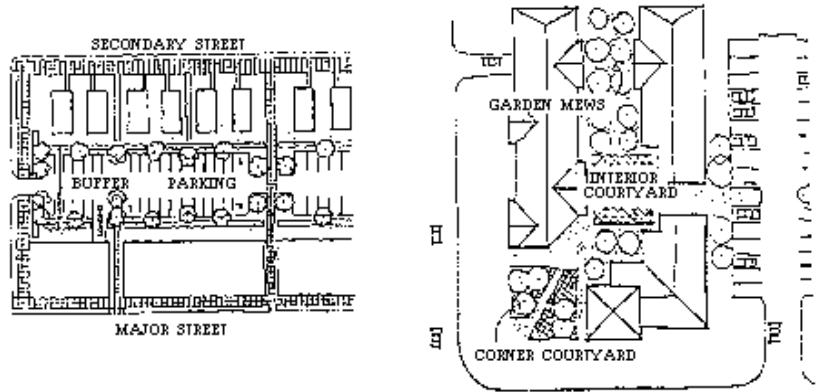
1. The "requirements sections" in the following design criteria apply to each multi-family project requiring site plan review under Section 410 of this ordinance, or conditional use review under Section 420 of this ordinance.
2. In addition to the requirements set forth in this Section 351, the "requirements sections" set forth in Section 354.160 and Sections 354.180 to 354.240 shall apply to each multi-family project requiring review under subsection A, above.

B. How to Use the Design Criteria. The "requirements sections" state the design criteria that each project shall meet. These design criteria are intended to supplement the development standards of the UCR, UM AND UH zones. Where the provisions of this Section 351 conflict with the provisions of Sections 335 (UCR), 340 (UM), and 350 (UH), the provisions of the zoning district shall apply. The "guidelines" which follow each requirement statement are suggested ways to achieve the design intent. Each guideline is meant to indicate the preferred conditions, but other equal or better design solutions will be considered acceptable by the Director or Hearing Examiner, so long as these solutions meet the intent of these sections. They are to be applied with an attitude of flexibility, recognizing that each development site and project will have particular characteristics that may suggest that some guidelines be emphasized and others de-emphasized. However, while alternative solutions can be proposed, none of the criteria in the requirement statements can be disregarded.

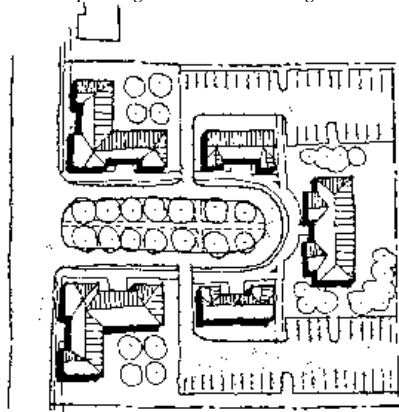
030. Multi-Family Site Design - Orientation (UCR, UM & UH zones).

- A. Requirement. Design multi-family projects to be oriented to public streets or common open spaces and to provide pedestrian and vehicular connections to existing neighborhoods.
- B. Guidelines: Possible ways to achieve neighborhood connections include:
1. Use a modified street grid system where most buildings in a project front on a street. Where no public streets exist, create a modified grid street system within the project.
 2. Locate parking areas behind or under building and access such parking from alley-type driveways. If driveway access from streets is necessary, minimum width driveway providing adequate fire-fighting access should be used.

3. Provide each building with direct pedestrian access from the main street fronting the building and from the back where the parking is located.
4. Another alternative may be to orient the buildings into U-shaped courtyards where the front door/main entry into the building is from a front courtyard. Access to the courtyard from the rear parking area should be through a well-lighted breezeway or stairway. This alternative will work where projects abut an arterial or major collector street where the quality of living could be enhanced with building facing into the courtyard. The buildings would still be located between the street and parking lot.
5. The following illustrations depict site-planning techniques that orient multi-family projects to streets, adding value and identity to the complex, by siting parking behind the buildings:



Examples of preferred site planning that orients multi-family projects to streets, adding value and identity to the complex, by siting parking behind the buildings.



040. Fences & Walls.

A. Requirement. Design the site to minimize the need for fences and walls that inhibit or discourage pedestrian use of sidewalks or paths, isolate neighborhoods, or separate neighborhoods from main roads.

B. Guidelines:

1. Place pedestrian breaks and/or crossing at frequent intervals where a fence, wall or landscaped area separates a sidewalk from a building or one development from another.
2. Employ small setbacks, indentations, stepped fence heights, or other means of breaking up the wall or fence surface and height.
3. Employ different textures, color or materials (including landscape materials) to break up the wall's surface and add visual interest.
4. If fencing is required, repeat the use of building façade materials on fence columns and or/stringers.



Alternative to solid, or blank-looking fence.

050. Recreation Centers, Mailboxes, Site Lighting, Bus Stops.

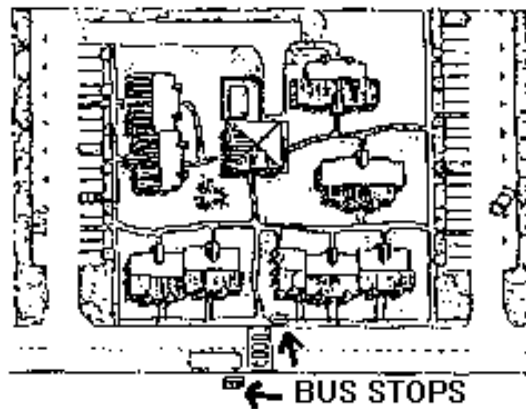
A. Requirement. Provide adequate lighting, screening and pedestrian access to supporting facilities such as recreation centers, mailboxes, play yards, bus stops and dumpsters. If otherwise required as a condition of project approval, locate passenger shelters in well-lit areas with access to the multi-family walkway network. Provide for shielding and directing of light to minimize impacts upon residents and abutting property owners.

B. Guidelines:

1. Recreation centers.
 - a. Recreation centers should have adequate parking and bike racks for the guests of tenants.
 - b. The center should be directly connected by a series of walkways to all the multi-family buildings in the complex. These walkways should be barrier free, landscaped, and lighted

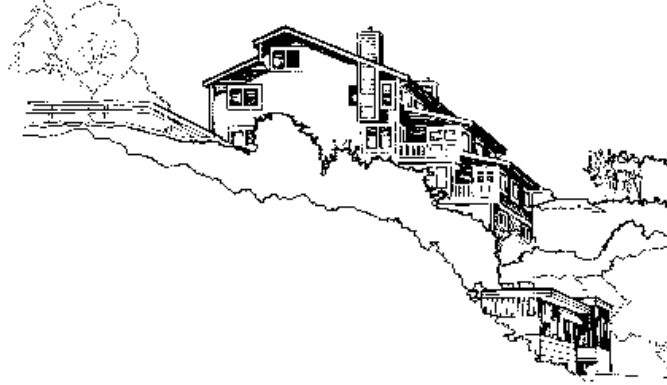
with fixtures not to exceed fifteen (15) feet in height. The walkways should provide visual contrast where they cross driveways or streets.

2. Site lighting.
 - a. Site lighting (pedestrian-scale & low level) should be provided throughout the project.
 - b. Security lighting should be provided in parking areas and play areas.
 - c. Lighting should not shine into the dwelling units in the development.
 - d. Lighting should be directed away from neighboring development.
3. Mailboxes. If common mailboxes are used, they should be located near the project entry or near the recreational facilities. The architectural character should be similar in form, materials, and colors to the surrounding buildings. Mailboxes should be well lighted and pedestrian accessible.
4. Bus Stops. The multi-family walkway network shall provide convenient pedestrian access to the nearest transit stop.



060. Grading & Tree/Vegetation Retention.

- A. Requirement. To the extent reasonable and practicable, multi-family projects shall be designed to minimize impacts to existing topography and vegetation.
- B. Guidelines:
 1. Incorporate the natural grades in the overall design of the project.
 2. Incorporate existing groups of trees/vegetation to be protected and retained on the site.
 3. Minimize disturbance of open space to better facilitate stormwater infiltration.



Stepping the building down a hillside to match the topography can reduce the impact of the building on smaller, nearby buildings.

070. Open Space.

- A. Requirement. Open space shall be provided in or adjacent to multi-family development for all the residents of the development.
- B. Guidelines:
 - 1. Where possible, combine the open space of contiguous properties to provide for larger viable open space areas.
 - 2. Site permanent outdoor recreation equipment away from storm drainage facilities.
 - 3. Use walkways to connect the open spaces to the multi-family buildings, parking areas, and adjacent neighborhoods.
 - 4. Incorporate a variety of activities for all age groups in the active recreational open space.



Consider drainage/retention areas that enhance the environment and open space usage.

080. Landscape Design.

- A. Requirement. In addition to the requirements in Section 385 of this Zoning Code, landscaping and supporting elements (such as trellises, planters, site furniture or similar features) shall be appropriately incorporated into the project design.

B. Guidelines:

1. Minimize tree removal and incorporate larger caliper trees to obtain the immediate impact of more mature trees when the project is completed.
2. Provide frameworks such as trellises or arbors for plants to grow on.
3. Incorporate planter guards or low planter walls as part of the architecture.
4. Landscape the open areas created by building modulation.
5. Incorporate upper story planter boxes or roof plants.
6. Retain natural greenbelt vegetation that contributes to greenbelt preservation.
7. On streets with uniform planting of street trees and/or distinctive species, plant street trees that match the street tree spacing and/or species.
8. Use plants that require low amounts of water, including native drought-resistant species, and require low amounts of chemicals and fertilizers.

A new Section 17.353, "Urban Center Zones," will be added to the Kitsap County Zoning Code, which shall read as follows:

17.353 Urban Center Zones

010. Purposes.

A. Purposes - Generally.

The general purposes of the urban center zones are as follows:

1. To foster a development pattern offering direct, convenient pedestrian, bicycle, and vehicular access between residences and businesses, in order to facilitate pedestrian and bicycle travel and reduce the number and length of automobile trips.
2. To provide for a compatible mix of single-family, multi-family housing and neighborhood commercial businesses and services, with an emphasis on promoting multi-story structures with commercial uses generally located on the lower floors and residential housing generally located on upper floors.
3. To promote a compact growth pattern to efficiently use developable land within UGAs, to enable the cost-effective extension of utilities, services and streets, to enable frequent and efficient transit service, and to help sustain neighborhood businesses.
4. To foster the development of mixed-use areas that are arranged, scaled and designed to be compatible with surrounding land.

- B. Specific Purposes for the Urban Village Center (UVC) Zone.
 This zone provides for a compatible mix of small-scale commercial uses and mixed-density housing, typically in multi-story buildings. Development within the zone should promote neighborhood identity, by providing a range of commercial retail and service opportunities in close proximity to housing. The UVC zone is intended to encourage flexible land uses, recognizing that the exact configuration of uses must be responsive to community needs and market conditions. Accordingly, commercial and residential uses may be mixed either vertically or horizontally in the UVC zone, though the more common configuration locates commercial uses on the lower floors of multi-story structures, with residential units located above. Residential densities within this zone may not exceed 18 units per net acre. Development within the UVC zone must occur in a manner that results in the design and construction of an interconnected system of pedestrian and bicycle trails and facilities linking the development in the UVC zone to surrounding residential neighborhoods, open spaces, recreational areas, and transportation corridors.
- C. Specific Purposes for the Urban Town Center (UTC) Zone. Reserved.

020. Uses.

The uses set forth in the Urban Center Zones Use Table 353.020 are examples of the uses allowable in the Urban Village Center and Urban Town Center zones. The appropriate review authority is mandatory.

- "P" - Permitted;
 "SPR" - Site Plan Review, Section 410;
 "C" - Conditional uses, Section 420;
 "X" - Uses specifically prohibited; and
 "R" - Reserved.

Urban Center Zones Use Table 353.020

USES		UVC	UTC
A. Residential			
1.	Dwellings, single-family ¹	P	R
2.	Dwellings, two-family or duplex ¹	SPR	R
3.	Cottage housing developments	SPR	R
4.	Townhouses (3 or more) ¹	SPR	R
5.	Dwellings, multi-family (up to 18 d.u. per net acre) ¹	SPR	R
6.	Dwellings, multi-family (more than 18 d.u. per net acre) ¹	X	R
7.	Residences above commercial uses in multi-story structures ¹	SPR	R
8.	Home businesses	P	R
B. Retail Sales - General Merchandise			

1.	General merchandise stores in excess of 25,000 square feet gross floor area	X	R
2.	General merchandise stores between 5,000 and 25,000 square feet gross floor area	C	R
3.	General merchandise stores less than 5,000 square feet gross floor area	SPR	R
C. Retail Sales - Restaurants, Drinking Places			
1.	Delicatessens/Restaurants	SPR	R
2.	Drive-in restaurants	X	R
3.	High turnover restaurants (excluding those with drive-through service)	SPR	R
4.	Brew pubs (where the manufacturing component is subordinate and accessory to a primary retail use)	SPR	R
5.	Brew pubs (where the retail component is subordinate and accessory to a primary manufacturing use)	X	R
6.	Drinking establishments (bars, cocktail lounges, night clubs and taverns)	SPR	R
D. Retail Sales - Automotive Related Sales & Services			
1.	Motor vehicle/RV dealers - new and used	X	R
2.	Auto parts and accessory stores	X	R
3.	Service stations/fuel sales	X	R
4.	Boat dealers, marine supplies and repair	X	R
5.	Farm equipment and implement dealer	X	R
6.	Auto, truck, trailer and equipment rental or repair	X	R
7.	Car washes	X	R
E. Retail Sales - Miscellaneous Stores			
1.	Mobile home sales - new and used	X	R
2.	Farm and garden supplies, including nurseries	SPR	R
3.	Fuel distributors/bulk storage	X	R
4.	Laundromats and laundry services	SPR	R
5.	Lumber yards and building/construction materials	X	R
6.	Pharmacies	SPR	R
7.	Custom art and craft stores	SPR	R
F. Retail Sales - Products (Custom Fabricated, Processed, Assembled, Installed, Repaired, or Printed on the Premises within an Entirely Enclosed Building)			
1.	Cabinet, electrical, plumbing, sheet metal, heating and air conditioning and welding shops	X	R
G. Services - Business			
1.	General office and management services	SPR	R
2.	Duplicating, addressing, blueprinting, photocopying, mailing, and stenographic services	SPR	R
3.	Mortuaries	C	R
4.	Office equipment service and repair shop	C	R
5.	Off-street parking facilities	SPR	R
6.	Mini-storage warehouses	X	R

7.	Auction house	SPR	R
8.	Vehicle towing and storage	X	R
9.	Financial and banking institutions	SPR	R
10.	Real estate brokers, agents and services	SPR	R
H. Services - Lodging Places			
1.	Bed and breakfast house within an existing structure (up to 4 guest rooms)	P	R
2.	Bed and breakfast house (up to 10 guest rooms)	SPR	R
3.	Hotel/motel	SPR	R
4.	Recreational vehicle camping parks	X	R
5.	Rooming houses	X	R
I. Services - Medical & Health			
1.	Hospitals/health care campus	C	R
2.	Medical and dental laboratories	SPR	R
3.	Sanitaria, convalescent, and rest homes	SPR	R
4.	Animal hospitals	C	R
5.	Ambulance services	C	R
6.	Congregate care facilities	SPR	R
7.	Clinic, outpatient	SPR	R
8.	Residential care facilities	SPR	R
J. Services - Amusement			
1.	Amusement centers, indoor	SPR	R
2.	Amusement centers, outdoor	C	R
3.	Carnivals (temporary) and circuses (temporary)	SPR	R
4.	Health and racquet clubs	SPR	R
5.	Theaters, indoor	SPR	R
6.	Theaters, outdoor (drive-in)	X	R
7.	Sports facilities, including stadium and arena facilities and skating rinks	X	R
K. Services - Educational, Recreational			
1.	Day-care centers	SPR	R
2.	Day-care centers, family	SPR	R
2.	Libraries	SPR	R
3.	Private schools	SPR	R
4.	Privately owned recreational facilities, pedestrian and bicycle trails and facilities	SPR	R
L. Services - Membership Organizations			
1.	Business, professional, civic, social and fraternal	SPR	R
2.	Religious places of worship	SPR	R
3.	Private community centers, halls, clubs, lodges, meeting places	SPR	R
M. Public Services & Facilities			
1.	Police and fire stations	P	R
2.	Post offices	P	R
3.	Utility substations and related facilities	P	R
4.	Museums, galleries, historic and cultural exhibits and similar uses	SPR	R

5.	Publicly owned recreational facilities, services, parks, playgrounds, parkways, pedestrian and bicycle trails and facilities	SPR	R
6.	Sheltered transit stops	P	R
N. Other			
1.	Forestry	X	R
2.	Agriculture	X	R

¹See subsections .030(A) and .050, below.

Note: Other similar uses which the Director finds to fit the purpose or intent of the zoning designation, in compliance with section 100.040 (Permitted Uses).

030. Densities Generally; & Density Limit for the South Kitsap UGA/ULID #6 Sub-Area.

A. Densities Generally.

1. UVC Zone: Development is subject to a minimum density requirement of 10 dwelling units per net acre, and a maximum density of 18 dwelling units per net acre.
2. UTC Zone: Reserved.

B. Density Limit for the South Kitsap UGA/ULID #6 Sub-Area. Pursuant to the approved South Kitsap UGA/ULID #6 Sub-Area Plan, the maximum number of residential units permitted within the entire sub-area is 4,172, until such time as a further population allocation is made to the sub-area. All residential development within the VC zone is subject to this density limitation. To ensure that the density limit for the sub-area is not exceeded, the Director shall use the County's Land Information System (LIS) to monitor the number of dwelling units remaining and available for development within the sub-area.

040. Lot Requirements.

A. Lot Size Requirements.

1. UVC Zone: No requirement.
2. UTC Zone: Reserved.

B. Yard Requirements.

1. UVC Zone Yard Requirements:
 - a. Front yard - no requirement.
 - b. Rear yard - no requirement.
 - c. Side yard - no requirement.
2. UTC Zone Yard Requirements: Reserved.

050. Commercial & Residential Floor Area Limitations.

A. Commercial Floor Area Limitations.

1. UVC Zone Commercial Space Limitations: The total gross floor area devoted to commercial use in any one structure within the UVC zone shall not exceed 25,000 square feet.
2. UTC Zone Commercial Space Limitations: Reserved.

B. Residential Floor Area Limitations. The total gross floor area devoted to residential use in any project development proposal shall not exceed two-thirds (2/3) of the total proposed gross floor area; PROVIDED, that an individual structure intended for future mixed commercial and residential uses may initially be used exclusively for residential use if designed and constructed for eventual conversion to mixed commercial and residential use, once the Urban Village Center or Urban Town Center matures.

060. Height Regulations.

- A. UVC Zone. No building or structure shall be hereafter erected, enlarged, or structurally altered to exceed forty-five (45) feet in height.
- B. UTC Zone. Reserved.

070. Signs.

Signs shall be permitted according to the provisions of Section 445.

080. Off-Street Parking.

Off-street parking shall be provided according to the provisions of Section 435.

090. Master Planning Requirements for the South Kitsap UGA/ULID #6 Sub-Area.

Master Planning Requirements: Prior to any new development within an area zoned Urban Center which is also designated for master planning in an approved sub-area plan, a master plan shall be prepared for the entirety of the zone which is contiguous with the area proposed for new development, provided that the Director may either increase or decrease the area within the sub-area that will be included in the Master Plan in order to maximize the efficiency of the process and assure coordination with areas that may be affected by the proposed new development. If the subject zone exists elsewhere within the sub-area, and is not contiguous to the area proposed for new development, it is not required that those non-contiguous same-zoned lands be included in the subject master plan.

A new Section 17.354, "Urban Center Zones - Design Criteria," will be added to the Kitsap County Zoning Code, which shall read as follows:

Sections:

010. How to Use the Design Criteria.

**SITE DESIGN AND ORIENTATION - APPLICABLE TO ALL
DEVELOPMENT IN THE VC & TC ZONES**

- 020. Site Design - Streets, Trails & Open Space.**
- 030. Site Design - Location & Use of Centers & Common Open Spaces.**
- 040. Site Design - Gateways & Focal Points.**
- 050. Site Design - Pedestrian/Sidewalk Orientation.**
- 060. Site Design - Fences & Walls Adjacent to Pedestrian Scale Streets.**

**COMMERCIAL & MIXED-USE BUILDING DESIGN,
LANDSCAPING, & SIGNS**

- 070. Building Design - Commercial & Mixed Use.**
- 080. Building Design - Creation of Human Scale.**
- 090. Building Design - Building Wall Finishes for Stand Alone & Corner Site Buildings.**
- 095. Building Design – Commercial Use with Ancillary Drive-Through Component.**
- 100. Landscape Design for Mixed-Use Areas.**
- 110. Landscape Design - Screening.**
- 120. Landscape Design - Existing Trees.**
- 130. Signs - Attached to the Building.**
- 140. Signs - Freestanding.**

**MULTI-FAMILY PROJECTS IN THE VC & TC ZONES
(INCLUDING TOWNHOUSES OF 5 UNITS OR MORE)**

- 150. Site Design - Orientation.**
- 160. Site Design - Parking Location & Design.**
- 170. Site Design - Mailboxes, Site Lighting, & Transit Stops.**
- 180. Site Design - Screening.**
- 190. Building Design - Neighborhood Scale.**
- 200. Building Design - Privacy.**
- 210. Building Design - Facade, Footprint, & Roof Articulation.**
- 220. Building Design - Entries.**
- 225. Building Design - Windows.**
- 230. Building Design - Materials & Colors.**
- 240. Signs.**

**OTHER RESIDENTIAL DEVELOPMENT IN THE VC & TC ZONES:
DUPLEX & MANUFACTURED HOUSING, COTTAGE HOUSING & SINGLE
FAMILY HOUSING**

- 250. Duplex, Triplex, Etc. - Applicability.**
- 260. Building Design - Roof Form & Architectural Detail.**
- 270. Building Design - Entries.**
- 280. Building Design - Garage Design.**
- 290. Building Design - Materials & Colors.**

ACCESSORY DWELLING UNITS (ADU) IN THE VC & TC ZONES

- 300. Site & Building Design - Privacy.**
- 310. Building Design - Entry Features.**
- 320. Building Design - Materials & Colors.**

COTTAGE HOUSING IN THE VC & TC ZONES

- 330. Site Design - Cottage Housing.**

DEFINITIONS

- 340. *Reserved***

010. How to Use the Design Criteria.

The "requirement sections" in the following design criteria for Kitsap County apply to each project requiring site plan review under Section 410 of this ordinance, or conditional use review under Section 420 of this ordinance. These design criteria are intended to supplement the development standards of the VC and TC zones. Where the provisions of this Section 354 conflict with the provisions of the VC and TC zones in Section 353, the provisions of the zoning district shall apply. The "guidelines" that follow each requirement statement are suggested ways to achieve the design intent. Each guideline is meant to indicate the preferred conditions, but other equal or better design solutions will be considered acceptable by the Director or Hearing Examiner, so long as these solutions meet the intent of these sections. Where a requirement and/or guideline is followed by the abbreviations VC or TC - these requirements and/or guidelines are applicable to that particular zone found in Section 353.

020. Site Design - Streets, Trails & Open Space.

- A. Requirement. Arrange the streets and trails on the site so that the central internal open space and other community facilities can be accessed from all areas of the development without using an arterial street. The street layout shall be a modified grid street pattern adapted to the topography,

unique natural features, and environmental constraints of the site. The street layout shall provide direct convenient access to the Village or Town Center, community focus areas, and internal open space areas, and shall showcase gateways and vistas. When making connections with adjacent neighborhoods, use traffic calming techniques where necessary. Public access shall be provided to water bodies as required by the Shoreline Management Act.

B. Guideline.

1. Street layout should have a minimum of two (2) interconnections with the existing public street system rated as an arterial or collector (VC, TC).
2. The modified grid street pattern should define blocks that are two hundred fifty (250) to three hundred fifty (350) feet long (VC, TC).
3. When a block face is longer than three hundred fifty (350) feet, an alley should be provided with through access to another street or alley (VC, TC).
4. Street layout that includes access from alleys to development is preferred (VC, TC).
5. Blocks should be designed to have a maximum length of six hundred (600) feet from street to street and should either continue through the intersection or terminate in a "T" intersection directly opposite the center of a building, an internal open space area, or a view into a peripheral open space area (VC, TC).

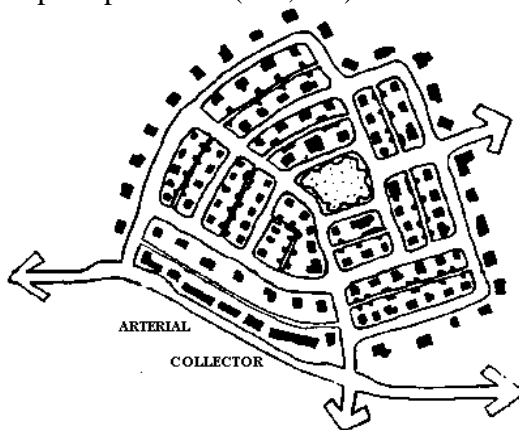


Diagram of a modified grid street pattern built around a Village or Town Center. Note the connections to the surrounding street system. Each Village or Town Center must have at least two (2) peripheral attachments.

6. A majority of the streets should be curved or terminated so that no street vista is longer than one thousand two hundred (1,200) feet (VC, TC).
7. Provide a connected system of recreation areas, trails, and natural open spaces that are linked to the Village or Town Center and to natural features by streets or foot paths (VC, TC).
8. Provide street linkages, including pedestrian and bike facilities to adjacent developments and neighborhoods where possible (VC, TC).

9. Encourage pedestrian accessibility from adjacent residential neighborhoods by the use of through-block connections or other accessibility methods (VC, TC).
10. Where there are wildlife habitat areas on a Village or Town Center site, connect them to adjacent habitat areas to facilitate wildlife movement (VC, TC).

030. Site Design & Orientation - Location & Use of Centers & Common Open Spaces.

A. Requirement. Common open space shall be used for social, recreational, and/or natural environment preservation purposes. It shall include at least one internal open space (such as a Village Center Park) that will serve as a center around which commercial, mixed use, and some higher density housing may be located (VC, TC).

B. Guideline.

1. An internal open space should be designed as a center park, town square, or urban park, should be an active gathering place in both day and evening, and should include places for strolling, sitting, social interaction, and recreation (TC, VC).
2. All commercial development in villages and centers should be within approximately six hundred (600) feet of an existing or planned transit stop (TC, VC).
3. Surround the center park with a concentration of high-density development that may include commercial, residential, public and semi-public uses, community clubs, and community facilities (TC, VC).
4. The center park should be landscaped using elements such as formal gardens, walkways, monuments, statues, gazebos, fountains, park benches, children's play equipment, small playfields and pedestrian-scale lamp posts (VC, TC).
5. Internal open spaces should be landscaped with trees and shrubs that do not visually obstruct scenic vistas (VC, TC).
6. A center green or plaza should have a distinct geometric shape. Streets with curbside parking may surround it, or it may abut major commercial, residential, civic, or other buildings, achieving a sense of scale and enclosure from them. While a center plaza should include trees, shrubs, and other landscape materials, it may emphasize decorative paving and other materials and surfaces appropriate to high pedestrian traffic areas (VC, TC).

040. Site Design & Orientation - Gateways & Focal Points

A. Requirement. Distinct or prominent buildings shall be located at gateways within a Village or Town Center at focal points, such as corner sites or

landmarks, or at points of visual termination (VC, TC).

B. Guideline.

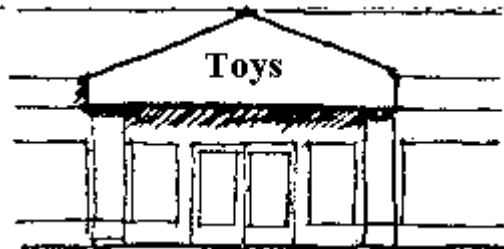
1. Prominent, monumental buildings or structures should mark gateways, focal points, or points of visual termination. This can be accomplished by using:
 - a. Distinct massing (such as the use of recessed entries, contrasting materials and architectural features that identify a bottom, middle and top of a building);
 - b. Additional height or the appearance of enhanced height (such as with the use of roof pitches and shapes, or cornice detail); and/or
 - c. Distinct architectural embellishments or ornamentation that break up and create variety on flat facades.



Focal points should terminate views down streets.



Gateway buildings should mark transition areas.



Provide a clear sense of entry upon arrival to the building

050. Site Design & Orientation - Pedestrian/Sidewalk Orientation.

A. Requirement. Create an interesting street that is visually attractive, and easy to use for pedestrians who will live, work or shop in the area.

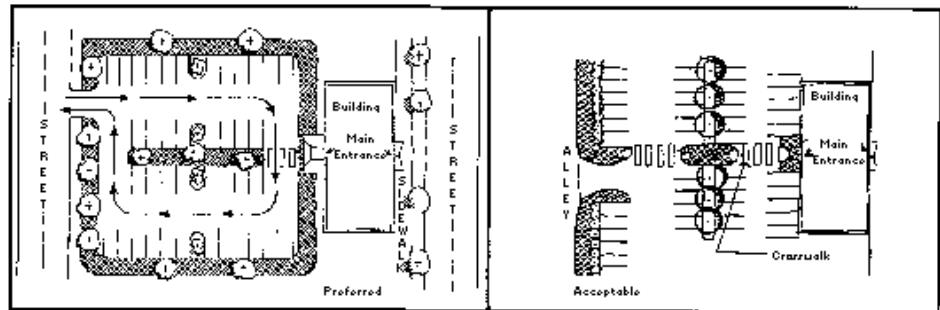
B. Guideline.

1. Orientation:

- a. Store fronts should face the core area, center park, and/or sidewalk of the streets on the site (VC, TC).
- b. Buildings fronting on a center park, green or plaza should be at least two (2) stories high (VC, TC).
- c. Corner lots at major street entry points or Village or Town Center areas should be occupied by buildings or structures designed to emphasize their prominent location (VC, TC).
- d. Locate service and delivery away from the main streets where possible, using alleys or side streets where possible (VC, TC).
- e. Site design should accommodate transit on transit routes:
 - i. bordering the site, and
 - ii. within a core area that may have transit service (VC, TC).

2. Enhanced Pedestrian Access:

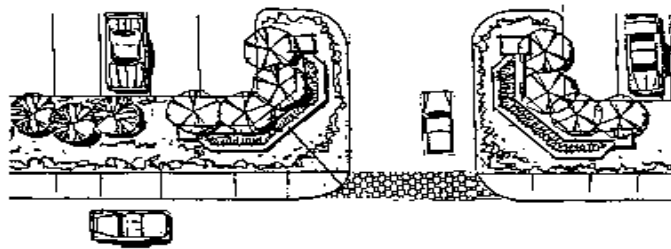
- a. Direct pedestrian access should be provided from sidewalks and parking lots to building entrances, bus stops, and adjacent buildings. Where practical and consistent with the other provisions of the zone, parking isles should be aligned perpendicular to the building, and pedestrian access should be separate from vehicular travel lanes (VC, TC).



Parking isles perpendicular to a building entrance are preferred to allow easy and safe connection to building entrances. A convenient pedestrian walkway should be provided between a sidewalk and the building entrance where a sidewalk is separated by a parking lot

- b. Where a parking lot separates a building entrance from a sidewalk in the rights-of-way, a pedestrian walkway at least six (6) feet in width should be provided connecting the street, the sidewalk and the building entrance. Such crossings should be clearly marked (VC, TC).
- c. Define walkways with vertical plants (such as trees or shrubs) and lighting (VC, TC).
- d. Street lights, utility poles, benches, trees, trash receptacles and similar streetscape fixtures should, to the greatest extent practical,

- be situated so that sidewalks in the rights-of-way have a passable width of at least five (5) feet (VC, TC).
- e. A walkway or shared bike/pedestrian network should be provided throughout the site that interconnects all dwelling units with other units, nonresidential uses, and common open space. Bike and pedestrian ways should be part of the the street and alley network, but additional connections may be provided (VC, TC).
3. Enhanced Pedestrian Amenity: Walkway materials and patterns and pedestrian amenities such as benches, shelters, trash receptacles, street trees, pedestrian lighting, and drinking fountains should be coordinated to provide some uniformity of design throughout the site. Such improvements should comply with any applicable, adopted streetscape plan and should be incorporated into the Village or Town Center (VC, TC).
 4. Possible amenities include:
 - a. Walls and planters that can be used for seating (VC, TC);
 - b. Seating in a variety of locations such as places that are sunny, sheltered from the rain and wind, or shaded in the summer (VC, TC);
 - c. Fountains or sculpture incorporated into small under-utilized areas (VC, TC);
 - d. Seating that allows users to observe the activities of the street or enjoy a scenic view (VC, TC);
 - e. Plazas and courtyards with fountains, sculpture, mobiles, flower boxes, kiosks, banners, etc. (VC, TC);
 - f. Street vendor stations where allowed (VC, TC); and
 - g. Bike racks (VC, TC).
 5. Add Character and Visual Diversity to Walkways.
 - a. Use a change in color and materials such as pavers, brick, stone, and exposed aggregate set in patterns to add interest and variety to walking surface (VC, TC).



Pavers can be used to clearly identify pedestrian areas

- b. Identify street crossings through changes in color, materials, or patterns (VC, TC).
- c. Separate the pedestrian from the street by placing planters, street trees and planter strips, bollards, or similar elements at the street edge of the sidewalk (VC, TC).

- d. Encourage the use of alleys by pedestrians by providing alleys with lighting, plantings, and paving materials in areas of the site where the alley is or may be used as a pedestrian link (VC, TC).
6. On-Site Parking.
- a. Parking shall be located on the side or behind the buildings, because the goal is to have buildings as the dominant feature on corner lots (VC, TC).
 - b. Off-street parking should have access from alleys or from streets at locations that do not conflict with pedestrian circulation in the center park or main street (VC, TC).
 - c. Minimize the apparent width of parking lots that are located adjacent to the street through landscaping and screening (VC, TC).
 - d. Limit parking lots to thirty (30) percent of the street frontage of the property. Exceptions may be considered for grocery store parking lots. An exempted grocery store parking lot should not face a center park or plaza (VC, TC).
 - e. Maintain the building line by screening parking lots that abut the street. Hedges, fences, raised planters, and low walls combined with plantings are possible solutions, as long as they do not obscure vehicular sight lines necessary for safety. Also consider extending the facade of a building with parking located behind it (VC, TC).
 - f. Where parking structures or covered parking faces the street, at least sixty percent (60%) of the parking structure facing the street between two (2) and eight (8) feet above the sidewalk should incorporate at least one of the following treatments where pedestrian-oriented businesses are located along the façade of the structure (VC, TC):
 - i. transparent windows (with clear or lightly tinted glass);
 - ii. display windows;
 - iii. decorative metal grille work or similar detailing that provides texture and covers parking structure openings (not including entrances & exits);
 - iv. art or architectural treatment such as sculpture, mosaic, glass block, opaque art glass, relief art work, or similar features; or
 - g. Vehicle entries to garages should be recessed at least six (6) feet from the primary facade plane in order to minimize their prominence.
7. Lighting. To accent structures, conserve energy and provide visibility and security with lighting, consider the following (VC, TC):
- a. Use lighting to accent key architectural elements or to emphasize landscape features (VC, TC);
 - b. Provide well-lighted pedestrian sidewalks and alleys in accordance with adopted County standards (VC, TC);

- c. Locate lighting so as not to have a negative impact on adjacent properties such as shining off site into adjacent buildings (VC, TC); and
 - d. Decorative street lights should be placed at regular intervals throughout the development (VC, TC).
8. Physical Context. Conform floor elevations to sidewalk grades where possible, except for residential units where first floors may be elevated two to four (2-4) feet above grade to provide privacy (VC, TC).



Entries to residential units with small setbacks are raised two to four (2-4) feet above the sidewalk grade to provide privacy for residents.

9. Consolidation.
 - a. Consider using common wall side-by-side development with continuity of facades (as allowed by Section 353.050, Lot Requirements) (VC, TC).
 - b. Consolidate required parking for several businesses within one (1) parking lot, wherever possible (VC, TC).
10. Buildings internal to a Village or Town Center shall generally face and be located on pedestrian streets. This will allow entries, display windows, and building facades to create a continuous row of storefronts and residences.
11. Parking shall be clustered and/or located on the side or behind buildings and be designed in a way that gives pedestrians access to building entrances that are as direct as possible (VC, TC). Exceptions to building and parking orientation may be made for grocery stores. The orientation and facade of a building adjacent to an arterial or major collector shall be designed to enhance the adjacent neighborhood.
12. Buildings and parking lots located adjacent to an arterial or major collector on the edge of a village or center shall be designed and oriented to:
 - Maximize the presence and prominence of the building on village corners and at gateways; and
 - Minimize the presence and prominence of parking lots.

Where a building entry faces a parking lot, pedestrian linkages to the internal street network must be as pleasant, visible, well lit, and direct as possible (VC, TC).

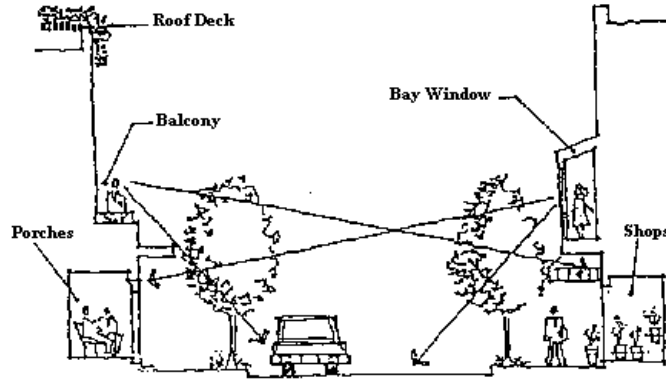
060. Site Design & Orientation - Fences & Walls Adjacent to Pedestrian Scale Streets.

- A. Requirement. Design the site to minimize the need for fences and walls that inhibit or discourage pedestrian use of sidewalks or paths, isolate neighborhoods, or separate neighborhoods from main roads. Allow exceptions where necessary to reduce noise, provide buffers or create private yards (VC, TC).

- B. Guideline.
 - 1. Consider shrubs and natural landscaping, wherever possible, as an alternative to fences and walls.
 - 2. Where fences or walls are necessary to reduce noise, provide buffers, or create private yards, consider the following guidelines to maintain a pedestrian scale along the street (VC, TC):
 - a. Provide art (mosaic, mural decorative masonry pattern, sculpture, relief, etc.) over a substantial portion of the blank wall surface (VC, TC);
 - b. Employ small setbacks, indentations, stepped fence heights, or other means of breaking up the wall or fence surface and height (VC, TC);
 - c. Employ different texture, colors, or materials (including landscape materials) to break up the wall's surface (VC, TC);
 - d. Provide special lighting, a canopy, awning, horizontal trellis or other pedestrian-oriented feature that breaks up the size of the blank wall's surface and adds visual interest (VC, TC); and
 - e. If fencing is required, repeat the use of facade building materials on fence columns and/or stringers (VC, TC).

070. Building Design - Commercial & Mixed-Use.

- A. Requirement. Maintain interest in buildings at the street level by orienting active uses (such as retail storefront window displays or restaurants) to the street and center park where possible (VC, TC). Commercial and mixed-use buildings shall appear to create a 'pedestrian shopping street' with a clearly defined street edge and clearly defined entries.



An active street that is human scale and attractive to pedestrians.

The rear of these buildings shall be designed so that they are also accessible from rear lot parking where necessary, and are not obtrusive to adjacent neighbors (VC, TC). Buildings shall avoid long, monotonous uninterrupted walls or roof planes. Buildings shall use articulation and/or modulation on all walls that are visible to pedestrians (VC, TC). Buildings occupying corners shall be designed as more dramatic structures to emphasize their prominent locations (VC, TC).

B. Guideline:

1. Building materials and colors may include any of the following:
 - a. Masonry, wood, stucco, concrete, stone, and tile, each broken into small modules (VC, TC);
 - b. Accent or trim colors are encouraged (VC, TC).
2. Building elements should employ the following:
 - a. Vertical and horizontal relief in the facade that identifies a bottom, middle and top of the building (VC, TC);
 - b. A clearly defined pedestrian entry facing the street (VC, TC);
 - c. Window systems grouped together to form larger areas of glass separated by moldings or jambs (VC, TC); and
 - d. Awnings, canopies, marquees, building overhangs, or similar form of pedestrian weather protection at least four and one half (4½) feet wide along at least eighty percent (80%) of the frontage of buildings that abut a pedestrian street (VC, TC).



Align the bottom edge of awnings, canopies or marquees on a group of buildings so that the unity of the store front line is maintained with adjacent buildings.

3. Building Proportions - Size, Height and Bulk:
 - a. Use design techniques that minimize the apparent size of the building such as:
 - i. Building setbacks on upper levels (VC, TC);
 - ii. Curved or articulated surfaces (VC, TC);
 - iii. Recessed entries (VC, TC);
 - iv. Roof lines, pitches and shapes (VC, TC);
 - v. Cornices (VC, TC);
 - vi. Building ornamentation (VC, TC);
 - vii. Overhangs and soffits (VC, TC);
 - viii. Dormers, balconies and porches that clearly define street-facing entries to residential properties (VC, TC);
 - ix. Building fenestration and detailing (store front or multi-paned windows for residential units) (VC, TC); and
 - x. Awnings and marquees (VC, TC).
 - b. Buildings on corner lots may be designed with additional height and architectural embellishments such as corner towers to emphasize their location (VC, TC).



Corner buildings should be designed as more dramatic structures to emphasize their prominent location.

4. Exterior Wall Treatments:
 - a. Consider providing accessible views into interior activities of office and commercial buildings from the street. For example, use a high proportion of clear glass at the street level or have displays

or services directly available from the street where appropriate (VC, TC).

- b. In mixed-use buildings, the difference between ground floor commercial uses and entrances for upper level commercial or apartment uses may be reflected by differences in facade treatment. Differentiation can be achieved through distinct but compatible exterior materials, signs, awnings and exterior lighting (VC, TC).
- c. One or more of the following wall treatments are required for building faces fronting on a sidewalk that exceed thirty (30) feet in length, and should cover or comprise at least sixty percent (60%) of the building face between two (2) and eight (8) feet in elevation above the sidewalk.
 - i. Clear or lightly tinted windows that are transparent when viewed from the sidewalk; (VC, TC);
 - ii. Ornamental and structural architectural details: mosaic, decorative masonry or tile, surface texture, relief art work, sculpture or murals (VC, TC);
 - iii. Climbing plants, vines, trees or other vegetation (VC, TC);
or
 - iv. A pedestrian area located along the southern, eastern, or western exposure of a building face at a transit stop, intersection corner, or other location identified in an adopted streetscape plan may substitute for the wall treatments listed above (VC, TC).

080. Building Design - Creation of Human Scale.

- A. Requirement. Use design elements that result in buildings that maintain a human scale street. These design elements are also useful and should be considered when commercial buildings abut residential development (VC, TC).
- B. Guideline:
 - 1. Use rooflines to maintain a consistent & apparent scale, and reinforce or create architectural character on a street (VC, TC).
 - 2. Use architectural features such as cornices or other details that lower the apparent height (VC, TC).
 - 3. Use *modulation* (stepping back and stepping forward) and *articulation* on building facades to reduce the bulk of buildings (VC, TC).
Articulation methods include:
 - a. Broken rooflines; and
 - b. Building elements such as balconies, chimneys, porches or other entry details, and landscaping.
 - 4. Place display windows and retail shops at the street level around the exterior of larger buildings (VC, TC).

090. Building Design - Building Wall Finishes for Stand Alone & Corner Site Buildings.

- A. Requirement. Ensure buildings have consistent visual identity from all sides visible to the general public (VC, TC).
- B. Guideline: Continue exterior materials, architectural detailing, and color scheme around all sides of the building visible to the general public (VC, TC).

095. Building Design – Commercial Use With Ancillary Drive-Through Component.

- A. Requirement. Locate the main entry to a bank, dry cleaner, coffeehouse, or other commercial use with ancillary drive-through component on a pedestrian-oriented street. Orient drive-through facilities in a way that ensures minimal disruption on the street edge. Such commercial uses with an ancillary drive-through component are prohibited from locating directly on the street that surrounds the center park or square (VC, TC).
- B. Guideline:
 - 1. Design the drive-through window so that it is clearly subordinate to the main building (VC, TC);
 - 2. Where the drive-through is a separate structure, use architectural details that conform to those used on the main building (VC, TC);
 - 3. Minimize curb cuts and the disruption of a sidewalk by:
 - a. Making the width of the lane approaching the window as narrow as possible; and
 - b. Using landscaping and planters to provide a street edge adjacent to the sidewalk (VC, TC).

100. Landscape Design for Urban Village & Town Centers.

- A. Requirement. Treat plantings and other landscape elements as enhancements to the built environment. Street trees shall be planted along at least one side of all streets (VC, TC).
- B. Guideline:
 - 1. Employ any of the following planting techniques for landscape design:
 - a. Small planting areas with flowering shrubs (VC, TC);
 - b. Trimmed hedges, window boxes, hanging flower baskets (VC, TC);
 - c. Use of shrubs or vines trained to grow upright on wires or trellises (espaliers) next to blank walls with narrow planting areas (VC, TC);
 - d. Isolated trees installed in pavement cutouts (VC, TC);

- e. Street trees should be massed at critical points such as at focal points along a curve in a roadway (VC, TC);
- f. Low maintenance, low chemical dependent drought-tolerant plant materials should be used (VC, TC);
- g. Repeat similar tree and shrub types to coordinate old and new phases of development and provide visual continuity (VC, TC);
- h. Limit varieties of plant types, use shrubs in multiples of similar types, and avoid a haphazard mixture of textures, colors and plant types (VC, TC);
- i. Include a well-landscaped surface stormwater treatment area in the landscape design where surface stormwater treatment is provided (VC, TC);
- j. Retain natural greenbelt vegetation that contributes to greenbelt preservation (VC, TC);
- k. The owners will provide regular maintenance to ensure that plants are kept healthy and dead or dying plant materials are replaced (VC, TC);
- l. Landscape open areas created by building modulation (VC, TC);
- m. Incorporate upper story planter boxes or roof plants into facades that can be seen by pedestrians (VC, TC); and
- n. Emphasize entries with special planting in conjunction with decorative paving and/or lighting (VC, TC).

110. Landscape Design - Screening.

- A. Requirement. Use landscaping to help define, break up and screen parking areas. Landscaping shall provide a separation between incompatible land uses or activities (such as a parking lot next to the bedrooms of a residential structure). Landscaping shall also provide a physical or visual barrier for service areas, mechanical equipment, loading docks or similar areas (VC, TC).
- B. Guideline:
 - 1. Canopy trees (able to spread and shade) should be added to parking areas - there should be no more than six (6) parking spaces in a row without a landscape peninsula within the parking area having a two (2) inch caliper tree, shrubs, and ground covers (VC, TC).
 - 2. Wheel stops, curbs, or walkways should be used to protect landscaping from being run over by vehicles in the parking lot (VC, TC).
 - 3. Consider screening with the use of hedges, densely planted shrubs, evergreen trees, or combinations of these (VC, TC).
 - 4. Screen parking from the street with low walls or fencing that maintain building facades, but also maintain vehicular sight lines at the corners and security for customers (VC, TC).
 - 5. If fencing is required, repeat the use of facade building materials on fence columns and/or stringers (VC, TC).

6. Berms, walls and fences are encouraged in combination with trees, shrubs and vines to screen parking lots (VC, TC).
7. Raised planter boxes of concrete, stone, wood, brick or other compatible materials can provide useful separation and screening (VC, TC).
8. Locate appropriate landscape materials near building walls or service areas where screening is needed. Large planters may be used as alternative solutions (VC, TC).
9. Planters may be placed at the end of bays, on the interior or between rows of parking stalls, providing linear strips for plantings. Use of compact parking spaces as allowed provides some flexibility in design (VC, TC).
10. Unrelieved blank walls with narrow planting areas can be softened with espaliered shrubs or vines (VC, TC).



Vines, hardy shrubs and columnar trees used to landscape a narrow planting bed.

120. Landscape Design - Existing Trees.

- A. Requirement. Healthy existing trees, that are unique due to size, species, historical association or other factors, shall be incorporated into the landscaping whenever possible and if appropriate to the site at their mature size (VC, TC).
- B. Guideline:
 1. Retain healthy mature trees where possible (VC, TC);
 2. Design the site to preserve unique specimens (VC, TC);
 3. Minimize site alteration, soil disturbance, and compaction within the drip line of existing trees (VC, TC);
 4. Provide a tree well or other form of protection where the surrounding grade must be raised (VC, TC);

5. Fence around drip line during construction (VC, TC); and
6. Incorporate the tree plan into the landscape plan (VC, TC).

130. Signs - Attached to the Building.

- A. Requirement. Provide adequate signs for businesses while maintaining the building's architectural integrity, by locating signs so that building details shall not be covered or obscured (VC, TC). Signs shall conform to the requirements set forth in Section 445 of this Zoning Ordinance.
- B. Guideline:
 1. Use sign panel shapes that accentuate the building's architectural forms (VC, TC);
 2. Use window signs where wall signs would detract from architectural elements of the building facade. Symbols for the business such as a pair of eyeglasses can be used to add detail that can be viewed from the sidewalk (VC, TC);
 3. Keep signs subordinate to the building design (VC, TC);
 4. Coordinate colors with the colors of the building (VC, TC);
 5. When several businesses share the same building, use directory signs where possible and use similar sizes and types of signs (VC, TC); and
 6. Addresses must be clearly visible from the street edge (VC, TC).

140. Signs - Freestanding.

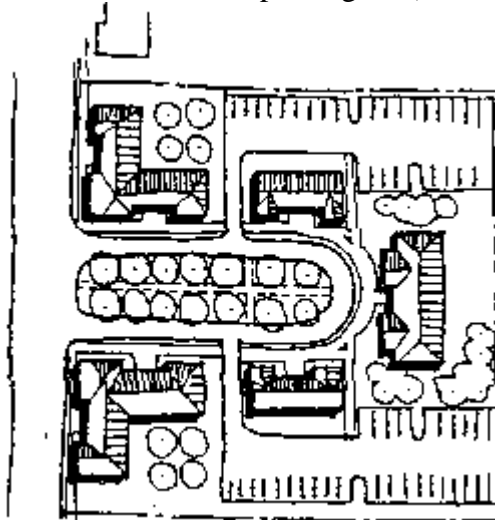
- A. Requirement. Provide adequate signage for businesses when building mounted signs cannot be used because they will obscure the architectural details of the building (VC, TC). Signs shall conform to the requirements set forth in Section 445 of this Zoning Ordinance.
- B. Guideline:
 1. A key design feature should be a compact building pattern with buildings located close to and behind the sidewalks and street trees separating the sidewalk from moving vehicles. In an effort to reduce the number of view obstructions in Village and Town Centers, signs should be attached to the building. However, where buildings are set back from the sidewalk and/or property line, freestanding signs would be an appropriate second choice using the following guidelines:
 - a. Freestanding signs should be limited in size and height. The maximum height should be four (4) feet above grade (VC, TC);
 - b. For visual clarity, the lettering style and colors should be limited to two (2) lettering styles and three colors (VC, TC); and
 - c. Incorporate signs in planters or as screening walls (VC, TC).

150. Multi-Family - Site Design - Orientation.

A. Requirement. Design multi-family projects to be oriented towards the core area or center park/plaza in the Village or Town Center (VC, TC).

B. Guideline:

1. Use a modified street grid system with buildings fronting on a street (VC, TC).
 - a. Parking areas should be located behind or under buildings and accessed from alley-type driveways. If driveway access from streets is necessary, minimum-width driveways meeting the fire access standards should be used (VC, TC);
 - b. Each building should have direct pedestrian access from the street fronting the building and from the back where the parking is located (VC, TC).
2. Another alternative may be to orient the buildings into U-shaped courtyards where the front door/main entry into the building is from a front courtyard. Access to the courtyard from the rear parking area should be through a well-lighted breezeway or stairway. This alternative will work where projects abut an arterial or major collector street where the quality of living could be enhanced with buildings facing into the courtyard. The buildings would still be located between the street and the parking lot (VC, TC).



160. Multi-family - Site Design - Parking Location & Design.

A. Requirement. Minimize the impact of driveways and parking lots on pedestrians and neighboring properties by designing and locating parking lots, carports, and garages in a way that creates few interruptions on the street, sidewalk or building facade (VC, TC).

B. Guideline:

1. Locate surface parking at rear or side of lot (VC, TC);
2. Break large parking lots into small ones, and share with adjacent property owners where possible (VC, TC);
3. Minimize the number and width of driveways and curb cuts (VC, TC)
4. Share driveways with adjacent property owners (VC, TC);
5. Locate parking in areas that are less visible from the street (VC, TC);
6. Locate driveways so they are visually less dominant (VC, TC);
7. Berm and landscape parking lots when they are visible from the street (VC, TC);
8. Screen parking lots abutting single-family residences with landscaping and/or fencing (VC, TC); and
9. Limit parking lots on street frontages to thirty percent (30%) of the street frontage (VC, TC).

170. Multi-Family - Site Design - Mailboxes, Site Lighting, & Bus Stops.

A. Requirement. Provide adequate lighting and pedestrian access to mailboxes, and bus stops (VC, TC).

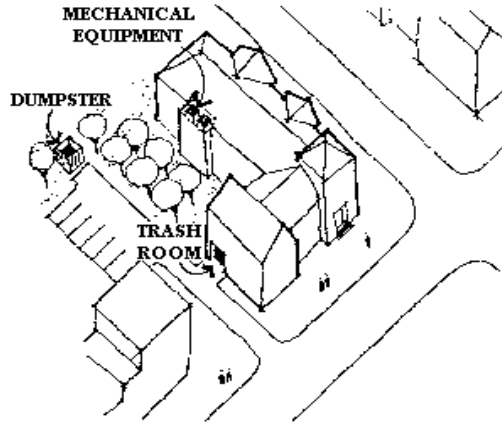
B. Guideline:

1. Mail Boxes. If common mailboxes are used, they should be located near the project entry or any recreational facilities, as approved by the U.S. Postal Service. The architectural character should be similar in form, materials, and colors to the surrounding buildings. Mailboxes should be well lit and pedestrian-accessible (VC, TC).
2. Site Lighting.
 - a. Site lighting (pedestrian-scale, low-level lighting) should be provided throughout, and located at the walkways (VC, TC);
 - b. Security lighting should be provided in the parking areas, play areas and bus stops (VC, TC);
 - c. Lighting should not shine into the dwelling units on the site (VC, TC); and
 - d. Lighting should be directed away from neighboring development (VC, TC).

180. Multi-Family - Site Design - Screening.

A. Requirement. Provide adequate screening for support facility needs associated with multi-family developments (VC, TC).

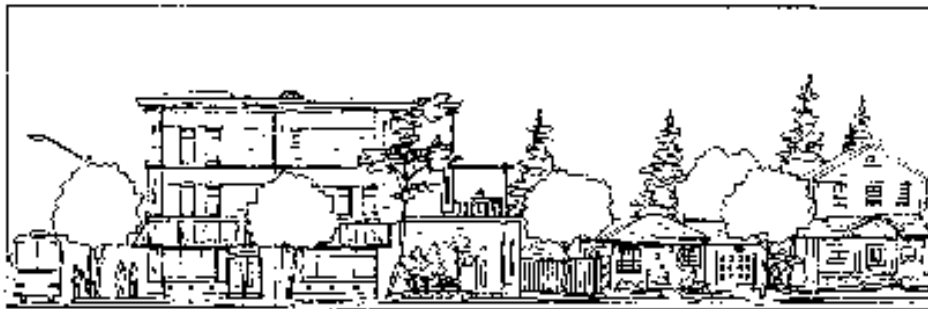
B. Guideline: Support areas should be located adjacent to parking areas and should be fully screened with a minimum six (6) foot high fence. The screening material should match the main buildings, and the perimeters planted with shrubs and ornamental trees (VC, TC).



Service elements located away from the street edge and not generally visible from the sidewalk.

190. Multi-Family - Building Design - Neighborhood Scale.

- A. Requirement. Architectural scale of those portions of a multi-family building facing a neighborhood with a different scale shall use design techniques that minimize the contrast in scale (VC, TC).

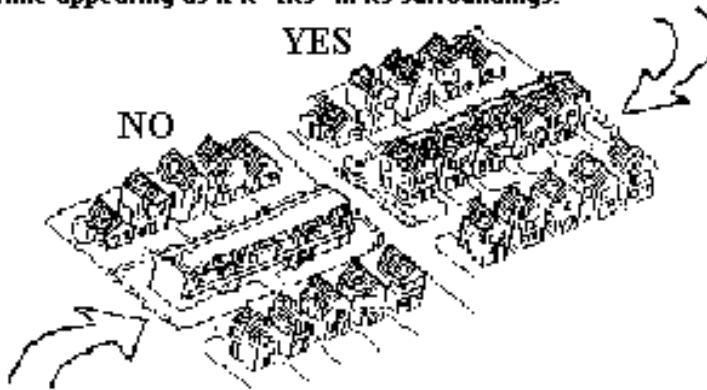


This higher density multi-family building "steps back" to conform to the abutting lower density property. This use of modulation helps the multi-family building fit into the neighborhood.

B. Guideline:

1. Use house-size building elements when locating a multi-family project adjacent to a single-family neighborhood by employing any of the following techniques:
 - a. Place one (1) and two (2) story units adjacent to existing one story houses, and two (2) and three (3) story units adjacent to existing two (2) story houses (VC, TC);
 - b. Use wall plane articulation/modulation to break a multi-family building into house size building elements, especially where there is a building height transition (VC, TC);
 - c. Design the exterior of multi-family buildings to appear as a single building, such as a large single-family detached dwelling (VC, TC).

Preferred: This is a multifamily building which has been built on an identical site, but whose design has taken clues from the neighborhood. This building covers roughly the same lot area and provides for the same number of units while appearing as if it "fits" in its surroundings.



To be avoided: This multifamily building has been built on a site surrounded by single family development. The building bears no resemblance to the existing surrounding buildings and looks out of place.

200. Multi-Family - Building Design - Privacy.

- A. Requirement. Orient buildings to provide privacy, to the extent practical, both within the multi-family project and for the neighborhood (VC, TC).
- B. Guideline:
 - 1. Locate windows so that residents from one unit cannot look directly into another unit (VC, TC);
 - 2. Locate parking lots so that they do not impose on the ground floor units' privacy. If this is not feasible, locate buildings so that adequate landscaping can be planted to provide privacy (VC, TC).

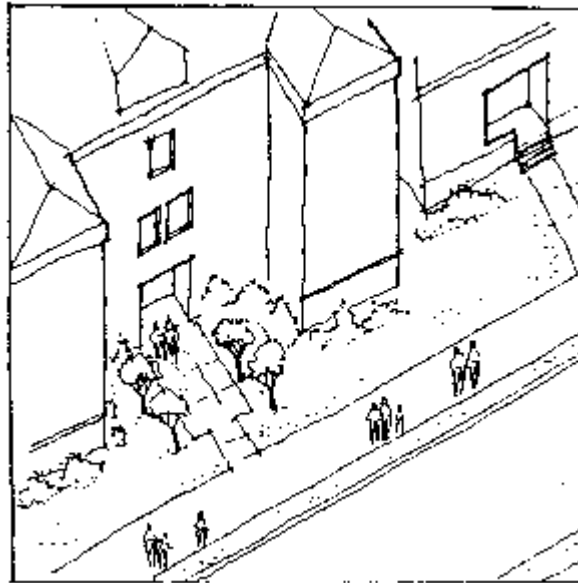
210. Multi-Family - Building Design - Façade, Footprint, & Roof Articulation.

- A. Requirement. Avoid the barracks-like quality of flat walls and roofs by separations, changes in plane and height, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables (VC, TC).
- B. Guideline:
 - 1. Buildings should be divided and given human scale by using articulation and/or modulation at least every thirty (30) feet. Ways to do this include the following:
 - a. Façade modulation - stepping back or extending forward a portion of the façade at least six (6) feet (measured perpendicular to the front façade), for each interval (VC, TC);
 - b. Articulating each interval with architectural elements like porches, balconies, bay windows and/or covered entries (VC, TC);

- c. Articulating the roofline by stepping the roof and by emphasizing dormers, chimneys, gables (VC, TC); and
 - d. Providing a ground or wall mounted light fixture, a trellis, a tree, or other site feature within each interval (VC, TC).
2. Reduce the apparent size of multi-family buildings by using:
- a. Roof design that employs:
 - i. gable, gambrel or hipped roof;
 - ii. broken or articulated roof line;
 - iii. prominent cornice or fascia that emphasizes the top of the building, or
 - iv. other roof elements that emphasizes a building's concept and enables it to fit in with neighboring structures with prominent roofs (VC, TC);
 - b. Using architectural details that are well proportioned to achieve human scale such as:
 - i. entry details like covered porches and recesses;
 - ii. occupiable spaces like bay windows and balconies;
 - iii. window details like vertically proportioned window openings that are recessed into the face of the building and broken up with smaller panes of glass;
 - iv. roof details like brackets, chimneys, roof overhangs of at least 16" (measured horizontally), or roof cornice elements at least 12" in width (measured vertically);
 - iv. windows that are trimmed to create relief in the facade by being detailed to appear to recede into the building face (VC, TC).
3. Where parking structures or covered parking faces the street, at least sixty percent (60%) of the parking facade facing the street between two (2) and eight (8) feet above the sidewalk should incorporate at least one of the following treatments where pedestrian-oriented businesses are located along the façade of the structure (VC, TC):
- a. Transparent windows (with clear or lightly tinted glass);
 - b. Display windows;
 - c. Decorative metal grille work (or similar detailing) that provides texture and covers parking structure openings (not including entrances and exits); or
 - d. Art or architectural treatment such as sculpture, mosaic, glass block, opaque art glass, relief art work, or similar features.
4. Vehicle entries to garages should be recessed at least six (6) feet from the primary façade plane in order to minimize their prominence (VC, TC).

220. Multi-Family - Building Design - Entries.

- A. Requirement. Provide clearly defined building or courtyard entries that are well lighted, easily accessible, and satisfy the Washington State Barrier Free Regulations (VC, TC).
- B. Guideline: The entrances should be plainly visible from the fronting street and walkway. The use of distinctive architectural elements and materials to denote prominent entrances will be encouraged. The entries should include a transition space from the sidewalks such as steps, a terrace, or a landscaped area (VC, TC). Dark, hidden corridors or stairways and long entry balconies are discouraged (VC, TC). Avoid the use of exterior stairways when porches and front doors can be used as a primary building entry. If exterior stairways are used, they should fit with the architectural massing and form of the multi-family structure. Thin-looking, open metal, prefabricated stairs are discouraged (VC, TC).



Clear entries to the sidewalk encourage pedestrian circulation.

225. Building Design - Windows.

- A. Requirement. Provide relief, detail, and variation on the facade by employing well-proportioned openings (as defined in Guideline #1, below) that are designed to create shade and shadow detail.
- B. Guideline: Provide horizontal and vertical variation in windows. Bay and projecting windows are encouraged.
 - 1. Use vertically proportioned windows that generally have a height one and one-half times their width;
 - 2. Use multiple-paned windows;

3. Build windows either recessed or protruding (such as bay windows);
4. Use significant trim (drip cap, sill, trim); and
5. Provide ground floor windows that have a greater vertical height than upper story windows.

230. Multi-Family - Building Design - Materials & Colors.

- A. Requirement: Use exterior building materials that have texture or pattern and lend themselves to a high level of quality and detailing.
- B. Guideline:
 1. The selection and use of exterior materials and colors are key ingredients in determining how a building will look. Some materials, by their nature, can give a sense of permanence or provide texture or human scale that enables new buildings to fit better in their surroundings (VC, TC). Use exterior materials that are durable, easily maintainable and are attractive even when viewed up close.
 2. Preferred materials in Kitsap County include:
 - a. Clear/painted horizontal or lap siding;
 - b. Shingles;
 - c. Brick;
 - d. Stone;
 - e. Stucco;
 - f. Stucco-like exterior insulation finish systems, used in small modules; and
 - g. Ceramic or terra cotta tile.
 3. Bright or intense colors should be reserved for accent or trim. Colors should be chosen to visually reduce the size of buildings that are larger than others in the neighborhood. Changes in wall colors should differentiate the ground floor from the upper floors.
 4. Changes in materials on larger buildings should be coordinated with articulation and modulation within the building's architecture. Changes in the building materials can also be used to differentiate the ground floor from upper floors of the building and should vary from building to building in multi-building projects (VC, TC).

240. Multi-Family - Signs.

- A. Requirement. Minimize the amount of signage needed to identify the multi-family development (VC, TC). Signs shall conform to Section 445 of the Kitsap County Zoning Ordinance, Signs.
- B. Guideline:
 1. Multi-family projects should have a sign at the main entry from the street to identify the project. The sign should also include the street address (VC, TC).

2. Internal directional signs showing the building locations and building numbers are encouraged. (UV, NV, COSC, NC, UC)
3. Each building will have clearly displayed street numbers, building numbers, and building name, if applicable. Choose materials for the signs that are used in the architectural details of the buildings (VC, TC).

250. Duplexes & Manufactured Housing - Applicability.

Sections 250 through 290 of this Section 354 apply to duplexes and manufactured housing within the VC and TC zones.

260. Duplex - Building Design - Roof Form & Architectural Detail.

A. Requirement. Design residences to reinforce the architectural character of the Village or Town Center (VC, TC).

B. Guideline:

1. Create architectural character in the village or centers through the use of the following:
 - a. Roof design. Pitched or articulated roof line, or other roof elements such as eyebrow roof forms or dormers that emphasize building form and help it to fit in with neighboring structures with prominent roofs (VC, TC).
 - b. Architectural details that are well proportioned to achieve human scale such as:
 - i. entry details like porches and recesses;
 - ii. occupiable spaces like bay windows and balconies;
 - iii. window details like vertically proportioned window openings which are recessed into the face of the building and broken up with smaller panes of glass;
 - iv. roof details like brackets, chimneys, roof overhangs of at least sixteen (16) inches (measured horizontally);
 - v. windows that create relief in the facade by being detailed to appear to recede into the building face (VC, TC).

270. Duplexes - Building Design - Entries.

A. Requirement. Provide clearly defined building entries or entry courtyards that are well lighted and easily accessible (VC, TC).

B. Guideline:

1. The entries should include a transition space from the sidewalks such as steps, a covered porch, a terrace, or a landscaped area (VC, TC).
2. Entries should include, at a minimum, eave overhangs extending at least 16 inches (measured horizontally) and covered porches (VC, TC).

3. Avoid the use of exterior stairways when porches and front doors can be used as a primary building entry. If exterior stairways are used, they should fit with the architectural massing and form of the multi-family structure. Thin looking, open metal, prefabricated stairs and railings are discouraged (VC, TC).

280. Duplexes - Building Design - Garage Design.

- A. Requirement. Design garages and carports in a way that does not dominate the dwelling's front facade. If an alley exists, the garage or carport shall be located off the alley. Otherwise, garages and carports shall be located behind the residence with or without a partial view from the street, or stepped back from the facade of the building, or located below sidewalk grade (VC, TC).
- B. Guideline:
 1. The entrance to a residence should be plainly visible from the fronting street and the walkway and should not be dominated by a garage or carport (VC, TC).
 2. Driveways should be as narrow as possible and shared where possible to minimize disruption of the sidewalk and planting strip by curb cuts. The use of wheel tracks or a grass/concrete porous pavement system is encouraged (VC, TC).
 3. Garage sidewalls that face the street (e.g., as a result of garages being aligned at an angle or perpendicular with the house) should appear to contain habitable space. This can be accomplished by incorporating windows and other design elements into the garage wall that are in character with the remainder of the dwelling (VC, TC).

290. Duplexes - Building Design - Materials & Colors.

- A. Requirement. To use building materials on exteriors that are durable, easy to maintain, are of human scale and that are attractive even when viewed up close. These include materials that have texture, pattern, or lend themselves to a high level of quality and detailing (VC, TC).
- B. Guideline:
 1. Preferred materials that could be used in a Village or Town Center include (VC, TC):
 - a. Clear/painted/stained horizontal lap siding
 - b. Shingles
 - c. Brick
 - d. Stone
 - e. Stucco
 - f. Stucco-like exterior insulation finish systems, used in small modules

- g. Ceramic or terra cotta tile
- 2. Preferred roofing materials include: composition or wood shake shingles, standing seam non-glare metal, or tile (VC, TC).
- 3. In multi-building projects materials and colors should be varied from structure to structure to provide variety and interest to the streetscape. Bright or intense colors should be reserved for accent or trim. Colors should be chosen to visually reduce the size of buildings that are larger than others in the neighborhood (VC, TC).

300. Accessory Dwelling Units - Site & Building Design - Privacy.

- A. Requirement. To the extent practical, maintain privacy of adjoining residences, and the primary residence (VC, TC).
- B. Guideline: Use a combination of landscape screening, fencing and window and door placement so that ADU residents cannot look directly into the windows, porches and decks of adjoining residences (VC, TC).

310. Accessory Dwelling Units - Building Design - Entry Features.

- A. Requirement. Provide a clearly defined building entry, which is well lighted, easily accessible and integral to the building structure (VC, TC).
- B. Guideline:
 - 1. Entries should be plainly visible from the fronting street sidewalk (VC, TC);
 - 2. If the entry cannot be seen from the fronting street sidewalk, a well-defined walkway (e.g., constructed of contrasting materials or lined with a pattern of shrubbery) should be used to "lead" the visitor to the entry of the ADU (VC, TC);
 - 3. Where an ADU is added within an existing primary residence, entry may be off an existing foyer (VC, TC);
 - 4. Where there is a separate entry, an identifying feature, such as a portico, porch, stoop and/or eave overhang or a similar entry structure shall be constructed that is designed to be integral to the structure (VC, TC)
 - 5. Walkways, entry porches, or stairways that are dark or hidden are to be avoided (VC, TC);
 - 6. Where an exterior stairway to the main entrance to the ADU is needed or a porch, portico, or eave overhang constructed, it should be constructed of wood, or the most common material used in the construction of the primary residence. Thin looking, open metal, prefabricated stairs are discouraged (VC, TC).

320. Accessory Dwelling Units - Building Design - Materials & Colors.

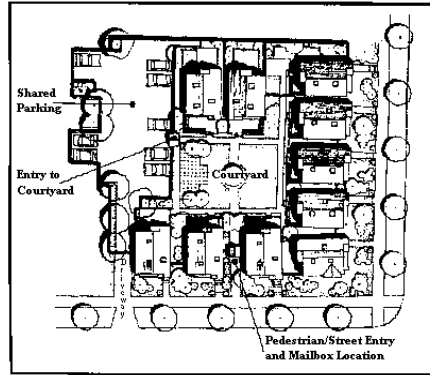
- A. Requirement. Ensure that ADUs conform to the design theme of the Village or Town Center, and contribute to the livability of the neighborhood (VC, TC).
- B. Guideline:
 - 1. Use a roof form and roof pitch, and window and door form and arrangement that looks like the primary residence (VC, TC);
 - 2. Use the same exterior materials (roof, siding, and trim) and a color that matches the primary residence (VC, TC);
 - 3. In general, the roof ridge of the primary residence should be higher than the ADU. An obvious exception is when the ADU is built onto the second story of an existing unit (VC, TC).

330. Cottage Housing - Site Design.

- A. Requirement. Design cottage housing to use shared off street parking, orienting the cottages to the street edge and to the shared interior courtyard (VC, TC).
- B. Guideline:
 - 1. Entryways should be oriented to the public street, with secondary entries oriented to the shared courtyard (VC, TC);
 - 2. Parking should be shared and accessed off an alley or secondary street wherever possible (VC, TC)
 - 3. The width of the driveway curb cut entry to the parking areas should be minimized to prevent as much pedestrian/sidewalk disruption as possible (VC, TC)
 - 4. Provide pedestrian connections from the interior courtyard to the shared parking area and to the street and sidewalk (VC, TC).



Cottage Housing



A new Subsection 17.360.100, "Master Planning Requirements for the South Kitsap UGA/ULID #6 Sub-Area," shall be added to Section 17.360, "Business Park Zone (BP)" of the Kitsap County Zoning Code, which shall read as follows:

- 100. Master Planning Requirements for the South Kitsap UGA/ULID #6 Sub-Area.** Consistent with Section 428, prior to any new development within an area zoned BP in the South Kitsap UGA/ULID #6 Sub-Area, a master plan shall be prepared for the entirety of the BP zone located within the South Kitsap UGA/ULID #6 Sub-Area prior to any new development; PROVIDED, that the Director may decrease the area within the sub-area that will be included in the Master Plan upon making a written finding that doing so will not adversely effect the provision of a coordinated system of open space, parks, recreational areas, transportation improvements and water and wastewater facilities within the entirety of the zone.

A new Section 17.428, "Master Planning Requirements for the South Kitsap UGA/ULID #6 Sub-Area," will be added to the Kitsap County Zoning Code, which shall read as follows:

17.428 Master Planning Requirements for the South Kitsap UGA/ULID #6 Sub-Area

010. Applicability.

The following Master Plan provisions apply to all zoning districts located within the ULID #6 Sub-Area. Prior to new development within each zone within the sub-area, a master plan shall be prepared for the entirety of the relevant zoning district, PROVIDED, that the Director may decrease the area within the sub-area that will be included in the Master Plan upon making a written finding that doing so will not adversely effect the provision of a coordinated system of open space, parks, recreational areas, transportation improvements and water and wastewater facilities within the entirety of the zone. Such master plans shall be subject to the requirements of this section. Provided, a master plan shall not be required for new development in a portion of the sub-area which has already been master planned as part of a prior

development proposal if the new development proposal is substantially consistent with the previously approved master plan. Conceptual master planning may also be required for adjacent zones, but only to the extent necessary to meet the Sub-Area Plan requirements for a comprehensive and coordinated system of open space, parks, recreational areas, transportation improvements and water and wastewater facilities.

020. Purpose.

The general purpose of this section is to provide for development that is consistent with the ULID #6 Sub-Area Plan. Further purposes include:

- A. To encourage the comprehensive development of land within zoning districts as a single unit while allowing multiple phased development.
- B. To provide greater flexibility and, consequently, more creative and imaginative design than generally is possible under conventional zoning regulations. Master planning promotes more economical and efficient use of the land by providing coordination of necessary infrastructure, site amenities, and protection of open space and natural systems.
- C. To promote more economical and efficient use of land, while providing a development that is compatible with the environmental constraints of the land, critical areas, transportation corridors, community needs and market conditions.
- D. To encourage clustering of appropriate densities of residential housing in areas suitable for such development, while simultaneously providing a high level of protection for wetlands, streams and wildlife habitat areas.
- E. To foster a development pattern that results in the design and construction of an interconnected system of pedestrian and bicycle trails and facilities linking residential neighborhoods with open spaces, recreational areas, transportation corridors and retail and employment opportunities.
- F. To foster a development pattern offering direct, convenient pedestrian, bicycle, and vehicular access between residences and businesses, in order to facilitate pedestrian and bicycle travel and reduce the number and length of automobile trips.
- G. To promote a compact growth pattern to efficiently use developable land within the unincorporated UGA, to enable the cost-effective extension of utilities, services and streets, to enable frequent and efficient transit service, and to help sustain neighborhood businesses.
- H. To foster the development of mixed-use areas that are arranged scaled and designed to be compatible with surrounding land.

030. Permitted Density.

Densities shall be consistent with the underlying zone.

040. Uses.

The uses shall be the same as those permitted within the underlying zone (i.e., permitted outright ("P"); permitted subject to site plan review ("SPR"); and conditionally permitted ("C")). In developments encompassing more than one zone, the uses permitted shall be allowed in the same proportion as the area in each zone.

050. Review and Approval Process.

- A. A proposed Master Plan shall be processed as a Type III development application under KCC Section 21.04.080. The Master Plan will require a Pre-application meeting, as described at KCC Section 21.04.040. After the applicant has received the Summary Letter from the pre-application meeting, the following process shall apply:
1. An application for Master Plan Scoping, together with a SEPA checklist, shall be submitted by the Applicant to the Department.
 2. A Master Plan Scoping Conference will be held between the Department and the applicant to identify the required components of the Master Plan; to determine the assumptions and standards to be applied in the Plan; and to identify existing information and analyses which may be used in the Master Plan process together with any site-specific issues of concern. The applicant will provide preliminary project information to the extent required to complete the scoping process.
 3. Within 30 days of the Scoping Conference, a written Scoping Summary Notice will be mailed to the Applicant. This notice will include a summary of overall scoping conclusions and a review of elements necessary for an application for a Master Plan and will direct the applicant to proceed with development of the Master Plan. The Scoping Summary Notice will also describe the level of environmental review needed for the Master Plan, which may include a SEPA threshold determination. Upon receipt of the Scoping Summary Notice, the applicant will return a signed copy to the Department.
 4. The applicant shall be responsible for all analysis and planning involved in the preparation of a completed Master Plan and any additional environmental documentation that may be required. Upon completion of the master plan, the applicant shall submit an application for Master Plan approval. Within forty-five days of such application, and in order to ensure that all Master Plan requirements have been addressed, the Department will issue a notice declaring the Master Plan application to be complete or incomplete, using the procedure described in KCC Section 21.04.050.
 5. Upon determination that the Master Plan application is complete and ready for review, the Department will complete a technical review of

the Master Plan, complete any required SEPA process, and act on the application in accordance with the procedures and time lines of KCC Section 21.04.080 for a Type III application. Approval of a Master Plan shall be subject to the appeal procedures set forth for such Type III decisions in KCC Section 21.04.120.

6. Following Hearing Examiner approval of a Master Plan and resolution of any appeal(s), development activity pursuant to each Master Plan shall be reviewed and approved subject to Kitsap County Site Development, Building, and related permits only. No additional Land Use permitting will be required, provided such development is consistent with the approved Master Plan.

- B. Plat/Binding Site Plan Approval - Merger with Master Plan. A Master Plan application must be processed with an application for a subdivision or binding site plan under KCC Title 16 (Land Divisions). Other applications for project approval may be submitted simultaneously, and processed concurrently, with applications for Master Plan approval.

- C. Engineering, Design Review and Building Permits. No building permit shall be approved unless it complies with the use limitations, standards and design concepts and guidelines contained in the applicable Master Plan. Any conditions of Master Plan, Land Use, Preliminary or Final Plat, or Binding Site Plan approval will constitute a limitation on the use and design of the site, and any permit for improvements or structures may be issued only if consistent with the approved Master Plan and project approval.

060. Additional Submittal Requirements.

Master Plans submitted for areas governed by the ULID #6 Sub-Area Plan shall include the following, in addition to the Master Plan submittal requirements found within subsection 050, immediately above:

- A. The legal description and property tax account number(s) of the property subject to the proposed Master Plan.

- B. A complete and detailed written statement of the intended use(s) of the land, and the sequence and timing of proposed development. The statement shall include the following:
 1. The acreage contained within the proposed Master Plan, the minimum and maximum number of lots and/or dwelling units being proposed, and the minimum and maximum density of lots and/or dwelling units per acre of land.
 2. The maximum and minimum lot sizes.
 3. The acreage of common open space (including figures for active and passive open space) to be contained in the Master Plan and the percentage each represents of the total area.

4. The proposed maximum total square footage of nonresidential construction.
5. The height, setbacks, building and development coverage.
6. A plan for the phasing of on and off-site public-street and transportation facilities (e.g., sidewalks, bike and pedestrian trails and paths, bus stops, street lights, traffic signals, utilities or improvements of adjacent streets) consistent with KCC Titles 18 and 19, supported by a transportation analysis prepared in accordance with the following criteria:
 - a. The analysis shall include all Kitsap traffic analysis zones, as defined pursuant to KCC 20.04.020(19), in which any portion of the development site is located. The Director of Public Works may waive the requirement for analysis of any area that will not be affected by the road system needed to serve the development site. The Director of Public Works may also require analysis of arterials located outside the affected Kitsap traffic analysis zones if the Director determines that development in the Master Plan area may generate the need for traffic mitigation measures on such arterials. The analysis shall be referred to the Washington State Department of Transportation for review and comment if the proposed development is likely to affect traffic on state highways.
 - b. The analysis shall identify a multi-modal circulation and access plan identifying transportation infrastructure improvements, including changes to existing roads, new roads, transit service and non-motorized transportation facilities which are necessary to provide transportation service to the area being master planned, assuming full build-out of the master plan area and the Kitsap traffic analysis zones in which any portion of the development site is located, based on the levels of development permitted. This analysis shall include a capacity analysis of existing facilities and identify improvements and extensions needed to serve the affected areas at full build-out. The transportation analysis shall include a Transportation Demand Management Plan (TDMP) for the area and identify how the TDMP coordinates with other TDMPs in the vicinity of the development. The TDMPs shall generally be selected from the following potential TDM strategies, as appropriate to the potential uses and the anticipated demand for such services in the master plan area:

- i. Provision of preferential parking for carpools and vanpools; bicycle parking facilities, changing areas/showers for employees who walk or bike to work;
 - ii. Provision of commuter ride-matching services to facilitate employee ridesharing;
 - iii. Provision of subsidies for transit fares, carpooling and/or vanpooling;
 - iv. Alternate Work Schedules/Flex time;
 - v. On-site amenities such as cafeterias and restaurants, ATM's and other services that would eliminate the need for additional trips;
 - vi. Provision of a program of parking incentives such as a rebate for employees who do not use the parking facilities;
 - vii. Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care and emergency ride home service; and
 - viii. Employers or owners of worksites may form or utilize existing transportation management associations to assist members in developing and implementing Transportation Demand Management Plans.
- c. The transportation analysis shall identify any feasible alternatives for providing transportation service in the affected areas:
- i. The transportation analysis shall identify potential methods for funding the design and construction of the system improvements needed to serve the affected areas at full build-out.
 - ii. The transportation analysis may provide for phased implementation of the identified improvements, provided that no development subject to Master Planning requirements shall be approved until funding is approved in the TIP or a commitment is in place to provide developer improvements identified by the transportation analysis within the time deadlines set forth in KCC 20.04.020(8). All improvements shall meet the adopted concurrency standards of Kitsap County, as set forth in KCC Chapter 20.04.
 - iii. The transportation analysis shall include appropriate trip generation analyses, trip distribution analyses, and level of service analyses. The Director of Public Works shall require the applicant to use standard trip generation rates published by the Institute of Transportation Engineers or other documented information and surveys approved by the department. The Director of Public Works may approve a reduction

in generated vehicle trips based on additional information supplied by the applicant, including information related to commute trip reduction programs pursuant to KCC Chapter 20.08. The calculation of vehicle trip reductions shall be based upon recognized technical information and analytical process that represent current engineering practice. The Director of Public Works shall have final approval of such data, information and technical procedures as are used to develop trip generation analyses, trip distribution analyses, and level of service analyses.

7. A plan for the phasing of street improvements, including road construction, acreage of road area and percentage it represents of the total land area.
8. A plan for the provision of public water service consistent with KCC Titles 16 and 17, including a statement regarding the availability and planned phasing of water system extensions.
9. A plan for the provision of sanitary sewer service consistent with KCC Titles 13 and 14, including a statement regarding the method of sewage disposal and the planned phasing of sewer system extensions.
10. As applicable, the proposed design for the multi-family, business park and village center aspects of the project, consistent with adopted Kitsap County design criteria.
11. The proposed method of stormwater control, including both water quantity and quality, consistent with KCC Titles 12, 13 and 19, supported by a stormwater analysis prepared in accordance with the following criteria:
 - a. The stormwater analysis shall be based on an approved hydrologic model, as determined by the most recent version of the Kitsap County Stormwater Manual.
 - b. The stormwater analysis shall provide a comprehensive analysis of existing and proposed surface water quantity and quality conditions for all zoning districts in which any portion of the development site is located. The Director may waive the requirement for analysis in any zoning district in which the proposed development will not create the need for stormwater facilities.
 - c. The stormwater analysis shall assume full build-out of the subject zoning district at levels of development permitted by applicable County regulations in effect at the time of Master Plan preparation.
 - d. Specific technical elements of the stormwater analysis shall conform to the requirements of the Kitsap County Stormwater Design Manual, as amended.

C. A scale drawing of the property indicating:

1. North point and graphic scale.

2. Boundaries, easements, and ownerships as set forth in the legal description.
 3. Topography at appropriate contour intervals.
 4. Existing structures and improvements.
 5. Existing vegetation, significant trees and vegetated buffers as required by the landscape regulations set forth in KCC Section 17.385 (Landscaping Requirements), and Section 17.428.070(B)(7).
 6. Watercourses, and other natural features.
 7. Lot or land divisions.
 8. All proposed improvements, including general building footprints.
 9. Sewage disposal system.
 10. Storm drainage design.
 11. Utilities plans.
 12. Existing and proposed circulation system on and off the site, including auto, truck, emergency and transit access and pedestrian and bicycle circulation plans.
 13. Landscaping plans, including street trees.
 14. Proposed land uses and densities on the subject property.
 15. Location and types of dwelling units proposed.
 16. All adjacent streets and rights-of-way.
 17. Other plans and drawings deemed necessary for evaluation.
- D. A vicinity map showing the location of the site and its relationship to surrounding areas, including existing streets, driveways, and other land features.
- E. Phasing schedule; if the Master Plan is to be developed in phases, the project as a whole shall be portrayed on the Master Plan.
- F. A completed environmental checklist as required by the State Environmental Policy Act, as codified within KCC Chapter 18.04, and any other permit application requirements specified by KCC Title 19 (Kitsap County Critical Areas Code).
- G. The proposed method of insuring permanent retention and maintenance of circulation system, storm drainage system, sewage disposal system, parks, open space, or other common private or public facilities.
- H. The Director or designee may waive specific submittal requirements determined to be unnecessary for review of an application.

070. Development standards.

The development standards of the underlying zone shall apply except as provided in the following standards:

- A. Modification of Development Standards.

1. The following development standards contained within KCC Title 17 (Kitsap County Zoning Code) may be modified in approving a Master Plan:
 - a. Building setbacks.
 - b. Height of buildings or structures.
 - c. The number of off-street parking spaces.
 - d. Minimum lot sizes.
 - e. Landscaping requirements.
 - f. Lot widths.
2. Standards that may not be modified or altered through the Master Plan process are:
 - a. Standards pertaining to stormwater management under KCC Titles 12, 13 and 19, except as otherwise permitted by the Kitsap County Stormwater Design Manual.
 - b. Standards pertaining to the provision of sanitary sewer service under KCC Titles 13 and 14.
 - c. Standards pertaining to the provision of public water service under KCC Titles 16 and 17.
 - d. Standards pertaining to development in critical areas regulated under KCC Title 19, except as otherwise permitted by the Kitsap County Critical Areas Ordinance.

B. A Master Plan shall provide for the following:

1. A plan for clustering of development consistent with use requirements and densities for the area subject to master planning.
2. A circulation system that supports the area subject to master planning. A road, street, sidewalk, transit, bicycle and pedestrian design plan consistent with the approved ULID #6 Sub-Area Plan shall be proposed for the development and incorporated as a Master Plan standard and a condition of Master Plan approval. The system shall include a coordinated plan for the provision of comprehensive and integrated transportation system improvements including roads, streets, sidewalks, pedestrian and bicycle trails and facilities, and transit facilities, showing connections, as appropriate, to adjacent areas within the sub-area and, as appropriate, outside the sub-area. The circulation system may be constructed in phases. Specific requirements also include the following:
 - a. Public transportation facilities, including road, transit and non-motorized vehicle systems, shall be designed and constructed in accordance with and shall meet the Level of Service standards set forth in the Kitsap County Comprehensive Plan, and all applicable standards for the design and construction of roads and streets for the agency or agencies with jurisdiction over the particular transportation improvement in effect at the time the Master Plan is prepared.

- b. Any development subject to a Master Plan shall make provision for such reserved tracts, easements and/or rights-of-way as may be necessary to facilitate extension of transportation facilities identified in the Master Plan to adjoining properties in the vicinity of the development.
- 3. A coordinated plan for the provision of comprehensive and integrated urban water and sanitary sewer improvements. The water system or systems shall provide adequate potable water and adequate pressure to meet minimum fire flow standards as required under the applicable fire regulations and standards. The sanitary sewer and water system may be constructed in phases. Specific requirements also include the following:
 - a. Sanitary Sewer Facilities.
 - i. Facilities shall be designed in accordance with and shall meet the standards of KCC Chapter 13.12, as applicable, and the standards for the design and construction of sanitary sewer systems adopted by the appropriate sewer system purveyor and the Washington State Departments of Health and Ecology in effect at the time the Master Plan is prepared.
 - ii. Any development subject to a Master Plan shall make provision for such reserved tracts, easements and/or rights-of-way as may be necessary to facilitate extension of sanitary sewer facilities identified in the Master Plan to adjoining properties in the vicinity of the development.
 - b. Public Water System Facilities.
 - i. Facilities, including transmission and storage systems shall be designed and constructed in accordance with and shall meet the standards of KCC Chapter 13.28, as applicable, and the standards for the design and construction of public water systems adopted by the water system purveyor and the Washington State Departments of Health and Ecology in effect at the time the Master Plan is prepared.
 - ii. Any development subject to a Master Plan shall make provision for such reserved tracts, easements and/or rights-of-way as may be necessary to facilitate extension of public water facilities identified in the Master Plan to adjoining properties in the vicinity of the development.
- 4. Storm drainage management shall be planned for the area subject to master planning. The system shall meet the County standards for storm water management. The storm drainage plan may be constructed in phases. Specific requirements also include the following:
 - a. Stormwater control facilities, including both flow control and water quality systems, shall be designed in accordance with and shall meet the standards of KCC Titles 19 (Kitsap County Critical Areas Code) and 12 (Kitsap County Stormwater Management Code).

- b. Any development subject to a Master Plan shall make provision for such reserved tracts, easements and/or rights-of-way as may be necessary to facilitate extension of stormwater control facilities identified in the Master Plan to adjoining properties in the vicinity of the development.
5. Critical areas shall be protected for the area subject to master planning. Protection measures which meet the standards of KCC Title 19 (Kitsap County Critical Areas Code) shall be included in a sensitive areas and open space plan for the Master Plan.
 6. Open space, parks and recreational areas shall be planned for the area subject to master planning. The system shall include a coordinated plan for the provision of a comprehensive, interconnected and integrated network of parks, open space and recreational areas, showing connections, as appropriate, to adjacent areas within the sub-area and, as appropriate, outside the sub-area. Such areas may be constructed in phases. Specific requirements also include the following:
 - a. Common open space.
 - i. The common open space shall be at least fifteen (15) percent of the total zone district subject to the Master Plan, and be designed as an integrated part of the project rather than an isolated element;
 - ii. Common open space containing environmentally sensitive areas designated and regulated under KCC Title 19 shall be left unimproved;
 - iii. When possible, open space shall be located so as to connect wetlands, drainage corridors, and valuable habitats to other areas with development constraints, allowing such open space areas to function as urban wildlife corridors;
 - iv. Common open space shall be permanently maintained by and conveyed to one of the following: 1) a homeowner's or lot owner's association, as applicable, that agrees to maintain the common open space and any buildings, structures, or other improvements which have been placed on it; or 2) a private non-profit conservation trust or similar entity approved by the County with a demonstrated capability to carry out the necessary duties; or 3) a public agency that agrees to maintain the common open space and any buildings, structures or other improvements that have been placed on it;
 - v. No common open space may be altered or used in a way which is inconsistent with the Master Plan unless the Master Plan is first amended; no change of use or alteration of the common open space shall be considered as a waiver of any covenants limiting the use of the common open

- space; Kitsap County shall have the right to enforce such covenants against any use permitted;
- vi. Pedestrian and bicycle trails and facilities shall be designed to be accessible to people with disabilities as much as the natural characteristics (e.g., topography) of the area will allow, while minimizing the creation of impervious surfaces (e.g., through the use of wooden boardwalks, etc.);
 - vii. When possible to do so without degrading the environmental functions and values of the area, pedestrian and bicycle trails and facilities shall be located in areas that are important to preserve as open space corridors (e.g., wooded areas, and buffer edges of wetlands and other environmentally sensitive areas); and
 - viii. When possible, vegetative buffers between residential areas and major arterials, and between single-family and multi-family and nonresidential uses shall be preserved.
- b. Active Recreational Open Space. For Master Plans containing residential development, at least five (5) percent of the common open space shall be developed as active recreational open space, subject to the following conditions:
- i. The active recreational open space shall be developed and available for use by residents of the development prior to occupancy of fifty (50) percent of the housing units in the development or phase of development of which the open space is a part; and
 - ii. The active recreational open space shall be owned and maintained by one of the entities described in subsection (B)(1)(d) of this Section and available for use by all residents of the development.
7. Landscaping and screening shall be planned for the entire proposed development. The landscaping shall meet the requirements of KCC Section 17.385 (Landscaping Standards). Landscaping may be constructed in phases. Additionally, vegetated buffers shall be provided between residential areas and major arterials, and between residential areas and the Village Center and Business Park zones as necessary to effectively screen incompatible uses.
 8. A plan for mixing commercial and residential uses consistent with requirements and densities proposed for the applicable zoning district.
 9. As applicable, a plan for the provision of any other necessary public and private facilities, including schools and neighboring shopping and employment areas serving the sub-area.
 10. A parking plan consistent with KCC Section 17.435.
 11. Any additional relevant information required by the Director.

C. Phasing. Each phase shall support the development proposed in that phase by providing the following:

1. Adequate pedestrian, bicycle, vehicular and transit circulation.
2. Sanitary sewer system.
3. Urban water with adequate fire flow.
4. Storm management system.
5. Protection of existing environmental sensitive areas.
6. Adequate open space, parks, recreational areas, landscaping and screening.

D. The maintenance and preservation of commonly owned areas shall be guaranteed for the life of the structures and uses in the Master Plan through the execution of appropriate assurance devices acceptable to the County.

080. Design Criteria.

The design standards for site plan review set forth in KCC Section 410.040(B), and all applicable design guidelines for multi-family, business park and urban center development shall apply. The Master Plan shall include a plan for complying with these design requirements and guidelines.

090. Decision Criteria.

An application for a Master Plan permit may be approved or approved with modifications if all of the following requirements, as further set forth in the development standards at subsection 428.070, above, are met:

- A. The Master Plan demonstrates superior site design by incorporating the following:
 1. Provisions for public facilities and/or amenities.
 2. Clustering of development, as applicable.
 3. Innovative site design that complies with the development and design standards of the Master Plan and underlying zoning code.
 4. Preservation of critical areas, resource areas and natural features.
 5. Provision for a coordinated, comprehensive, interconnected and integrated system of parks, open spaces and recreational areas.
 6. Placement of structures, circulation systems and utilities that minimizes impervious surface and the alteration of the land and also responds to physical characteristics of the property.
 7. Site design that reduces dependency on automobiles by providing for pedestrian, bicycle and transit uses.

- B. The Master Plan complies with each of the applicable design criteria contained in Sections 351 and 354, as applicable, which address site orientation, building size, scale and mass, landscaping, fences, signage, lighting, and any other adopted design criteria for Urban Center, Multi-family and Business Park development.

- C. If occurring within the Urban Village Center (UVC) zoning district, the Master Plan provides appropriate mixing of commercial and residential uses consistent with requirements and densities proposed for the zone.
- D. Adequate public services are available, including water, sewer, roads, including access roads, fire and storm drainage. Approval of the Master Plan should not reduce existing public service levels for surrounding properties below acceptable levels without mitigation measures.
- E. The Master Plan is consistent with the goals and policies of the comprehensive plan and the ULID #6 Sub-Area Plan.
- F. The Master Plan complies with all other applicable codes and policies of the County.
- G. If development under a Master Plan will be phased, each phase of a proposed development must contain adequate infrastructure, open space, recreational facilities, landscaping and all other conditions of the Master Plan to stand alone if no other subsequent phases are developed.
- H. The Master Plan sets forth the terms, conditions, covenants, and agreements regarding the intended development and terms, conditions, covenants, and agreements under which the property is bound.
- I. If no reasonable conditions or modifications can be imposed to ensure the application meets the criteria set forth above, then the application shall be denied.

100. Amendments.

An approved Master Plan, or subsequent revision thereto, shall be binding as to the general intent and apportionment of land for buildings, sewage disposal, storm management, sensitive area protection, stipulated use, circulation pattern, urban water and landscaping. Amendments that propose to change the character, basic design, building density and intensity, open space or any conditions of approval contained in the Master Plan shall not be permitted without prior review and recommendation by the Hearing Examiner, and, if appealed, approval by the Kitsap County Board of Commissioners. If approved, amendments shall be clearly depicted as a revision to approved plans.

110. Duration of Approval.

The requirements of KCC 21.04.110 “Timelines and Duration of Approval” shall not apply to areas subject to a Master Plan approved under this Section. Instead, the following will apply:

- A. Master Plans approved under this Section shall be valid for a period of ten (10) years after approval, during which time complete applications

for site development and building permits for at least one phase of the project shall be accepted by the Department. If the project is to be completed in phases, the first Site Development Activity Permit application shall include a phasing plan with a timetable to complete the project within the ten-year duration of the Master Plan. If the phasing plan is approved, then the timelines in the plan become new deadlines for the submission of subsequent complete applications for Site Development and Building Permits for later phases.

- B. Approved Master Plan holders may receive one (1) five-year extension from the Hearing Examiner in accordance with the criteria below.
 - 1. An extension request must be filed in writing with the Director at least sixty (60) days prior to the expiration of the approval period.
 - 2. The applicant must demonstrate to the Hearing Examiner tangible progress toward completion of the approved master planned development.
 - 3. The applicant must demonstrate to the Hearing Examiner that there are no significant changes in conditions that would render approval of the extension contrary to the public health, safety or general welfare.

- C. The Hearing Examiner may take either of the following actions upon receipt of a timely extension request:
 - 1. Approve the extension if no significant issues are presented under the criteria set forth in this section.
 - 2. Conditionally approve the extension if any significant issues presented are substantially mitigated by minor revisions to the original master plan.
 - 3. Deny the extension if any significant issues presented cannot be substantially mitigated by minor revisions to the approved master plan.

- D. A request for extension shall be processed as a Type III action.

120. Amendment of Master Plans

Master Plans may be amended or changed by the Hearing Examiner in accordance with the criteria below.

- A. The applicant must have approval of all parties to the existing Master Plan.

- B. The amended Master Plan must conform to all requirements of the chapter.

- C. The applicant must demonstrate to the Hearing Examiner that there are no significant changes in conditions that would render approval of the amendment contrary to the public health, safety or general welfare.
- D. An amendment request must include a revised phasing plan.
- E. The amendment itself will not extend the duration of the original Master Plan.
- F. The Hearing Examiner may take any of the following actions upon receipt of an amendment:
 - 1. Approve the amendment if no significant issues are presented under the criteria set forth in this section;
 - 2. Conditionally approve the amendment if any significant issues presented are substantially mitigated by minor revisions to the original master plan: or
 - 3. Deny the amendment if any significant issues presented cannot be substantially mitigated by minor revisions to the approved master plan.
- G. A request for amendment shall be processed as a Type III action.