

ORDINANCE NO. 443-2009

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

BE IT ORDAINED:

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

- 1) The Washington State Growth Management Act (GMA), RCW 36.70A.130, mandates that Kitsap County's Comprehensive Land Use Plan (Comprehensive Plan) and corresponding Zoning Code and Map be subject to continuing review and evaluation.
- 2) Kitsap County has adopted its Comprehensive Plan pursuant to GMA Chapter 36.70A RCW, and the Comprehensive Plan provides that it will allow for amendments to the Land Use and Zoning maps, Plan policies, and implementing regulations consistent with GMA, County-wide Planning Policies (CPPs), applicable plan policies and other requirements of federal, state and/or local laws (Comprehensive Plan, Policy LU-33). Policy LU-34 directs the County to docket and consider Plan amendments and related amendments to regulations comprehensively consistent with RCW 36.70A.
- 3) The Kitsap County Code (KCC), Chapter 21.08 Annual Comprehensive Plan Amendment Procedures, Section 21.08.040, provides that the BCC will establish a schedule for review and possible amendment of the Comprehensive Plan each year.
- 4) The Comprehensive Plan is intended to actively guide future growth in Kitsap County and effectively respond to changes in conditions or assumptions. The Comprehensive Plan Amendment process is intended to provide an opportunity for the public to propose amendments to the County's Comprehensive Plan, and amendments to the Kitsap County Code, if required to maintain consistency with the Comprehensive Plan.
- 5) The BCC finds that the Comprehensive Plan amendments adopted in this Ordinance are consistent with the GMA, CPPs, and other applicable requirements. In conducting its review of these amendments, Kitsap County has followed state law, and particularly given attention to RCW 36.70A.370.

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

- 1) On November 24, 2008, following timely and effective public notice, the Kitsap County Board of Commissioners adopted Resolution 226-2008, which set forth a process and timeline for the annual Comprehensive Plan Amendment process pursuant to KCC 21.08.040, and which included an initial docket. The resolution identifies a public participation schedule for development and amendment of the comprehensive plan and development regulations through the Planning Commission and BCC processes, and the docket described the specific aspects of the comprehensive plan and development regulations that would be reviewed for possible amendments.
- 2) As discussed in more detail below, the 2009 Comprehensive Plan Amendments include consideration of the adoption of requirements for textual and policy revisions relating to the Greater Hansville Community Plan, Downtown Kingston Zoning and Comprehensive Plan Map change, the Capital Facilities Plan, and site-specific redesignation requests (amendments).
- 3) Greater Hansville Community Plan. Pursuant to Resolution 226-2008 the Kitsap County Board of County Commissioners directed staff to complete the Greater Hansville Community Plan (Hansville Plan). To fulfill this requirement, the Kitsap County Department of Community Development (DCD) held a series of meetings involving the citizens and interested parties of the Hansville area and met with community representatives.
- 4) The Greater Hansville Community Plan began as a community-based planning process in 2003. Known as Hansville Futures, a coalition of nearly two dozen neighborhoods and community organization met over the next four years. Participants conducted surveys, held workshops, and reported their findings in community bulletins. In 2008, the County initiated a public planning process for the Greater Hansville Area, with Futures as foundation. The result is a policy document guiding decisions for the area, through its recognition within the Kitsap County Comprehensive Plan.
 - a) In January 2008, DCD initiated the formal Hansville Plan process. A series of community meetings were held. Staff mailed courtesy postcard notices regarding the kick-off meeting to all assessor-listed and addressed properties within the Greater Hansville area. At the March 18, 2008 meeting, DCD and citizens discussed project purpose, planning framework, public participation and schedule. On March 24, 2008, DCD and the communication subcommittee discussed public participation requirements and an outreach strategy. On March 31, 2008, DCD and the communication sub-committee discussed target audiences. On April 15, 2008, the Communication Plan, potential study area boundary, and Plan elements were discussed. At the May 20, 2008 meeting, DCD and citizens reviewed the Hansville Futures document and completed a visioning exercise. On June 17, 2008, DCD and citizens discussed final

boundary alternatives and vision statements. At the July 15, 2008 meeting, plan elements were finalized. On September 16, 2008, DCD and citizens revised the timeline and prepared for the Plan open house. The October 8, 2008 meeting had DCD and citizens preparing for the open house. On October 21, 2008, the open house timeline was revised and vision statements were developed. On November 18, 2008, DCD and citizens revised the adoption schedule and held a goals and policies workshop. The November 20, 2008 meeting was facilitated by the Washington State Department of Commerce (Commerce) and focused on the Short Course for Local Planning. On January 8, 2009, DCD and citizens discussed parks and recreation as it pertains to the Plan. On January 20, 2009, Kitsap County Public Works staff provided a presentation to the group regarding transportation in the Hansville area. On January 24, 2009 and January 27, 2009, community open houses were held where the planning objectives and process overview were discussed. On February 17, 2009, DCD and citizens received a presentation by the Kitsap Public Utility District, and subsequently developed utility goals and policies. On June 9, 2009, DCD met with the Greater Hansville Area Advisory C and planning committee to distribute the preliminary draft, discuss the comment period, and prepare for the final community open house. On June 28, 2009, the final open house was held where the public had the opportunity to review and comment on the draft Plan. Following timely and effective public notice: the Planning Commission conducted a work session on July 22, 2009; a Planning Commission public hearing was held on August 28, 2009; and on September 15, 2009, the Planning Commission held a decision-only hearing to deliberate upon and finalize the *Findings of Fact, Conclusions, and Recommendations of the Kitsap County Planning Commission to the Kitsap County Board of County Commissioners*. The Plan was recommended for approval and was forwarded to the BCC for its consideration.

- i) On November 4, 2009, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the proposed Hansville Plan pursuant to the State Environmental Policy Act, Chapter 43.21C RCW; the DNS comment period expired November 19, 2009 and no SEPA appeals were filed. The "Notice of Intent to Adopt" for the Hansville Plan was sent to the Commerce Commerce, Growth Management Services Review Team on October 12, 2009, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no responsive comments have been received from Commerce.
- b) On November 9, 2009, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the Hansville Plan. The public hearing was continued until December 14, 2009 for decision-only. The written comment period on the Planning Commission Recommendation was officially closed at 4:30 on November 23, 2009.

- 5) Site-Specific Comprehensive Plan Designations. Pursuant to Resolution 226-2008, the Board of County Commissioners allowed for the submittal of site-specific comprehensive plan amendment requests with one condition: The requests could not alter an urban growth area. Seven requests for a site-specific amendments were filed (McCormick/Alpine Evergreen, McCormick/Sunnyslope, Speed, Gilman, Sison/Bowley, Henry's Hardware, and Cutting Edge Lawn Care) and one rezone application was filed (Brown). The site-specific amendments was reviewed by staff and presented to the Planning Commission. Following timely and effective public notice: the Planning Commission conducted a work session on September 1, 2009 to consider the Speed and Henry's Hardware applications; the Planning Commission conducted a work session on September 15, 2009 to consider the McCormick/Alpine Evergreen, McCormick/Sunnyslope, Gilman, Brown, and Cutting Edge application; the Planning Commission conducted a work session on November 3, 2009 to consider the Sison/Bowley application; Planning Commission public hearings and deliberations were held on October 6, 2009 for all of the applications except for Sison/Bowley which was held on November 3, 2009; on November 3, 2009, the Planning Commission held a meeting to deliberate upon and finalize the *Findings of Fact, Conclusions, and Recommendations of the Kitsap County Planning Commission to the Kitsap County Board of County Commissioners of Kitsap County* for all 2009 applications. The Planning Commission recommended **approval** for the Speed, Gilman, Sison/Bowley, Henry's Hardware, Brown and Cutting Edge Lawn Care applications. The Planning Commission recommended **denial** of the McCormick/Alpine and McCormick/Sunnyslope applications. The 2009 Site Specific Amendment requests were forwarded to the BCC for its consideration.
- a) On August 17, 2009, pursuant to SEPA, Kitsap County issued Determinations of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the proposed Speed and Henry's Hardware Site Specific Amendment requests; the DNS comment period expired August 31, 2009, and no SEPA appeals were filed.
 - b) On August 31, 2009, pursuant to SEPA, Kitsap County issued Determinations of Nonsignificance and Adoption of Existing Environmental Documents for the proposed McCormick/Alpine Evergreen, McCormick/Sunnyslope, Gilman, Sison/Bowley and Brown Site Specific Amendment requests; the DNS comment period expired September 14, 2009, and no SEPA appeals were filed.
 - c) On September 30, 2009, pursuant to SEPA, Kitsap County issued a Determination of Nonsignificance and Adoption of Existing Environmental Documents for the proposed Cutting Edge Ground and Lawn Care Site Specific Amendment request; the DNS comment period expired October 19, 2009, and no SEPA appeals were filed.
 - d) The Notices of Intent to Adopt for all Comprehensive Plan Land Use amendments were sent to Commerce Growth Management Services Review Team on October 9, 2009, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no comments have been received.

- e) On November 14, 2009, following timely and effective public notice, the Board of County Commissioners held a work-study session to review the Site Specific Amendment Requests.
- f) On December 7, 2009, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding all of the Site Specific Amendment requests. The oral and written comment period was officially closed at the end of the public hearing on December 7, 2009.
- 6) Downtown Kingston Zoning and Comprehensive Plan Map Change: Pursuant to Resolution 226-2008 the Kitsap County Board of County Commissioners directed staff to begin work on a Downtown Kingston Master Plan.
- a) In 2008, the Kingston Citizens Advisory Council (KCAC) identified specific projects needed to turn the Kingston Sub-Area Plan goals and policies into reality. Many downtown improvements were identified, thus a master planning effort was launched by DCD. The plan would need to communicate the overall vision for downtown and implement as many feasible, high-priority work items as possible. To develop the plan, DCD coordinated with 18 community organizations over a series of monthly meetings in 2009. In addition, the County partnered with a local firm to illustrate the urban design vision. The resulting master plan includes narrative describing the basis for recommended projects, changes to the zoning map and development regulations, and a design study identifying key improvements to the parking code and streetscape. The plan's success will depend on continued partnerships between Kitsap County and community of Kingston. The master plan will likely be adopted in phases, with zoning map changes expected in 2009, and remaining outcomes considered in 2010. Phased adoption will allow the County to pilot significant regulatory amendments and programs, so priority improvement maintain fiscal integrity across public and private sectors.
- b) From June 2008 to through August 2009, the KCAC and KCAC Planning Committee, made up of developers, property owners and local Kingston residents met to discuss the Downtown Kingston Master Plan. On June 12, 2008, DCD and citizens met to discuss the scope of work for the Plan. On September 3, 2008, the KCAC formed a Planning Sub-Committee that would work intimately on the Plan. At the November 13, 2008 meeting, DCD and citizens met to discuss the purpose and objectives of the Plan. On January 15, 2009, DCD and citizens met to discuss the Plan boundary, project prioritization and schedule. At the February 19, 2009 meeting, zoning and land use was discussed at the KCAC Planning Committee meeting. On April 22, 2009, DCD and citizens discussed the Urban Village Center (UVC) zone, allowed uses, development and design standards. At the May 27, 2009, DCD and citizens discussed the Plan parking standards. On June 24, 2009, DCD and citizens

worked on the streetscape study and publicity. On July 21, 2009, the Kitsap County Planning Commission conducted a walking tour of Downtown Kingston. On August 5, 2009, DCD and the KCAC hosted an Open House to share the preliminary draft and receive public comments. On August 5, 2009, Kitsap County released the draft Downtown Kingston Master Plan. A staff report was issued on October 2, 2009. Following timely and effective public notice: the Planning Commission conducted a work session on October 6, 2009; a Planning Commission conducted a public hearing and deliberations on October 20, 2009; and on November 3, 2009, the Planning Commission held a decision-only hearing to deliberate upon and finalize the *Findings of Fact, Conclusions, and Recommendations of the Kitsap County Planning Commission to the Kitsap County Board of County Commissioners*. The Downtown Kingston Master Plan was recommended for approval by a vote of 6-1 and was forwarded to the BCC for its consideration.

- i) On November 4, 2009, pursuant to SEPA, Kitsap County issued a Determination of Nonsignificance (DNS) and Adoption of Existing Environmental Documents for the Downtown Kingston Master Plan; the DNS comment period expired November 18, 2009 and no SEPA appeals were filed.
 - ii) The "Notice of Intent to Adopt" for the Plan was sent to the Commerce Growth Management Services Review Team on October 13, 2009, pursuant to RCW 36.70A.106 and WAC 365-195-620, and no comments have been received.
 - c) On December 7, 2009, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the Planning Commission Recommendation for the Downtown Kingston Master Plan. The public hearing was continued until December 14, 2009 for decision only.
- 7) Capital Facilities Plan. Pursuant to Resolution 226-2008, the Kitsap County Board of County Commissioners directed staff to revise portions of the Kitsap County Capital Facilities Plan. To fulfill this requirement, the Kitsap County staff held a series of meetings involving the citizens and community representatives. Proposed amendments to the six-year capital facilities plans were concurrently considered through the County budget process, as provided in RCW 36.70A.130.
- a) On December 8, 2008, following timely and effective public notice, the Board of County Commissioners conducted a public hearing to accept oral and written comments regarding the amendments to the Kitsap County Capital Facilities Plan. The public hearing was continued until December 14, 2009 for decision-only.

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

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

- a) The proposed Hansville Plan amendments are consistent with GMA goals in RCW 36.70A.020.
- b) The proposed Hansville Plan is consistent with Kitsap County Code 21.08.160. Specifically, the Hansville Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- c) The proposed Hansville Plan is consistent with Kitsap County Code 21.08.170. Specifically, the proposed Plan is consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA as noted earlier.

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

- 1) McCormick/Alpine request: The applicant requested that tax parcels 322301-1-001-2007, 292301-1-032-2005, 292301-4-024-2009, 292301-4-019-2006, 292301-1-033-2004, 292301-4-025-2008, 292301-4-020-2003, 292301-4-022-2001, 322301-2-037-2003, 292301-4-021-2002, 292301-4-023-2000, 322301-1-033-2009, totaling 270 acres, be redesignated from Rural Wooded to Rural residential zoning. This site is physically located in South-west Kitsap County north of Lake Helena Road near Wicks Lake.
 - i) The staff findings and recommendation were that the proposal should be denied at this time. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of denial. Subsequent to the Planning Commissioner deliberations, the applicant has requested that the request be withdrawn from consideration by the BCC at this time, and be reconsidered during the 2010 comprehensive plan review of the rural element. The BCC has concurred with that request and will defer ruling on the McCormick/Alpine request at this time.
- 2) McCormick/Sunnyslope request: The applicant requested that tax parcels 132301-4-006-1001, 132301-4-010-1005, 132301-4-009—1008, and 182301-3-027-20014, totaling 90 areas, be redesignated from Rural Wooded to Rural Residential zoning. The site is physically located in South-west Kitsap County on Sunnyslope Road near the Bremerton Airport.
 - i) The staff findings and recommendation were that the proposal should be denied at this time. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of denial. Subsequent to the Planning Commissioner deliberations, the applicant has requested that the request be withdrawn from consideration by the BCC at this time, and be

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reconsidered during the 2010 comprehensive plan review of the rural element. The BCC has concurred with that request and will defer ruling on the McCormick/Alpine request at this time.

- 3) Speed request: The applicant requested that tax parcels 33272-2-004-2007 totaling 13 acres be redesignated from Rural Protection to Rural Residential. The site is physically located in North Kitsap County on Port Gamble and Minder Roads.
 - i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be approved. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments;' and Chapter 36.70A.070 RCW.
 - ii) The BCC specifically adopts the findings and conclusions located in the Speed Site Specific Staff report dated September 4, 2009.
- 4) Gilman request: The applicant requested that tax parcels 232501-1-004-2003 totaling 1.71 acres be redesignated from Urban Low Residential to Neighborhood Commercial. The site is physically located in Central Kitsap County on Waaga Way and the Brownsville Highway.
 - i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be approved, contingent on the conditions required for transfer of development rights (TDRs) in KCC 17.430. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments;' and Chapter 36.70A RCW.
 - ii) The BCC specifically adopts the findings and conclusions located in the Gilman Site Specific Staff report dated September 4, 2009.
- 5) Sison/Bowley request: The applicant requested that tax parcels 192501-4-003-2004, 192501-4-004-2003, 192501-4-025-2008, 192501-4-035-2006, 192501-4-036-2005, 192501-4-037-2004, and 192501-4-049-2000 totaling 6 acres be redesignated from Urban Industrial to Urban Low Residential. Additionally, the applicant requested that the Mineral Resource Overlay be removed from tax parcels 192501-4-003-2004, 192501-4-004-2003, 192501-4-025-2008, 192501-4-035-2006, 192501-4-036-2005, 192501-4-037-2004, and 192501-4-049-2000. The proposal is located in Central Kitsap County near the Silverdale Transfer Station.

- i) The BCC finds that the staff findings and recommendation are appropriate for the site specific request and MRO removal, providing that the conditions outlined in the staff report are satisfied. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments'; and Chapter 36.70A RCW.
 - ii) The BCC specifically adopts the findings and conclusions located in the Sison/Bowley Site Specific Staff report dated September 4, 2009.
- 6) Henry's Hardware request: The applicant requested that tax parcel 262702-1-079-2007 totaling 4.62 acres be redesignated from Urban Medium Residential to Highway Tourist Commercial. The proposal is located within the Kingston Urban Growth Area near the Thriftway/Ace Hardware.
- i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be approved. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments'; and Chapter 36.70A RCW.
 - ii) The BCC specifically adopts the findings and conclusions located in the Henry's Hardware Site Specific Staff report dated September 4, 2009.
- 7) Brown request: The applicant requested that tax parcels 032401-1-090-2003 totaling 8.24 acres be redesignated on the Zoning Map from Urban Low Residential to Urban Restricted Residential. The proposal is located within the Tracyton portion of the Central Kitsap Urban Growth Area. The Brown request does not involve a comprehensive plan map amendment.
- i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be approved. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments', the Kitsap County Comprehensive Land Use Plan and Chapter 36.70A RCW.
 - ii) The BCC specifically adopts the findings and conclusions located in the Brown Site Specific Staff report dated September 4, 2009.
- 8) Cutting Edge Lawn Care request: The applicant requested that tax parcels 192501-4-026-2007 totaling 1 acres be redesignated from a Mineral Resource

Overlay Comprehensive Plan Designation to an Industrial Comprehensive Plan Designation. No change to zoning was requested. The proposal is physically located adjacent to Dickey Road near the Silverdale Transfer Station.

- i) The BCC finds that the staff findings and recommendation are appropriate and the proposal should be approved, subject to the conditions set forth in the staff report. The Planning Commission was presented a staff report and provided a formal recommendation to the BCC of approval. The BCC finds that the proposed designation is consistent with Kitsap County Code Title 21; KCC Chapter 17.08.160 'Criteria for Recommendation and Approval-General'; KCC 17.08.160 'Criteria for Recommendation and Approval-Site Specific Amendments'; and Chapter 36.70ARCW.
 - ii) The BCC specifically adopts the findings and conclusions located in the Brown Site Specific Staff report dated September 4, 2009.
- 9) Ten (10) applications for rural commercial redesignations have been deferred to the 2010 comprehensive plan amendment process for inclusion in the review of the rural element.

Section 5. Substantive Findings related to the amendments to the Kingston Downtown Zoning and Comprehensive Plan Map Change. The Board of County Commissioners makes the following findings related to the Plan with respect to the text and policy amendments to the Comprehensive Plan:

- 1) The Kitsap County Planning Commission reviewed the DCD staff report and made findings pertaining to the proposed Comprehensive Plan amendment regarding the Downtown Kingston Zoning and Comprehensive Plan Map Change; the Planning Commission considered compliance with Kitsap County Code, goals and policies of the Kitsap County Comprehensive Plan, and the goals and policies of the GMA (RCW 36.70A.020).
- 2) Kitsap County Code 21.08.160 sets forth general criteria that the BCC must consider when making amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the Comprehensive Plan is based are no longer valid, or whether there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 3) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the BCC must consider whether the proposed amendment is consistent with and supports other plan elements and/or development regulations, and if not, what additional amendments to the plan and/or development regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or

regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the GMA.

- 4) Except where otherwise noted, the BCC hereby adopts the findings of the Planning Commission regarding the Downtown Kingston Zoning and Comprehensive Plan Map Change.
- 5) The Planning Commission was presented a staff report and deliberated on the amendments to the Downtown Kingston Maps. The Planning Commission predominantly focused amendments relating to zoning. The Planning Commission voted to approve the textual, zoning code, and map change portions of the Downtown Kingston Plan.
- 6) The Board hereby adopts and incorporates by this reference, those findings made by the Kitsap County Planning Commission for the expansion of the UVC zone on November 3, 2009 for the amendments to the Downtown Kingston Zoning and Comprehensive Plan Map, which found that the proposed map amendments met the criteria or recommendation or decision, as per Sections 21.08.160 and 21.08.170 of the Kitsap County Code and met the Growth Management Act.
- 7) The proposed map amendments are consistent with Kitsap County Code 21.08.160. Specifically, they reflect circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 8) The proposed map amendments are consistent with Kitsap County Code 21.08.170. Specifically, the proposed map amendments are consistent with the Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA.
- 9) Other matters concerning the Kingston Subarea, specifically changes to Title 17 and proposed Comprehensive Plan textual amendments are deferred to the 2010 comprehensive plan review process.

Section 6. Substantive Findings related to the amendments to the Kitsap County Capital Facilities Plan. The Board of County Commissioners hereby adopts by reference Resolutions 262-2008, 263-2008, 264-2008 and 265-2008:

- 1) Kitsap County Code 21.08.160 sets forth general criteria that the Board must consider when making amendments to the Comprehensive Plan. In making such amendments, the Board must consider whether circumstances related to the proposed amendment and/or the area in which the property affected by the proposed amendment is located have substantially changed since the adoption of the Comprehensive Plan, and whether the assumptions upon which the

Comprehensive Plan is based are no longer valid, or there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.

- 2) Kitsap County Code 21.08.170 also sets forth criteria for making textual and area-wide amendments to the Comprehensive Plan. In making such amendments, the Board must consider whether the proposed amendment is consistent with and supports other plan elements and/or Development Regulations, and if not, what additional amendments to the plan and/or Development Regulations will be required to maintain consistency, whether the proposed amendment to the plan and/or regulation will more closely reflect the goals, objectives and policies of the Comprehensive Plan, whether the proposed amendment is consistent with the Kitsap County-wide Planning Policies, and whether the proposed amendment complies with the requirements of the GMA.
- 3) The proposed capital facility amendments are consistent with Kitsap County Code 21.08.160 and the 2009-2010 budgets. Specifically, the Plan reflects circumstances related to the proposed amendments that are no longer valid and there is new information available which was not considered during the adoption of, or during the last annual amendment to, the Comprehensive Plan.
- 4) The proposed Plan is consistent with Kitsap County Code 21.08.170. Specifically, the proposed amendments are consistent with the 2006 Comprehensive Plan. The proposed amendment is consistent with Kitsap County-wide Planning Policies, and the proposed amendment complies with the requirements of the GMA, specifically RCW 36.70A.120 and RCW 36.70A.070(3).

Section 7. NOW THEREFORE, BE IT FURTHER ORDAINED, that the Kitsap County Board of Commissioners, based on the foregoing findings, does hereby adopt, and/or ratify pursuant to the Growth Management Act, Chapter 36.70A RCW, and Article 11, Section 11 of the Washington Constitution:

- 1) The Greater Hansville Community Plan attached hereto as Appendix A and incorporated herein by this reference.
- 2) The amendments to the Capital Facilities Plan attached hereto as Appendix B and incorporated herein by this reference.
- 3) The Kitsap County Comprehensive Map is hereby amended as shown in Appendix C and incorporated herein by this reference.
- 4) The Kitsap County Zoning Map is hereby amended as shown in Appendix D and incorporated herein by this reference..
- 5) The Speed property is hereby designated as Rural Residential as referenced in Appendices C and D.

- 6) The Gilman property is hereby designated as Neighborhood Commercial as referenced in Appendices C and D subject to the following condition:
 - i) Owner must obtain four (4) Transfer of Development Right (TDR) certificates within two years of approval. If the TDRs are not obtained within two years, the Gilman property will revert back to its original zoning of Highway Tourist Commercial.

- 7) The Sison/Bowley properties is hereby designated as Urban Low as referenced in Appendices C and D. The MRO will be removed from the Sison/Bowley properties subject to the following conditions:
 - i) Confirmation from the Washington State Department of Natural Resources (DNR) that the site/s were never used for commercial mineral extraction.
 - ii) Confirmation from geotechnical engineer that the site/s are without commercial quality/quantity mineral deposits.
 - iii) Satisfactory SEPA review.
 - iv) All of the above conditions must be met within one (1) year of the adoption of this Ordinance.

- 8) The Henry's Hardware property is hereby designated as Highway Tourist Commercial as referenced in Appendices C and D.

- 9) The Brown property is hereby designated as Urban Restricted as referenced in Appendix D.

- 10) The MRO will be removed from the Cutting Edge Lawn Care property, as referenced in Appendices C and D, subject to the following conditions:
 - i) Confirmation from the Washington State Department of Natural Resources (DNR) that the site/s were never used for commercial mineral extraction.
 - ii) Confirmation from geotechnical engineer that the site/s are without commercial quality/quantity mineral deposits.
 - iii) Satisfactory SEPA review.
 - iv) All of the above conditions must be met within one (1) year of the adoption of this Ordinance.

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

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

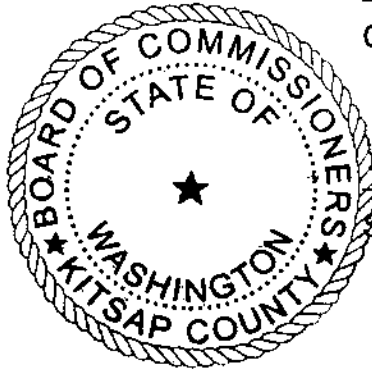
Section 10 Severability. If any provision of this ordinance or its application to any person, entity or circumstance is for any reason held invalid, the remainder of the ordinance, or the application of the provision to other persons, entities or circumstances is not affected.

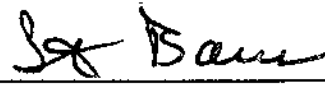
DATED THIS 14th day of December, 2009.

KITSAP COUNTY BOARD OF
COMMISSIONERS



CHARLOTTE GARRIDO, CHAIR



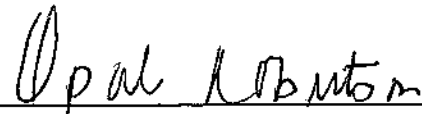


STEVE BAUER, COMMISSIONER

ATTEST:



JOSH BROWN, COMMISSIONER



Opal Robertson
Clerk of the Board

Approved as to form:

Shelley E. Kneip

Deputy Prosecuting Attorney

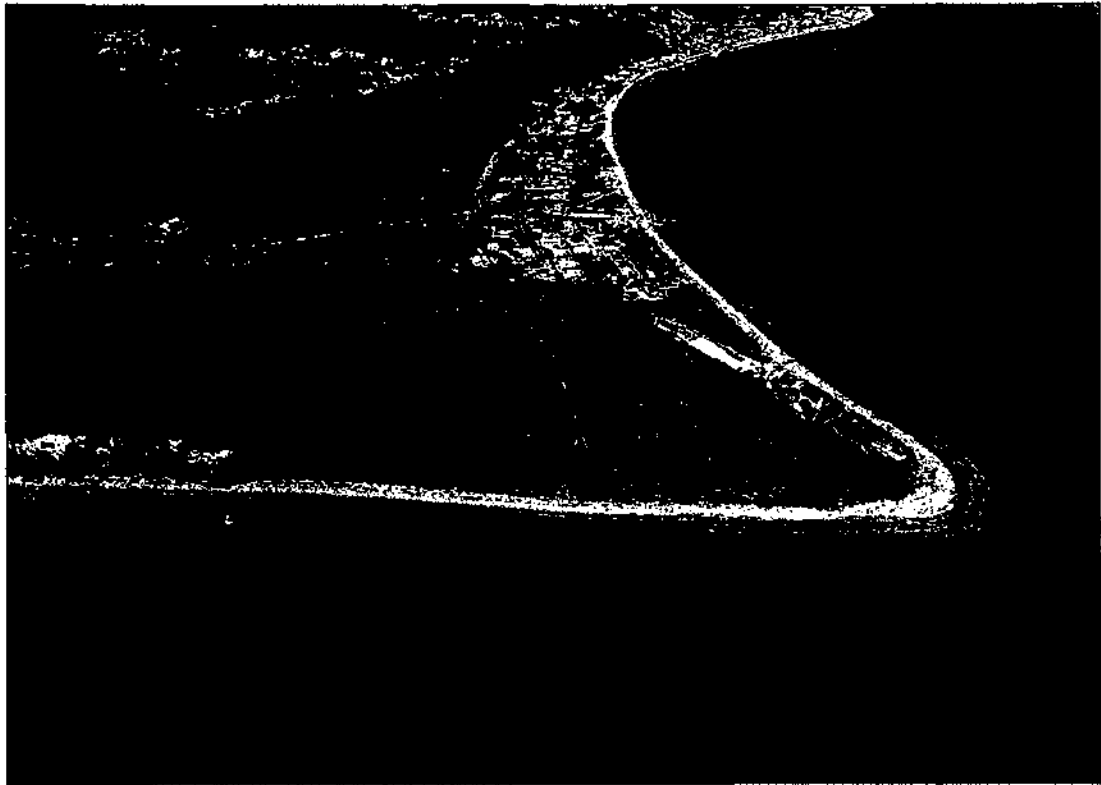
**Attachment A:
Greater Hansville Community Plan**

Ord 443-2009

H A N S V I L L E F U T U R E S

A L L P H A S E S

Greater Hansville Community Plan



Values, Community Profile, Vision and Implementation

Including the neighborhoods of

Admiralty	Old Hansville Highway
Buck Lake	Pilot Point
Cliffside Beach	Point No Point
Driftwood Key	Hillview
Eglon	Shore Woods
Finn Creek	Shoreview Terrace
Foulweather Bluff	Skunk Bay
Hansville Road	South Hood Canal Drive
Hood Canal Shores	Sterling Highlands
Norwegian Point	Twin Spits

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Executive Summary

Note to reader:

Information-gathering for the Greater Hansville Community Plan began in 2003. Data and statistical information therefore may not describe conditions during adoption year 2009. Please reference accordingly.

This executive summary describes the initiation of the Greater Hansville Community Plan, how a community-driven planning effort transitioned to a public planning process, the framework of the final plan, and major findings.

Background

The Greater Hansville Community Plan represents the fourth and final phase of a citizen-driven planning effort beginning in 2003. In the Spring of that year, the Hansville Community Center Board of Directors decided to address the change and growth observed in the Greater Hansville Area (GHA). The Board sponsored an effort bringing all organizations and neighborhoods North of Eglon/Little Boston Road together to plan for the area's future, rather than just "let it happen". The Board believed the Greater Hansville Area is a unique place, and the spirit of this community could only be preserved if local citizens actively took charge of their future.

Accordingly, some 24 organizations, collectively representing a comprehensive perspective of the Greater Hansville Area, were invited to participate in a "Futures Planning Process". For 2 ½ years, volunteers from the community donated hundreds of hours to help prepare a vision of a *preferred future*, and a specific list of *action items* to turn that vision into reality. The planning strategy included four phases:

1. Values Survey
2. Community Profile
3. Final Report
4. Implementation Plan

The Values Survey was conducted between 2004-2005, and represents the most comprehensive citizen assessment conducted in recent memory. Nearly 2,600 surveys were mailed to area residents including the entire 98340 zip code, adjacent neighborhoods, and property owners living in other cities and states. Responses were received from 386 households, amounting to a 15% return rate. The Values Survey is contained in its entirety in this document.

In 2005, a Community Profile was prepared by local volunteers, who contributed hundreds of hours of research and writing. The document is over 200 pages in length, and consists of 13 chapters describing the history, current conditions, and trends affecting many aspects of life in the GHA. Other than a handful of data requests fulfilled by Kitsap County staff, the Community Profile is an entirely citizen-driven description of the Greater Hansville Area. The Community Profile is contained in its entirety in this document.

The Final Report emerged in 2006, providing a summary of the process, the community's vision, and a call to action. The report was prepared by a Planning Committee (hereinafter the *Futures Planning Committee*) representing more than 20 GHA organizations. The Committee spent nine months studying the area's history, current direction, values, and preferred future outcomes. The Values Survey and Community Profile provided indispensable guidance. In addition to

summarizing the first three *Futures* phases and proposing a fourth and final phase, the Committee's Final Report contains the following elements:

- Community Values adopted by the Committee, based on the 2004 GHA Survey
- Likely and Preferred Futures
- Eight Action Items to make the Preferred Future happen

Results from the three phases above are collectively known as the Hansville Futures report. The scope of work proposed by *Futures* originators was publicized and documented. Reports and deliverables were made available to any interested party throughout the process, despite operating on an extremely limited budget. During each phase, updates and calls for participation were announced through a variety of popular media. Futures Planning Committee meetings and workshops were also publicized and open to the public. The Hansville Log, the GHA's most widely-circulated community newsletter, reported significant milestones throughout the *Futures* process, and the Log's virtual extension, www.hansville.org, continues to publish *Futures* documents and related information for public use.

The fourth phase of *Hansville Futures* concerns implementation. Futures documents proposed a comprehensive action plan, but also recognized that successes can and should be achieved by pursuing Action Items individually. An implementation strategy became clearer with assistance from Kitsap County in 2007.

Transition to Kitsap County

The Futures Planning Committee adopted Action Items because it did not want to stop at a vision statement that would only sit on a

shelf. In its Final Report, the Futures Planning Committee suggested that volunteers work toward implementing the Action Items through a combination of permanent standing committees, and task-based committees. The Committee also recognized that outcomes and futures efforts may differ than those proposed in the Final Report. The hope was that combined community-based efforts would generate positive outcomes for the Greater Hansville Area.

Those implementation efforts realized immediate success. The hard work and results of *Hansville Futures* caught the attention of Kitsap County Commissioners. It was recognized that the Greater Hansville Area needed a better linkage to local government. In 2007, the County established the Greater Hansville Area Advisory Council (GHAAC) to promote organization between Northern Kitsap neighborhoods and strengthen communication with the County. With the creation of GHAAC, the Hansville Futures process accomplished Final Report Action Item #1.

Futures Planning Committee members then began to address Action Item #2, which calls for a downtown master plan. The group separated in two: a downtown planning committee to address cultural and commercial activities in downtown Hansville, and a regional planning committee to address the needs of dispersed portions of the GHA.

By the end of 2007, Kitsap County Commissioners again sought to recognize the GHA by developing a community plan for the area. As a component of the Kitsap County Comprehensive Plan, a GHA Community Plan would become a policy document guiding future decisions for the GHA. Preparation of a community plan was

placed on the County's growth management docket for 2008 – 2009.

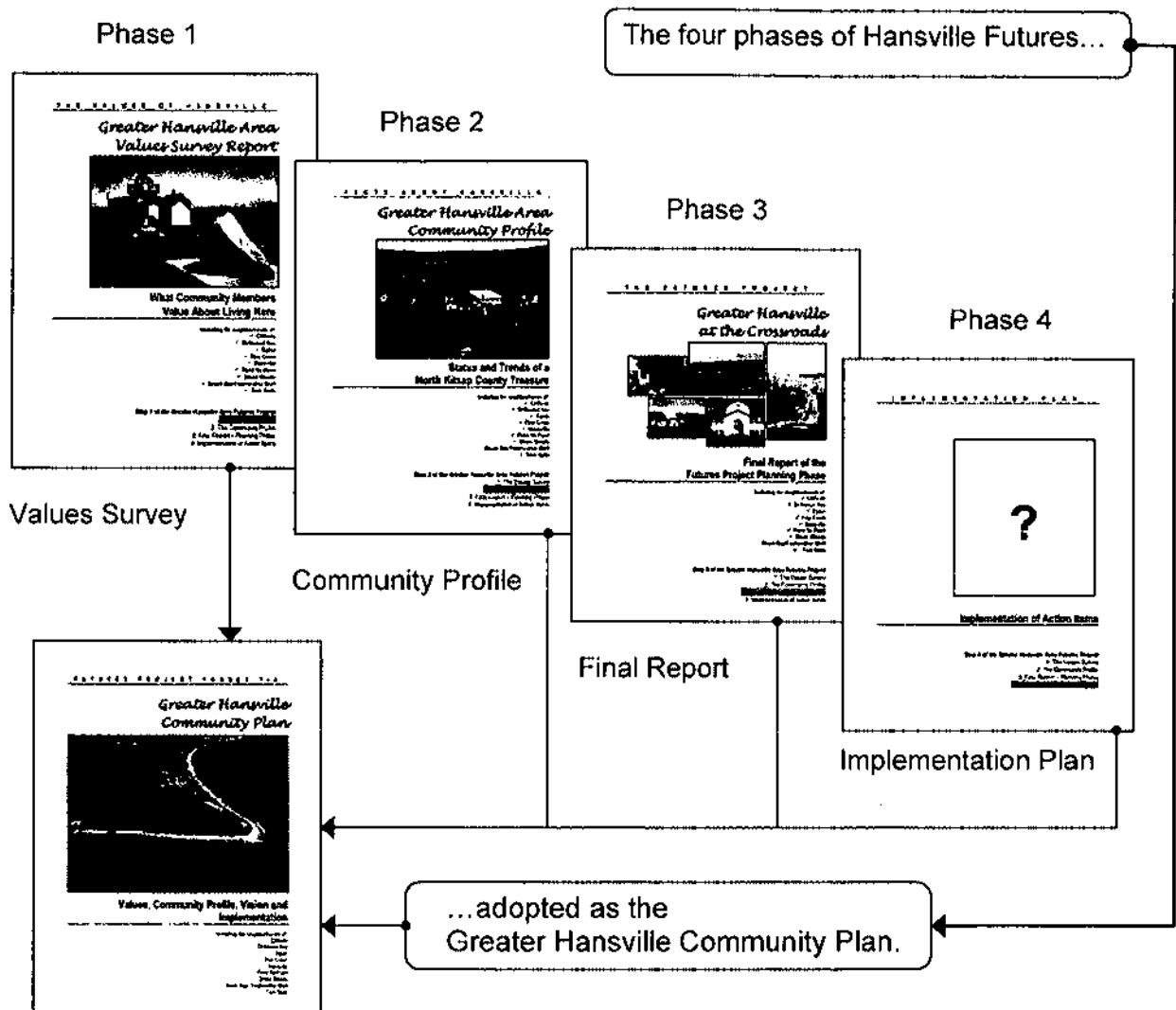
The GHA Community Plan would incorporate the first three *Futures* phases, and as an implementation plan, it would represent phase four of *Futures*. However, in order to become a legal policy document consistent with the state Growth Management Act, Kitsap County would need to facilitate a new planning process, and ensure Countywide public participation is incorporated into the plan. The County would establish a new committee (hereinafter the Planning Committee) to provide community planning input on an ongoing basis.

The Downtown and Regional Futures Planning Committees once again merged into a single sub-committee of the GHAAC, addressing all aspects of the GHA as a single Planning Committee. The County assisted GHAAC and Planning Committee representatives in inviting new Planning Committee members, and Department of Community Development staff established a public planning process.

The process would build on the first three *Futures* phases, but also evaluate *Futures* assumptions and make adjustments based on new public participation, existing County policies, and GMA requirements. As part of the Greater Hansville Community Planning process, DCD staff facilitated the first formal Planning Committee meeting on March 18, 2008. Meetings and workshops occurred monthly through the summer of 2009, including two open houses, a new community survey, and public hearings.



The first of three open houses at the Greater Hansville Community Center, January 24, 2009. Attendees identified issues related to the plan's seven policy areas.



Tying each phase together

The GHA Community Plan is supported by existing data prepared during *Hansville Futures*. It establishes the community's vision, and includes implementing goals and policies. Narrative describing the area's history and existing conditions is also provided via the *Futures Community Profile*. The Plan includes seven policy implementation elements, each containing vision statements, goals, policies, and projects to aid in the Plan's implementation. Implementation elements are listed below:

- Land Use
- Economy
- Environment
- Parks and Recreation
- Public Services
- Public Infrastructure
- Transportation

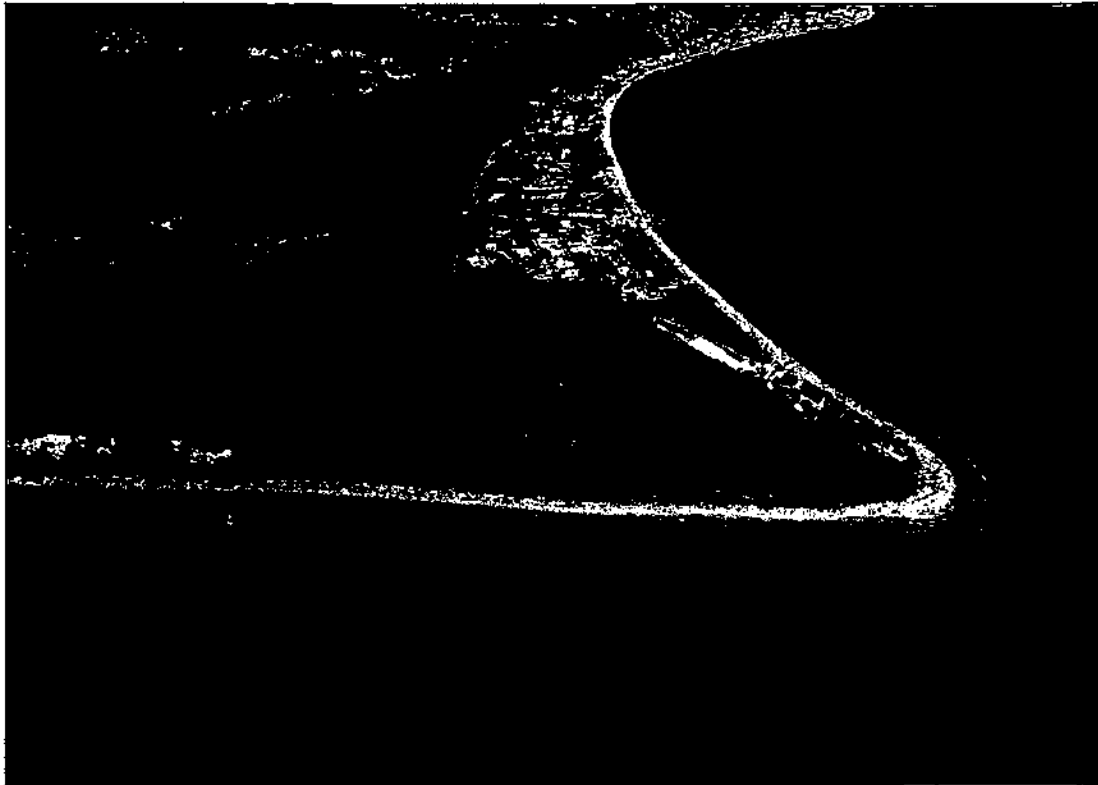
A map of the study area is provided on the following page.

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H A N S V I L L E F U T U R E S

A L L P H A S E S

Greater Hansville Community Plan



Values, Community Profile, Vision and Implementation

Including the neighborhoods of

**FINAL
DRAFT**

Admiralty	Old Hansville Highway
Buck Lake	Pilot Point
Cliffside Beach	Point No Point
Driftwood Key	Hillview
Egion	Shore Woods
Finn Creek	Shoreview Terrace
Foulweather Bluff	Skunk Bay
Hansville Road	South Hood Canal Drive
Hood Canal Shores	Sterling Highlands
Norwegian Point	Twin Spits

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Greater Hansville Community Plan

Kitsap County Commissioners

*Steve Bauer, 1st District
Charlotte Garrido, 2nd District
Josh Brown, 3rd District*

Kitsap County Planning Commission

*Lou Foritano, Chair, 1st District
Thomas E. Nevins, 1st District
Linda Paralez, 1st District
John D. Hough, 3rd District
Jim Sommerhauser, 3rd District
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December 2009

Acknowledgements

This document would not have been possible without assistance from County staff, community members, and representatives from many organizations. In addition to the individuals listed on the previous page, the department wishes to thank the following people for their time, interest, and ideas. Special thanks to Linda Redling for coordinating many aspects of the planning process; Judy Foritano for facilitating community involvement, Fred Nelson for providing historical information; Art Ellison for technical help; and to the Greater Hansville Community Center Executive Board for use of their facility. Apologies are extended to any participants not recognized herein. You are thanked for your contributions.

GHAAC Members

Cindy McDermott, Bonnie Isaacs, Bob Bennion, Gene Borgomainerio, Don Lynch, Linda Redling, Nancy Garing, Trevor Evans, Judy Foritano, Alice Tubesing, Allen Otto, Art Ellison, Chris McClellan, Fred Nelson, Heidi Kaster, Tom Ritley, Gary Paulson, Tony Atkinson, Judy Roupe, Lynn Hix, Wayne Stiles, Becky Ellison, Pat Miller, Jean Connolly, Jim Laughlin, Nancy Rummel, Gary Paulson, McKinzie McDermott, Evan Zachary

Planning Committee Members

Alicia Kellis, Allan and Linda Otto, Alys Orsborn, Anne Sagaris, Art Ellison, Barb & Frank Fox, Becky Ellison, Benjamin Sabin, Cinda Bakken, Daria Nelson, Deborah Estridge, Dennis Cziske, Diana Allen, Diana Quayle, Don Lynch, Elizabeth Wilson, Evan Zachary, Fred Nelson, Gary Paulson, Howie and Alix O'Brien, Hugh Tucker, Jack Harrington, Jim & Kathy Stemen, Jo Nelson, John Armstrong, John Scarpelli, Jolene Lambredt, Jon Rose, Judy Foritano, Judy Tallman, Kathy Bourassa, Ken & Debby Replogle, Ken Erickson, Laurie Lewis, Laurie Wiegenstein, Linda Golden, Linda Redling, Martina Hazen, Mike & Jeanne Shea, Mike Flohr, Nancy Garing, Pat & Gene Duvall, Patricia Pinkham, Patrick Leuner, Renee Myers, Sam Anderson, Sheri Kiley, Sherry Cordiner, Tony Atkinson, Whit McCloud

Support Staff and Agency Representatives

Scott Diener, Katrina Knutson, Heather Adams, Cindy Read, Greg Cioc, Chip Favor, Matt Keough, Bob Hunter, KPUD

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P A R T I
C I T I Z E N A N D C O U N T Y P L A N N I N G

Introduction



Hansville Futures Becomes the Greater Hansville Community Plan

Hansville Futures Process:

Values Survey
Community Profile
Final Report
Implementation

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Introduction

Planning Context

The Greater Hansville Community Plan is consistent with the Kitsap County Comprehensive Plan, and establishes additional policy direction through specialized goals and policies for the Greater Hansville Area. Upon adoption by the Board of County Commissioners, the GHA Community Plan becomes a component of the Kitsap County Comprehensive Plan. Selected portions of the GHA Community Plan are physically inserted as a stand-alone chapter within Neighborhood Plans portion of the County Comprehensive Plan, and portions not inserted remain valid by reference. Future updates to the Greater Hansville Community Plan shall amend either the stand-alone version of the originally-adopted community plan, and associated portions of the County Comprehensive Plan as necessary.

Public Participation

Information-gathering and outreach for the County-facilitated portion of the planning process was conducted with assistance from a citizen planning committee. The committee was chaired by a member of GHAAC who provided regular status updates to that group. Below is a list of DCD-sponsored workshops, meetings, and presentations relating to plan development. Public participation information specific to each planning phase is contained within corresponding parts of this plan.

Date	Event	Subject	Attend.
Oct 2007	Coordination meeting	Project kick-off	N/A
Feb. 2008	Coordination meeting	Pre-planning	26
3/18/08	Planning committee meeting	Project purpose Planning framework Public participation Schedule	25
3/24/08	Communication sub-committee meeting	Public participation requirements Outreach strategy	11
3/31/08	Communication Sub-committee Meeting	Target audiences	7
4/15/08	Planning committee meeting	Communication plan Potential study area boundary Potential plan elements	41

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Date	Event	Subject	Attend.
5/20/08	Planning committee meeting	Hansville Futures review Review plan elements Visioning exercise Boundary workshop Communications report	26
6/17/08	Planning committee meeting	Communications update Final boundary alternatives Review draft vision statements Final Hansville Futures review	19
7/15/08	Planning committee meeting	Communications update Develop vision statements Finalize plan elements	15
9/16/08	Planning committee meeting	Planning committee expectations Develop vision statements Revised timeline Open house preparation	24
10/8/08	Communication Sub-committee Meeting	Open house preparation	Not taken
10/21/08	Planning committee meeting	Open house developments Develop vision statements Revised open house timeline	28
11/18/08	Planning committee meeting	Communication report Revised adoption schedule Goals and policies workshop	21

Date	Event	Subject	Attend.
11/20/08	Short Course on Local Planning (Host: CTED)	Growth Management Act Public participation Citizen advisory groups	N/A
1/8/09	Planning committee	Kitsap Co. Parks and Recreation presentation & policy development Review plan framework	11
1/20/09	Planning committee	Kitsap Co. Public Works Transportation presentation & policy development Parks and Recreation policy review Open House preparation	16
1/24/09	Community Open House 1	Community planning objectives Planning process overview Issue identification – functional planning areas	77
1/27/09	Community Open House 2	Community planning objectives Planning process overview Issue identification – functional planning areas	46
2/17/09	Planning committee	KPUD utilities presentation & policy development Transportation goals and policies review Open house debrief	15
6/9/09	GHAAC / Planning Committee meeting	Preliminary draft preview Implementation plan presentation Comment period Open House prep	56

Date	Event	Subject	Attend.
6/28/09	Final community Open house	Preliminary draft presentation Public review and comment	76
7/14/09	GHAAC meeting	Open House debrief Final GHAAC comments	42
7/21/09	Planning Commission work study and walking tour	Planning process overview Community issues Auto / walking tour	N/A
8/18/09	Planning Commission work study and public hearing	Policy review Public testimony	TBD

How This Document is Organized

The Greater Hansville Community Plan is presented in four parts, and includes both descriptive narrative and policy direction. The Introduction (Part I) summarizes the planning context and public participation process. The Values Survey (Part II) describes methods and findings to a 2004 community-wide survey covering all aspects of life in the Greater Hansville Area. Raw data from the survey is presented in Appendix B. The community profile (Part III) contains 13 chapters, each dedicated to a major planning topic. Chapters are similarly organized, including key facts, trends, and questions, and supporting research and analysis. Parts II and III (and selected Appendices as noted) were prepared as part of the citizen-based planning process known as Hansville Futures, and contain the bulk of descriptive narrative for the community plan. Hansville Futures documents identify the character and values of its residents and provide a foundation for the plan's policy elements.

Specific policy direction is contained in the Implementation Plan (Part IV), developed by Kitsap County Department of Community Development (DCD). The introduction describes the purpose and methodology, including relation to Hansville Futures planning. Community Values Statements, zoning changes, and statements of preferred and likely futures (see Appendices A and I). The remainder of the Implementation Plan is devoted to individual policy elements for seven areas of community planning. Refer to the introduction for information about how policy elements are organized and data sources.

Appendices contain information from both Hansville Futures and Kitsap County planning. The Hansville Futures Final Report (Appendix A) summarizes the Futures process, and presents statements of vision, values, and direction, based primarily on the Community Values Survey and Community Profile. Values Survey Appendices (Appendix B) contains raw data and verbatim responses to the Community Values Survey. The Critical Differences Evaluation (Appendix C) presents Hansville Futures participants used to develop key findings within the Final Report. Appendices D – F present responses and identify issues emerging from three community-wide open houses facilitated by DCD. Alternative community plan boundaries are shown in Appendices G and H, and recommended zoning changes appear in Appendix I.

P A R T I I

T H E V A L U E S O F H A N S V I L L E

*Greater Hansville Area
Values Survey Report*



**What Community Members
Value About Living Here**

Hansville Futures Process:

Values Survey
Community Profile
Final Report
Implementation

Ord # 443-2009

Acknowledgements

Special thanks and recognition go to the volunteers who have worked several months to produce this survey and its report. Members of the committee were:

Casey Jones, team leader
Donna Grout
Bonnie Isaacs
Tom Lee
Howard O'Brien
Wayne Stiles
Steve Bauer

Becky Ellison
Linda Henderson
Alix Kosin
Fred Nelson
DeeAnn Stiles
Arleta Van Guilder

Very special recognition and thanks go to Casey Jones for facilitating the work of the team and analyzing survey results, Tom Lee for months of work developing mailing lists from county records, and DeeAnn Stiles and Wayne Stiles for creating necessary spreadsheets and entering the data from the surveys. Donna Grout and Bonnie Isaacs recorded the verbatim responses of all respondents.

DRAFT

Introduction

In 2004, volunteers in the Greater Hansville Area (GHA) began the process of developing a Plan or Vision for the future of an area that includes the geographic end of the Kitsap Peninsula from Eglon and Cliffside north (see map on next page).

This effort will require both a comprehensive knowledge of the area as it exists today and some idea of its history. Trends, or the "way things are going" will help us define what the future will look like if we don't intervene. A comprehensive description of the Greater Hansville Area and trends will be contained in a Community Profile document. Using that document, a "Planning Committee" of area residents will create a picture of what the GHA will look like in the future.

But how will we know if we will like that picture of the future? The only way to know that is to be clear about what we as a community value about living here. Once we are clear about the values of the Greater Hansville Area, the Planning Committee can ask, "What would the Greater Hansville Area look like in the future if all the things we value are realized? This becomes the future the area prefers or the "Preferred Future."

Once these two "pictures" of the future are completed, the Planning Committee can compare the two of them to see where they agree with each other and where the Likely Future is different from the Preferred Future. At that point, the community can decide what to do about the differences. Some will be minor, but others may be significant and require action to change the parts of the Likely Future that we don't like or want.

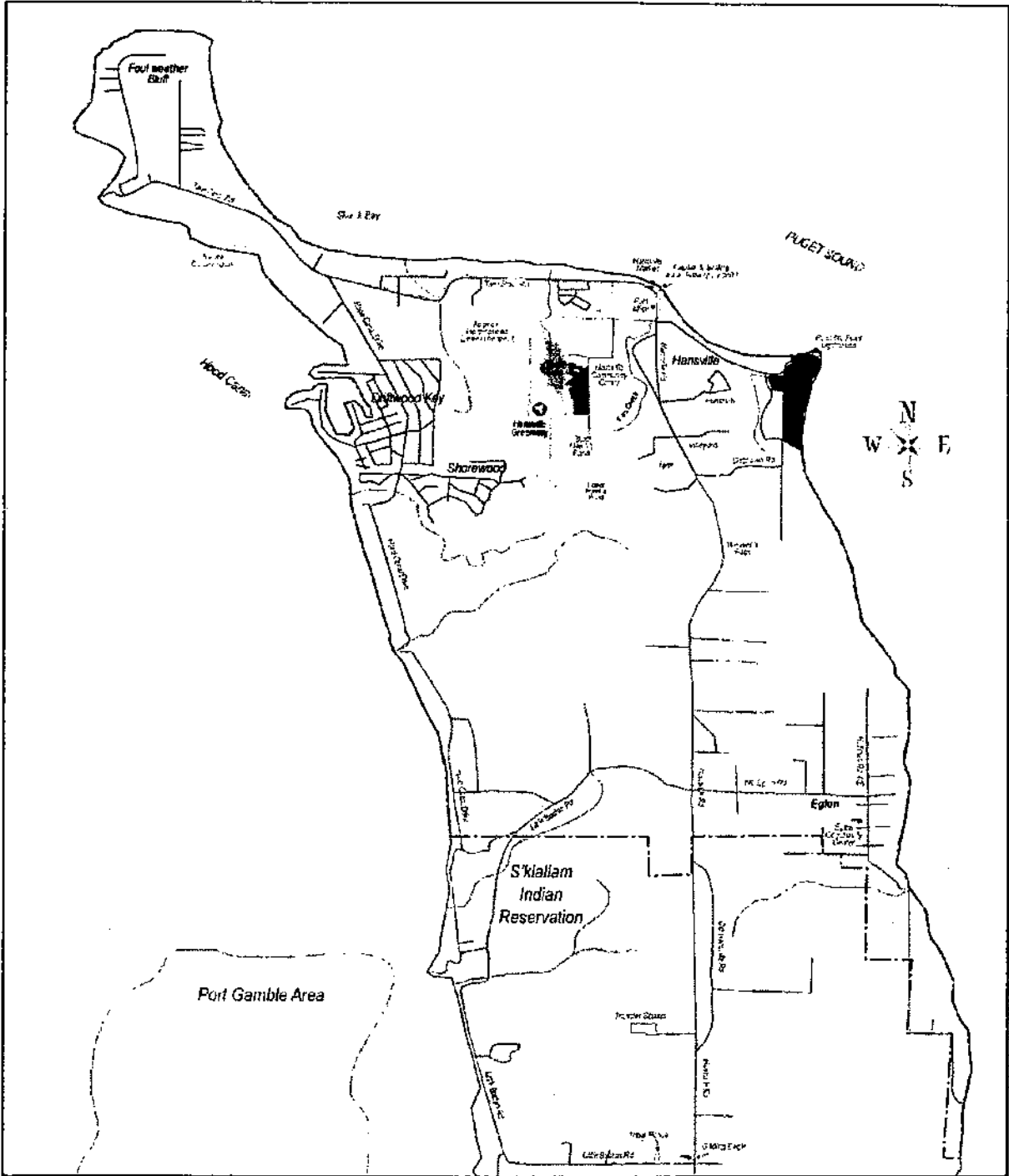
Creation of the Preferred Future requires knowing the community's values. The best way to get that information is to survey the community. This document is a report of such a survey that was mailed to residents in December of 2004. This was not a "scientific" survey that only went to a random sample of residents. Instead, the committee felt it made sense to give everyone in the area a chance to respond. Accordingly, the survey was mailed as an insert to the December 2004 Hansville Log to all postal patrons in the 98340 zip code. Separate first-class mailings went to all owners of residential property owners outside the 98340 zip code, notably Cliffside and Eglon.

Since owners of many residential properties actually live in other cities or states, they also received the survey by first class mail. Altogether, almost 2,600 surveys went out to area residents and owners of residential properties in the GHA. In order to control costs, respondents were asked to pay return postage or drop off completed surveys at the Post Office, Hansville Store or Driftwood Key Clubhouse. Altogether, 386 surveys were returned. This amounts to a 15% return rate which seemed quite reasonable given the low budget for the effort and the time of year the survey was sent out. The results seem to be representative of each of the "neighborhoods" in the Greater Hansville Area.

More details about the survey are contained in Appendix A, but one word about processing of the survey is in order. This was largely an open-ended survey, which means respondents wrote their own answers; it wasn't possible to just add up the votes for each item. For each question, all the responses were studied and put into logical groupings. Survey results report responses by those groups. Not all responses were an exact fit, and judgments were required about appropriate treatment of each response. Nevertheless, we believe that the categories fairly reflect survey results. The actual comments of each respondent to each question are contained in Appendix B.

The Greater Hansville Planning Area

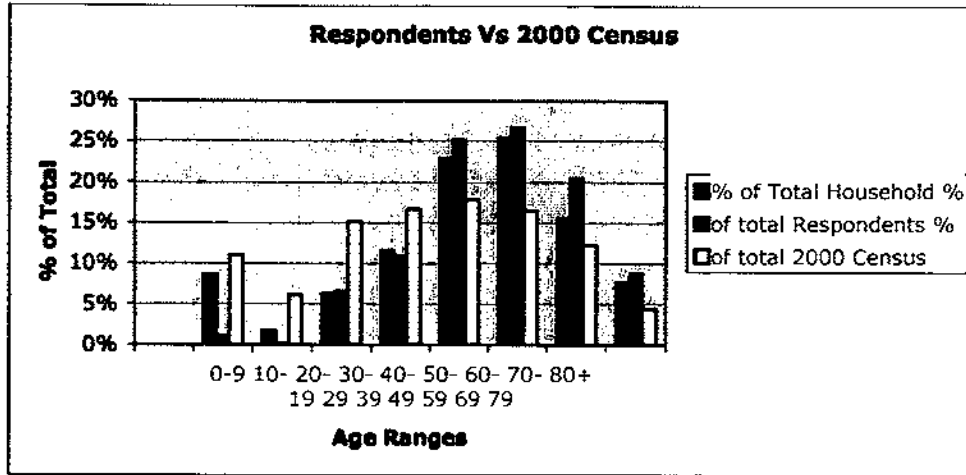
The Greater Hansville study area (shown within the red lines in the map below) includes the geographic end of the Kitsap Peninsula from Eglon and Cliffside north.



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Who Responded?

Three hundred eighty six individuals responded, representing 826 residents. Since this was not a "scientific" random survey, the question was "How close do the respondents match the 2000 census figures for the area? The following chart and table compare, by category, ages of those who completed the survey, ages of all those living in households that responded, and the 2000 population estimates.



Ages of Respondents and Household Occupants Compared to 2000 Census

Age	Household Ages	Respondent Ages	% of Total	2000 Census	% of Total
0-9	36	0	0%	0	0
10-19	68	4	1%	194	11%
20-29	14	1	0%	108	6%
30-39	50	24	7%	266	15%
40-49	92	40	11%	293	17%
50-59	181	92	25%	315	18%
60-69	201	98	27%	291	17%
70-79	123	75	20%	215	12%
80+	61	32	9%	78	4%
Total	826	366*	100%	1760	100%

*Note: Not all respondents gave their age so this number is less than the 386 total responses.

Household members are overstated since, in some cases, more than one member of a household responded. Comparing census data to those who actually completed questionnaires removes this problem. Children 0-9 years of age are also removed from both the survey and census data since they wouldn't be expected to complete the survey. Comparing the results shows that residents under 49 were under-represented in the survey respondents while those 50 and older were over-represented compared to the 2000 census.

Each of the six areas of the GHA seems to be adequately covered in the number of responses. Here is a snapshot of the respondents:

- About 70% of respondents live here full-time and 25% reported being here part-time (weekends and seasonal).
- The mean time that people have lived in the GHA is 15 years, but 36% have been here 7 years or less.
- 97% want to live here for the long term.
- 42% are employed full- or part-time and 41% are retired.
- Of those who are employed, 27% work from home or in the GHA, 32% work elsewhere in Kitsap County and 34% commute across the Sound to work.
- Almost 97% live in single-family residences that they own.
- 30% of homes are less than 10 years old and 65% are less than 25 years old.
- 55% own two autos, 18% own three.
- Only 7% have incomes under \$25,000. Incomes were distributed about evenly at about 22% each between the categories of \$25,000-\$50,000, \$50,000-\$75,000 and \$75,000-\$100,000. Almost 27% had incomes over \$100,000.

What Do We Value?

Most of the questions in the survey were open-ended. There was concern about whether or not people would take the time to fill out a survey that demanded so much more than a typical multiple-choice questionnaire. Well, folks took the time and had a lot to say. The detailed analysis is contained in Appendix C. Survey results are summarized here.

What is good about the area?

When asked the open ended question of **"In your opinion, what is the most important thing that makes this a special place to live?"**

- 63% noted the rural, beautiful natural surroundings.
- 16% valued the sense of community.

These themes were repeated throughout the rest of the survey.

Respondents were asked **if they thought things would get better or worse in the future**. Sixty-two percent said they thought things would get worse while only 38% thought they would get better. There did not seem to be differences by age in this question. In fact, the oldest respondent who was 95 said things would get better and several respondents in their late teens thought things would get worse! Virtually all (93%) of those who thought things would get worse cited growth and issues associated with growth like increased traffic and loss of rural character. Almost 37% of those who thought things would get better cited the sense of community and involvement in the community. Four other reasons noted by those who think things will get better included people working to improve and preserve natural areas (10%), increased amenities that will come with growth (16%), and belief that better planning will manage growth better (14%), and involvement in citizen efforts such as this Futures project (8%).

Next, respondents were asked to pick **7 qualities of life that are most important from a list of 21 choices**. The top choices were:

- Peace and tranquility
- Clean, natural environment protected for future generations
- Rural character of the area
- Minimum of traffic congestion
- Feeling of personal safety in my neighborhood
- Scenic views
- A feeling of genuine community among residents

The six items that ranked lowest included:

- Variety of arts and cultural events and programs
- Assisted living for the elderly and handicapped
- Community support and involvement of youth
- Good jobs within a reasonable commute
- Small-scale, multi-unit residences

Respondents were then given a chance to **indicate things not on the list that were either good and should be kept or need improvement in order to maintain quality of life.**

The survey analysis in Appendix C indicates that respondents noted:

- Access to water/fishing
- Neighbors being considerate
- The need for good public transportation
- Good emergency services

Because there were a large number of responses that did not fit into any of these categories, a more detailed analysis was conducted and showed that respondents also noted the following:

- The need for strong land-use controls to manage and limit both the total amount and nature of growth. There is a preference for maintaining the rural character of the area.
- A sense of community where people work together to build the community and care about their neighbors
- The need to preserve wildlife habitat. Living close to wildlife is important.
- Over 10% cited the need for better transit and ferry service. Concern was expressed about the cost of ferry service and the need for transit connections to the ferries.
- Roads were a concern, ranging from maintenance to the need for new roads to concerns about traffic safety.
- A common desire was for more walking trails and bike paths. Increased shoulder widths on roadways was cited as a need.
- Access to the water and beaches was a high priority.
- The need to retain and expand fishing and boating opportunities was noted by several respondents.
- A need for medical care facilities that are closer.

Many of these items reflect the top seven selections from the list of 21 qualities noted above.

The six areas reported in the survey were compared in feelings about peace and tranquility, clean, natural environment protected for future generations, rural character of the area, minimum of traffic congestion, feeling of personal safety in my neighborhood and scenic views. All neighborhoods were similar in their responses to these topics except that Point No Point Road heavily favored peace and tranquility while Hansville seemed to favor it less. Also, Driftwood Key/Shore Woods favored scenic views more than the Eglon area.

When asked **what people would miss most if they left**, they said:

- Views and beauty (20%)
- Water views and access (18%)
- Privacy, peace and quiet (21%)
- Natural environment (12%)
- The people (13%)
- Sense of community (7%)

Once again, these themes are consistent with answers to the other questions in the survey.

What are the shortcomings of the area?

Having asked about the good things that contribute to quality of life in the GHA, respondents were then asked to **list shortcomings the community faces**. Responses fell into twelve categories. Only three categories were really significant:

- Inadequate growth management (15.7%)
- Lack of neighborhood businesses (10.9%)
- Speeding, unsafe traffic (8.2%)

The growth management and traffic responses are consistent with answers to other questions. The lack of neighborhood businesses is mentioned occasionally in response to other questions but not as intensely as here.

Other items received lower but roughly equal number of responses and included inadequate public safety services, inadequate medical services, lack of senior housing and services, lack of bicycle/walking paths, power outages, trailer living, small-town thinking and gossip, limited recreational facilities for children, lack of boat-launch facilities and disagreements over community issues. About one-third of the responses did not fall into any of these categories.

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Why would we leave?

Respondents were then asked **what might cause them to leave the area**. The top four responses, comprising almost 74% of the responses, were:

- Health and/or old age, lack of health services (29%)
- Over-development (20.7%)
- Nothing (13%)
- Higher taxes (10.8%)

The health/old age response is consistent with prior responses in which people cite the lack of nearby quality medical care. The over-development response continues the theme that permeates all responses beginning with the very first question. The higher taxes response reflects isolated answers to other questions where folks indicate concern about rising taxes and the quality of services they are receiving. Of nine other categories, only traffic with 5.6% stands out.

What should be preserved or improved in the future?

Finally, respondents were asked to **look into the future and note the things that should be preserved or changed to make the quality of life in the Greater Hansville Area better**. The top three categories of responses were:

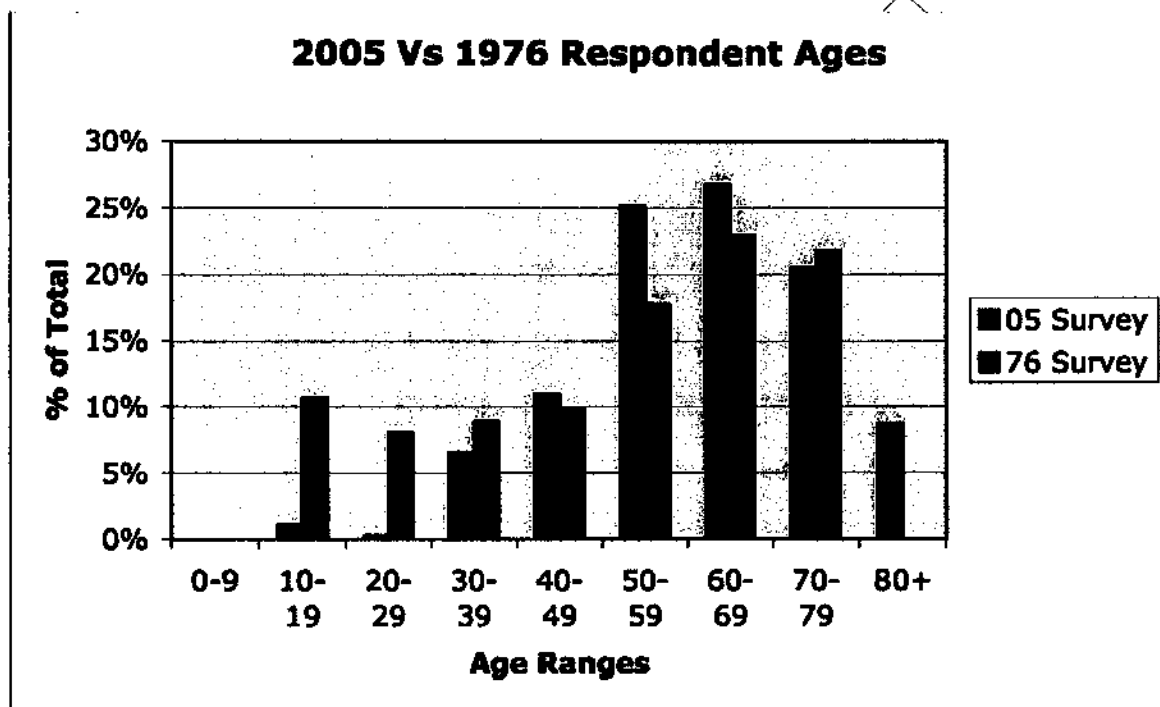
- Preserve, rural small town environment (19.7%)
- Preserve the natural environment (18.8%)
- Stop/control growth (16.1%)

Four other categories of responses that equal another 15.6% in total, include preserving peace and tranquility, preserving sense of neighborhood, preserving the Greenway, and ecologically sound growth, and are very similar to the three responses above. Added to the categories above, this means that almost 90% of responses favored the core themes of this entire survey: concern about growth, the need to preserve the rural nature of the area, and the need to preserve the natural environment.

How respondents see the future did not vary with the age, the length of time they have lived here, or their income.

How Do These Responses Compare With Responses in the Past?

A survey of 289 households in the Hansville area was conducted in 1976. A comparison of the demographics of the 1976 group surveyed and the group reporting in 2005 is attached in Appendix D. A copy of the actual survey results is contained in Appendix E. The comparison shows that, other than some age differences, the two groups were quite similar. A comparison of respondents to the 1976 and 2005 surveys is shown below.



The 1976 survey was mostly an issues survey, asking respondents how they felt about issues ranging from safety to utilities to zoning/planning and others. Much of this was aimed at specific concerns or issues in each category, but many of the issues are those raised by respondents to this Values Survey in 2005. There were also three open-ended questions in the survey. The responses to each are summarized below:

What do you value most about this area (591 responses)

Natural setting, scenic beauty	93
Peaceful, quiet	85
Solitude, privacy	75
View	53
Rural character	38
Neighbors	36
Lack of people	29
Clamming, fishing, other recreation	25
Unpolluted air and water	20
Slow pace of living, country living	19
Remoteness	18
Living on the water	16
Trees, forests	13
Wildlife	11
Undeveloped beaches	10
Lack of urban problems and developments	10

What do you dislike about the area (307 responses)

Nothing/Leave it as it is	120
Auto traffic	13
Too many people	11
Tent caterpillars, mosquitoes	11
Transient summer, weekend population	11
Rain, weather	9
Distance from/lack of large shopping areas/services	9
Loose dogs and cats	7
High taxes/property valuations	6
Destructive/unattractive logging	6
Lack of controls on growth, development	6
Influx of speculative developers	5
Distance from schools, shopping	5
Unkempt yards, vacant lots	5
No "local" government, sense of community	5
Phone service	5

What is the most pressing problem in the Hansville area (260 responses)

Nothing	47
Overpopulation from growth	31
Control of new buildings, land use	23
Preservation of quality environment	22
Lack of community action and planning	11
Speculative developments	10
Taxes too high, especially for retirees	9
Drainage	9
Unkempt property of part-time residents	8
Lack of services	8
Traffic	7
Need for expanded water and sewer	7
Protect area from Trident impact	6
Lack of awareness of how County policies and Trident impact will affect area	6
Phone service	6
Commercial developments	5
Loose dogs and cats	5
Unsafe or inadequate roads	5

The responses to the 1976 survey indicated that residents valued:

- The peaceful, private rural environment
- The natural environment and wildlife
- The neighbors and sense of community
- The views

The 1976 respondents were most concerned about:

- Growth
- Over-population
- Preserving the environment

Summary

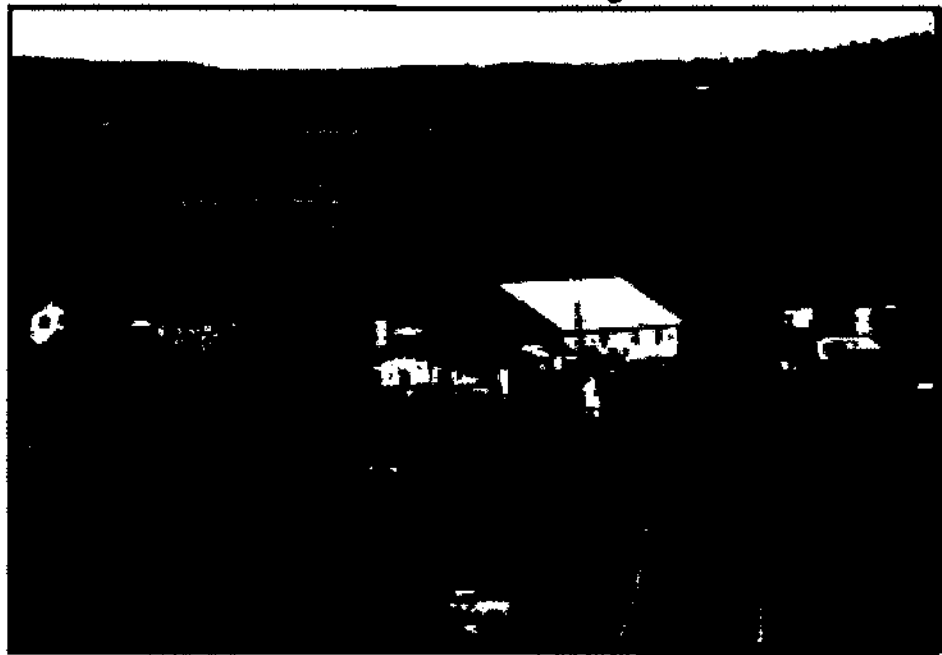
There seems to be five common values expressed by respondents to both the 1976 and 2005 surveys.

- An appreciation of the rural environment that is peaceful, private and not crowded
- Concerns about the impacts of growth including:
 - Increased traffic and reduced traffic safety
 - Destruction or deterioration of the natural environment and wildlife habitat
 - Loss of peace and tranquility
 - Increased population and loss of rural character
- A connection to wildlife and the natural environment. Great support for preserving the natural environment
- The sense of involvement and community among residents and the personal support of neighbors for each other
- The scenic views and access to the water

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P A R T I I I
F A C T S A B O U T H A N S V I L L E

*Greater Hansville Area
Community Profile*



**Status and Trends of a
North Kitsap County Treasure**

Hansville Futures Process:

Values Survey
Community Profile
Final Report
Implementation

Ord 443 2009

Thanks to the People Who Made This Document Possible

Volunteers from our community contributed hundreds of hours to make this Community Profile a reality. Most efforts like this rely on paid professionals to prepare the Community Profile. We felt that, in the best GHA tradition, we had the talent to do it with volunteers. In addition, if we did it ourselves we would learn a lot more about the area than if a report was simply handed to us. We learned a lot – including next time to hire the professionals!

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Introduction

"I have seen a lot of scenery in my life, but I have seen nothing so tempting as a home for man as this Oregon country... You have here the basis for civilization on its highest scale, and I am going to ask you a question which you may not like. Are you good enough to have this country in your possession? Have you got enough intelligence, imagination and cooperation among you to make the best use of these opportunities?" – Lewis Mumford, July 1938



A Challenge to Us All

Lewis Mumford, one of this country's most renowned planners, was speaking to a conference in Portland, Oregon when he spoke these words back in 1938. Well, if Lewis Mumford liked Oregon, he would **love** the Greater Hansville Area! And his challenge to Oregon is a suitable challenge to us.

It is one thing to simply live in an area and take advantage of its many wonderful features. It is another to take responsibility for its stewardship. That is what this Greater Hansville Futures process is all about – understanding our past and present and charting a course for our future.

We tend to understand ourselves from what has happened in the past. Having a sense of history is important in creating the character of a community. We act in the present as if things were the same as they have been in the past – but there can be two problems with this:

- First, we may only see a part of the area; our own subdivision or our own age group of friends.
- Second, every community changes with time, but sometimes the pace of change can accelerate and the community is not

like it was in the past. We often continue to think and act as if it was the same as before. In other words, with the best of intentions, we can make the wrong decisions because conditions have changed from what we believe them to be.

Often our understanding of our community is a lot like the old story of the blind people each feeling a different part of an elephant. To each one, an elephant was defined by the part they touched. It took each of them describing their part to the others for them to piece together a complete picture of an elephant.

It is one thing to simply live in an area and take advantage of its many wonderful features. It is another to take responsibility for its stewardship.

The same thing happens to us when we live in a community. In a city, we may know our own neighborhood best – indeed our own block. In Greater Hansville we may identify mostly with our subdivision or geographic area, i.e. Skunk Bay or Point No Point Road, for example. We may be part of the “old guard” or the “newbies.” We may be retired and grandparents or we may be young parents. We

may be comfortable financially or we may be struggling to make ends meet. In other words, we see the Greater Hansville Area of our own experience and, like the blind folks, we may not really understand the entire GHA community.

Likewise, while we may hang on to and cherish what happened in the past, that may blind us to the future. The past may help us define what we value about living here. But if we don't have an idea of what is likely to happen in the future, then, like the person riding the back of the tiger, we will simply go where the tiger goes.

Knowledge is Power

On the other hand, if we have an idea of the general direction of things, i.e., “trends” or where things are going, then we can decide whether we like that direction and what, if anything we need to do to see that the future is the best it can be. That’s what this document and the Greater Hansville Futures process is all about. We want to recognize our past, get an idea of what we look like today, and see how current trends may shape our future.

We want to recognize our past, get an idea of what we look like today, and see how current trends may shape our future. That’s what this document and the Greater Hansville Futures process is all about.

This Greater Hansville Profile is where we learn about the different parts of the elephant and build a picture of the whole animal. In 13 chapters – each covering a different topic that analyzes the GHA – we describe in considerable detail a comprehensive picture of the GHA and the people who live here. As we read it, we can test our assumptions about the things we think we know about the GHA. We can also learn about parts of the area that are simply outside our daily experience.

Volunteers from the community have invested hundreds and hundreds of hours in collecting information and writing these chapters. At the end, for a handful of people who really study the entire profile document, it may be a case of “Never have so few learned so much about such a small area.”

Even if everyone doesn’t study the entire document now, it serves as an incredible reference document and establishes a baseline of information about the Greater Hansville Area that can be used in future planning efforts.

But first, we need a refresher on the early history of the Greater Hansville Area. Following the general history section, each chapter will relate a bit of history of that topic and where we are today, and identify trends that will influence us in the future.

It has not been easy to collect information that is specific to the GHA. Since we are a small portion of the unincorporated area of the county, not much data has been collected specifically about the GHA. For example, census data is available by entire zip codes, but breakouts are not available for the areas of the GHA outside the 98340 zip code. As a result, we have to make “educated guesses” about the GHA based on the information we could gather.

The GHA is an interesting area to study. It doesn’t have the clearly defined legal boundaries of a city or even an Urban Growth Area like Kingston. It does not have the density of population or the economic activity of a more urban community. There are no major highways that bisect the area and, other than construction workers, little outsider impact compared to other places, except for the areas of public access to beaches.

Given the very limited commercial land, the GHA is mostly residential and semi-rural in nature. This means that, while many of the social and economic issues that would exist in more urban areas may exist here, the degree of such issues may be low. That may narrow the range of issues that the community thinks are important to tackle in creating a future that we all want.

So what can we actually influence? Each community is able to influence its environment. The amount of that influence may result from how local or close an issue is, how well organized a community is and how intractable the

condition to be changed may be. As an example:

- Items that are wholly within the GHA – creating a newsletter for the entire GHA, for example – is entirely within the power of the GHA.
- Putting speed bumps on Hansville highway to reduce speeding would be harder because it would involve several external agencies.
- Eliminating the Endangered Species Act just for the GHA so Driftwood Key dredging and Point No Point restoration could proceed without interference would be virtually impossible.

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An Opportunity to Affect Our Future

GHA influence could be increased by being well organized or by concerted lobbying of external agencies. In short, the community will need to evaluate things it wants changed in terms of our ability to actually change them. For example, it is unlikely that future growth could be stopped simply because we don't want any more development. But could we influence the type of development that occurs in order to minimize the impact on us?

The GHA Futures process is a unique opportunity for all of us to know our community, be clear about its values, define the kind of future we'd like to see, and then chart a course of action to achieve that future.

The GHA has historically been known as an area where people "owned" their community

and got involved in making it work day by day. As our early visionaries and pioneers, who literally created "community" both in their neighborhoods and in the entire GHA area and look to pass on the torch, who will be there to accept it and what dream and vision will the new "torchbearers" pursue for the future of our "home"?

Ultimately, the question for residents of the GHA is, as Lewis Mumford put it:

Are we "...good enough to have this country in your (our) possession?"

Do we have "... enough intelligence, imagination and cooperation among..." us to create a dream, and then the energy and commitment to make it real?

Only time and, maybe this Greater Hansville Area Futures process, will tell.

The Early History

Long Before We Arrived...

Before European exploration and settlement forever changed their lifeways, the S'Klallam people exercised a socially complex way of life with each other, other tribes, and the landscape. White settlers arrived to claim land even before the Treaty of Point No Point was ratified by Congress in 1859, transferring ownership from the S'Klallam to the federal government.



One of these settlers, Captain Josiah P. Keller, arrived in Port Gamble to start the Puget Sound Mill Company in 1853. Keller was part of a San Francisco firm consisting of W.C. Talbot, A.J. Pope, and Charles Foster. The S'Klallam, Skokomish, and Chemakum ceded or surrendered approximately 750,000 acres of land to the federal government under the treaty, but reserved their aboriginal right to fish, hunt, and gather. Testimonials from tribal elders convey emotional stories that included being forcibly moved to the reservation, watching their villages being burned to the ground, and having no land to call their own.

tribal culture through the building of the "House of Knowledge" complex. As described in more detail in Chapter 5 of this document, it is clear that the S'Klallam tribe has a significant direct and indirect impact on the GHA and can be an important partner in deciding the future of the area.

Under the provisions of the Indian Reorganization Act of 1934, the federal government purchased 1,234 acres of land from the mill company in 1938 for the reservation. New homes were built, the Port Gamble S'Klallam adopted a constitution, and the S'Klallam received payment for their claims against the United States in 1977. The effect of the judgment was that the tribe paid for its own reservation and received less than one dollar per acre for some of the most valuable waterfront real estate in the country.

Today the Port Gamble S'Klallam Tribe is a sovereign nation directly adjoining the southeastern boundary of the GHA. The tribe has embarked on an ambitious resurrection of

Early Beginnings – The Point No Point Light Station

The Point No Point Lighthouse, built in 1879 by the U. S. Lighthouse Service, is considered to be the oldest lighthouse on Puget Sound. It marks the hazardous Point No Point shoal and north entrance to Puget Sound. The Point No Point Light Station, located in Kitsap County's Point No Point County Park near Hansville, is on the Washington State Heritage Register and the National Register of Historic Places. The beacon and fog-signal continue to be key navigational aids and the light station, with its 90-foot radar tower, is vital to the Coast Guard's Vessel Traffic Service that monitors and guides vessel traffic in Puget Sound.

A Low, Sandy Spit

Point No Point is situated on the northeastern most point of Kitsap County, one and a half mile east of Hansville. This low sandy spit, which extends over a quarter of a mile into the water, marks the entrance to Puget Sound from Admiralty Inlet. Point No Point was named in May 1841 by Lieutenant Charles Wilkes (1798-1877), commander of the U. S. Exploring Expedition, for a similarly named landmark in New York's Hudson River. Mariners thought the name highly appropriate because the point was hard to see from the deck of a ship and was too shallow and muddy for anchorage.

The local Indians referred to this point as Hahd-skus, meaning "long nose." This was the site of the Point No Point Treaty between Washington Territorial Governor Isaac Ingalls Stevens (1818-1862) and the S'Klallam, Chimacum and Skokomish tribes on January 26, 1855. The meeting was attended by 1,200 Indians. In exchange for ceding "the land lying from the crest of the Olympic Mountains to Puget Sound" to the U.S. Government, the Indians were paid \$60,000 in annuities, plus \$6,000 for moving expenses, and assigned to a 4,987-acre reservation on the Skokomish River at the head of Hood Canal in Mason County. In 1955, the Kitsap Historical Society affixed a

bronze plaque to a large boulder near the lighthouse, commemorating the Point No Point Treaty centennial.

A Shoal Known for Shipwrecks

In 1872, the Lighthouse Board, expecting vessel traffic to increase around Puget sound when the Northern Pacific Railroad reached Tacoma, recommended that Point No Point be marked with a light and fog signal. The bark *Iconium* had run aground in the fog in 1868 and the bark *Windward*, trying to avoid the shoal, was wrecked on Whidbey Island in December 1875. A beacon and fog signal were considered essential to maritime safety.

In 1877 Congress finally appropriated \$25,000 for the project, but construction was delayed by a disagreement over the best location for the facility. The Lighthouse Service believed that Foulweather Bluff, 3.5 miles northwest of Point No Point was the best location. The Lighthouse Board thought that the Point No Point spit was more appropriate for a lighthouse; the board won. A further delay occurred because the point's owners were asking an exorbitant price for the land.

Francis James of Port Townsend owned Point No Point. James, a town councilman and store owner, had been a lighthouse keeper at Cape Flattery but was removed in 1859 for not keeping a "proper light." Perhaps because of animosity toward the Lighthouse Board, James was reluctant to sell the property. But in April 1879, he finally gave in, and sold 40 acres of land to the Lighthouse Service for \$1,800. The side-wheeler S. S. *Shubrick*, a 140-foot lighthouse tender, delivered building materials to the point and construction of the light station began immediately.

First Keepers

The first lighthouse keepers, Dr. John S. Maggs, a Seattle dentist, and his assistant,

Henry H. Edwards, arrived at the Point No Point Light Station in mid-December 1879. But construction of the buildings had not been completed, and neither the glass storm panes for the lantern room nor the Fresnel lens for the beacon had been delivered. In the interim, Maggs marked the point with a "post lantern," used at many locations until a permanent lighthouse could be built. The lighthouse was supposed to be commissioned on January 1, 1880, and Maggs was determined there would be a light burning in the 30-foot tower.

Hanging canvas over the south window frames to keep out the wind, Maggs placed a common kerosene lantern on the lens pedestal in the lantern room. Maggs and Edwards battled the wind and cold to maintain the light until the storm panes and the fifth-order Fresnel lens arrived. Meanwhile, the carpenters, with the assistance of Maggs and Edwards, hurried to finish the incomplete buildings in anticipation of the arrival of Maggs's pregnant wife Caroline.

On January 10, 1880, the fifth-order Fresnel lens arrived and was installed in the Point No Point Lighthouse. Fresnel lenses capture and direct light by prismatic rings to a central bull's-eye where it emerges as a single concentrated beam of light. A fifth-order Fresnel lens, used mainly for shoals, reefs, and harbor entrance lights, is one foot, eight inches high, has an inside diameter of one foot, three inches, and weighs approximately 300 pounds. The light at Point No Point, illuminated by a kerosene lamp and 27 feet above grade, was visible for about 10 miles.

On February 1, 1880, storm panes for the lantern room finally arrived and were installed, making the lighthouse fully operational. Shortly thereafter, the keeper's house, a duplex, was completed, and Mrs. Caroline Maggs arrived at the station. By April, a fog bell, previously used at the New Dungeness Lighthouse, was also in place. The 1,200-pound bronze bell, cast in 1855 at the J. Bernhard Foundry in Philadelphia, used a large

clockwork mechanism with descending weights, called a Gamewell Fog Bell Striking Apparatus, to activate the striker. During fog, the mechanism had to be rewound every 45 minutes and when the machinery broke down, as it often did, the lighthouse keepers had to strike the bell manually with a large hammer.

On April 1, 1880, the lighthouse tender *Shubrick* arrived at the new Point No Point Light Station with inspectors Captain George Reiter and H.S. Wheeler aboard to make the Lighthouse Service's final inspection. The station consisted of the square 30-foot light tower and attached office constructed of brick and stucco, a metal oil house, a wooden structure housing the fog bell's clockwork mechanism, and a large, two-story station keeper's house.

Access by Sea

There were no roads to the Point No Point Light Station for the first 40 years. Virtually everyone and everything arrived and departed by boat. A trip to Port Ludlow to pick up mail was nine miles by rowboat over water that was sometimes dangerous to cross. The light station had to be as self-sufficient as possible. Additional outbuildings at the isolated station included a barn, a poultry shed, and a boathouse with a landing for visitors and supplies.

Maggs purchased a cow so that his family could have milk. It was delivered in mid-April 1880 by the schooner *Granger*. The cow was lowered over the side of the vessel in a sling and had to swim ashore. On July 21, 1880, Mrs. Maggs gave birth to the first baby at the light station, a girl.

In 1884, W. H. Jenkins replaced John Maggs as the Point No Point station keeper. Jenkins left Point No Point in 1888, replaced by Irish-born Edward Scannell who stayed at the station for the next 26 years. Scannell was paid an annual salary of \$800 to run the light station with one assistant lighthouse keeper.

Hansville Begins to Emerge

Several years after the Point No Point Light Station had been established, loggers and fishermen began to settle in the area. One of the first was a Norwegian herring fisherman who settled nearby in 1893. Other Norwegians soon followed, including Hans Zachariasen, for whom the nearby town of Hansville was named.

The Point No Point Light Station was important to the new Hansville community. The first schoolhouse was built nearby, and the station opened a post office in 1893. Mary Scannell, the lightkeeper's wife, became the first postmistress, a position she held for 21 years.

The first road in the area, other than logging roads, was built in 1908. It extended one mile, from Hansville toward Point No Point, but didn't reach that extra half-mile to the light station until 1919. One enterprising resident brought an automobile over to Hansville on a fishing boat, just so he and his friends could have the pleasure of driving up and down the empty road.

When Edward Scannell left Point No Point in 1914, his assistant William H. Cary became the lighthouse keeper. The post office was moved from the light station to Hansville where William's wife Cora Cary owned and operated the general store. In 1922, she sold the store to the Hansville Grange.

Tragedy at Point No Point

On August 26, 1914, Point No Point was the scene of a tragic accident when the passenger liner S. S. *Admiral Sampson*, owned by the Alaska Pacific Company and the passenger liner *Princess Victoria*, owned by the

Canadian Pacific Railroad Company, collided in dense fog. Although both ships had been moving at crawl speed of 3 knots, the *Admiral Sampson* was almost sliced in two amidships by the sharp bow of the *Princess Victoria*.

Most of the 160 passengers scrambled over the railings from the mortally wounded *Admiral Sampson* onto the *Princess Victoria*'s decks. She limped to Seattle with a 14-foot rip through her bow. The *Admiral Sampson* sank quickly, stern first, taking with her 11 passengers, 4 crew members, and her Captain, Zimro Moore.

Weather Service Added

In the 1930s, Point No Point became an observation station for the National Weather Service. Weather instruments were installed at the station keeper's house and monitored by Cora Cary. She took readings from the instruments three times a day, phoning the information to the weather service at Boeing Field in Seattle. The Cary's left Point No Point in 1937, after William had served 27 years as lighthouse keeper.

In 1939, the Coast Guard merged with the Lighthouse Service, and assumed responsibility the Point No Point Light Station. During World War II (1941-1945), Point No Point was staffed with extra Coast Guard personnel to help protect vital war industries around Puget Sound by keeping watch for submarines and patrolling 236 miles of shoreline on the Kitsap Peninsula.

In 1975, the Coast Guard constructed two modular auxiliary buildings and a 90-foot radar/radio signal tower on Point No Point, enabling the Puget Sound Vessel Traffic

Service to monitor and guide ships in north Puget Sound and Admiralty Inlet. In August 1977, the Coast Guard automated the lighthouse and fog signal and a radio-beacon, transmitting a radio signal used in locating a mariner's position, installed. Now only one person was required for the station's general maintenance, while Coast Guard personnel from Seattle maintained the optic and navigational aids.

On August 10, 1978, the Point No Point Light Station was officially designated by the

Washington State Advisory Council on Historic Preservation as an historic place and listed on the Washington Heritage Register (listing No. EO 01) This same year, the light station was also placed on the National Register of Historic Places (listing No. 78002758) maintained by the National Parks Service.

In 1997, the last Coast Guardsman assigned to maintain the Point No Point Light Station, was reassigned to the icebreaker *Polar Sea* (WAGBI 1) and the station stood vacant.

A Working Lighthouse, Museum and Park

Kitsap County Parks and Recreation Department first showed interest in acquiring the Point No Point Light Station for a park in 1992. Their goal was to open the beaches to public access. But it wasn't until 1998 that the Coast Guard declared the property as surplus, and offered Kitsap County a free long-term lease of the buildings and grounds for the recreation and enjoyment of the public. In return for assuming responsibility for the general maintenance of the three-acre light station, the Coast Guard gave permission to use the lighthouse as a museum.

Today, the Point No Point Lighthouse, using the fourth-order Fresnel lens installed in 1898, operates 24 hours a day. The lens, 27 feet above grade, is illuminated by a 1000-watt quartz lamp that produces a 200,000 candle power beam visible for 17 miles. The beacon's signal is characterized by three white flashes every 10 seconds. Burnt out bulbs are replaced automatically, and in the event of a power failure, there is an

emergency light located on the outside of the tower, powered by 12-volt batteries.

The exterior of the Point No Point Light Station remains essentially the same as when it was first built in 1879. The lighthouse is painted the traditional white with green trim and has a red roof. Kitsap County Parks and Recreation has refurbished the lighthouse keeper's quarters and it serves as a private dwelling. The proceeds from the rental go toward the restoration and maintenance of the buildings.

Through land acquisitions over the past several years, Kitsap County has been able to consolidate and expand Point No Point County Park from 35 acres to more than 60 acres which includes indirect access to the lighthouse more than one mile of beach front. The Point No Point Lighthouse is one of eight lighthouses on or near Puget Sound open to visitors.

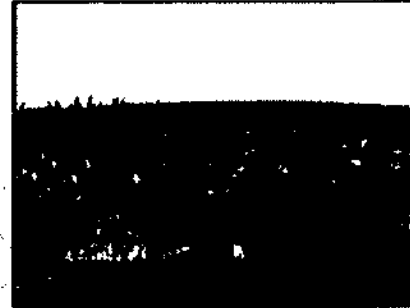
(Sources: *Native Peoples of the Olympic Peninsula: Who We Are*, by Jacilee Wray, <http://www.historylink.org/essays>. Port Gamble S 'Klallam web site, <http://www.pgst.nsn.us>)

Chapter 1 – Demographics

Introduction

In choosing what demographic data to include in this profile of the Greater Hansville Area (GHA) we asked a number of questions about the nature of our community.

- How has the population changed in the following categories: total number of residents, their age, sex, ethnicity, economic status and education?
- Do the residents own their own homes or do they rent?
- Are they full-time or seasonal members of the community?
- How long have they resided in the GHA?
- Is the local population growth due to in-migration or due to local growth?
- Where do people work? In what fields? How do they get to work?
- How do the GHA results compare to Kitsap County as a whole?



U.S. Census demographic data are only available for the 98340 zip code for 1990 and 2000 at <http://factfinder.census.gov>. As a result, this chapter only reports official data for the 98340 zip code area. While the “official census data” does not cover the entire GHA defined for this study, we have tried to extrapolate at least total population for the entire area from GIS data available from Kitsap County.

KEY FACTS

In the year 2000:

- The total population for the 98340 zip code area in 2000 was 1,980, and as much as 3,154 for the entire GHA based on county data available in 2004 (see Note 2 on Page 3).
- The GHA is predominately white (95%) with only small numbers of other races.
- The median household income of the GHA was \$56,646.
- Approximately half the households received their income from wages and salaries, with one-quarter each from Social Security and retirement income.
- 44% of the residents had a college education, either an associate or higher degree.
- The average length of time people have lived in their homes was only 5 to 10 years, compared to 10 to 20 years in 1990, indicating that many people are recent arrivals into the area.

KEY TRENDS

Between 1990 and 2000:

- Population of the GHA increased by 48%, or 4.8% per year – twice the rate of Kitsap County.
- The population between the ages of 10 to 19 and 40 to 60 increased the most, whereas for Kitsap County the largest increases were in the 50 to 59 and 85+ brackets.
- Even though the overall population increased 48%, the number of children under the age of 20 increased by 69% and in 2000 the age distribution peaked at about 11-12 years old.
- Median household income rose by 55%, while that of the county rose by 46%. Most of the income gains came from incomes of \$50,000 or more.
- There was a significant increase in owner-occupied residences vs. renters.

- Employment patterns remained stable for the most part in the GHA and Kitsap County.
- Increasing numbers of workers shifted from driving alone to work to using carpools and public transportation.

FOOD FOR THOUGHT

- Despite common wisdom, most people have lived in this community for 10 years or less. What does this mean in terms of building a sense of membership in our community?
- What are the consequences of increasing numbers of young people in the GHA? What are their needs and what is being done to address those needs?
- What is the impact of moving from a community oriented toward vacation and seasonal use, with some rental, to one in which most of the homeowners are full-time residents.
- Younger homeowners and residents do not seem to be involved in community activities. How can they be involved and what are implications for traditional community events if younger and newer residents do not participate and, ultimately, provide leadership?

Where Have We Been?

General – If you were a typical Hansville resident, there was an equally likely chance that you were a man or a woman. In 1990 – fifteen years ago now – a Hansville resident was one of 1,336 people. The community was comprised of 465 families in 593 households; and the average family size was 2.6 persons. Only 17% of the population were less than 20 years old and 47% were 50 years old or older. The median household income was \$36,494 (median family income of \$43,312) compared to \$32,043 in Kitsap County. His neighbors tended to have been residents for 10 to 20 years, indicating a stable population with relatively small influx rates. They were predominately white with only 17 individuals of Native American background.

Education – A total of 223 residents were enrolled in school, 19% in a preschool, 59% in an elementary school or high school, and 22% in college. On the balance, the population is well educated. Of the 1,060 people 25 years or older, 33% had at least a high school diploma, 32% had an associate degree or higher, and 24% had some college but no degree. Eighty nine percent had a high school diploma or higher, and 25% had a bachelor's degree or higher.

Housing – Over half lived in the same house for 5 years or more. Of the 870 housing units, 25% were built before 1,960, 47% between 1960 and 1980, and 28% after 1980. Most units had at least two bedrooms.

Employment – Of the 1,136 people 16 years or older, about equal numbers were in the labor force or either not employed or retired. More men than women were in the labor force (350 compared to 203). Of course, if one considers a homemaker as a member of the labor force these numbers might well be revised. Of those who commuted to work (542), 80% drove alone, 10% carpooled, 6% used public transportation, and 8% walked or worked at home.

One can draw a picture of the typical occupations of Hansville residents. Twenty one percent worked in administrative, executive, managerial or other professional occupations, while 38% worked in support or service occupations. Manufacturing, precision repair, etc. occupied 26% of the labor force, whereas transportation, handlers, helpers, etc. employed 15% of our residents. The largest single category of industry employing Hansville residents was the wholesale/retail

trade, followed by public administration, health services, educational services, construction, transportation and manufacturing. Sixty percent were private wage and salary workers, whereas 32% were government workers and 8% were self-employed.

Income – Of the 563 households that reported income, 24% had less than \$25,000, 46% between \$25,000 and \$50,000, and 30% were

\$50,000 or greater. The median household income was \$36,494. Sixty seven percent of the residents had incomes derived from wages and salaries, 19% from self employment, 67% from interest and/or dividends, 39% from Social Security, 32% from retirement income, and 1% from public assistance. It is clear that a mixed source of income is typical for most residents. Less than 6% of the residents were below the poverty level.

Where Are We Now?

Note 1: "Now" is a relative term and will be taken to mean between the year 2000 and the present (2005). Most of the data will come from the 2000 census, supplemented by more recent information when available. In other chapters such as Housing, Land Use, Human Services, etc. data provided by various departments of Kitsap County may be used that differs from numbers presented here. This is due to different geographical boundaries used to define the GHA. It is important to keep in mind that the study area for this chapter is just the 98340 zip code region, and not the larger area used by the county.

General – The population as measured by the census was 1,980 in 2000 (see note below); 2% more are women than men, with a median age of 47 years (compared to 36 in Kitsap County). The average household size is 2.3, while the average family size is 2.67. There are 861 occupied housing units and 629 families. Twenty three percent of the households are single residents. Twenty one percent of the population are 20 years old or less, 45% are 50 years or older, with 34% falling in between. The median household income has risen to \$58,646 (median family income of \$64,964) compared to median household income of \$46,840 in Kitsap County. Seventy three percent of the residents moved into their homes between 1990 and

2000; 14% in the last year alone. It is a slightly more diverse community with 3% of the population non-white.

Note 2: The total population for the 98340 zip code area in 2000 was 1,980, with 861 households and 629 families reported. Dividing the total population by the number of households means there was an average of 2.3 persons per house. County GIS data indicates there were 1799 homes in the entire GHA in 2004. Using the factors of 2.3 persons per house and a 23% vacancy rate yields an estimated population of 3,186 persons for the entire GHA in 2004. While the GHA study area is larger than the 98340 zip code area used by the census, there is an obvious disparity between the two population figures that cannot be reconciled here. The true population of the GHA study area is likely somewhere in between.

Education – Nineteen percent of the population (381) are now enrolled in school; 52 (14%) in preschool, 251 (66%) in elementary or high school, and 78 (20%) in college. Of the population 25 years old or older (1,466), 22% have at least a high school education, 44% an associate degree or higher, and 29% some college experience but no degree. Ninety five percent have a high

school diploma or higher and 38% have a bachelor's degree or higher.

Housing – Of the 1,124 housing units, 861 (77%) are occupied. Only 13% were built before 1960, 34% between 1960 and 1980, and the remaining 53% in the last 20 years since 1980. Owners occupy 88% of the homes with 12% occupied by renters and 23% of the housing units vacant.

Employment – Members of the labor force 16 years or older total 717, or 46% of the population. Women comprise 40% of the labor force. Commuters driving alone to work total 68%, while 15% carpool, 8% use public transportation, and the remainder walk or work at home.

What were the occupations reported in the 2000 census? Managerial and other professional occupations account for 41% of the careers, while service occupations are 11%, sales and office workers 24%, construction 15%, and transportation and

production 10%. In terms of industry, the combined wholesale/retail trade sector vies with the professional, scientific, management and administrative sector at 14% each. Public administration, education and health sectors each accounted for 11%, while other industries are all less than 10% each. Private-sector wage and salary workers account for 60% of the occupied residents; government workers 24%; and the remaining 15% were self-employed.

Income – Of the 821 households that reported income, 19% had less than \$25,000, 25% between \$25,000 and \$50,000, with 56% earning more than \$50,000. More than 13% had incomes over \$100,000. The median household income was \$58,646; 66% derived their income from earnings; 39% from Social Security, 33% from retirement sources, and 2% from public assistance. Again, a mixed source of income is typical for many residents. A little more than 8% of the individuals fell below the poverty line.

Trends

In the discussion that follows, the summary tables referred to are found in the Background section, and the detailed data from the 1990 and 2000 censuses is found in an ancillary publication of Data Sources for the Hansville Community Profile.

GHA is growing faster than the county...

Table 1 shows the trends in the GHA population compared to Kitsap County. Not only did the population of the GHA increase by 48% between 1990 and 2000, but it also is increasing as a percentage of the total population of the county. Basically, the GHA grew at twice the rate of Kitsap County.

Age distribution is changing...

Table 1 also shows some significant changes in the age distribution of the population. The GHA's population of those under 20 years old is growing at a much greater rate than that of Kitsap County. The 30 to 50 year old bracket is also growing at a greater rate than the county. However, one should be careful in interpreting the percent changes since the overall growth rate for the GHA was 48%, which should be used as a baseline. The 10 to 19-year-old population and the 40 to 59-year-olds increased greater than the baseline rate, but the 20-40 and 60+ groups decreased. A detailed breakdown of the population distribution by age can be found in the supplemental data listed in the sources at the end of this chapter. The average household

size and family size remained constant at 2.3 and 2.6 persons, indicating a balanced growth rate vis-a-vis the typical family composition.

More rely on Social Security and retirement income...

Table 2 compares the source of income for both Hansville and Kitsap County for 1990 and 2000. While 54% of income in the GHA came from wages and salaries in 1990, 66% was derived from this source in 2000. This could mean that more of the population moving into the GHA is employed or that residents are working past an earlier retirement age to supplement their income. Only 25% of the income in 1990 was derived from Social Security, but in 2000 this increased to 39%. In 1990 20% derived some income from retirement sources, while 33% did so in 2000. The number receiving public assistance doubled but still amounted to only a few individuals. In 1990 people tended to derive their income from a single source, whereas in 2000 they used multiple sources to provide a living.

In Kitsap County 64% derived income from wages and salaries in 1990, compared to 62% in 2000; 15% derived income from Social Security in 1990, compared to 17% in 2000; public assistance declined between 1990 and 2000 from 5% to 3%; and use of retirement income was 16% in 1990, compared to 19% in 2000. The county figures show a much more stable pattern with little change in percentage amounts; however residents of the GHA showed increasing reliance on Social Security and retirement income.

More have incomes of at least \$50,000...

Table 3 shows the distribution of income by age group in the GHA and the county. Between 1990 and 2000 there was a significant increase in GHA residents with incomes \$50,000 or more, and a decrease in those earning less than \$50,000. In fact the

percentage of those having incomes of more than \$50,000 almost doubled from 30% to 56%. However, data from Table 4 (Per Capita Income Growth and Change, 1969-2003 for Kitsap County) reveals that the non-indexed per-capita income also increased by 56% during this period. Therefore, a 56% increase in income would move all those earning \$31,000 or more into the bracket of "greater than \$50,000."

Education level is rising...

The number of people, of appropriate age, with at least a high school education increased from 89% to 95%, while those with a bachelor's degree or higher increased from 25% to 38%. The number of residents with a bachelor degree doubled and the number with a graduate degree increased by 150%.

More are living full-time in the GHA...

Table 6 shows that the number of owner-occupied units almost doubled between 1990 and 2000 the number of renter occupied units remained constant. Within Kitsap County the change was much smaller for owner-occupied units and also quite modest for renter units. This may reflect both the increased building activity in the GHA and more owners choosing to become full-time residents and not renting out their properties.

Seasonal use of housing units in the GHA dropped from 33% in 1990 to 22% in 2000, meaning more homeowners are choosing to live full-time in the GHA as the area shifts from a vacation and fishing-resort orientation.

Table 7 shows the pattern of residency for both the GHA and Kitsap County. More people remained in their own homes in the decade between 1990 and 2000 in the GHA with fewer in-county moves and in-migration from other states.

Table 8 shows the length of time homeowners have lived in their residences. For the GHA, the majority of householders have lived in their homes for 2 to 20 years and this is true for Kitsap County as well. The dramatic increase in the 20-30 year category for the GHA seems anomalous but reflects the actual census data, which may be flawed.

High percentage moved in recently...

In 1990 the largest percentage in the GHA had lived in their homes for 10 to 20 years, compared to just 2 to 5 years in 2000 – a rather dramatic difference. The same shift is seen in the Kitsap County data, probably reflecting the more mobile nature of our populations in recent years, the effect of new home construction, or both.

Employment shifted to finance and professional areas...

Table 9 breaks down the various employment categories by industry. In the areas of most change for the GHA (Finance et al. and Professional et al.) the county did not change as strongly. In the areas of most change for the county (Education et al. and Arts et al.) the GHA only changed slightly or in the opposite direction. It is difficult to draw any definitive conclusions from this data on a broad basis, but it probably indicates the shifting nature of employment from manufacturing toward service.

Table 10 shows the distribution of classes of work for both the GHA and Kitsap County. Both show a shift from public to private employers of 5% and 9%, respectively. Interestingly, the self-employed workers remained a constant percentage of the overall worker population.

Table 11 shows the commuting patterns of workers in both the GHA and Kitsap County. This table indicates a shift (in raw numbers) to carpooling and public transportation and a de-emphasis on driving alone, especially in the GHA. However, the percentage change is not much different than the county, as described in the Transportation chapter.

Orla 443-2009

Background

Ages	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
0-9	144	220	53	31,140	33,004	6
10-19	81	194	140	27,159	35,364	30
20-29	133	108	-19	30,678	29,123	-4
30-39	213	266	25	33,300	35,039	5
40-49	143	293	105	25,876	38,415	48
50-59	186	315	69	14,701	28,282	92
60-69	237	291	23	13,117	14,715	12
70-79	141	215	52	9,533	11,309	19
80+	58	78	34	4,227	6,718	59
Total	1336	1980	48	189,731	231,969	22

Source	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
Wage and Salary	482	542	12	63,799	69,995	10
Social Security	218	287	32	14,699	18,754	28
Public Assistance	7	16	129	4,535	3,275	-28
Retirement	179	271	51	16,314	20,907	28

Income (\$1,000s)	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
<= 10	49	47	-4	770	5,352	-31
10-15	39	34	-13	4,848	4,368	-10
15-25	55	74	35	12,695	9,715	-23
25-35	129	93	-28	12,929	10,975	-15
35-50	132	111	-16	14,772	15,815	7
50-75	122	178	46	11,412	19,337	69
75-100	42	170	305	3,211	10,780	236
100-150	8	79	888	1,085	6,988	544
150+	17	35	106	766	3,063	300

Table 4
Per Capita Income Growth and Change, 1969-2003 (see attached PDF file)

Table 5						
Greater Hansville Area and Kitsap County Educational Attainment						
Attainment	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
Less than 9th Grade	13	0	-100	4,362	3,242	-26
9th to 12th Grade	103	73	-29	11,353	10,489	-8
High School Graduate	355	321	-10	34,533	37,804	-9
Some College	253	429	70	33,913	46,047	36
Associate Degree	71	85	20	9,648	13,455	39
Bachelor's Degree	198	394	99	16,212	25,276	56
Graduate Degree	67	164	145	7,000	12,391	77

Table 6						
Greater Hansville Area and Kitsap County Nature of Tenure						
Nature of Tenure	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
Owner Occupied	460	761	65	44,530	58,252	31
Renter Occupied	96	100	4	24,737	28,164	14

Ord # 443-2009

Table 7
Greater Hansville Area and Kitsap County Place of Residency

Place of Residency	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
Same House	624	1,057	69	76,307	105,448	38
Same County	355	293	-17	41,930	50,795	21
Same State	223	217	-3	19,701	56,900	189

Table 8
Greater Hansville Area and Kitsap County Duration of Residence

Duration in Years	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
0-1	93	119	28	19,268	19,655	2
2-5	162	291	80	20,500	26,496	29
5-10	115	212	84	9,447	15,273	62
10-20	136	126	-7	11,793	13,304	13
20-30	5	92	1740	4,111	7,288	77
30+	45	12	-73	4,148	4,400	6

Table 9
Greater Hansville Area and Kitsap County Occupation by Industry

Industry	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
Natural Resources	7	4	-43	1,602	925	-42
Construction	0	53	(X)	5,438	7,552	39
Manufacturing	59	85	44	12,976	10,759	-17
Transportation	21	41	95	2,856	4,179	46
Trade	54	104	93	16,897	14,282	-15
Finance, Realty, and Insurance	104	27	-74	4,279	5,609	31
Professional, Scientific, Management	55	94	71	4,996	10,252	10
Educational, Health, Social Services	66	75	14	11,503	19,373	68
Arts, Entertainment, Recreation	54	26	-52	1,046	8,534	716
Other Services	28	24	-14	6,335	4,675	-26
Public Administration	68	75	10	9,846	9,301	-6

Class of Worker	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
Private Wage and Salary Workers	336	432	29	43,511	62,644	44
Government Workers	178	174	-2	28,942	27,083	-6
Self-Employed Workers	49	60	22	6,122	8,170	33

Commuting Method	Greater Hansville Area			Kitsap County		
	1990	2000	% Change	1990	2000	% Change
Drove Alone	434	455	5	5,5697	70,841	27
Carpooled	55	99	80	1,3111	15,322	17
Public Transportation	31	56	81	7,253	9,314	28
Other Means	0	8	(X)	2,126	2,413	13
Walked/Worked at Home	42	52	24	9,957	8,987	-10

Sources of Information

The primary source for the demographic data reported in this chapter is the U.S. Census Factfinder Web site: factfinder.census.gov. Detailed tables comparing the 98340 Hansville zip code and Kitsap County are included in the ancillary publication of Data Sources for the Hansville Community Profile.

Chapter 2 – Arts and Culture

Introduction

This chapter describes the background and trends in arts and culture of the Greater Hansville Area (GHA). Art and culture defy simple definition, but for this profile we have selected the following broad definitions, based on various academic and government sources:

Art ... consists of the products of human creativity; the creation of beautiful or significant things (e.g., visual media, music, performing art, literary arts, crafts).

Culture... is the system of shared beliefs, values, customs, behaviors and artifacts that are transmitted from generation to generation through learning (e.g., history, lifestyles, traditions).¹



KEY FACTS

- Although there is no accurate count, the GHA has many artists, ranging from writers and painters to quilters and wood-turners.
- While many local artists sell their work, most do not make a full-time living at it.
- Hansville has only one local art organization – the Hansville Arts and Crafts Guild (10 members).
- Arts and culture are shared at a variety of community events such as arts and crafts sales, seasonal events, and Community Center and clubhouse activities.
- Many opportunities for arts education are available throughout north Kitsap County.
- The Puget Sound is a bedrock of arts and culture, with many venues within easy reach of Hansville.
- Hansville offers an ideal environment for a growing arts community.

KEY TRENDS

- The arts are alive and well in North Kitsap County, reflecting national trends.
- Hansville will continue to attract new people with fresh ideas who are likely to support the arts.
- Partnerships with other organizations are critical to strengthening the arts in rural communities.
- Folk arts are increasing in popularity across America in small communities.
- A variety of government and private programs, ranging from workshops and financial support, are available to support the arts in rural communities.
- The number and influence of artists in Hansville will increase as the population increases.
- There appears to be interest among artists and supporters of the arts in Hansville to be better organized and create more opportunity close to home.
- Volunteers will continue to play a key role in maintaining a vibrant arts community.
- The demand for youth art activities is likely to continue to grow as families move into the area.

FOOD FOR THOUGHT

- Are local artists and arts supporters interested in forming an umbrella organization?
- Does the GHA wish to promote arts and culture as a signature activity?
- Is the community interested in forming partnerships with other arts and cultural organizations?

DRAFT

Where Have We Been?

The history of the arts in Hansville is not well documented. Hansville lacks the population mass and support of local government to organize and promote the arts at the level of cities in the area such as Bainbridge Island, Poulsbo, Port Townsend and Bremerton. Until recent years, Hansville was primarily populated by part-time seasonal residents.

Native American art and culture – specifically the Port Gamble S'Klallam Tribe – has a long and rich history in the area just south of Hansville and across Port Gamble Bay, before they were displaced by the Puget Sound Mill Company in 1853. As white settlers arrived in the area, they brought with them a culture dominated by economic activity, including

timber harvesting, fishing (and related resorts) and some farming. We can only assume that some of these settlers engaged in various forms of folk and visual arts and music, but there is no record of such activity.

Until recently, artists in the GHA have generally enjoyed their craft in the quiet of their own homes with limited organized activity. The Hansville Arts and Crafts Guild, founded in 1988, is the only local organization dedicated to the arts.

Hansville residents have been accustomed to driving and/or catching a ferry to enjoy the arts and cultural activities in other locations.

Where We Are Now

Hansville has an unknown number of artists, ranging from musicians, writers and painters to quilters and wood-turners. They are loosely organized, if at all, and depend solely on volunteers to organize events and activities. Some sell their work at art fairs and galleries throughout the region; most do not make a living with their art. Others are retired or hobbyists who use their skills primarily for pleasure and relaxation.

The Hansville Arts and Crafts Guild, the only formal arts organization in Hansville, sponsors an annual Holiday Arts Fair and studio tour. A group of painters meets weekly at the Driftwood Key Clubhouse. Square dance lessons are offered by a local instructor at the Shore Woods clubhouse. A variety of arts and social activities are sponsored by such organizations as the Hansville and Eglon Community centers, Hansville Arts and Crafts Guild, the Hansville Garden Club and

Hansville Community Church.

Hansville has no performing arts facility or auditorium, no galleries or museums, no foundation or formal organization promoting and supporting local arts, and there is no public art. Many Hansville residents take advantage of the rich art and cultural offerings throughout the Puget Sound area, driving to Poulsbo for a Scandinavian festival, Bainbridge Island for a studio tour, Bremerton for a symphony performance, Indianola for a play, Port Townsend for a jazz festival, or take the ferry to Seattle to attend major live performances or visit a museum.

With its quiet, relaxed lifestyle on a rural peninsula surrounded by water, Hansville offers an ideal environment for a growing arts community.

Trends

National

The arts are thriving in rural communities across America. Groups are self-reliant, their budgets are small and they can sustain their activities with little fund-raising effort.² For people who work at making the arts happen in their towns, it is the art that is most important, not the organization, the board, the new marketing or audience development strategy.

Partnerships with other organizations are increasingly formed to strengthen the role of the arts in rural communities.

Increased popularity of folk art has given rural and small communities a boost as historic museums, authentic Native American and unique ethnic arts experiences and local crafts have taken on new emphasis.²

Unlike theaters that can sell tickets, the visual arts suffer from lack of professional management, marketing, fundraising and income-generating potential. Public art in most rural areas is usually limited to murals and monuments.

Puget Sound

The Puget Sound is a bedrock of arts and culture, from Seattle to Bremerton and Olympia to Port Townsend – all within easy reach from Hansville. Seattle offers everything from major museums and live performances to world-class galleries and educational programs. With new passenger ferry service that started in January 2005, Seattle is now just a 40-minute ride from Kingston.

The arts flourish in rural and small towns because of committed artists and arts activists who live there. It is not uncommon for small

communities to sponsor festivals, talent shows and community celebrations of all kinds where the entire town is involved, either as performer or audience member.

Kitsap County

The Kitsap Peninsula Visitors & Convention Bureau says the Kitsap Peninsula has “an established, but ever-growing and vibrant arts community with a collection of world-class galleries and studios for browsing and shopping and many nationally recognized artists and excellent local talent.”

Several communities host a wide range of arts and cultural events:

- Bainbridge Island continues to enhance its reputation as the center of arts and culture in the West Sound.
- Bremerton, with its symphony, Peninsula Dance Theatre, museums, galleries and public art, appears to be on the rise with extensive downtown renovation.
- Poulsbo has several excellent galleries and boutiques and numerous Scandinavian and arts events that draw visitors from all over the Northwest.
- Indianola has an active arts community, including the Roving Players theater troupe.
- Kingston continues to grow its art and cultural offerings with the Kingston Farmers Market, which includes hand-made art and crafts, music, and art by local children.

Book stores, coffee houses, cafes, bars and restaurants throughout the county offer many opportunities for local artists and performers. A wide range of private art schools, dance academies and galleries are also found throughout the county.

Although not in Kitsap County, Port Townsend is a favorite of Hansville residents who enjoy exceptional arts and cultural events, ranging from jazz festivals and live theater to the fabled wooden boat festival.

Many art education opportunities are available throughout north Kitsap County, including a variety of programs in North Kitsap Schools, Christ the King Academy, Bainbridge Performing Arts Theatre School, West Sound Academy of Arts & Academics and the Northwest College of Art. The Kitsap County Fair and several galleries and art festivals also feature artwork by students, young people and amateurs at every level.

Hansville

Hansville will continue attracting new people with fresh ideas who are likely to show interest in supporting a "sense of place" that can be advanced through the arts. Some are already talking about establishing a theater troupe, cooperative gallery, performing arts venue and historical museum.

Artists and their supporters appear poised to explore opportunities to collaborate, market their work, and establish a common space for live performances and art sales. A variety of government and private grant programs focused on supporting the arts in rural communities may be available to support these efforts.

The Hansville arts community is likely to pursue cooperative relationships with other arts organizations in the area, including the Port Gamble S'Klallam Tribe. Local arts organizations will undoubtedly continue to depend on volunteers.

The demand for youth art activities is likely to grow as more families move into the area.

Hansville will remain closely linked to the primary centers of art and culture by good roads and the Washington State Ferry system

Background

Regional Resources and Activities

The West Sound and Kitsap County have a wide variety of art and cultural activities and organizations, with Bainbridge Island leading the way.

Bainbridge Island...

The West Sound's Mecca for Arts and Humanities

Bainbridge Island, with a population of only 21,000, is the center of arts and culture in the West Sound:

- In one out of four island families, at least one person makes money from the arts.
- The island has more than 100 authors and dozens of book groups.³

Bainbridge has a wide range of programs supporting the arts, including:

The Bainbridge Island Arts Education Community Consortium, which brings local arts organizations, businesses, artists and the schools together to help schools implement the state's essential academic learning requirements in the arts.

Bainbridge Arts & Crafts, a community organization since 1948 that exhibits fine crafts and contemporary art, and supporting arts education. In 2003, the BAC exhibited works of more than 400 local and regional artists who sold works valued at \$197,000, and awarded \$7,000 in grants to local public school art teachers. Every year, BAC exhibits the work of Bainbridge Island students,

administers \$4,000 in awards and scholarships to local art students, and offers workshops, lectures, gallery talks and artists' demonstrations.

Bainbridge Island Arts & Humanities Council (founded in 1986), a private, non-profit organization designated by the City of Bainbridge Island to develop and implement the city's Community Cultural Plan (see box at right), allocating the Arts and Humanities Fund, and overseeing the Percent for Public Art Program. The BIAHC also:

- Sponsors the Bainbridge in Bloom Garden Tour and Music and Art Scholarship Awards
- Publishes the *Arts News* and *Exhibition*, a journal of visual and literary arts featuring local artists
- Maintains a cultural resources and artist database and cultural events calendar
- Sponsors a monthly forum for cultural leaders
- Provides information, collaboration and support for emerging artists and professional skills workshops

Bainbridge Performing Arts, a non-profit group that presents year-round live entertainment at The Playhouse, including theatre, comedy, music, and dance, plus auditions and theater classes. BPA also sponsors the Bainbridge Orchestra and the Playhouse Gallery, a rotating exhibit featuring local artists.

Island Music Teachers Guild, a non-profit association of musicians, music educators and music enthusiasts to advance music education. IMG presents weekly live original music and a monthly Youth Open Microphone at Pegasus Coffee House, concerts and student recitals, the Renaissance Feast, and special events.

Features of the Bainbridge Island Community Cultural Plan

The plan is implemented by the Bainbridge Island Arts & Humanities Council with funding from a National Endowment for the Arts grant, matched by City of Bainbridge Island Arts and Humanities Fund. Plan components include:

- A cultural vision based on community consensus and a forum for discussion of values and a strong "sense of place"; adopted as the Cultural Element of the Bainbridge Island Comprehensive Plan
- The Cultural Element a) sets long-range goals for the community in arts education, economic vitality, facilities, financial resources, history and heritage, humanities, individual artists, marketing, public art, and services; b) codifies the community's priorities to preserve its cultural assets; and c) recognizes that the arts and humanities are tools for accomplishing larger goals such as quality education, planning and design, and economic vitality.
- In 2003 BIAHC completed a Cultural Facilities Needs Assessment funded by a \$10,000 Challenge America grant from the National Endowment for the Arts and matching funds from the City of Bainbridge Island.

A wide range of performance art is also presented at the Ovation! Musical Theatre, Island Center Hall, Lynwood Theatre, and Pegasus Coffee House & Gallery.

Examples of events on the island are:

- Studio tours
- Auction for the Arts
- Bainbridge Island Arts Walk

- First Friday Concerts and Gallery Openings (artist receptions in downtown galleries)
- Bainbridge Library Speakers Forum

Poulsbo...

Preserving Scandinavian Culture

Poulsbo ("Little Norway") heavily supports and promotes its Scandinavian heritage. Settled by Norwegian families in 1883, the town attracted many more Norwegian and Scandinavian immigrants. (Note: The Postmaster General misread the application for a post office in "Paulsbo," and listed the new post office as "Poulsbo.")

The city had one of the largest codfish processing plants in the Northwest and a "mosquito fleet" of steamers that carried passengers and freight from Seattle to Poulsbo for 60 years.

Poulsbo's Norwegian heritage, which includes language, dancing, cooking and arts, is preserved and celebrated today by the Sons of Norway Lodge and Daughters of Norway Lodge.

The city's signature event, Viking Fest, started as an arts and crafts show in 1960 initiated by the North Kitsap Junior High PTA and a group of over 100 art lovers.

The Port Gamble S'Klallam Tribe...

Preserving Traditional Arts and Culture

The 1,731-acre Port Gamble S'Klallam reservation is located just south of the GHA boundary. The tribe has 1,043 enrolled members (932 live on the reservation). Tribal members continue to engage in traditional fishing and hunting practices protected under their 1855 treaty.⁴

All tribal services are located on the reservation, including the Little Boston Library, S'Klallam Arts Building and the

House of Knowledge, a complex of four integrated facilities that includes the tribe's first longhouse in over 100 years, where native art, language, dance and ceremony can flourish.

The tribe participates in a variety of heritage programs, including:

- Canoe travel to tribal gatherings throughout the Pacific Northwest
- Planting of a healing garden, a tranquil place to sustain the diversity of plants and herbs traditionally used by the S'Klallam for healing purposes
- An outdoor amphitheater for community events including the tribe's annual Environmental Day
- Events and gatherings at the longhouse

To preserve and practice traditional arts, tribal members have created fine carvings, prints and other art works for auctions at the Burke Museum in Seattle to benefit the House of Knowledge.

As S'Klallam works are added to private collections, awareness and appreciation of tribal culture grows, along with opportunities for tribal artists to become known outside their community and gain access to galleries and patrons of Native American art. The tribe and the S'Klallam Foundation plan to continue building on these successes by securing future support for programs and activities at the House of Knowledge.

While the Hansville arts community has not yet established any formal relationships with artists in the S'Klallam Tribe, there is untapped potential for future cooperative efforts.

Art Education

Many opportunities for art education are available throughout Kitsap

County:

- North Kitsap Schools offers a wide range of opportunity for students to develop their skills in music, art and theater.
- Christ the King Academy has a choir and band.
- West Sound Academy of Arts & Academics in Suquamish is an independent college prep school (grades 6 through 12) founded in 1998.
- Northwest College of Art in Poulsbo offers bachelor of fine arts degree programs. The school's Freeman Gallery shows local and student art.
- The Annual Viking Fest and Art Show in Poulsbo includes student participation in all categories of arts, crafts, sculpture and photography.
- Several private art and crafts schools also operate in the county.

Music

Schools in North Kitsap County sponsor many musical events throughout the school year. Examples of school music programs are as follows:

- North Kitsap High School choir and theater performances
- Poulsbo elementary chorus
- Gordon band
- Suquamish band
- Kingston Junior High band
- Poulsbo Junior High band
- Pearson Elementary School band and choir
- Vinland Elementary School band and choir
- Christ the King Academy choir and band

In addition to school programs, the Bremerton Symphony offers regular performances, and

the Home Town Band features 30 members of all ages from the north end of Kitsap Peninsula and Bainbridge Island.

Galleries

Dozens of privately-owned galleries and crafts stores are found throughout Kitsap County and surrounding counties (none in the GHA). Clustered in Bainbridge Island, Poulsbo and Port Townsend, they feature a wide range of fine art by local and Northwest artists. Some offer concerts, classes, workshops and demonstrations.

A notable artist-owned and operated gallery in downtown Bremerton, called the Collective Visions Gallery, represents works by over 20 Puget Sound artists.

Theater Troupes

- Jewel Box Theatre, Poulsbo – Presents unique, intimate plays, children's theater, improvisational comedy, art gallery and storytelling events. Cultural Arts Foundation Northwest manages the art gallery space at the theatre, which shows works by local artists.
- The Roving Players, Indianola – Performs in many venues around Kitsap County, but its primary performance space is the Indianola Clubhouse. The Players have a regular theatrical season, a children's workshop, a production featuring local youth, and short plays available for hire for special occasions or events.
- CSTACK, Silverdale – Has performed over 50 musical theatre productions since 1986 and offers opportunities for children and adults to develop talents in all aspects of theatre arts.
- The Mountaineers Forest Theatre, Bremerton – Offers family entertainment since 1923 in one of the country's oldest outdoor theatres.
- Bremerton Community Theatre –

Presents family theater productions.

Dance

Peninsula Dance Theatre, Bremerton

Other venues for artists

Many coffee shops and bookstores provide space to display a variety of works by local artists, and feature local and regional musicians, poetry and book readings, discussions, or open microphone. Two notable venues:

- Poulsbohemian Coffeehouse, Poulsbo
- Eagle Harbor Books, Bainbridge Island

Art Museums/Historical Museums/Historical Societies

The Kitsap County Historical Museum in downtown Bremerton is operated by the Kitsap County Historical Society to “collect, preserve, and exhibit the diverse culture, heritage and history of Kitsap County for the education and enjoyment of the public.”

Black Historical Society of Kitsap County in Bremerton is dedicated to preserving black history and culture in the county.

The Naval Undersea Museum in Keyport has the largest collection of naval undersea artifacts in the United States.

Other museums and galleries in the area include:

- Bainbridge Island Historical Society Museum
- Port Gamble Museum
- Kitsap Library Northwest Art Collection (Bremerton)
- USS Turner Joy self-guided tour (Bremerton)
- Olympic College Art Gallery (Bremerton)

Historical Sites

There are various historical sites throughout the county. Two nearby notable sites are:

- The entire community of Port Gamble, which includes a lumber mill, historic homes, a general store, church and museum treasures. The town was established in 1853 and is managed and maintained by Olympic Resource Management.
- Point-No-Point Lighthouse, built in 1879 and in continuous service since Jan. 1, 1880.

North Kitsap Art Shows and Events

- North Kitsap Arts and Crafts Festival, Port Gamble – A 3-day juried arts and crafts show, attended by over 40,000 visitors, and including 150 booths, antique car show, live music, puppet show, Children’s Corner with interactive art and special entertainers, and student art display. Entirely staffed by volunteers, proceeds support art scholarships and art docent programs (\$22,000 in 2003) and cash awards to winning artists (\$3,000).
- Art in the Woods North Kitsap Studio Tour – A 2-day tour of studios throughout North Kitsap, sponsored by the Cultural Arts Foundation Northwest. Thirty high-quality artistic offerings include fine woodcarving, ceramics, fiber art, jewelry, paintings, photography and more.
- Bainbridge Island Winter Studio Tour & Sale – More than 50 artists participate in this popular tour started in 1984. Held in early December, it offers an opportunity to purchase fine arts and crafts for the holidays.
- Bainbridge Island Summer Studio Tour & Sale – Held the second weekend in August. Artists donate 1% of their earnings to an art scholarship.
- Bainbridge Island Farmers Market

- Whaling Days in Silverdale – This free event includes quality musical groups from a wide range of genres.
- Poulsbo events – Lutefisk Dinner, Viking Fest and Art Show (celebrates “Syttende mai,” Norway’s Constitution Day), Julefest holiday festival and Arts By The Bay
- Kingston Farmers Market in Wallace Park – This waterfront market from May to mid-October features fresh local fruits and vegetables, hand-made art and crafts, local musicians, and postcards featuring art by local elementary school classes.
- “Tunes on Tuesdays” Outdoor Concert, Wallace Park, Kingston
- Old Town Silverdale Art Walk
- TGIF Concerts, Silverdale Waterfront Park
- Wednesday Evening Concerts in the Park, Bainbridge Island
- Kitsap County Fair & Rodeo, Kitsap County Fairgrounds
- Kingston’s Old Fashioned 4th Of July
- Blackberry Festival, Bremerton
- Bremerton Gallery Walk (first Friday each month)
- Washington Water Weeks, Naval Undersea Museum Water Celebration Day, Keyport
- North Kitsap Arts and Crafts Festival, Port Gamble
- Early Iron Car Show, Port Gamble
- Poulsbo Rendezvous classic yacht display
- Septemberfest, Poulsbo
- Hol Fest Craft Fair Host, St. Olaf Catholic Church (Poulsbo)

Hansville

In the past, Hansville residents have generally accepted traveling to other venues for their art

and culture. But there are those who dream and scheme about their own theater troupe, their own cooperative gallery and their own historical museum.

One thing is certain – Hansville will continue to attract a variety of people with a wide range of interests. This is an environment that provides the foundation for creative endeavors (art) and a meaningful system of shared beliefs, values, customs, behaviors and artifacts that can be passed from generation to generation through learning (culture).

Hansville today is a rural residential area that provides a tranquil, picturesque lifestyle on or near the water, away from the hubbub of city life. If Hansville currently has a cultural identity, it probably consists of the following key elements:

- Appreciation for a quiet, rural lifestyle in an idyllic natural environment
- Willingness to pitch in to make Hansville an even better place to live (Some like to call Hansville “The Volunteer Capital of the Universe.”)
- A cohesiveness that values neighbors as friends and common purpose over divisiveness.

Examples of GHA Arts, Cultural and Social Activities

- Hansville Community Center Christmas party, Christmas concert, neighbors luncheon, summer picnic and talent show
- Eglon Holiday Craft & Bake Sale
- Holiday arts and crafts sale and spring studio tour, sponsored by the Hansville Arts and Crafts Guild
- Weekly workshops for local artists at the Driftwood Key Clubhouse
- Flotsam Jetsam Garden Club luncheons and garden sale
- Bus trips to the Bremerton Symphony

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- Fund-raisers by the Hansville Ladies Aid
- Square dance lessons at the Shore Woods Clubhouse
- Men's Coffees Klatch, Better Halves Coffee and Solitarians Coffee at the Hansville Store
- Services and activities of the Hansville Community Church and The Gathering Church
- The Annual Hansville Rummage Sale
- Hansville Cooperative Preschool
- Hansville Huggers
- Sewing Society
- The Hansville Log

Organizations that Support or Promote the Arts

Kitsap County

Kitsap County Arts Board – Formed by the Kitsap County Commissioners in 2001, the board promotes excellence, access, education and diversity in the arts to improve the quality of life for all Kitsap residents. The board has nine volunteers, three from each of the three districts appointed by the commissioner of each district. They meet monthly at the Silverdale Community Center. The board also oversees the “1% for Art Program” that dedicates 1% of the value of county-funded projects to the arts (e.g., \$180,000 for the new Bremerton Government Center).

Cultural Arts Foundation Northwest – A volunteer, nonprofit organization in Poulsbo dedicated to supporting the arts in Kitsap County and reaffirming the arts as a legitimate economic force and a viable partner with the businesses and communities. CAFN also helps secure grants for art

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Steps to Strengthen Community Arts

(From the Bainbridge Island Arts and Humanities Council⁶)

1. **Take stock of existing artists and arts activities.** Where do people gather to hear music? Where are visual arts on display? Where do artists live and gather?
2. **Strengthen your arts infrastructure:** Preserve and promote the gathering places, performance venues and living situations where artists, musicians, dancers, writers and traditional artists live, work and present their work.
3. **Develop a directory of artists:** A list that includes artists and arts organizations' names, addresses, artforms and where their work is presented.
4. **Promote opportunities** for artists to showcase their work: a community art walk that could include open studios; art displays in restaurants, shops, clinics or cafes; publicly sponsored performances or art festival in places where local artists and performers can freely perform and display their work.
5. **Strengthen arts organizations:** Establish formal, community-based, non-profit art support organizations to help lead the effort.
6. **Identify spaces** for arts organizations to perform or do business, and weave these groups into local business associations and public life. This helps arts organizations find an audience, remain healthy and contribute to community life. Communities that support arts organizations by providing them with venues and audiences are enriched by the experience.
7. **Encourage traditional artists:** Artists whose skills are passed down through generations range from story tellers to musicians, quilters to drummers. They may not view themselves as "artists" or see the craft that they practice as an artform. They are often found where the elderly live or ethnic and church organizations meet.
8. **Capturing your history:** Work with artists, musicians and writers to tell the story of evolving industry, geological or social history, or changing ethnic populations.

education programs and sponsors art business seminars and lectures. CAFN has been involved in many activities including:

- Poulsbo Arts by the Bay
- Arts Work
- Music Faire
- Weekend showcase and performance by the Seattle Brass Ensemble
- Poulsbo Quarterly Arts Walks

West Sound Arts Council – A nonprofit organization promoting all the arts in Bremerton and the Kitsap Peninsula.

Other art and culture support groups include:

- Bremerton Symphony Association
- Bremerton Symphony League
- Kitsap Weavers' and Spinners' Guild
- Hansville Arts and Crafts Guild
- Sons of Norway, Poulsbo, and Bremerton
- Puget Sound Genealogical Society
- Tugboat Toler Chapter of the Society of Decorative Painting, Bremerton

State and Regional Support Organizations

Washington State Arts Commission – This state agency charged with the growth and development of the arts statewide. It awards \$3 million a year in grants and contracts to artists and arts organizations; adds 250 artworks to the State Art Collection biennially, and initiates educational programs for students of all ages:

Centrum Arts and Creative Education Center – This Port Townsend organization conducts more than 80 festivals, workshops and concerts annually, including week-long student workshops.

Arts Northwest – Based in Port Angeles, this

organization is funded in part by Washington, Oregon and Idaho Arts Commissions to promote booking opportunities for Northwest artists.

Resources for the Arts

West Sound:

- Kitsap County Arts Board: Dana Hills, 360-337-447, email: dhills@co.kitsap.wa.us
- Bainbridge Island Arts and Humanities Council: artshum.org
- Cultural Arts Foundation Northwest: cafww.org
- Consortium for Performing Arts and Artists: artsnw.org
- Centrum in Port Townsend: centrum.org
- Port Gamble S'Klallam Tribe: pgst.nsn.us

Washington State:

- VSA Arts of Washington: vsarts.org
- Washington Alliance for Arts Education: halcyon.com/waae/
- Washington State Arts Alliance: wsartsalliance.com

Western U.S.:

- Western Arts Alliance (performing arts): westarts.org
- Western States Arts Federation: westaf.org

National:

- Rural Community Arts: communityarts.net/readingroom/archive/intro-rural.php
- Partnership Resource Center: partnershipresourcecenter.org/arts/index.php

- National Assembly of State Arts Agencies: artsusa.org
- Americans for the Arts: nasaa-arts.org
- Artswire: artswire.org
- National Arts and Business Council: artsandbusiness.org
- Arts Marketing Online Database: artsmarketing.org
- Business Committee for the Arts: bcainc.org

Funding and Foundation Information:

- ~ National Endowment for the Arts:
arts.endow.gov
- ~ Federal Arts Funding Programs:
www.arts.gov/federal.html
- ~ Philanthropy Northwest:
philanthropy.nw.org
- ~ The Chronicle of Philanthropy:
philanthropy.com

Non-profit information:

- ~ How to start a nonprofit organization
(including forms):
kcba.org/YLD/publications.htm

- ~ Register with the State of Washington as a
nonprofit: dor.wa.gov
- ~ Insurance Guide for Nonprofit
Organizations: insurance.wa.gov
- ~ National Center for Nonprofit Boards:
ncnb.org
- ~ Society for Nonprofit Organizations:
nonprofits.org
- ~ Nonprofit frequently asked questions:
nonprofit-info.org/npofaq
- ~ The Nonprofit Times: nptimes.com

Sources of Information

1. Washington State University:
wsu.edu:8001/vcwsu/topics/culture/culture-definition.html
2. Arts consultant Janet Brown: communityarts.net/readingroom/archive/intro-rural.php
3. Cecelia Goodnow, "Art is more than way of life, it's a living," Seattle Post-Intelligencer, July 26, 1997.
4. Port Gamble S'Klallam Tribe: pgst.nsn.us
5. Bainbridge Island Arts and Humanities Council: artshum.org

Chapter 3 – Economy

Introduction

This chapter describes various factors affecting the economy of the Greater Hansville Area (GHA), including income sources and amounts, businesses within the study area, employment of local residents outside the area, unemployment rates, historical economic base of the GHA, and the pros and cons of business development within the GHA. Much of the data used for this report comes from the 1990 and 2000 census results for the Hansville zip code area 98340 and can be found in the Supplemental Data of this profile.



KEY FACTS

- Median household income in the GHA (\$58,646) is 25% higher than that of Kitsap County (\$46,840).
- The average household has multiple sources of income from wages and salaries, self-employment, interest and dividend, Social Security, retirement funds, etc.
- Business activity has increased since 1990, and today at least 66 businesses in the local telephone book claim the GHA as a location; a significant number of non-listed businesses (such as consultancies, software development, etc.) are probably also located here, but this number is difficult to estimate.
- Unemployment is very low – typically half the rate of the county. Forty three percent of male residents and 64% of females are not part of the labor force.

KEY TRENDS

- The median income increased by 60% between 1990 and 2000 compared to 46% countywide.
- The number of households reporting wage or salary income remained the same between 1990 and 2000, and there was actually a decrease in the number claiming income from self-employment.

FOOD FOR THOUGHT

- What is the impact of the significant increase in local businesses involved in construction?
- With limited opportunity for significant expansion of “downtown” Hansville businesses due to zoning and land-use restrictions, what does the community want to see happen in that area?
- If future growth of local businesses (e.g., home-based businesses) depends on a healthy telecommunication infrastructure, how can the community ensure adequate service?

Where Have We Been?

Income Distribution

One part of the economic assessment of the GHA is the income distribution of the populace. Data set P080 of the Data Supplement to this profile shows the household income distribution of the GHA

and Kitsap County in 1990. The bulk of the income fell between \$25,000 and \$75,000, with roughly equal numbers of earners in the three brackets – \$25,000-35,000, \$35,000-\$50,000, and \$50,000-\$75,000. Per-capita income was \$22,055, and median household income was \$36,494. Data set P080 also

shows the numbers for Kitsap County, which are generally similar but reflect a lower base level, with median household income of \$32,043 and per-capita income of \$14,311. Data set P086 (Age of Householder by Household Income) shows the number of households in various income brackets as a function of the age of the householder. These numbers show a definite pattern: With each succeeding decade of age there was roughly a \$10,000 increase in income until it plateaued in the 50s and then began to decrease as shown in Table 1.

Age Bracket	Peak Income
25 to 35	\$25,000 to \$35,000
35 to 45	\$35,000 to \$50,000
45 to 55	\$50,000
55 to 65	\$50,000
65+	\$35,000 to \$50,000

Data sets P090-P097 show the sources of income for GHA residents in 1990. Of the 593 households:

- 377 reported wage or salary income.
- 97 had non-farm self-employment income.
- 8 had farm self-employment income.
- 380 had interest, dividend or net rental income.
- 218 had Social Security income.
- 7 had public assistance income.
- 179 had retirement income.
- 31 had income from some other source.

Although not tabulated by the census, these numbers indicate that, on the average, most households had between two and three sources of income.

Businesses in the GHA

A chapter of the Hansville Chamber of Commerce was formed in the early 1990s, but disbanded after conducting some preliminary

community planning activities. Businesses in downtown Hansville included the Hansville Grocery and Provision Co., Hansville Realty, Hansville Repair and the Big Maple Tree Farm nearby on Buck Lake Road. Numerous small businesses also were operated from homes and farms throughout Hansville. Following is a list of businesses in operation at that time.

Construction and Landscaping: Crabtree Drilling, Forbes Enterprises, Idlenot Landscaping, Jerry's Masonry, Unique Landscaping

Organizations: Driftwood Key Community Club, Hansville Water District

Retail/Sales: Hansville Grocery and Provisions Co., Martha's Yarn Shop, Sound Interiors

Resorts and Restaurants: Captains Landing, Point No Point Resort

Services: All Around Plumbing, At Your Service, Dave's TV Repair, Dick and Jane's Upholstery, Erv's Boat Shop, Hansville Repair, Karen's Hair Styling, Mac's Refrigeration, Norwegian Point Inboard/Outboard Repair, TV-VCR & Satellite Servicing

Other: Hansville Realty, ID Embroidery, The Laserworks, RC Quality Delivery Service, Rich Art, Skunk Bay Co.

Unemployment Rate Was Low

Employment information, including type of employment by occupation and industry, is discussed at length in the Demographics chapter.

The Supplemental Data to this profile includes detailed data about GHA

unemployment rates in 1990. The unemployment rate was 2% in 1990, far below the county rate of 6%. Table 2 shows key employment figures.

Where We Are Now

Of the members of the GHA community that are employed, most must seek work outside the community. In this sense the GHA is dependent on the economies of surrounding communities. For those who commute, the primary regions of employment are Kitsap, King, and Pierce counties, with a few workers going in the other direction to Jefferson and Clallam counties.

Household income values for 2000 are shown in the Supplemental Data to this profile. Data set P52 shows very similar distributions for the GHA and Kitsap County, except that the number of households earning \$25,000 to \$30,000 in the GHA is almost twice that of the adjacent brackets – probably because there are two wage earners in these households.

The numbers are actually relatively constant across the spectrum of incomes when we take into account that the two categories with the largest numbers span two and three times the range of the other brackets in the tables. Median household income increased to \$58,646 in the GHA between 1990 and 2000, compared to \$46,840 in Kitsap County.

Data set P56 shows median incomes by age of householder. There may be a two-income factor in the 25-35 and 35-45 age brackets. There is a lessening from 45-55, probably reflecting a return to single wage-earner status, and an increase again in the 55-65, reflecting the higher salary at the end of a career.

Data sets P59-P66 show sources of income

Employment Table 2			
In the Armed Forces	Unemployed	Employed	Not in Labor Force
Number of Males			
7	7	341	203
Number of Females			
0	6	222	350

for the GHA and Kitsap County. Of the 821 households:

- 518 had wage or salary income (303 did not).
- 66 had self-employment income (735 did not).
- 462 had interest, dividend or net rental income (359 did not).
- 287 had Social Security income (534 did not).
- 36 had Supplemental Security Income.
- 271 had retirement income.
- 135 had other sources of income.

The average household had between one and two sources of income.

The number of businesses in the GHA increased to more than 66 by 2000. Following is a list of businesses based on a survey of telephone listings for the local area. (Starred entries indicate businesses that existed in 1990).

Agricultural: Foulweather Farm, Greenwoodes Farm, Labyrinth Hill

Construction and Landscaping: American Tree Service, Arborview Construction, Aspen Trucking and Excavating, Barbara Schmidt Landscape Design Inc., Beaver Pond Stump Grinding, Brockman Builders, Crabtree Drilling Co.*, Design Lighting & More, Design NW Inc, Duck Blind, Forbes Homes*, Hansville Hardwood Flooring, Idlenot Landscaping*, Island Homes Construction Inc., Jerry's Masonry Inc.*, La Maison Design

and Construction, McClain Landscape Services, Nail Construction, North Kitsap Roofing, Patrick Leuner Landscape Design, Whitworth Excavating, Windjammer Construction, Y & R Stump Grinding, Yardworks Landscaping & Maintenance

Organizations: Driftwood Key Club*, Shore Woods Community Club

Resorts: Point No Point Resort*, The Guest House at Twin Spits

Retail/Sales: Creature Comforts, Hansville Grocery & Provision Co.*, R/M Sales & Marketing, Treasures In Time

Services: A & M Windshields, ABE Computer Consultants, Allen's Law ESP, Brian's Electric, D & W Enterprises, Erv's Boat Shop*, For Morward, G O Inc, Group Insurance Brokerage, Inc., Hansville Auto Repair*, Karen's Hairstyling*, Lacasse Services, Mannatech Associates, The Massage Clinic, No Point Records, Pete's Repair Service, The Pressroom, Steamway Carpet Cleaning, Steve's Refinishing & Repair, Valeo Consulting Group, Wolf, JD ND

Other: Big Maple Tree Farm, Cedar Mood Studio, Danco Industries, Hansville Realty*, Interstate Emblems, Liftall Inc., Lindahl Designs, Northwest Course for A Course in

Table 3 Employment in the GHA -- 2000			
In the Armed Forces	Unemployed	Employed	Not in Labor Force
Number of Males			
29	15	383	324
Number of Females			
0	7	283	514

Miracles, Quantum Health Quest, Quitting Business Inc., Road Trip Transport, Tsimshian Eagle

This list omits businesses that do not have a local listing, such as software consultancies, editorial work, etc. It is hard to estimate the number of businesses in the GHA's "hidden economy," but given the high level of educational attainment and the omnipresence of DSL and high-speed cable (see Telecommunications chapter), the number is probably significant.

The Supplemental Data for the profile shows employment status as determined by the 2000 census. Of the population of 1,555 residents over age 16, there were 751 males and 804 females; 427 of the men and 290 of the women were in the labor force. Of the 389 civilian employees, 383 were employed while 15 were unemployed. Only 3% of the people in the labor force that wished to be employed were unemployed. Table 3 shows key employment figures for 2000.

Trends

The median household income increased by 60% between 1990 and 2000 within the GHA, compared to 46% in Kitsap County. In 1990, 64% of households reported wage or salary income, compared to 63% in 2000. Sixteen percent had non-farm self-employment income in 1990 versus 8% in 2000 – a surprising result considering the increased opportunities for self-employment in 2000.

In 1990, 64% reported income from interest and/or dividends, compared to 56% in 2000. Thirty seven percent reported income from Social Security in 1990 versus 35% in 2000. Thirty percent of the households in 1990 reported retirement income, compared to 33% in 2000. Only 1% reported public assistance income in 1990, compared to 4% in 2000. Aside from the surprising decrease in self-

employment in the intervening decade, the numbers are quite stable. The average number of sources of income actually decreased during this period from about 2.3 to 1.7.

The 1990 census shows that 31% of available males and 20% of females over 16 years old were employed, compared to 27% of males and 19% of females in 2000. This indicates there was little or no shift in the percentage of occupation of the labor force. Slightly less than one-third of eligible workers in the GHA are employed. For Kitsap County in 2000, 38% of eligible men and 25% of eligible women were employed – a higher percentage than in the GHA. This is probably because the GHA has a higher rate of retirees than the county.

The number of GHA business listings in the

telephone book increased significantly from 1990 to 2000, showing a shift in both the number and type of businesses. In 1990 there was only one construction firm listed, in 2000 there were eight, and 15 ancillary businesses in such areas as landscaping, excavation, etc.

One factor limiting the expansion of certain types of businesses in the GHA is the lack of buildable space zoned commercial in downtown Hansville due to the presence of wetlands. Most new business would have to be established on the owner's land, which would be subject to county zoning and land-use regulations (see the Land Use chapter). It is also not clear that expansion of business activities is desirable for the GHA – part of the answer to this question must come from the residents through this very Futures process.

Sources of Information

1. 1990 and 2000 US Census – See Supplemental Data for the profile from this source.
2. 1990 and 2005 CenturyTel telephone book for Kingston and surrounding communities.

Chapter 4 – Education

Introduction

Preschool age children have the opportunity to attend Hansville Co op Preschool, Kingston Co-op Preschool, or private preschools out of the area. The school age children from the Greater Hansville Area (GHA) attend North Kitsap Public Schools, including the following schools: David Wolfle Elementary, Kingston Junior High, Spectrum Alternative High School, and North Kitsap High. The Bremerton Vocational Skills Center is available to juniors and seniors. Olympic Community College is available for continuing education.



KEY FACTS

- Using 2000 Census figures, the GHA has 165 elementary students, 63 in junior high and 87 in high school.
- 30% of Wolfle students, 8% of Kingston Junior High students, and 6% of North Kitsap High students are from the Greater Hansville Area.
- All Hansville students are school bused to their various schools.
- 4% of North Kitsap School District School population are from Hansville.
- Teaching staff at all schools are certified and 70.2% hold master's degrees of higher.
- 50% of staff has more than 10 years of teaching experience.
- School structure is pre-kindergarten through 6th, 7th through 9th, and 10th through 12th.
- Full interscholastic sports are available at Kingston Junior High, Spectrum High and North Kitsap High.
- North Kitsap High School population makes it a AAA school.
- Average class size is 21 students to 1 teacher.
- English as a Second Language (ESL) students are growing in number.
- Free and reduced-price lunch is available to 41% of the students at Wolfle.
- Estimated cost to educate a child is \$7,758 per year.
- Overall District WASL scores are higher than state averages.
- Volunteers are an essential part of all schools for regular and special programs.
- The Severe and Profoundly Handicapped Program is housed at Poulsbo Elementary School.
- Private schools in the area are available as well as home schooling.

KEY TRENDS

- A New Kingston high school will be completed in 2007.
- Structure will go to "middle school dynamic" – Pre-kindergarten-5th, 6th-8th, 9th-12th.
- The district is moving toward more technology-based equipment in classrooms.

- Cost of educating children is rising.
- WASL scores are improving annually.
- Computer hardware should be replaced every 5 years.
- North Kitsap High School will change to Interscholastic Athletic Division AAA.
- The new Kingston High School will be AAA in 2007.
- School population is growing by 1% a year.

David Wolfle Elementary School

David Wolfle Elementary School, home of the Wolf, is the school the majority of K-6 graders from the Hansville area attend. A few students who attend Suquamish Elementary to participate in the Agate Program (gifted).

Wolfle opened in 1990 and is situated on a 20 acre site with two ball fields and a natural wetland that is used for science lessons. There are 18 classrooms, a full service library, a gymnasium and a computer lab. Students are with the same teacher for two years – first and second grade, third and fourth grade, and fifth and sixth grade. This gives the student consistency and stability in the early years of their education.

Student Population

The student population as of April 2004 was 421, down from 459 in October 2003. Of these students:

- 36%, or 172, are from the Greater Hansville Area.
- 41% receive free or reduced lunch.
- Average class size is 21 students to one teacher.
- 59 students were identified for special education services, 25% to 28% of those are in the Assist Program because they are achieving below grade level.

Ethnic Background

The ethnic demographics of Wolfle are as follows:

- White, 75.6%
- Native American, 16.8%
- Hispanic, 4.6%
- Asian/Pacific Islander, 2.2%
- Black, .08%

Staffing

The staff is made up of 33 certified teachers; 20 have 11 or more years of teaching experience; and 70% have a master's degree; one is Native American Education. The school has 11 classroom aides and 8 support staff.

WASL Scores

Washington Assessment of Student Learning (WASL) scores for Wolfle 4th graders were as follows:

	1999	2004	State Average (2004)
Reading	53.3%	70.1%	74.4%
Math	25.3%	44.8%	59.9%
Writing	12.0%	50.7%	55.8%

The school district says the Wolfle WASL scores improved due to the extra effort put into programs by teachers and volunteers.

Volunteer Opportunities

In 2004, a total of 89 Hansville residents volunteered in all NKSD schools – 48 of them at Wolfle, including 15 with the second grade Reading Corps volunteer program which

helps children who were reading below grade level to read at or above grade level by the end of second grade. Other volunteer opportunities are in art, music, many miscellaneous functions. Twenty-four volunteers help at Gordon Elementary, two at Suquamish Elementary, one at Vinland Elementary, and two at Breidablik Elementary.

Special Programs at Wolfle

- Agate, gifted program
- Personal Education Plans
- Meaningful Work – Students have the opportunity to work as volunteers within the school.
- Computer Nights – Provides opportunities for access to computers and software twice a month for students and families.
- Reading Corps – Volunteers working with second graders to improve their reading scores.
- Math and Science Nights – Students and parents participate in hands-on activities with guidance from the Wolfle staff.
- Homework Club – Structured after-school homework assistance for one hour each week.
- 100 Book Club – Frequent recognition for students who read 100 books during their second grade year.
- Charlotte Web Reading Award – Special recognition to all fourth and fifth graders who read 30 books from a list.

- Family Reading Nights – Offers Hansville/Kingston/Suquamish area parents with children ages 3 to 8 different ways to encourage reading at home.
- Science Fair – An opportunity to do basic scientific research by working on a hands-on project.
- Intramural Sports – Provide instruction and fun competition in tennis, soccer, flag football, volleyball and softball.
- Mediator Program – Provides students a chance to participate in leadership and problem-solving skills.
- Quilting Club – An opportunity for students to use their math skills in creating and sewing quilts.
- Other opportunities – Field Day, Band, Choir and Honor Choir.

Community Use of Facilities

Wolfle facilities are used by Kitsap County Parks and Recreation (ball fields for soccer and baseball), the Kingston Garden Club Garden Show, a Girl Scout Troop, a Headstart program and M&M Kids.

Kingston Junior High School

Kingston Junior High, home of the Cavaliers, is attended by students in grades 7 through 9 from Suquamish, Gordon and Wolfe elementary schools. Phase one of Kingston Junior High opened in 1990, the second and final phase was completed in 1994. KJH is located on a 21-acre site that includes football, baseball and soccer fields, 31 classrooms, a self-contained horticultural lab, a vocational technical wing, two gymnasiums, computer lab, music/band rooms, modern science facilities and a library to support the classrooms.

Student Population

Student population as of April 2004 was 822.

Of these students:

- 7%, or 57, were from the Greater Hansville Area.
- Average class size was 23 students to 1 teacher.
- 26% were eligible for free or reduced lunch.
- 71 students were identified for special education.
- There were 436 suspensions during the 2003 -2004 school year.

Staffing

Of the 49 certified teachers, 27 have 11 to more than 20 years of teaching experience and 72% have master's degrees. The school has 11 aides and 21 staff.

Ethnic Background

The ethnic demographics of KJH are as follows:

- White, 80.7%
- Native American, 11.3%
- Hispanic, 3.8%
- Asian/Pacific Islander, 2.7%
- Black, 1.5%

WASL Scores

WASL scores for 7th graders in 2004 were: reading, 56.6%; math, 49.7; and writing 46.8%. The 8th grade score for science was 38.3%. State average WASL scores for 2004 were: reading, 60.5%; math, 46.4%; writing, 58.0%; and science, 39.4%

Special Programs at KJH

- "Highly Capable" program known as the Agate Program. In 2004 and 2005, KJR students won first place in the Washington State Knowledge Master Open Native American Education Program, which assists Native American students in their studies
- KJH Festival of the Arts
- Future Business Leaders of America-National History Day Regional Competition (12 of 18 participants went on to state competition)
- Future Farmers of America Horticultural Plant Sale
- Associated Student Body
- Art Club
- Builders Club
- Chess Club
- Conditioning
- Future Farmers of America
- History Club
- Jazz Band
- Literary Club
- National Honor Society
- Newspaper Club
- Science Club
- Stage Band
- Tech Club
- Drill Team

KJH students have the opportunity to compete in several athletic teams including varsity and junior varsity football; varsity volleyball for girls; varsity and JV basketball for boys and girls; wrestling, varsity and JV baseball; varsity and JV fastpitch; and track.

Spectrum Community High School

Spectrum Community High School, home of the Ravens, is a small (150) alternative high school known for its innovative educational programs and its close teacher-student relationships. Spectrum provides a focused curriculum in art, music, foreign languages, media production, photo journalism and issues of social concern. Students must apply and are interviewed for admission.

Graduates earn a high school diploma through challenging course work in English, math, science, social studies and a variety of elective classes. In June 2004, 62 seniors graduated and many continue on to college.

Student Population

Student population as of April 2004 was 141. Of these students:

- Average class size was 18 students to 1 teacher.
- 43% were eligible for free or reduced lunch because many students at Spectrum are emancipated from their families and therefore are unable to pay for lunch.
- 6 students were identified for special education.
- There were 23 suspensions during the 2003 -2004 school year.
- **Staffing**

Of the 10 Certified teachers, 4 have 5 to 10 years experience, 5 have 11 to more than 20 years of teaching experience, and 70% have a master's degree. The school has 6 aides and 4 support staff.

Ethnic Background

The ethnic demographics of KJH are as follows:

- White, 77.7%
- Native American, 18%
- Hispanic, 2.9%

- Asian/Pacific Islander, 1.4%
- Black, 0%

WASL Scores

WASL test scores for 2004 were: reading, 29.0%; math, 9.7%; and writing, 6.5%. State averages were reading, 64.6%; math, 44.0%; and writing, 65.4%.

Special Programs at Spectrum High

- Off Campus Learning
- Independent Study
- Work Experience
- Internet-based classes
- Internships or community service projects
- In-school health clinic
- Guidance from staff involves planning the course of study and readying students for a career or college
- Student government
- Human Rights Exchange – Supports active partnerships and student exchanges with sister schools in Russia and Mexico
- Overnight camping and hiking trips
- Native American Club
- Ecology Club

- Digital Music Composition
- Percussion Ensemble
- Literary Journal
- School Leadership Team
- Peer Mediation
- Rock and Jazz Band and Guitar
- Social Advocacy and Human Rights
- Yearbook
- Art and Literary Excursions
- Theatrical Productions
- Spectrum Advisory Club
- Entrepreneurs Club
- Coffee House Open Microphone
- World Rhythms Percussion Ensemble
- Cheer Squad

Spectrum sports opportunities include: a hiking club which sponsors a minimum of 2 hikes a year, and a multi-day trek through the Olympics; interscholastic boys basketball tea; informal softball teams; and co-ed soccer matches and field day events with other alternative schools

Student Awards

In 2000 the Spectrum music program received an Award of Special Merit and was designated a "Signature School" by the GRAMMY Foundation of Los Angeles, CA, an honor bestowed on only four schools in the United States.

- Kitsap County Human Rights Network gave its "Organization Award" for outstanding work in the school and community in the support of human rights.
- Phil Davis was NKSD Teacher of the Year in 2002.

North Kitsap High School:

North Kitsap High School (NKHS) is a large AAA high school with 1,300 students in grades 10 through 12. All NKSD junior highs feed into NKHS.

Student Population

Student population as of April 2004 was 1,311. Of these students:

- Average class size was 22 students to 1 teacher.
- 17% were eligible for free or reduced lunch.
- 131 students were identified for special education.
- There were 259 suspensions during the 2003 -2004 school year.

Staffing

The staff includes 61 certified teachers, 8 special education teachers, 9 support teachers and 5 administrators. 30% have 5 to 10 years teaching experience; 31% have 11 to 20 years experience; 21% have more than 20 years experience; and 57% have a master's degree. The school has 22 aides and 34 support staff.

The ethnic demographics at NKHS are: Asian/Pacific Islander 5.0%, Black 2%, Hispanic 3.4%, Native American 5.5% and White 84.1%.

Ethnic Background

The ethnic demographics of KJH are as follows:

- White, 84.1%
- Native American, 5.5%
- Hispanic, 3.4%
- Asian/Pacific Islander, 5%
- Black, 2%

WASL Scores

WASL test scores for NKHS are: reading,

68.9%; math 50.5%; writing, 68.3%; and science, 32.5%. State averages are: reading, 64.6%; math, 44.0%; writing, 65.4%; and science, 32.3%.

NKHS high school with 1,300 students in grades 10

Special Programs at NKHS

- Community Mentors NK Success
- Associated Student Body
- Advanced placement and honor classes in math, English, and science
- Career technical education programs
- Fine arts
- Music
- Spanish, French, German, Japanese, Russian
- Learning opportunities through Olympic College in East Bremerton and Poulsbo
- Digital Commons – An online advanced placement course
- Culminating Project
- Career Counseling Center
- Student Support Center – Need-based adult assistance and computer access from 7 a.m. to 4:45 p.m. daily
- Culinary Arts Program – Students supply food for a restaurant called ODIN that is open for breakfast and lunch.
- Cheerleading

North Kitsap High School is a member of the Narrows League starting in the 2005-2006 school year. The following varsity and JV interscholastic sports are available: volleyball, boy's tennis, boys soccer, cross country, girl's swimming, football, girls soccer, wrestling, boy's basketball, girls basketball, boy's swimming, cheer leading, gymnastics, baseball, fastpitch, track and field, girl's tennis and golf.

Private Schools in the Area

- King's West Academy, K-12
Bremerton
- Children's Garden Montessori School
of Poulsbo, ages 3 – Kindergarten
- Christ the King Academy, K-9, Poulsbo
- Silverwood School, 1-6, Poulsbo
- Our Lady Star of the Sea Catholic
School, K-8, Bremerton
- Sylvan Way Christian Schools, K-8,
Bremerton
- Alta Vista School, 7-12, Bremerton

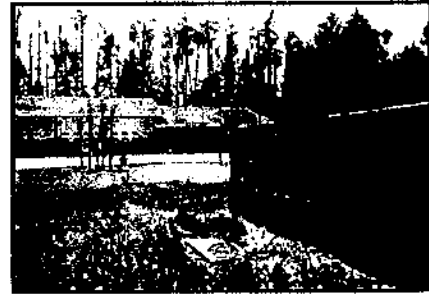
Sources of Information

www.publicschool.com
www.nksd.wednet.edu
www.greatschools.net
www.reportcard.ospi.k12.wa.us/reports
Kitsap DEX Yellow Pages



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Chapter 5 – Governance and Taxes



Introduction

Residents think of the Greater Hansville Area (GHA) GHA as an unincorporated rural area, yet it is regulated by several layers of government including Federal, State and Kitsap County.

Government has basically three components: 1) governance, i.e., making law and policy, 2) regulation or the enforcement of laws and regulations, 3) direct services such as roads, schools, policing, etc. While Federal and State governments provide many services, the services that are most visible to residents of the Greater Hansville Area are provided by Kitsap County and the special districts that serve the area.

This chapter outlines the ways in which government agencies and entities affect the GHA, and the services that directly benefit the GHA.

This chapter also discusses other elements of interest to GHA residents. First the opportunity for citizen involvement with each level of government or agency, and where citizens serve in an advisory capacity to a government agency. Second, access to information provided by each level of government, and how technology makes information more accessible.

Taxes and fees are discussed for each unit of local government that serves the area.

Finally, the chapter describes the types of organizations that exist in the GHA and discusses options for possible future “local governance”.

KEY FACTS

The GHA is unincorporated and will remain so.

The GHA is a small part of larger governments. There is no entity dedicated just to the GHA

The GHA's small size and population means it may not have a large influence on issues outside its boundaries, but agencies serving it seem very responsive to local conditions.

Without a single entity governing it, GHA must deal with the County and six special service districts (including the Port of Eglon), and with 33 elected or appointed governing body members for its services and planning issues.

Kitsap County, North Kitsap School District, Kitsap Regional Library and Kitsap Transit provide organized and on-going opportunities for GHA citizens to serve on advisory committees. Other agencies serving the area do not.

Local agencies make good use of the internet to make public information about organization, mission, policies, and services available to citizens. Budget and financial information is often not available by this means.

Property taxes on GHA properties are increasing at about the same rate or slightly slower than the county when averaged over a five year period.

- Property tax rates for the GHA seem equivalent to unincorporated areas of nearby counties. Within Kitsap County, a "typical" GHA homeowner pays more taxes than anywhere in the County except Bainbridge Island.
- The development of services, facilities and programs by the neighboring Port Gamble S'Klallam Tribe directly affects the GHA

KEY TRENDS

- ~ Convenient access to government will increase with the development of web-based information available to homes, and increased access to broad band and other technologies within the GHA. Due to passage of Initiative 747 (which limits annual property tax increases without a vote to 1% per year) property taxes will grow more slowly in the future than in the past and the GHA will face more frequent property tax elections for the fire and library districts.
- The types of services provided in the GHA are not likely to change much, but the level of demand for services will increase with growth.
- Growth will bring new issues that affect the GHA.
- Increasing Ferry System rates may isolate residents and threaten cross-Sound commerce.

FOOD FOR THOUGHT

- ~ Should GHA residents be more involved in citizen advisory committees of various local governments?
Does the GHA have an adequate voice in Ferry System rate increase planning?
Is the current organization of the GHA adequate to represent the concerns and desires of the GHA to outside agencies?

Federal Government

Summary

Passes national legislation and regulations that apply uniformly to every citizen and subordinate government.
Provides "national" services such as defense, Homeland Security.
Provide personal social safety net services such as Medicare, social security and others.
Delegates delivery (and co-funding) of many programs to local agencies.

Description and Impact

The federal government's influence is pervasive in our everyday lives. Federal legislation and regulations apply uniformly to all states and set the parameters, in many cases, in which both states and local governments must operate. In cases where the federal government does not have the explicit ability to regulate behavior, it often accomplishes the same result by attaching conditions on receipt of federal funds.

Federal regulations and service programs are often implemented through lower levels of government including states, counties and cities. For example, while much of the social support network is created by the federal government, it is often delivered by either state or county

agencies. Given the socio-economic status of those in the GHA, GHA residents are less likely than others to receive direct federal services.

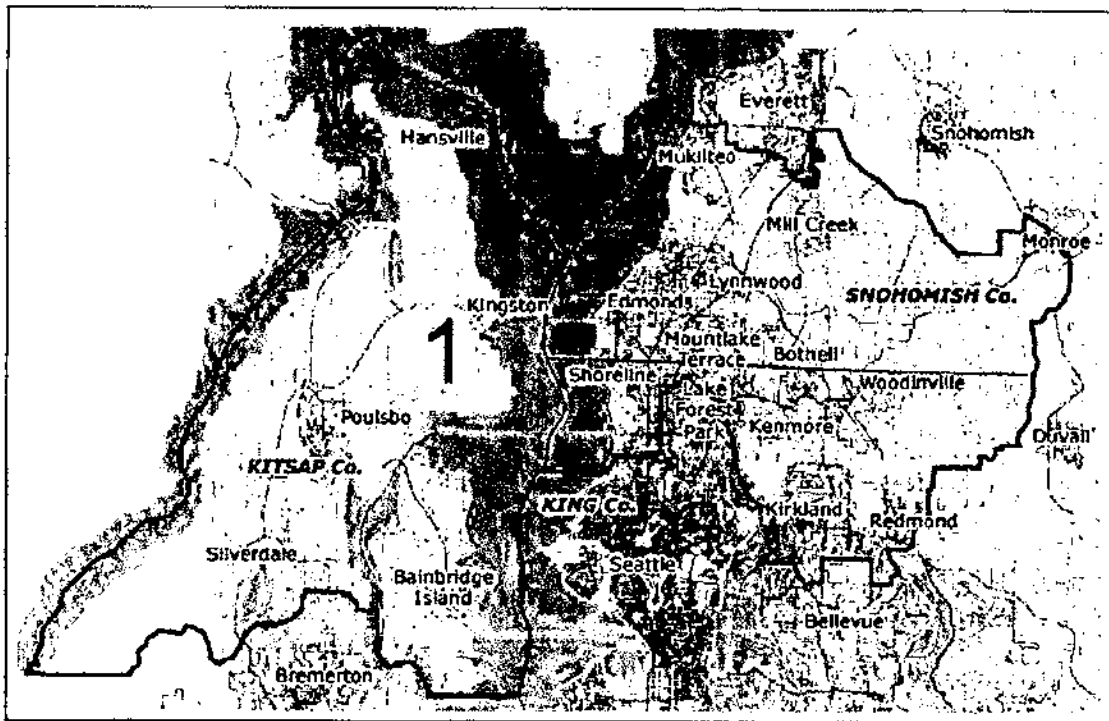
Federal agencies that have the greatest impact on the GHA deal mostly with the environment, land use and education. Decline in fish populations have led to stronger roles for federal agencies in regulating and managing wetlands and shorelands. These regulations limit the amount and nature of development that can occur in such areas. In some cases, like dredging of the Driftwood Key Marina and restoration of the Point No Point Resort Boat Launch, these regulations can make it difficult merely to continue historic activities. Designation of increasing numbers of aquatic species as endangered limits traditional use of the waters surrounding the GHA. Federal agencies involved are the Department of Environmental Protection, Corps of Engineers and the U.S. Fish and Wildlife Service.

The Federal government has initiated many new requirements that affect local schools. Most notable are the No Child Left Behind program and requirements for educating those students with special needs. The Federal Department of Education is the principal federal agency involved in these programs.

Citizen Involvement

While there is usually an opportunity for citizen input into the development of federal legislation and regulations, it is often remote and indirect due to the national scope of the topics covered. Congress may hold regional hearings on proposed legislation but it is rare for the average citizen to participate in such events. Federal agencies often make proposed regulations available for public comment prior to adoption but, again, few GHA citizens would be aware of or participate in such review. Occasionally agencies may put together advisory panels but membership is usually limited to organizations rather than individuals.

The GHA is part of the First Congressional District. In addition to one Congressperson, the GHA is represented by two Senators who represent Washington statewide. The GHA amounts to only 15% of the First Congressional District. The balance of the district represents a strange mix of areas on the other side of Puget Sound, including Kirkland and Bothell on the East side of Lake Washington and the City of Shoreline and South Snohomish County on the Sound. This means that the GHA is not likely to have a great deal of influence compared to other areas in either the Congressional or Senatorial districts.



Map of the First Congressional District, Washington State

State Government

Summary

Legislates and regulates solely on issues within the state.

Implements federal programs delegated to states and partially or fully funded by federal government.

Provides direct services applicable to all communities in state.

Delegates delivery (and co-funding) for many programs to local governments; mostly counties.

Description and Impact

State government exercises authority over everything from worker's compensation to land use in the State. The State also implements many federal programs. State government's legislative and regulatory functions are much more specific to issues and locations within the state. Residents of the GHA are affected by many state programs and laws. For example, any resident of the GHA might receive social services, unemployment insurance, or state law enforcement services. Many state residents benefit from K-12 to higher education systems funded or operated by the state. This section will deal only those with the state programs or agencies with the most direct impact on the GHA and its residents.

Probably the most significant impacts center around land use and environment (development regulations, wetlands, shorelands, water and fish), education and the ferry system.

Once again, concern for the environment, notably fish, has led to new regulations governing wetlands and shorelines. The Shoreline Management Act, passed in a 1972 referendum, was the first attempt to really regulate lands adjacent to waterways. Since then, the designation of several species of fish as endangered has led to more stringent regulation of these areas. This manifests itself when residents want to build or develop near wetlands or shorelines in the GHA. It also affects maintenance activities such as dredging of the Driftwood Key marina and the reconstruction of the Point No Point Resort.

The State Environmental Policy Act requires comprehensive environmental impact assessments for many projects in sensitive areas.

With the passage of the Growth Management Act in 1990, the State mandated passage of Comprehensive Plans by all cities and counties and provided specific direction to them about the content of such plans. A significant impact of the Growth Management Act in the Greater Hansville Area is that the minimum lot size for residential purposes increased to a five acre minimum; thus ensuring the rural nature of the area in the future.

The Department of Ecology oversees compliance with the GMA by local governments. The agency, along with the Puget Sound Action Team (P.SAT), has a large impact on activities that occur both in Hood Canal and the Sound. For example, Hood Canal seems to be suffering from oxygen deprivation which kills marine life and could effectively kill the Canal if not corrected. Both PSAT and the Department of Ecology will play major leadership roles in studying this issue, involving interested parties, proposing legislation or regulation and financing some of the improvements that may be required. Since at least one significant contributor to the problem seems to be shoreline septic systems, any "cure" could affect current and future shoreline residents and communities.

The State Department of Fish and Wildlife has a very significant impact on the GHA for many residents. Of most importance is the setting of seasons and regulations for fishing, crabbing, shrimping and clamming. The agency also stocks Buck Lake.

In addition, as part of its mission to provide access to the Sound for those fishing and small boating, Fish and Wildlife purchased the Point No Point Resort with the idea of reestablishing it as a launching point. Just how the agency accomplishes this goal can have significant impact on both the local neighborhood and the broader region.

The State Department of Education plays an important part in local education by setting educational performance standards and is important in implementation of the No Child Left Behind Act in Washington. The legislature plays a critical role in funding local education.

Finally, the State Ferry System, under the Department of Transportation, has a very significant impact on residents of the GHA. The ferry system seems to fill three rolls: 1) enable commerce across the sound, and 2) provide a link for local residents to recreation, jobs, business and

medical care across the Sound and 3) provide access for tourists to the Olympic Peninsula. Both the schedule and pricing strategy affect GHA residents. Since a number of local residents commute to work by ferry everyday, this becomes more than just academic for them. Finally, the ferry system (public or private) can impact local land use patterns by location of its terminals, size of boats, schedule, pricing, and the availability of passenger ferries. Increasing fees serve to isolate residents of the GHA and may impair the economic connection of the Kitsap Peninsula with the Seattle area.

Citizen Involvement

Generally the opportunity for citizen input into state agencies is only marginally better than with the Federal Government. Often, the most common opportunity will be to testify at public hearings or attend public meetings. In part, this happens because state agencies operate statewide and more extensive and personal involvement just isn't practical. Sometimes, like recent Ferry System meetings, only written feedback is accepted. On the other hand, when there is a localized issue like redevelopment of the Point No Point Resort or the threat to Hood Canal, the state agency will often provide for broader input from citizens living in the area.

The GHA is represented by two members of the Washington State House of Representatives and one Senator from legislative District 23. District 23 includes all of the tip of the Peninsula, Kingston, Poulsbo, Keyport, Bainbridge Island, and portions of East Bremerton. Because of its small, rural population, the GHA is not likely to have great influence on State legislative matters.

Local Government

Summary

Cities provide "governance" and many services within their boundaries.

County Government provides general "governance" (i.e., laws, regulations and policies) for the unincorporated areas.

Counties provide county-wide services such as elections, courts, jails and property tax system administration.

Counties often deliver and administer federal and state programs at the local level.

Counties deliver direct services such as law enforcement, waste management, storm surface run-off and planning to unincorporated areas.

Many direct services are delivered by single purpose "special service districts" such as school districts, fire districts, transit districts and water districts.

Organization and Impact

Kitsap County is the general purpose local government for the GHA. Kitsap County governs and regulates all unincorporated areas in the County, including the GHA. The County provides key county-wide services such as elections, courts and tax system administration. The County also provides local services such as roads, solid waste, stormwater management and law enforcement to unincorporated areas. The League of Women Voters of Kitsap County has produced an

excellent pamphlet called "Knowing your County" (December 2004) describing the County and other local service districts in the County.

Major services provided by the County that affect the GHA include Community Development (land use planning and building regulation), Sheriff's patrol and Transportation. These three departments are critical to managing and dealing with the impacts of growth in the GHA.

The Parks and Recreation Department is especially important since Buck Lake Park, the Greenway and the Point No Point Lighthouse park are either owned or operated by the County. In addition, the County is expected to purchase the Norwegian Point and Lower Hawk's Pond properties in the near future.

The County is governed by three partisan, directly elected Commissioners who must reside and run in a primary election in one portion of the County but be elected by all residents in the general election.

Citizen Involvement

The County, more than any government discussed in this chapter (other than perhaps the school district), provides numerous opportunities for citizen input. This is probably a reflection of both state and federal requirements and County government philosophy. It also illustrates the broad array of services that are provided by the County.

There are at least 19 advisory committees that have some impact on the GHA and are open to GHA residents as members. It is difficult to know for sure but it appears that only two GHA residents are currently members of these committees, Howard O'Brien on the Parks and Recreation Advisory Board and Jennifer White on the Developmental Disabilities Board.

In addition to Kitsap County, the GHA is served by six special service districts. Special service districts are local legal entities created for the purpose of providing a single "public service". They can be funded by both taxes and fees and, sometimes, federal and state funds. Special Districts that serve the GHA include North Kitsap Fire and Rescue, PUD # 1 (Water), Kitsap Regional Library, North Kitsap School District, Port of Eglon, and Kitsap Transit. In addition, Central Communications (CenCom), the 911 dispatch facility, receives sales and cell phone taxes and serves the GHA through the fire district and sheriff's office. The Kitsap Regional Planning Council, an agency created by the local governments and tribes in the County, has a direct impact on the GHA by coordinating land use planning and recommending transportation grants but levies no taxes and does not directly pass legislation or regulate.

A brief description of each local government in Kitsap County that serves the GHA is included in this chapter.

Public Information; Online Access to Government Information

Citizens require information in order to be effective in dealing with their governments. This includes information about mission and purpose, organization, finances, policies/laws and

regulations, performance and current issues. While this information is available at government offices, it is not always conveniently available and may require numerous trips and delays to obtain. The normal way that citizens are made aware of current issues is the media but the media cannot provide the kind of detailed information noted here.

The internet provides a significant opportunity for governments to make detailed information available to their citizens. With the passage of time and increased experience, governments are putting virtually every aspect of their business on the internet, making it available to citizens.

Each of the local governments serving the GHA, with the exception of the Port of Eglon, has a web page. Each of those pages was evaluated to see if certain minimum information was available. By and large, with the exception of budget and financial information, each of the pages provided a high degree of information about the government's operations.

Topic	Kitsap County	North Kitsap School District	North Kitsap Fire and Rescue	PUD #1 (Water)	Kitsap Regional Library	Kitsap Transit District	Port of Eglon
Annual Report		x	x		x		N/A
Board Agendas	x	x			x	x	
Board Info.	x	x	x	x	x	x	
Board Minutes	x	x			x	x	
Budget	x		x				
List of Services	x	x	x	x	x	x	
Mission	x	x	x	x	x	x	
Service Area	x	x	x	x	x	x	

Port Gamble S'Klallam Tribe

One government has a special history and relationship with the GHA. The Port Gamble S'Klallam Tribe is a sovereign nation directly adjoining the southeastern boundary of the GHA. A treaty was adopted at Point No Point in 1855 between the United States Government and fourteen villages of the S'Klallam tribe living along the Straits of Juan de Fuca and Hood Canal and into the San Juan Islands. In return for giving up claim to about 400,000 acres of their traditional lands, members of the Tribe were given 3,840 acres at the tip of Hood Canal called the Skokomish Reservation. While the Tribe gave up vast areas of land, it did insist on retaining fishing, hunting and gathering practices.

Tribal members were directed to move to the reservation soon after signing of the treaty. However, instead of moving to the new reservation, most of the S'Klallam remained in their traditional locations along the water. Eventually, the villages consolidated themselves into three locations that are the current locations of today's three S'Klallam tribes; Port Gamble, Sequim and Jamestown near Port Angeles.

The Port Gamble S'Klallam Tribe settled in the Port Gamble Bay in the early 1800s on land formerly occupied by the Chemicums. Pope and Talbot, looking for a mill location decided that Port Gamble was the preferred site. Only problem was the S'Klallam lived there. In return for

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In addition, the Tribe has a significant role on water and watershed planning. This role extends beyond activities on the reservation to forestry and development practices outside the boundaries of the reservation that affect tribal lands and resources.

The S'Klallam are engaged in an increasing number of economic development activities that both benefit and affect residents of the GHA.

The Tribe operates both the Little Boston Hatchery which raises and releases Chum salmon and Coho salmon net pens. These not only produce salmon for native fisheries but also increase fishing opportunities for GHA residents and others.

The Point No Point Casino and Gliding Eagle Market provide eating, entertainment and convenience shopping/gasoline for residents of the GHA. The downside of these developments seems to be increased traffic on Hansville Highway and an increase in serious traffic accidents.

The Tribe has also installed broad band fiber optic communications systems. These systems improve business operations of the tribe, allow for video conferencing and will ultimately provide high speed internet connections to reservation residents. It is possible that this system could be extended to other areas of the GHA, if needed.

The Little Boston Library, operated in cooperation with the Kitsap Regional Library, was named the Best Small Library in the United States in 1999. Even though the library is located on Tribal land, the library is used heavily by residents of the GHA.

The Tribe is seeking funds to build an improved library facility as part of the House of Knowledge that will be available to tribal members and the broader public. Non-tribal residents of the GHA, including the Hansville Community Center, have contributed to fund raising for this facility. A condition of a grant for computer terminals requires the Tribe to make the terminals with high speed internet connections available to the broader public as well.

Finally, the Tribe provides cultural enrichment for GHA residents. The S'Klallam have embarked on an ambitious resurrection of tribal culture through the building of the "House of Knowledge" complex. Funding for this project will come from a number of sources. That complex will include the first Longhouse to be built in the area in over 100 years (complete) and an education center. Various events open to the public will allow exposure to this culture.

It is clear that the S'Klallam tribe has a significant direct and indirect impact on the GHA and can be an important partner in deciding the future of the area.

"Governance" in the GHA

So far, we have discussed the formal, legal governments that include the GHA. But within the GHA, what is the structure or process for bringing the "community" together to address common aspirations and common issues?

The GHA is an area with several discrete "neighborhoods" located among more rural areas. Several formal subdivisions created homeowners associations to manage common amenities and to enforce Conditions, Covenants and Regulations (CC&Rs) pertaining mostly to property uses and home design in the subdivisions. Such Homeowner Associations exist for Driftwood Key (the largest subdivision), Shore Woods (second largest), Cliffside and Point No Point View Estates. These organizations will occasionally get involved in other issues that may affect their residents such as traffic issues.

Other neighborhoods outside of formal subdivisions may have informal organizations such as the Skunk Bay Yacht Club and the Finn Creek neighborhood.

There are two Community Clubs in the GHA; the Eglon Community Club and the Hansville Community Center. Both of these organizations provide activities for residents in the area. Although not specifically within their "charters" both of these organizations are available to provide a forum for the community to come together to address issues that go beyond "neighborhood" boundaries.

The Hansville Community Center has served as a forum to bring residents together to deal with issues of common concern for many years. Examples include "Candidates Nights" that have been held for over 20 years, the Point No Point Lighthouse transfer, and the Hansville Neighbors monthly luncheon. Other examples include the recent siting of standby electric generators and the redevelopment of the Point No Point Resort.

There is no mechanism for regular coordination between all of the areas within the GHA and there is no formal organization charged with bringing all parties within the GHA together to tackle common issues or speak with a common voice. The Coffee Klatch at the Hansville Grocery has historically been a regular stop for politicians and others wanting to "test the waters" on local issues.

Citizens in the GHA are heavily involved in their community. More than 20 organizations were identified in the GHA and invited to participate in this Futures Process. Significant Organizations and Interests in GHA include the following:

- | | | |
|-------------------------------|-----------------------------|-------------------------|
| Better Halves | Hansville Pre-School | Flotsam & Jetsam Garden |
| Cliffside Neighborhood | Hansville Community Church | Club |
| Coffee Klatch | Hansville Youth | |
| Driftwood Key | S'Klallam Tribe | |
| Eglon Neighborhood | Hansville Community Center | |
| Ladies Aid | Shore Woods | |
| Point No Point Road | Point No Point View Estates | |
| Olympic Resources | Solitarians | |
| Hansville Arts & Crafts Guild | Thursday Breakfast Group | |
| Hansville Greenway Assoc. | Skunk Bay Yacht Club | |
| Hansville Neighbors | Hansville Area Businesses | |
| Hansville Wellness Group | Finn Creek | |
| Neighborhood | Kitsap County | |

Organizational Alternatives for the GHA

In general, there are three basic forms of "governance" in Kitsap County. First are cities which are incorporated areas that provide their own government, taxes and services. Cities in Kitsap County are Bainbridge Island, Bremerton, Port Orchard and Poulsbo. Second are rural, unincorporated areas that have no formal government other than Kitsap County. Within this category are two different types of areas; purely rural areas and Urban Growth Areas. Kingston, an Urban Growth Area, will end up with the same urban density of development as a city but without the government structure. Although Kingston has no self-government, there is a strong citizen advisory committee which is partly staffed by the County.

The GHA, on the other hand, is designated as a Rural area. Given the lack of sewers, the Comprehensive Plan requirement of five acre minimum residential lot sizes in the future and the lack of extensive commercial areas, it is unlikely that the GHA would ever be anything other than just a Rural area.

Prospective cities must demonstrate a financial ability to "support themselves" and the GHA could never meet this test. Recent studies of the Suquamish area have cast doubt on the ability of that area to support itself as a city and it is unlikely that Kingston would be successful if it tried to incorporate. Silverdale, with its dense development and enormous retail base is about the only unincorporated area in the County that could be financially successful as a city if it incorporated.

As a result, there appears to be no formal government structure, other than County Government, that is available to the GHA.

In terms of an informal structure, it might be possible to have the County create an advisory committee, as it has in Kingston, to bring all the parties in the GHA together to plan for common needs. However, it is unlikely that the County could afford the staff resources to do this for every unincorporated rural area in the County that might like it.

So it seems there are really only two options for organization in the GHA. The GHA can continue to basically remain unorganized and respond on a neighborhood by neighborhood basis to issues that come up. This will not allow the entire area to respond to or plan in advance of issues that are of GHA wide interest such as transportation issues, public safety concerns or proposed significant developments that would affect the area.

The other option is for residents in the GHA to either designate an existing organization or create some new form of informal, local "coordinating" group to deal with common issues and speak with a single voice to the County and outside agencies and developers. This would be similar to a neighborhood organization in a city where the neighborhood organizes informally and without legal structure to represent its needs.

Taxes and Fees

Taxes and fees are always issues for citizens. They can be of special interest to those on fixed incomes. Growth can contribute to increased taxes and fees in two ways. First, if property values increase unequally some property owners can end up paying a higher share of total county property taxes than others.

Second, increased growth means that the demands for public services increase. Governments can respond to those needs by increasing productivity or increasing their capacity to serve, including adding staff. This can mean increased taxes and increased fees. For example, water rates can go up as the district has to find new sources or increases fees to encourage conservation.

Initiative I-747 reduced the ability of government to raise property taxes without a vote of the people from 6% per year to 1% per year. Historically, this non-voted adjustment was intended to recognize that government, like its citizens, had to keep up with inflation. The 6% increase was adequate in some years. The new 1% limit is inadequate in virtually every year.

To compensate for serving new growth, the value of new construction is added to a government's tax base.

The combination of the two factors means that property taxes raised by local government have automatically increased by 3-4% in recent years. This is a significant reduction from the "old days" when taxes might have increased as much as 9-10% over the same period.

This means that governments that rely mostly on property taxes (the fire district and library district) will have to go to voters more frequently than in the past. It also means that property taxes should grow more slowly in the future unless voters approve property tax increases.

Increased property taxes can be especially troublesome for those on limited incomes who have lived in their home for extensive periods of time. Over time, property taxes increase – often faster than the fixed incomes of retirees. Data in this document suggests that residents of the GHA are somewhat better off than residents of the rest of the County – both in terms of income and housing costs as a percent of income

However, as both taxes and assessed values increase, those living in a home over an extended period and with a "fixed" income can become "asset rich" and cash poor. In some cases, this has forced residents to move to avoid the taxes. Fortunately, there are income-based state tax relief programs for seniors and disabled persons that can reduce a portion of each year's property taxes. For 2005, 3,421 low income and disabled County residents had their property taxes reduced by over four million dollars!

There are also income-based property tax relief programs that allow a "deferral" of property taxes for low income or disabled citizens. The deferred taxes are collected when the house is sold. The recent invention of "reverse mortgages" can assist people to tap this "asset" and remain in their homes. There is a reluctance by those who have "paid off the mortgage" to go into debt

again which keeps them from using some of these programs but should not deter use of the property tax exemption program for those who qualify.

On the other side, governments are stuck trying to meet increased needs and demands for service from residents at the same time that there is resistance to increases in taxes or fees.

The State of Washington is a major collector of both sales and property taxes. The state collects about 24% of property taxes. It collects 75.5% of sales taxes.

The only GHA local government that collects both property and sales taxes is Kitsap County.

Even though the GHA is a rural area, it is not necessarily a cheap place to live. As the table below indicates, the sales tax in the GHA is among the highest in the region for unincorporated areas at 8.6% for general retail sales. (Several counties show a range because portions of those counties are in special transportation districts (like the RTA) that increase the sales tax.)

County	Retail Sales Tax (%)
Clallam	8.3
Clark	7.70
King	8.40 to 8.8
Kitsap	8.60
Jefferson	8.3
Mason	8.30
Pierce	7.8 to 8.8
Snohomish	7.6 to 8.9

This is significant for two reasons. First, the sales tax can be regressive, consuming a greater proportion of net income from low income residents than their more affluent neighbors. Second, tax rates in general affect the region's ability to attract economic development.

But how do property taxes in the GHA compare to property taxes in cities in Kitsap County? The table below shows this comparison.

Jurisdiction	PT Rate	Typical Home Value
GHA*	\$12.23	\$221,730
Bainbridge Island	\$10.88	\$368,860
Bremerton	\$13.38	\$114,150
Port Orchard	\$11.11	\$128,860
Poulsbo	\$13.00	\$192,590

Source: Kitsap County 2005 Statement of Assessments

* Home value is for "North Kitsap Unincorporated" areas which include Kingston and other areas. It may not precisely reflect

The "Typical" homeowner in the GHA would pay more in property taxes than in any of the cities except Bainbridge Island. This is a result of higher home values and the tax rate. On the other hand, as the following table shows, over a five year period, assessed value in the GHA kept pace with or may have grown less rapidly than in the County as a whole.

Tax Year	County Assessed Value % Increase	GHA AV % Inc	North Kitsap "Typical" Home Value
2002	7.2%	12.67%	7.27%
2003	15.4%	18.58%	12.73%
2004	21.8%	19.70%	23.64%
2005	35.6%	26.92%	34.38%
2006	59.1%	51.72%	N/A

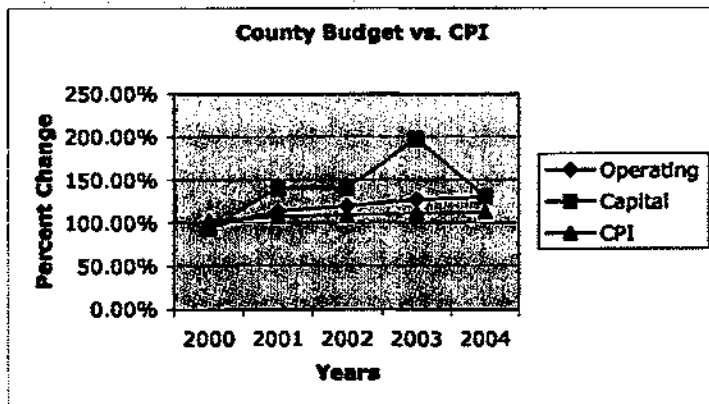
This table is somewhat confusing. On one hand, it shows that the GHA assessed value increased less rapidly than in the County as a whole. On the other hand, using information about "Typical" home values from the Kitsap County Statement of Assessments shows that actual home values in the North unincorporated end of the County actually kept pace with the County average. This difference may be because the North End and the GHA specifically, has significant undeveloped land, much of it valued for farm and forestry purposes. In any event, without more detailed information on actual home assessed values in the GHA, it seems likely that assessed values on homes in the GHA appear to have increased about the same as the rest of the County.

GOVERNMENTAL UNIT: KITSAP COUNTY

Function: Only County-wide general purpose government for Kitsap County. Limited Functions in cities and full responsibility in unincorporated areas. Does not provide services provided by special service districts. See chapter for more details.

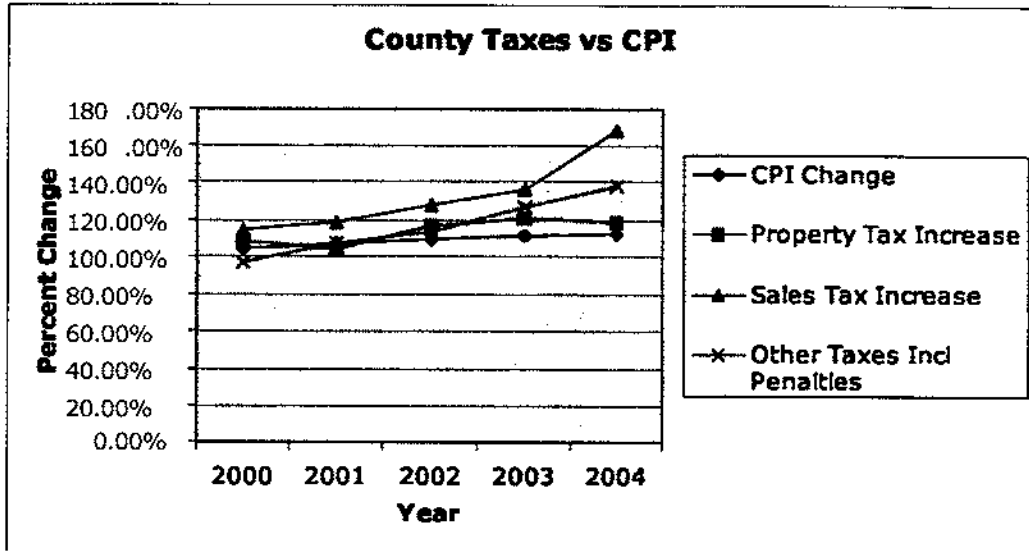
Governing Body: Three partisan County Commissioners elected from districts; North, Central and South Kitsap County. County also has several directly elected positions such as Assessor, Clerk, Prosecutor and Sheriff.

Tax History:



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The County "Operating Budget" (excludes capital and debt service) has tracked rather closely with CPI over time. The wild swings in capital expenses reflect the timing of large projects.



While property taxes have been held down by I-747, sales taxes have increased with the strengthened economy

The County levies about 25% of total GHA property taxes (including the State) or about 32% of local-only property taxes. Property taxes averaged just under 18% of the operating budget over a six year period. The County levies 15% of total sales taxes and almost 62% of the local portion of sales taxes. Sales taxes averaged about 9% of the County Operating Budget in the same six year period.

Citizen Involvement Opportunities: Extensive. Kitsap County has more than 19 Citizen Boards and Commissions to advise on and oversee various County activities. Some of these are mandated by federal or state funding programs. Organizations available to citizens in the GHA include:

- Kitsap County Arts Board
- Board of Equalization
- East Kitsap Salmon Habitat Restoration Committee
- County Fair Board
- Kitsap County Area Agency on Aging Advisory Council
- Commission on Children & Youth Advisory Board
- Council for Human Rights
- Development Disabilities Advisory Board
- Kitsap County Law Enforcement Officers and Firefighters' Disability Board
- Long Term Care Ombudsman Advisory Council
- Kitsap County Planning Commission
- Sheriff's Civil Service Commission

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Substance Abuse Advisory Board
 Kitsap Regional Library Board
 Noxious Weed Control Board
 Park and Recreation Advisory Board
 Kitsap Public Facilities District
 Surface & Stormwater Management Program Advisory Committee
 WA State Ferry Advisory Committee

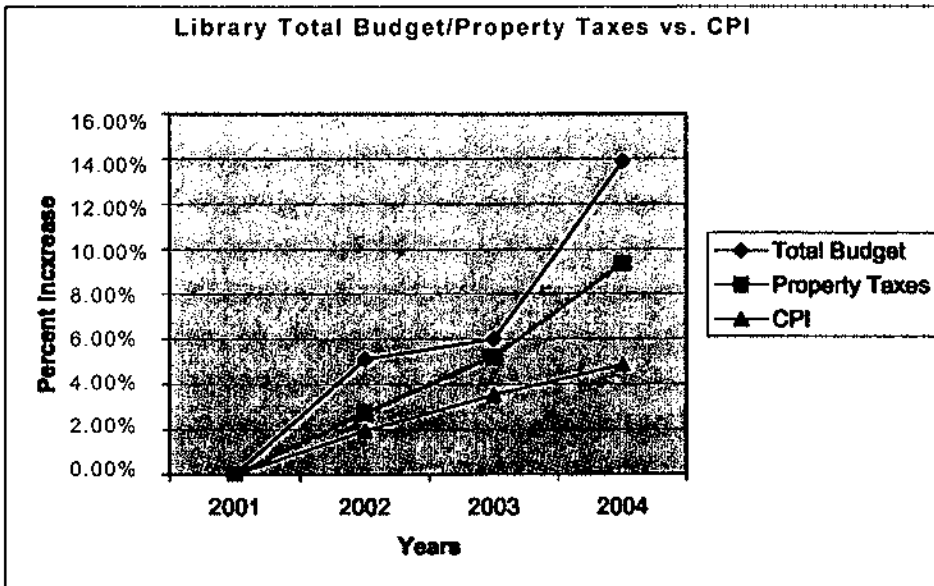
Only two GHA residents from the 98340 zip code could be identified as being members of one of these committees; Howard O'Brien on the Parks Advisory Board and Jennifer White on the Developmental Disabilities Board. There may be additional representatives from areas within the GHA but outside the 98340 zip code. Even so, it suggests that the GHA is not well represented on County Boards and Commissions

GOVERNMENTAL UNIT: KITSAP REGIONAL LIBRARY

Function: Provides library services throughout Kitsap County. The District includes nine libraries. Seven of the libraries are owned by local citizen groups, cities and one tribe. The District also operates a bookmobile and provides outreach service to those who cannot come to a library branch. Special collections are offered with large type, bi-lingual and recorded books. The District offers many educational and cultural activities at its branches. The District provides internet access to its collection and outside data sources.

Governing Body: The five-member Board of Trustees geographically representative of the county are appointed by County Commissioners.

Tax History:



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The Kitsap Library levies about 3.4% of property taxes in the GHA. Property taxes were 87% of total budget over a five year period.

Citizen Involvement Opportunities: Friends of the Library, Kitsap Regional Library Foundation and membership on local boards with responsibility for locally owned library buildings

GOVERNMENTAL UNIT: KITSAP COUNTY CENTRAL COMMUNICATIONS (CENCOM)

Function: CENCOM is responsible for answering and dispatch services for all 911 and non-emergency calls for Police, Fire, Emergency Medical and Animal Control services. Serves Bainbridge Island fire and police, Bremerton fire and police, Fire District 18 (Poulsbo), Central Kitsap fire, south Kitsap fire, North Kitsap fire, Kitsap County animal control, Port Gamble police, Kitsap County Department of Emergency Management, Kitsap County Sheriff, Port Orchard police, Poulsbo police, Suquamish police

Governing Body: Representatives of User Agencies

Tax History: CenCom collects a 1/10th% sales tax and receives a portion of cell phone taxes imposed for Enhanced 911 services. The sales tax in ten months of 2004 produced \$2,777,848 for the agency. Annualized, the tax would have produced over \$3 million. The Enhanced 911 tax on all cell phone bills produced an average of \$2,123,653 over the last five years. In addition, CenCom charges fees to its member agencies.

Citizen Involvement Opportunities: None

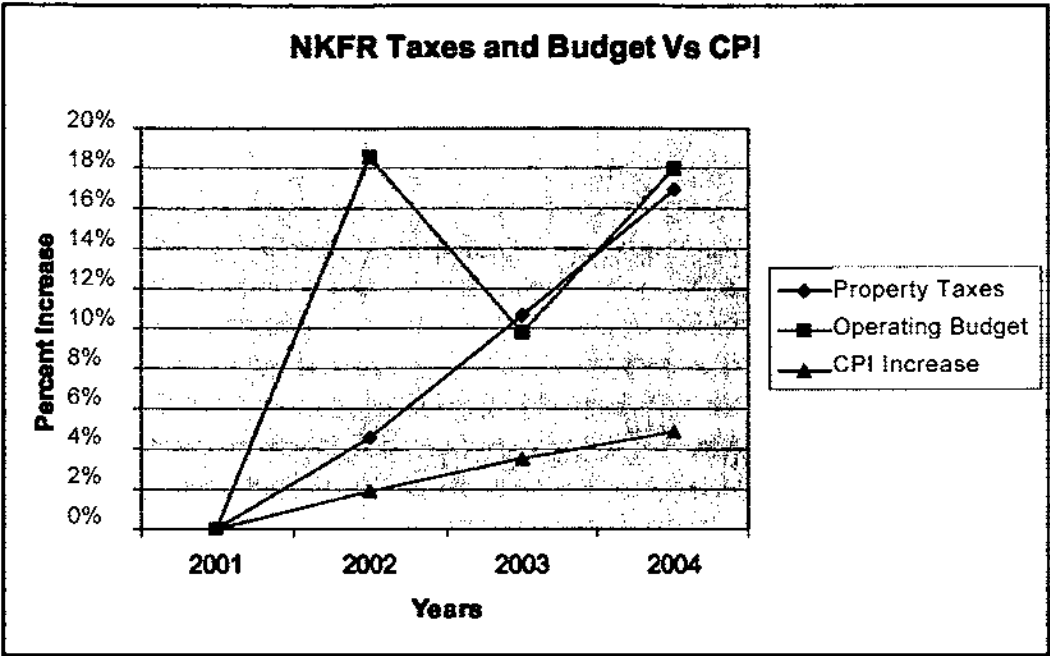
GOVERNMENTAL UNIT: NORTH KITSAP FIRE AND RESCUE (FIRE DISTRICT #10)

Function: Fire, emergency medical and disaster response; safety and disaster preparedness education.

Governing Body: Five member, at large, directly elected board.

Tax History:

The following table starts at 2002, first year of new district after consolidation with Hansville Fire District #14. Hansville voters approved a 50 cent increase for service in 1981, which was a pre-condition to consolidation and would distort annual increases if shown.



NKFR levies about 14% of property taxes in the GHA. "Other Revenues" accounted for 18% to 28% of the operating budget in years 2002-2004.

NKFR has the highest property tax rate of any rural fire district in Kitsap County in 2005. Removing the bond portion of the levy shows that the district "operating rate" is comparable to other districts. Residents of the GHA do not pay the bond portion of the District's property tax. For 2006, the increase in the operating levy approved by voters in 2005 means that, even removing the bond portion of the levy, the district will have the highest fire district operating levy within the County

Fire District	Current Rate	2005 Total Tax Rate
Fire District # 1 Expense	1.252612	
Fire District # 1 Emerg Med	0.5	
Total Tax Rate		1.752612
Fire District # 2 Expense	0.979462	
Total Tax Rate		0.979462
Fire District # 7 Expense	1.257966	
Fire District # 7 Emerg Med	0.449171	
Total Tax Rate		1.707137
Fire District # 10 Expense	1.249572	
Fire District # 10 Emerg Med:	0.463245	
Fire District # 10 Original Bond	0.336274	
Total Tax Rate		2.049091
Fire District # 18 Expense	1.235864	
Fire District # 18 Emerg Med	0.447706	
Total Tax Rate		1.68357

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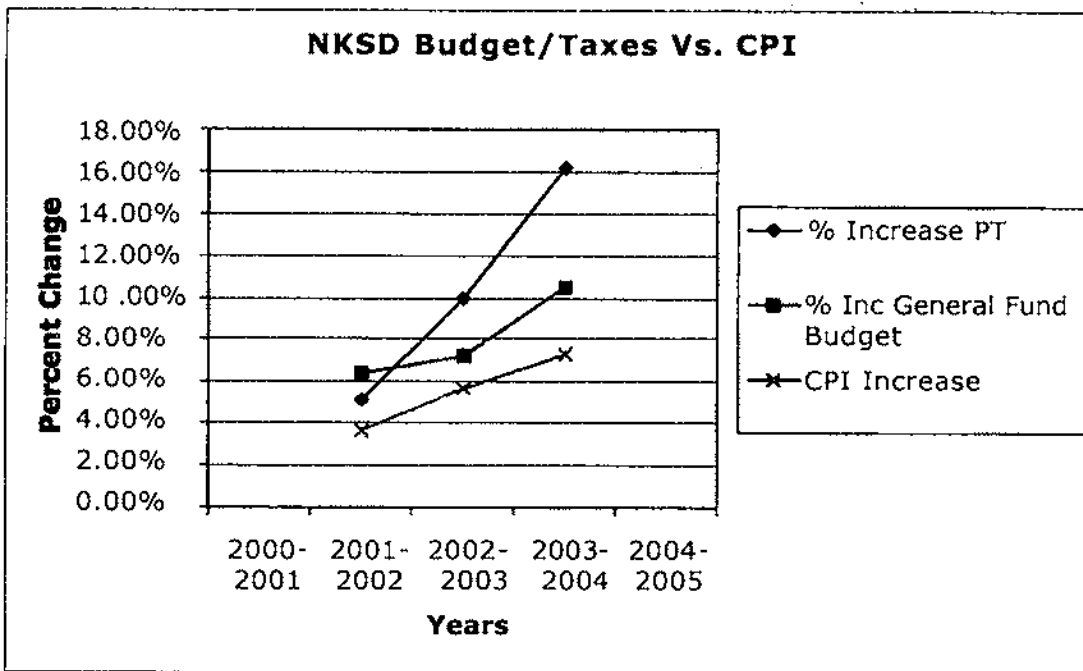
Citizen Involvement Opportunities: No citizen advisory opportunities. There are opportunities to volunteer. Four residents of the GHA volunteer for the district.

GOVERNMENTAL UNIT: NORTH KITSAP SCHOOL DISTRICT

Function: Provide kindergarten through high school education to residents of the district.

Governing Body: Five members who must reside in specific districts but are elected district-wide.

Tax History:



The property tax rate for the NKSD ranked 3rd of five districts for which tax rates were available for the 2004-2005 tax year as shown below.

NKSD levies about 32% of property taxes in the GHA. Property taxes represented only 6.4% of the General Fund Budget and 9.2% of the Capital Budget in 2004-2005, reflecting support from State and Federal governments. According to the district, only 41% of the State schools property tax goes to K-12 education; down from 48% over the past 10 years.

Citizen Involvement Opportunities: The district has many on-going and temporary committees to seek citizen involvement. According to the district, four GHA residents serve on long-term committees and eleven residents have served on short-term committees this year.

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GOVERNMENTAL UNIT: PORT OF EGLON

Function: Administers the Eglon Boat Launch

Governing Body: Three non-partisan Board Members elected at large

Tax History: Property tax: 17 cents per thousand in 2003 and 15 cents per thousand in 2004 and 13.563 cents per thousand in 2005. The Port's share of local property taxes is 1.13% in the Eglon area.

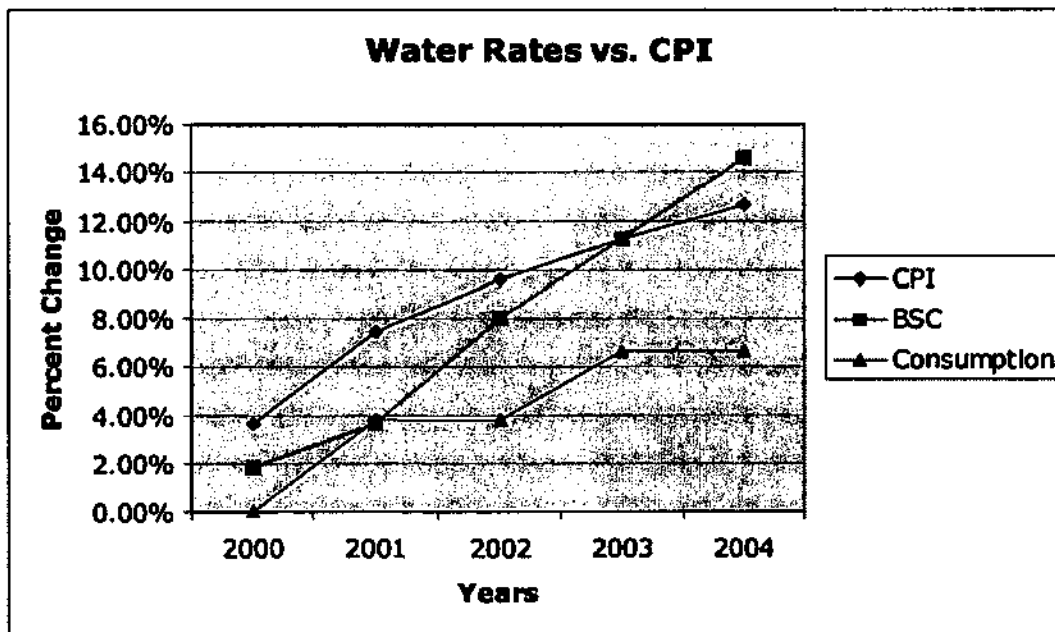
Citizen Involvement Opportunities: No formal opportunities.

GOVERNMENTAL UNIT: PUBLIC UTILITY DISTRICT #1 (WATER)

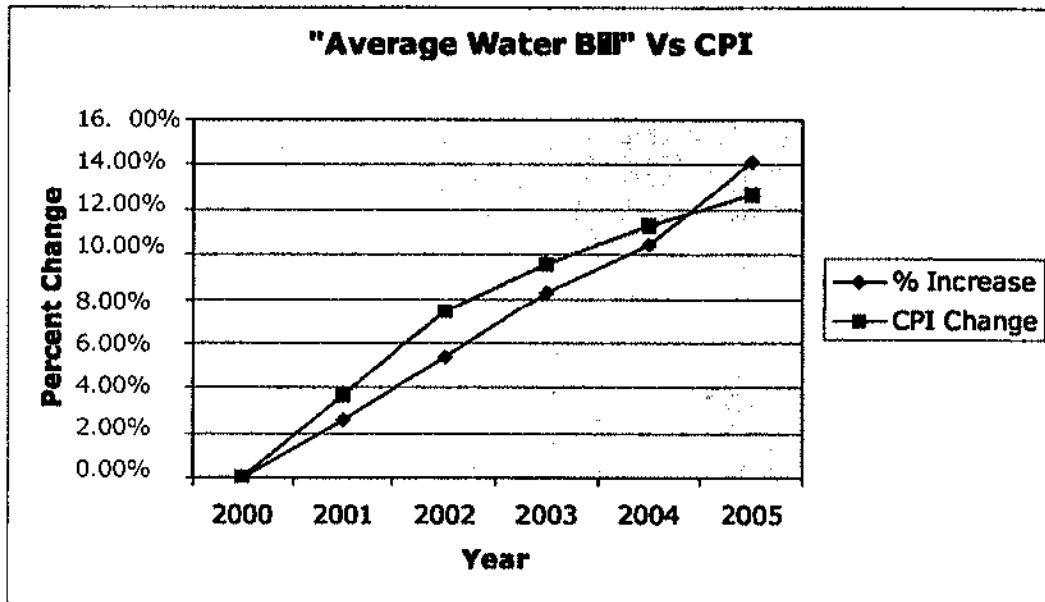
Function: Utility that provides water. The PUD has also installed fiber optic cable for data transmission and is exploring partnerships with customer communities to use that cable for internet and data access.

Governing Body: Three Commissioners elected by district. The North End Commissioner lives in the GHA.

Tax History:



The District uses both a "Basic Service Charge" (BSC) based on meter size and a Consumption charge that is graduated by the number of cubic feet of water that is consumed. The BSC pays for system availability and the consumption charge pays for water actually used. Both of these charges are increased regularly.



The district indicates that its "average" bill in 2004 was \$25 per month. Assuming the smallest meter size, this means an average monthly use of about 1000 cubic feet. Using that number, this chart compares the actual cost to the "average" household for water over the period 2000-2005 and is an attempt to "translate" rates into actual costs.

Citizen Involvement Opportunities: None

GOVERNMENTAL UNIT: KITSAP TRANSIT

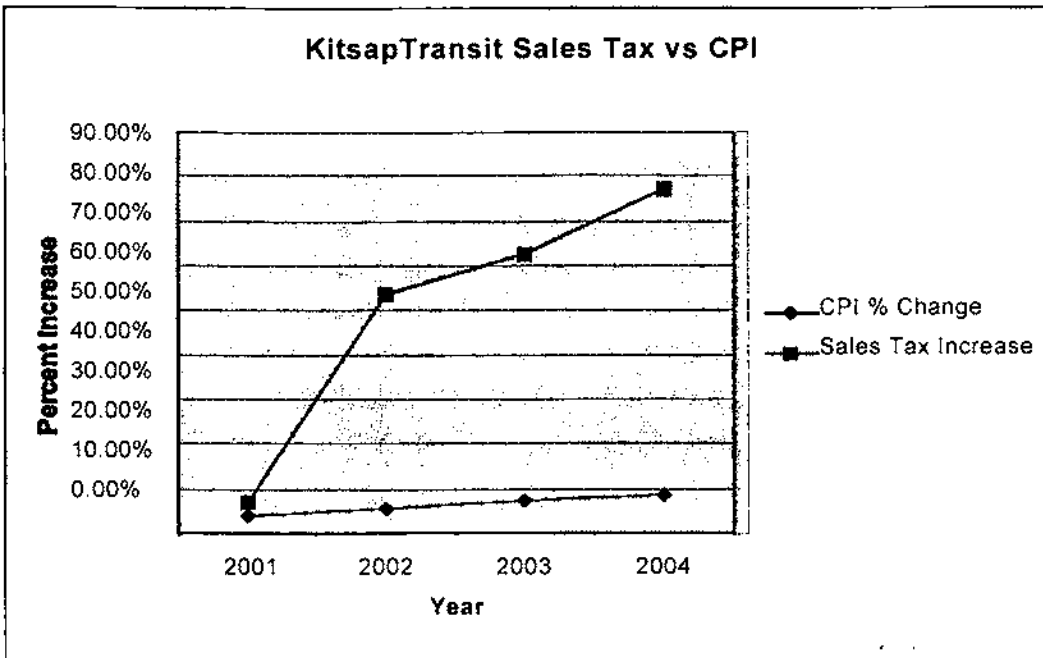
Function: Provides Mass Transit Services to Kitsap County. This includes buses, commuter vans, passenger ferries, commute trip reduction, and ACCESS home pick-up for elderly and handicapped riders.

Governing Body: Nine Members. Three Kitsap County Commissioners, Mayors of all cities, two Bremerton City Council members.

Tax History:

Voters approved a sales tax increase from 5/10 percent to 8/10 percent beginning 2002 to offset losses from Initiative 695 that limited auto license fees. After passage of I-695, the District cut services and increased fares. Many of the services were restored and the fares were rolled back after passage of the sales tax increase.

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Note: Large increase in 2002 was result of passage of increase in sales tax to offset losses from I-695 and restore reduced services.

Kitsap Transit levies no property taxes but does levy a sales tax which produces 98% of the district's revenues. The District levies 9.3% of the combined state and local sales taxes and 38% of just county-wide sales taxes. Other revenues for the Transit system include state and federal funds and passenger fares. Fares account for only about 7% of system revenues.

Citizen Involvement Opportunities: Eight member citizen Advisory Committee. Includes representatives from North Kitsap, South Kitsap, Bremerton/Central Kitsap, Senior Citizens, Student, Commuter, Regular transit rider, and PSNS. Advises on:

The preferred balance between the various types of service the agency offers:

- Levels of use of various services
- Quality of service
- Service costs and fare-box return ratio
- Public information and marketing programming

Other Tax Background

The table below shows the percentage share of sales tax collected by each government serving the GHA.

Government	% Tax	% Share
State	6.50%	75.58%
County Basic	0.50%	5.81 %
County Optional	0.50%	5.81 %
Criminal Justice	0.10%	1.16%
Jail/Juvenile Justice	0.10%	1.16%
CenCom	0.10%	1.16%
Transit Basic	0.50%	5.81 %
Transit PTBA	0.30%	3.49%
Total	8.60%	100.00%

The table below shows the share of local property taxes levied by each government serving the GHA.

Government	% GHA Property Tax	% Eglon Property Tax
State	24.26%	23.99%
Library	3.44%	3.40%
NKSD	32.71%	32.34%
County General	10.72%	10.60%
County Road	14.08%	13.92%
NKFR	14.03%	13.87%
PUD #1	0.76%	0.75%
Port of Eglon		1.13%
Total	100.00%	100.00%

Property Taxes in the GHA seem about on a par with some neighboring counties. (Difficulty in accessing specific property taxes on parcels in some counties prevented more comparisons.)

County	Unincorporated Property Tax
King	12.27
Kitsap	12.203*
Pierce	13.228

**Except Eglon area, which has additional 13.5 cents per thousand in 2005, for a total of 12.33.
NOTE: Comparisons were with properties located in unincorporated areas of each county.*

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Sources of Information

Very special thanks go to Ben Holland, Director of Administrative Services, Kitsap County and Jim Avery, Kitsap County Assessor, and Maxine Schoales, Kitsap County Assessor's Office for providing information that applied to all governments in the County that was essential to this Chapter.

1. Kitsap County

Chris Endresen, County Commissioner

Ben Holland, Director of Administrative Services, Kitsap County

Maxine Schoales, Kitsap County Assessor's Office

2. Kitsap Transit
3. Kitsap Regional Library
4. North Kitsap Fire and Rescue
5. Public Utility District # 1 (Water)
6. North Kitsap School District
7. Web pages for all pertinent governments
8. 2000 Census
9. CenCom
10. King County Web Page
11. Snohomish County Web Page
12. Thurston County Web Page
13. Mason County web page
14. Kitsap Regional Coordinating Council
15. Kitsap Economic Development Council
16. U.S. Census
17. Kitsap Regional Library
18. Federal Government Congressional web pages
19. Port Gamble S'Klallam web page

Chapter 6 – Housing

Introduction

This chapter describes housing in the Greater Hansville Area (GHA), including the types, condition, occupancy and vacancy rates, and affordability and availability of a range of housing to meet the needs of community residents. As with other census-related information, it is difficult if not impossible to collect information for the entire GHA because of the way census tracts are laid out. Most of this information relates to the 98340 zip code, with extrapolation to the balance of the area. Housing is also discussed in the Demographics and Land Use chapters of this profile report.



KEY FACTS

~ Housing in the GHA is single-family and mostly owner occupied.

The majority of housing has been built since 1970, probably as a result of several subdivisions created in the 1960s and early 1970s.

There is no diversity in housing types to meet the needs of everyone who lives or would like to live in the GHA.

Housing costs for a large number of homeowners and renters is under 20% of income.

KEY TRENDS

~ Seasonal housing use seems to be declining as more homes are permanently occupied.

Large subdivisions are not likely to be built in the future due to the larger lot-size requirements of the current county comprehensive plan.

Housing prices have increased significantly in recent years. It is uncertain what will happen to housing prices and sales as interest rates rise.

The cost of housing as a percent of income exceeds 35% for a growing number of both owners and renters.

Older long-term residents are being forced to leave the area to find housing that meets their needs. As a result, the community is losing some of its creators and staunchest supporters.

The oldest neighborhoods along the water are being transformed as new, large and modern permanent homes are replacing older vacation homes and cabins.

Increasing prices or assessed value will force some current residents on limited incomes to leave and prevent others from locating in the GHA. The result may be either: 1) homeowners with mega mortgages and high percentages of income going to housing costs or 2) a community populated largely by the affluent.

KEY ISSUES

~ Can the GHA population remain diverse with housing prices so high?

What is the impact of lack of housing types, i.e., multi-family and elder care?

What is the impact of the 5-acre lot size on housing costs?

What is the impact of high housing prices on new and existing owners?

Where Have We Been?

Some early housing in the GHA was farming-related, but the majority was water-oriented. Many vacation and seasonal homes were located along the water, often on very narrow adjoining lots in a pattern that is common along the Sound. The 2000 census lists just 80 homes in the 98340 zip code that were built before 1940. We know that a number of fishing resorts were located around Hansville in the 1940s and '50s, including some rental units.

Home building picked up between 1940 and 1959. The 2000 census reports that 140 homes built during that period still remain, while 73 built between 1950 and 1959 no longer existed in 2000. Some homes must have been built on the sites of the old resorts, since the remains of only two resorts exist today. Undoubtedly many, if not most, of the homes built in this period were seasonal or for vacation use, based on the attraction of the fishing and water access in the area.

The first major subdivision created in the area was Driftwood Key in the 1960s, with 777 lots. This was followed by Shore Woods, with 279 lots, and Cliffside, with 109, in the mid-

60s. The availability of these subdivided lots created a market for new housing. Home construction increased during the decade of 1960-69 but then really took off between 1970 and early 2000, when 852 homes were constructed – more than three times the number built prior to that date. As a result, the GHA is really a relatively “young” community, which explains why so much of the history that has shaped the community has been created by those still living in the area.

Along with the increase in the number of homes there was a difference in their design. Many early homes were typical beach cabins or modest summer homes. In Driftwood Key, one can see a transition from early, summer cabins to more substantial permanent residences that predominate there now. This matches census comparisons that indicate 36% of structures were seasonally occupied in 1990 compared to 23% in 2000.

Most recently, historically low interest rates have led to very high levels of home building, with 48 building permits issued in 2004 alone.

Where We Are Now

The 2000 census reports 1,117 housing units in the 98340 zip code. Data from the Kitsap County GIS system indicate there were more than 1,700 houses in the GHA in 2000. Over 100 building permits were taken out from 2000 through 2004.

Because there has been so much building in recent decades, three-quarters of all housing in the 98340 zip code was built after 1970. Half of them have been built in the last 15 years, so most housing in the GHA is in good condition. The size of recently-constructed homes averages around 1,800 or 1,900 square

feet, which is larger than the historical vacation cabins but similar to house sizes in recent years. The vast majority are traditional, stick-built construction. Only 56 mobile homes were located in the 98340 zip code in 2000.

All of the dwellings are single-family. While it is not unusual to have a home with a smaller unit for guests, there are no apartments or duplexes. There are also no special-needs housing units for seniors, handicapped or others.

Orca 4/13/2009

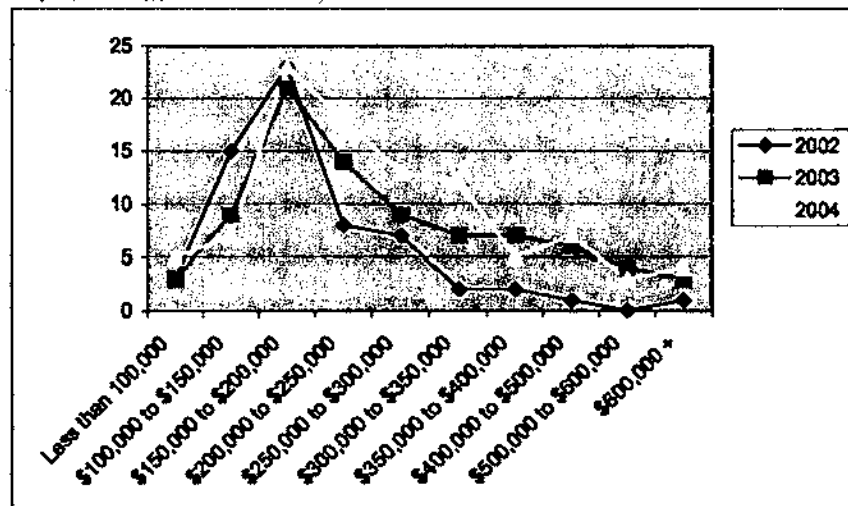
Almost 90% of homes are occupied by owners. Only 11% were rented in 2000, and about 21% were seasonal or vacation homes in the 98340 zip code.

In addition to significant increases in construction rates, home sales have also risen in the GHA as they have nationwide, due largely to low interest rates. Table 1 and Figure 1 show Multiple Listing Service sales in the GHA for 2002 through 2004. The table shows a steady increase in sales from 2002 thru 2004. It also shows a gradual increase in prices over this period. The number of homes that sold for \$250,000 or more was 21 in 2002, 50 in 2003 and 62 in 2004.

Housing affordability shows some interesting facts (see Table 2 and Figure 2). First, there is a very high percentage of homeowners for whom monthly housing costs are less than 20% of household income (slightly more in 1990 than in 2000). Beyond this first category, affordability seems evenly spaced among the remaining categories in 1990. In 2000 we see a significant increase in the number of households where more than 35+ of household income is going toward housing costs.

Sales Price	2002	2003	2004
Total Sales	62	83	97
Less than 100,000	3	3	5
\$100,000 to \$150,000	15	9	7
\$150,000 to \$200,000	23	21	23
\$200,000 to \$250,000	8	14	18
\$250,000 to \$300,000	7	9	13
\$300,000 to \$350,000	2	7	12
\$350,000 to \$400,000	2	7	5
\$400,000 to \$500,000	1	6	7
\$500,000 to \$600,000	0	4	3
\$600,000 +	1	3	4

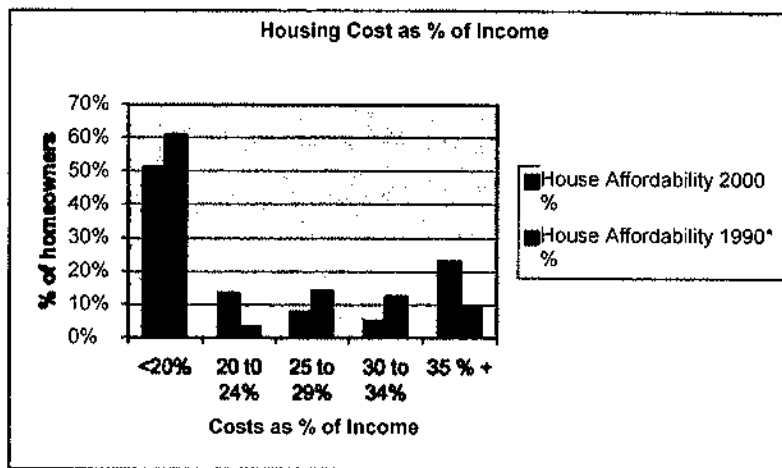
Figure 1
Multiple Listing Service Sales in GHA, 2002 through 2004



	1990	2000*
% of Income	%	%
<20%	61%	51%
20 to 24%	3%	13%
25 to 29%	14%	8%
30 to 34%	12%	5%
35 % +	10%	23%
	100%	100%

*Sample data

**Figure 2
Housing Affordability in GHA**



Trends

Although specific data are not available for the GHA, there are four potential concerns with the rapid increase in housing costs:

First, as housing price and assessed values grow more rapidly in the GHA than the rest of the county, GHA residents will see their property taxes increase more rapidly than other homeowners in the county (see Government chapter for details).
 Second, young families and others on modest incomes may be priced out of housing in the GHA, thus affecting diversity in the area.

Third, the increasing price of homes has given momentum to something called the "interest-only" mortgage where buyers pay only the interest on a mortgage for a set number of years before rates increase or principal payments are also due. A recent article in MSNBC/Business Week indicates that 37% of mortgages in the Seattle/Bellevue/Everett area were interest-only in 2004, making the area the eighth highest in the nation for this type of mortgage (Portland was 17th with almost

Percentage	1990 Census%	2000 Census%
Less than 20%	72	29
20 to 24%	7	13.2
25 to 29%	10	10.5
30 to 34%	0	8.7
35% +	10	29.2
NA	(X)	9.4
Total	99	100

28%). This may pose real problems for buyers when the initial period is over.
 ~ Fourth, if historical patterns prevail, it is possible that there will be a market adjustment at some point where market values may not increase as rapidly as in the past or may actually decrease. Buyers today may find themselves selling at a loss.

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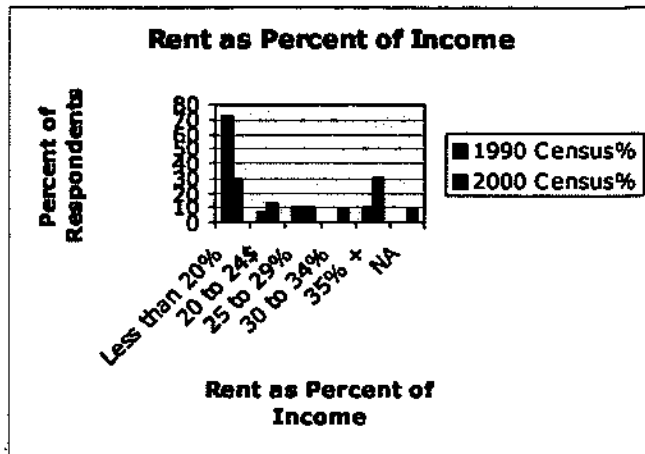
Table 3 and Figure 3 shows rental affordability in the GHA, which indicates an even more pronounced increase in the cost of housing from 1990 to 2000.

Long-time, elderly residents with serious medical conditions or who are physically or financially unable to maintain their properties are being forced to leave the area for housing more suitable to their current needs.

The Kitsap County Comprehensive Plan requires that all new residential lots must be a minimum of 5 acres. Increased minimum lot sizes means there will be only large-lot subdivisions in the future. While this will preserve the rural feeling of the area, it will also increase the cost of housing because of the land costs.

Another transition that is taking place is the razing of older beachfront cabins and replacing them with much larger, permanent residences. This changes the character of the older neighborhoods. More permanent residents also means there is more impact from outside users of sites like the Point No Point Resort and lighthouse park.

Figure 3



Sources of Information

1. Cindy Reed, GIS Analyst, Kitsap County Department of Community Development
2. Kitsap Sun, April 7, 2005, "March a cool month for home sales"
3. Dave Atkinson, Realtor, John L Scott, Kingston (NW Multiple Listing Service info)
4. U.S. Census
5. Melissadata.com/ssl/HomeSales/asp for 98340
6. Kitsap County Assessor's Office
7. Hansville Realty
8. Shore Woods business office
9. Driftwood Key business office
10. Bonnie Isaacs, Cliffside

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Chapter 7 – Human Services

Introduction

This chapter describes the wide range of human services available to residents of the Greater Hansville Area (GHA), including child- and elder-care programs, senior services, food banks, physical and mental health services, and assistance with substance abuse, disabilities and domestic violence. The Demographics chapter of this report provides tables of many factors affecting the segments of the GHA population that may require human services.



KEY FACTS

~ Residents of Kitsap County in general, and the GHA in particular, have available every type of human service they might need or wish to access within the county.

The majority of human services for residents of the GHA, including medical services, are only available from Poulsbo southward and must be accessed by car or other forms of transportation. The nearest hospital is in Silverdale. At least a half hour is required to access these services.

The GHA has fewer children under age 5 and almost twice the number of people over 65 compared to corresponding populations in Kitsap County. The elderly and children are key users of human services. Within the 98340 zip code area, 33 families and 159 individuals (8% of the residents) were below the poverty level in 2000.

Public transportation to county services is a key issue for non-commuting residents. Kitsap Access and Kitsap Paratransit offer the only public alternatives to driving or taking a taxi. The bus service has only a few offerings that are centered about the needs of commuters in the mornings and evenings.

Day-care and preschool are the two services available locally.

Food banks are available, but the nearest are located in the Kingston area (the local Ladies Aid Society has provided some assistance in this area).

KEY TRENDS

Although the populace of the GHA continues to be more affluent than that of the county as a whole, about 10% of the residents live at or near the poverty level.

The growing proportion of older people within the GHA means increased need for services aimed at the elderly as well as increased medical and health-care services.

People with disabilities are a smaller fraction of our populace than the county, but the aging population requires greater attention to transportation requirements of the elderly and mobility-impaired.

As females grow in number, services for women, with and without children, will need to increase.

FOOD FOR THOUGHT

Is it possible to create easier access to human services for GHA residents who need these services and find it difficult to get to them?

Is there a need to increase awareness of the range of services available, or is this adequately done by the agencies providing these services?

Would a senior center provide sufficient benefit, and be used enough, to warrant the efforts of the community to seek a way start one?

How should our community provide for the needs of our youth through activities that are locally based?

Where We Are Now

Although some services are in the north end of the county, most are located near the seat of county government in the center of the county. While these services are available to all residents, many are targeted to specific populations such as the very young, the elderly, those in poverty, and those needing housing assistance and public health intervention.

Children and Youth

One licensed day care is available in the GHA: Diane's Day Care (638-1582), which is licensed for 8. Child Care Resource & Referral of Kitsap County (360-405-5827), located in Bremerton, provides referral services to the entire county and specializes in referring within a 5-mile radius. They received four inquiries in 2004 from the GHA. St. Olaf's Child Care and Early Learning Center, Poulsbo (a service of Catholic Community Services of Western Washington), serves children from 15 months to 6 years.

Moms Care, a county-wide group for mothers and their children to share friendship, playgrounds, outings and parental education, can be reached at 360-697-1776. The Hansville Co-op Preschool for children at least 1 year old (360-297-7265) is located at the Hansville Community Center building.

After-school programs for children:

1. Boy Scouts Orca & Sinclair Districts: seattlebsa.org/Orca_District
2. Camp Fire USA Central Puget Sound Council: campfirecpsc.org
3. Girl Scouts Totem Council: girlscoutstotem.org
4. North Kitsap Boys and Girls Club: 360-279-9305
5. North Kitsap Youth Job Center: nkkrotary.com
6. Hansville Community Church youth

group.

Seniors and the Elderly

For meals and nutrition:

1. Chuckwagon Senior Nutrition Program – Meal sites are in multiple locations, the closest is the Kingston Community Center. Home-Delivered Meals for Seniors 60 and over provides frozen meals once a week
2. (only one or two people in the GHA have used this service in the past; none as of June 2005).
3. 50/60 Meals on Wheels Program – Home-delivered meals for people 50 to 60 who expect to be homebound for up to 6 weeks due to recent hospitalization, nursing-home stay or serious illness.
4. Dietary Counseling & Nutrition Education
5. Senior Farmers' Market Program – Fresh produce for low-income seniors, home delivered meals for family caregivers.

Transportation resources:

1. The Kitsap Transit Kitsap Access for elderly and handicapped service provides door-to-door or curb-to-curb transportation to the elderly and disabled unable to use the fixed-route transit system to doctor's appointments, shopping, visiting friends, or any other destination within Kitsap County. To schedule rides, one must first complete an eligibility application (kitsaptransit.org).
2. Kitsap Paratransit Services (available for Medicaid only) is a private, nonprofit company that provides transportation for those who are elderly or disabled or live in rural areas without personal means of transportation (paratransit.net).
3. Taxi service is available through Kitsap Taxi (360-297-8294).

Other resources for seniors:

1. Senior Information and Assistance, Port Orchard, (360-377-5700); Kitsap County Division of Aging and Long Term-Care (360-377-7068); Washington Aging and Disability Services Administration, Lacey, WA (360-725-2300).
2. Kitsap Peninsula Senior Resources Directory pamphlet, published by olyrpen.com, Port Townsend. Comprehensive directory of senior services available at senior centers, healthcare facilities, visitor centers, businesses and public libraries from Port Gamble to Gig Harbor.
3. Kitsap County Area Agency on Aging Advisory Council, a service of Kitsap County to conduct public hearings, represent the interests of older persons, and review and comment on all community policies, programs and actions that affect older people.
4. For in-home care, private services include: Comfort Keepers, Kitsap Home Care Services, Caregivers Kitsap Home Care Training Center, Care Solutions and Harrison Home Health, affiliated with Harrison Hospital.
5. North Kitsap Senior Center (Front Street, Poulsbo).
6. Kingston Super Seniors, which meets at Kingston Community Center second Wednesday of each month (360-895-0305 or 360-779-5041).
7. Elder abuse reporting to: Adult Protective Services (888-833-4925); ALIVE Shelter for Battered Women (360-479-1980); Crisis Clinic of the Peninsulas (360-479-3033); Nursing Home Complaint Hotline (800-562-6078); Sexual Assault Center (360-377-391 1).

Food Banks

Food banks most accessible to the GHA are the ShareNet Food Bank on Barber Cutoff Road in Kingston, the Kingston Food Bank

on W. 1st St. NE in Kingston, and the North Kitsap Fishline Foodbank in Poulsbo.

Wellness and Prevention

Wellness and prevention programs aimed at physical and mental health:

1. Hansville Take Off Pounds Sensibly Chapter 1239 (meets at Hansville Community Church).
2. Hansville Huggers provides local programs to raise awareness of wellness for seniors in the community and includes the monthly neighbor's luncheons, walking programs (seasonal), cross-generational activities such as kite making and flying, and the annual talent and variety show.
3. CPR/First Aid training – North Kitsap Fire & Rescue headquarters (Miller Bay Road).
4. AARP 55 Driver Safety Program – North Kitsap Fire & Rescue headquarters (Miller Bay Road), offered summer 2004.
5. Family Nutrition Education Program in Port Orchard provides practical, culturally-relevant educational events and nutrition and gardening lessons at community sites, food banks and schools. (360-337-7 157). More information at puyallup.wsu.edu/nutrition (a service of the Nutrition Education Network).
6. Partners In Action, Nutrition & Physical Activity in Washington, currently only local program publicized is Active Seniors on Bainbridge Island providing wellness programs. More information at washington.edu/waaction.
7. Health pamphlets and access to information at Kitsap Regional Library.

Health Care Facilities

1. Harrison Hospital, Silverdale and Bremerton.
2. Olympic Ambulatory Surgery Center, Bremerton.

Philanthropic and Church Activities

3. Pacific Surgery Center, Poulsbo.
4. U.S. Naval Hospital, Bremerton – Available to active and retired military personnel and families.
5. North Kitsap Family Practice and Urgent Care, Barber Cutoff Road, Kingston.
6. North Kitsap Family Practice and Urgent Care, Bond Road, Poulsbo.

Mental Health Services

1. Kitsap County serves as the administrative unit of the Peninsula Regional Support Network, a consortium of Clallam, Jefferson and Kitsap counties that provides planning, contracting and administration for community mental health services. Approximately 5,600 people with chronic and serious mental illnesses are served annually. Many more receive assistance through information and referrals.
2. Kitsap Mental Health Services, North Kitsap (360-535-5400), a not-for-profit corporation chartered by Kitsap County. Varied services include: child and family community support services, adult outpatient services (includes substance abuse), older adult community support services and emergency services (Crisis Response Team). For on-call services, resource management services, Crisis Clinic of the Peninsula (360-479-3033) and support groups (kitsapmentalhealth.org).
3. Suquamish Tribe Wellness Program includes: chemical dependency, DUI assessments, adult & adolescent, ADIS classes, mental health counseling, family counseling, available to native and non-native clients; covered by Medicaid and most insurance.

Alcohol and Substance Abuse

1. Kitsap County Substance Abuse Program provides outpatient treatment and prevention services annually to over 2,500 cli-

State, County, Church and YMCA Services

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ents and family members through local agencies. Kitsap Recovery Center serves 2,000 men and women who receive chemical dependency treatment for drug and/or alcohol addiction – primarily serving low-income and Medicaid-eligible clients although it accepts private insurance and provides information, education and referrals to all county residents.

2. West Sound Treatment Center, a state-certified outpatient chemical dependency treatment center that provides services to low-income and indigent residents of Kitsap County (360-876-9430).
3. Suquamish Tribe Wellness Program (see “mental health”).
4. Advantages Counseling in Poulsbo.
5. Alcoholics Anonymous, Kingston and Silverdale.

Domestic Violence and Sexual Assault

1. ALIVE provides safe shelter and support services for domestic violence victims and their children as well as community education, legal advocacy and a 24-hour crisis line. kcdvtf.org/ywca.html.
2. Kitsap Sexual Assault Center provides, therapy, advocacy and 24-hour crisis and support services for child and adult victims of sexual abuse. (360-479-1788).

End-of-life Services

1. Hospice of Kitsap County, Silverdale (hospiceofkitsapcounty.org).
2. The Hansville Cemetery, Hansville Road. Free plots are available to Greater Hansville residents. Of approximately 600 total plots in the cemetery, 200 have graves, 175 have been reserved, and approximately 225 are available. Cemetery reservations and care are managed by the Hansville Ladies Aid.

Philanthropic and Church Activities

1. The Hansville Ladies Aid – Mission is: “...to assist in serving the needs of our community and neighbors, and to continue to manage the Hansville Cemetery in a manner that maintains the spirit and heart of the community.”
2. Helping Hands – Coordinates various community services and support, working in conjunction with local agencies (Elaine Carey, 638-2672).
3. Food bank – see “food banks” above.
4. The Hansville Community Center uses proceeds from the Hansville rummage sale for special events and scholarships. Scholarships are for community members of all ages, and special events include free children’s parties at Easter, Halloween, and Christmas. A variety of programs aim to foster a sense of connectedness and participation within the community.
5. The Flotsam and Jetsam Garden Club provides at least one \$1,000 scholarship a year and supports the Kitsap Food Bank, Hansville Ladies Aid and, at Christmas, aid to five families victimized by domestic violence.
6. The Arts and Crafts Guild is in the process of establishing a scholarship program.
7. Habitat for Humanity has begun a building program in Hansville to fulfill the dream of home ownership.
8. The Hansville Neighbors holds a monthly luncheon for all area residents nine months a year. Features a low-cost meal (\$4), interaction and a chance to meet neighbors, and an informative program, often focused on the needs and interests of senior members of the community.
9. Local religious organizations include the Hansville Community Church, which holds services and has a youth group. Other denominations are available in Kingston, Poulsbo, Bainbridge Island, Silverdale and Bremerton.

State, County, Church and YMCA Services

1. Washington Department of State Human Services programs available in Kitsap County include partnerships with the county and as nonprofit partnerships in aging and eldercare, meals and nutrition, mental health services, long-term care ombudsman, senior centers, subsidized low-income housing and transportation services. A full listing of services is available at: adsa.dshs.wa.gov/Resources/Kitsap
2. Kitsap County Health District provides clinical services for communicable diseases and tuberculosis; family planning and sexually-transmitted diseases; immunization, and bureau of citizenship and immigration services physicals (kitsapcountyhealth.com).
3. The Literacy Council of Kitsap County in Poulsbo is a community-based, nonprofit agency that helps adults improve reading, writing, math and English skills. Programs include GED and diploma preparation, workplace training, basic literacy, English as a second language, and a computer lab (literacykitsap.org).
4. United Way of Kitsap County partners with many local agencies to provide social and human services (unitedway-wa.org/kitsap).
5. Kitsap Community Resources, a community-action partnership in Bremerton, provides multiple program services and resources “that promote self-sufficiency.” Programs include energy assistance, housing services, employment, head-start, parenting education, youth programs and more (kcr.org/services).
6. Catholic Community Services operates the Kitsap Family Center in Bremerton, which provides services for housing, counseling and mental health, elderly and disabled, childcare and volunteer chore services

(ccsww.org/familyservices/shouthwest/kitsap).

7. Lutheran Community Services Northwest in Bremerton provides divorced parenting groups, home helpers healthcare, senior outreach and adult day care, retired and senior volunteer program, foster care and adoption information, but no longer provides outpatient counseling services on the peninsula (lcsnw.org/bremerton).

8. Armed Services YMCA/Kitsap Family YMCA in Bremerton offers health, fitness and wellness programs, family program services, child-care programs and services, and positive youth development programs (asymca.org/branches/bremerton_washington).

Trends

The need for human services has grown as the population in the GHA increased by 48% from 1990 to 2000. The population in 2005 could be 2,500 if the same growth rate were assumed to be true. Most of the growth (two-thirds) is from new residents moving into the area and not from an excess of births over deaths (one-third).

Some in GHA Need Basic Assistance

Although the populace of the GHA continues to be more affluent than that of the county as a whole, there are small segments of residents that need basic assistance with food, housing, nutrition and medical care. A Kitsap County Health District report, "Factors Affecting Health Disparities in Kitsap County," noted that the changing age composition has a strong correlation to its health.

Communities with many young people will generally be healthy, but will also need substantial investments in maternal and child health-care services; in general these services are low-cost and highly effective. Communities with large proportions of older people will have to confront the paradox that this segment of the population consumes about half of all health-care expenditures, and the effectiveness of these expenditures is not clear.

Both income and social support can impact health, especially for the two most vulnerable populations – children and people age 65 and over. Results from the demographics chapter show the two fastest-growing segments of the GHA are the 10- to 19-year-old bracket and the 40 to 60 bracket.

Married-couple households typically have higher incomes than a person living alone. Moreover, people who live together often have more social support than people living alone. Within the GHA (see demographics chapter) in 2000, there were 629 families in 861 occupied households, meaning that 73% of our households live in a family group.

There were 232 non-family households, including 188 with an individual living alone. The 44 individuals living in a non-family household with unrelated occupants raise the percentage of residents living with someone else to 78%. This is very similar to the countywide average of 77%, so one can probably use the more readily available statistics from county studies to estimate future trends in this area.

159 Below Poverty Level

The poverty index is computed annually by the federal government and acts as an indicator of economic distress. In 2002, the 100%

poverty level (lacking financial resources to provide stable housing and adequate nutrition) for a family of four was \$18,100 in income; 200% of income for a family of four was \$36,200 – considered the working poor. The 2000 census (see Demographics chapter) reports that there were 33 families below the poverty level, 18 of which had a female head of household with no husband present, and 159 individuals in this category – 46 of them 65 years older and over.

For the populace at large within the GHA, the median household income was \$58,646, with the median family income at \$64,964, compared to 1990 levels of \$36,494 and \$43,312, respectively.

Critical Needs for Seniors, Women and the People with Disabilities

Turning now to the implications and needs of each group we see a higher and growing percentage of adults and older adults that will require more services and accessibility to services for seniors and the elderly, as well as medical and health-care services. To maintain the healthier statistics of North Kitsap and Kingston, both physical health and socio-economic well-being will need to be maintained. Social outlets and community connectedness to mental and physical well-being will be needed to encourage and assure a healthier lifestyle.

Disabilities are currently less than other areas, but an aging population may mean the need for greater attention and services for temporary and permanent disabilities. Transportation is imperative to accessing all human services from the GHA.

Female residents are growing in numbers. Services for all women – with and without children – must be considered, including security, licensed “handyman” services and reliable and reasonable home-care. With ap-

proximately 10% of families at the poverty level, respectful services must be available and accessible, including food banks and other types of help such as those described above for female residents.

Physician Access Often Limited

Another factor to be considered in the future is the availability of health care for GHA residents. A report by the Kitsap County Health District, “Access to Primary Providers in Kitsap County” (April 7, 2004), includes the following information:

114 primary physicians provide care at a rate that equates to 103.8 service providers when considering full-time equivalency (less part-time and time not involved in direct patient care). 63 family-practice physicians accounted for 53% of primary care (full-time equivalent); 23 pediatricians accounted for 21%; 17 general internal medicine physicians accounted for 16%; and 11 obstetrics/gynecology physicians accounted for 10%. An additional 23 mid-level providers contribute 19.4 (full-time equivalent) of direct patient care – 65% of them physician assistants and 35% nurse practitioners. Countywide, there are early signs of a primary care physician shortage for the total population. The ratio of population per 1 full-time equivalent is 2,219 to 1. Although better than the federal standards used to determine a serious shortage (3,000 to 1), it is worse than typical capacity levels of 1,800 to 1 or ideal capacity levels of 1,200 to 1.

Although countywide numbers indicate acceptable levels of care per provider, that care varies by the access to it. In the immediate Kingston and GHA areas, the ratios of population to full-time equivalent increase alarmingly for the total popula-

tion (16,899 to 1), the low-income population (124,700 to 1) and Medicare population (4,503 to 1). These ratios are not a problem for patients with private transportation who can meet their needs in Poulsbo. But transportation access can be difficult for some patients on Medicaid or Medicare.

- The population-to-provider ratio is lowest for Medicare patients (1,312 to 1), which reflects high usage and close to universal access to Medicare for those over 65.

Most primary-care physicians are accepting new insured patients without restrictions (85%). However, new Medicaid patients are accepted by only 21% of practitioners. Similarly, new Medicaid Healthy Options patients are accepted by only 20%. More providers were accepting new Medicare patients (46%), but only 16% were accepting Medicare-managed care and only 14% were accepting new Basic Health Plus patients without restrictions.

Sources of Information

1. Kitsap Sun newspaper
2. North Kitsap Herald newspaper
3. Telephone book
4. kitsapsun.com
5. The Hansville Log
6. Kingston Chamber of Commerce website: kingstonwa.com
7. Poulsbo Chamber of Commerce website: poulsbo.net
8. United Way website: unitedway-wa.org/kitsap
9. Demographics chapter, Hansville Futures Community Profile
10. Kitsap County Library System
11. Other references as noted above

Chapter 8 – Land Use



Introduction

This chapter describes land use in the Greater Hansville Area (GHA), using maps and detailed data that show designations of all properties by the comprehensive plan and zoning code and locations of developed and undeveloped lands. It includes a discussion of past history of development and some estimates of future trends. Special thanks to Cindy Read, Kitsap County GIS analyst, for her excellent assistance.

KEY FACTS

- Residential development has increased significantly in recent years, probably due to lower interest rates.
- Population grew by 48% from 1990 to 2000, compared to a 22% increase for Kitsap County.
- About 60% of the land zoned for residential purposes has been developed.
- Lack of sewer systems has contributed to limited density of development.
- 65% of current residential lots are at urban lot sizes due to prior land-use regulations that allowed smaller lots.
- Open space and public access to wildlife habitat and shorelands have increased significantly due to the efforts of the GHA community, Kitsap County and other government agencies.
- Kitsap County's new comprehensive plan, adopted in 1998, increased the minimum size of residential parcels to 5 acres.

KEY TRENDS

- Development will probably slow down as interest rates and home prices increase further.
- Population and the number of houses will increase as the remaining residential zoned properties are developed. Ultimate "buildout" (development of all parcels permitted under the comprehensive plan) could bring an additional 1,245 homes with over 3,000 residents.
- If the county comprehensive plan is not changed, future residential development in the area will be less dense than current "legacy" properties due to state land-use regulations. No more "urban density" subdivisions would be allowed.
- The character of some GHA residential areas like Point No Point and Twin Spits will change as older "cabins" are replaced with much larger, newer homes.
- Neighborhoods will continue to transition from seasonal to more permanent residents.
- Open-space preservation and access, including natural trails, will probably increase as a result of volunteer efforts.

FOOD FOR THOUGHT

- What will be the impact of growth and development on wildlife and the environment?
- We know that growth is an issue and that it will increase in the future. How does the GHA maintain its quality of life with additional growth?

Where Have We Been?

The general history of the GHA is outlined at the beginning of the document. Land-use highlights are outlined here.

The earliest settlers in the Eglon and Hansville area were mostly farmers. As roads replaced boat access in 1924, the area became more accessible for seasonal or recreational purposes. Limited farming would have occurred inland. Some permanent and many seasonal houses were located along the Sound's popular fishing areas.

As noted in the Parks and Recreation chapter, Hansville became a popular summer recreation area. In the 1940s and 1950s several resorts operated in the Hansville and Twin Spits areas. Visitors either stayed at the resorts or built their own summer cabins.

The decline of the salmon fishery over the years led to the demise of the Hansville resorts. Most resorts were closed by 1990. Gradually, that land has transitioned to mostly seasonal or permanent residential uses. Currently there are no operating resorts in the GHA, although the remnants of two of them still remain.

It is fair to assume that most of the housing was very rural and growth was slow until the early 1960s when the Driftwood Key subdivision was created with 777 lots at urban densities. In 1968, the Shore Woods subdivision was created next to Driftwood Key. Shore Woods contains 279 lots, also at urban densities. Lot sizes were probably determined, in part, by septic system regulations then in place. Even after the availability of these lots, actual housing development was constant but moderate over

the years. Currently, 376 lots remain undeveloped in Driftwood Key, but many cannot be developed because of wetlands. It is unknown how many are undeveloped in Shore Woods. The fact that so many remain undeveloped underscores the steady pace of development since the creation of these subdivisions 40 years ago.

Building in these subdivisions and on other vacant lots has risen dramatically in recent years as low mortgage rates have created a national demand for new housing. The proposed 89-lot Homestead development will be the first major subdivision created since Shore Woods in 1968.

Commercial development is limited in the GHA. Only 12.5 acres in total are zoned for commercial development – all of it in “downtown” Hansville. This development consists of the historic general store, post office and auto repair shop. A church is also located in this “core.”

The first real open space in the GHA was the 20-acre Buck Lake Park, a county park purchased in 1970. The Foulweather Bluff Nature Preserve was then created in 1967. In the early 1990s the Hansville Open Space Committee began efforts that have now culminated in preservation of considerable open space areas in the Hansville Greenway. Recent acquisitions of the Point No Point Lighthouse property, the Point No Point resort, and the prospective addition of Forbes Landing mean significant and critical portions of properties in the area have been preserved for public use.

Where are we now?

The GHA lies at the tip of the Kitsap Peninsula. It is bounded by the Kingston Urban Growth Area on the southeast and the Port Gamble S'Klallam tribal reservation on the southwest. The GHA is designated as Rural in the county comprehensive plan.

While the Kingston Urban Growth Area may expand over time, it is unlikely that the GHA would be zoned more intensely than Rural due to geographic and environmental restrictions, current development patterns and the lack of sewer systems.

Many residents think the GHA is a very rural area. In fact, over 60% of the current residential lots are of urban sizes, according to the county. Three subdivisions alone (Driftwood Key, Cliffside and Shore Woods) contain over 1,100 lots at urban densities.

Land-Use Designations

The comprehensive plan lists five land-use designations for the GHA: Neighborhood Commercial, Parks and Open Space, Rural Protection (1 house per 10 acres), Rural Residential (1 house per 5 acres) and Rural Wooded. The total number of acres in each category is listed in Table 1. Map A (Page 5) shows property designations in the GHA.

Comp Plan Designation	Acres	% of Total
Neighborhood Commerc.	12.65	0.19%
Park/Open Space	275.29	4.03%
Rural Protection	73.51	1.08%
Rural Residential	4,121.09	60.29%
Rural Wooded	2,353.3	34.43%
Total	6,835.84	100.00%

Zoning Designations

Zoning is a more specific land use designation applied to specific properties. It helps to interpret and further define the permitted uses within a comprehensive plan designation. Often, there is more than one use that could be permitted within a comprehensive plan designation. Zoning allows a more specific interpretation of the comprehensive plan's intent for smaller areas within the plan area. Zoning of the GHA is illustrated in Map B (Page 6).

Residential Zoning

Residential zoning is discussed in some depth here since it comprises a significant majority of the land developed and undeveloped within the GHA. It is also important because development, growth and increased population are matters of great concern to GHA residents.

In the GHA, there are three types of residential zoning. Two of them, Rural Protection (at 1 house per 10 acres) and Rural Residential (at 1 house per 5 acres) have already been noted. This means that the minimum residential lot that can be subdivided or created in the future is 5 acres, unless the county modifies the comprehensive plan.

The Interim Rural Forest zone, although intended to preserve forest resources, allows dwelling units on 20-acre parcels. This is significant because virtually the entire center portion of the GHA is privately held land that carries this zoning designation. One owner, Pope and Talbot/Olympic Resources, owns almost 1,600 acres within the study area. If fully developed at the 1-house-per-20-acres level, 80 more houses could be built in this area. It is possible that the company would seek a revised designation under the

comprehensive plan that would allow more intensive development. For instance, if the land were rezoned to either of the other residential categories, as many as 160 to 320 additional homes could be built.

For example, one large parcel in the GHA was approved for development just prior to adoption of the current comprehensive plan. The 209-acre site was originally owned by Olympic Resources and recently purchased by the McLaughlin Company. Instead of 10 houses at the rate of one house per 20 acres, it was approved for 89 lots and development is scheduled to begin in 2005.

Currently 1,799 properties are developed within the GHA. Not all contain homes at this time. The vast majority of the developed lots are 5 acres or less because they were created when smaller lot sizes were permitted.

At buildout (when all properties in the GHA are fully developed to the maximum densities permitted in the comprehensive plan and zoning ordinance), residential sites would

Table 2
Number of Lots by Residential Zone in GHA
(DU= dwelling unit)

	Rural Resid. (1 DU per 5 acres)	Rural Protection (1 DU per 10 acres)	Interim Rural Forest (1 DU per 20 acres)	
Current				Total
Units	1,781	10	8	1,799
Buildout				Total
Units	2,873	21	150	3,044

increase from the present 1,781 to 3,044. Table 2 indicates the current and future distribution of residential lots by zone. Table 3 shows that currently 65% of developed residential parcels fall into Urban Low and Urban Standard densities in the GHA. At buildout, it is predicted that over 60% would fall in the urban density categories.

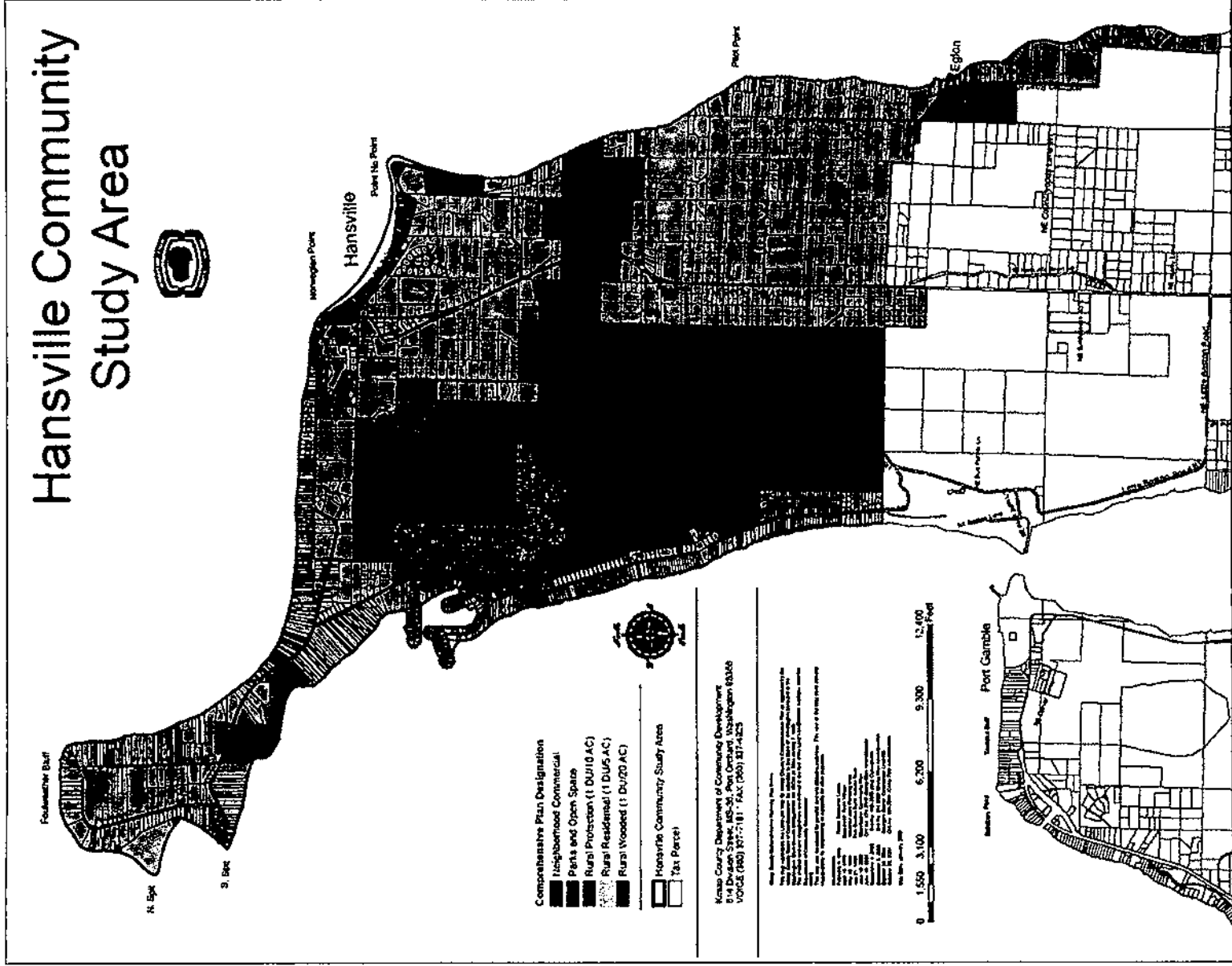
Map C (Page 7) shows locations of currently developed parcels. Map D (Page 8) shows density of current development and Map E (Page 9) shows expected density at buildout.

Table 3
Number of Lots at Various Residential Densities
(DU= dwelling unit)

	Rural .10 - .19 DU/Acre	Estate .20 - .39 DU/Acre	Suburban .40 - .99 DU/Acre	Urban Low 1.00 - 3.49 DU/Acre	Urban Standard 3.50 - 8.69 DU/Acre	Urban Medium 8.70 - 14.49 DU/Acre	Urban High 14.5 up DU/Acre	Wooded Land	Open Land	
Current										Total
Units	62	182	345	725	451	6	1	22	5	1799
%	3.45%	10.12%	19.18%	40.30%	25.07%	0.33%	0.06%	1.22%	0.28%	100.00%
Buildout										Total
Units	202	369	513	1040	799	9	4	105	3	3044
%	6.64%	12.12%	16.85%	34.17%	26.25%	0.30%	0.13%	3.45%	0.10%	100.00%

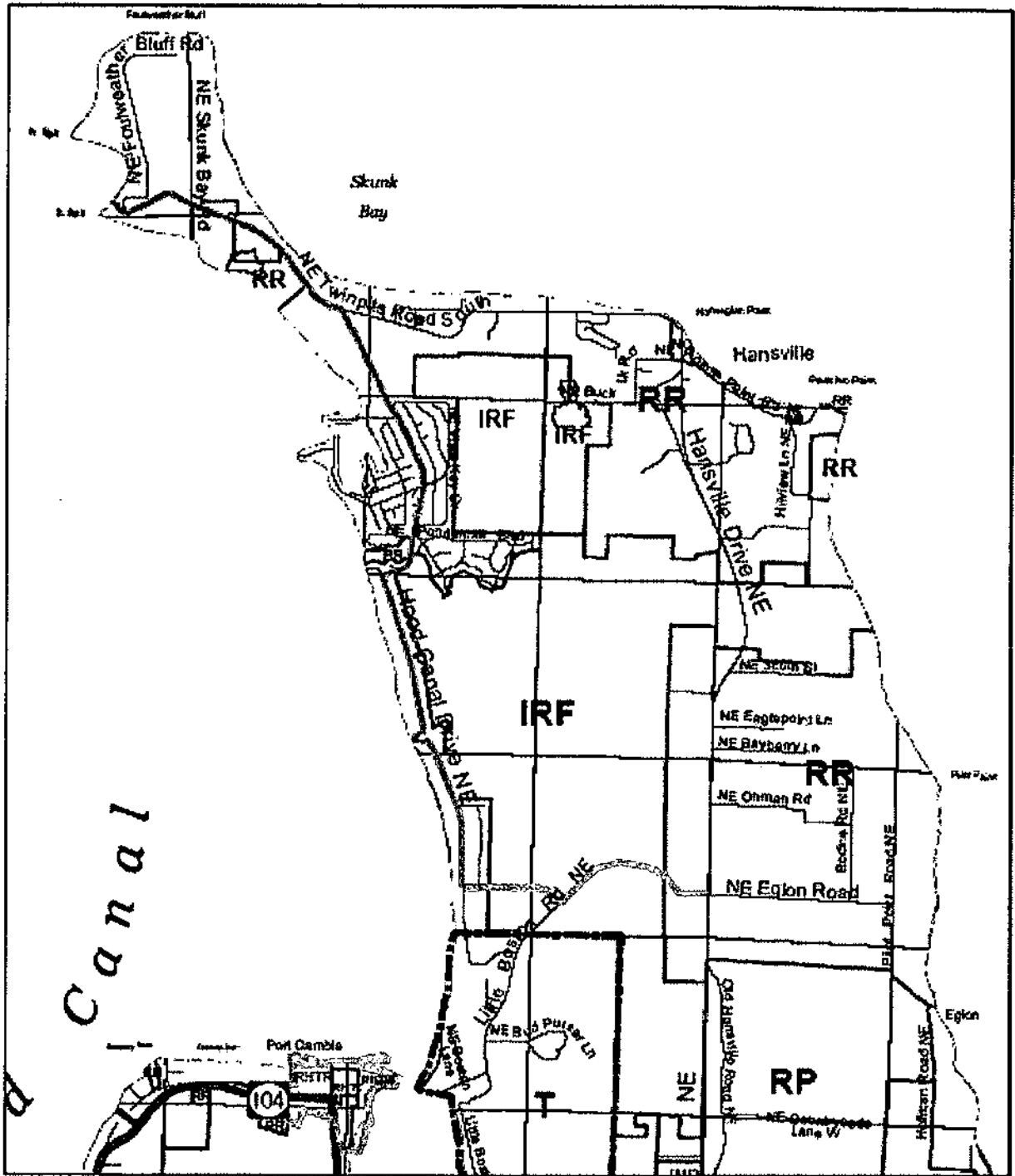
Ord 413-2009

Hansville Community Study Area



Map A-- Comprehensive Plan Land-Use Designations in GHAS Study Area

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Map B- Current Land Use Zoning in GHAS Study Area

IRF = Interim Rural Forest zone

Intended to preserve forest resources but allows dwelling units on 20-acre parcels

(1,600 acres within the study area are privately owned by Pope and Talbot/Olympic Resources)

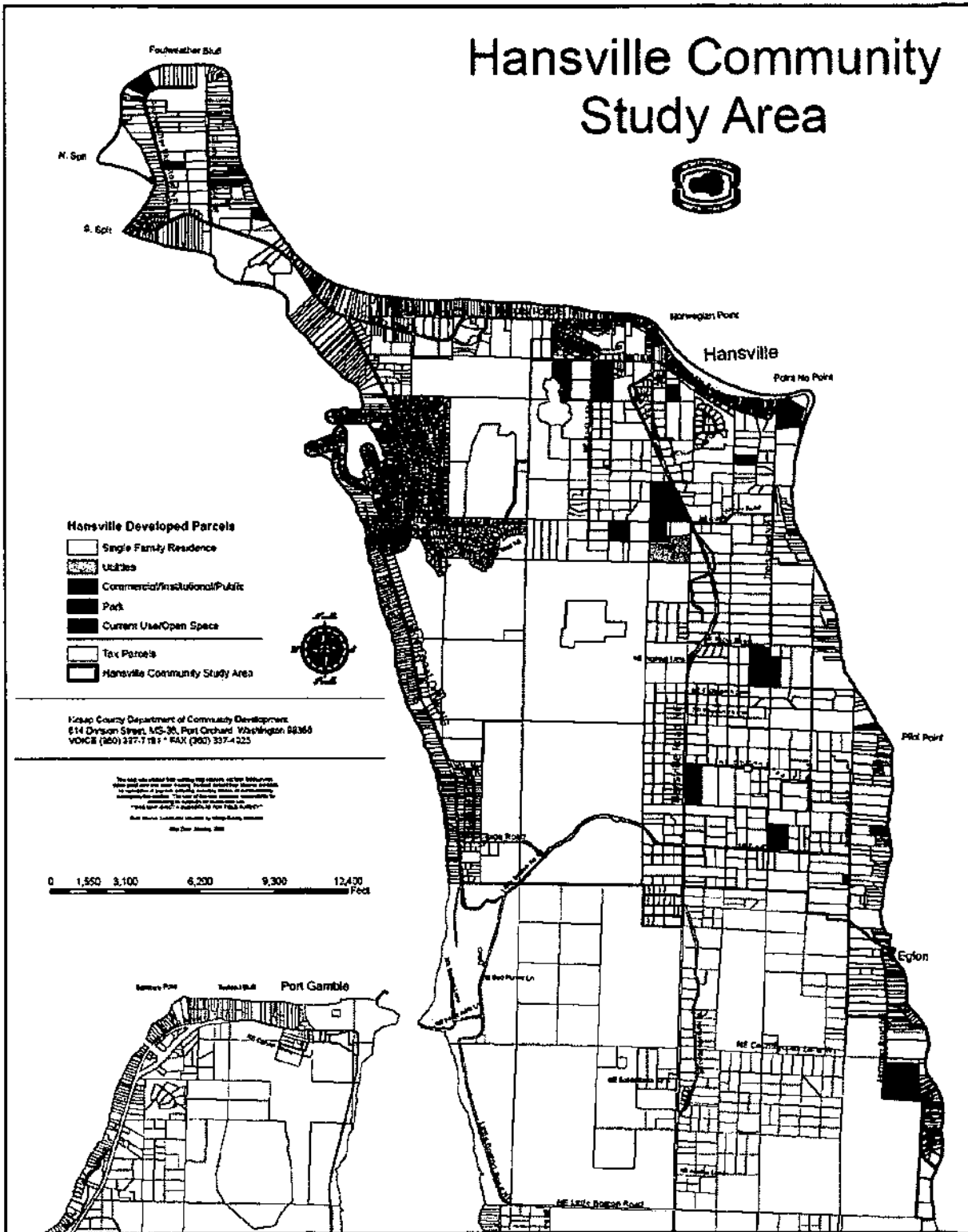
RR = Rural Residential (1 house per 5 acres)

RP = Rural Protection (1 house per 10 acres)

T = Tribal lands

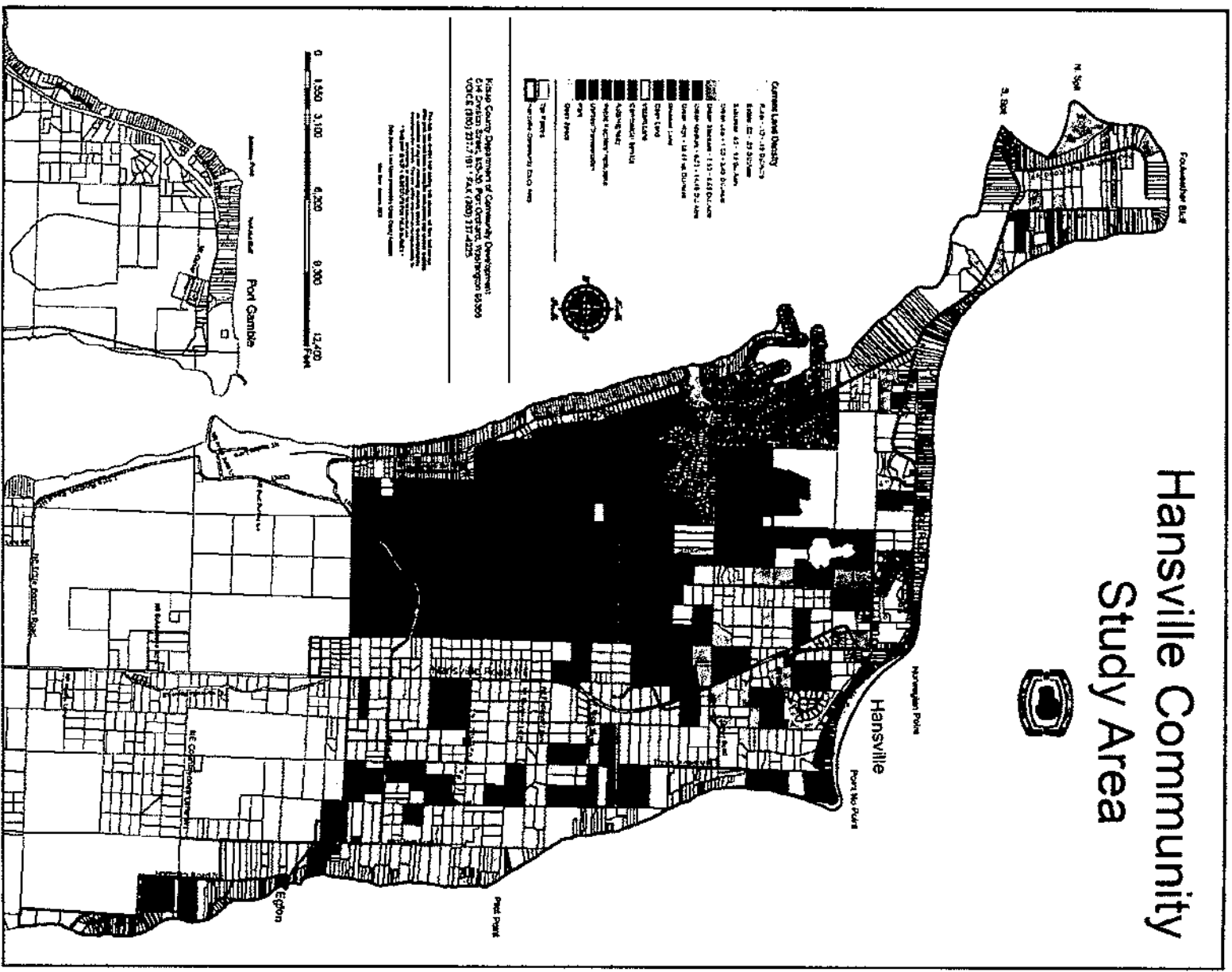
Ord 443-2009

Hansville Community Study Area



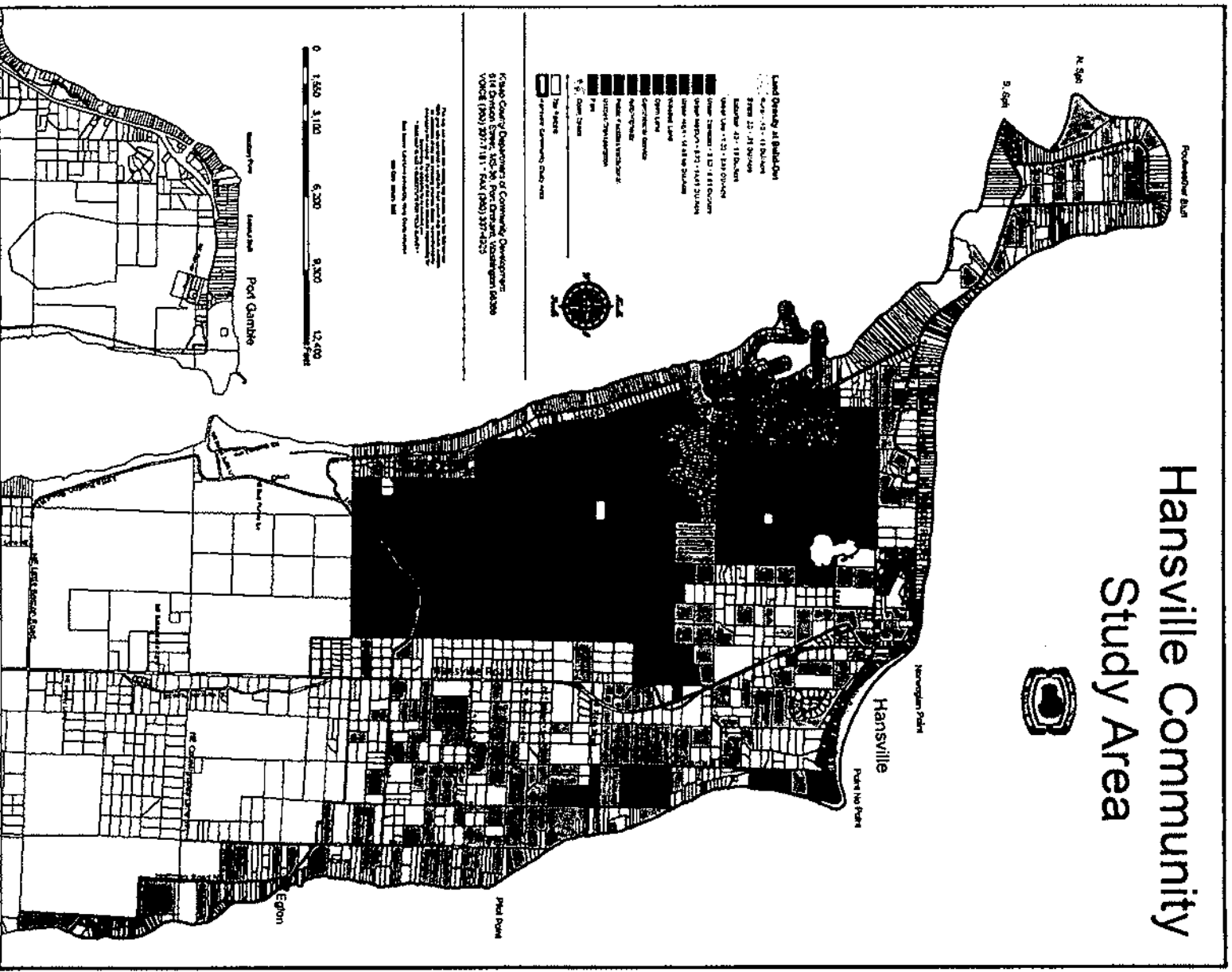
Map C- Currently Developed Parcels in GHAS Study Area

Hansville Community Study Area



Map D - Current Land Density in GHAS Study Area

Hansville Community Study Area



Impact on Population

The 2000 census shows an average of 2.3 persons per household. When all 1,799 current lots have residences, then the estimated population of the area would be 4,138 people. This is considerably more than the 2000 census figures for the area. Using the same multiplier applied to total residences at buildout, the population of the GHA would be at least 7,001, or almost three times the 2000 census population. This assumes that the current Interim Rural Forest (IRF) land would not be rezoned for more intensive development.

As noted earlier, development of the Shore Woods, Driftwood Key and Cliffside subdivisions provided growth spurts in the GHA in 1960s and 1970s. It is reasonable to assume that growth is influenced by availability of developed lots and by interest rates. In recent years, the dramatic drop in interest rates has probably been the biggest factor in actual home construction, since no other large subdivisions have been developed. Table 4 below shows the number of residential building permits issued by year since 2000. Permits began increasing in 2003 and more than doubled historical numbers in 2004.

The result of this intensive development means that many of the remaining lots in Shore Woods and Driftwood Key are being developed.

Another trend that has occurred in recent years has been the replacement of former beachfront cabins and seasonal homes with large, new homes that are often quite different than the traditional styles of the neighborhood in the Point No Point and Twin Spits areas.

Year	Number of Permits
2000	10
2001	11
2002	19
2003	23
2004	48
2005	4
Total	115

Publicly-Held Land

Publicly-held land, including the Nature Conservancy property on Foulweather Bluff, amounts to 462 acres, or less than 7% of total land in the GHA. Of that amount, almost 60% is in park use. Table 5 lists public ownership by government entity. Map F (Page 12) shows the location of all publicly-held lands.

Commercial Land

Commercially designated land is limited to 12.5 acres and is contained exclusively at the conjunction of Hansville Road and Twin Spits Road. If the Forbes property is purchased by Kitsap County, the commercially-zoned land would decrease by 3 acres.

Wildlife Habitat

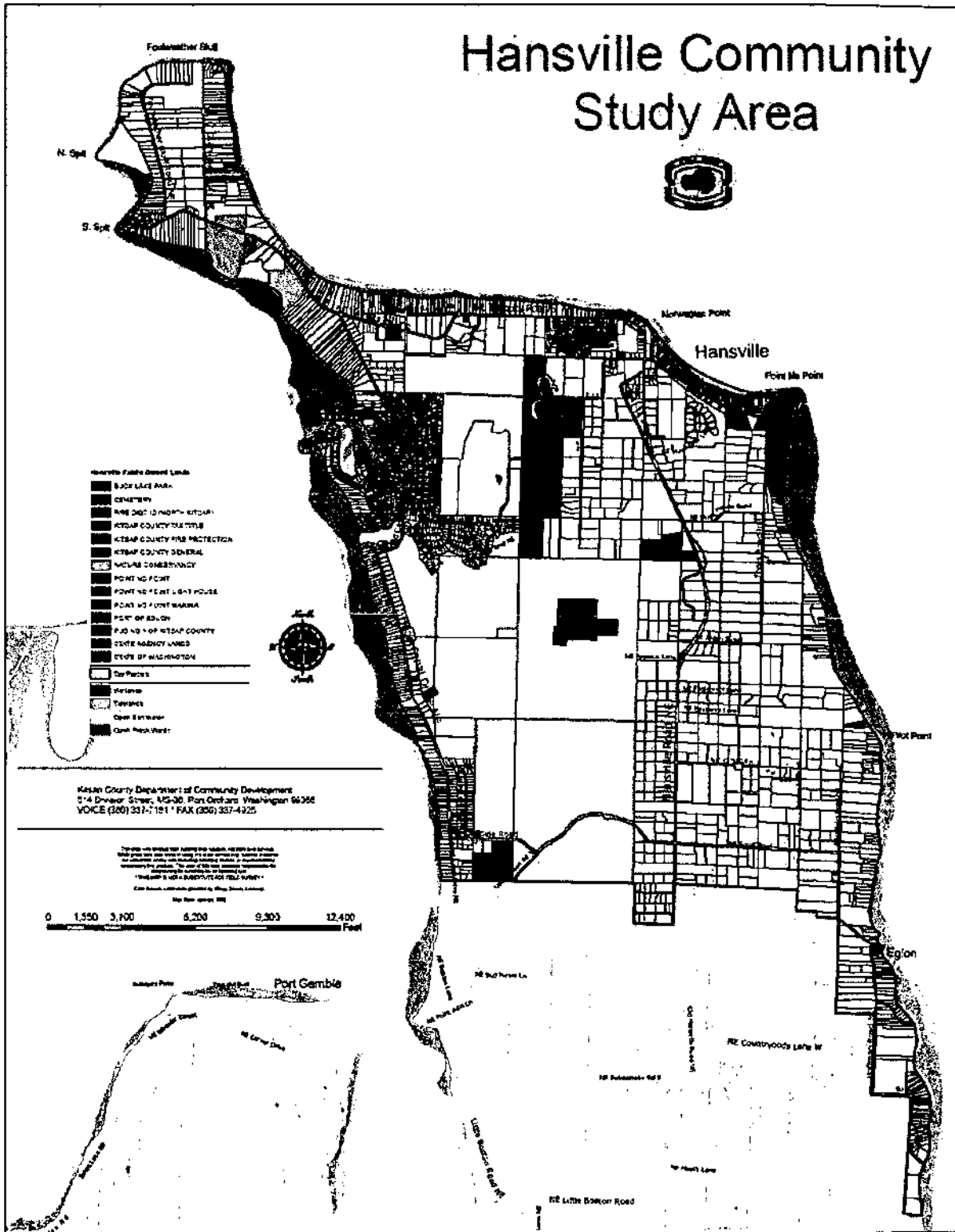
The GHA has extensive areas of wildlife habitat, mostly associated with shorelines and waterways. Class I Wildlife Habitat, which requires a habitat management plan occurs around the shoreline and wetlands. The many surface water features in the GHA are classed as Ranges and Habitat Elements of Class I Wildlife Concentration Area, and may require wildlife habitat plans for development. The county's new Critical Areas Ordinance typically requires setbacks from waterways and specifies permitted

activities where habitat management plans are required.

This may limit the area allowed for development or allow higher concentrations of development (smaller lot sizes and clustering) to compensate for developable land lost to required setbacks. One area along the central eastern portion of the GHA notes high geologic hazard. Map G (Page 13) shows the sensitive areas in the GHA.

Table 5 Publicly-Owned Lands by Organization or Jurisdiction			
Owner	Land Use	Number of Parcels	Number of Acres
Buck Lake Park	County Park	5	138.29
Cemetery	Institutional	1	34.07
Fire Dist 10 (North Kitsap)	Government Service	2	0.78
Kitsap County Fire Protection	Government Service	5	4.12
Kitsap County General	County Owned	1	5.06
Kitsap County Tax Title	County Owned	15	57.86
Nature Conservancy	Undeveloped	2	84.42
Point No Point	Park	3	46.12
Point No Point Light House	Park	1	4.1
Point No Point Marina	Park	1	3.51
Port of Eglon	Park	1	0.99
PUD No. 1 of Kitsap County	Utilities	9	81.94
State Agency Lands	Transportation	1	0.33
State of Washington	Park	1	0.19
	Total	48	461.78

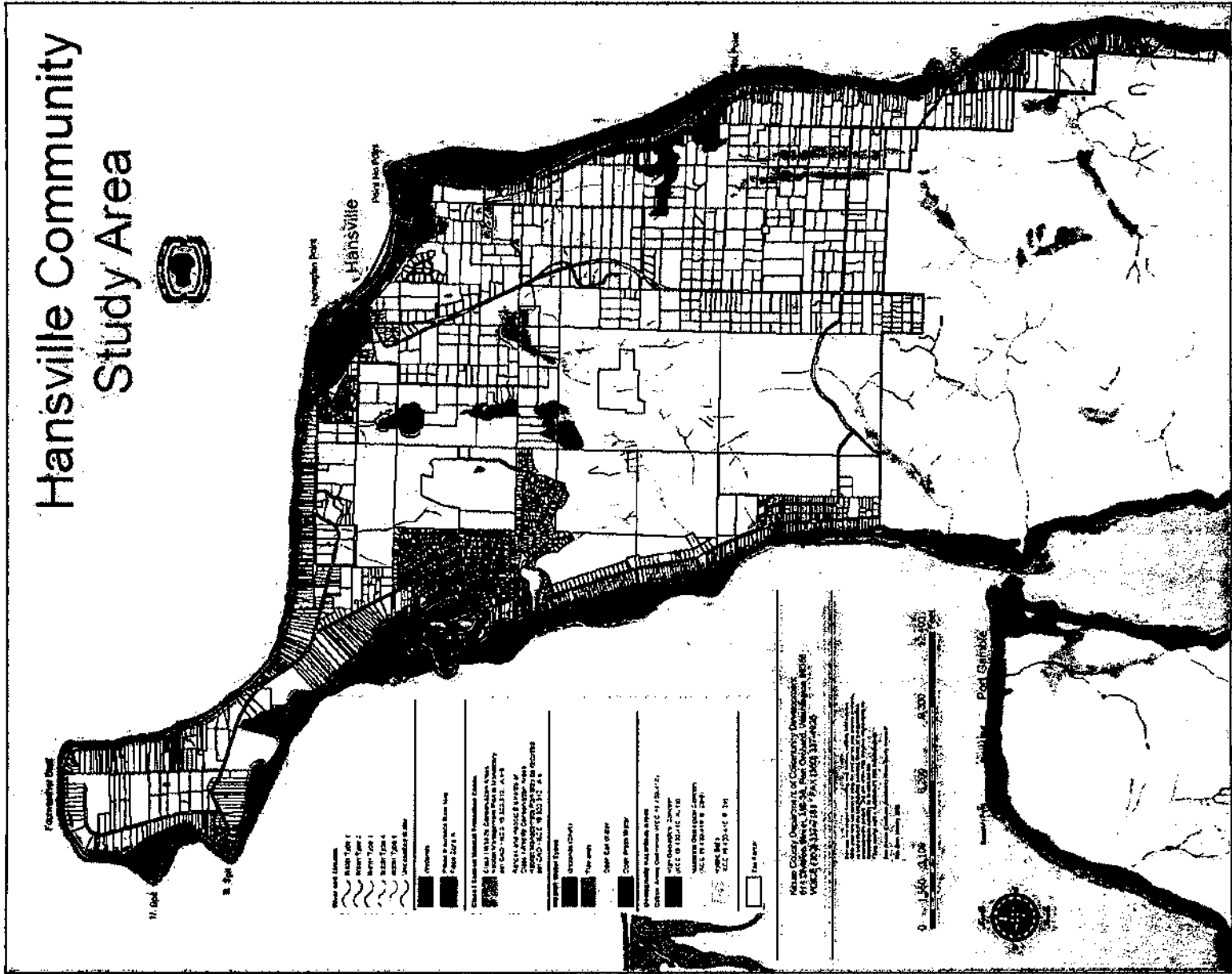
Hansville Community Study Area



Map F – Location of Publicly-Held Lands in GHA

Ord 443-2009

Hansville Community Study Area



Map G—Areas Designated Under the Critical Areas Ordinance in and Adjacent to GHA

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Assessed Value Is Growing Rapidly

One measure of change in the GHA is the growth of assessed value over the years. Comparing the GHA to Kitsap County in the years 2001 through 2005, both grew in assessed value at about the same rates. However, individual home prices and taxes grew faster in the GHA than most of the county. (See the Governance and Taxes chapter for details.)

Comprehensive Plan Is Critical

The analysis of the GHAs future depends entirely on the Kitsap County Comprehensive Plan, which specifies the limits on the size of future residential lots and the zoning of land as mostly rural or forest in nature. The county provides for an annual review of the comprehensive plan where individual property owners can seek revisions. The proposed revisions must meet the general policies of the plan.

If major landholders in the Interim Rural Forest zone were to seek more intensive but still rural residential zoning, that could have a significant impact on the GHA. We already know that Olympic Resources has converted one piece of IRF land to a subdivision prior to

the adoption of the current comprehensive plan that would have precluded this action.

Finally, there are threats to the countys comprehensive plan. Oregon was an early pioneer of land-use planning. The Oregon system was aimed at protecting resource lands (farming, forestry, environmentally sensitive areas and wildlife habitat) while providing for higher densities in cities and other designated urban areas. After more than 30 years of existence and several initiatives aimed at killing or crippling that legislation, voters approved a ballot measure in 2004 that basically allows property owners to develop their property however they wish or be compensated by the public.

Oregon is still trying to figure out how to implement the legislation, but already property owners throughout the state are seeking permission to develop their land in ways that are contrary to adopted comprehensive plans.

If that were to happen in Washington, it is likely that the rural designation and its protection against more intensive development would be effectively eliminated in the GHA.

Sources of Information

1. Cindy Reed, GIS Analyst, Department of Community Development, Kitsap County
2. Kitsap County Comprehensive Plan and Zoning Ordinance
3. Driftwood Key office
4. Shore Woods office
5. Bonnie Isaacs, Cliffside
6. Kitsap County assessor

Chapter 9 – Parks and Recreation

Introduction

This chapter describes public and private park and recreation facilities and resources and activities in the Greater Hansville Area (GHA) and other parts of North Kitsap County. The chapter describes current resources, how they evolved, and trends. It is not intended to be a directory of facilities and activities.



KEY FACTS

~ Public parks and facilities in the GHA consist of three Kitsap County regional parks, one community port district beach park and boat ramp, two state-owned water access sites and three state-owned tidelands.

The planned level of service for public recreation facilities in the GHA is met in most categories, according to the 2000 Kitsap County Open Space Plan.

All GHA parks are oriented toward outdoor recreation activities that take advantage of natural amenities.

The Driftwood Key and Shore Woods communities provide many recreational facilities for their members. More than a third of GHA residents live in these communities.

The nearest organized recreational programs for youth are in Kingston and Poulsbo.

The GHA has a legacy of "self-help" which has served the community well over the years in developing, maintaining and improving parks and recreation opportunities.

KEY TRENDS

While a countywide need for additional parks and recreation resources has been identified, Kitsap County government has not provided the financial means to meet the needs.

Although recreation needs are currently being met in the GHA, the national and regional trend of "doing more with what already exists" will undoubtedly impact how citizens act to meet our needs in the future.

The GHA has an abundance of scenic and natural areas, but as growth pressure continues, preservation of these limited areas is critical to retaining the character of the area, which provides highly desirable recreation opportunities.

The key element that has driven the current, positive trend is the activism of GHA residents over the last two decades.

FOOD FOR THOUGHT

Are there worthwhile benefits to GHA residents to developing and promoting our parks and recreation facilities as destinations for people from outside the area?

Should the GHA endorse and support an effort to establish a local parks district in North Kitsap?

What can GHA residents do to ensure that natural areas are preserved as Pope Resources divests themselves of their 1,500 acres of forest land in the GHA?

Where Have We Been?

Early Hansville-area residents swam and fished in Buck Lake. Residents fished for salmon in nearby waters. Salmon fishing resorts sprang up after a road was built from Kingston to Egton and Hansville in 1924.

Hansville became a popular summer recreation area for visitors from the Seattle side of the Sound in the 1940s and 1950s. At one time in the 1950s six or seven resorts operated in the Hansville and Twin Spits areas. Visitors either stayed at the resorts or built their own summer cabins. The sport salmon fishery began a long decline in the late 1960s when fishing seasons were shortened to conserve the species. Most of the resorts were closed by 1990.

The planned communities of Shore Woods and Driftwood Key were developed in the late 1960s and early 1970s on Hood Canal. Driftwood Key attracted boaters and sport fishermen with its marina, launch ramp and private docks in the bay. Both communities were developed with recreation facilities for members who were predominantly part-time residents using their homes for weekend and summer recreation.

The GHA has an incredible legacy of "self-help" which has served the community well over the years in developing, maintaining and improving parks and recreation opportunities. As more people moved to the area to live year-round, citizens took the initiative to preserve the natural amenities that drew them here, improve recreational opportunities and accommodate newcomers.

With the assistance of Kitsap County, the community initiated and completed many improvements at Buck Lake County Park, including building the ball field, the Hansville Community Center and picnic shelter, installing new playground equipment, and designing and constructing the BMX track. At the request of the community, the county constructed the basketball court and improved the park restrooms.

In the early 1990s residents initiated a community planning process that emphasized preserving natural and scenic resources while accommodating population growth.

In 1992 the Hansville Open Space Committee commissioned the preparation of a community plan, "in recognition of the need for a plan to respond positively to growth pressures affecting North Kitsap County and Hansville." The resulting 1993 Hansville Community Plan¹ proposed a network of greenways and trails that preserved natural areas while providing connecting trails between the neighborhoods and special places of the GHA.

Several significant community enhancements directly or indirectly resulted from this plan, including the 175-acre Hansville Greenway, the roadside trail along Twin Spits Road, acquisition of Point No Point property for a county park, and acquisition of Point No Point Resort by the Washington Department of Fish and Wildlife.

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Where We Are Now

Public parks and facilities in the GHA consist of three Kitsap County regional parks, two Washington Department of Fish and Wildlife (WDFW) water access sites, three Washington Department of Natural Resources (DNR) tidelands, and the Port of Eglon beach,

park and boat ramp (see Table 1). Two county road-ends and a county-owned parcel on Hood Canal Drive provide limited beach access. All of the parks are oriented toward outdoor recreation activities that take advantage of natural amenities.

Table 1 – Public Parks and Properties

Agency	Size	Shoreline/Tidelands Length
Kitsap County Parks	260 acres	2,270 feet shoreline
Washington DFW	4.4 acres	224 feet shoreline
Washington DNR	0	8,820 feet tidelands
Port of Eglon	1 acre	200 feet shoreline
Kitsap County Public Works	1 acre	320 feet shoreline

The communities of Driftwood Key and Shore Woods maintain private facilities for their members, including clubhouses, outdoor swimming pools, basketball courts and playgrounds. Shore Woods has two tennis courts, while Driftwood Key has a private marina with 88 slips, a boat ramp, and a few guest moorage positions. More than 35% of the resident population of the GHA lives in these two communities.

The Nature Conservancy's Foulweather Bluff Preserve encompasses 101 acres of forest and wetland, with 3,800 feet of beach that is open

to the public for walking and wildlife observation.

While the GHA generally has abundant outdoor recreation sites and activities, facilities are limited for indoor and outdoor organized sports. Both Hansville and Eglon have community center buildings that are used for community gatherings and activities.

No recreation programs are offered by Kitsap County or any other public agency in the GHA. The county and Poulsbo Parks and Recreation offer recreation programs in Kingston and Poulsbo.

Trends

National

In 2003, Dr. Joel Lynch of the National Center for Recreation and Conservation² listed emerging priorities that are facing recreation planners. They include:

- Protecting and increasing the resources in growth areas
- Rehabilitation of existing facilities

Meeting the needs of changing populations

Responding to youth, especially urban

These priorities emphasize addressing growing populations in certain areas and renovating existing facilities. The trend seems to be one of "doing more with what already exists."

Washington State

A similar trend is detectable in Washington. In 2002 the Washington Interagency Committee for Outdoor Recreation (IAC) published a study titled, "An Assessment of Outdoor Recreation in Washington State,"³ which is "intended to inform decision makers about issues and opportunities associated with outdoor recreation." Some of the conclusions of this study also reflect the national trends. Several dealt with managing existing resources more efficiently.

According to the study, a state-wide survey revealed:

An active population is pursuing close-to-home, low-cost activities

The largest percentage of people engage in walking and bicycling compared to other types of activity

Participation in individual and team-type sports ranked second (and competition for available facilities is increasing)

Kitsap County

In line with national trends, Kitsap County faces significant challenges to protect existing resources while meeting the needs of a growing population. The county's Open Space Plan describes the following three "overarching open space and recreation needs":

1. Preserve dwindling natural areas.
2. Meet accelerating demand for organized, scheduled recreation and facilities.
3. Provide traditional park space for informal recreation such as picnicking, pickup ball games and Frisbee throwing.

Recent history in Kitsap County illustrates the difficulty in meeting these needs. The Open Space Plan identifies a six-year implementation strategy utilizing partnerships with other entities and various funding

sources to meet the identified needs. The strategy depends on a bond issue to provide 50% of the funding to meet the plan goals, but no bond issue had been offered to voters at the time this document was published in 2005. In November 2002 voters rejected (by a 20% margin) a local sales tax increase proposed by the Kitsap Public Facilities District to fund parks and recreation. In 2004, the Kitsap County Board of Commissioners rejected an increase in development impact fees, which would have helped fund county parks.

The Greater Hansville Area

The results of a countywide survey commissioned by Kitsap County Parks in 2000 and published in the Open Space Plan⁴ suggested a strong desire for more opportunities for passive outdoor recreation such as scenic vistas, walking, picnicking and beach activities. According to the Open Space Plan, however, the GHA meets the "planned level of service" for these activities.

While many of us have scenic vistas out our picture windows or within a short walk or drive, the addition of Point No Point Park to Hansville public spaces has added unmatched scenic vistas for everyone to enjoy. The 4 miles of trail in the Hansville Greenway, the roadside path along Twin Spits Road, the Foulweather Bluff Preserve on Twin Spits Road, and access to the DNR tidelands south of Point No Point provide varied walking opportunities. New picnic tables at Point No Point and the community-built picnic shelter at Buck Lake Park provide classic picnic opportunities. Many GHA residents live on the beach or have access to a community beach, but everyone also has access, if somewhat limited, to two long stretches of public tidelands.

The people of the GHA have been the driving force over the last two decades in acquiring and developing the facilities that take advantage of the natural amenities of our area and provide highly desirable recreational opportunities.

County funding has not kept pace with demand for open space and parks, which will likely require the GHA and other

communities to contribute more locally to meet demand. The Parks and Recreation Subcommittee of the Kingston Community Advisory Committee is studying the possibility of forming a local parks district in North Kitsap County that could include the GHA. This type of arrangement would allow taxes to be raised locally to provide additional facilities.

Background

The GHA has a variety of recreation facilities serving many needs, but some types of activities are only available in more densely populated areas of North Kitsap County such as Kingston and Poulsbo. Table 2 lists 39 activities and related locations.

Private facilities include private property (beach, tidelands, lots and acreage), communities with private facilities, business properties, and private properties where restricted public access is allowed.

Communities in the GHA with private facilities include Shore Woods, Driftwood Key and Cliffside. In most cases use of the facilities and grounds is limited to property owners and their guests.

Captain's Landing Resort is the only GHA business property with recreation facilities.

The Foulweather Bluff Preserve is owned by The Nature Conservancy and open to the public for restricted uses.

Olympic Property Group owns more than 1,500 acres of undeveloped land in the GHA

and allows public access with restrictions. Other public facilities in Kingston, Poulsbo and other areas are owned and operated by Kitsap County, Washington State, City of Poulsbo and North Kitsap School District.

GHA facilities are described below. Activities are summarized in a subsequent section.

Public Facilities

Buck Lake County Park – Buck Lake Park is less than a mile from “downtown” Hansville on the eastern shore of 20-acre Buck Lake. The 20-acre park has a swimming beach, covered picnic area, volleyball court, outdoor basketball court, baseball field, BMX bike track, restrooms, parking area and the Hansville Community Center building, which is the gathering place for a variety of community activities. The lake is stocked with 10- to 12-inch rainbow trout every spring. Washington Department of Fish and Wildlife maintains a boat launch, which has a separate access road on the north side of the park with limited parking and a pit toilet. Only electric motors are allowed on boats.

Table 2 -- North Kitsap County

Recreational Facilities and Activities - Hansville														
Hansville Public Facilities				Hansville Private Facilities				Other North Kitsap Facilities						
Walking/Hiking		X	X		X	X			X	X	X	X	X	X
Jogging/Running		X			X	X			X	X	X	X	X	X
Dog Walking - On leash	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dog Walking - Off leash					X	X								
Birdwatching/Wildlife Viewing	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Beach Walking			X	X	X	X	X	X	X	X	X			X
Fishing - Fresh water	X	X												
Fishing - Salt water			X	X	X	X	X	X	X	X	X	X	X	X
Shellfishing			X	X	X	X	X	X	X	X				
Non-Motorized Small Boating	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Power Boating - Docking				P			X				X		X	
Sailing (large boats)							X				X		X	
Picnicking	X		X	P	X		X	X			X	X	X	X
Playground	X						X	X			X	X	X	X
Bicycling - Road					X						X		X	
Bicycling - Mountain		X				X				X				
Bicycling - BMX	X					X								
Basketball - Outdoor	X					X	X	X			X	X	X	X
Basketball - Indoor											X	X	X	X
Baseball/Softball	X										X	X	X	X
Soccer (Field Sports)											X	X	X	X
Tennis							X				X	X	X	X
Golf														
Skateboarding											X	X	X	
Swimming - Indoor													X	
Swimming - Outdoor pool						X	X	X						
Swimming - Lake	X													
Horseback Riding		X			X	X				X				
Art and Craft Classes						P	P	P	P		P	P	P	X
Adult Education						P	P	P	P		P	P	P	X
Fitness and Health Classes						P	P	P	P		P	P	P	X
Indoor Sports/Martial arts						P	P	P	P		P	P	P	X
Saltwater Diving				P	P	P			P	P			X	X
Sightseeing			X			X			X		X	X	X	X
Off-Road Motorsports						X								
Target Shooting						X								
Hunting						X				X				
Camping				X		X				X				
Youth Sports, Teams											X	X	X	X
	X		X		Use									
	P		P											

Recreational Activities and Locations

Hansville Greenway - Buck Lake County Park is the primary access point to the Hansville Greenway, a 175-acre county-owned "nature preserve and wildlife sanctuary" that provides more than 4 miles of trails with benches and view platforms for wildlife observation. Trails currently extend from Twin Spits Road, just west of downtown Hansville, to Lower Hawk's Pond, just east of

Shore Woods. The trails are open to walkers, mountain bike riders, and horseback riders.

Point No Point Lighthouse and Park - Point No Point Lighthouse and Park includes nearly 60 acres of Puget Sound shoreline, wetlands and forested uplands surrounding the historic Point No Point Lighthouse. The park offers picnicking, beach access, trail

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walking, shore fishing, wildlife observation, and marine and mountain views. Facilities are limited to a small parking lot, portable toilets, picnic tables and a viewing platform. The park is accessible at the end of Point No Point Road and at the end of Gust Halvor Road from Hansville Road. A forest trail leads to a waterfront overlook and a rustic stairway to the beach. This park provides the only land access to Department of Natural Resources tidelands south of the lighthouse. A marker near the lighthouse describes the historic Point No Point Treaty signed here in 1855. The lighthouse is on the Washington State Heritage Register and the National Register of Historic Places.

Point No Point Resort Property – The Washington Department of Fish and Wildlife (WDFW) owns the Point No Point Resort property and leases the operation and maintenance to the previous owner as concessionaire. The 3.4-acre site has approximately 224 feet of beachfront and is open to the public for beachcombing, fishing and hand-launching boats with a valid Vehicle Use Decal. RV camping and cabins are available for a fee. Hours of operation are at the discretion of the concessionaire. State officials and community members have developed a plan to preserve and rebuild the resort that includes a boat launch, pier, dock, boat house, residence house for the operator, cafe, RV park, camping and boat trailer parking. WDFW is seeking funding for the project.

Egdon Beach Park – The Egdon Port District has a 1-acre community park on about 200 feet of waterfront at the end of Egdon Road. The park has a boat ramp, picnic shelter, a handicap-accessible portable toilet and a permanent restroom.

Washington Department of Natural Resources (DNR) Tidelands – DNR owns 8,820 feet of beach and tidelands in the GHA. Only the beach below the mean high water line

is public. This line is generally just seaward of the line of old driftwood logs on the upper beach. Foulweather Bluff beach (DNR-64, 3,364 feet) is a cobble gravel beach accessible only by boat. Point No Point beaches (DNR-68 and 69) are accessible by foot only from Point No Point County Park, and extend south 5,456 feet along Puget Sound. The upper beach is generally gravel; the lower beach sand and gravel. No facilities are provided on these DNR beaches, which provide opportunities for shell fishing, beach walking, wildlife viewing and marine activity viewing. Visitors must respect private upland property.

Other Limited Beach Access – Two county road-ends and a county-owned waterfront parcel on Hood Canal Drive provide public access to narrow sections of beach. Twin Spits Road ends at the beach between the spits. Hood Canal Place, just south of Shore Woods, ends at the shore of Hood Canal. Both of these road-ends are only 60 feet wide and are bounded by private property and tidelands on both sides. The third site is at the “hairpin” turn in Hood Canal Drive at the mouth of Jake’s Creek on Hood Canal. The county owns 200 feet of waterfront at this site. No facilities or parking are provided at any of these sites. Visitors must respect adjacent private property and tidelands. These sites are very small and provide limited recreational opportunities, such as wildlife viewing and scenic views.

Public Roads – In the GHA there are approximately 20 miles of county roads in addition to the residential streets in Driftwood Key and Shore Woods. Very few have shoulders suitable for walking or bicycle riding. One exception is the one-mile section of Little Boston Road, between Hansville Road and Cliffside Road, which was rebuilt in

2002 with paved bicycle lanes on both sides. One-mile long Point No Point Road has a narrow shoulder on the north side intended for walking. A crushed-rock, roadside walking path was constructed in 1995 along 2 miles of Twin Spits Road from downtown Hansville to the intersection with Hood Canal Drive. Some of the path adjoins the road pavement and some is separated from the road by several feet.

Private Facilities

The owners of the following facilities and properties prohibit public use or allow limited use by the public.

Hansville Community Center – The Hansville Community Center building was constructed by Hansville volunteers on county land at Buck Lake County Park in 1988. It is owned, operated and maintained by the non-profit Hansville Community Center organization, and is available for rent by both residents and non-residents of Hansville. It includes a large meeting room (maximum capacity 225) with 15 eight-foot tables and 120 chairs, full kitchen with refrigerator and freezer, coffee-making and food-preparation equipment, washing facilities, a projection screen, overhead projector, sound system and piano. It is used for various events and activities, including exercise and dance classes.

Private Properties – Private property parcels in the GHA range from small residential lots of less than 1 acre in Driftwood Key and Shore Woods to narrow, long waterfront properties around the perimeter of the peninsula, to 20-acre inland properties. Olympic Property Group owns approximately 1,500 acres of forest land. Private property is used by its owners for a wide variety of recreational activities.

Foulweather Bluff Preserve – This 101 acres of waterfront on Hood Canal was donated to The Nature Conservancy in 1967. Public access is allowed along a ¼-mile walking trail from Twin Spits Road to the beach and 3,800 feet of beach, but the primary purpose of the preserve is conservation of natural systems rather than recreation. The unique and sensitive brackish marsh area is closed to the public. Fires, camping, and removal of shells, driftwood or any other life forms from the beach and tidelands are prohibited. A local stewardship group monitors the site. No facilities are provided.

Shore Woods Community – The Shore Woods community on Hood Canal is a residential and summer home community. The community's several hundred property owners own a common park area and beach, outdoor swimming pool, playground, tennis courts, outdoor basketball court and clubhouse. The facilities are for use only by residents, lot owners and their guests.

Driftwood Key Community – Driftwood Key, just north of Shore Woods on Hood Canal, is the largest planned community in the GHA. The homeowners association owns a common park area and beach, marina, boat ramp, clubhouse, swimming pool, playground and outdoor basketball court. The facilities are for use only by residents, lot owners and their guests.

Cliffside Beach Community – Cliffside is a smaller community on Hood Canal several miles south of Shore Woods. Cliffside has a private community beach.

Recreational Activities

Walking and Hiking

Off-Road – The best opportunities for off-road walking are the Hansville Greenway, Point No Point Park, the DNR tidelands and Foulweather Bluff Preserve. The 4 miles of Greenway trails are all through forests, while only short sections at Point No Point Park and Foulweather Bluff Preserve are through woodlands. Most of the walking is on beach and tidelands. The availability of tideland for walking depends on the tide, particularly on the long DNR tideland south of Point No Point where walkers must be aware of incoming tides. These tidelands are bordered by high, steep cliffs, and the only way to get off the beach at high tide is in the area near the lighthouse. Several miles of abandoned logging roads on Olympic Property Group land are available for walking and hiking. Walking groups from other parts of Kitsap County, Seattle and Sequim have been encountered on the Greenway trails.

Roadside – The 2-mile roadside trail along Twin Spits Road from the center of Hansville is separated from the road in most places, follows the shoulder in some areas, and crosses the road twice. The speed limit along this road changes from 25 mph in town to 40 mph at Hood Canal Drive. A narrow shoulder on the north side of Point No Point Road from Hansville Road to the lighthouse allows pedestrians to walk just off the road, where the speed limit is 20 mph. In 2002 the county completed reconstruction of a mile-long section of Little Boston Road from Hansville Road to Cliffside Road which includes bike paths (paved wide shoulders) on each side. Walkers frequently use this section of road. Shoulders on other roads are not paved and frequently non-existent, but many people walk Hansville roads.

Jogging and Running – Roadsides inadequate for walking are even more dangerous for joggers, but many GHA residents jog along roads and off-road trails and pathways. However, the trails through the Greenway are very rough and irregular and may not be acceptable for some joggers. The nearest ¼-mile running track is a cinder track at Kingston Junior High.

Dog Walking

On-Leash – Dogs are permitted on-leash at county parks outside of the picnic, playground and swimming beach areas. Pets are not allowed at the Foulweather Bluff Preserve.

Off-Leash – Dogs are not allowed off-leash at county parks. Many people walk dogs off-leash along the quieter roads, on their own property, and on abandoned logging roads in Olympic Property Group forest land. The nearest off-leash dog park area is at Raab Park in Poulsbo (on Caldart Avenue). A large dedicated off-leash area is planned at the new North Kitsap Heritage Park south of Kingston on Miller Bay Road.

Bird and Wildlife Viewing

The GHA is rich with opportunities for wildlife observation. All public recreation facilities offer viewing points – some formal viewing platforms and some beach access points. The Audubon Society has designated Point No Point Park as an Important Bird Area (IBA), which are sites that provide essential habitat for one or more species of bird.

The Kitsap Audubon website describes Point No Point Park as including “extensive views of Admiralty Inlet, marine, sandy beach, marsh, and wooded habitats. It is best known for alcids, loons and cormorants, as well as large numbers of Bonaparte’s and Heermann’s gulls in the fall.”

Kitsap Audubon conducts field trips to the GHA at least once a year. Point No Point and other beaches provide opportunities to view not only seabirds, but harbor seals, sea lions and river otters. Gray whales and orcas also have been seen in the waters around the GHA.

The view platform at Point No Point was constructed by volunteers with material purchased through a donation to Kitsap Audubon in memory of long-time Point No Point resident, Mary Rogers.

Nearly 100 species of birds have been identified in the Hansville Greenway. Three platforms in the Greenway provide views of Buck Lake and two beaver ponds.

Beach Walking

Since the GHA is surrounded by saltwater beaches, walking on the beach is a common recreational activity. Less than a mile of the 16 miles of GHA shoreline is publicly owned, but many shoreline property owners are tolerant of neighbors walking on their private beaches. All but 740 feet of this mile of public shoreline is at Point No Point Park. The DNR tidelands make available 1 2/3 miles for walking when the tide is out, but only the 1-mile section south of Point No Point is accessible from land. The Foulweather Bluff DNR beach is only accessible by boat.

Fishing

Saltwater – Hansville has been a salmon fishing destination for decades. T-shirts once proclaimed Hansville to be the “Salmon Capital of the World.” While that may have been a bit of hyperbole, the waters off Hansville and Point No Point have long been considered a very productive sport salmon fishery. A 2001 article in *Fishing and Hunting News* magazine describes Point No Point as the “Best place on the North End to fill your November two-fish salmon limit...

That area probably represents one of your better chances in Puget Sound for getting chum.”⁵

Point No Point Park is a popular shore fishing spot for both casting and fly-fishing. Since there is no place to dock, moor or launch in Hansville, boaters must come by water from other Puget Sound ports and launch sites, including the private Driftwood Key marina (some purchase lots just to moor their boats), the Eglon public launch ramp (useable only at higher tides), and public launch ramps at Salsbury Point County Park near the Hood Canal Bridge, and in Kingston. Bottom fishing for cod and flounder is common in both Puget Sound and Hood Canal. Hansville is in “Area 9” as designated by the State for fishing and shell fishing regulations.

Freshwater – Buck Lake offers the only freshwater fishing in the GHA, and in all of North Kitsap. The lake has a WDFW ramp, but only for human-powered boats and boats with electric motors. The lake is stocked by WDFW every spring with “keeper size” rainbow trout. Large mouth bass are also caught.

Shellfishing

Manila and little neck clams, commonly referred to as “steamers” are found on many gravel beaches in the GHA. Cockles, horse clams, geoducks, butter clams and littleneck clams are found on sand and mud beaches, such as the DNR beaches south of Point No Point. Dungeness and red rock crabs are generally found on sand and mud beaches. Crabs are caught by boaters using crab pots (traps) and by wading in shallow water.

Non-Motorized Boating

This category of boating includes kayaks, canoes, windsurfers, small sailboats, rowing sculls and rubber rafts. Buck Lake is suitable for these boats, but small for extensive

paddling, sailing or rowing. In this category, only sea kayaks are designed for use in unprotected marine waters like those that surround the GHA, and only when weather conditions allow. However, on calm days boaters use all types of small, non-motorized craft along the shores.

Hand-launched boats can be put in at saltwater access points with nearby road access, but parking is unavailable or extremely limited. Limited public parking is available only at Point No Point Park and Eglon Park and none of the road ends have parking spaces. Small boats may be beached on DNR tidelands and public beaches, but privately owned uplands must be respected.

Power Boating

Driftwood Key has the only moorage facility in the GHA. The 88 slips are available only to Driftwood Key association members, and there is a long waiting list. The largest slips can accommodate 44-foot boats. Some Driftwood Key homeowners have docks at their homes. Other power boaters keep their boats at public marinas in Kingston, Poulsbo and Seattle. Boaters with trailerable boats can launch them at the county park at Salsbury Point near the Hood Canal Bridge or in Kingston. Driftwood Key residents can use the ramp there. The ramp at Eglon is of limited use at low tides. There are no public docking or fueling facilities in the GHA.

Sailing

The private moorage at Driftwood Key is the only facility for sailboats in the GHA. Sailboat owners who do not belong to Driftwood Key must moor their boats at regional marinas or on private offshore buoys, which are vulnerable to severe weather because of the lack of sheltered bays. Sailing classes are offered in Kingston during the summer by Poulsbo Parks and Recreation.

Picnicking

Buck Lake Park has a sheltered picnic area with charcoal grills. Point No Point Park has several picnic tables but no shelters. Eglon Beach has a public picnic area with a shelter. Picnic tables are available at public parks in Kingston and Poulsbo and at Shore Woods and Driftwood Key for association members.

Playgrounds

In 1991 the Hansville Community Center joined with the Hansville Cooperative Preschool in raising \$5,000 to match county funds for playground equipment at Buck Lake Park. Hansville volunteers built the playground and installed the equipment. Shore Woods and Driftwood Key have playground equipment for members' use. Wolfe and Gordon Elementary Schools and Kitsap County Kola Kole Park in Kingston have a variety of playground equipment.

Bicycling

Road Biking – The GHA has only 1 mile of bike path along county roads. A section of Little Boston Road between Hansville and Cliffside roads was rebuilt in 2002 with paved bicycle lanes on both sides of the road. The 2001 Kitsap County Bicycle Facilities Plan⁶ lists the Little Boston Road work as the first section of a “High Priority” project that includes bike lanes along Cliffside Road and Hood Canal Drive to Twin Spits Road. The section from Little Boston Road to Hood Canal Place, at Shore Woods, is budgeted for resurfacing in 2005, but the exact configuration of the bike lane has not been finalized. The plan lists 7.7 miles of Hansville Road from SR 104 (George’s Corner) to Twin Spits as a “Medium Priority” project that will include bike lanes, but no date was established. “Low Priority” bike lane projects for the GHA include Point No Point Road from Hansville Road to the road end, Eglon Road from Hansville Road to the Eglon Beach Park, and Twin Spits Road from

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Hansville Road (downtown) to the road end. Buck Lake Road from Hansville Road to Buck Lake Park is described as an "Opportunity Project" with no specific plan.

Cascade Bicycle Club of Seattle sponsors the annual fall "Kitsap Color Classic" bike tour, which includes a 25-mile route from the Kingston ferry to Hansville, and return through Driftwood Key, Shore Woods, Cliffside and Little Boston.

Mountain Biking – The GHA has no designated off-road bicycle paths. A few mountain bikers use logging roads on land owned by Olympic Property Group and trails in the Hansville Greenway, but the Greenway trails are short and bikers who respect the "wildlife sanctuary" component of the Greenway usually find other options. Olympic Property Group land near Port Gamble includes an extensive network of mountain bike trails.

BMX Bicycling – In 2003, a group of GHA teens convinced Kitsap County to allocate a portion of Buck Lake Park for a BMX bicycle track. They made presentations to the Hansville Community Center Board and Kitsap County Commissioners. They recruited a local landscaper to donate his time to help design and build the track, and worked with other adult volunteers to complete the project. The track was in disrepair by the fall of 2004, but local users were attempting to restore it. No other public parks in North Kitsap have BMX tracks. Some riders build tracks on their own property.

Basketball

Outdoor – Buck Lake Park has an asphalt-surface court with two backboards and nets. Shore Woods and Driftwood Key also have small outdoor courts.

Indoor – The nearest indoor courts are at Wolfle Elementary School, which also has several covered outdoor courts. Gordon Elementary in Kingston has similar facilities. Kola Kola County Park in Kingston has an outdoor court.

Baseball/Softball

The GHA has one baseball field. Buck Lake Park has a field with a backstop and dirt infield with bases. The outfield is rough but adequate for pick-up games. All three schools in the Kingston area have fields with backstops, and Kola Kola Park in Kingston has a small field. Organized youth baseball teams in North Kitsap are headquartered at a large Little League facility in Poulsbo on leased county land.

Soccer (Field Sports)

The only field in the GHA large enough for soccer and other field sports like football and lacrosse is at Buck Lake Park, but the surface is rough, weedy, and wet much of the year. Kingston-area schools each have several multi-use fields.

Tennis

The GHA has no public tennis courts. Shore Woods has two courts for member use. Kingston has a small public court. Courts are available at North Kitsap High School in Poulsbo and in one Poulsbo City Park.

Golf

There are no golf courses in the GHA. The nearest public course is on Bainbridge Island, but one is under construction between Kingston and Indianola. Kingston has a commercial driving range on West Kingston Road. Port Ludlow, across the Hood Canal Bridge, has a championship-caliber course.

Skateboarding

The GHA has no skateboarding facility. Kingston has a county-owned skate park.

Skateboarding will be safer in the future as the county incorporates wider shoulders or bike lanes when roads are resurfaced.

Swimming

Outdoor pools – Pools in Shore Woods and Driftwood Key are open in the summer for members and guests. Swim lessons are sometimes offered to members and others in the community.

Indoor pools – The nearest public indoor pool, at the school complex in Poulsbo, is open year-round.

Lake swimming – Buck Lake Park has a swimming beach with a lifeguard on duty in the summer.

Horseback Riding

The Hansville Greenway offers limited trails for equestrians. Many local residents ride on Olympic Property Group logging roads and on roadsides. The Kingston and Poulsbo areas have commercial riding stables.

Classes

Classes at the Hansville Community Center, Shore Woods Clubhouse and Driftwood Key Clubhouse are conducted by private individuals in arts and crafts, adult education, fitness and health, dance and martial arts. Kitsap County Parks does not currently sponsor any classes in the GHA. Some are offered at the Kingston Community Center, at Kingston area schools, and in Poulsbo.

Saltwater Diving

The GHA has no formal “underwater dive parks.” There is one adjacent to the Edmonds Ferry Terminal.

Sightseeing

The GHA is surrounded by marine and mountain views. Points of interest include

Point No Point Park and Lighthouse, which includes a treaty signing memorial. Park visitors can see marine traffic, the Cascade Mountains and fishermen in boats and fishing from the beach. To the west – from the beaches at Foulweather Bluff Preserve, the road end at Twin Spits, and other Hood Canal beaches – sightseers can see the Olympic Mountains and an occasional submarine heading for Submarine Base Bangor. The Hansville Greenway offers views of wetlands, Buck Lake and thick forest.

Off-Road Motorsports

Riding dirt bikes or ATVs is not allowed on any public trails or roads in the GHA, or on Olympic Property Group forestland logging roads. Some property owners ride on their own property. Kitsap County has no public off-road parks. The Tahuya State Forest near Belfair is the closest area offering this type of recreation. Some trails and roads in Olympic National Forest on the east slopes of the Olympic Mountains are open to trail bikes and off-road vehicles.

Shooting

Kitsap County Code permits shooting on parcels of land larger than 5 acres, but shooting is prohibited within 500 yards of any shoreline; from a half hour after sunset to a half hour before sunrise; within 500 yards of specified lakes, including Buck Lake; and toward any building occupied by people or domestic animals or used for storing flammable or combustible materials where the point of discharge is within 500 yards of the building (Kitsap County Code 10.24.090). Exceptions include county-approved shooting ranges (none are in the GHA). Discharge of guns is prohibited in county parks except as designated by the park director (Kitsap County Code 10.12.080). Olympic Property Group does not permit target shooting on its property.

Kingston Rifle Club operates an indoor shooting range 6 miles south of Hansville on the west side of Hansville Road.

Hunting

Hunting is allowed in accordance with state law and county shooting ordinances, including on Olympic Property Group land.

Camping

The only public camping facilities in the GHA are hookups at the WDFW Point No Point resort, operated by a concessionaire. The next nearest campgrounds are at Kitsap Memorial State Park south of the bridge on Hood Canal and at Fay Bainbridge State Park on the northwest corner of Bainbridge Island.

Youth Sports Teams

GHA youth participate in the many club sport programs offered in Kingston and Poulsbo, and on Kingston Junior High and North Kitsap High School teams. A few club soccer and baseball teams practice occasionally at Buck Lake, but the field is substandard and teams rarely have enough players from the GHA to make it a convenient practice site for most team members.

Kitsap County Parks Investment

The Kitsap County Capital Facilities Plan for Parks and Recreation (covering the years 2000 through 2006) does not specify any projects for the GHA, but several non-sitespecific line items could be used here. The plan budgets \$750,000 per year to acquire "9 miles of Saltwater Access," \$500,000 per year for "Riparian Corridors," and \$800,000 per year for "300 acres of Unidentified Open Space." Some of these funds would be used to match state grants if they are awarded for two GHA projects, which would help meet countywide needs.

Hansville Waterfront Park – In spring of 2005, Kitsap County was awarded a grant from the state Aquatic Lands Enhancement Account to help purchase land for the proposed Hansville Waterfront Park (Forbes Landing, near the Hansville Market). The county, which plans to match that grant, was negotiating the purchase with the property owner at the time this was written. The grant application requests \$1 million from the state with a local match of \$1,133,915. After acquiring the property, the next step will be to plan and develop the park.

Hansville Greenway Expansion – Also in spring of 2005, the county received a \$582,000 grant from the Washington Wildlife and Recreation Program (WWRP) that will be matched by the county to acquire land and trail easements in forested land south of the Greenway. The purchase doubles the size of the Greenway to 400 acres, expands the trail system from 4 miles to 9, preserves 22 acres of wetlands, and provides walking routes from downtown Hansville to Hood Canal.

Kitsap County published an "Open Space Plan" in June of 2000, which is actually an overall park facilities plan. Chapter V of that plan discusses "Demand and Needs," in which existing "levels of service" are compared with National Recreation and Park Association standards and Kitsap County's Proposed Level of Service (PLOS) based on the national standards and local surveys. Based on the year 2000 population of 1,980 people in the GHA (in the 98340 zip code area), the PLOS is met for the GHA in the following categories: open space, saltwater shoreline access, regional parks, walking trails, equestrian trails, mountain bike trails, playgrounds, picnic shelters, swimming, outdoor basketball courts, outdoor volleyball courts, BMX tracks and community centers.

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The study did not include private facilities, but did count public facilities not owned by the county. The GHA's population is not at a level that would rate dedicated facilities for many of those tabulated. The PLOS numbers are "per 1,000 population," so for the GHA (with a population of approximately 2,000, according to the 2000 census for the 98340 zip code) the PLOS would have to be at least .5 to rate one dedicated facility. The only facility tabulated with a PLOS greater than .5, where the GHA is not already serviced, is tennis courts. Camping and golfing have PLOSs over .5, but they are measured by "campsite" and "golf hole." It is impractical to provide this level of service one campsite or one golf hole at a time, and overall the county meets these PLOSs.

Impact of Parks on the GHA

Buck Lake Park, Hansville Greenway and Point No Point Park and Lighthouse are "destination" recreation areas for fishing, hiking, picnicking and sightseeing.

Buck Lake County Park is used heavily during the summer, and the parking lot sometimes fills on weekends. More walkers are using the Greenway trails every year, but it is not over-used. Kitsap County Parks agrees with the Greenway Stewardship Committee that competitive activities such as

triathlons are not appropriate on Greenway trails, considering its primary purpose as a wildlife sanctuary. Large groups of walkers are also not appropriate during certain times of the year when wildlife might be disturbed.

Point No Point Park is heavily used in the summer, which greatly increases traffic on Point No Point Road and causes congestion and illegal parking on neighbors' properties. At the request of residents, the county added speed bumps to slow traffic on the narrow residential road. Parking is limited near the lighthouse, and some overflow parking is allowed at the old Point No Point Resort. Possible acquisition by the county of the Forbes Landing property for use as a Hansville waterfront park would alleviate some of the visitor load at Point No Point Park. Neighbors are concerned about overflow of park activities onto adjacent private beaches and tidelands. Park boundary signs have been posted on the beach at Point No Point, and would also be required at the Hansville waterfront park.

Development and promotion of the GHA as a destination recreation area needs careful consideration. The positive economic impacts must be balanced with the negative impacts of congestion on natural areas and quality of life for full-time residents.

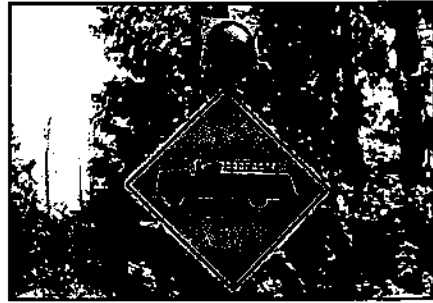
Sources of Information

1. Hansville Community Plan 1993 Final Report, April 15, 1993.
2. Statewide Comprehensive Outdoor Recreation Plan presentation to 2003 State Trail Administrator Training Workshop, Indianapolis, by Joel Lynch, PhD, National Center for Recreation and Conservation.
3. An Assessment of Outdoor Recreation in Washington State, October 2002. Interagency Committee for Outdoor Recreation.
4. Kitsap County Open Space Plan, Adopted June 19, 2000.
5. Joel Shangle, *Fishing and Hunting News* magazine, 2001.
6. Kitsap County Bicycle Facilities Plan, Department of Public Works, 2001.

Chapter 10 – Public Safety

Introduction

This chapter describes law enforcement, fire protection and other public safety services in Kitsap County and the Greater Hansville Area (GHA).



KEY FACTS

- f* The GHA's geographic location requires continued volunteer participation in public safety, including natural disasters.
- f* The Kitsap County Department of Emergency Management, Kitsap County Sheriff, North Kitsap Fire and Rescue and the United States Coast Guard provide public safety services to the GHA.
- f* Volunteers offer public safety services by staffing the Foulweather Bluff Nature Conservancy Preserve, the Kitsap Parks Department Point No Point Lighthouse, and by volunteering for North Kitsap Fire and Rescue.
- f* Response times have decreased and fire insurance ratings have improved since consolidation of Fire District #14 (Hansville and North Kitsap Fire and Rescue – NKF&R).
- f* FD#10 (NKF&R) has the best ratio of stations to area served in unincorporated Kitsap County.
- f* Public Safety agencies have organized outreach programs for disaster planning, preparedness, and Neighborhood Watch programs, but a community must request them.
- f* The Sheriff's Department reports that the GHA has the lowest crime rate in Kitsap County.
- f* Lawenforcement response times for the most serious calls increased by 15%between 2003 and 2004
- f* The actual incidence of many crimes seems to have declined in several areas of the GHA.

- f* Overall lawenforcement call volume seems to have declined in most of the GHA in the past 3 years.

KEY TRENDS

- f* Volunteers will continue to play a part in public safety services in the GHA.
- f* Newrecreation areas will bring more visitors, which will increase demand for public safety services.
- f* A growing population will increase demand for public safety services.
- f* Medical calls will continue to outnumber fire calls for NKF&R.
- f* Ballot Measure 747 (the 1%property tax limit) will require NKF&Rto propose tax increases to voters more often than in the past.
- f* National trend toward decreasing volunteerismcould threaten GHA's historically strong culture of volunteering.
- f* GHA's location and limited road access makes it more vulnerable to natural disasters than other areas of the county.
- f* Available crime statistics and analysis do not allowunderstanding the source of crimes or creating targeted solutions the community might followto further reduce crime.

FOODFORTHUGHT

- f Should the GHA be better prepared for natural and manmade disasters that could isolate the area for extended periods?

Fire Protection and Rescue

Fire protection was the responsibility of the individual citizen in Hansville until 1951 when the North Kitsap Fire District 14 was established as an outgrowth of the Eglon-Hansville Threshing Society, Granges and Community Clubs. The Hansville-Eglon Community Club began fund-raising for a fire department in the 1940s. Dinners were held, and a rodeo took place on the meadow that is now the wetland behind the current Hansville Community Church.

In 1951 a petition was signed, an election held and the fire district was created. There were 35 votes for, 4 against. Oscar Erickson, George Zimmer and George Bruce were elected commissioners. The building that had been the waiting room at the end of the Hansville Mosquito Fleet dock was slid into the water at high tide and floated and skidded to a usable location on the Erickson's property. The fire station was born. The first fire taxes of \$353.51 were collected in 1953, and at the end of the year there was a cash balance of \$212.95.

From 1951 to 1994 thirty individuals served as commissioner in the three positions. There was great continuity and good stewardship as the Fire District grew from volunteers with one used fire engine bought on time from Lake City, to a professional department with Allan Voves hired as its first full-time firefighter in 1989. Ambulances and pumpers were added, the focus enlarged to include medical aid and rescue. Volunteers were trained, equipment added, and a second full-time firefighter, Scott Spain, was hired in

1995. Between the 1980s and the 1990s the focus of response changed from firefighting to medical assistance. Today, the vast majority of calls are for medical assistance.

In 2000 Citizens voted to merge Hansville Fire District 14 with North Kitsap Fire and Rescue Service (NKF&R). The vote was 1,088 for and 161 against. A new station was built on Twin Spits at Admiralty Road, staffed around the clock by a minimum of two firefighters, plus volunteers on-call. The station serves the GHA to roughly Little Boston-Eglon Road. The remainder of the GHA is served by the Miller Bay station. The former Eglon Fire Station is now a volunteer station with two water tender volunteers assigned. Equipment is stored there, but there is no fire engine or emergency vehicle on site. No calls are answered from Eglon. (See Map A on Page 9 for emergency service zones.)

There were 206 calls in 2002, 282 in 2003, and 329 in 2004. Chart A on Page 10 shows the location, response times, and types of calls by neighborhood for 2002, 2003 and 2004 in the GHA.

Within Kitsap County NKF&R has the lowest number of calls and the fastest response times. Following the merger the percentage of calls answered within 5 minutes doubled, and the percentage exceeding ten minutes were cut by more than two thirds. Fire insurance costs declined for some residents following the consolidation.

One disturbing trend is that citizens who live near the Hansville station come to the station for medical aid rather than call 911. This could easily become a crisis in the event firefighters are away from the station on another incident.

NKF&R transports persons to the hospital by aid car or helicopter. Twenty seven percent of calls are not transported. Thirty eight percent of medical incidents are transported to Harrison Memorial Hospital in Bremerton by aid car. In order to keep emergency personnel in the area, the person may be transferred to another aid car while en route. Transport time ranges from 30 minutes to up to an hour depending on location and urgency.

Twenty-five per cent, those with serious trauma or exceptional medical needs, are airlifted to Harborview Hospital in Seattle. It takes about 30 minutes from the time of request to time of arrival at Harborview. There are two helicopter landing areas within the GHA, one at Driftwood Key and one at Buck Lake Park. There had been talk of developing an Eglon landing site, but it was decided patients could be transferred to the major helicopter landing site at Wolfle Elementary School in Kingston in less time than it would take for a helicopter to arrive at Eglon when called.

Marine Rescue.

The GHA has 19.29 miles of saltwater shoreline. In 2002 marine rescue service was added with the joint purchase by NKF&R and the Port of Kingston of a high-speed 29-foot beachable boat moored at Kingston to facilitate rescues and firefighting operations at sea and at shoreline sites that are difficult to access. NKF&R responds to 911 calls for emergencies accessible from the water or on the water. Of the 71 water responses between 2002 and 2004, 18 were in the GHA. With

future growth, more water access may be needed.

The U.S. Coast Guard is responsible for toxic spills that may enter the water, terrorism or smuggling activities, port authority, and search and rescue. The Coast Guard Auxiliary assists with search and rescue activities (see page 6).

Fire Safety Education

Prevention priorities of NKF&R firefighters and staff are based on national, state and local data, and bring them into the schools to teach fire safety, bicycle safety, motor vehicle safety, and other important issues. Home safety surveys, smoke alarm installation, disaster preparedness, and other prevention information are readily available through NKF&R. These programs are promoted in local publications but the District does not appear to have an active outreach program.

Enthusiastic about any opportunity to speak to groups of ten or more, NKF&R personnel also target senior citizen groups. Firefighters and staff contribute their own funds to purchase bicycle helmets for children, and to supply smoke alarms and batteries for residents. The department has an active CPR and First Aid program, offering at least one of each class at the district's Kingston headquarters station each month. For groups of 10 or more, instructors are more than willing to teach these vital skills at any venue.

Special Risks

Extreme weather, earthquake, flood, tsunami and terrorism all pose special risks to the GHA because it lies at the end of a single access road. The Kitsap County Department of Emergency Management is responsible for emergency planning (see page 4). NKF&R is the vanguard in implementing those plans.

NKF&R cites the GHA's close neighbor and community ties as essential elements in the area's public safety should a large-scale natural or other disaster occur.

Utilizing K-PREP (Kitsap Practices Responsible Emergency Preparedness), the training, available through the Department of Emergency Management, would ensure an even higher level of safety by preparing the GHA community for brief self-sufficiency following a disaster that might overtax the emergency infrastructure. There is no charge for KPREP service, but the neighborhood or community must request it.

Kitsap County Department of Emergency Management

The Kitsap County Department of Emergency Management was established in 1989, succeeding the Civil Defense Department, to serve the emergency and disaster needs of the greater Kitsap County area. Its mission is to mitigate, prepare for, respond to and recover from any emergency or disaster that affects Kitsap County and its cities. This is primarily done through educational projects and through cooperation with Fire and Rescue Service. In December 2003 the Kitsap Department of Emergency Management became a partner with the federal Department of Homeland Security assuming oversight for acts of terrorism in a three-county region (Kitsap, Jefferson and Clallam counties).

A disaster, by definition, is any event that overwhelms the capacity of 911, emergency, police, fire, medical and utility responders. This can include earthquakes, tsunamis, floods, wildland fires, hurricanes, tornados, windstorms and terrorism. Terrorism includes

chemical attacks, biological attacks, nuclear threat, dirty bombs and any individual use of force or violence for the purpose of intimidation, coercion or ransom. Disasters typically happen with little or no warning, and can leave citizens cut off from outside support for as long as three days. The GHA's location makes the estimate closer to five days.

In order to prepare individuals and neighborhoods to act quickly and provide the greatest good for the greatest number, the Department has developed Kitsap Practices Responsible Emergency Preparedness (K-PREP). Initially the program focused on schools, but in 1993 was extended into the community, teaching neighborhoods the importance of being self sufficient in event of a disaster. The Department is willing to teach KPREP courses at the request of any GHA neighborhood.

A helpful booklet, "Getting Ready," gives detailed instructions for personal, family and neighborhood preparedness in case of disaster. It has an excellent section on mapping neighborhoods for resources, caring for citizens with special needs, and maintaining communication within the neighborhood and with out-of-area contacts.

The Kitsap County Citizen Corps, managed by the Department, provides opportunities for volunteers to assist in a variety of public safety programs, including Volunteers in Police Service, Medical Reserve Corps, Search and Rescue, Amateur Radio Operators, public education trainers and more. Details can be found on the Internet at www.kitsapdem.org. Due to GHA's location, participating in disaster planning should be a high priority.

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Law Enforcement

Kitsap County was established in 1857 as Slaughter County, and made its first order of business to change its name to Kitsap, an Indian tribal chief. Soon after an ox was stolen the first jail was built at Port Madison. The accepted bid was \$1,650, but records show the cost at \$658. Built of solid planks, with access through a trap door opened by winch and tackle, no escapes are recorded. When the county seat moved to what is now Port Orchard, the jail went through several renovations until the current jail in Port Orchard was expanded in 2003 at a cost of \$30 million. It is expected to serve well into the future.

There were few roads to or in Hansville. Its location enforced isolation, which benefited public safety by creating a cooperative community spirit. The first road to Hansville was built in 1924, but properties west of Forbes Landing were accessible only by rowboat or beach walks until the mid 1930s. The "Mosquito Fleet," a motley collection of independent vessels, supplied Eglon and Hansville by water. Until the Hansville community dock was built in 1917, citizens rowed out to obtain supplies.

From 1859 the County Sheriff provided police protection, first from Bainbridge, then Port Orchard, then Poulsbo, and finally with the establishment of the Kitsap County Sheriff's Office (KCSO) Kingston Precinct in 1998, law enforcement moved a little closer to the GHA. The GHA is KCSO patrol sector 21 of the N or Nora District. The N District covers the entire north end of the peninsula from just south of Highway 104.

One deputy alternately patrols the Nora District and the L or Lincoln District to the South. Calls range from abandoned cars to assaults, from traffic accidents to domestic violence, from theft to child rape. Drug-

related crimes are handled by WEST NET (see following). The GHA has the lowest crime rate in the county. A total of 13 arrests were made at the call site in 2003 and 9 in 2004 (see Chart B on Page 12).

The KCSO sets a maximum response time for priority one (life threatening) events at 15 minutes. For priority two (may quickly become life threatening) and priority three (normal call) events, the maximum time is 25 minutes. 911 CenCom reports response time for priority one calls in the "Nora" district were 6:04 minutes in 2003 and 6:52 minutes in 2004. For priority two, the times were 10:23 in 2003 and 9:21 in 2004. KCSO says records are not kept on the age of perpetrators, their place of residence, or the age of victims.

The Sheriff responded to 211 calls in 2001, 212 in 2002, 143 in 2003, and 142 in 2004. Of those calls, 22 in 2001, 35 in 2002, 16 in 2003 and 2 in 2004 were responses to intrusion false alarms. The Sheriff, despite the decrease in intrusion alarm calls and the increase in population, indicates that his office has made changes that have reduced crime and reduced the number of calls.

Map B on Page 11 and Chart B on Page 12 divide the GHA into eight neighborhoods. The chart shows the calls, arrests on site, and type of calls divided into five categories for each neighborhood. The categories are: non-crime, public disturbance, reckless or dangerous behavior, property offenses, and criminal acts. (A list of crimes in the categories is shown in Chart C on Page 13.) As shown in Map B, neighborhoods with denser populations have more calls. The trend to more residents and more recreation areas will bring more problems.

Since the GHA is far from law enforcement, it is vital that citizens remain the eyes and ears of law enforcement. This is currently being done at the Nature Conservancy Foulweather Bluff Preserve (see page 7) and the Point No Point Lighthouse (see page 7). It can also be done on an individual basis and through effective "block watch" groups (see Kitsap Department of Emergency Management).

WestNet

WESTNET is a multi-jurisdictional drug task force funded by the Justice Department. It investigates drug incidents in Kitsap and Mason Counties. Five percent of its 250 to 300 investigations per year have been in North Kitsap. There have been investigations in Hansville, but an accurate number is not available. WESTNET consists of representatives from the Washington State Patrol, Bainbridge Island Police Department, Bremerton Police Department, Port Orchard Police Department, Poulsbo Police Department, Shelton Police Department and the Kitsap County Sheriff's Office.

Citizen involvement reduces the opportunities for drug dealers and manufacturers. High traffic to a property, at all hours, by foot or by car can be a sign of retail drug transactions. The same is true for "meth" labs, but usually there are also strong odors of ammonia or paint solvent, much like an auto body shop. There may also be empty blister packs lying around, the type of thing used for Sudafed or other drugs. Containers from solvents and other chemicals may be seen. A marijuana grower usually has minimal activity or traffic. Windows may be covered with black plastic, loud venting fans may be heard, and odors of marijuana will be present. Getting to know neighbors and passing on any suspicious activity to the Kitsap County Sheriff strengthens public safety.

US Coast Guard Auxiliary

The US Coast Guard presence came to Hansville with construction of the Point No Point Lighthouse in 1879. Given Hansville's 19.29 miles of salt water shoreline, public safety is an issue on both land and sea.

The US Coast Guard Auxiliary is a volunteer adjunct to the Coast Guard, and is active in promoting boating courses, lending assistance to vessels in distress, and search and rescue. With new demands for security since 9/11 its role has expanded significantly. As the Coast Guard has become increasingly tied up with security issues and has limited funds, it and the Department of Homeland Security turn more and more to Auxiliary members to assist in carrying out the Coast Guard's functions excluding law enforcement and direct military action.

The Coast Guard provides funds to Auxiliary members to equip their boats with flotation devices, pumps, tow lines, and other supplies to allow them to assist in emergencies, such as pulling derelicts to shore, aiding a sinking vessel, or assisting with any emergency on the water. Members are "on call" to provide assistance to boaters and respond to a wide range of maritime related emergencies.

The closest flotilla with Hansville members is Flotilla 41 in Port Ludlow. Flotilla 41 has about 50 members. Its area of operations includes the entire Hood Canal, Admiralty Inlet, and the Northern Puget Sound with Point No Point as the southern boundary. It is a very active flotilla, reporting through chain of "leadership and management" of the Department of Homeland Security and the US Coast Guard. In addition to emergency response the Auxiliary regularly patrols the shores of Puget Sound to observe the maritime domain. Oil spills, unsafe dams or

bridges, floating hazards to navigation, and suspicious activities are reported to the Coast Guard.

Volunteers

Nature Conservancy

The Foulweather Bluff Nature Preserve on Twin Spits Road was established through the generosity of the Rawson family in 1967. It is as close to a pristine coastal lagoon as can be found in the entire Puget Sound. Conservancy volunteers have given oversight to the Preserve for more than twenty years. From Memorial Day through Labor Day a volunteer is at the site every day. After Labor Day until Memorial Day there is a volunteer there on Saturday and Sunday. Nature Conservancy volunteers (many but not all from Hansville) are present at the Preserve at least four hours each day to act as docents and to see that visitors abide by the rules of the Preserve. No fires are permitted. Dogs and other pets are not allowed. No materials, including shells, may be removed. As visitors have become familiar with the rules there have been few violations.

Residents of Driftwood Key, across the bay from the Preserve, act as watchers and report any beach fires. Jim Shipton, the steward from 1984 to October of 2004, scheduled volunteers and held training sessions of 2 ½ to 3 hours for new volunteers. When violations occur after dusk The Nature Conservancy asks that volunteers not go down the trail, but notify the steward to call the Sheriff or NKF&R. Should a situation arise the volunteer may call for help at any time.

Point No Point Lighthouse

The Point No Point Lighthouse was built in 1879. The lighthouse keeper served as Postmaster from 1893 until 1914, when the Hansville Post Office was established at the Hansville store. With the lease to Kitsap County in 1998, a cooperative arrangement was made between the Coast Guard, Kitsap County Parks and Recreation and local volunteers. Washington State Fish and Wildlife agents and Deputy Sheriffs have called home one of the old lighthouse apartments, indirectly assisting with public safety. Volunteer docents provide tours and security for the lighthouse on Saturdays and Sundays from April to September. More than eighteen volunteers, mostly from Hansville, answer questions, give tours, relate lighthouse anecdotes and history, protect the lighthouse, and assure the safety of visitors. There are at least two volunteers on duty from noon to four. They can report any unusual circumstances or incidents to the Sheriff.

Summary of Public Safety Providers

Kitsap County Sheriff's Office provides:

- f Regular patrol
- f Emergency service through CENCOM 911

WESTNET provides:

- f Response to and prevention of drug incidents

Volunteers provide:

- f Oversight for Foulweather Bluff Preserve, Nature Conservancy
- f Tours and protection for Point No Point Lighthouse

North Kitsap Fire and Rescue and its volunteers provide:

- f Fire protection
- f Emergency medical response
- f Emergency medical transportation by aid car or helicopter

- f Marine rescue response
- f Prevention programs
- f Employment of Emergency Management plans

North Kitsap Department of Emergency Management provides planning for:

- f Earthquakes
- f Flood
- f Hazardous material spills
- f Landslides
- f Terrorism
- f Volcano Eruptions

United States Coast Guard Auxiliary volunteers provide:

- f Search and Rescue Vessel Assistance
- f Shore Patrol
- f Boating safety education

United States Coast Guard provides assistance for:

- f Port security
- f Smuggling
- f Terrorism
- f Toxic spills entering the water

Map A

North Kitsap County Emergency Service Zones North Kitsap Fire & Rescue Service

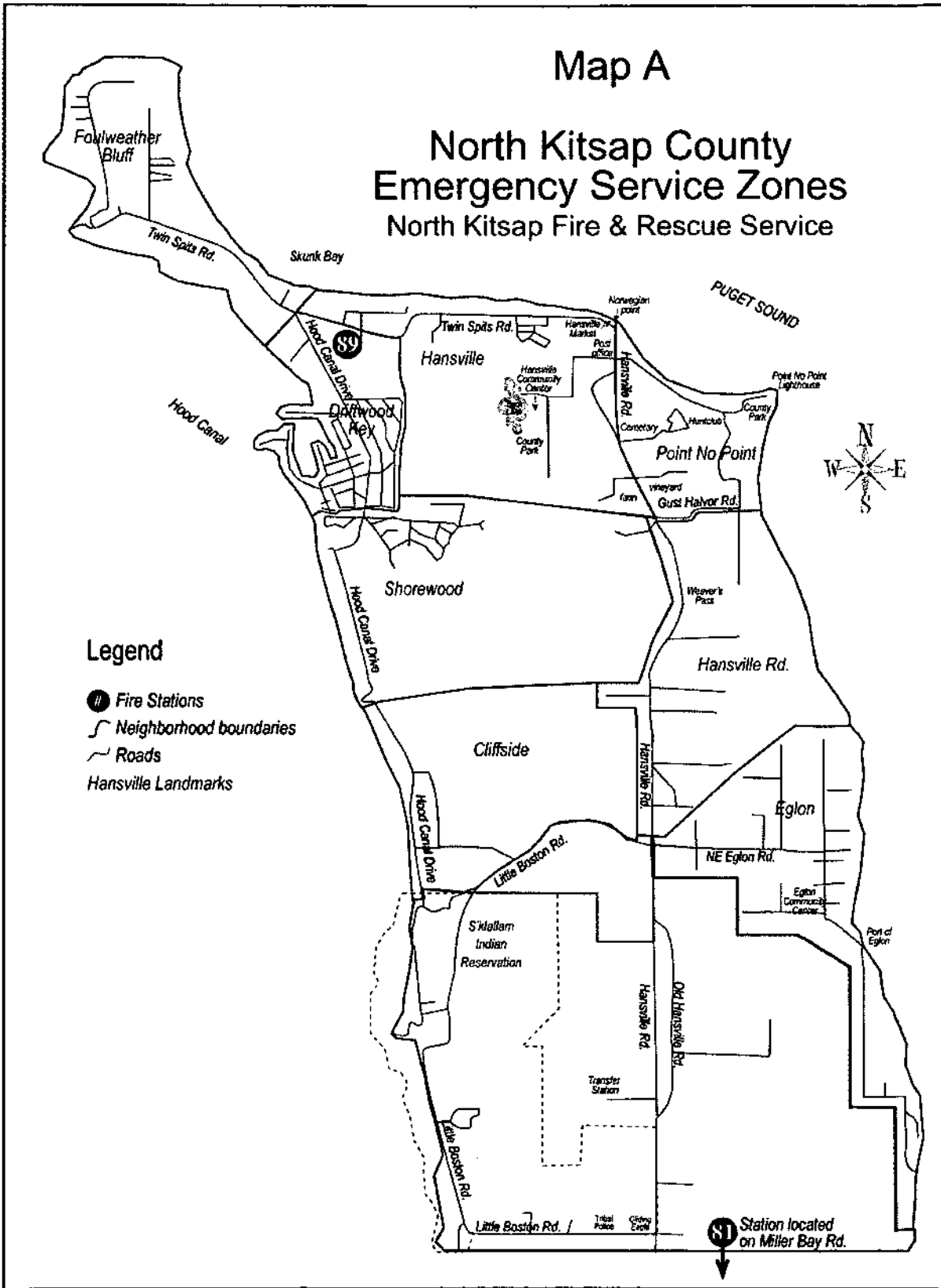


Chart A - North Kitsap Fire and Rescue

Number and Types of Fire and Rescue Calls by Neighborhood*

F = Fire/Explosion M = Medical/Rescue H = Hazardous Condition

	2002			2003			2004		
	F	M	H	F	M	H	F	M	H
Cliffside	1	6	0	1	10	1	3	21	1
Driftwood Key	2	30	3	3	37	0	2	54	2
Eglon	1	9	0	3	15	4	3	16	2
Foulweather Bluff	1	12	3	0	17	4	2	15	2
Hansville Road	0	13	1	2	28	0	1	15	0
Hansville	5	38	3	3	48	2	4	45	2
Point No Point	1	14	0	2	15	1	0	11	4
Shore Woods	0	18	2	1	14	4	2	9	2

*Excluding service calls, good intent, false alarms, special calls, severe weather.

Totals

	Fire/Explosion	Medical/Rescue (percentage of total)	Hazardous Condition
2002 (Total 206) ¹	11	140 (68%)	12
2003 (Total 282) ²	15	184 (65%)	16
2004 (Total 329) ³	17	186 (56%)	15

1. Includes 21 service calls, 12 good intent, 7 false alarms, 3 special calls.

2. Includes 21 service calls, 33 good intent, 6 false alarms, 7 special calls.

3. Includes 52 service calls, 38 good intent, 12 false alarms, 5 special calls, 1 severe weather.

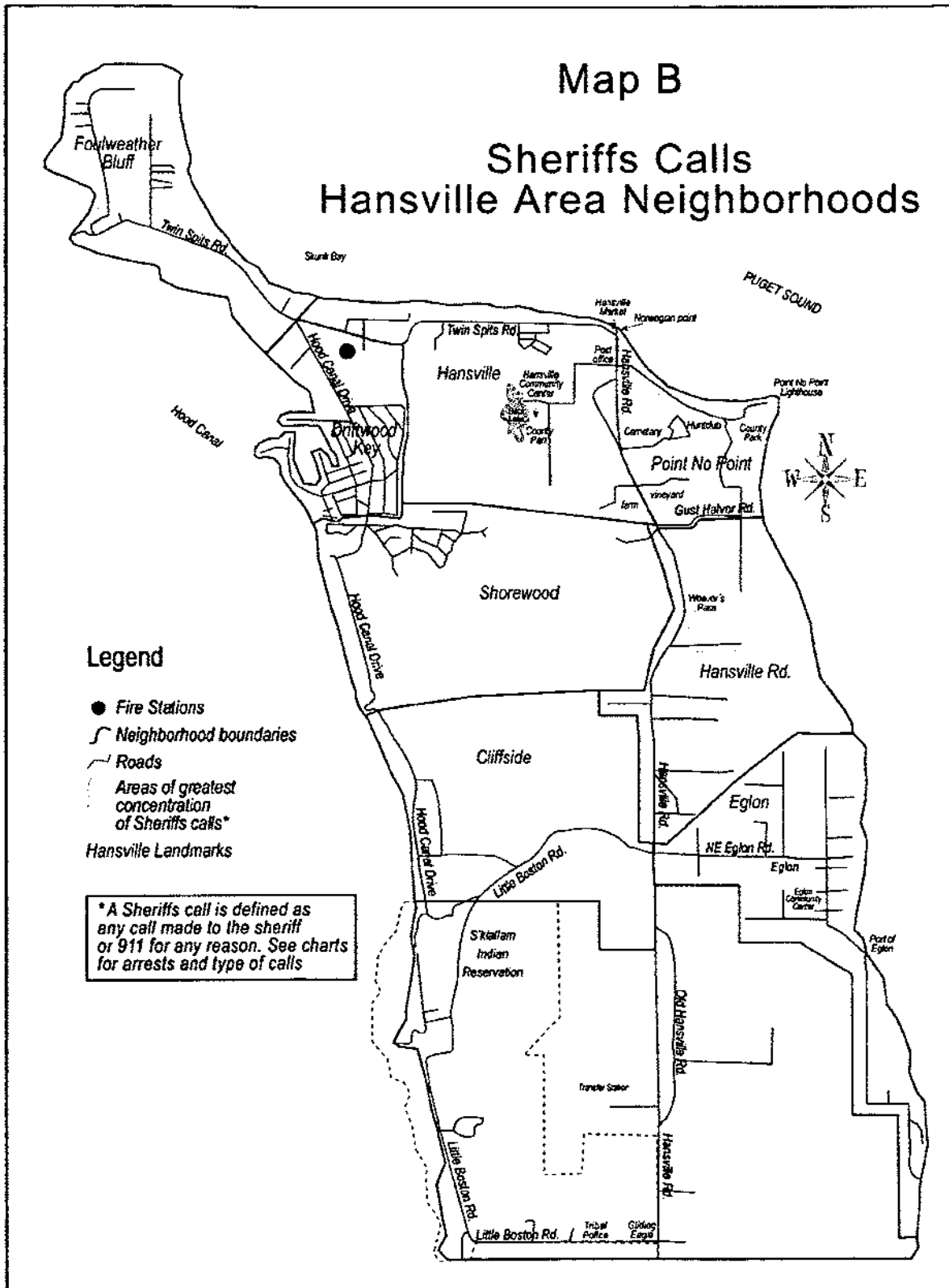
Average Response Times (In minutes)

	2002	2003	2004
Cliffside	9.64	9.48	9.41
Driftwood Key	5.83	5.70	5.37
Eglon	10.20	9.90	8.93
Foulweather Bluff	6.09	5.14	4.83
Hansville Road	8.98	7.55	7.55
Hansville	6.06	5.65	5.35
Point No Point	6.88	5.92	7.07
Shore Woods	7.46	6.31	5.29
Overall average	6.95	6.58	6.36

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Map B

Sheriffs Calls Hansville Area Neighborhoods



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Chart B - Sheriff's Calls

By Type and by Neighborhood

CLIFFSIDE

	2001	2002	2003	2004
Calls	11	16	7	6
Arrest at Scene	NA	NA	0	0
Non Crimes	7	11	3	3
Public Disturbance	1	0	0	0
Reckless/Dang Behavior	1	0	0	0
Property Crime	1	5	3	2
Crime	1	0	1	0

HANSVILLE ROAD

	2001	2002	2003	2004
Calls	23	17	21	15
Arrests at Scene	NA	NA	2	2
Non Crime	6	6	4	6
Public Disturbance	7	2	3	2
Reck/Dang Behavior	0	0	1	1
Property Crime	5	1	7	4
Crime	5	8	6	2

DRIFTWOOD KEY

	2001	2002	2003	2004
Calls	45	44	28	26
Arrests at Scene	NA	NA	3	2
Non Crime	13	18	9	9
Public Disturbance	8	2	4	3
Reck/Dang Behavior	1	1	0	1
Property Crime	20	13	7	12
Crime	4	10	2	1

POINT NO POINT

	2001	2002	2003	2004
Calls	23	17	18	13
Arrests at Scene	NA	NA	1	2
Non Crime	13	11	11	2
Public Disturbance	1	1	0	2
Reck/Dang Behavior	1	0	2	1
Property Crime	3	4	2	4
Crime	5	1	3	2

EGLON/SUNRISE BEACH

	2001	2002	2003	2004
Calls	16	10	7	5
Arrests at Scene	NA	NA	0	0
Non Crime	5	2	3	0
Public Disturbance	1	1	0	0
Reck/Dang Behavior	3	1	0	0
Property Crime	5	6	4	0
Crime	2	0	0	5

SHOREWOODS

	2001	2002	2003	2004
Calls	36	53	23	20
Arrests at Scene	NA	NA	2	2
Non Crime	7	16	2	6
Public Disturbance	4	1	0	2
Reck/Dang Behavior	1	1	1	1
Property Crime	9	22	11	6
Crime	15	12	9	6

FOULWEATHER BLUFF

	2001	2002	2003	2004
Calls	5	2	6	8
Arrests at Scene	NA	NA	0	0
Non Crime	4	0	1	5
Public Disturbance	1	0	0	0
Reck/Dang Behavior	0	0	0	0
Property Crime	0	2	4	3
Crime	0	0	1	0

MOST SERIOUS CRIMES:

Child Abuse, Molestation, Rape; And Rape

	2001	2002	2003	2004
Cliffside	0	0	0	0
Driftwood Key	0	0	0	1
Egion	0	0	0	1
Foulweather Bluff	0	0	0	0
Hansville				
/Buck Lake/ TS	0	2	0	2
Hansville Road	2	3	1	0
Point No Point	0	1	1	0
Shorewoods	0	2	0	1

HANSVILLE/BUCK LAKE/TWIN SPITS

	2001	2002	2003	2004
Calls	52	52	33	39
Arrests at Scene	NA	NA	5	1
Non Crime	23	14	12	14
Public Disturbance	6	1	1	1
Reck/Dang Behavior	3	3	3	2
Property Crime	15	24	8	15
Crime	5	10	4	6

Ora 4/13/2009

Chart C - Types of Sheriff's calls

Non-Crimes

Abandoned Vehicles
Child Placement
Death Natural/Accidental/Suspicious
Found Property
Intrusion Alarm
Lost Property
Missing Person
Noise Complaint
Runaway
Suspicious Incident
Traffic Accident
Traffic Complaint

Public Disturbance

Child Custody
Civil Dispute
Family Dispute
Harassment
Malicious Mischief
Mental Investigation
Neighbor Dispute
Road Rage
Telephone Harassment
Threats
Verbal Dispute

Reckless or Dangerous Behavior

Criminal Trespass
DWI (Driving while under influence of alcohol or controlled substance)
DWLSR/3 (Driving with license suspended or revoked - 3 lowest charge)
Firearm Violation
Possession of Controlled Substance
Reckless Burning
Reckless Endangerment

Property Crimes

Burglary (all)
Garbage/litter
Hit and Run - Property Damage
Theft (all)
Unlawful Bank Draft or Check
Vehicle Prowling

Serious Crimes

Arson
Assault (all)
Child Abuse
Child Molestation
Child Rape
Communication with Minor
for Immoral Purposes
Extortion
Fraud
Identity Theft
Indecent Liberties
Indecent Liberties with a Minor
Intimidation of Public Servant
Intimidation of Witness
Rape
Rendering Criminal Assistance
Suicide
Supply Liquor to Minor
Violation Probation
Violation Protective Order
Violation Restraint Order
Violation Warrant

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Kitsap County: A History, Second Edition, Kitsap County Historical Society, Dinner & Klein, Seattle, WA, 1st published 1971, second edition 1981.

US Coast Guard Auxiliary
Gordon Fountain, Hansville 360 638 0432
Kevin Ryan, Commodore 360-437 7996
Flotilla 41, Port Ludlow

Kitsap County Sheriff
Steve Boyer, Sheriff 360-337-7101
Barbara DaZelle, Support Service 360-337-7196
Specialist

WESTNET
John Halstead, Agent 360-337-7064-0

CENCOM – 911 Kitsap County 360-616-5800

North Kitsap Fire and Rescue
Lt. Alan Voves 360-297-3610
Michelle Laboda 360-297-3610
Community Services Specialist

Kitsap Fire District 14 Archives
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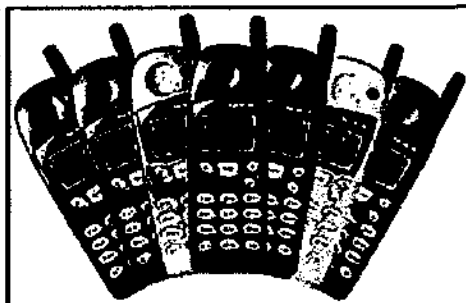
Kitsap Dept. of Emergency Management 360-307-5870
Laura Jull, Public Information Officer and
Public Educator

Nature Conservancy – Foulweather Bluff Preserve
Jim Shipton, volunteer 360-638-2412

Chapter 11 – Technology

Introduction

The greater Hansville area is geographically removed from urban centers and has therefore been somewhat slower to have technological advances such as DSL and broadband cable as those in larger cities. The situation has changed. This chapter identifies the existing state of telecommunication advancement in the GHA. It also reports on the state of telephone and television. Five maps at the end of this chapter show various fiber optic and wireless routes, and antennae locations.



KEY FACTS

All major modes of telecommunication are available to the majority of Hansville Area residents. High speed internet connections are now available most of the residents from both telephone and cable television providers. Cellular telephone service remains spotty due to the lack of in-situ antennas for the north end of the peninsula.

KEY TRENDS

Reliability of the land-based telephone system has improved due to increased use of (buried) fiber optic cable supplying the Hansville sub-station and that of Hood Canal Drive. High definition TV service is universally available via one cable provider and two competing satellite providers.

FOOD FOR THOUGHT

Until the demand for better cellular coverage in the Hansville area is reconciled with the opposition of those residents who do not want a cell tower located in the north end, coverage will remain spotty and uneven across the community. This also has public safety implications as the same requirements for cellular coverage affect fire and police communications as well.

Where have we been?

Telephone

The GHA has long enjoyed full coverage for land-line telephone service. The earliest efforts to provide such service date back to the founding of the community when a local cooperative was formed. There is currently a single provider, CenturyTel, for the area. Despite winter storms and the large number of trees that overhang the telephone lines,

continuity of service has been better than the corresponding power distribution by PSE.

Television

Over the air television reception can be difficult in some areas of Hansville due to topography. In 1990, cable was available through a local (Kingston) provider but limited in the number of neighborhoods serviced.

Some residents found that reception

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of Canadian stations was better than those originating in Seattle.

Internet

Dial-up service at baud rates of less than 56 kBytes/sec was available through a number of service providers within the county as well as nationwide. The local library offered free email accounts to patrons, as well as computers for access to the internet.

Broadband connections were a dream at the time.

Telecommuting

The opportunities for telecommuting were limited in the past due to both the low bandwidth connection available from Hansville and also societal attitudes towards telecommuting workers.

Where are we now?

Telephone

Land-line telephone service continues to be reliable by and large for the majority of Hansville residents. There is still a single provider, CenturyTel. In the past decade they have made significant investments in the infrastructure for this area and now have fiber optic cable as a main feed into the downtown Hansville area and on out Twin Spits road to a sub-station at the north end of Hood Canal Drive. Since fiber optic is a buried cable, this has improved reliability.

A major paradigm shift has occurred in the past 15 years and there has been a mass movement towards use of cellular telephones. People are using cell phones for convenience and security and even the older portion of our population has adopted their use. In the case of power outages cell phones provide an additional link to the outside world and often remaining usable since the antennas are situated off the Kitsap Peninsula.

Although many residents of the GHA are cellular subscribers, there are many areas within the GHA where the coverage is spotty and intermittent. This is due to the topography and the fact that there is no tower located in the north end of the peninsula to provide for antennas. Due to the difficulty of permitting

and the opposition of local residents to the emplacement of towers within their areas this is not likely to change in the near future. It may well become an issue for the community similar to that of the auxiliary power generator siting that is mentioned in the chapter on utilities. What coverage that is available comes from antennas situated outside the county looking into the GHA; for example, coverage along the north shore of Hansville is from Port Townsend, along the east shore from Edmonds, and areas south of Everett, etc.

Television

There are two competitors for satellite TV reception, Dish Network and DirectTV, and one cable TV provider, Comcast, within the GHA. As before, there remains the option to use an external antenna for direct reception of broadcasts from Seattle and Canada. Fringe reception may be affected by the upcoming conversion of TV broadcasting from analog to Digital TV which will come into effect in 2006, or slightly later if delayed by the FCC. In any case quality reception of television is an option for almost all home owners within the GHA with satellite reception providing coverage in areas where the cable is not available.

Internet

Options for broadband connections are much improved over the situation ten years ago. For much of the GHA served by Comcast, broadband connection to the internet is available. In addition, for areas within three miles of a CenturyTel switch, DSL is also available. Both companies have made major investments in the infrastructure locally. Rates are generally competitive also and each offers a "package" which discounts the cost of the broadband connection when bundled with additional services offered by the provider.

A map at the end of this chapter shows the projected fiber optic routes in the north end of the county. It is clear that Centurytel has made an effort to provide service along the major roads of the GHA, with the exception of the southern portion of Hood Canal Drive.

Telecommuting

Work from home has become a more readily available option for many Hansville residents. A serious study of telecommuting (or telework, as the authors named it) was carried out the Center for Internet Studies at the University of Washington for the Kitsap PUD

in 2003. The full document of 42 pages is included in the supplemental data for the profile document and will be referenced here. It has application to many of the other chapters such as Transportation, Housing, and Economics.

The basic conclusions were that telework provided significant savings to both the employer and the employee, not to mention the environment and infrastructure in terms of reduced demands. The savings included more time spent on-task and fewer dollars allocated to housing due to the lower home prices within Kitsap County as compared to King County, transportation fees for ferries or the Tacoma bridge, and other costs associated with required commuting such as fuel, etc.

Even though it is difficult to assess the number of GHA residents engaged in telecommuting, informal surveys indicate it may be a significant fraction. Nationwide, 1 in 5 workers telecommutes at least one day a week (in 2001 – the fraction is likely larger now). This segment of the working population is only likely to increase in the future as the availability of broadband increases and the costs decrease.

Trends

Broadband availability has been increasing. Up until about 2002, CenturyTel, the local phone company, was slow to provide DSL service to the north tip of the Kitsap Peninsula; then they gradually added more service. In 2003, they stated that while there was DSL along the Hansville Road corridor, the communities along the northern part of Hood Canal would receive service in 2005, when a new phone equipment building would be built.

Comcast, the local cable TV provider bought out AT&T and in late 2003 and early 2004

strung miles of cable throughout the area. This made cable internet access available to anyone with cable TV service.

Although it may have been a coincidence, shortly after Comcast began to string cable, CenturyTel stepped up their DSL service plans and they began to provide service to the Driftwood Key area in early 2004.

There are still a number of areas without DSL, including the Skunk Bay and Foulweather

Bluff areas. Many of these areas are served by Comcast, though.

The latest move to speed up communications is to use fiber networks. They have a tremendous speed advantage over the standard copper wires generally used by phone companies. They are also faster than cable service. The PUD in North Kitsap County has installed fiber as far as the large water tank on Hansville Rd. north of Little Boston Road. The PUD has no plans to extend the cable further north without financial incentive to do so—fiber installation is quite expensive, averaging about \$40,000 per mile.

The Port Gamble S'Klallam Tribe is committed to providing fiber to all of its tribal members who can afford it. To that end, they have become an ISP and buy bandwidth from the PUD. In addition, they will be developing a business park just north of the store (where the trailer park was located) and will provide fiber to all businesses there. Currently they have fiber installed to the tribal headquarters and the casino.

There is no fiber north of Little Boston with the exception of some hung by CenturyTel to manage its own phone system.

Conventional internet access has been available for quite some time. Dial-up access is available throughout the entire area (and has been for a number of years), with numerous providers being utilized, including but not limited to AOL, Compuserve, Earthlink, PeoplePC, MSN, NetZero, and local ISPs like Donobi and Telebyte.

Some local residents also make use of satellite internet access, although this requires a land-line connection as well.

Availability of Personal Technology

Computers – Computer use in this rural area has been gradually increasing. With the prevalence of computers in schools and businesses, the general working population has been acquiring personal computers for home use and telecommuting. The part of the population that has chosen this area in retirement has generally been slower to acquire this technology, but that use, too, is increasing. Residents are finding that with additional time available, they can engage in recreational internet use as well as research. Home-based consulting and internet sales businesses are finding high-speed internet access indispensable.

Cell Phones – Cell phones have revolutionized communications. They are being used for business, personal communications, and lately, for internet access. Although many people are embracing this technology, there are some drawbacks. The major one is spotty cell service. In north Kitsap County, the terrain often blocks signals and hinders communications. Cellular communications varies by service provider, as different providers use different cell towers.

Coverage will improve as more towers are added by cell companies. Because of the relatively light population density, the north Kitsap area is not a “target” area for cell service providers. This area benefits from towers that are installed to service areas of higher population simply because it is within line-of-sight.

Television and Radio

Television and radio reception is generally available throughout the area. Residents rely on cable service, satellite service, or old fashioned antennas. The higher definition television sets now on the market make digital TV a possibility, although this requires a connection other than an antenna.

With higher connection speeds, people are beginning to use televisions and computers together—the signal from one being passed to the other, although viewing computer data on a television is not very satisfactory. Computer monitors are capable of much higher resolution than are televisions.

Technology Education

While all the technology advances are usually good for business and for the general population who are trying to use them, one thing has become quite clear: There is a need for user training. Small companies can't afford computer staff and must handle most of their problems themselves. Employees, if new to computing, must spend valuable time learning how to operate the systems. Even if they have some experience, the steady advances in technology make constant training a necessity. Home users are experiencing the same problems.

Some classes in general computer use and specific software use are available to the general public through community education programs (e.g. Poulsbo Parks and Recreation) and through educational institutions like Olympic Community College. There are, in addition, volunteer organizations which provide help to their members, such as Kitsap Computing Seniors.

There are hardly enough classes available at the times people wish to take them. There are reports that many of the classes offered are of little use to the general computer user. Many requests have been received for general computer classes given in the early evening hours. These are not readily available.

Plans for Community Connectivity

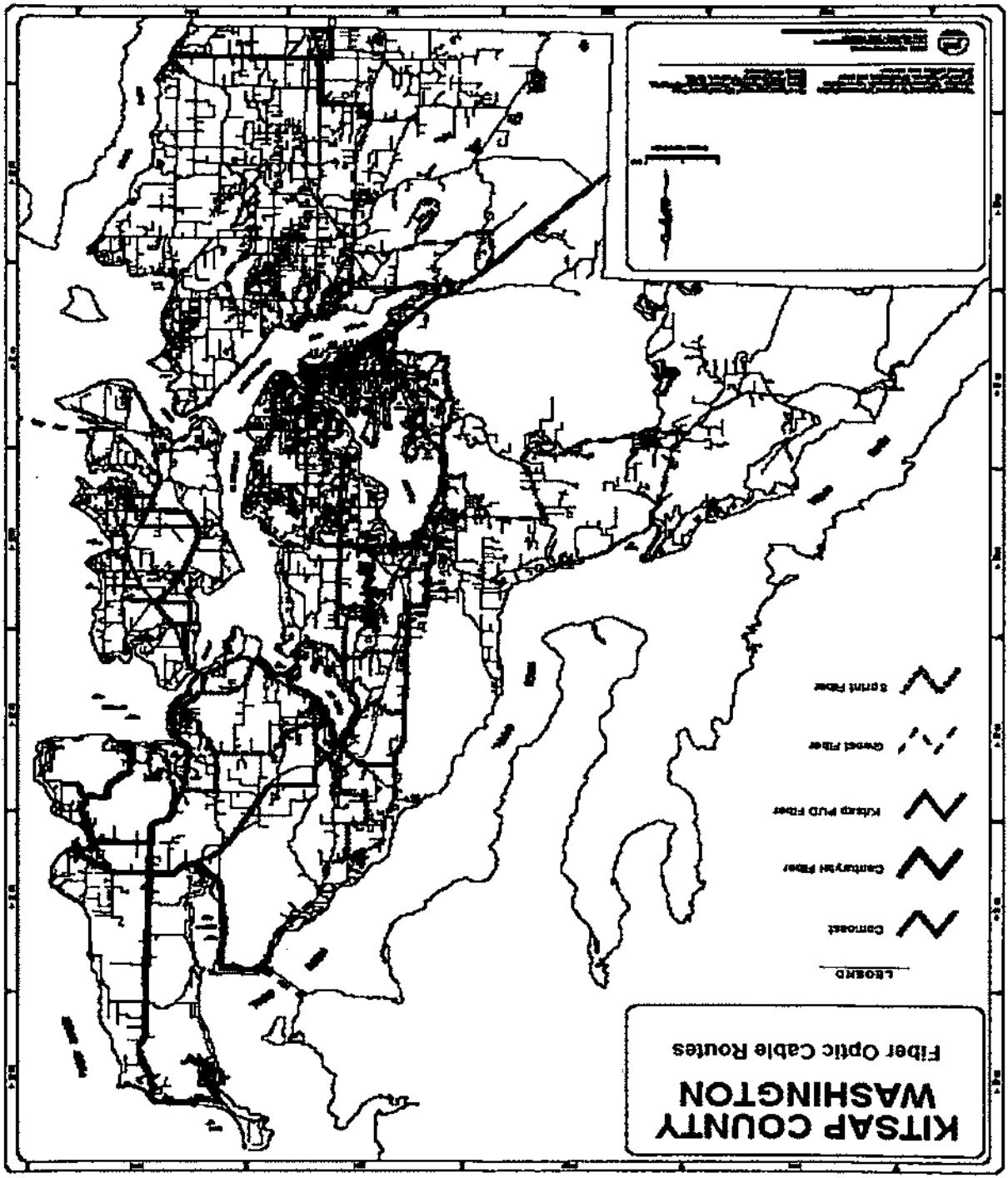
The Kitsap PUD has a need to communicate with the equipment at their four water tank locations in the greater Hansville area. They may get help from the Port Gamble S'Klallam tribe when trying to access their Cliffside tank farm. The tribe has indicated a willingness to extend their fiber system to serve that area while serving their own tribal members.

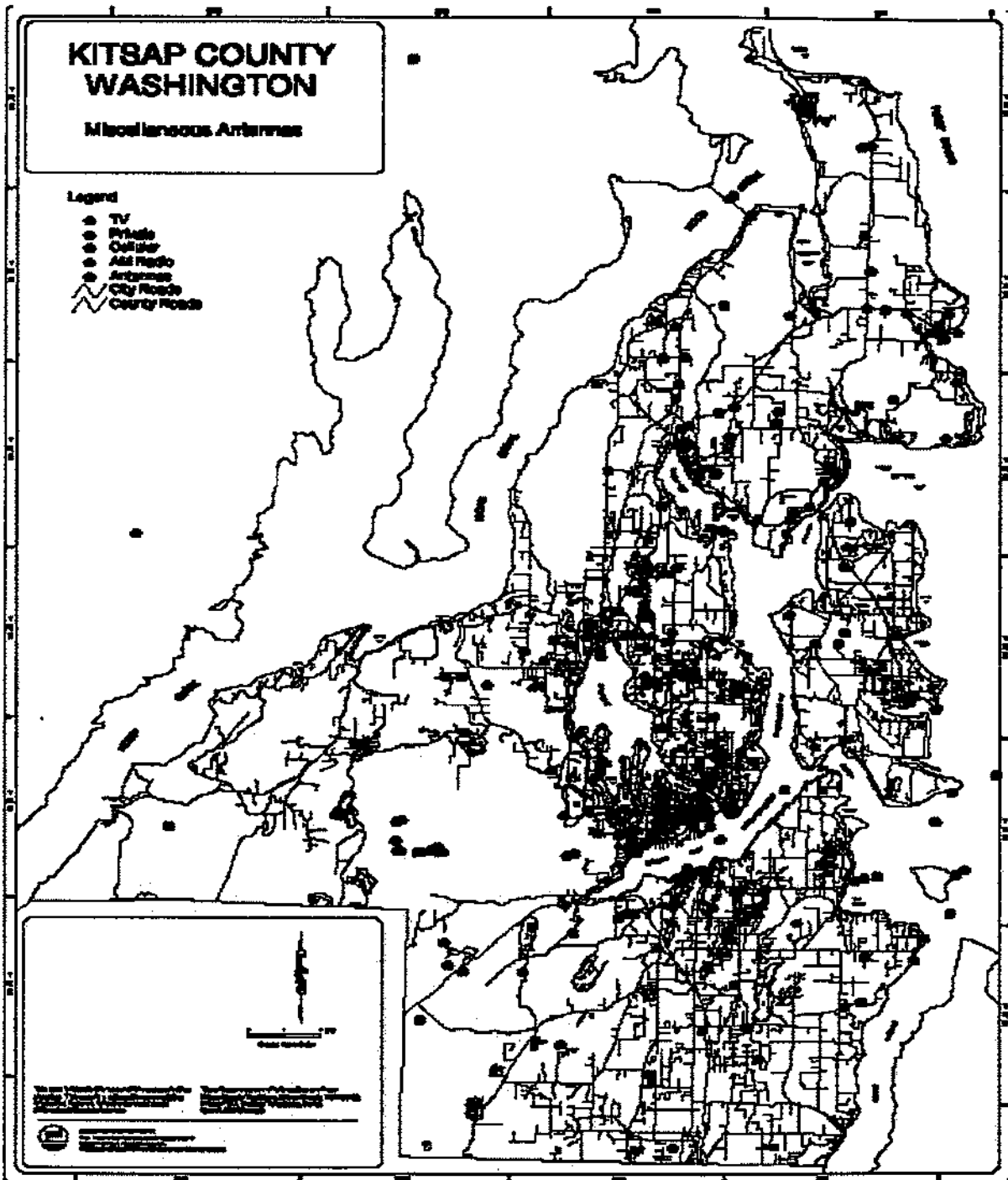
The general public may benefit from Kitsap PUD efforts to access their tanks. Testing is beginning to see if a wireless link can be established between the PUD fiber system at Little Boston and their tanks farther up the peninsula. If they are successful in establishing the service they need for flow control, they will be able to use the links to provide wireless service to at least part of the population in the greater Hansville area. Terrain obstacles, though, will make this a difficult venture.

The PUD is prohibited by law from selling internet services to the general public. They can, however, sell the bandwidth to an ISP who will provide the wireless service. This could come to pass as early as the 2nd quarter of 2005. The tribe has indicated that they would be willing to investigate this undertaking, but it may not be politically expedient to do so—they would be seen as competing with private enterprise.

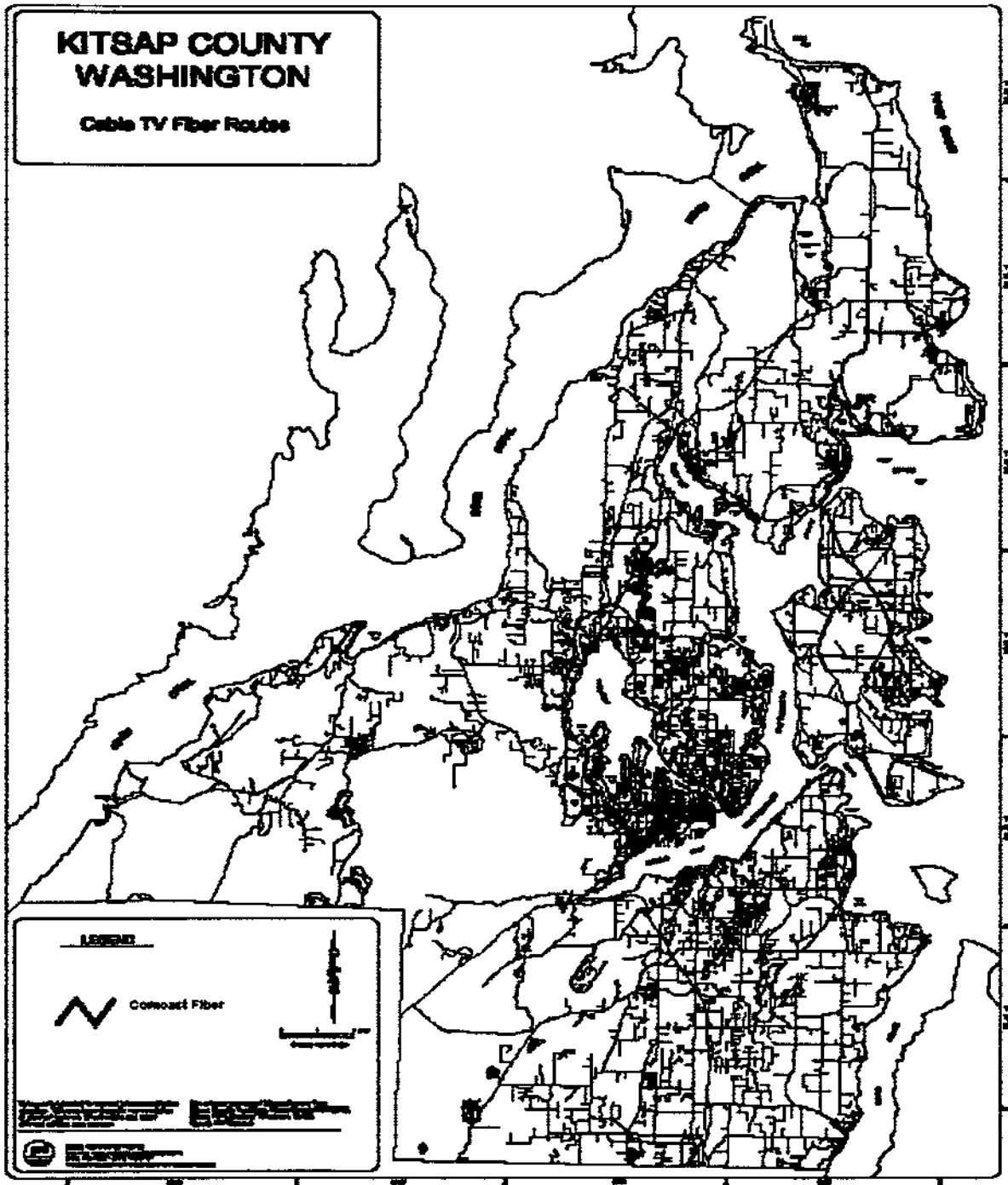
The Port Gamble S'Klallam tribe is also making their facilities available to community organizations for meetings where teleconferencing may be needed. It is possible that the computer lab that the tribe is planning will be available for the community, also.

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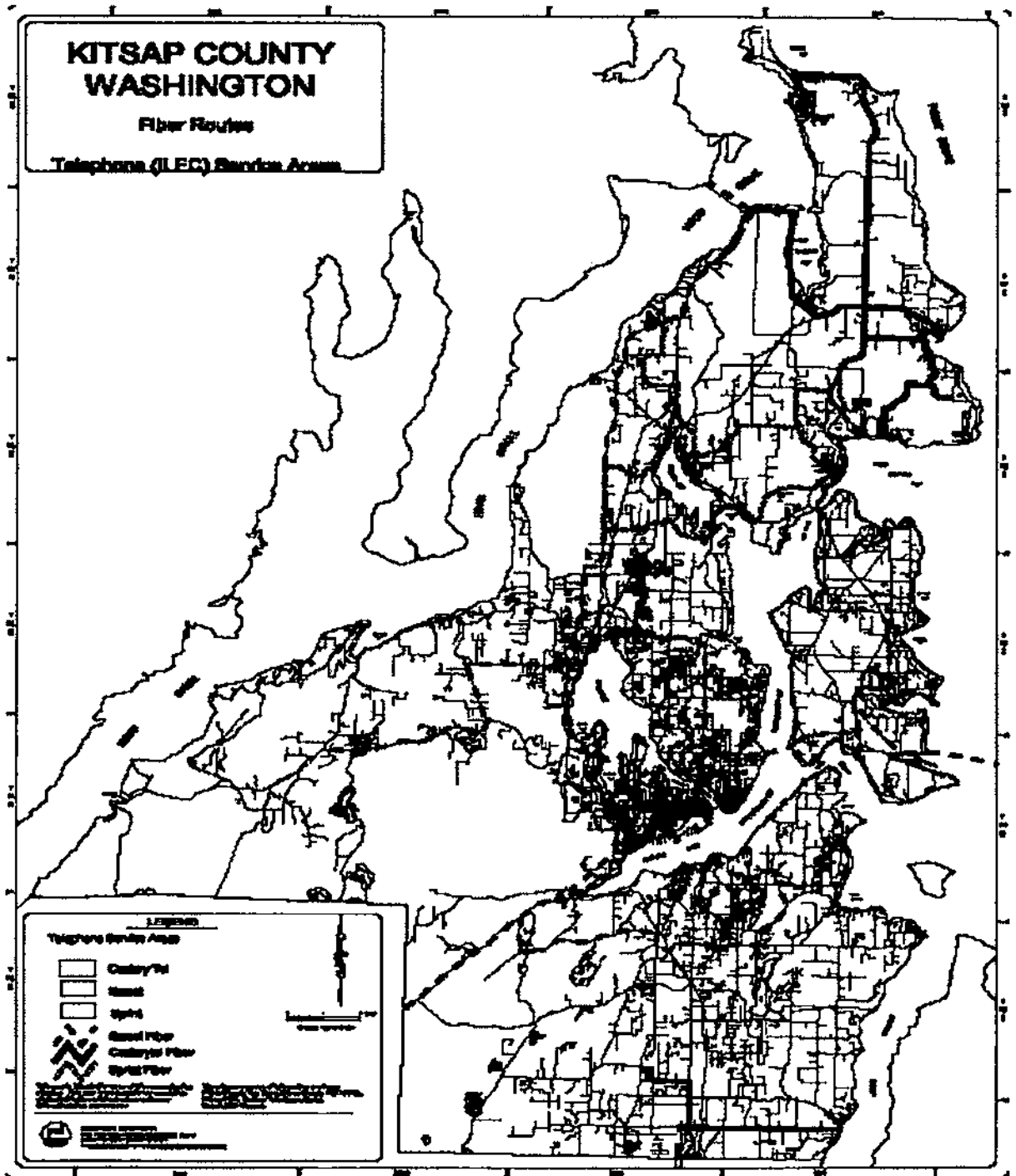




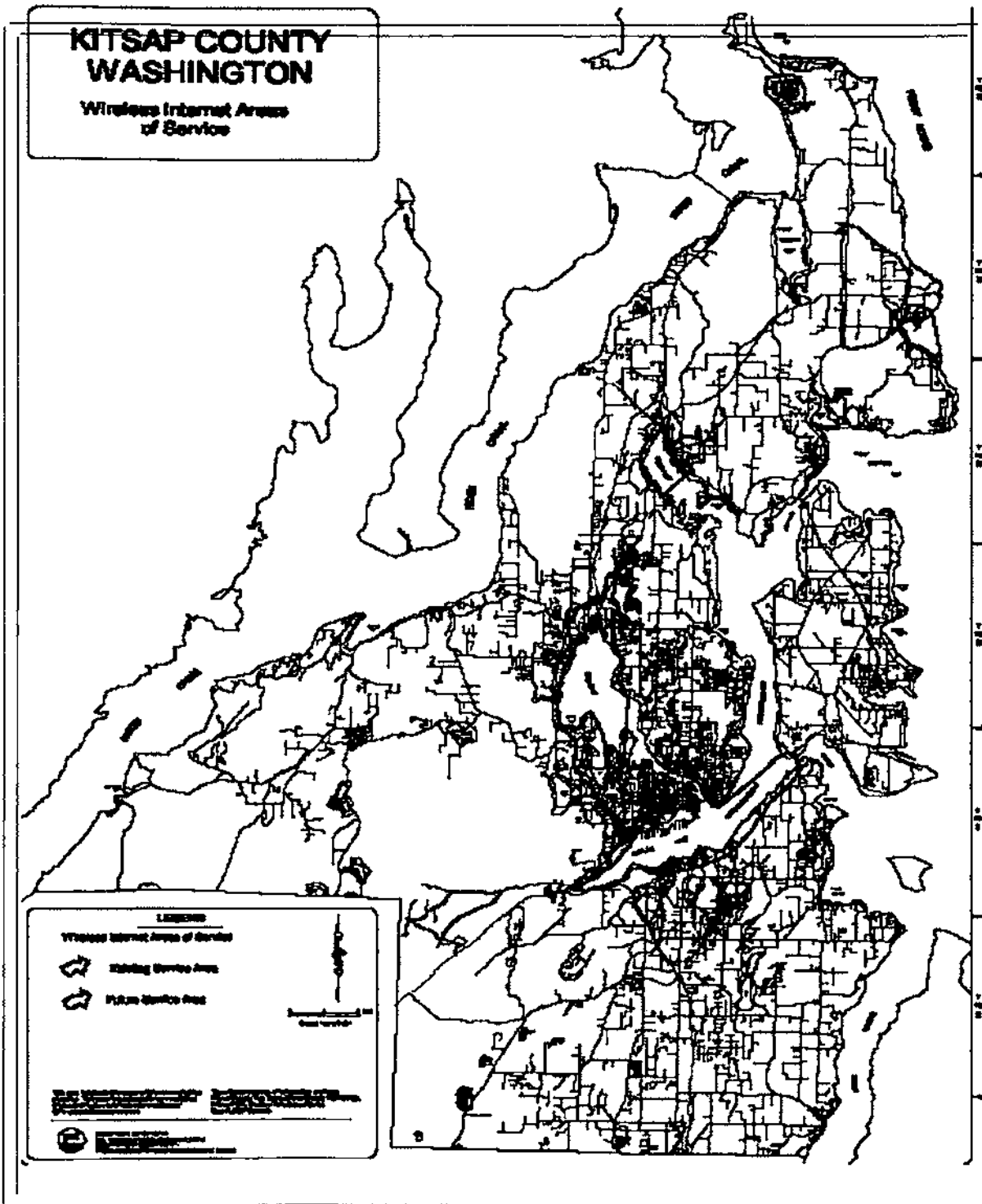
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Chapter 12 – Transportation



Introduction

This chapter describes the planning, maintenance and usage of transportation facilities in and around the Greater Hansville Area (GHA), including roads, public transit, commuter services and bicycle access and safety. It summarizes data on traffic volume and accidents, ferry schedules and costs, and commute times and bus usage in the GHA.

KEY FACTS

~ Traffic volume on Hansville Road has increased significantly in recent years.

The Homestead housing development near the fire station is expected to add about 800 car trips per day when completed.

GHA residents rely heavily on the ferry system, but are concerned about rising costs.

A new, privately owned foot ferry provides rapid access to downtown Seattle, but may be threatened by low ridership.

Bus service in the GHA has been off and on over the years and faces an unsure future due to low ridership and high costs.

Transit services and facilities appear to be underutilized by GHA residents.

Several significant road improvements are scheduled for the GHA in the next 6 years.

Auto accidents are most common on Hansville Road south of the GHA study area, and nearly half of them occur after dark.

Speeding is a problem on Hansville Road and specific areas throughout the GHA.

Bicycle and pedestrian access and safety is lacking in the GHA, but improvements are under way and planned.

KEY TRENDS

~ As traffic volume and related problems increase, traffic control and enforcement will become more important.

- As the GHA grows, county planners will need to carefully monitor and plan road maintenance and improvements to ensure that the road system meets requirements of the Kitsap County Comprehensive Plan.
- GHA residents will need to become more proactive and involved in transportation issues if the area is to get what it needs in the future.
- Traffic will continue to increase significantly into the future with the buildout of existing lots and creation of new subdivisions.

FOOD FOR THOUGHT

What needs to be done about speeding and other careless driving habits as the area grows and traffic volume increases?

What can GHA residents do to reduce the impact of increased traffic congestion?

What is the impact of increased ferry fares on commuters and other GHA residents?

What is the impact of increased ferry fares on commerce on both sides of the Puget Sound?

Is the GHA properly served by public transit?

If the GHA is properly served by public transit, why is it underutilized?

Where Have We Been?

Although roads have been paved to the very end of the North Kitsap Peninsula, the GHA remains an isolated getaway for those who live here and visit. Not too long ago, the extreme North Kitsap Peninsula was accessible only by boat. Fishermen and loggers plied the waters of Admiralty Strait and Hood Canal to scratch out a living. Roads didn't appear until the early 20th century. But they were hardly roads by today's standards.

Eventually men and machines punched their way through the forests, swamps and rutty wagon trails to blaze a trail that eventually became Hansville Road. That was when salmon fishing was king (no pun intended) and a few adventuresome souls began to build summer cabins – even fishing resorts – along the shorelines of what is now the Greater Hansville Area.

The hub-bub of Seattle was left behind – but not for long. Others would soon discover this unique place. More cabins were built. More

roads were paved. Mosquito fleets evolved into ferries. Cabins became “summer homes.” Summer homes became permanent homes. Even more roads were built – and they came. Meanwhile, the population in the East Sound exploded, spilling over to the West Sound. Kitsap County's country roads became a network of highways that struggled to handle the growth of recreation, commerce, population and, yes, Silverdale. Between 1990 and 2000 the Hansville Area's population increased by 48% - twice the rate of Kitsap County.

But somehow, Hansville still feels isolated even as we hang onto the connective thread of a Hansville Road that is showing signs of strain, a single bus route that may yet disappear, a ferry system that is growing more costly, and a future that will require significant doses of citizen involvement to make sure that we can continue to safely make our way home to a place we love.

Where We Are Now

Traffic volume continues to increase in the GHA today as people flee high home prices in the Seattle area and take advantage of low interest rates to build homes faster than ever.

As the second most densely populated county in Washington, Kitsap County drivers are experiencing increased congestion, suggesting that some county and state roads are already

inadequate to handle growth. Combined with pass-through traffic from the ferries, long traffic backups are common at many busy intersections, such as SR 305 at Bond Road, SR 104 at Hansville Road, and many areas in the Silverdale area.

Growth and transportation have always had a strained relationship – and today the GHA is starting to see some of the early signs of disharmony. Hansville Road is getting busier every year – a whopping 18% increase in traffic volume from 2000 to 2004 alone. The new Homestead subdivision is expected to add about 800 more trips per day. The traffic count near Albertsons (more than 8,400 a

day) is now half the daily volume that crosses the Hood Canal bridge.

While Hansville Road still has additional capacity to accommodate growth, the irritation factor is growing with the traffic volume. Speeding is more common on Hood Canal Drive and Twin Spits Road; 40-mph speed zones on Hansville Road are often ignored; auto accidents are inevitable – 39 of them in the GHA and on Hansville Road in just 3 ½ years. Meanwhile, ferry ridership is down and the cost is going up; the lone bus route through GHA is on the brink of shutting down – again; and bicycle and pedestrian access and safety needs a lot of work.

Trends

Although the Kitsap County Comprehensive Plan restricts future housing lot sizes to one home per 5 or 20 acres, depending on zoning, traffic is likely to continue to increase throughout the GHA with development of Homestead and other buildable lots. Development of public waterfront in Hansville also will attract some new traffic.

Ferry fares have increased about 50% since 1999, when voters approved Initiative 695, which removed motor-vehicle excise taxes as a source of transportation funding. Fares covered 78 percent in 2004, and will continue to increase until all costs are covered by users by 2014.

The county is working to improve roads throughout the county, including the GHA. Several key projects are plugged into the 6-year transportation plan that will make a difference. The county has a progressive plan

in place to spend millions of dollars on bike lanes and connecting trails in the coming years; private investors are trying to keep foot-ferry service viable between Kingston and downtown Seattle; and Kitsap Transit was finalizing a long-term plan in summer of 2005.

These are good signs, but it will be up to the citizens of the GHA to focus on the key issues that will keep growth and transportation balanced in the years ahead. They must band together to make their ideas heard and included in the transportation planning process. They must educate themselves about buses and ride-sharing and foot ferries and park-and-rides and bike trails and Dial-a-Ride programs. GHA residents have never hesitated to speak their minds and get involved. And they will again.

Background

Traffic Volume

A total of 2,816,705 trips were counted on Hansville Road in 2004 just north of SR 104 (near Albertsons), almost 200,000 more than in 2000. That's an average of 8,433 a day, or 18% more than 2000, as shown in Table 1. Average daily traffic volume remains fairly consistent most of the year, increasing slightly from June through October when the construction season is in high gear, more people drive to their summer homes, and visitors travel to Point No Point Park and other areas for recreation and salmon fishing. The busiest month in 2004 was in July with more than 293,000 trips. There is a significant drop in traffic count in January and February. There appears to be no consistent spike in traffic volume on weekends.

For comparison, here are average annual daily traffic counts for some other roads in the area in 2004:

SR 3 in Silverdale area	43,544
Hood Canal Bridge	17,007
SR 307 south of Gunderson Rd.	15,426
<u>Hansville Road north of SR 104</u>	<u>8,433</u>
Miller Bay Rd south of W. Kingston Rd.	6,889
Kingston Ferry	6,065
W. Kingston Rd. south of Barber Cut-off Rd.	5,862
SR 104 north of Port Gamble Rd.	5,859
Downtown Winslow	5,781

Average Annual Daily Traffic		Total Annual Traffic (in millions)	
2000	2004	2000	2004
7,156	8,433	2.619	2.817
Percent Increase = 18%			
*Count taken at permanent station 0.66 mile north of SR 104.			

Data from a traffic count in December 2002 (from a portable traffic-counting hose) show that about half of the traffic volume counted at the permanent Hansville Road station .66 mile north of SR 104 turns off before it reaches Twin Spits Road at the Hansville Market. Of the 3,824 vehicles that continued on, 2,166 were counted on Hood Canal Drive and the remaining 1,658 were counted on Twin Spits Road (see Table 2). The December 2002 data for these roads was the only other traffic count data available from the county for roads within the GHA.

Hood Canal Drive ¹	Total - 2,166
South End	1,359
North End	807
Twin Spits Road ¹	1,658
Hansville Road ²	7,571

¹Count taken with portable traffic-counting hose in December 2002.
²Count taken at permanent count station 0.66 mile north of SR 104 in 2002.
 Source: Letter from Jim Powell, Kitsap County Public Works engineer tech, April 18, 2005

The county does not track data on the nature of trips, destinations or types of vehicles for Hansville Road. However, most traffic consists of passenger vehicles and pickup trucks for normal day-to-day activities such as shopping and commuting, commercial vehicles making deliveries, or workers commuting to and from home remodeling, construction and repair projects. A number of drivers use trucks and trailers to haul trash to the Kitsap County Transfer Site, located just off Hansville Road about 5 miles from Hansville, while others visit parks and trails in the area. Large dump trucks and heavy equipment also use the roads at times during construction projects.

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The 89-home Homestead housing development off Twin Spits Road near the fire station is expected to add about 800 trips per day – about a 21% increase in the average daily traffic count through downtown Hansville (based on the count for both Twin Spits Road and Hood Canal Drive in December 2002) and a 9.5% increase over the 2004 count on Hansville Road near Albertsons. A significant amount of heavy equipment is expected to use Hansville Road and Twin Spits Road during construction of Homestead, which is expected to be completed in three phases starting in fall of 2005.

Traffic is likely to continue to increase throughout the GHA with development of Homestead and other buildable lots, and when public park facilities are completed on the waterfront in downtown Hansville, which will attract some new traffic.

Additional traffic, and all that it entails, will be a significant challenge to GHA residents and the county. It will require monitoring and cooperation between GHA citizens and the county, and perhaps more traffic enforcement efforts.

Ferry Commuter Trips and Times

GHA residents have access to four Washington State ferry terminals in Kitsap County, including the Kingston terminal, which is about 10 miles from downtown Hansville, and the Bainbridge Island terminal, which is about 20 miles south. North Kitsap County is also served by the Aqua Express pedestrian-only ferry at Kingston. Ferry terminals further south – at Bremerton and Southworth – also are used by Hansville residents, but not as frequently.

The Washington State Ferry system is an integral part of the state highway system and

How Traffic Counts Are Done

Kitsap County Public Works uses 39 permanent traffic count stations and 60 portable hose counters to monitor traffic counts on the county's 928 miles of roads. The closest permanent station to GHA is on Hansville Road, .66 mile North of SR 104. Every vehicle that passes over a permanent count station's electromagnetic loops is tallied and added to the day's total count.

The permanent count stations operate 24 hours a day, seven days a week, and the daily counts are downloaded into the county's database every other week. This record is summarized into quarterly and annual reports.

Planners use traffic count records to study the impacts of growth and development and help make long-range decisions on development proposals and road capacity. The Growth Management Act requires the county to predict where traffic volumes will increase as a result of population and employment growth to ensure that the county roadway system keeps pace with traffic growth.

critical to the GHA and Kitsap County. Isolated at the northern tip of the Kitsap Peninsula, Hansville residents rely on the ferries to stay connected to jobs, medical care, shopping, entertainment, SeaTac Airport, travel destinations and families and friends up and down the East Sound.

There is no data on how many GHA residents use the ferry system or which ferry terminals they use most often. However, it is likely that most residents use the Kingston and Bainbridge ferries, which are the closest and provide relatively quick access to downtown Seattle (via the Bainbridge ferry) and points north (via the Kingston ferry to Edmonds).

Ferries

effectively subsidizing the rest of the system.

Schedules

Ferries sail between Kingston and Edmonds and Bainbridge Island and Seattle about every 40 to 50 minutes from about 5 a.m. to midnight daily, with a few exceptions and minor variations on weekends. Ferries operate every day of the year, and are generally very reliable.

Fares Are Rising

Ferry fares have increased about 50% since 1999, when voters approved Initiative 695, which removed motor-vehicle excise taxes as a source of transportation funding. In response, the legislature cut transportation funding, but cut the ferry system more than others. Fares rose 6 percent overall in 2005 and increased from \$10 to \$10.60 for one-way, car-and-driver off-peak fares between Seattle and Bainbridge Island, Bremerton and Kingston (\$13.30 during peak season May 1-Oct. 8).

Round-trip walk-on passenger charges on those routes increased from \$5.70 to \$6.10. The state plans to continue raising fares through 2009 to recover more costs from users. Officials hope the latest increases will recover 80 percent of costs by 2007 and, with future fare increases, all of it by 2014; it covered 78 percent in 2004. This level of earned income far exceeds that of any mass transit system in the state (or nation). It is unclear how much of this policy is driven by the legislature and how much by the ferry system. The Kingston ferry route already pays

a much higher percentage of its costs,

The fare increases not only affect GHA residents, but their visitors as well. For example, a family of four pays almost \$40 round-trip in non-peak periods and over \$45 at peak times to visit family or friends in the GHA.

Fares are based on the route's geographical location, sailing time and the length, age or disability of the passenger, and width and height of vehicles. Disabled passengers and drivers and passengers 65 or older qualify for half fare. Frequent user books and monthly passes are available at discounts. Coupon-book tickets can be used for 90 days.

New electronic "convenience cards" will be mandatory starting in fall of 2005 that can be shared with family members and friends; but only by one person at a time. The practice of giving ferry tickets to guest to encourage them to visit will no longer be possible. However, in 2007, the system will convert to "smart cards" that can be renewed but can only be used by one person at a time.

Ridership Is Declining

Systemwide, ridership on Washington State ferries dropped 1.4% (290,000) in 2004 (see Table 3), continuing a five-year trend. This was the smallest decrease in four years, following losses of 3.1% in 2003, 4% in 2002 and 2.4% in 2001. The decrease in ridership can be attributed to the continued increases in fares, rising gas prices and reduced service on some routes.

**Table 3
Ferry Ridership Comparison by Route – 2003 and 2004**

Ferry Route	Ferry Ridership			
	2003	2004	2004-2003 Change	Percent Change
Mukilteo-Clinton	3,985,515	4,046,441	60,926	1.5%
Fauntleroy-Vashon-Southworth (combined)	3,356,537	3,402,632	46,095	1.4%
Fauntleroy-Vashon-Southworth (Auto)	3,140,558	3,209,682	69,124	2.2%
Vashon-Seattle (Passenger Only)	215,979	192,950	-23,029	-10.7%
Edmonds-Kingston	4,424,327	4,411,887	-12,440	-0.3%
Pt. Defiance-Tahlequah	719,694	705,994	-13,600	-1.9%
Bainbridge Island-Seattle	6,513,475	6,419,217	-94,258	-1.4%
Bremerton-Seattle (combined)*	2,649,767	2,370,148	-279,619	-11.8%
Bremerton-Seattle (Auto)	2,206,011	2,370,148	164,137	7.4%
Bremerton-Seattle (Passenger Only)*	443,756	0	-443,756	-100.0%
Puget Sound Ferries	21,649,215	21,356,319	-292,896	-1.4%

*Data does not include Kitsap Ferry Company passenger-only service which began in 8/04 between Bremerton and Seattle.

Many citizens in the area are critical of the ferry system, especially the rising cost of fares. State ferry officials were holding public meetings during the summer of 2005 to craft a long-range plan for 2011 through 2030. The plan is part of a statewide transportation plan and will be finalized by the end of 2005.

Passenger-Only Ferry

Privately operated passenger-only ferry service from Kingston to downtown Seattle started in January 2005, just two months after Kitsap County voters rejected Kitsap Transit's proposal to fund public-private foot-ferry partnerships. Aqua Express, operated by four Seattle companies, established weekday-only service between Seattle and Kingston geared toward commuters. The service started with five departures from Kingston (from 5:30 a.m. to 5:30 p.m.) and five from Seattle (from 6:20 a.m. to 6:20 p.m.). By June the company reduced the number of runs to three from Kingston (5:15 a.m. to 4:35 p.m.) and three from Seattle (6:05 a.m. to 5:30 p.m.), blaming low ridership.

Aqua Express Foot-Ferry Facts (Kingston to downtown Seattle)

Sailings: Weekdays, Monday through Friday
Capacity: 250 passengers
Travel Time: 40 minutes

Schedule (as of June 2005)

Depart Kingston	Depart Seattle
5:15 a.m.	6:05 a.m.
7:00 a.m.	3:45 p.m.
4:35 p.m.	5:30 p.m.

Fares

One way: \$5.25
 Youths & seniors: \$5.25
 Age 1 and under: Free
 Bicycle tariff: \$3.00 (one way)

Ticket Books and Passes

20 one-way ticket book:
 \$99.75 (savings of \$5.25, or 5%)
 Monthly pass:
 \$203.20 (= 38 crossings at \$5.25)
 Monthly pass with bike:
 \$319.30 (= 38 crossings at \$8.25)

Aqua Express inaugurated service with free fares for the first several weeks, followed by

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another brief promotion offering round-trip fare for the cost of a one-way ticket (\$5.25). The promotions were announced and advertised in local newspapers, which have limited coverage. There was no mailed advertising and many GHA residents appeared to be unaware of the convenient connection to the foot ferry and the George's Corner park-and-ride via the No. 66 bus through Hansville and Driftwood Key.

Kitsap Transit adjusted several bus schedules to accommodate the foot ferry, including the No. 66 bus. That schedule also was cut back when Aqua Express reduced its sailings in June 2005 (see details below in transit section.)

Transit Services

Kitsap Transit operates many services

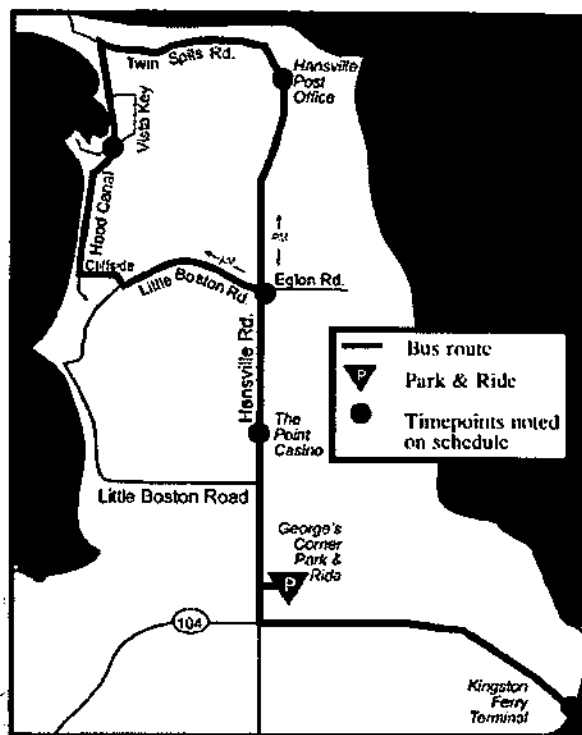
Map 1

Kitsap Transit's No. 66 bus route – the "Hansville Commuter"

throughout the county. The public agency is owned by the citizens of Kitsap County and is funded as follows:

- ~ Local sales tax 91%
- ~ Fares 7%
- ~ Miscellaneous 2%

As of June 2005, the GHA was served by one bus route (No. 66 "Hansville Commuter") and door-to-door transportation service for the elderly and disabled (ACCESS). The No. 66 makes several scheduled stops in Hansville,



Driftwood Key and along Hansville Road. The route begins and ends at the George's Corner park-and-ride where it connects with other buses to and from Kingston and Winslow, including service to the Kingston and Bainbridge Island ferry terminals. The No. 66 also stops anywhere along the route to pick up or drop off passengers.

Map 1 shows the route of Bus No. 66. Table 4 shows the schedule, which is limited to mornings and evenings, Monday through Friday. Table 5 lists fares for regular bus routes and ACCESS service for elderly and disabled.

**Table 4
Bus No. 66 Schedule (Hansville Commuter)
(as of June 2005)**

Weekday MORNINGS, Hansville to George's Corner and Bus No. 91						
George's Corner Park & Ride	The Point Casino	Hood Canal Drive/Vista Key	Hansville Post Office	The Point Casino	George's Corner Park & Ride	#91 Departs Park & Ride
5:26	5:31	5:40	5:47	5:54	6:00*	6:00
6:36	6:41	6:50	6:57	7:04	7:10*	7:10
Weekday AFTERNOONS, Kingston Ferry to Hansville						
Kingston Ferry Terminal	George's Corner Park & Ride	The Point Casino	Hansville Post Office	Hood Canal Drive/Vista Key	The Point Casino	Kingston Ferry Terminal
4:30**	4:35	4:41	4:47	4:53	5:02	5:10
6:20	6:25	6:31	6:37	6:43	6:52	--

**This bus serves Kingston upon request.
**This bus departs as the No. 62 Bond Road. Transfer to No. 66 at George's Corner Park-and-Ride is required to complete this trip.*

**Table 5
Bus and ACCESS Fares**

Routed Bus Service	ACCESS Bus Service
CASH FARES	
Full-Fare \$1.00	Full-Fare \$1.00
Reduced (Kitsap Transit or Regional Reduced Fare I.D. card required) \$0.50	Reduced fare is unavailable on ACCESS as a cash fare. To receive reduced fare, you must use the monthly bus pass.
MONTHLY PASSES	
Full-Fare	\$25.00
Reduced (must have Reduced Fare I.D. card)	\$10.00
Bus-Ferry/Auto-Walk-On	\$98.00
Puget Pass/Auto-Walk-On (includes \$1.50 Metro)	\$152.00
Transfers	Two-hour pass, valid anywhere

Transit History

Kitsap Transit provided steady service to the GHA from 1991 to 1999. Table 6 shows relatively consistent ridership from 1991 through 1995 (5.4 to 6.6 passengers per hour), followed by a small surge in ridership from 1996 through 1999, maxing out at 8.8 in 1999. Just when ridership was at its highest level, service was eliminated in January 2000

after passage of I-695. Service was then reinstated in December 2002 after passage of a sales tax increase to compensate for lost motor vehicle revenues.

Effects of Initiative 695

In 1999, 5.6 million people a year were riding buses in Kitsap County. After voters passed Initiative 695, funding from the state was reduced by 40%. Kitsap Transit was forced to raise fares and reduce services. As a result, ridership dropped to only 3.8 million in 2000. However, the 2004 ridership projections are about at the same level as the pre-Initiative 695 level.

In December 2004, the No. 66 bus was making three trips in the morning and three in the afternoon between Hansville and Kingston. Extra runs were added in January 2005 to connect with the new Aqua Express foot ferry, for a total of five trips each for the morning and afternoon commute times.

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June 1991	Service Starts
Average Passengers Per Hour	
1991	5.7
1992	5.5
1993	5.4
1994	5.9
1995	6.6
1996	8.5
1997	8.5
1998	8.0
1999	8.8
January 2000	Service Eliminated
December 2002	Service Resumes
Average Passengers Per Hour	
2003	7.5
2004	7.4
2005	4.8 (through May 2005)

Route Cut Back in June 2005

However, in June 2005 the route was cut back to two morning and two evening trips due to high costs and low ridership (averaging 4.5 passengers an hour for all 10 daily trips). Bus ridership countywide was down 6% for the first four months of 2005 (through April) compared to January-April 2004.

Table 7 shows the cost of the Hansville bus route compared to the average Kitsap Transit route for the first quarter of 2005. The route cost a total of \$52,064 during that quarter, based on the Kitsap Transit's average cost per revenue mile. Using those figures, the agency calculates a total per-passenger cost of \$23.69, compared to a systemwide average of \$4.07.

Bus 66 Revenue Miles*	8,135
Total Cost	\$52,064
Average Cost Per Revenue Mile	\$6.40
Bus 66 Ridership	2,197
Cost Per Passenger	\$23.69
Average Cost Per Passenger	\$4.07
*A revenue mile is one paid passenger transported 1 mile.	

The Hansville route was cut back at the same time Aqua Express reduced its sailings due to low ridership after just five months of operation. The mid-day bus routes (8:45 a.m.-3:30 p.m.) for Route 91 between Kingston and the Bainbridge Island ferry also were eliminated because each 45-minute trip averaged about 2 passengers. Transit users should always check with Kitsap Transit for the latest schedules (kitsaptransit.org or 1-800-501-7433).

Shortly after cutting back the Hansville run, Kitsap Transit held a community meeting on June 20, 2005 at the Hansville Community Center to discuss options for restructuring the service. About 10 citizens attended the meeting, urging Kitsap Transit to extend the planning effort into fall of 2005 to coincide with operational changes (i.e., smart cards) planned by Washington State Ferries. In a report to the Kitsap Transit board (June 21, 2005), Service Development Director John Clauson noted two suggestions made at the meeting:

Focusing morning bus service on commuting to Bainbridge Island, where there is free access to Seattle ferries; then having the afternoon commute focused on connections with Aqua Express
Eliminating Route No. 66 and adding one or two more express trips from the George's Corner park-and-ride to Bainbridge Island

	1990		2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 years or over	562	100	670	100	108	19.2
Mode to work						
Drove alone	434	77.2	455	67.9	21	4.8
Carpool	55	9.8	99	14.8	44	80.0
Public transit	31	5.5	56	8.4	25	80.6
Walked or worked at home	42	7.5	52	7.8	10	23.8
Other	0	0	8	1.2	8	(X)
Mean travel time (minutes)	(X)	(X)	53.6	(X)	(X)	(X)

Source: Census Labor Force Status and Employment Characteristics: 1990, STF 3; Census Profile of Selected Economic Characteristics: 2000, SF 3 (for 98340 zip code).

Commute Modes and Times

Table 8 shows commute modes and times for the 98340 zip code. The mean commute time in 2000 was 53.6 minutes, more than twice as long as Kitsap County workers as a whole (24 minutes). Commute times were not included in the 1990 census for the GHA. It can be assumed that workers who do not work at home or at the limited number of businesses in the GHA spend additional time on the road each day driving the length of Hansville Road to area business centers and connections to ferries and other transit services.

Table 8 shows the following commuting trends for workers in the 98340 Zip code between 1990 and 2000:

- The percentage driving alone dropped 9.3% (to 67.9%), but the total number increased by 4.8% (434 in 1990 and 455 in 2000).
- The percentage who carpooled increased 5% (to 14.8%), but the total number jumped 80% (55 in 1990 and 99 in 2000).
- The percentage who used public transit increased 2.9% (to 8.4%), but the total number jumped 80.6% (31 in 1990 and 56 in 2000).

The percentage who walked or worked at home remained about the same (7.8%),

but the total number increased 23.8% (42 in 1990 and 52 in 2000).

The number of workers in the GHA increased by 19.2% between 1990 and 2000, about twice the increase countywide. GHA workers show a positive trend toward increased use of public transit and carpooling compared to workers countywide, but the sample of workers is so small in the 98340 Zip code that a relatively small increase (e.g., in the number of public transit users) can exaggerate the difference. While there was a severe percentage drop in use of public transit countywide in 2000 (see Table 9), GHA workers had similar commuting patterns as workers countywide, except that GHA workers used public transit at a slightly higher rate.

Table 9 shows commute modes and times for Kitsap County workers. The mean commute time for all workers in Kitsap County was 24 minutes in 2000, up slightly from 22.3 minutes in 1990. It was generally shorter for those who drove alone or carpooled (22 to 34 minutes) and highest for those who used mass transit (40 to 73 minutes).

Selected Characteristics (Universe: All Workers)	1990		2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
Workers 16 years or over	83,826	100	92,525	100	8,699	10.4
Mode to work						
Drove alone	54,414	64.9	65,840	71.2	11,426	21.0
2-person carpool	10,499	12.5	10,780	11.7	281	2.7
3-or-more-person carpool	3,474	4.1	3,095	3.3	-379	-10.9
Bus or trolley bus	2,728	3.3	1,695	1.8	-1,033	-37.9
All other transit	1,128	1.3	595	0.6	-533	-47.3
Bicycle or walked	4,512	5.4	4,235	4.6	-277	-6.1
Taxicab, motorcycle, or other mode	1,211	1.4	1,320	1.4	109	9.0
Worked at home	5,860	7.0	4,965	5.4	-895	-15.3
Travel time to work (Universe = Workers who did not work at home)						
Less than 5	2,426	3.1	3,035	3.5	609	25.1
5 to 9	8,729	11.2	10,030	11.5	1,301	14.9
10 to 14	12,702	16.3	14,735	18.8	2,033	16.0
15 to 19	14,236	18.3	15,880	18.1	1,644	11.5
20 to 29	17,596	22.6	19,200	21.9	1,604	9.1
30 to 44	13,677	17.5	14,290	16.3	613	4.5
45- 59	4,359	5.6	4,040	4.6	-319	-7.3
60 or more	4,241	5.4	6,355	7.3	2,114	49.8
Mean travel time (minutes)	22.3	(X)	24.0	(X)	1.7	(X)
Median travel time (minutes)	20.4	(X)	20.0	(X)	-0.4	(X)
<i>Note: The mean travel time for Kitsap commuters was 24 minutes. It was generally shorter for those who drove alone or carpooled (22 to 34 minutes, and highest for those who used mass transit (40 to 73 minutes).</i>						
<i>Source: Census Transportation Planning Package (2000)</i>						

Table 9 shows some bad news for transit supporters on a countywide basis:

The number of commuters who drive alone increased significantly (21%), the total number of carpools dropped slightly.

The number who bicycled or walked to work dropped 6.1%

The number who used buses dropped almost 38%.

However, compared to other subareas in King, Pierce and Snohomish counties, Kitsap

County commuters drive alone least often and are far more likely to carpool (Puget Sound Trends, Puget Sound Regional Council, August 2004). Table 10 shows commuting choices to the region's five major downtown areas, which represent about 17% of all trips to work in the region. The most common method of commuting from Kitsap County to downtown Seattle was by ferry. Carpooling was common for the longer distances, especially Everett and Bellevue. The most popular route for driving alone was to Tacoma.

	Trips to Work	Drive Alone	Carpool	Bus	Ferry	Bike/Walk Motorcycle/Taxi
To Bellevue	113	47.8%	30.1%	0.0%	7.1%	7.1%
To Bremerton	17,763	66.3%	20.8%	4.0%	0.9%	6.4%
To Everett	343	52.2%	41.1%	0.0%	5.2%	1.2%
To Seattle	6,147	20.3%	5.8%	3.3%	67.1%	3.0%
To Tacoma	570	86.1%	14.2%	0.0%	0.0%	0.0%

According to the Federal Highway Administration, carpooling is the most common and flexible way for travelers to share a ride and often appeals most to people traveling at least 10 miles or whose trip takes more than 20-30 minutes.

Kitsap Transit encourages and assists commuters who wish to participate in carpools, vanpools and other forms of ride-sharing. Commuters can meet carpools at park-and-ride lots, where spaces are reserved for registered rideshare vehicles (carpools and vanpools).

Starting in summer of 2005, people who carpool, walk or bus to work in downtown Bremerton had a fleet of eight hybrid Honda Civics called "station cars" at their disposal for unexpected midday trips for a nominal charge (funded by federal and state funds).

Kingston Parking Facilities

The Port of Kingston has 100 pay spaces typically used by ferry commuters, and 67 free, two-hour-only spaces available to the public. About 60 percent of the commuter spaces are used. Usage of the two-hour spaces varies from season to season. The port added a designated "kiss and ride" lot in 2005 for dropping off ferry passengers. The lot, on the south side of Washington Avenue across from the Kingston Cove Yacht Club, has 14 parking spots designated for 15-minute loading and unloading.

Park and Ride Lots

Kitsap Transit serves and operates a network of commuter park-and-ride lots throughout the county to reduce traffic congestion around ferry terminals and major employment sites. Parking is free but bus fare is still required. Generally, commuter parking is allowed Monday through Friday from 5:00 a.m. to 7:00 p.m. Most of the lots have lights and shelters for passengers waiting for buses. A few have telephones and other user amenities.

The Port of Kingston and Kitsap Transit encourage commuters to take buses to the three Park-and-Ride lots in Kingston, which have 518 spaces that are not used to their fullest capacity. Bayside Community Church has 220 spaces (only 55 are used), George's Corner has 225 spaces (90 are used), and the lot on Iowa Street, across from the Kingston Community Center, has 73 spaces (51 are used).

Other Transit Options

Other Kitsap Transit options include the following:

- ~ **ACCESS Service** – Provides door-to-door or curb-to-curb transportation to the elderly and disabled unable to use the regular transit system to appointments, shopping, visiting friends, or any other destination within the county. Service is available within a ¼-mile of each fixed bus route. Rides are shared and must be

reserved at least one day in advance (1-800-422-2877).

Vanpools and Carpools – Several vanpools meet in Kingston and take commuters to a variety of employment centers in the Puget Sound area. Kitsap Transit's vanpool coordinators help locate commuters who want to start or join a vanpool (RideShareOnline.com or 360-478-5858). The typical vanpooler saves more than \$3,000 a year over the cost of commuting alone.

Dial-A-Ride – This “reservation” bus service, which complements existing routed bus service available in some areas of North Kitsap, is available to any Hansville-area riders Monday through Friday on a call-in reservation basis. Buses pick up riders and take them to the nearest transfer point to connect with other Kitsap Transit buses. Trips are scheduled to meet specific time needs of riders planning a trip for a scheduled appointment or to connect to another Kitsap Transit bus. Cost is \$1 each way. Discounted monthly passes are available.

Smart Commuter Discount Program – People who regularly walk, bicycle, carpool, vanpool or take a bus to work qualify for a free Smart Commuter Discount Card good for discounts off a variety of merchandise and services (register online or call 1 800-501-7433).

Bus Travel Training Program – Kitsap Transit staff provide free, self-paced training for anyone wishing to learn how to use the bus system (360-479-6961).

Bike Accommodations – Some secure bike lockers are available for reservation at the Kingston, Bainbridge Island and Southworth ferry terminals, and at George's Corner and Suquamish Park-and-Rides. All routed buses have bike racks. There is no extra charge for taking a bike onboard Kitsap Transit's foot

How to Use Dial-a-Ride Service

Service is available only between 10 a.m. and 3 p.m. Monday through Friday in Hansville and other specific areas of the county. Cost is \$1 each way. If you live in Hansville and want to get to a noon lunch meeting in Poulsbo:

1. Call 1-800-422-2877 to make your reservation (no later than the day before).
2. Dial-a-Ride picks you up at your home and takes you to the nearest bus transfer station (George's Corner park-and-ride).
3. Take the regularly scheduled bus to Poulsbo for your appointment.
4. Return to George's Corner park-and-ride via regularly scheduled bus.
5. Dial-a-Ride picks you up at George's Corner park-and-ride and takes you home.

ferries that run between Bremerton and Port Orchard.

Guaranteed Ride Home Program – If you normally walk, bike, carpool, vanpool or take a bus to work, Kitsap Transit will provide a free ride home in case of an emergency if your employer participates in the Guaranteed Ride Home Program and you are registered with your employer.

Flexcar – Kitsap Transit has partnered with Flexcar, a growing club that gives members access to new cars located around the Puget Sound at low cost. As of June 2005, one vehicle was available in Kitsap County, at the Bainbridge Island ferry terminal.

Transportation Incentive Pass – This federally funded program requires all federal sites to provide transportation benefits for their employees. Ridership was expected to top 5 million in Kitsap County by the end of 2004.

The Kitsap Transit board of commissioners, which consists of city and county elected officials and staff, holds monthly meetings and public hearings on its annual budgets. This year the board invited public input on the agency's 2004-2011 Transit Development Plan, which was expected to be approved in July 2005. The board also has a citizen advisory committee that provides regular input.

History of GHA Roads

19th Century

Locals, including loggers and fishermen who settled in the area, had to take a boat around Point No Point and land on the shores of what is now Hansville. Virtually everyone and everything arrived and departed by boat. A trip to Port Ludlow to pick up mail was 9 miles by rowboat over water that was sometimes dangerous to cross. The early roads in the area were all skid roads or trails.

A trail along the waterfront on top of the bank going south from Eglon became the main wagon road in the late 19th century and was used for more than 25 years. Skid roads up into the woods followed the easiest contour of the land to get logs to the beach. An old government road terminated at the Eglon beach.

Early 20th Century

The first road in the Hansville area, other than logging roads, was built in 1908. But it extended only one mile, from Hansville toward Point No Point, and didn't continue the extra half-mile to the light station until 1919.

The first one-way wagon road to Kingston was built sometime after 1912. This rough road went straight south and connected to another road already leading into Kingston. The old wagon road going north to Hansville

was built about the same time, connecting onto the west end of the Eglon road.

Daily boat service between Eglon and Edmonds also began around 1912 after a dock was built with community support. However, the dock fell apart and was torn down. A boat ramp and park at the site is now owned and operated by the Port of Eglon.

1957-Present

Hood Canal Drive between Cliffside Road and Hood Canal Place was constructed in stages between 1957 and 1970 and reconstructed and widened in 2005.

In 1974 the county received rights-of-way for possible future development of a road known preliminarily as Hansville Foulweather Bluff via Buck Lake (or Buck Lake Extension). The original intent was to extend Buck Lake Road to connect with Twin Spits Road as part of the initial plan for the Homestead Development. However, the development was later scaled back and the road was never constructed, and the county vacated the rights-of-way in 1998.

Another proposal, known as the "Cross Connector Road," was discussed for years before it was dropped in the late 1990s. It would have accomplished some of the same goals as the Buck Lake Extension by connecting Driftwood Kay and Shore Woods directly to Hansville Road. The proposal was very expensive and deemed unnecessary after the county approved its comprehensive plan in 1998, which restricts future housing lot sizes to one home per 5 or 20 acres, depending on zoning.

From 1994 through 2002, a range of road improvements were completed in the GHA, including the following:

1994: Twin Spits Road

1994-1997: Collector system throughout Hansville area

1995: Various Driftwood Key projects
1996: Hansville Road widening
1999: Shoulder work on Hansville Road between Eglon Road and 3 60th Street; paving of Hood Canal Drive between Hood Canal Place and Twin Spits Road; completion of the George's Corner park-and-ride at the intersection of Hansville Road and SR 104 by Kitsap Transit
2001-2003: Various Hood Canal Drive projects
2002: Widening Little Boston Road between Hansville and Cliffside roads, including paved bicycle lanes

Transportation Funding

Kitsap County invests about \$13 million annually in its road program through the Department of Public Works. The county's four cities are responsible for their own roads. In 2004, citizens in unincorporated Kitsap County, including the GHA, paid \$124.25 per capita for road building and maintenance (29th lowest of the 39 Washington counties), plus \$102.73 per capita (2 8th lowest) for other county services such as community development, parks and recreation, the courts, prosecutor, sheriff, juvenile services and jail.

Funding for some projects comes from a combination of local state and federal funds and impact fees. GHA projects, which are included in the 2005-20 10 Six-Year Transportation Program, are all locally funded with the county's share of the state gas tax without federal, state or impact fee money.

State highways and improvements are funded by the state gas tax, which will increase 15 cents a gallon over 12 years, starting with a 3-cent increase in 2005. Beginning in 2005, 1 cent of the gas tax increase is shared equally between cities and counties for local road and street improvements.

The current \$30 car tab fees for passenger vehicles and light trucks are augmented by annual weight fees for heavier vehicles ranging from \$5 to \$25 a year (more for large commercial trucks) and a \$15 fee for trailers weighing less than 2,000 pounds.

Public transit was given a big boost by the legislature in spring of 2005 when it passed the largest transportation budget in state history. The budget included significant changes in public transportation funding to restore funding lost to local transit agencies when the motor vehicle excise tax was repealed in 2000.

Regional Partnerships

Funding transportation needs is one of the county's biggest challenges, requiring partnerships with local, state and federal agencies. The county works with its four cities and two tribes as members of the Kitsap Regional Coordinating Council to support transportation projects that compete in the Puget Sound for state and federal transportation grants. Successful projects in recent years include improvements to West Kingston Road, Kitsap Transit Bike Barn and Highway 305, Bond to Highway 3.

In the minutes of the KRCC's April 5, 2005 meeting, council members noted that the KRCC's Transportation Technical Advisory Committee "is lacking a complete vision of the county's future transportation picture." Council members also stated the following in a meeting summary:

"If transportation issues can be addressed before they become a problem, then Kitsap County can attract jobs."

"It is important that the KRCC board work toward a rational model that will assist us in scoring transportation projects."

Table 11
GHA Road Projects Included in 6-Year Transportation Improvement Plan
 (Approved by Kitsap County commissioners December 6, 2004)

Priority Number ¹	Project Description	Construction Startup Date	Estimated Cost	Funding Source ²
12	Hood Canal Drive NE, Cliffside Road to Hood Canal Place (1.85 miles) <i>Full depth patching, pave shoulders, overlay, pedestrian/bicycle improvements</i>	June 2005	\$500,000	Local
15	Hansville Road #1, Hansville Road at Little Boston Road (south) (0.5 miles) <i>Intersection widening and channelization</i>	April 2006 (possibly 2005)	\$210,000	Local
16	Hansville Road #2, Hansville Road at Little Boston Road (north) (0.5 miles) <i>Intersection widening and channelization</i>	April 2006	\$165,000	Local
29	NE Point -No- Point Road, Hillview Lane NE to End (.27 miles) <i>Reconstruct with paved shoulders</i>	July 2006	\$230,000	Local
31	Hood Canal Drive, Hood Canal Pl. to Twin Spits Rd. (1.7 miles) <i>Construct paved shoulders</i>	July 2006	\$160,000	Local
34	Hansville Road, Delaney Road to Twin Spits Road (5.56 miles) ³ <i>Construct paved shoulders</i>	June 2007	\$800,000	Local
44	Hood Canal Drive, Pine Pl. to Ponderosa Dr. (.25 miles) <i>Safety improvement, horizontal and vertical alignment corrections</i>	July 2008	\$560,000	Local
Total planned expenditures in GHA (and Hansville Road)			\$2,625,000⁴	
¹ Ranking among a total of 55 specific projects. Projects 56 through 61 includes miscellaneous upgrades, including sidewalks, culverts, pavement upgrades, safety improvements and bike path/pedestrian improvements. ² Local funds come primarily from the county's share of the state gas tax and other minor sources totaling 1% of the county's annual road fund revenues. ³ Includes intersection of Hansville Road and Salish Lane at the Point Casino. ⁴ Countywide Total = \$76,402,000, including engineering, right-of-way acquisition and construction costs. Funding sources include local (\$39,060,000), state (\$23,573,000) federal (\$9,731,000) and development impact fees (\$4,038,000).				

“The Comprehensive Plan needs to drive transportation plan.”

“The transportation plan should be proactive, rather than reactive.”

Continuous Planning

The county’s transportation planning and management process must comply with guidelines in the Transportation Element of the Kitsap County Comprehensive Plan of 1998, as required by the state Growth

Management Act. The process requires a review of certain types of development projects to determine the impact on the county’s road network and ensure that it has the capacity (called “traffic concurrency”). The long-range goal is to preserve and maintain the level of service on county roads as growth occurs and ensure that construction programs can keep up with demand.

Each development application is reviewed by the Department of Community Development

and forwarded to the Public Works Transportation Division, which does a computer simulation to forecast new traffic, its impacts on the road network and available capacity. The development is approved if it meets the concurrency test. Exemptions include existing development for which road impact fees were collected, renewals of previously issued permits, phases of projects already tested, and minor projects such as renovations, home businesses, temporary trailers and demolitions that create no additional traffic.

Six-Year Transportation Improvement Plan

Each year the Public Works Transportation Division develops a 6-Year Transportation Improvement Program (TIP) and annual construction program for review and approval by the board of commissioners to improve traffic flows in the county. Table 11 shows road projects within the GHA (plus Hansville Road to its starting point at SR 104) that were approved by the commissioners in December 2004 as part of the TIP for 2005-2010. The GHA projects will all be locally funded with the county's share of the state gas tax without federal, state or impact fee money. The top priority for the North End was Hood Canal Drive from Cliffside Road to Hood Canal Place, which will be completed in 2005. Improvements include 10-foot lanes with four-foot paved shoulders.

Table 12 shows GHA share of the county's 6-year road construction budget for 2005-2010.

While not within the GHA, the following improvement projects on Miller Bay Road between State Route 104 and Gunderson Road will be of interest to Hansville-area residents. These are also included in the 6-year TIP approved in December 2005. Funding comes from a combination of local state and federal funds and impact fees.

Indianola Road to Gunderson Road

Estimated Cost: \$2,037,000
Construction Startup Date: 2007

Miller Bay/West Kingston Road intersection

Estimated Cost: \$750,000
Construction Startup Date: 2008

West Kingston Road to Indianola Road (bike lane)

Estimated Cost: \$2,000,000
Construction Startup Date: 2009

	Total	% of Total
Expenditures within GHA	\$1,450,000	1.89%
Hansville Road intersection upgrades (engineering and right-of-way only)	\$1,175,000	1.54%
Total GHA spending (plus Hansville Road)	\$2,625,000	3.43%

Annual Road Construction Program for 2005

The annual construction program for 2005 (approved simultaneously with the 6-year TIP in December 2004) calls for spending \$12.9 million on Kitsap County road projects, which are mostly widenings and culvert replacements, but also adds 8.8 miles of bicycle and nonmotorized routes. Table 13 shows the GHA's share of the annual road construction budget for 2005 (plus Hansville Road to its starting point at SR 104).

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Table 13
GHA Share of Annual Road Construction Budget for 2005
(Countywide Total = \$12,976,000)*

	Total	% of Total
Expenditures within GHA	\$500,000	3.85%
Hansville Road intersection upgrades (engineering and right-of-way only)	\$160,000	1.23%
Total GHA spending	\$660,000	5.08%

*Includes engineering, right-of-way acquisition and construction costs. Total consists of local (\$5,461,000), state (\$4,396,000) federal (\$2,674,000) and impact fees (\$445,000).

Assessment of Street Conditions

Kitsap County Public Works engineers visually inspect and measure the roughness, surface condition, skid resistance and deflection of county roads in 1/10th-of-a-mile segments. This resulting score is then used in a systematic process of maintaining, upgrading and operating the county's road network.

Table 14 shows a "snapshot" of conditions for the three main roads in the GHA as of April 2005. Roads in the GHA are in generally good condition, based on a standard rating system used by the Kitsap County Public Works Department. The section of Hood Canal Drive that is poorly rated (39.10%) in Table 14 was rebuilt in June of 2005, and is now rated 100%.

Pavement typically deteriorates at an ever-increasing rate. Maintenance can usually slow the rate of deterioration by correcting small pavement defects with patches and overlays before they worsen. But beyond a certain point, larger road segments must be rehabilitated and eventually reconstructed, as was the case with the segment of Hood Canal Drive that was rebuilt in 2005.

Kitsap County Public Works uses a cost-analysis process (called life-cycle cost

analysis) to determine the best methods and timing for new construction, reconstruction, rehabilitation and maintenance of the road network. This analysis is typically done for a fixed period – often 20, 40 or even 50 years – and includes the following:
Initial construction costs
Maintenance costs associated with maintaining the pavement surface at some acceptable level

Table 14
Condition of GHA Roads as of April 2005
(100% = perfect)

Road	Rating
Twin Spits	99.50%
Hansville Road	99.54
Hood Canal Drive	
Milepost 0.0-0.4	100.00
Milepost 0.4-1.8	39.10
Milepost 1.8-2.5	95.94
Milepost 2.5 to end	100.00

* Rating is now 100% following reconstruction in 2005.

Rehabilitation costs (typically overlay costs)
Relative salvage value of the pavement at the end of the analysis period
User costs such as vehicle operating costs and costs of traffic slow-downs.
Other factors that are considered when selecting the most appropriate alternatives include availability of funds, project-specific and environmental constraints, project constructability, and the ability of each alternative to serve anticipated traffic volumes.

Kitsap County encourages citizens to report any road or water problems that need attention through the "Open Line Request for Action," which can be accessed on the county's website at kitsapgov.com/pw/openline.htm, or call 360-337-5777. Citizens also can sign up for the

county's weekly Road Report update via email to avoid traffic congestion in construction areas.

Public Safety Access

Public access and other road design criteria are established by Kitsap County Roadways Ordinance 293 (84 pages, approved January 13, 2003) and county building code (IFC Section 503) as set forth by Washington State Building Code and International Fire Code. To ensure ease of access for emergency vehicles, these standards regulate road grade, turning radius, fire lane signage and road obstructions. The county engineer can require an off-road walkway or an emergency vehicle access to connect a cul-de-sac at its terminus with other roads, parks, schools, bus stops or other pedestrian traffic generators.

All public roads within the GHA comply with these standards, but some private roads and driveways may inhibit fire truck or aid car access to property.

Traffic Impacts on Neighborhoods

Anyone who ever leaves their home is impacted by traffic one way or another. For GHA residents these impacts are most obvious when driving on rural collector roads such as Hansville Road, Twin Spits Road, Hood Canal Drive and Eglon Road and Little Boston Road. Most complaints involve traffic concern speed, volume and accidents.

As the GHA continues to grow and attract visitors, traffic impacts are likely to increase. Details of traffic accidents and speeding problems are described in the background section below. Following are highlights:

From January 2001 through August 2004, a total of 39 auto accidents were investigated by the Kitsap County Sheriff's Department on

the three main roads in the GHA (Twin Spits Road, Hood Canal Drive and Hansville Road to SR 104). The crashes involved 53 vehicles and caused 23 injuries and one death.

The accidents were spread out fairly consistently throughout each year, with the highest numbers in March, May, November and December. Accident totals were actually lower during the traditional commute times and higher during mid-day. But the number sky-rocketed after dark. Of the 39 accidents:

Nearly half (18) occurred from 7 p.m. to 4 a.m. Fifteen of those were on Hansville Road. 23 were single-vehicle crashes.

The most accident-prone spots were on Hansville Road at or near the Flying Eagle store at Little Boston Road (7); just north of Albertsons (5), and at or near the intersections of Gust Halvor Road and Old Hansville Road (4 each).

30 were on the 8-mile stretch of Hansville Road between SR 104 and downtown Hansville (13 at intersections).

4 were on Twin Spits Road from downtown to the end of the road (one at an intersection: Hood Canal Drive).

5 were on Hood Canal Drive from Bridge View Place to Vista Key Drive (two at intersections: Vista Key Drive, Bridge View Place).

16 of the accidents were at or close to intersections.

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Accidents

A total of 39 auto accidents were investigated by the Kitsap County Sheriff's Department on the three main roads in the GHA (Twin Spits Road, Hood Canal Drive and Hansville Road, including the stretch to SR 104) from January 2001 through August 2004. Following are key facts about these accidents:

Total Number of Accidents
(January 2001 through August 2004)
39

Severity of Accidents

Property Damage	24
Injury Accidents	14
Total Injured	23
Fatality	1

Total Number of Vehicles Involved

53

Accidents by Year

2001:	10
2002:	13
2003:	10
2004:	6 (through August 13)

Accidents by Month

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	3	3	6	3	5	2
-	2	3	3	3	1	4	4	-	-	-	-	-	-	-	-	-	-

MTA

Morning Commute (5-9 a.m.)	Mid-day (9 a.m.-4 p.m.)	Evening Commute (4-7 p.m.)	Night* (7 p.m.-4 a.m.)
3	12	5	18

*All but one of the night-time accidents were during darkness; all but one between 10 p.m. and 4 a.m.; 15 of 18 were on Hansville Road.

Types of Collisions¹

1-vehicle accident² (Total of 23):

Ditch	8
Tree/stump	6
Earth bank/ledge	2
Utility pole/box	4
Wood signpost	1
Guardrail	1
Wild animal	1
Other object	1
Number overturned	5

2-vehicle accident (Total of 15):

Various collisions	12
Number rear-ended	3

¹One listed as a no-vehicle accident, likely a bicycle.

²Includes 5 overturned vehicles.

Number and Types of Accidents by Road

Hansville Road – 30 on the 8-mile stretch of Hansville Road between SR 104 and downtown Hansville
 14 two-vehicle accidents, 15 one-vehicle accidents, 16 property damage, 21 injuries* 13 at intersections

Twin Spits Road – 4 on Twin Spits Road from downtown to the end of the road
 All one-vehicle accidents, property damage only, no injuries
 One at an intersection (Hood Canal Drive)

Hood Canal Drive – 5 from Bridge View Place to Vista Key Drive
 One two-vehicle accident, 4 one-vehicle accidents, 4 property damage, 2 injuries including 1 fatality
 Two at intersections (Vista Key Drive, Bridge View Place)

**Includes 4-injury, 1-car accident March 28, 2002; car hit tree or stump 55 south of Eaglepoint Lane.*

Accident Locations (Hansville Road)

Milepost	Landmarks/Intersections	Number of Accidents
0-1	Albertsons-288 th St.	5
1-2	Little Boston Rd (at Flying Eagle store) Evening Star Ln.	7
2-3	Salish Ln (The Point Casino)	3
3-4	Old Hansville Rd.	4
4-5	Eglon Rd/Ohman Rd.	2
5-6	Eaglepoint Ln/360 th St.	3
6-7	Gust Halvor Rd./Hansville Dr.	4
7-8	Twin Spits/Bruce Ln.	2
	Total	30

Accident Locations (Hood Canal Drive)

Milepost	Landmarks/Intersections	Number of Accidents
0-1	Bridge View Pl.	2
1-2	Pine Pl: NE	2*
2-3	Vista Key Dr	1

**One passenger was killed and one injured in one-car crash, April 18, 2002, 100 yards northeast of Pine Place NE; car hit utility pole.*

Accident Locations (Twin Spits Road)

Milepost	Landmarks/Intersections	Number of Accidents
0-1	West of Hansville Market	0
1-2	Prospect St/Hood Canal Dr	3
2-3	Nature Conservancy Trail	0
3-4	Foulweather Bluff Rd	1

Ord. 443-2009

Number of Accidents at Intersections (Total of 16)

On Hansville Road (13):	
Twin Spits Rd	1
Gust Halvor Rd	2
Salish Ln (The Point Casino)	2
Delaney Rd	1
Little Boston Rd/Flying Eagle store	2
Carriage Dr	1
Albertsons entrance	1
288 th St	3
On Twin Spits Road (1):	
Hood Canal Dr	1
On Hood Canal Drive (2):	
Bridge View Pl	1
Vista Key Dr	1

Speeding

Hansville residents have repeatedly expressed concern about speeding within the GHA and along Hansville Road, including the following areas:

The entire length of Hansville Road – This is the only access road from SR 104 to the end of the North Kitsap Peninsula. Along most of its length, the two-lane highway has a 55 mph speed limit, no turn lanes and many turnouts to driveways and side roads. Passing at high speeds is common. Many drivers do not observe the 40 mph speed limits at the intersection with Little Boston Road (at the Flying Eagle store) or at the Little Boston Road/Eglon Road intersection.

Hood Canal Drive – This route through the communities of Driftwood Key, Shore Woods and Cliffside has been a problem for years.

Fatal Accidents

Three fatal auto accidents have occurred in the GHA, or on common routes to and from Hansville (two after the accident report was compiled by the county). These are summarized below.

- March 14, 2005 – A 17-year-old North Kitsap High School youth died of injuries from a March 8 car accident on Hansville Road (a 17-year-old passenger survived). The accident occurred about 7 p.m. when the students' Ford Escort was hit by a Jeep Cherokee as they entered Hansville road from the Sunnywoods Lane/Gathering Place Church intersection. Another NKHS student died in a traffic accident outside the GHA less than a month earlier.
- Jan. 21, 2005 – A 54-year-old Hansville woman died of injuries from a January 10 accident as she was turning left from Hansville Road into The Point Casino.
- April 20 2002 – A 68-year-old Hansville woman died of injuries from an April 18 accident when her car hit a power pole on Hood Canal Drive near Pine Place NE. Deputies said she failed to negotiate a curve to the right.

Residents have complained about people driving 50 mph in some stretches with a posted limit of 25 mph. In June 2005, the county finally resolved a longstanding issue by changing the speed limit to 30 mph on Hood Canal Drive from Cliffside Road north to the hairpin curve when they determined that the posted 25-mph signs were illegal (in fact, citations given in this stretch are now being dismissed).

The Public Works Department determined that the limit could have been raised to 35 mph in that stretch, based on a county speed study conducted in May 2004, but that the lower limit was more appropriate because there are 56 driveways in just 8/10ths of a mile along that stretch of Hood Canal Drive. Public Works staff recommended that another series of speed studies be undertaken next year to determine whether the speed limit change and new improvements to the road

will affect speeds. "I think it's a fair recommendation, but the real key is that they need to be considerate of their neighbors," County Commissioner Chris Endresen said during a community meeting.

Downtown Hansville – Drivers often speed through the entire 25 mph zone through downtown Hansville and in the 20 mph zones at the curve near the store and in the hilly area on Twin Spits Road just west of downtown. They also pass and speed in the no-passing zones in front of the Post Office. These areas have high concentrations of pedestrians, wildlife, homes and driveways.

Hansville Road through the Finn Creek agricultural community – This area just south of downtown Hansville is in a transition zone where the posted speed limit for northbound traffic changes from 55 to 50, and then to 35 just north of the vineyard before entering downtown Hansville (reversed for southbound traffic). Residents have expressed concern for their safety as they turn onto or off Hansville Road to and from their homes and farms and at the Gust Halvor Road intersection. A bear and deer have been killed in accidents along this stretch.

The Department of Public Works has rejected requests from Finn Creek residents to install tractor- and deer-warning signs. The traffic investigator has said signs are expensive and usually ineffective because people seldom pay attention to them. He noted in a newspaper story that no tractor accidents have occurred in the stretch of highway, and referred to signs as "a feel good thing for the neighbors."

Hansville Road at Salish Lane (The Point Casino) – This intersection, where a Hansville woman was recently killed as she tried to turn left into the casino, is increasingly seen as a serious problem. Citing the fatal crash in January 2005, a Hansville

resident asked the Hansville Community Center board in February 2005 to encourage the county to improve safety of the intersection and all of Hansville Road. This intersection is scheduled for improvements in 2007 as part of the county's six-year Transportation Improvement Plan (TIP). The project includes new paved shoulders on Hansville Road between the Delaney/Hansville/Little Boston Roads intersection and Twin Spits Road.

How Speed Limits Are Determined

The Public Works Department uses several criteria to determine speed limits, including frequency of access points and road conditions. In addition to prescribed engineering standards, the county uses the 85th percentile speed to set limits. For example, the county can establish a 35 mph limit if studies show that 85% of drivers travel at that speed or less on a stretch of road. Federal, state and private studies show that lowering a speed limit unrealistically doesn't necessarily lower the speed of traffic. Instead, it can lead to unsafe passing, tailgating and angry drivers.

Bike and Pedestrian Access and Safety

Eight people were killed and 177 seriously injured in bicycle accidents in Kitsap County from 1993 to 2002, according to Kitsap County Health Department statistics. Bicycle and pedestrian access and safety is inadequate along most roads in the GHA. The best and safest opportunities for walking and hiking in the GHA are described in the Parks and Recreation chapter.

Some improvements have been made for bikers and pedestrians in recent years, and many more are planned in the next 6 years. The Kitsap County Bicycle Facilities Plan was published in May 2001 after about 10

years of planning. The 20-year-plan envisions a network of cycling routes that connect schools, parks, cities, regions, major employment centers and ferries. The majority of the plan is dedicated to adding and improving shoulders on existing roads.

The county first began planning for cyclists as part of its comprehensive Greenways Plan, which was completed in 1996. The county now has a full-time staff person dedicated to bicycle planning and routinely includes cycling improvements in reconstruction efforts, using standards of the American Association of State Highway and Transportation Officials.

Since 1997, county crews have paved about 40 miles of shoulders to increase safety for bikers and walkers. State law requires the county spend .005 percent of the gas tax for bicycling and pedestrian improvements. However, that's only about \$23,000 a year in Kitsap County. Paving the shoulders of one mile of road can cost tens of thousands of dollars even without buying right of way or doing drainage work.

The county has been spending about \$92,000 to complete about 6 miles of shoulder improvements a year. Separate bike lanes are even more expensive. The county must weigh cost versus use. Bike lanes are preferred if a route is around schools, congested areas or tourist destinations. A new county implementation plan sets priorities based on which routes need to be completed first to get a complete network across the county.

Kitsap Bicycle Facilities Plan

The Kitsap County Bicycles Facilities Plan includes a 113-mile hike and bike (roadside) route along the eastern shore of the Kitsap Peninsula and Bainbridge Island, highlighting the historical background of the area's waterways and harbors. Bike Route 51 in the

Biking Is Popular in Kitsap

The following information on bicycling in Kitsap County is from a story by Niki King in the May 2, 2004 edition of the Kitsap Sun:

According to the 2000 census, 4.3% of people in Kitsap reported they walked or biked to work – nearly as much as King (4.5%), and more than Pierce (3.1%) and Snohomish (2.2%).

In 2003, a total of 185,930 tickets were sold for bicycles to ride Kitsap County's ferries.

The Kitsap Peninsula Visitor and Convention Bureau estimates about 5,000 bikers a year come for organized rides and 10,000 for individual trips.

Kitsap County has at least three cycling clubs, the largest being West Sound Cycling with 125 members. Seattle-based Cascade Bicycle Club, the largest local club in the nation, says 500 of its 5,200 members are from Kitsap.

plan follows Agate Pass to Hansville Road and to the end of Twin Spits Road.

The plan includes a comprehensive, north/south-east/west system linking highly used destinations and connections to cities and population centers with signed routes. The plan calls for completion or partial completion of many improvements by 2007. Routes closest to Hansville include the following:

Route 70 (east-west) Kingston Ferry to Poulsbo – 2006

Route 51 (north-south) Foulweather Bluff to Hansville to Agate Pass – 2007

Route 35 (north-south) Hood Canal Bridge to Poulsbo – 2007

Route 41 (north-south) Hood Canal Bridge to S.R. 307 – 2007

Consultation and Input in Planning

Hansville citizens have never been shy about speaking up. While there is ample opportunity to give input on transportation issues, the

GHA is not formally represented on any boards or committees related to transportation planning.

The county invites citizen input on transportation planning at regular county commission board and committee meetings throughout the year, at annual budget meetings, at hearings on the Transportation Improvement Program, and at local meetings scheduled by the county or at the request of citizens. However, GHA citizens probably could be more proactive in providing input. Examples of recent local public meetings:

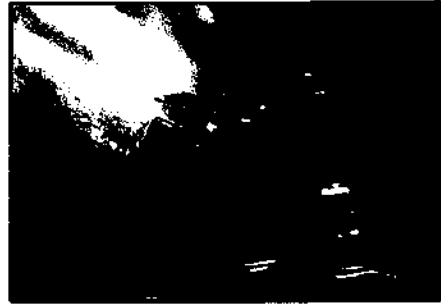
In June 2005, the county invited citizens to a public meeting at the Hansville Community Center to provide an update on the 89-home Homestead off Prospect Street. The meeting was well attended.

In 2003, residents met twice with county officials and staff at the Hansville Community Center to discuss proposed improvements to Hood Canal Drive between Cliffside Road and Hood Canal Place, which had not been upgraded for decades and was in poor condition. The county proposed several options, including building a new road, but some Hood Canal residents wanted only minor repairs, fearing a wider road would encourage speeding. The county mailed 580 surveys to neighborhoods of Hood Canal Drive, Shore Woods, Driftwood Key and Foulweather Bluff asking for input. A total of 126 surveys were returned, and more public comment was taken at a September meeting. The county eventually settled on a narrower reconstruction option that was generally preferred by residents that included 10-foot lanes with four-foot paved shoulders.

Sources of Information

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4. Minutes of Kitsap Transit Board of Commissioners, June 21, 2005.
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7. Kitsap County Commissioner Chris Andresen web site.
8. Sen. Phil Rockefeller web site.
9. Meeting Summary, Kitsap Regional Coordinating Council, April 5, 2005.
10. Washington Department of Transportation web site.
11. Federal Highway Administration web site, report FHWA-SA-98-079, Life-Cycle Cost Analysis in Pavement Design.
12. North Kitsap News, March 9 2005. By Tiffany Royal.
13. Kitsap Sun, June 13, 2005. By Travis Baker.
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Chapter 13 – Utilities



Introduction

This chapter describes the background and status of utilities affecting the Greater Hansville Area (GHA), including water, electricity, residential fuel, on-site sewage and solid waste. Where relevant, it includes brief discussions of historical, legal and political background to better understand how utility services affect the GHA.

KEY FACTS

Water:

Potable water (drinking and domestic use) in the GHA comes from groundwater, which is replenished by rainfall in Kitsap County.

Water supplies appear adequate to cover foreseeable anticipated needs, although water rights are "overbooked."

Electricity:

Puget Sound Energy (PSE) is the sole supplier of electricity to the GHA, and has approximately a million customers in Washington, with rates controlled by Washington Utilities and Transportation Commission (WUTC).

A new cable from the Port Gamble substation is scheduled for 2006; until then, generators will supplement the cable feed during periods of high load.

Residential Fuel:

Multiple suppliers deliver propane and furnace oil to the GHA in a competitive environment that provides energy at market values.

The large expense of changing to a new home-heating source tends to slow conversion, even when fuel prices change.

On-site Sewage:

The ability of the geology to absorb effluent is a major factor in zoning plot sizing, making conventional septic systems unusable on many GHA lots.

With today's technology, only about 5% of GHA sites are found "unbuildable," and correctly designed, installed and functioning on-site sewage systems do not harm – and may even benefit – the groundwater.

Solid Waste:

The Hansville landfill, near the current transfer station site, closed in 1989.

Site contamination within the GHA is not a significant issue.

KEY TRENDS

Water:

The source of water for GHA residences will continue to be split about equally between on-site or local wells and Kitsap Public Utility District (PUD).

GHA dependence on groundwater – which is in high demand, limited and vulnerable to contamination – will require increased conservation and protection.

Electricity:

PSE projects usage growth in the GHA to be 1% per year, and expects the new cable to be adequate for 10 to 15 years.

PSE expects conservation to minimize or reduce average usage per customer.

The new cable should make power in GHA less susceptible to outages, but reliability will never be the same as in metropolitan areas.

Residential Fuel:

Suppliers report a trend to propane from fuel oil and electricity.

The sparse distribution of users makes gas pipeline supply in GHA unlikely.

Increasing cost of propane and oil may put electricity “back in the game.”

On-site Sewage:

The trend is to “alternative systems” because of the shortage of sites that will work with conventional systems and because alternative systems must be inspected by licensed operations and maintenance experts.

The number of failing systems is estimated at 0.5%. Failures do not seem to be contaminating groundwater, however health of the environment, especially Hood Canal, will be a factor in the future of on-site sewage regulations and enforcement.

Solid Waste:

Robust plans are in place for handling solid waste from the GHA.

Residents are about evenly split on pick-up or self-hauling.

FOOD FOR THOUGHT

Will there be adequate electrical supplies in the future given that the historical growth rate in the GHA has been 4.8% per year and PSE is only projecting a 1% annual growth rate?

What effect will the increased population have on current users of surface-water wells?

Will carbon-based fuels be depreciated in the future as an air-quality measure?

Where Have We Been?

Water

Hydrogeology

The GHA, along with all of Kitsap County, gets its water supply primarily from groundwater. This water resides in sediments left after the age of glaciation, which are zero to

3,600 feet deep. Map 1 at the end of this chapter shows the principal Kitsap County aquifers. The aquifers are recharged by surface water resulting from rain and septic discharge. The lower rainfall in the GHA means

more water is available in south Kitsap. Map 2 at the end of this chapter shows the spatial distribution of precipitation.

Table 1 below shows the hydrologic cycle for Kitsap County, which includes precipitation, evapotranspiration, stormwater runoff, aquifer recharge and consumption.

Annual Precipitation in Kitsap County	316
Evaporation each year	113
Stormwater runoff	63
Recharge to aquifers	140
Gallons consumed in 1995	12.2 (8.7% of total annual recharge)
Projected consumption in 2020	15 (10.7% of total annual recharge)
<i>Source: Washington State Department of Ecology Water Resource Inventory</i>	

Water's Legal History

Laws that control usage rights to water start at the federal level, then to the state, and finally to the county where most of the planning and management takes place. In the West these laws have been in development since the 1800s. Besides being the overseeing influence, federal law also mandates that any appropriation of surface and groundwater in Washington is subject to the "federal reserved water rights" for military and Indian reservations.

In 1855-1856, Washington Territorial Governor Stevens entered into five treaties with the local tribes in exchange for land and resources. It is the 1855 Treaty of Point No Point whereby the Port Gamble, Clallam, Skokomish, Jamestown S'Kallam and Lower Elwha tribes claim their water rights.

The 1891 Washington Legislature put in place a water allocation process that recognized "first in time is first in right." The Surface Water Code of 1917 established the state's

basic water management principles, which were extended to groundwater by the Groundwater Code of 1945. This code also created exemptions from the permit requirement for stock watering; watering of a lawn or a non-commercial garden not exceeding one-half acre; and domestic or industrial use not in excess of 5,000 gallons per day.

The 1945 code also contained an abandonment provision that permitted the state to presume that the right had been abandoned if not used for a period of five years, except for municipal water rights, which are exempt from relinquishment. The current Department of Ecology and its predecessors were given the authority to maintain a "safe-sustaining yield" by limiting withdrawals.

The Water Rights Registration, Waiver, and Relinquishment Act of 1967 required maintaining proper records as part of the management of the state's water resources. In 1969, the legislature further declared that the failure to file such a claim would be conclusively deemed as a waiver and relinquishment of the right.

The Water Resources Act of 1971 added to the state's water law a recitation of 10 "fundamental" principles of "utilization and management of the waters of the state," including several important new principles. The legislature declared that the proper use of water resources was necessary for achieving two fundamental goals: (1) promotion of the state's economic well-being, and (2) preservation of the state's natural resources and aesthetic values.

As part of the 1971 act, the legislature directed the Department of Ecology to develop a "comprehensive state water resources program" by adopting rules to ensure future water resource allocation and use would be consistent with the new policies. It was under this authority that Ecology in 1981 identified Kitsap County as part of WRIA 15. In 1985 the

legislature directed Ecology to establish a process of designating groundwater areas for development of groundwater management programs.

In 1990 the legislature adopted the Growth Management Act (GMA) after finding that uncoordinated and unplanned growth posed a threat to the environment, sustainable economic development and quality of life in Washington. The GMA has been amended several times since and is unique among states. The GMA requires state and local governments to:

- Manage Washington's growth by identifying and protecting critical areas and natural resource lands
- Designate urban growth areas
- Prepare comprehensive plans and implementing them through capital investments and development regulations

The first step in the GMA process requires all cities and counties in Washington to designate critical areas and adopt development regulations to protect them. Critical areas include: (a) wetlands, (b) areas with a critical recharging effect on aquifers used for potable water, (c) fish and wildlife habitat conservation areas (including rivers, streams, lakes, and salt water shorelines), (d) frequently flooded areas, and (e) geologically hazardous areas.

In 1998, the legislature passed the Watershed Planning Act (House Bill 2514, RCW 90.82), authorizing and funding local "planning units" to create local solutions to local water resource problems.

In the 2003 -2004 the legislature passed a law guaranteeing water rights to systems with 15 or more connections.

The laws described above drove development of, and drives updates to, the Kitsap County Comprehensive Plan, which has significant water-related sections. As a part of the development of the comprehensive plan, a

Groundwater Advisory Committee was appointed to develop a 20-year Groundwater Management Plan, which addresses water quantity and quality in Kitsap County. Preparation of the Groundwater Management Plan was done in accordance with requirements of Chapter 173-100 WAC, Groundwater Management Areas and Programs. These regulations led to designation of Kitsap County as a Groundwater Management Area on October 7, 1986. (The Groundwater Management Plan, Volumes I through IV, can be reviewed at all Kitsap County branch libraries. Copies can also be checked out from the PUD office in Poulsbo.)

Electricity

PSE, the supplier of electric power to the GHA, traces its history back to the many small independent or municipal power companies that supplied power around Puget Sound. PSE has evolved from those suppliers and therefore considers its history to go back to 1873. PSE now serves more than a million customers in Washington. Map 3 at the end of this chapter shows the PSE service area. PSE is a subsidiary of Puget Energy (listed on NYSE as PSD). PSE states that it employs "a well-defined strategy for meeting its customer's energy needs in a reliable, low-cost way. That strategy is to stay focused on the traditional, regulated, vertically integrated-utility business model, and meet the energy requirements of the next generation of PSE customers by helping the region develop the next generation of clean, cost-effective energy resources."

PSE is regulated by the Washington State Utilities and Transportation Commission (WUTC). It must comply with the rules, regulations and orders of the WUTC and obtain approval of changes to the company's rules, regulations, rates and charges for services.

GHA electricity is supplied by an underwater cable from the Port Gamble substation which

also supplies PSE power to Port Townsend. While the supply of energy in the system has been adequate, the infrastructure is not. In the winter of 2003, GHA residents were asked to conserve energy because the cable was at or near capacity and not scheduled for update until 2006.

The potential need for a temporary generator was discovered through a PSE study of the underwater cable during the first quarter of 2003. The study revealed the cable was smaller than thought, and that its maximum safe operating capacity was less than previous believed. This prompted PSE to accelerate plans to install an additional cable as a long-term solution. The long-term plan to install a second underwater cable was budgeted for permitting to begin in 2004, with an approval process of two years.

To avoid brown-outs in the interim, PSE recommended using a generator that would be activated when loads on the cable became too high. However, GHA residents did not want the noise or pollution near their homes. In April 2004, PSE announced it had secured a 5-year easement from Pope Resources on a 12,500-square-foot site for a temporary diesel generator. The property is just east of Cliffside Road NE, on the north side of Little Boston Road and about three-quarters of a mile west of Hansville Road.

The generator will be used only if the underwater cable is damaged or overloaded by cold-weather usage. PSE said temperatures below 20 degrees would require one generator, but the site could handle four generators if necessary. Removal of trees and branches close to the wires has helped improve reliability.

Residential Fuel

Originally, most of the GHA was heated with its most abundant resource – wood. While low-cost, wood typically requires “sweat equity,” and is not as convenient as its competi-

tors. There was a move to electric heat in the 1950s when the cost of electricity was low. A check of the four fuel suppliers, whose trucks are most frequently seen in the GHA, indicates the following heating trends have been occurring in the last few years:

New and replacement furnaces and boilers are moving strongly from oil to propane. Virtually no one has been converting from fuel to electricity.

Suppliers expect these trends to continue, despite a recent increase in propane prices.

On-Site Sewage

About 18,000 years ago the Puget Lobe of a glacier extending from the Coast Mountains of British Columbia reached the GHA. This was the last of four or more cycles of glaciation that sculpted the area between the Cascades and the Olympics, as far south as Olympia. The legacy of this “rough” treatment is that much of the GHA was left with soil conditions that are not generally suitable for conventional septic systems.

On-site septic systems have been used in this country since the 1880s. Prior to World War II almost all of these systems were used in rural areas or adjacent to sewer areas of cities. Because so few were in use, little attention was paid to problems associated with their performance. After World War II, developers incorporated septic systems into building projects because they were economical and provided flexibility in planning growth outside urban areas.

As the housing boom progressed, septic systems were installed with increased frequency and density, and problems associated with septic systems became more apparent. Some housing developments in the 1950s and 1960s, had septic system failure rates as high as 30%, which probably explains the negative feeling many people seem to have about septic systems.

As a result, considerable research was initiated to determine the causes of failures and to develop technology to prevent them. Although much improvement has occurred, some problems still remain and continued research is necessary. The issues created by use of on-site septic systems can be characterized as follows:

Increasing septic system density increases the associated risk of groundwater contamination from these systems.

Septic systems can provide beneficial recharge to groundwater.

Sewering an area decreases recharge from septic systems.

Disposal of sewage in un-sewered portions of Kitsap County has been accomplished almost exclusively through use of individual on-site sewage systems. Individual sewage disposal systems serve approximately 50% of all single-family residences in the county. Within the GHA, where there are no municipal wastewater treatment plants, this number is closer to 100%. However, there are a variety of "on-site" systems, ranging from individual systems on each property, to easements allowing treatment on an adjacent property, to community systems. It is difficult to establish what type of system will work on any given

property due to the variety residence size, soil types, slopes, water source, etc.

Solid Waste

The GHA was served from 1962 to 1989 by a landfill located where the drop-box facility is now located. It included a solid-waste disposal area (13 acres), a demolition waste disposal area (4 acres), and a septage disposal area (1/3 acre). Methane gas produced by the decomposition of the garbage is collected and burned off through a flare. The Department of Ecology oversees quarterly groundwater and surface water testing around the landfill.

Since the early 1970s local governments have been required to prepare solid waste management plans detailing how they will manage their garbage. In 1989 the legislature passed ESHB 1671, "The Waste Not Washington Act," a comprehensive solid-waste bill that significantly changed the way Washington citizens and their local governments handle their garbage. Since then the Kitsap County Public Works Solid Waste Division has been required to have a waste-management plan that is updated every five years.

Where We Are Now

Water

Current Planning

In May 2002, Kitsap County's 1998 comprehensive plan was upheld by the Washington State Court of Appeals. The 1998 plan was the county's third attempt to comply with the Growth Management Act after plans drafted in 1994 and 1996 were rejected by the Central Puget Sound Growth Hearings Board. The comprehensive plan was revised in June 2002 and December 2003. Another amendment was underway at the time this report was completed (July 2005).

The Kitsap Peninsula Watershed Planning Unit, a team of water resource staffers from four counties, five cities, four large water districts, four tribes and representatives of stakeholder caucus groups, continues to look for solutions that address the issues of all stakeholders while extending water resources. Although the planning unit team cannot change laws or treaties, they can make recommendations to the state and local jurisdictions about how water management should proceed. The plan cannot compel jurisdictions to take actions against their will. However, the Department of Ecology gives these plans consider-

Or 4/23/2009

able weight when evaluating water-right applications.

Even though there appears to be adequate water and county plan is in place, there are still concerns about execution. As late as November 2004, the Water Resources Program Manager for the Suquamish Tribe reported concern about the number of water-rights permits, claims and certificates in WRIA 15, which ranks third in the state and has twice the number of the surrounding WRIAs. His position is that the county's water resources are "overbooked," which does not mean over-used, but the threat is there. This potential threat continues to drive the planning and studies.

The water planning community also is calling for a better accounting of "exempt" water rights, which includes residential wells. While ending exemptions would bring the water rights process to its knees, better estimates of the number of wells and quantities of extraction are necessary for meaningful assessments of water rights to go on. This is probably truer in the GHA than elsewhere because of the high percentage of exempt wells.

The positions of the water supply stakeholders vary widely. Some put higher priority on more water for development and commerce, while others believe it is more important to maintain natural flows, especially for fish habitat. Tribal and federal water rights predate, and therefore preempt other water rights. Also, some local well users want to be able to irrigate lawns and gardens larger than one-half acre, which requires a permitted well. Since water rights issued and requested are already over-subscribed, this does not seem likely to happen.

Wells vs. Hookups

Within the GHA, neither the County Health District nor the Kitsap Public Utility District (KPUD) knows the distribution of wells versus KPUD hookups due to the historic lack

of well records. Even more confusing is that some users have both KPUD hookups and wells, and some sites have wells they no longer use but have not officially decommissioned.

The trend is to use KPUD hookups, if available

– This is probably driven primarily by convenience, with cost, risk and water quality being other considerations. In September 2000, the North Kitsap Herald published an article describing the shortage of water hookups available on the North Peninsula water system. The underlying problem was that the Department of Ecology had not yet approved the KPUD's 1993 application for additional water rights. Meanwhile, well number 7 near Kingston had been drilled, was ready for use, and was expected to double the number of connections and provide all the water needed by KPUD's north Kitsap customers.

While KPUD still hopes this well will be approved, it is planning to extend the water main from Seabeck, where they have rights to over 5,000 gallons per minute, to North Kitsap. The KPUD manager said there are several reasons for this project, including:

- To manage existing resources and meet potential growth projections
- To create opportunities for environmental mitigation/restoration projects
- To ensure water will be available should federal water rights supersede those of the KPUD

In the summer of 2004, KPUD installed a 10-inch line along Hansville Road from Little Boston/Eglon Road to Gus Halvor Road. This line provides:

- Greater pressure and flow to the areas above Hansville
- A line redundant to the other line through Cliffside
- The ability to install fire hydrants in some areas that previously had inadequate flow

The KPUD determines whether a hookup is feasible and cost-effective when a property owner applies for a connection. For reasons of system vulnerability, KPUD no longer makes detailed system maps publicly available. Map 4 shows general locations of KPUD water systems.

Hookup and usage costs vary – Hookup fees depend on location and how much equipment is already in place. Costs include a \$2,300 hookup fee, \$125 if a meter was previously installed, and \$1,325 if a meter must be installed. Cost of the pipeline from the KPUD well to the meter varies depending on whether it is installed by the PUD or another installer. A PUD line charge is \$.04 per square foot of lot, up to an acre (maximum of \$1,746). For other installers, the PUD charges \$15 per front foot, which they then pay back to the installing entity (\$5,400 in most cases). The cost of the line from the meter to the house depends on the site and contractor.

KPUD uses a sliding scale to encourage water conservation, so the bimonthly charge depends on usage. The rate ranges from 83 cents per 100 gallons for up to 1000 gallons to \$2.25 per 100 gallons for over 5,000 gallons. The full rate schedule is available at kpud.org. By law, KPUD cannot discriminate among users, so residential, commercial and agricultural users are charged the same rates.

KPUD tests annually to ensure water quality. The Consumer Confidence Report for the North Peninsula Water System, based on data collected through 2003, shows the quality to be well within the established limits. This report is available at kpud.org.

Wells

Despite the trend to KPUD water, local drillers report that some GHA residents who have KPUD water are adding wells, and that many wells are being drilled to satisfy demand for lots not served by KPUD. The Initial Basin Assessment, October 1997 suggests well water in the GHA is protected by the low popula-

tion (160 persons per square mile in 1990) and the high ratio of area with natural cover (94% in 1994).

The report says there appears to be no significant nitrate infiltration despite the soil permeability, partly because of lower rainfall in the GHA, and that there is only limited seawater incursion into the aquifer in the Eglon area. (Note: There is now anecdotal evidence of saltwater intrusion into some Eglon wells.) The Initial Basin Assessment includes a series of recommendations, the most important one being to make “significant development of the aquifer contingent on water-level monitoring”.

For residential use, most wells are exempt from the state water-rights process because they fall below the 5,000-gallon-per-day withdrawal rate. Single-family residences, which represent the bulk of exempt wells, average approximately 300 gallons per day. As required by the Growth Management Act (ESHB 2929), proof of an adequate drinking water source is required before a building permit can be issued. In Kitsap County, approval of the well site is done in conjunction with the sewage disposal system design.

Once the proposed well location is approved and the new well has been drilled, all items identified on the checklist approving the well site must be approved by the Health District (details are available from the Drinking Water Program at 360-337-5285). Fees for these items can be found in the Kitsap Environmental Health fee schedule at kitsapcounty-health.com.

Well costs vary – The cost for a well includes permits, drilling, installing pumps and related equipment, inspection, recommended testing for water quality, and maintenance. The system and drilling costs are highly variable, depending on location, depth of well, etc. One local driller/pump installer said the initial sys-

tem cost is likely to be \$7,500 to \$15,000 – and there are no guarantees that potable water will actually be found. For a list of county-approved well drillers and pump installers, visit kitsapcountyhealth.com.

Conservation and protection – While the GHA currently has adequate and high-quality water, everyone is responsible for protecting and conserving this precious resource. Conservation information is available at kpud.org/education/education.html or at 360-779-7592, ext. 723. Preventing contaminants from entering the groundwater should be a top priority. Citizens are encouraged to call the Solid and Hazardous Waste Program at 360-337-5245 to report possible mishandling of hazardous waste at a household or business. **NOTE: Citizens are urged to call 911 if a situation appears to create an IMMEDIATE danger to life, health or the environment.**

Education – Water resources in GHA appear to be abundant and high quality, now and into the foreseeable future, whether you are supplied by a well or KPUD. However this can change abruptly if citizens are careless or ignore regulations. The county and KPUD are planning and putting in place regulations and educational programs to ensure a long-term, viable water supply. More information is available at kpud.org and kitsapcounty-health.com.

Electricity

PSE electrical supplies – PSE is the sole supplier of electricity to the GHA. As the region's largest energy distribution company, PSE purchases most of the energy it delivers. Much of the electricity it produces and purchases comes from clean, renewable, low-cost hydropower. Sometimes the company has excess generation capacity, which is sold. Maintaining the supply of electricity involves developing new sources while maintaining existing ones. PSE has identified a need for substantial amounts of power supply over the

next 10 to 20 years to serve projected demand.

Energy supply options PSE continually explores are:

Electricity from state-of-the-art, natural-gas-fired generation plants – a relatively clean-burning fuel.

Potential increased use of power from biomass – gas produced naturally through decomposition of landfill waste.

Constant production and purchase of low-impact hydroelectric power – a clean energy source offering less environmental impact than other types of power.

Ongoing evaluation of non-traditional energy sources such as fuel cells, solar power, wind power and others.

On May 19, 2004 PSE announced it had narrowed its current search for new electricity supplies to seven proposed projects, which will be further analyzed. They involve a mix of renewable and conventional power resources such as purchased power from thermal and hydropower sources and direct PSE investment in development of wind-powered generating facilities. The energy from the wind farms would bring PSE closer to its goal of supplying at least 5% of its customers' total electricity needs from renewable resources, such as wind power, by 2013. Achieving that target will require PSE to secure approximately 400 megawatts of renewable-energy capacity.

Electricity in the GHA – PSE plans for power consumption in the GHA are based on a 1% growth rate of the customer base. While the GHA growth rate as historically been higher, PSE expects conservation efforts to freeze or decrease usage per customer and no significant commercial development. Using the 1% growth rate, PSE believes the new cable, expected to be complete in 2006, will meet the needs of the GHA for 10 to 15 years.

Reliability – The reliability of the electrical network in the GHA has improved significantly through the years. Most of that improvement is probably due to recent tree removal and pruning around the lines. However, the GHA circuit is one of the longest in the PSE service area, which means it is exposed to more natural hazards than a normal metropolitan line, which many people use as their benchmark. The number of homes on long reaches of private roads and drives, the low density of residences, and the large number of trees all contribute to vulnerability of the system.

The new cable will provide the GHA with a more redundant circuit. However, the GHA is still likely to experience more and longer outages than in a city. Therefore, GHA residents should always be prepared for power failures and related emergencies (see pse.com for emergency information).

Conservation programs – PSE has a program to conserve energy, which is the equivalent to increasing the supply. At various times, subsidized programs are offered to simulate conservation in different user areas. A demonstration project in Oregon, sponsored by Bonneville Power Administration and conducted by the Oregon Municipal Energy and Conservation Agency, put the cost of conservation at \$.015 per kilowatt hour saved, which is far lower than the cost to produce any new energy sources. Information on a variety of conservation and rebate programs is available on the PSE website at pse.com.

Electrical rates – In accordance with WUTC regulations, PSE charges all its residential customers at the same rates. Business have other rates, depending on their usage. For residential and business rates see pse.com. At this writing (July 2005) a tariff increase was still pending with the WUTC. The utility's Home Energy Lifeline Program, or HELP, provides millions of dollars a year to reduce energy costs to low-income customers – a to-

tal of \$6 million to nearly 18,000 low-income households in the last year.

Alternative electricity – PSE provides rebates to customers who purchase qualified alternative energy resources, including photovoltaic panels. However, the cost of producing electricity with photovoltaic panels is estimated to be two to three times the median cost of PSE power. Wind conditions in the GHA would not support wind power generation. Although advances in aerodynamics and composite materials have made wind turbines a reality, they are only economically attractive where wind conditions are right and where local power costs exceed 15 cents per kilowatt hour. Visual pollution can also be a problem in areas where views are important.

Heat pumps – Heat pumps may become even more popular as the cost of hydrocarbon fuels increases. Pumping heat requires less electrical energy than converting electrical energy into heat (as in electric furnaces, baseboards and radiant heaters). In fact, a heat pump produces three times as much heat from each watt of electricity as an electric furnace in mild winter temperatures. However, heat pump efficiency and cost savings can vary widely depending on design, installation quality and outdoor temperature. Properly sized and installed heat pumps can reduce costs 30 to 50 percent compared to electric furnaces.

However, in some cases energy use actually increases with heat pumps because they also are used for air-conditioning in warmer months. While air conditioning in an area where the maximum summer temperature averages 75 degrees is not always a necessity, some users in the GHA say: "If you have it, you'll use it." For more information on heat pumps visit energyoutlet.com.

Residential Fuel

Fuel costs – The GHA is served by multiple suppliers for both fuel oil and propane. An

informal phone survey over a couple of months revealed that minor price difference among suppliers seems to wash out over time, and that Kitsap County prices are usually fractionally lower than those east of the Sound. GHA residents who own their own tank and want to monitor their usage can price shop, but the cost savings is small for the effort. It appears that prices offered by residential fuel providers are a fair reflection of both local and regional markets.

In the past, the trend to propane was strongly driven by price. However, this is not the driver is once was based on a calculation of the cost per BTU of propane, oil and electricity at current prices, especially since heat pumps offer even greater efficiencies. Table 1 on the following page provides data comparing different types of fuels and a table for calculating energy usage for each type of fuel.

Wood Heat – The U.S. Environmental Protection Agency (EPA) assigns default figures of 63% for non-catalytic-equipped wood stoves and 72% for catalytic-equipped stoves. Some manufacturers have paid for independent efficiency tests that show the higher figures in their promotional brochures. Many claim higher than 80%, but an overall efficiency higher than 80% is not desirable because the resulting low exhaust temperature means weak draft and the risk of water vapor condensation, which damages the chimney.

In the late 1980s the EPA established a mandatory smoke emission limit for woodstoves of 7.5 because old, inefficient stoves were adding to air pollution problems in some regions. Today all woodstoves and fireplace inserts, and some factory-built fireplaces, must be tested and meet this limit. Many are now certified for emissions in the range of 1 to 4 grams of smoke per hour.

Propane – Propane gas is an efficient, reliable source of fuel for home heating. To determine the efficiency of a gas furnace or

boiler, find the AFUE (Annual Fuel Utilization Efficiency) rating on the manufacturer's yellow "Energy Guide Label." Mid-efficiency furnaces have AFUE ratings of 79% to 89% AFUE, compared to 90 percent or more for high-efficiency furnace units. This means that more than 80 percent of the heat generated in the home is usable. As expected, higher AFUE ratings mean lower operating costs over the life of the system.

Oil – Old oil furnaces often had efficiencies as low as 55%. Now they are 85% to 95% efficient – although the highest levels are only available in "condensing" furnaces, which are rare and only reach this level in cold climates. There is a potential downside to oil that GHA residents should be aware of because of our dependence on groundwater. The EPA estimates 35% of all underground storage tanks could be leaking. Studies show the mean age of leaking tanks in California, Oregon and Washington is 18 years. In addition, the number tanks (underground or above-ground) that could leak onto the ground is unknown because regulations are focused on tanks larger than 1,000 gallons. The GHA probably has few tanks this size, but even leakage from a small tank can endanger the water supply. Residents who use oil as a heat source should take extra care siting, selecting and maintaining the tank system.

Gas – It is likely that natural gas will not be available in the GHA for some time, according to propane suppliers and Cascade Natural Gas (which supplies natural gas supplier where available in Kitsap County). The nearest current natural gas service is at Bangor, although studies were being done for the new Whitehorse development outside Kingston. A Cascade Natural Gas spokesperson said the decision to install natural gas is driven by a feasibility cost study. The cost to install gas pipeline is about \$100,000 per mile. Sometimes a developer or big commercial user will defray the cost, but typically it requires a user every 80 to 100 feet to make the system pay.

How to Use Energy Comparison Calculator (Table 1 below)

To use the comparison table below, choose the multiplier at the intersection of the row and column of the fuels you wish to compare (you may decide to correct the efficiency if your appliance has a different value) and proceed as in the following examples:

Example 1: If a gallon of propane costs less than 23.66 times a kilowatt hour of electricity, propane is the better buy. **Calculation:** Electricity = \$.075 per kilowatt X 23.66 = \$1.77. If propane costs less than that per gallon, it's the better buy. On January 22, 2005 the author paid \$1.73 per gallon.

Example 2: If a chord of wood costs less than 173.37 times a gallon of propane, wood is the better buy. **Calculation:** Propane = \$1.75 per gallon X 173.37 = \$303. If wood costs less than that per chord, it's the better buy. In winter 2005, the author observed a truckload of about a cord of dry alder for \$126.

Example 3: If a therm of natural gas costs less than .8683 times a gallon of propane, natural gas is a better buy. **Calculation:** Propane = \$1.73 X .8683 = \$1.50. If natural gas costs less than that, it's the better buy. (Natural gas is not yet available in the GHA.)

Table 1 Energy Cost Comparison Table					
Energy Comparison Data*					
Type of Fuel	Unit	BTUs Per Unit (approx)	Furnace Efficiency Range	Efficiency Used for Calculation	BTUs of Home Heat Per Unit
Electricity	kilowatt hour	3,413	100%	1	3,413
Propane	gallon	95,000	80 to 90%	0.85	80,750
Residential Fuel Oil	gallon	150,000	55 to 95%	0.7	105,000
Wood	4'x4'x8' cord	20,000,000	50 to 80%	0.7	14,000,000
Natural gas	therm	100,000	88 to 97%	0.93	93,000
Energy Comparison Calculator					
Type of Fuel	Multiplier, Compared to Electricity	Multiplier, Compared to Propane	Multiplier, Compared to Fuel Oil	Multiplier, Compared to Wood	Multiplier, Compared to Natural Gas
Electricity	1.0000	0.0423	0.0325	0.0002	0.0367
Propane	23.6595	1.0000	0.7690	0.0058	0.8683
Residential Fuel Oil	30.7647	1.3003	1.0000	0.0075	1.1290
Wood	4,101.9631	173.3746	133.3333	1.0000	150.5376
Natural gas	27.2488	1.1517	0.8857	0.0066	1.0000

*Chart comparisons based on resistance electric heating for the sake of simplicity.

Even then, not everyone chooses to change over. Without a major price change, large development or government-sponsored effort, it is unlikely that the GHA will see the benefits natural gas, which includes 88 to 97% efficiency of gas appliances and WTUC-regulated prices. Although prices are held down by an abundant supply of natural gas worldwide, the infrastructure is not in place.

Solar – As part of a national program called the Million Solar Rooftops Initiative, the state of Washington is promoting “5000 Roof Tops for Washington.” This initiative sponsors both electricity (photovoltaic) and domestic heat projects that produce hot water, space heat or heat for spas and pools. State officials say they are ahead of the pace to make their goal. The Million Solar Rooftops Initiative, which started in 1997, is sponsored by the U.S. Department of Energy as a demonstration program to develop experience and awareness of the use of solar energy. The goal is to install one million solar energy systems by 2010.

Solar heat collectors vary so widely, it is difficult to estimate the cost per BTU. One air-to-air collector (4 by 8 feet) was listed as collecting 1,760,000 BTUs per year in both direct and diffuse light. Without a more in-depth analysis, it appears such a system would work in GHA. The cost was estimated at \$2,750 installed, which one source said is half the cost of liquid collectors. No life expectancy was listed for the system, but assuming a life of 10 years in the GHA’s sea-air environment, that would be \$15.63 per therm (100,000 BTUs per therm). At \$1.73 per gallon and 85% efficiency, pro-pane heat costs \$1.93 per therm, so solar energy doesn’t seem cost-effective unless the cost of the installation is reduced.

On-Site Sewage

In the GHA, an on-site sewage solution must be found before a lot is buildable. According

to several on-site sewage designers who work in the GHA, only 5 to 10% of lots are un-buildable because there is no economically feasible on-site sewage solution. The number is low because the variety of solutions and increasing value of lots makes a bigger investment feasible. The ratio of conventional to alternative systems has changed rapidly in the GHA. Ten to 15 years ago, 75% were conventional compared to about 20% now. This is expected to drop to 10% in the future because the number of suitable lots decreases with time and regulations are becoming more stringent.

Regulations – State and county regulations and plans focus on public health and environmental protection based on EPA standards. Minimum on-site sewage regulations, established by the Washington State Department of Health, tend to become more restrictive with each revision – even more so in Kitsap County in some aspects. While the main focus is public health, public health and environmental protection go hand-in-hand. In most instances, public health will eventually decline in poor-quality environments due to contaminated water, air or land. The regulations give the local health officer and board of health some flexibility in applying minimum regulations if adequate justification and/or mitigation is provided, but it is not easy to get an exception. Generally speaking, the more stringent the regulations, the more expensive it is to comply. In general, the most common reasons for the state to adopt more stringent regulations are:

- Increased population and development densities
- Decreasing inventory of “buildable” lots
- The reality that our shorelines and wells are becoming more vulnerable to contamination by the increasing population and population density

	Conventional		Pressure Distribution		Glendon® Biofilter	
	Low	High	Low	High	Low	High
Design and Permitting	\$1,000	\$1,500	\$1,000	\$2,000	\$1,000	\$2,000
Construction	\$4,000	\$6,000	\$7,000	\$9,000	\$11,000	\$15,000
Inspection (Build)	\$700	\$700	\$700	\$700	\$700	\$700
Operation, Maintenance and Monitoring (Annualized)	\$50	\$100	\$150	\$200	\$150	\$200
Pumping and Repair	\$75	\$100	\$250	\$350	\$150	\$300

**Excluding site preparation or groundwater management.*

Review of news articles, letters to the editor and neighborhood conversation reveals there is high public angst about whether on-site sewage treatment is bad for our health and the environment. This sensitivity sometimes leads to emotional debate and political acrimony regardless of scientific data. The short answer is that correctly designed, installed and operating systems are safe and environmentally acceptable.

Kitsap County spells out the rules in Board of Health Ordinance No. 1996-8 and 1995-12, including required inspections. Inspection requirements were phased in between 1995 and 2000 as follows:

Starting January 1, 1995: Standard gravity septic systems require a septic tank inspection every 3 years.

Starting January 1, 1996: Alternative septic systems serving new homes, repairs and/or re-sale of homes require annual inspection.

Starting January 1, 1998: Alternative septic systems serving shoreline homes and homes that were previously granted setback waivers to wells or surface waters require annual inspection.

Starting January 1, 2000: All other pre-existing alternative septic systems require annual inspection.

The alternative system inspections must be performed by county-approved operation, maintenance and monitoring companies, which are listed at kitsapcountyhealth.com. The regulations also require the title to indicate that an alternative system is installed on the property so future owners know of their obligation.

System types – A conventional system, usually referred to as a septic system, is made up of a tank and a gravity-fed drain field. The common types of alternative systems in the GHA are:

Pressure distribution, which applies effluent uniformly over the entire absorption area.

Sand filter and sand-lined drainfield trench, which are characterized by a relatively large container and means for distributing septic tank effluent atop a layer, or layers, of graded sand or gravel.

Aerobic treatment unit, which provides aerobic biological decomposition of wastewater constituents by mechanically bringing the wastewater into contact with air.

Mound systems, which have a pretreatment septic tank, pressure-distribution components and a mound consisting of filter media, infiltration bed, distribution system, and soil cap and topsoil cover.

~ **Up-flow system**, which is currently only available as The Glendon® BioFilter. There are currently two models; both incorporate pre-treatment (septic tank), dosed distribution (pump chamber, controls and mechanics), biological treatment (biofilter), and treated wastewater disposal (perimeter absorption area).

System costs – The cost of on-site sewage systems vary widely for many reasons, including system size, site access and contractor. Table 2 shows a range of estimates provided by on-site sewage service providers who work in the GHA (which may be lower than actual costs). The estimates do not include site preparation or groundwater management, both of which can add substantially to the cost.

System failures – The life expectancy of an on-site system is 15 to 20 years. The state and county consider this a good lifespan considering they are in continuous use and most are not properly maintained. Kitsap County statistics indicate that less than 1/2 of 1% of the county's 50,000 septic systems fail each year.

Approximately 95% of all drain-field failures in Kitsap County are systems installed before 1974. The date is significant because this is when the first state on-site sewage regulations were approved and implemented at the local level. Setbacks from marine shorelines and wells to drain-fields (100 feet), a three-foot vertical separation requirement, a minimum lot size of 12,500 square feet, and two-compartment septic tanks were all introduced at that time. Although there are no specific statistics, the percent of failures in the GHA is probably about the same as in the rest of the county.

The impact of GHA on-site sewage systems on the Hood Canal is unknown. However, human waste is estimated to be 60 percent of the nitrogen source from human activity, according to the initial study by the Puget

Sound Action Team and Hood Canal Coordinating Council, which consists of the three counties and two tribes that border the canal. The nitrogen is robbing the water of oxygen and killing and stressing marine life.

Considering the low failure rate of on-site systems in the county, the origin of nitrogen contamination appears to be unclear. The nitrogen may come from fertilizer, animal waste or sewage. The seriousness of the situation, public pressure, and/or the outcome of ongoing investigations, may force the state and county to take action. Testing along Hood Canal is underway, including a \$250,000 federal grant for testing septic systems.

Aquifer recharge – Little study has been done to quantify the amount of on-site sewage system effluent that may be recharging the county's aquifers. In an area such as the GHA, with low rainfall, the percentage of water contributed to recharge from drain-fields could be a very significant portion of the total aquifer recharge.

Solid Waste

Pick-up in the GHA – The GHA is not within an Urban Growth Area, therefore citizens are not required to use curbside pick-up. The county Solid Waste Division estimates that about half of GHA residents use the pick-up service, while the rest self-haul. This is probably because many residents prefer not to carry their garbage cans over long driveways to the road and the proximity and user-friendliness of the Hansville transfer station. There is little likelihood that the entire GHA will have mandatory garbage and recycling service in the foreseeable future (mandatory means homeowners and businesses pay for it even if they don't use it). Some of the more densely populated areas have mandatory curbside recycling service. When this was implemented in the mid-1990s, participation was so low in some areas that Waste Man-

agement/Brem-Air requested that they not be required to do the pick-up.

Taking advantage of the programs offered through Kitsap County can significantly decrease household waste and disposal costs, while contributing to conservation. GHA residents can sign up for curbside pick-up and recycling by calling Waste Management/Brem Air Disposal at 800-592-9995 or Dave Peters, Kitsap County Health Department recycling coordinator, at 360-337-4898.

Regulation – The Kitsap County Health District Solid and Hazardous Waste Program regulates handling, treatment, storage, transportation and disposal of solid and hazardous waste in Kitsap County. The Kitsap County Public Works Solid Waste Division is responsible for writing and implementing the Comprehensive Solid Waste Management Plan, which describes current conditions and makes recommendation for solid-waste disposal, recycling, compost and hazardous waste programs. The health district's roles and responsibilities are also identified in the Solid Waste Management Plan (1999 edition, which is the most recent).

Solid-waste is regulated by local board of health ordinances and the state Department of Ecology. These regulations require that anyone who hauls solid waste, biomedical waste or waste tires in Kitsap County must apply to the health district for a permit. This requirement extends to large commercial haulers like Brem-Air Disposal and Rabanco, as well as small businesses and anyone who receives payment to haul garbage or debris. Contact the Kitsap County Health District at 360-337-5245 for more information or questions about solid-waste permits. See kitsapcountyhealth.com for a list of current permittees.

The solid and hazardous waste program goals are to protect public and environmental health

and promote reduction in waste and pollution through programs, education and interagency coordination. These goals are detailed at kitsapcountyhealth.com. Educational material on solid waste and recycling is available from the county Solid Waste Division. Regulatory information is available from the health department.

Disposal of solid waste – The Solid Waste Division has a 20-year contract (which began in 2002) with Waste Management, Inc. for disposing of solid waste. There are buy-out clauses at years 7 and 14. Currently, Kitsap County waste is shipped by rail to Oregon. State law prevents the county from contracting for garbage collection. The WUTC issues certificates to qualified haulers, who retain the certificate as long as they provide good service. The WUTC rarely revokes a certificate. Therefore, Waste Management/Brem Air will likely be providing pick-up service for many years.

Other waste management programs – The Comprehensive Solid Waste Management Plan includes a variety of other waste management programs designed to reduce the total quantity of waste and especially to remove hazardous materials from the waste stream. See kitsapgov.com for details of these programs.

Contaminated sites in GHA – The Department of Ecology maintains a list of "confirmed and suspected" contaminated sites in Kitsap County, which includes two in or near the GHA: the Hansville General Store and the Hansville Landfill. A list of closed and abandoned landfills currently known in the county includes the "Egdon dump," but Solid and Hazardous Waste Program personnel do not know the location of the Egdon dump and are not aware of any remedial actions that have been completed or planned at the Hansville store.

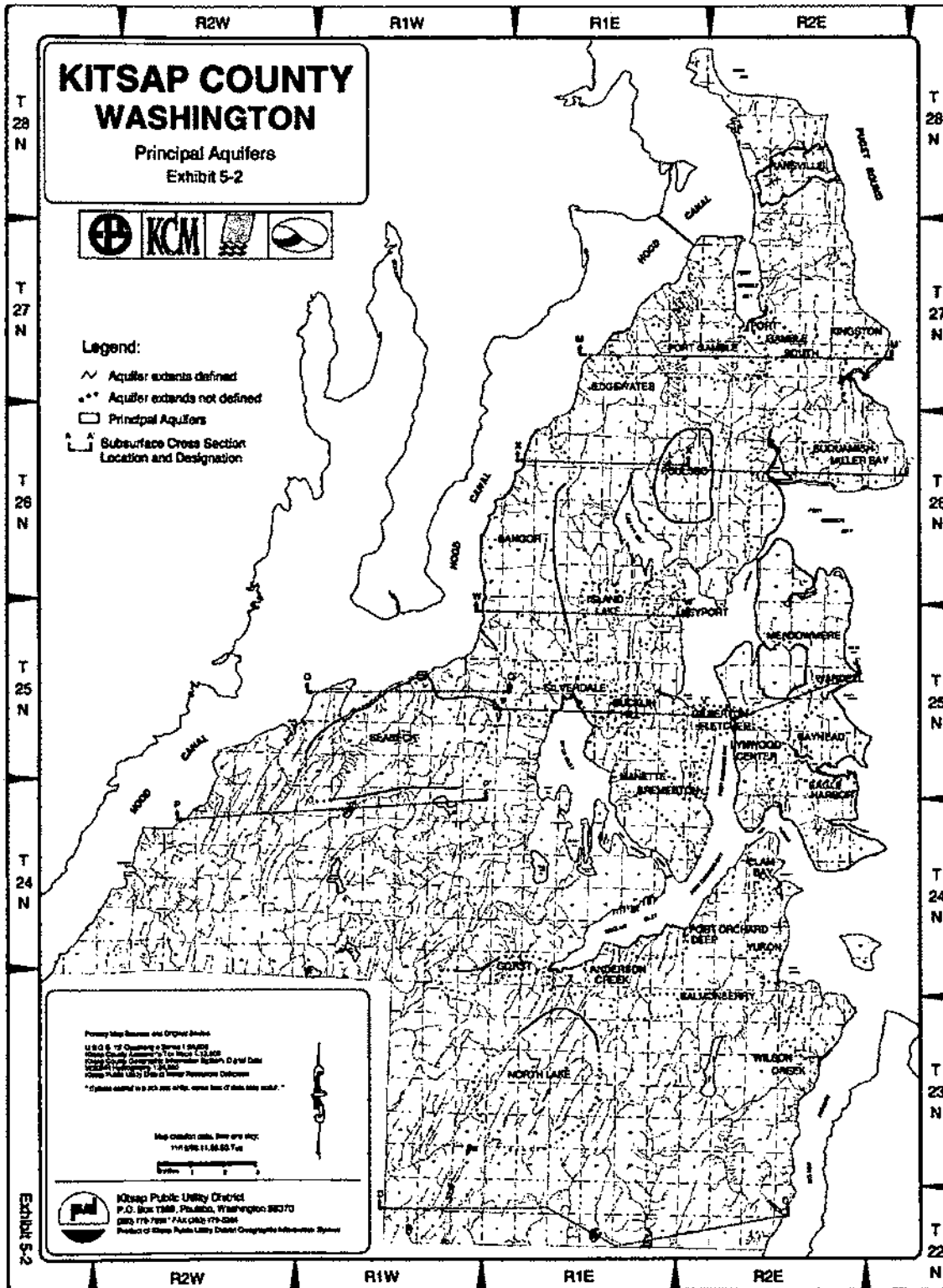
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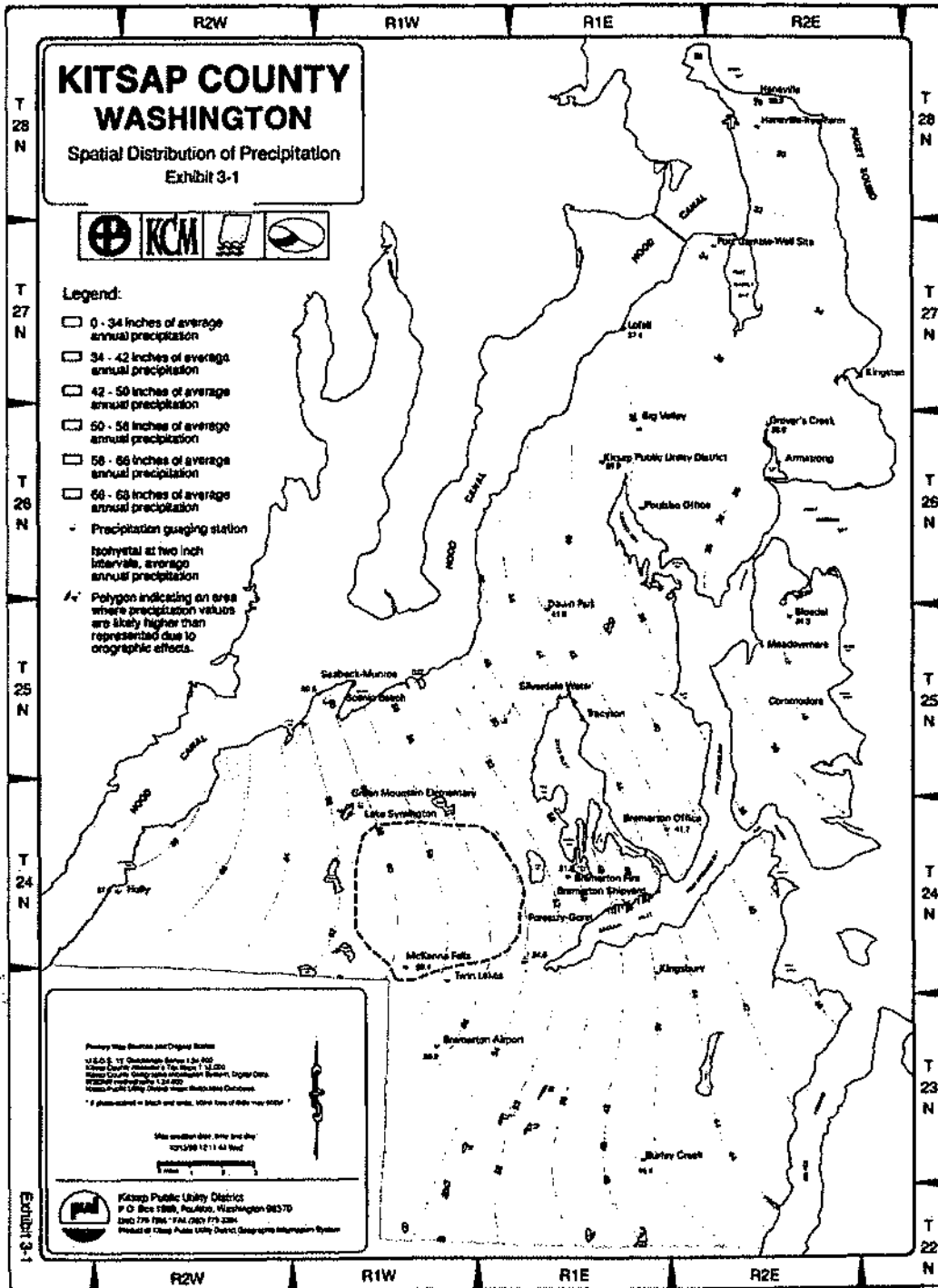
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Map 1 - Principal Kitsap County Aquifers

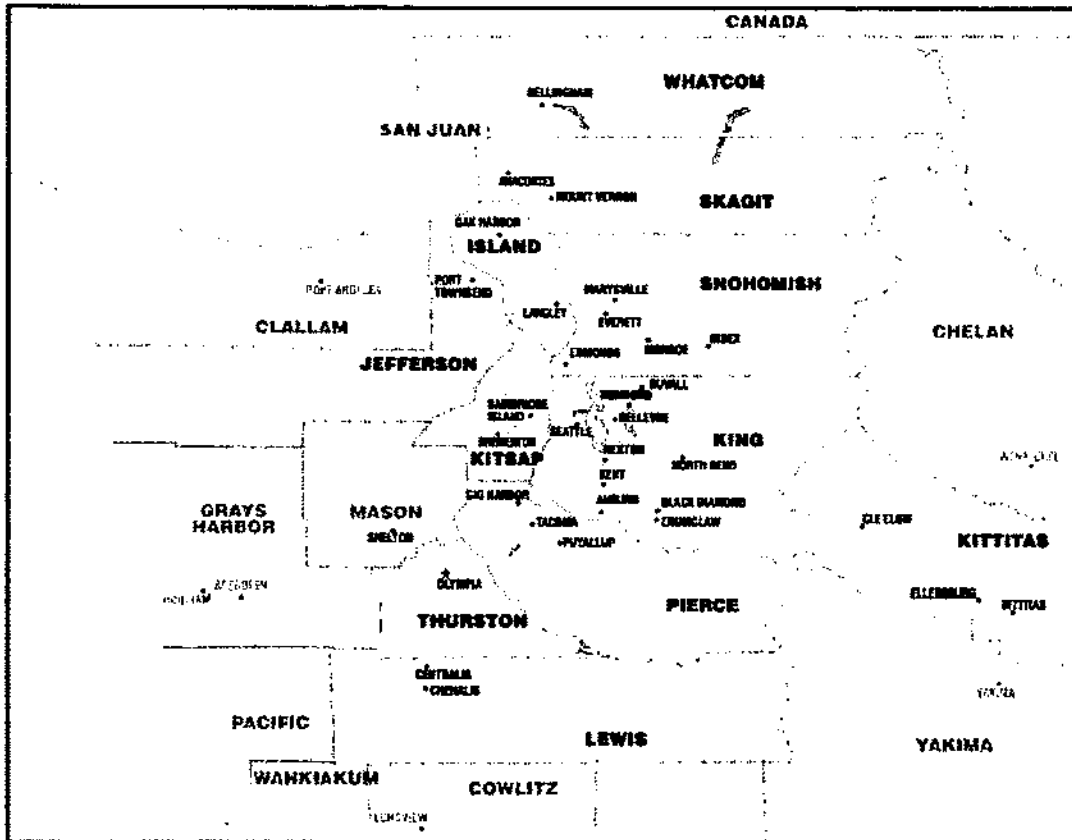
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Map 2 – Spatial Distribution of Precipitation

Ora 4/13/2019

PUGET SOUND ENERGY SERVICE TERRITORY



- Combined electric and natural gas service
- Electric service
- Natural gas service

Puget Sound Energy is Washington state's largest energy utility, providing service to nearly 1 million electricity customers and approximately 650,000 natural-gas customers (about 300,000 customers receive both electric and gas service).

Puget Sound Energy's service territory:

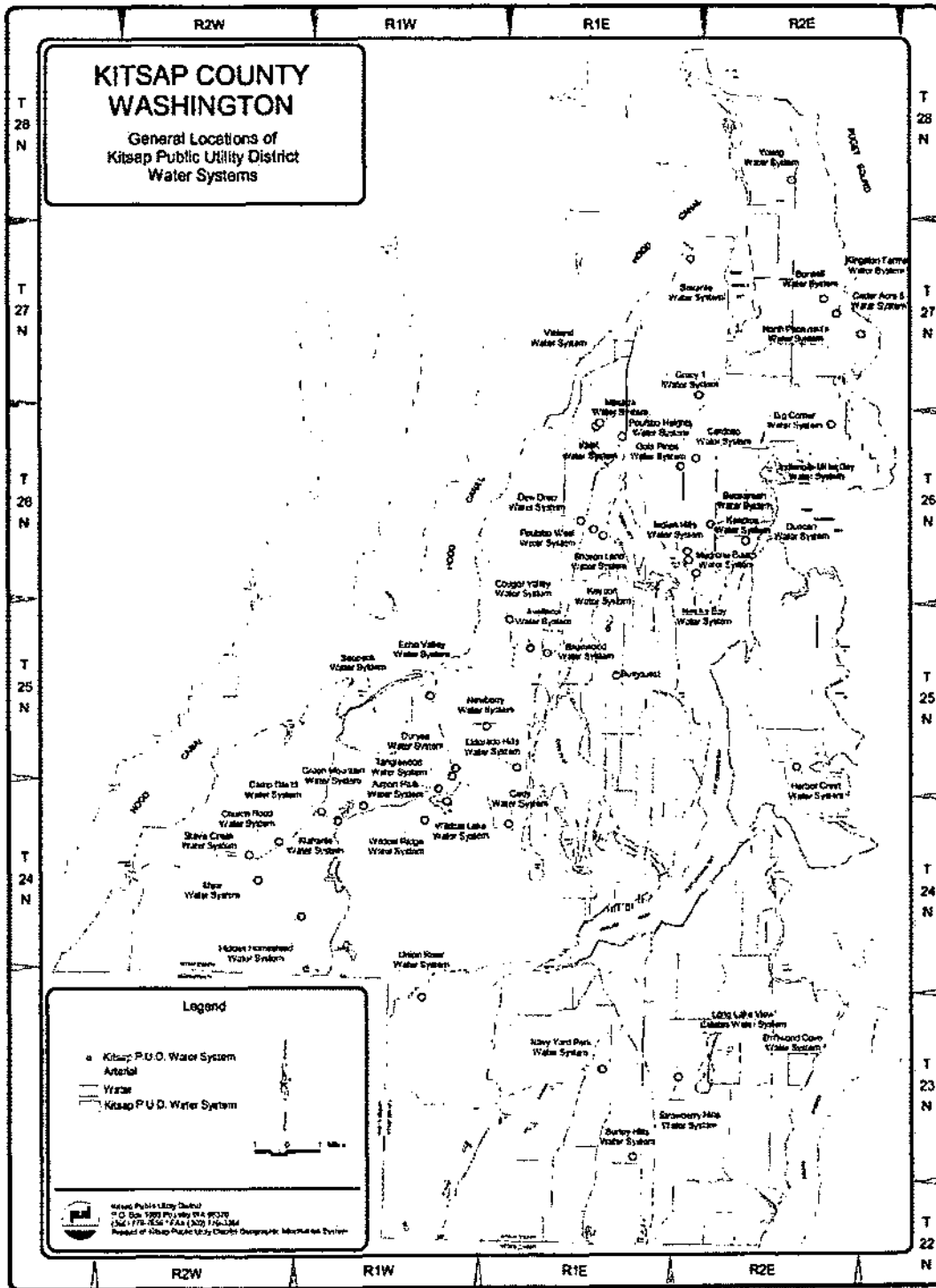
Electric Service: all of Island, Skagit, Thurston, and Whatcom counties; parts of Jefferson, King (not Seattle), Kitsap, Kittitas, and Pierce (not Tacoma) counties.

Natural Gas Service: parts of King (not Enumclaw), Kittitas (not Ellensburg), Lewis, Pierce (not Buckley), Snohomish, and Thurston counties.



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Map 3 – PSE Service Area

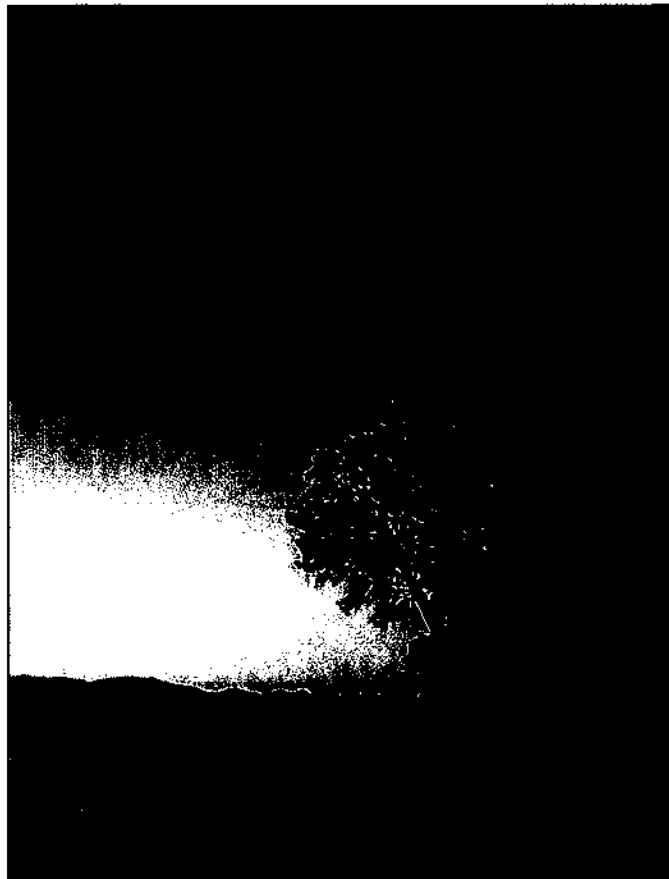


Map 4 – General Locations of KPUD Water Systems

Ord 443-2009

P A R T I V
I M P L E M E N T A T I O N P L A N

*Greater Hansville Area
Policy Elements*



Vision, Goals, Policies and Action Items

Hansville Futures Process

Values Survey
Community Profile
Final Report
Implementation

Final Draft 8-6-09

Ord#443-2009

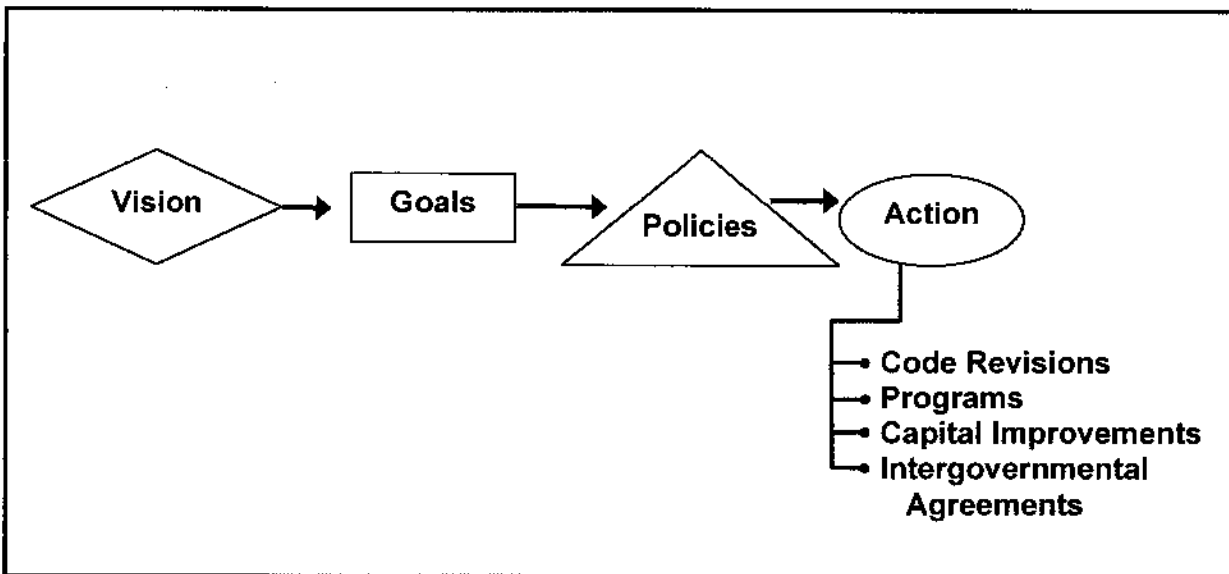
Introduction

Purpose

The *Implementation Plan* is the public policy portion of the Greater Hansville Community Plan. The purpose of this document is to enable the community's preferred future, in alignment with citizen values. This is accomplished by establishing goals and policies and formulating implementing actions.

The community plan's intent is similar to that of its parent document, the Kitsap County Comprehensive Plan: to establish a long-term vision and guide future decisions affecting the area. This objective is accomplished within a policy framework illustrated in the figure below. This framework is typical for Kitsap County community planning.

Typical Community Plan Policy Framework



Vision describes themes important to the County / community.

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

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

Actions are specific measures to be taken to implement the policies.

The policy elements identified above are contained within this portion of the GHA Community Plan, and guided by the Values Survey, Community Profile, and Final Report (Parts II and III, and Appendix A). Those elements establish a cohesive community narrative, and ensure public policy speaks to the community's unique character and desired future.

Relation to Hansville Futures

Kitsap County's role in the GHA Community Plan is to facilitate policy development and incorporate results from Hansville Futures into an overall community plan. Thus, the County's involvement signifies completion of the fourth and final phase of Hansville Futures, while ensuring the adopted plan remains an accurate portrayal of the Greater Hansville community.

The Futures planning process provides a foundation for policy development in its utilization of a planning model similar to the County's. Sometimes referred to as *rational* planning, this model follows the logic of the *scientific method*, whereby participants pose planning-related questions, make observations, gather data, then analyze the collected information to draw conclusions about the community.

The GHA Community Plan, in conjunction with Hansville Futures planning efforts, achieves the above via four planning phases planning process:

1. Community Values
2. Community Profile
3. Final Report (Preferred Future)
4. Implementation Plan

The Phase I Values Survey Report is a comprehensive assessment of community values. Survey results were used to describe

what the future would look like if community values were realized. Methodology and summary results are presented in Part II; raw data and analysis is provided in Appendix B. Finally, survey results were used to develop a narrative titled, *Preferred Future*, prepared as part of the Phase 3 Final Report (Appendix A) and reproduced below. Also, major planning themes from the *Preferred Future* narrative were translated to a list of concise statements, and arranged according to community profile chapters. These statements are called *Preferred Future Elements*, also contained in Appendix A and reproduced within each policy element.

The Phase 2 Community Profile is a comprehensive assessment of life in the Greater Hansville Area. Participants researched and thirteen major topics, providing a snapshot of current conditions and trends suggesting future scenarios. Community Profile results were used to develop a narrative titled, *Likely Future*, also prepared as part of the Phase 3 Final Report and reproduced below.

The Phase 3 Final Report presents the following:

- Planning process summary and status
- Value statements
- Likely Future narrative
- Likely Future by Topic
- Preferred Future narrative
- Preferred Future Elements
- Developed Action Items

Participants reviewed Values Survey results and generated fourteen major community principles with corresponding value statements. These statements are reproduced below and referenced alongside each planning goal throughout the policy elements contained in this document.

In addition, Final Report participants identified themes within *Likely Future* and *Preferred Future* narratives, and developed corresponding lists titled *Likely Future by Topic* and *Preferred Future Elements*. These also appear in Appendix A and throughout policy elements. The differences between *Likely Future by Topic* and *Preferred Future Elements* were then analyzed, with results shown in Appendix C, Critical Differences Evaluation. This evaluation reveals aspects of the community requiring considerable guidance in order to maintain consistency with the community's vision for the future. A list of Action Items was thereby presented, also presented in Appendix A and incorporated across policy elements.

The process used in the Final Report – forming a narrative based on trends and values and establishing action items – is very similar to the County's method for establishing the policies contained in this Implementation Plan. As referenced above, the process for developing the policy framework was a hybrid of both Futures and the County planning process, further described below.

The four-phase scope of the Futures process was established at the outset of citizen planning. Through status updates and communication of events to come, each phase was able to build on the previous. The Futures process also strived for inclusiveness. Relatively high levels of involvement were maintained, and ongoing feedback was solicited through a publicity campaign targeting major community groups. Recognizing that community members receive information in varying forms, multiple communication methods were utilized including direct mailings, bulletins, and a dedicated web site.

That the Futures process would conclude with an implementation phase was clear. However it was not entirely known who would facilitate the effort. The County has recognized in planning documents dating as far back as 1984 the need for coordinated growth in Northern Kitsap County. However the County has never adopted a plan specifically describing the Greater Hansville Area with corresponding goals and policies. Following the completion of the Futures Phase 3 Final Report (Appendix X) the County was presented the opportunity to finalize the Futures process by developing an implementation plan, and for the first time formally adopted a comprehensive community plan for the Greater Hansville Area.

The Department of Community Development evaluated Hansville Futures for consistency with Kitsap County Comprehensive Plan and determined its assessment of values and community conditions is an essential foundation for policy development based on sufficient levels of research and citizen involvement.

Because it would result in an amendment to the Kitsap County Comprehensive Plan and be subject to Washington State Growth Management Act requirements, the department initiated a County-wide public process in an effort to translate Hansville Futures data into public policy.

Phase 4 Planning Process

To confirm adequate public review and comment of Hansville Futures phases and enable ongoing citizen participation during policy development, The County initiated a full public process consistent with Growth Management Act requirements.

Resulting policies within this Implementation Plan are a hybrid of citizen

and County planning. An overview of the policy development process is summarized below.

Methodology

Outreach and information-gathering was coordinated with the help of a citizen planning committee. Members included participants of Hansville Futures phases, GHAAC members and newly-involved individuals. The committee met approximately monthly at the Greater Hansville Community Center for over a year and provided feedback assistance over all aspects of policy development and community outreach. Planning committee meeting dates and topics are provided in the public participation summary in Part I.

In addition to planning committee feedback and staff review, policy development benefitted from multiple contributing sources, as shown in the table below.

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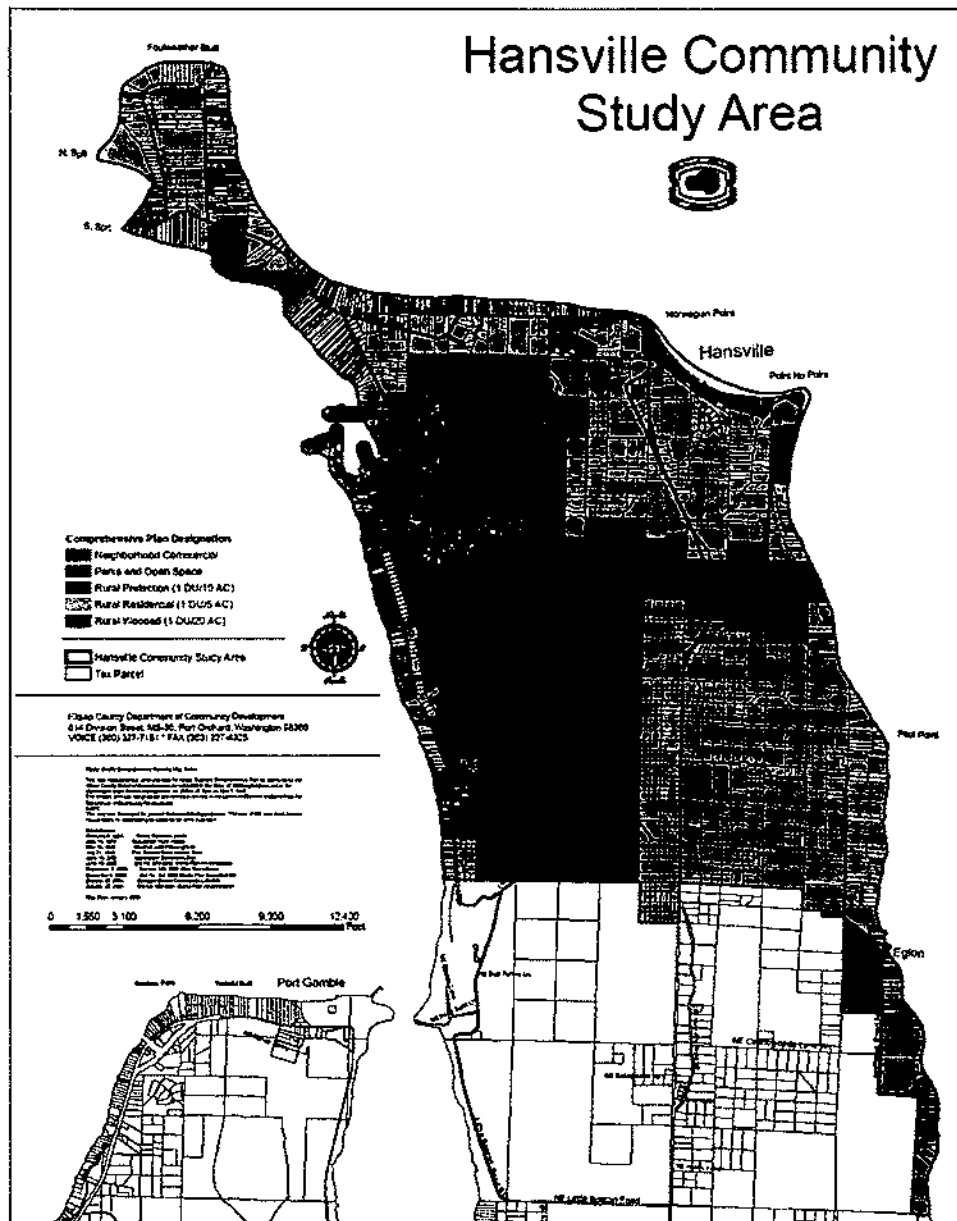
Implementation Plan - Significant Contributing Sources

	Values Survey	Community Profile	Likely Future (Narrative)	Likely Future (By Topic)	Preferred Future (Narrative)	Preferred Future Elements	Critical Differences	Planning Committee Workshops	Open House Comments	Written comments
	Phase 1	Phase 2	Phase 3				Phase 4			
Affected Area	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Community Values	✓							✓	✓	✓
Policy Elements	✓	✓				✓		✓		✓
Vision Statements	✓	✓			✓			✓		✓
Trends		✓	✓	✓			✓		✓	✓
Preferences	✓				✓	✓	✓		✓	✓
Goals	✓				✓	✓		✓	✓	✓
Policies	✓				✓	✓	✓	✓	✓	✓
Actions	✓				✓	✓	✓		✓	✓

Affected Area

A study area boundary is established in Part II: Land Use, and reproduced below (Fig X). The planning committee's first task was to consider utilizing the same boundary for policy purposes or define a new boundary.

The committee considered three alternatives (Appendix G), each logically presented. However, overwhelming support for alternative was not received, therefore the Implementation Plan adopts the map shown below as the affected area.



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Policy Elements

After establishing a study area boundary County staff worked with the Planning Committee to determine policy areas for the implementation plan. Planning Phases 1-3 provided a foundation for consideration, as did results from previous planning efforts such as the North Kitsap Sub-Area Plan (Kitsap County, 1984) and Hansville Community Plan (Wildlife Corridor Study not adopted by County, 1993). The following elements were determined high-priority policy areas:

- Land Use
- Economy
- Environment
- Parks and Recreation
- Transportation
- Public Services
- Utilities

Community Values

Community values are the bedrock of the GHA Community Plan, driving the purpose, scope, and implementation strategy. As in any community, no two residents have the exact same set of values – what a boring place that would be! So while a community may never agree to the exact same set of values, it can identify consistent themes among a variety of residents. Themes – such as attitudes toward development, wildlife, and recreation – then coalesce into a set of core principles. A properly designed survey can develop principle further into a set of value statements. The Phase 1 Values Survey contains the social data necessary to identify consistent community themes. During Phase 3, this information was analyzed and translated into a set of 14 principles with corresponding value statements. For example, a high percentage

of survey respondents indicated an appreciation for the area's scenic beauty, demonstrating the presence of scenic beauty as a core community principle. The data also describe what specific attributes of scenic beauty are consistently appreciated in the GHA. In the case of scenic beauty, survey respondents specifically noted an appreciation for vistas including mountains, water, gardens, farms and pristine forests. A cohesive value statement was then developed to capture these attributes. Community Values are reproduced in the table below.

Greater Hansville Area Values

	Principles	Value Statement
V1	Clean Environment	We value clean water, clean air, and absence of visual pollution. We value protecting our natural environment
V2	Growth Management	We value growth that is planned, controlled, environmentally friendly and that incorporates our other values.
V3	Outdoor Recreation	We value our parks and trails and a natural environment that encourages outdoor recreation.
V4	Peace and Quiet	We value a serene, quiet environment and personal privacy.
V5	Rural Setting	We value open space and the feel of low density
V6	Safety	We value safe neighborhoods, good emergency services and personal security
V7	Scenic Beauty	We value man made and natural beauty including the mountains, water, gardens, farms, and forests without clear cutting.
V8	Self-Sufficiency	We value personal independence
V9	Sense of Community	We value volunteerism, community spirit, a sense of camaraderie and support for community assets.
V10	Traffic Safety	We value adequate road design and capacity, roads that are safe for cars, pedestrians and bicycles, and respect for and enforcement of traffic laws.
V11	Urban Access	We value affordable and convenient access to urban amenities
V12	Water Access	We value water access for walking, boating, fishing and swimming.
V13	Welcoming Spirit	We value inclusiveness of all individual differences and caring for our neighbors, which contributes to the vibrancy of the community.
V14	Wildlife	We value living with and protecting wildlife

Vision Statements

Vision statements for the GHA Community Plan are presented in two forms. The first form is presented via two overarching community narratives, *Likely Future* and *Preferred Future*, each prepared as part of the Phase 3 Final Report (Appendix A)

The *Likely Future* describes how the Greater Hansville Area would look were planning for the future not to occur. This narrative was prepared via analysis of trends summarized at the beginning of each chapter within the Community Profile (Part III). Summary statements were also developed as part of that exercise, described within the *Likely Future Summary* heading below. The *Likely Future* narrative precedes individual policy elements and is reproduced below.

The *Preferred Future* is a broad description of the GHA guided by a community plan. This narrative was also presented in the Phase 3 Final Report. Summary statements are developed for the Preferred Future vision statement as well, described within the *Preferred Future Summary* heading below. The *Preferred Future* narrative is also reproduced below.

In addition to the two broad vision statements above, each policy element begins with a vision statement tailored to the Implementation Plan's seven functional planning areas.

Policy Sections – Items Included

Policy sections begin on page 22, with subject identified in the section header. Following the opening vision statement, each section includes trends, preferences, goals, policies and actions (contributing sources for these items are identified in the preceding table.

Key Facts, Key Trends and Key

Questions provide summary snapshots of current conditions related to each policy

section. Statements were extracted from corresponding Community Profile chapters (Part III)

Trends provide a snapshot of current conditions related to policy areas. Statements were extracted from Phase 3 Final Report section titled, *Likely Future by Topic*, which is a collection of bulleted statements summarizing key aspects of the *Likely Future* vision statement.

Preferences indicate desired conditions related to each policy element. In a similar manner as *trends* noted above, preferences were extracted from Phase 3 Final Report section titled, *Preferred Future Elements*, another collection of bulleted statements summarizing key aspects of the *Preferred Future* vision statement.

Goals are broad statements of purpose, providing the long-term vision and foundation of the plan. Each planning goal is tied to at least one of the community value statements listed on the previous page.

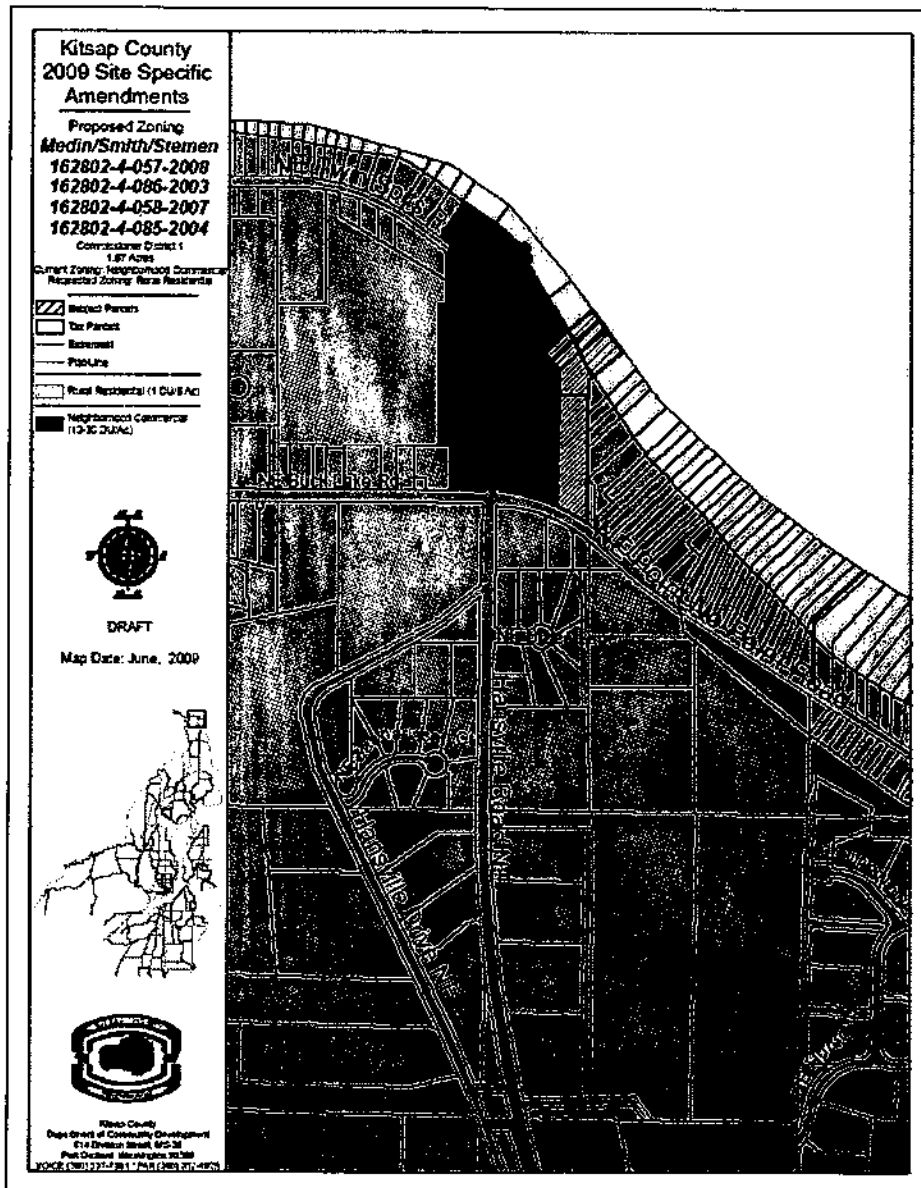
Policies are a definite course or direction to be taken by the community / county. They provide guidance for elected and appointed community leaders, staff, and administrators in making decisions and provide a bridge between the goals and implementation actions. Each policy is associated with a goal.

Implementation consists of specific actions such as code and procedural revisions, capital projects, programs, research and intergovernmental agreements. Implementing actions for the Greater Hansville Community Plan shall be predominantly procedural, until the County is able to develop a full project-specific work program based on adopted goals and policies.

Zoning Changes

A small collection of parcels within the Hansville Village will be rezoned from Neighborhood Commercial (NC) to Rural Residential (RR). Parcels are located between Norwegian Point Park and the easterly extent of the NC zone.

Current land use is residential, and future commercial uses are not anticipated. The proposal would not conflict with future master planning for the Hansville Village and/or Norwegian Point Park. The proposed zoning designation is indicated in Figure X below. See Appendix I



Likely Future

Consistent with trends identified in the Greater Hansville Futures Study of 2005, the population has increased significantly to approximately 7,000 residents, almost double that of the estimated 3,154 in 2004. The two largest impacts of this growth are increased traffic and the loss of the natural environment, including wildlife. Even though much of the growth is still at “rural” densities, with pockets of suburban densities, the added population and resulting impacts have made the area feel less rural and somewhat less remote. The sense of community and independent self-determination, which have been defining characteristics for decades, continue but it has taken a concentrated community effort to maintain the historic levels of volunteerism.



In 2020, the Greater Hansville Area is still a great place to live even though the quality of life has deteriorated from that enjoyed in 2005. Continued desirability of this area compared to other areas in the region has led to continuous new home building and remodeling. The major subdivisions were built out long ago and new growth has occurred on a combination of prior platted individual lots as well as new homes being located on the former Olympic Resources corridor down the center of the GHA in the Interim Rural Forest Zone (IRF). Even though this land was zoned 1 home per 20 acres in 2005, developers and property owners effectively lobbied against strong community opposition and won increased densities resulting in 300 homes being located on the lands originally planned for 80. Utilities have lagged behind growth but have not limited it. The GHA is still subject to weather-related power outages.

Areas of vacation and weekend homes have lost their historic character as new larger homes have replaced the historic structures. More of these homes are occupied full time and have transformed these former “vacation communities” into full time neighborhoods. Limited access to the beaches except for private communities and public parks has increased tensions between full time residents and some of the traditional fishing and beach access recreational users.

Despite the significant increase in population, the demographics continue the trends identified in 2005. The area remains homogeneous with little diversity and the general population of individuals, couples and families tends to be older than elsewhere in the County. The cost of new housing has maintained its upward trend due to market demand and the minimum of 5 acre lots required for new subdivisions in the former IRF lands. Existing housing prices have followed new housing costs with the result that only those individuals or families with above average income levels can afford to purchase homes in the GHA. This tends to

favor older, more established individuals, families, and retirees. Yet even with all the building, housing is still exclusively single family; there are no multiple family or special needs housing units nor housing for older, long-time residents who can no longer maintain their homes and property. As a result, these residents are forced to leave the GHA even though many would like to remain.

Transportation has unquestionably been the biggest headache associated with this population growth.

Even with the population doubled, there has been little in the way of enhanced capacity and traffic control improvements. The results have been dangerous speeding, accidents and congestion. It is increasingly difficult and dangerous for residents to even enter

GHA arterials from their driveways. While shoulder improvements have been made, the growing number of bicycles and pedestrians face danger in using the roads. Traffic enforcement, inadequate in 2005, has not matched the growth. Additionally, many residents complain that noise pollution from increased traffic has seriously degraded the environment.

The mass transit system serving the GHA continues to be inadequate with limited service within the GHA and insufficient connections to areas outside the GHA. In addition, traffic and transportation issues have affected lifestyle and ownership decisions by those who would commute to the Greater Seattle Area or to Bremerton Southward. Commuters have complained for years about

delays due to traffic, missed ferries and lengthened days due to allowing substantial extra time for traffic on Hansville Road. Although foot ferry service is now available; in general, the ferry system, with its constantly increasing rates and inadequate schedules, poses a real problem for residents trying to connect to the "other side of the water" for work, business, medical, shopping or recreational purposes. The ferry system also poses a barrier to visits from family and friends to the GHA, and has changed the nature of growth.

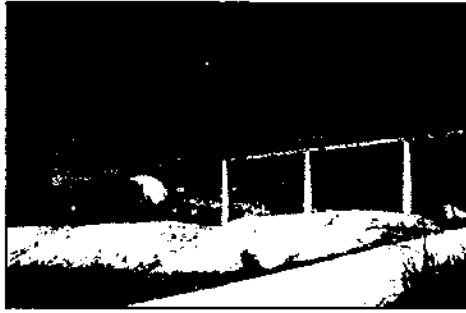


Fortunately, thanks to actions taken earlier, the GHA has a wonderful legacy of Parks and Open Space, enjoyed by both residents and visitors. The three parks along Point No Point are developed and attract many non-GHA visitors as do Buck Lake Park and

the Greenway. Increasing numbers of visitors to the saltwater parks have impacted those living nearby, both positively and negatively. While visitors add diversity to the area and are appreciated, they also present parking and privacy problems for those whose properties neighbor the parks. Further, the County lacks funding for adequate maintenance and operation of these facilities that have historically relied on volunteers. The need to constantly recruit volunteers threatens community maintenance and development of the Greenway.

The parks remain the attraction for visitors since commercial development remains minimal due to limited zoning and market demand. Home businesses and telecommuters have increased due to enhancements in

telecommunications that connect the GHA to the ever-broader world, eliminating many of the feelings of remoteness normally associated with rural living. Arts activities remain strong, but are mostly individual and non-commercial with artists and craftspeople selling their work outside the GHA or over the Internet.



The environment, a key to the sense of “ruralness” has deteriorated with the new developments. As homes are built on current vacant lots throughout the GHA, many areas feel like large-lot subdivisions. Additionally, the practice of clear cutting and lack of drainage management have contributed to bluff erosion, runoff pollution of our wells, creeks, wetlands and concerns about failing septic systems. The loss of foliage has also degraded the water adsorption capacity of the GHA. These changes have contributed to the decrease in fisheries and wildlife.

The clearing, development and increased density in the central corridor has also had a significant impact on its scenic beauty and wildlife habitat. Sightings of a wide range of wildlife that were common throughout the GHA in 2005 are now rare. As wildlife habitat has been disturbed and decreased, the incidents of automobile collisions with wildlife have increased, reducing the wildlife population.

The GHA continues to have good relations with Kitsap County although increased taxes levied by all levels of government have forced some residents to leave the area. Local residents continue to feel generally satisfied with government services but remain uninvolved with government through citizen

involvement programs. The GHA is still comprised of a collection of local communities with no single voice or organization to deal with local issues and outside agencies or organizations.

The K-12 education system continues to improve and more human services are located in Kingston in 2020. Nevertheless, even though many services are closer to the GHA, accessing all human services still requires auto transportation. This means that residents of the GHA who need such services have to be healthy and independent enough to use the automobile. Those who cannot drive or cannot find someone to drive them must relocate.

Public safety services, including fire, medical, emergency and law enforcement with the exception of traffic control, continue to be adequate for a rural area. Some areas like Driftwood Key, Shore Woods and the area’s parks desire a suburban level of service rather than the rural service provided by the Sheriff’s office. Crime has increased but is still below other areas of the County. Preparedness for emergencies and disasters is still the responsibility of local residents, with some areas within the GHA doing a better job of preparedness than others.

Fortunately local residents still cherish the quality of life in the Greater Hansville Area when they compare it to other areas in the County and “across the waters” of Puget Sound and Hood Canal. Yet as so often happens, many residents who were here in 2005 do look back and wish that plans were developed and executed to preserve and protect what was best in the GHA in 2005.

Preferred Future

The New Year of 2020 has arrived. While a New Year presents the opportunity for new resolutions it also provides a milestone upon which to reflect. For Hansville residents (the old GHA has been 98340 for many years now) reflections include looking back at the foundation laid in 2006: the Values, Preferred Future and all of the work done since to assure that the future resembled the desired version rather than the "Likely" one represented by the trends through 2005.

Happily it does. The dedicated volunteers of that time, most of whom are still residents, have been joined by other arrivals who are also committed to the area and the values of living in a "rural feeling environment" of independent, self-sufficient yet community-caring residents.

The Greater Hansville Area has lived its Values well since their adoption in 2006. Even with a significant increase in development and population, the area remains true to its "roots" as a rural feeling area that reveres its natural environment and wildlife. The sense of "Community" has expanded, people welcome and support their neighbors and community involvement and volunteerism remain defining qualities.

There is a sense of expanded "community" that began in 2005. People realize that they can retain the identity of their neighborhood and still "belong" to the broader "Greater Hansville Area." In fact, an additional "Welcome to Greater Hansville" sign was installed at the intersection of Hansville Highway and Eglon Road. After considerable Community pressure, the Postal Service

agreed to change the boundaries of the 98340 zip code to include the entire Greater Hansville Area. Unlike the "old days," many annual "local" events welcome all residents of the GHA. The decision in 2005 by the Hansville Community Center Board to expand the mailing of the Log to all areas of the GHA and to rename it the "Greater Hansville Log" in 2006, has improved a sense of "belonging"



and has provided and expanded means for communicating local issues within the GHA.

The GHA has remained an attractive place for people to locate. Over time, the age, race, cultural and religious diversity of the area has increased and there is active engagement between residents of all ages. The cost of housing has limited those who can afford to live here, drawing those with professional backgrounds and incomes above those in much of the rest of the County.

Participation in arts and crafts has increased over the years. The relative seclusion of the area, the presence of other artists and the Community's support for the arts--natural and man-made--have drawn new artists to the area. Communications technology has helped artists remain here while marketing their works more

broadly. The Farmers/Crafts Market is a vibrant part of the Community's outdoor season. As the number of local artists grew, a Community Cultural Center/Gallery was finally constructed at Norwegian Point to host cultural events and provide an outlet for local arts and crafts. In addition to local cultural events, a variety of busses and van pools have increased access to cultural events outside the GHA.



The economic underpinnings remain much the same as in 2005. Communications technology has played a critical role in enhancing telecommuting, home businesses and other local businesses. Home businesses have been carefully regulated to insure that, as they expand, they continue to be compatible with the surrounding neighborhood. Area residents have resisted zoning additional land for commercial purposes in favor of preserving the rural character of the area. In "downtown" Hansville, Hansville Grocery continues to provide wine and food and a community meeting spot. A restaurant and Cultural Center/Gallery have been added as part of or adjacent to the park at Norwegian Point. Several Bed and Breakfast establishments offer lodging as well as dining experiences for local residents and visitors.



technology has increased the opportunities for "Distance Learning" and the Poulsbo campus of Olympic College has also improved opportunities for adult education.

Education remains a priority for residents who actively volunteer in the school system. Residents continue to support school levies.

The school facilities are well maintained and the Kingston High School has improved learning opportunities for students as well as access to adult learning. The district continues to attract well-qualified staff. Improved telecommunications



Preservation of the natural environment has remained a top priority for local residents. A key concern in 2006 was the prospective negative impact of the anticipated doubling of the population on the Community's Values. As a result, residents acted to moderate growth rates and have insisted on careful development that is consistent with Community values. The result is a "rural feeling" environment which maintains natural beauty, natural resources, local wildlife and provides

maximum opportunity to view and access the natural environs. For example, light pollution has been restricted in order to preserve the beautiful views of the night skies.

Changes in “Best Land Management Practices” means that clear cutting that occurred until 2005 has been severely limited or is no longer used. In addition, as a result of Community Concerns about clear cutting and development of commercial forest parcels, a sub-committee of the Community Advisory/Coordinating Council met with forest property owners beginning in 2006 to cooperatively develop land and forest management plans that met the Community’s Values for lands within the GHA.

Recycling of all materials is available at an expanded recycling center and curbside recycling is available to all households. Yard waste recycling is convenient and outdoor burning has been significantly restricted. Local residents are aware of the potential negative impacts of various chemicals on the environment and are sensitive in their use. The area remains clean and quiet.

While there was no desire to incorporate the GHA, a local GHA Community Advisory/Coordinating Council was created in 2006. The group, which includes representatives of each sub-area and all major organizations in the GHA has helped to implement many of the ideas proposed by the Futures Process in 2006. The group also serves to coordinate other events in the GHA and represents the GHA with outside agencies and developers. The Council actively monitors proposed regulations and developments affecting the area and keeps the GHA informed about them.



GHA residents are actively represented and involved in government advisory committees and boards and commissions that affect the area. The GHA has retained good relationships with Kitsap County – especially the Parks and Recreation Department. The Good Neighbor Agreement pioneered with the Port Gamble S’Klallam Tribe has been mutually beneficial and has built a strong relationship between our communities. Congressional candidates attend local “Candidates Fairs” as awareness of the political influence of the GHA increased. Concern remains about the impact of high taxes on the ability of some local residents to remain in the area.

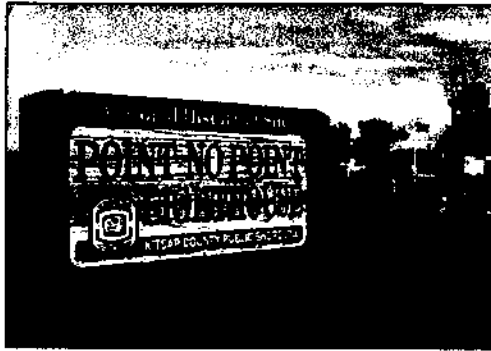
The majority of homes in the area remain single family and most are occupied full time. The rural feeling of the area has remained with lot sizes no smaller than those permitted in 2006. However, where developers sought

greater density, they have had to provide amenities that reflected the Community's Values. As housing density increased there were concerns about unforeseen negative impacts that any neighbor's lifestyle and actions could have on their neighbors;

fortunately, most neighbors continued to be sensitive to these impacts. Trees and natural areas have been left, wherever possible as property has developed. Communal housing is available for residents who can no longer maintain their homes and properties but are still independent enough to live outside an "assisted care" facility. This allows many long time residents to remain in the GHA.

The Hansville Community Center continues to be a social center for the GHA. Services like home health care and meals on wheels are more widely available. Medical, dental and urgent care services have been expanded in Kingston but residents are still faced with traveling outside the GHA to access these services. Fortunately, there are more community-based transport options in addition to Kitsap Transit to help residents reach human services.

The development and use of the "spine" of the GHA owned by Olympic Resources was a concern to residents. Potential for continued clear cutting of timber or the likelihood of development at higher densities and resulting loss of wildlife habitat were found to be especially alarming as either would directly conflict with the



Community's Values. As a result, the Community pursued two alternative solutions. The Community explored a combination of grants, contributions from Olympic Resources and a local taxing district to purchase the property in

the spine and preserve it in its natural state for future generations.

A subcommittee of the Community Advisory Council also met with Olympic Resources around 2006 to engage in an effort to cooperatively plan for the long term use of the area. In return for preservation of a continuous central natural wildlife corridor along the entire spine, the Community agreed to clustered development along the edges of the area with densities higher than the 2006 limit of one home per 20 acres. The result was the preservation of a significant natural area and wildlife habitat.

In all areas, development that has occurred has been consistent with Community Values. Permitted zoning density outside of the "spine" has remained at 2006 levels. In addition, new developments have preserved as many trees as possible to serve as buffers for noise reduction and privacy.



Storm water runoff and drainage regulations have increased to limit erosion and protect the quality of surrounding surface waters. The variety of farms, livestock rearing, nurseries, winery and home services that existed in 2006 have

been maintained and integrated into the rural setting.

Parks continue to be a defining characteristic of the GHA. Water access has been maintained and improved with the development of Norwegian Point and the Point No Point Resort in a fashion that reduced negative impacts on nearby property owners. Shorelines have been maintained and improved in a manner that balances the benefits to private owners as well as the marine ecosystem.

The Greenway Trail system is complete. The trail system and local parks were developed and are maintained through a unique partnership between the County and local volunteers. The area is proud that it continues to serve as a national model for volunteer involvement in community development. A continuous wildlife corridor has been preserved along the Peninsula thanks to the agreements with Olympic Resources. The park at Norwegian Point is a beautiful, low impact development.

The boat launch at the Point No Point Resort property has proven popular with area fishermen. A safe bicycle loop has been completed around the GHA. All sub-areas of the GHA have access to inter-connecting trails.

Neighborhood Watch programs along with increased Sheriff's patrols have improved public safety. The roads are safer with improved traffic enforcement, better signage, and the use of community volunteers to monitor speeding. The GHA now has a good Emergency Preparedness Plan, ongoing citizen training, and one or more emergency shelters. Information about emergencies, natural disasters or just power outages is readily available in real time thanks to a new north end radio station in the County and/or



other forms of alert systems.

Emergency response continues to be good and has improved in the event of disaster thanks to a new road between highway 104 and Little Boston/Delaney

Road. The Sheriff has created a partnership with the Tribe to enhance public safety in the GHA. In



addition, local volunteers have worked with the Sheriff's Office to improve public safety in the area.

Increased traffic and concerns about traffic and pedestrian safety has been a major impact of growth in the area. While traffic has increased and with it noise and safety issues, a number of steps have been taken to minimize these impacts. Innovative design of added capacity has reduced the number and impact of roads required to serve the increased population.

The roads are safer and adequate for the traffic load. Traffic/speed control techniques and devices have improved safety and compliance with traffic laws. All primary roads have separated bike and pedestrian paths. Road signage is better throughout the GHA.

Ferry service is still expensive but more available. There is regular foot ferry service between Kingston and Seattle at times that are convenient for both commuters and other users.

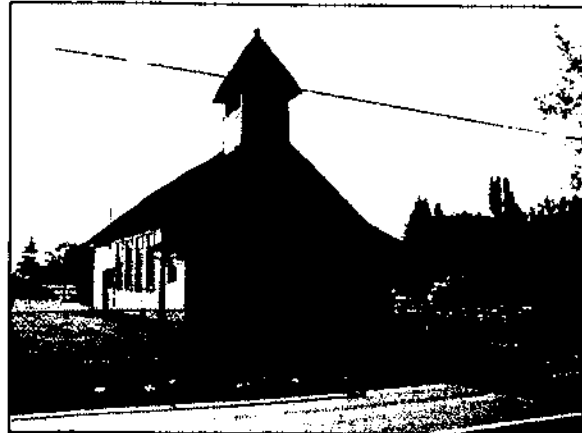
Kitsap Transit services are available but still struggle to provide a high level of service to a "rural" area. As a result, Community and/or small private providers provide access for non-driving residents to outside services. Small carpool lots have been developed.

Electrical, water and phone services (including cell phone service) are good, meet the area's growth and needs, and, except for electrical service, are reliable.

Telecommunications have continued to improve and service to the GHA is comparable to or better than in other areas within the region. "Wireless" use is standard and of good quality throughout the GHA.

Although the Port Gamble electrical substation was completed in 2006, power outages continue to be an issue in the GHA. Septic systems are well maintained due to greater community awareness and County enforcement. In addition, septic system technology has improved and reduced the negative impacts on the environment of older systems.

All in all as we reflect at the beginning of this year of 2020, the majority of residents concur that their vision of the future, although slightly altered by circumstances unforeseen in 2006, has been realized and, unlike many surrounding communities which lacked the foresight and dedication of the citizens of the GHA, they have seen the values about which so many cared continue to strengthen the community and anchor decisions made about its future.



Vision

In greater Hansville, the land speaks first, and human uses of land harmonize with the landscape. The arrangement and intensities of land uses respect the natural features that define the character of the area. Forested areas remain contiguous to serve as refuges and corridors for wildlife and people, and prominent land owners engage the community in long-term planning for significant parcels and tracts. Development occurs in suitable areas, maintaining larger lots and land use controls that maintain the rural character. Home sites are planned and built using environmentally friendly techniques, especially in terms of stormwater management, erosion control, tree preservation, promotion of privacy and noise reduction. Commercial development in the downtown core is consistent with the current character of the area and with the current types and intensity of businesses. Protecting the rural setting also means continuing to allow rural land uses such as agriculture, livestock rearing, nurseries, wineries and home occupations.

Key Facts

-
- Population grew by 48% from 1990 to 2000, compared to a 22% increase for Kitsap County.
- About 60% of the land zoned for residential purposes has been developed.
- Lack of sewer systems may limit residential density.
- 65% of current residential lots are at urban lot sizes due to prior land-use regulations that allowed smaller lots.
- Open space and public access to wildlife habitat and shorelands have increased significantly due to the efforts of the GHA community, Kitsap County and other government agencies.
- The 10-year update to the County's Comprehensive Plan increased minimum residential lot size to 5 acres in the Rural Residential zone..

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Key Trends

- Population and the number of houses will increase as the remaining residential zoned properties are developed. Ultimate "buildout" development of all parcels permitted under the comprehensive plan could bring an additional 1,245 homes with over 3,000 residents.
- If the county comprehensive plan is not changed, future residential development in the area will be less dense than current "legacy" properties due to state land-use regulations. No more "urban density" subdivisions would be allowed.
- The character of some GHA residential areas like Point No Point and Twin Spits will change as older "cabins" are replaced with much larger, newer homes.
- Neighborhoods will continue to transition from seasonal to more permanent residents.
- Open-space preservation and access, including natural trails, will probably increase as a result of volunteer efforts.

Key Questions

- What will be the impact of growth and development on wildlife and the environment?
- We know that growth is an issue and that it will increase in the future. How does the GHA maintain its quality of life with additional growth?

Likely Future

- The "central corridor" owned by Olympic Resources could be developed as real estate value exceeds timber value.

- Area will still be semi-rural but more developed

Preferred Future

- The development and use of the "spine" of the GHA owned by Olympic Resources was a concern to residents. Potential for continued clear cutting of timber or the likelihood of development at higher densities and resulting loss of wildlife habitat were found to be especially alarming as either would directly conflict with the Community's Values. As a result, the Community pursued two alternative solutions. The Community explored a combination of grants, contributions from Olympic Resources and a local taxing district to purchase the property in the spine and preserve it in its natural state for future generations. A subcommittee of the Community Advisory Council also met with Olympic Resources around 2006 to engage in an effort to cooperatively plan for the long term use of the area. In return for preservation of a continuous central natural wildlife corridor along the entire spine, the Community agreed to clustered development along the edges of the area with densities higher than the 2006 limit of one home per 20 acres. In either case, the result was the preservation of a significant natural area and wildlife habitat.
- In all areas, development that has occurred has been consistent with Community Values.
- Current zoning density has remained unchanged from 2006 in all areas outside of the "spine"..
- Developments have been planned and controlled to be environmentally friendly
- Lot sizes will be no smaller than permitted in 2006
- As many trees as possible have been maintained to ensure buffers for noise reduction and privacy.
- Storm water runoff and drainage regulations have increased to protect lands from erosion and protect the quality of surrounding surface water
- A variety of farms, livestock rearing, nurseries, winery and home services have been maintained as part of a rural setting

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Land Use

Goals and Policies

Old 4/13/2009

Goal		Policy		Value
LU-A	Preserve rural character	LU-A.1	Create incentives for Olympic Property Group to preserve land	V5, V2
		LU-A.2	Monitor current development proposals and provide feedback to Kitsap County	
		LU-A.3	Assist OPG in master planning as feasible	
		LU-A.4	Retain agricultural land uses	
LU-B	Allow flexibility in land use	LU-B.1	Consider overlay zones to allow multifamily and home businesses	V2, V5, V8
LU-C	Build protections to Puget Sound into development review process	LU-C.1	Clarify stormwater regulations and make consistent with principles of Low Impact Development	V1
		LU-C.2	Clarify open space management requirements	
		LU-C.3	Create incentives for tree retention	

Implementation

Goal	Implementing Action	Coordination	Priority
LU-A	Create a GHAAC Sub-committee that will review significant development proposals and form positions as necessary.	GHAAC	High
LU-B	<u>Change the zoning of Neighborhood Commercial (NC) parcels east of Norwegian Point Park to Rural Residential (RR).</u>	DCD	<u>High</u>
LU-C	Development incentives for Low Impact Development and green building within GHA	DCD	Low
<u>LU-A</u>	<u>Work with GHAAC and appropriate County departments to develop a work program identifying full range of project-specific implementing actions.</u>	<u>DCD, Public Works, Parks and Recreation</u>	<u>Medium</u>

Old 443-2009

Vision

Northern Kitsap's economic development is appropriately scaled to match population needs. The economy primarily serves the needs of residents, and also accommodates the needs of daily visitors. Commercial development is minimal, occurring primarily in the established 'downtown' core in order to preserve the aesthetic qualities of neighborhoods. Rural economic development potential exists throughout the North Kitsap Area and Hansville's commercial area is sustained through its role as centralized waterfront gathering place for North End residents. Communications technologies are improved while respecting the character of the rural landscape, improving the viability of home occupations and telecommuting. Businesses outside the downtown such as bed and breakfasts, wineries, nurseries and agricultural retail also harmonize with Greater Hansville's rural character.

Key Facts

- Median household income in the GHA (\$58,646) is 25% higher than that of Kitsap County (\$46,840).
- The average household has multiple sources of income from wages and salaries, self-employment, interest and dividend, Social Security, retirement funds, etc.
- Business activity has increased since 1990, and today at least 66 businesses in the local telephone book claim the GHA as a location; a significant number of non-listed businesses (such as consultancies, software development, etc.) are probably also located here, but this number is difficult to estimate.
- Unemployment is very low – typically half the rate of the county. Forty three percent of male residents and 64% of females are not part of the labor force.

Key Trends

- The median income increased by 60% between 1990 and 2000 compared to 46% countywide.
- The number of households reporting wage or salary income remained the same between 1990 and 2000, and there was

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actually a decrease in the number claiming income from self-employment.

Key Questions

- What is the impact of the significant increase in local businesses involved in construction?
- With limited opportunity for significant expansion of “downtown” Hansville businesses due to zoning and land-use restrictions, what does the community want to see happen in that area?
- If future growth of local businesses (e.g., home-based businesses) depends on a healthy telecommunication infrastructure, how can the community ensure adequate service?

Likely Future

- Little additional commercial development
- Growth in “cottage” industries/home businesses
- Increased telecommuting
- Arts and crafts will increase but the artists will remain primarily independent
- Population will increase and may more than double
- There will continue to be little ethnic or economic diversity
- Housing costs may limit purchasers to those with higher incomes.
- Continuation of the tradition of strong volunteerism is uncertain

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Economy

Likely Future

- Residents continue to have higher average incomes than County in general
- The share of older residents remains high and may increase as a result of low turnover and the higher incomes required by high housing costs.
- Housing construction could approach build-out but zoning, which prohibits urban density subdivisions, means that it will occur at a slower pace.
- Both the high cost of housing and land, especially in large zoned parcels, means that new housing will continue to be expensive
- Current cabins will continue to be replaced by newer, larger houses, changing neighborhood character
- Housing costs will create barrier to younger residents with "average" incomes

Preferred Future

- Communications technology plays a very important role in telecommuting and home, and other businesses
- There is minimal commercial development; the rural character of the area is maintained
- "Downtown: Hansville has developed and the Hansville General store provides food and wine.
- A restaurant and a Cultural Center are part of the Norwegian Point Park
- There are more small, home-based businesses.
- There are several Bed and Breakfasts that offer amenities to the Community
- Enhanced diversity – age, race, culture, religion
- Interaction between generations
- Desirable area for people to live

Preferred Future

- Increased number of residents with professional backgrounds
- Volunteerism is strong
- Primarily permanent residents
- Income levels remain strong
- Residents concerned about the prospect of a doubling of population on overall Community Values have acted both to moderate growth rates and insist on careful development thereby allowing the realization of Community Values.
- Artists remain both independent and work cooperatively
- Hansville has become more of an Arts and Crafts destination because of the Community's culture supporting the arts
- Technology has helped artists market their wares thereby allowing financial success from a remote location like the GHA
- The GHA's secluded nature continues to attract artists
- Community based group transportation is available to attend arts and cultural events outside the GHA
- The GHA has developed a vibrant arts community with a Cultural Center that includes a gallery and arts classes
- The Farmers/Crafts market continues to be active
- The spirit of friendly, helpful neighbors and neighborhoods continues to be strong.
- Community volunteerism continues to be a strong foundation of the GHA
- There are many activities throughout the GHA that are open to all residents of the area
- The GHA has a stronger sense of "community" than existed in the past
- The Greater Hansville Area is a welcoming community
- Residents still value being independent and self-reliant

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Economy

Preferred Future

- Communal elder housing is available in the GHA
- The majority of homes are permanently occupied
- The rural character of housing development has been maintained
- Lot sizes are no smaller than what is zoned today or alternative development like cluster developments that are compatible with GHA Values and provide benefits to the broader GHA)
- As build-out approaches and the number houses increases, the impact of each home and homeowner on neighbors increases.
- The County has improved oversight of things like drainage and other issues which are often problematic for residential developments
- Housing remains largely single family and is now becoming very expensive
- Sound and aesthetic nuisances are minimized
- Trees were left whenever possible when properties are developed

Goals and Policies

Goal		Policy	Value	
EC-A	Improve downtown Hansville	EC-A.1	Relieve wetland-related development restrictions by exploring alternatives such as mitigation banking, TDR, integrated SEPA review, sewer treatment.	V8, V9, V11, V13
		EC-A.2	Perform a comprehensive assessment of downtown Hansville, coordinated with Norwegian Point Park master planning	
EC-B	Enhance cultural diversity	EC-B.2	Support siting and construction of elder housing	V9, V13
		EC-B.3	Coordinate economic development activities with Port Gamble S'Klallam Tribe	
EC-C	Diversify economic base in a manner consistent with GHA character and values	EC-C.1	Increase viability of home businesses	V5, V8, V9, V13
		EC-C.2	Support dispersed commercial / industrial activity	

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Economy

Implementation

Goal	Implementing Action	Coordination	Priority
EC-B	Create a Cultural Arts Center and Gallery at Forbes Landing	GHAAC, KEDA	High
EC-A	Prepare a downtown master plan that includes a restaurant a cultural center and restoration of Finn Creek	KC Parks, DCD, GHAAC	Medium

Draft 4/13/2009

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Vision

The communities in the Greater Hansville Area coexist with abundant natural resources, providing residents maximum opportunities to access and view a healthy natural environment and the native plants and animals living here. New development is constructed and maintained using techniques and practices that protect healthy, functioning ecosystems and are planned to ensure fish and wildlife habitats are maintained and wildlife corridors are preserved. Similarly, forest practices are encouraged and supported in an environmentally sensitive manner that maintains ecosystem health and the natural beauty of the area. Programs and services, such as educational programs and expanded waste disposal services, exist which support local residents in continuing stewardship of the area's environmental health, beauty and abundance.

Likely Future

- Increased housing and housing density leads to deterioration of environment
- Development of additional lands will lead to loss of wildlife habitat and significant reduction in sightings of wildlife
- The practice of clear cutting and lack of drainage management have contributed to bluff erosion, runoff pollution of our wells, creeks, wetlands and concerns about failing septic systems. In addition, loss of foliage degrades the water adsorption capacity of the GHA. These changes have decreased fisheries and wildlife.

Preferred Future

- The GHA Community Advisory Council met with commercial forest owners beginning in 2006 to cooperatively develop land and forest management plans that met the Community's Values for lands within the GHA.
- Forest practices have become more environmentally sensitive; restricting or prohibiting clearcuts.
- Recycling of all materials is available at the expanded Recycling/Return Center
- Recycling pickup is available to all homes in the GHA

DRAFT 4/13/2009

Environment

Preferred Future

- GHA residents are aware of the potential negative impact of chemicals on the environment and are sensitive in their use
- A "rural feeling" environment which maintains natural beauty and provides the maximum opportunity to view and access the natural environment and abundant wildlife has been maintained.
- "Cleanliness" and "quiet" remain important community values
- Shorelines have been managed and improved in a manner that balances the benefits to private as well as the marine environment.

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Goals and Policies

Goal		Policy		Value
EN-A	Preserve and enhance forests, streams and shorelines	EN-A.1	Minimize negative impact of forest practices in order to preserve wildlife habitat and eliminate clear-cutting	V1, V7, V14
		EN-A.2	Explore options for limiting light pollution	
		EN-A.3	Improve Finn Creek function and reduce negative impacts of flooding	
EN-B	Reduce nuisances and environmental contamination	EN-B.1	Provide options for recycling yard waste and limiting debris burning	V1, V4
		EN-B.2	Streamline process for resolving nuisance and contamination issues	
		EN-B.3	Require stormwater to be retained on site or conveyed appropriately	
EN-C	Improve stewardship of privately owned resource and agricultural lands	EN-C.1	Educate property owners on-site septic maintenance, living with wildlife, living near shorelines	V1, V3, V5, V7, V14

Draft 4/8-2009

Environment

Implementation

Goal	Implementing Action	Coordination	Priority
EN-A	Improve Finn Creek tidal gates and/or allow stream to meander on County park property.	Parks, Public Works	High
EN-B	Coordinate code enforcement and prosecutor's office	Prosecutor, DCD	Medium

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Vision

The importance of parks and recreational opportunities to the communities in the Northern Kitsap Peninsula Area cannot be overstated. The areas' rich legacy of partnership, stewardship and volunteerism remains strong. Parks and recreational opportunities continue to be supported by the community.

Park development is a mix of both natural areas and developed facilities that respect the privacy of residents as visitors explore the area. The Greenway Trail system continues to provide a recreational corridor for humans and refuge for wildlife. Access to natural areas, local, and regional linkages are improved through safe, environmentally sound pedestrian and non-motorized travel. The region's many saltwater parks are integrated into the trail system to provide access by both land and water. The area's recreational opportunities are enjoyed with sensitivity to the resident's quality of life and the fragile marine environment.

Key Facts

- Public parks and facilities in the GHA consist of three Kitsap County regional parks, one community port district beach park and boat ramp, two state-owned water access sites and three state-owned tidelands.
- The planned level of service for public recreation facilities in the GHA is met in most categories, according to the 2000 Kitsap County Open Space Plan.
- All GHA parks are oriented toward outdoor recreation activities that take advantage of natural amenities.
- The Driftwood Key and Shore Woods communities provide many recreational facilities for their members. More than a third of GHA residents live in these communities.
- The nearest organized recreational programs for youth are in Kingston and Poulsbo.
- The GHA has a legacy of "self-help" which has served the community well over the years in developing, maintaining and improving parks and recreation opportunities.

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Key Trends

- While a countywide need for additional parks and recreation resources has been identified, Kitsap County government has not provided the financial means to meet the needs.
- Although recreation needs are currently being met in the GHA, the national and regional trend of "doing more with what already exists" will undoubtedly impact how citizens act to meet our needs in the future.
- The GHA has an abundance of scenic and natural areas, but as growth pressure continues, preservation of these limited areas is critical to retaining the character of the area, which provides highly desirable recreation opportunities.
- The key element that has driven the current, positive trend is the activism of GHA residents over the last two decades.

Key Questions

- Are there worthwhile benefits to GHA residents to developing and promoting our parks and recreation facilities as destinations for people from outside the area?
- Should the GHA endorse and support an effort to establish a local parks district in North Kitsap?
- What can GHA residents do to ensure natural areas are preserved as Pope Resources divests themselves of their 1,500 acres of forest land in the GHA?

Likely Future

- Past acquisitions and development of open space and parks have created a legacy for the GHA.
- County may lack funding for operation and maintenance
- Local maintenance may decrease if volunteerism declines.
- Buck Lake Park, the Greenway and Point No Point area parks will be used increasingly by non-residents and affect neighbors

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Preferred Future

- Water access has been maintained and improved with the development of Forbes Landing and the Pt No Pt Resort
- Hansville serves as a national model for "community volunteerism" to support all local parks
- The parks are maintained through a partnership between the County and local volunteers
- The Greenway Trail System is complete
- A continuous wildlife corridor has been preserved along the spine of the GHA previously owned by Olympic Resources.
- All sub-communities in the GHA have access to interconnecting trails
- The park by the Hansville store is a beautiful low impact park
- The boat launch on Pt No Pt road has been popular with fishermen.
- A safe bicycle loop has been completed around the GHA road system

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Parks and Recreation

Goals and Policies

Goal	Policy	Value
PR-A Extend and enhance the area's trail network to interconnect access to public shorelines, parks, wildlife viewing areas, and regional commuter/non-motorized trails.	PR-A.1	Support the Greenway efforts to acquire appropriate properties / easements and maintain current networks.
	PR-A.2	Appropriate County rights of way and tax title strips will be retained to be used for the trail networks in the region.
	PR-A.3	Adequate trail signage exists to direct residents and visitors to the areas parks and seashore access.
PR-B Improve maintenance and management of existing parks prior to acquisition of new park facilities.	PR-B.1	The area's four parks will have an appropriate level of maintenance to meet public usage/demand. An onsite parks custodian may be required during peak usage seasons.

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Goals and Policies

Goal	Policy		Value
	PR-B.2	Limit expansion the park recreational facilities, such as basketball courts, soccer fields, etc. to Buck Lake facility until demand for active use facilities increase.	
PR-C Recognizing the two crown jewels in the County's Park system exist in the Hansville region will increase future visitation, impacts to local residents must be minimized.	PR-C.1	Residential parking must be preserved, especially during high peak visitation periods. Parking control measures will be identified and implemented in coordination with the County Commissioners, Sheriff, and Washington Department of Fish and Wildlife.	V4, V6, V9, V13
	PR-C.2	Alternate parking areas will be established for visitors to the area. Trails between the parking areas to the parks will be established as appropriate. When feasible, a climate friendly transportation system may be established to accommodate residents and visitors to the parks.	
	PR-C.3	To reduce pressures on public access to the shoreline in Hansville, the Greater Hansville Area Community Council will work with County leadership to identify alternative access locations in the County.	

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Parks and Recreation

Implementation

Goal	Implementing Action	Coordination	Priority
PR-B	Coordinate Norwegian Point Park master planning with downtown improvement goals	Parks, DCD	High

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Vision

Adequate roads are designed for projected capacity demands, and wide enough for safe, simultaneous use by vehicles, pedestrians, and bicycles. A multi-modal transportation system provides numerous community linkages and secures additional options for entering and exiting the area in the event main roads become blocked during natural disasters or other emergencies. Roads and parking areas will be designed for anticipated increased traffic volumes for the seasonal users of the various park and recreation facilities in Hansville. Speed limits are set for accommodating the volume of traffic along the primary roads while balancing the needs and quality of life for the residents living along those roads. A safe bicycle loop exists around the GHA and where possible, separate bike and pedestrian paths will be maintained. Signage is adequate for both visitors and residents. There is regular foot ferry service between Kingston and Seattle at times that are convenient for both commuters and other users. Kitsap Transit services, including service for special needs customers (Access) are available, and provide a high level of service to a rural area. Small carpool lots, along with park and boat launch parking lots have been developed.

Key Facts

- Traffic volume on Hansville Road has increased significantly in recent years.
- The Homestead housing development near the fire station is expected to add about 800 car trips per day when completed.
- GHA residents rely heavily on the ferry system, but are concerned about rising costs.
- A new, privately owned foot ferry provides rapid access to downtown Seattle, but may be threatened by low ridership.
- Bus service in the GHA has been off and on over the years and faces an unsure future due to low ridership and high costs.
- Transit services and facilities appear to be underutilized by GHA residents.
- Several significant road improvements are scheduled for the GHA in the next 6 years.
- Auto accidents are most common on Hansville Road south of the GHA study area, and nearly half of them occur after dark.

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Transportation

- Speeding is a problem on Hansville Road and specific areas throughout the GHA.
- Bicycle and pedestrian access and safety is lacking in the GHA, but improvements are under way and planned.

Key Trends

- As traffic volume and related problems increase , traffic control and enforcement will become more important.
- As the GHA grows, county planners will need to carefully monitor and plan road maintenance and improvements to ensure that the road system meets requirements of the Kitsap County Comprehensive Plan.
- GHA residents will need to become more proactive and involved in transportation issues if the area is to get what it needs in the future.
- Traffic will continue to increase significantly into the future with the buildout of existing lots and creation of new subdivisions.

Key Questions

- What needs to be done about speeding and other careless driving habits as the area grows and traffic volume increases?
- What can GHA residents do to reduce the impact of increased traffic congestion?
- What is the impact of increased ferry fares on commuters and other GHA residents?
- What is the impact of increased ferry fares on commerce on both sides of the Puget Sound?
- Is the GHA properly served by public transit?
- If the GHA is properly served by public transit, why is it underutilized?

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Likely Future

- Traffic safety issues will increase with additional development.
- Transportation improvements will be limited to safety-related projects .
- There will be more bicyclists
- The area will be more dangerous for pedestrians and bicyclists
- Ferry commuting costs are expected to rise, and the future of foot ferry service is uncertain.
- Bus service will remain limited

Preferred Future

- Ferry service is affordable and more available
- All primary roads have separated bike lanes and footpaths
- There is regular passenger only ferry service between Kingston and Seattle that will accommodate both commuting and other uses
- There are several small car pool lots located around the GHA to encourage ride sharing
- Road signage is better throughout the GHA
- The roads are safer and adequate for the traffic load
- There is effective and reasonably priced public transportation
- A Cross Connector road that minimizes both the impact on wildlife and additional development, has been built.
- Traffic/speed control techniques and devices have improved safety and compliance with traffic laws

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Transportation

Goals and Policies

Goal		Policy		Value
T-A	Access to public transportation is critical to support the areas environmental goals.	T-A.1	Public transportation is consistent/coincides with Washington State Ferry and connecting buses to support commuters.	V2,
		T-A.2	Public transit via van pools is encouraged.	V6,
		T-A.3	Establish Park and Ride Centers to support public transit, van pools in the Hansville region.	V8, V11
T-B	Parking is adequate to meet public needs while protecting limited residential parking.	T-B.1	Parking lots are established for public facilities to meet demand.	V2,
		T-B.2	Residential parking zones and enforcement programs are in place in high traffic zones/areas.	V4,
		T-B.3	Local residents support/participate in enforcement programs to reduce demands on the Sheriff's office.	V6, V10, V13
T-C	Commuter/non-motorized trail systems exists to support environmental goals.	T-C.1	A system of commuter/non-motorized trails/road system is designed to interconnect communities within the region, as well as, Kingston ferry terminal.	V1,
		T-C.2	Tax title strips, unimproved right-of-ways and non-buildable lots will be first considered in creating the commuter/non-motorized trail system.	V2, V3,
		T-C.3	Pursue non-motorized transportation options eligible for Federal/State transportation funding, such as bike paths and connective corridors.	V10, V12

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Goals and Policies

Goal	Policy		Value	
T-D	Roads system provides adequate access, efficient emergency response capabilities and is safe for vehicular and non-motorized traffic.	T-D.1	Develop shoulders and/or dedicate bike/pedestrian lanes on frequently-used roadways	V4, V6,
		T-D.2	Preserve viability of developing a future cross-connector road	V8, V10, V11

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Transportation

Implementation

Goal	Implementing Action	Coordination	Priority
T-A	Re-instate Kitsap Transit Route #66	Kitsap Transit	High
T-D	Construct shoulders on Hood Canal Drive, Twin Spits Road, and Hansville Road	Public Works	Medium
T-C	Prepare a prioritized non-motorized master plan	DCD, Public Works, GHAAC	Low

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VISION

We value safe neighborhoods, good emergency services, personal security and community enrichment programs and services. Public safety services, including fire, medical, emergency and law enforcement continue to be adequate to support first responders' services in the area. Neighborhood Watch programs, coupled with Sheriff Patrols that meet the County's average response time, ensure the maintenance of a low crime rate.

Initial response for major emergencies and natural disasters is recognized to be the responsibility of citizens until such time government resources can be provided to the area. Citizens are actively involved in the area's Emergency Prepared Program and well versed on the Emergency Prepared Plan. Information pertaining to emergencies, natural disasters, power outages, etc. are rapidly dispersed throughout the area.

Education is a priority. Residents actively volunteer in the school system and support school levies as appropriate. The community supports well maintained school facilities and the attraction of high quality staff. Additionally, local venues are established to promote and provide life long learning services to the region.

Recycling of all materials continues to be a high priority as the area reduces its contribution to land fills. An expanded recycling center and curbside recycling provides this service to all area households.

The GHA continues to have good relations with Kitsap County and local residents are satisfied with government services. The Greater Hansville Area does not foresee a need to pursue incorporation, but desires significant involvement with County government. In addition, the Good Neighbor Agreement pioneered with the Port Gamble S'Klallam Tribe has been mutually beneficial and has built a strong relationship between our communities. The Hansville Community Center continues to be a social center for the GHA.

Key Facts

- The GHA's geographic location requires continued volunteer participation in public safety, including natural disasters.
- The Kitsap County Department of Emergency Management, Kitsap County Sheriff, North Kitsap Fire and Rescue and the United

Public Services

States Coast Guard provide public safety services to the GHA.

- Volunteers offer public safety services by staffing the Foulweather Bluff Nature Conservancy Preserve, the Kitsap Parks Department Point No Point Lighthouse, and by volunteering for North Kitsap Fire and Rescue.
- Response times have decreased and fire insurance ratings have improved since consolidation of Fire District #14 (Hansville and North Kitsap Fire and Rescue – NKF&R). FD#10 (NKF&R) has the best ratio of stations to area served in unincorporated Kitsap County.
- Public Safety agencies have organized outreach programs for disaster planning, preparedness, and Neighborhood Watch programs, but a community must request them.
- The Sheriff's Department reports that the GHA has the lowest crime rate in Kitsap County.
- Law enforcement response times for the most serious calls increased by 15% between 2003 and 2004
- The actual incidence of many crimes seems to have declined in several areas of the GHA.
- Overall law enforcement call volume seems to have declined in most of the GHA in the past 3 years.

Key Trends

- Volunteers will continue to play a part in public safety services in the GHA.
- New recreation areas will bring more visitors, which will increase demand for public safety services.
- A growing population will increase demand for public safety services. Medical calls will continue to outnumber fire calls for NKF&R.
- Ballot Measure 747 (the 1% property tax limit) will require NKF&R to propose tax increases to voters more often than in the past.
- National trend toward decreasing volunteerism could threaten GHA's historically strong culture of volunteering.
- GHA's location and limited road access makes it more vulnerable to natural disasters than other areas of the county.
- Available crime statistics and analysis do not allow understanding the source of crimes or creating targeted solutions the community might follow to further reduce crime.

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Key Questions

- Should the GHA be better prepared for natural and manmade disasters that could isolate the area for extended periods?

Likely Future

- Academic performance will continue to improve
- The GHA will have continued good relations with County Government
- The GHA will continue to have no single voice or point of contact with outside organizations or agencies
- Increased taxes may force some residents to move
- Some human services may be closer; Kingston vs. Poulsbo
- Private auto will still be required to access services
- Public Safety services including Sheriff, fire, medical and emergency, will generally remain adequate for a rural area.
- Law enforcement levels appropriate for the largely semi-rural GHA will not be satisfactory for residents of several urban-density subdivisions.
- Crime will increase but still be below other areas in the County.
- Emergency preparedness will still be a community responsibility.

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Public Services

Preferred Future

- The GHA contributes to schools through volunteerism and levy support
- School facilities are well maintained
- The school district attracts high quality staff
- Telecommunications technology allows increased "Distance_Learning"
- Close ties to Poulsbo campus of Olympic College means improved adult learning opportunities
- The new High School in Kingston has improved education
- Adult education is available at the Port Gamble S'Klallam Tribal facilities.
- There are learning opportunities for all ages.
- GHA residents are actively represented on government Boards and Advisory Commissions
- There is an active Greater Hansville Area Community Advisory/Coordinating Council comprised of representatives of each sub-community area within the GHA. The Council helps plan for the future of the GHA and coordinates activities with the County and other outside governments, agencies and developers.
- The GHA retains good partnerships and relationships with government agencies
- The GHA has strong, supportive relationships with the Port Gamble S'Klallam Tribe
- The GHA is more unified with a broad sense of inclusiveness, a new welcoming entrance sign at Eglon Road and the 98340 zip code has been expanded to cover the entire GHA area.
- There are frequent candidate's nights that include Congressional candidates as the political influence of the GHA increases
- The Citizen Advisory Council actively monitors growth and environmental impacts of developments and keeps the Greater community informed
- Residents are increasingly concerned about high taxes forcing some existing residents to leave

07/14/09

- The Hansville Community Center continues to be a social center for the GHA
- Residents have to travel outside of the GHA for most human services
- Home health care and meals on wheels are available.
- There are increased medical (doctors, dentists, urgent care) facilities in Kingston
- There are more Community-based transport options to help residents reach human services.
- The population remains largely independent and self-sufficient
- Neighborhood Watch programs along with increased Sheriff patrols have improved public safety
- The roads are safer with improved traffic enforcement, better signage, and the use of volunteers to monitor speeding
- The GHA has a good Emergency Preparedness plan and one or more emergency shelters
- Emergency response has continued to be good.
- Current emergency or disaster information is readily available in real time as a result of a North End radio station or some other form of emergency warning system
- The Sheriff has created a partnership with the Port Gamble S'Klallam Tribe to enhance public safety in the GHA
- A second road between highway 104 and the south end of Little Boston Road has been constructed to improve access in the event of a disaster or natural emergency.
- GHA volunteers have combined with the Sheriff's office to improve public safety in the area.
- There is good "speed limit awareness" in the area

07/14/09-2009

Public Services

Goals and Policies

Goal		Policy		Value
PS-A	Increase public safety	PS-A.1	Encourage partnerships between Kitsap County Sheriff and Tribal Police.	V4, V6,
		PS-A.2	Establish neighborhood watch programs.	V9, V10
PS-B	Improve emergency services	PS-B.1	Promote emergency preparedness and warning system	V6,
		PS-B.2	Enhance fire station	V8,
		PS-B.3	Reduce sheriff and paramedic emergency response times	V9
PS-C	Improve social services	PS-C.1	Support programs and services for under-represented groups	V8, V9, V13
		PS-C.2	Increase awareness of home health care services such as meals on wheels and medical equipment lending library	
		PS-C.3	Advocate for health services in Northern Kitsap County, especially elder and youth services	
PS-D	Increase community inclusiveness	PS-D.1	Clarify linkages between GHAAC and represented areas / organizations	V9, V13
		PS-D.2	Improve neighborhood and area-wide communication systems	

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Implementation

Goal	Implementing Action	Coordination	Priority
PS-B	Evaluate current emergency response capabilities	Sheriff, North Kitsap Fire and Rescue	High

Ord 443-2009

Vision

A mix of private and public utilities protect the environment and improve residents' quality of life. Electrical and water services are good--meeting the area's growth and needs, and weather-related power outages are infrequent and short in duration. Telecommunications, including internet and phone services, have been converted to fiber optic and, along with cellular phone services, provide high-speed reliable service. Together, these services increase the viability of telecommuting, distance learning, home businesses, promotion of artistic work, and other local enterprises.

Storm water runoff and drainage regulations have been strengthened to limit erosion and protect the quality of surrounding surface waters. Septic systems are well maintained due to greater community awareness and County enforcement. In addition, septic system technology has improved, resulting in less impact to the fragile marine environment. Homeowners are encouraged to upgrade aging systems and are receiving incentives to do so.

Key Facts

- Potable water (drinking and domestic use) in the GHA comes from groundwater, which is replenished by rainfall in Kitsap County.
- Water supplies appear adequate to cover foreseeable anticipated needs, although water rights are "overbooked."
- Puget Sound Energy (PSE) is the sole supplier of electricity to the GHA, and has approximately a million customers in Washington, with rates controlled by Washington Utilities and Transportation Commission (WUTC).
- A new cable from the Port Gamble substation is scheduled for 2006; until then, generators will supplement the cable feed during periods of high load.
- Multiple suppliers deliver propane and furnace oil to the GHA in a competitive environment that provides energy at market values.

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- The large expense of changing to a new home-heating source tends to slow conversion, even when fuel prices change.
- The ability of the geology to absorb effluent is a major factor in zoning plot sizing, making conventional septic systems unusable on many GHA lots.
- With today's technology, only about 5% of GHA sites are found "unbuildable," and correctly designed, installed and functioning on-site sewage systems do not harm – and may even benefit – the groundwater.
- The Hansville landfill, near the current transfer station site, closed in 1989.
- Site contamination within the GHA is not a significant issue.

Key Trends

- The source of water for GHA residences will continue to be split about equally between on-site or local wells and Kitsap Public Utility District (PUD).
- GHA dependence on groundwater – which is in high demand, limited and vulnerable to contamination – will require increased conservation and protection.
- PSE projects usage growth in the GHA to be 1% per year, and expects the new cable to be adequate for 10 to 15 years.
- PSE expects conservation to minimize or reduce average usage per customer.
- The new cable should make power in GHA less susceptible to outages, but reliability will never be the same as in metropolitan areas.
- Suppliers report a trend to propane from fuel oil and electricity.
- The sparse distribution of users makes gas pipeline supply in GHA unlikely.

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Utilities

- Increasing cost of propane and oil may put electricity "back in the game."
- The trend is to "alternative systems" because of the shortage of sites that will work with conventional systems and because alternative systems must be inspected by licensed operations and maintenance experts.
- The number of failing systems is estimated at 0.5%. Failures do not seem to be contaminating ground-water, however health of the environment, especially Hood Canal, will be a factor in the future of on-site sewage regulations and enforcement.
- Robust plans are in place for handling solid waste from the GHA.
- Residents are about evenly split on pick-up or self-hauling.

Key Questions

- Will there be adequate electrical supplies in the future given that the historical growth rate in the GHA has been 4.8% per year and PSE is only projecting a 1% annual growth rate?
- What effect will the increased population have on current users of surface-water wells?
- Will carbon-based fuels be depreciated in the future as an air-quality measure?

Likely Future

- Remain good and improve over time
- Power and water utilities will lag growth but not stop it
- The area will still be subject to weather related power outages

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Preferred Future

- Telecommunications have continued to improve and service to the GHA is similar or better than other areas within the region
- Wireless use is standard and of good quality throughout the GHA
- Septic systems are well maintained via greater community awareness and county enforcement
- Electrical, water and phone (including cell service from all providers) is good, reliable and meets the growth of the area
- The Port Gamble substation is in operation, however power outages still an issue in the rural GHA
- Utilities are affordable
- Technology of septic systems has improved and has reduced the negative impacts on the environment of the older systems.

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Utilities

Goals and Policies

Goal		Policy		Value
U-A	Protect/enhance water supply	U-A.1	Work with North Kitsap PUD to assess, monitor and protect aquifer quality	V1, V2,
		U-A.2	Explore alternative water sources in case of prolonged droughts	V6, V8,
			Improve fire flow for emergency services	
U-B	Reduce frequency / duration of power outages	U-B.1		V6, V8
U-C	Enhance wireless / fiber-optic infrastructure	U-C.1		V6, V8, V9
U-D	Explore alternative energy sources	U-D.1		V1, V8

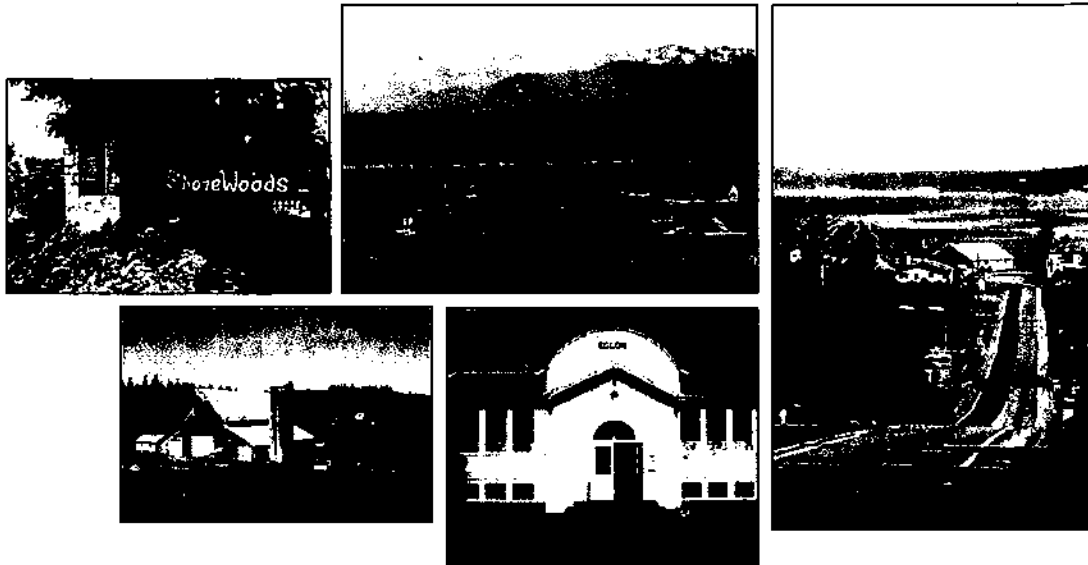
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Implementation

Goal	Implementing Action	Coordination	Priority
U-B	Bury overhead power lines	PSE, Public Works	Medium
U-C	Map areas lacking cell phone coverage	KPUD, CenturyTel	Low

Ord 443-2009

Greater Hansville at the Crossroads



Final Report of the Futures Project Planning Phase

Including the neighborhoods of:

- ✓ Cliffsides
- ✓ Driftwood Key
- ✓ Eglon
- ✓ Finn Creek
- ✓ Hansville
- ✓ Point No Point
- ✓ Shore Woods
- ✓ Skunk Bay/Foulweather Bluff
- ✓ Twin Spits

Step 3 of the Greater Hansville Area Futures Project

1. The Values Survey

2. The Community Profile

4. Implementation of Action Items

Ord 443 2009

Introduction

In the Spring of 2003, the Hansville Community Center Board of Directors looked at all the change and growth occurring in the Greater Hansville Area (GHA) and decided to sponsor an effort to bring all organizations and neighborhoods North of Eglon/Little Boston Road together to plan for our future rather than just "let it happen." The Board believed that the Greater Hansville Area is a unique place and that the "spirit" of this wonderful community could only be preserved if we actively take charge of our future in the same way that we have taken charge of our past.

Accordingly, some 24 organizations representing every aspect of the Greater Hansville Area were invited to participate in a "Futures Planning Process." For 2½ years volunteers from our community have donated hundreds and hundreds of hours to help prepare a vision of our Preferred Future and a specific list of Action Items that are necessary to make that vision become reality.

We've completed the most comprehensive survey of the area ever conducted in order to assess those things we all value the most about living here. We've completed a written profile of the GHA (over 200 pages and 13 chapters) that describes virtually every aspect of life and history of the Greater Hansville Area as well as the trends that will affect us in the future.



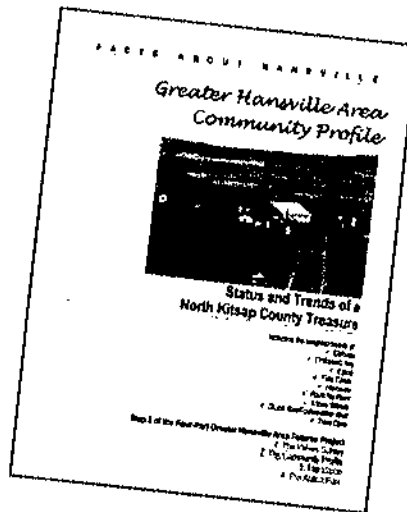
With this information, a Planning Committee representing more than 20 organizations in the Greater Hansville Area has spent the last 9 months going to school about our area; its history, its current direction, what is important to us and what we'd really like the future to look like. In keeping with the GHA's tradition of action, the Planning Committee did not stop at a vision statement that would then sit on a shelf. Rather, the committee compared the Likely Future with the one we'd prefer and identified a list of Action Items that are necessary for us to tackle if we are to realize our dreams.

This document is the Final Report of the Planning Phase of the Greater Hansville

Futures Project. It contains the following elements:

- Community Values adopted by the committee, based on the survey of the GHA in 2004/2005
- Likely and Preferred Futures that were created by the Planning Committee
- 8 highest priority Action Items necessary to make our Preferred Future happen

What happens next? Teams of volunteers will be organized to implement each of the Action Items identified by the Planning Committee. Some of them will be permanent standing committees and others will last only long enough to finish the specific Action Item. When they are done, other teams can be assembled to work on items that didn't make the initial list.



What will be the result? It may not be everything that is outlined in the Committee's Future. But the future of the Greater Hansville Area is guaranteed to be more to our liking as a result of these combined efforts. Together we can make our own future in the best tradition of the Greater Hansville Area. As Neal Kellner, Planning Committee member from Shore Woods wrote after the last planning meeting, "The great reward is getting to live in the outcomes of our deeds."

Special thanks go to the following organizations and individuals for financially supporting the Greater Hansville Futures Project: the Hansville Community Center Board, Commissioner Chris Endresen, Kitsap County, Pt No Pt View Estates, and the Flotsam and Jetsam Garden Club.



We are pleased to present this Final Report of the Planning Phase of the Greater Hansville

Futures Project. For more information, including a full copy of the GHA Profile document, please visit our community website at www.hansville.org.

Sincerely,

The Planning Committee

The Steering Committee

"The great reward is getting to live in the outcomes of our deeds."



Greater Hansville Area 2020 Values

Draft adopted February 9, 2006

CLEAN ENVIRONMENT

We value clean water, clean air, and absence of visual pollution. We value protecting our natural environment

GROWTH MANAGEMENT

We value growth that is planned, controlled, environmentally friendly and that incorporates our other values.

OUTDOOR RECREATION

We value our parks and trails and a natural environment that encourages outdoor recreation.

PEACE AND QUIET

We value a serene, quiet environment and personal privacy.

RURAL SETTING

We value open space and the feel of low density

SAFETY

We value safe neighborhoods, good emergency services and personal security

SCENIC BEAUTY

We value man made and natural beauty including the mountains, water, gardens, farms, and forests without clear cutting.

SELF SUFFICIENCY

We value personal independence

SENSE OF COMMUNITY

We value volunteerism, community spirit, a sense of camaraderie and support for community assets.

TRAFFIC SAFETY

We value adequate road design and capacity, roads that are safe for cars, pedestrians and bicycles, and respect for and enforcement of traffic laws.

URBAN ACCESS

We value affordable and convenient access to urban amenities

WATER ACCESS

We value water access for walking, boating, fishing and swimming.

WELCOMING SPIRIT

We value inclusiveness of all individual differences and caring for our neighbors, which contributes to the vibrancy of the community.

WILDLIFE

We value living with and protecting wildlife

Likely Future

Consistent with trends identified in the Greater Hansville Futures Study of 2005, the population has increased significantly to approximately 7,000 residents, almost double that of the estimated 3,154 in 2004. The two largest impacts of this growth are increased traffic and the loss of the natural environment, including wildlife. Even though much of the growth is still at “rural” densities, with pockets of suburban densities, the added population and resulting impacts have made the area feel less rural and somewhat less remote. The sense of community and independent self-determination, which have been defining characteristics for decades, continue but it has taken a concentrated community effort to maintain the historic levels of volunteerism.

In 2020, the Greater Hansville Area is still a great place to live even though the quality of life has deteriorated from that enjoyed in 2005. Continued desirability of this area compared to other areas in the region has led to continuous new home building and remodeling. The major subdivisions were built out long ago and new growth has occurred on a combination of prior platted individual lots as well as new homes being located on the former Olympic Resources corridor down the center of the GHA in the Interim Rural Forest Zone (IRF). Even though this land was zoned 1 home per 20 acres in 2005, developers and property owners effectively lobbied against strong community opposition and won increased densities resulting in 300 homes being located on the lands originally planned for 80. Utilities have lagged behind growth but have not limited it. The GHA is still subject to weather-related power outages.



Areas of vacation and weekend homes have lost their historic character as new larger homes have replaced the historic structures. More of these homes are occupied full time and have transformed these former “vacation communities” into full time neighborhoods. Limited access to the beaches except for private communities and public parks has increased tensions between full time residents and some of the traditional fishing and beach access recreational users.

Despite the significant increase in population, the demographics continue the trends identified in 2005. The area remains homogeneous with little diversity and the general population of individuals, couples and families tends to be older than elsewhere in the County. The cost of new housing has maintained its upward trend due to market demand and the minimum of 5 acre lots required for new subdivisions in the former IRF lands. Existing housing prices have followed new housing costs with the result that only those individuals or families with above average income levels can afford to purchase homes in the GHA. This tends to favor older, more established individuals, families, and retirees. Yet even with all the building, housing is still exclusively single

family; there are no multiple family or special needs housing units nor housing for older, long-time residents who can no longer maintain their homes and property. As a result, these residents are forced to leave the GHA even though many would like to remain.

Transportation has unquestionably been the biggest headache associated with this population growth. Even with the population doubled, there has been little in the way of enhanced capacity and traffic control improvements. The results have been dangerous speeding, accidents and congestion. It is increasingly difficult and dangerous for residents to even enter GHA arterials from their driveways. While shoulder improvements have been made, the growing number of bicycles and pedestrians face danger in using the roads. Traffic enforcement, inadequate in 2005, has not matched the growth. Additionally, many residents complain that noise pollution from increased traffic has seriously degraded the environment.

The mass transit system serving the GHA continues to be inadequate with limited service within the GHA and insufficient connections to areas outside the GHA. In addition, traffic and transportation issues have affected lifestyle and ownership decisions by those who would commute to the Greater Seattle Area or to Bremerton Southward.

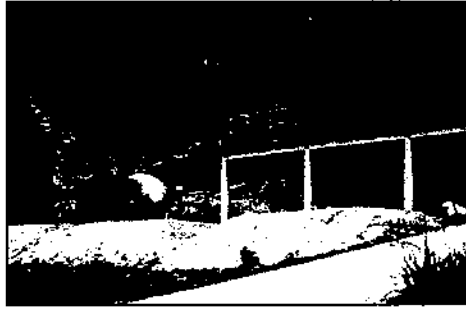
Commuters have complained for years about delays due to traffic, missed ferries and lengthened days due to allowing substantial extra time for traffic on Hansville Road. Although foot ferry service is now available; in general, the ferry system, with its constantly increasing rates and inadequate schedules, poses a real problem for residents trying to connect to the "other side of the water" for work, business, medical, shopping or recreational purposes. The ferry system also poses a barrier to visits from family and friends to the GHA, and has changed the nature of growth.



Fortunately, thanks to actions taken earlier, the GHA has a wonderful legacy of Parks and Open Space, enjoyed by both residents and visitors. The three parks along Point No Point are developed and attract many non-GHA visitors as do

Buck Lake Park and the Greenway. Increasing numbers of visitors to the saltwater parks have impacted those living nearby, both positively and negatively. While visitors add diversity to the area and are appreciated, they also present parking and privacy problems for those whose properties neighbor the parks. Further, the County lacks funding for adequate maintenance and operation of these facilities that have historically relied on volunteers. The need to constantly recruit volunteers threatens community maintenance and development of the Greenway.

The parks remain the attraction for visitors since commercial development remains minimal due to limited zoning and market demand. Home businesses and telecommuters have increased due to enhancements in



telecommunications that connect the GHA to the ever-broader world, eliminating many of the feelings of remoteness normally associated with rural living. Arts activities remain strong, but are mostly individual and non-commercial with artists and craftspeople selling their work outside the GHA or over the Internet.

The environment, a key to the sense of "ruralness" has deteriorated with the new developments. As homes are built on current vacant lots throughout the GHA, many areas feel like large-lot subdivisions. Additionally, the practice of clear cutting and lack of drainage management have contributed to bluff erosion, runoff pollution of our wells, creeks, wetlands and concerns about failing septic systems. The loss of foliage has also degraded the water adsorption capacity of the GHA. These changes have contributed to the decrease in fisheries and wildlife.

The clearing, development and increased density in the central corridor has also had a significant impact on its scenic beauty and wildlife habitat. Sightings of a wide range of wildlife that were common throughout the GHA in 2005 are now rare. As wildlife habitat has been disturbed and decreased, the incidents of automobile collisions with wildlife have increased, reducing the wildlife population.

The GHA continues to have good relations with Kitsap County although increased taxes

levied by all levels of government have forced some residents to leave the area. Local residents continue to feel generally satisfied with government services but remain uninvolved with government through citizen involvement programs. The GHA is still

comprised of a collection of local communities with no single voice or organization to deal with local issues and outside agencies or organizations.

The K-12 education system continues to improve and more human services are located in Kingston in 2020. Nevertheless, even though many services are closer to the GHA, accessing all human services still requires auto transportation. This means that residents of the GHA who need such services have to be healthy and independent enough to use the automobile. Those who cannot drive or cannot find someone to drive them must relocate.

Public safety services, including fire, medical, emergency and law enforcement with the exception of traffic control, continue to be adequate for a rural area. Some areas like Driftwood Key, Shore Woods and the area's parks desire a suburban level of service rather than the rural service provided by the Sheriff's office. Crime has increased but is still below other areas of the County. Preparedness for emergencies and disasters is still the responsibility of local residents, with some areas within the GHA doing a better job of preparedness than others.

Fortunately local residents still cherish the quality of life in the Greater Hansville Area when they compare it to other areas in the County and "across the waters" of Puget Sound and Hood Canal. Yet as so often

happens, many residents who were here in 2005 do look back and wish that plans were developed and executed to preserve and protect what was best in the GHA in 2005.

Ordnance

Likely Future by Topic

Arts and Culture

- Arts and crafts will increase but the artists will remain primarily independent

Demographics

- Population will increase and may more than double
- There will continue to be little ethnic or economic diversity
- Housing costs may limit purchasers to those with higher incomes.
- Continuation of the tradition of strong volunteerism is uncertain
- Residents continue to have higher average incomes than County in general
- The share of older residents remains high and may increase as a result of low turnover and the higher incomes required by high housing costs.

Economy

- Little additional commercial development due to lack of zoned land and market
- Growth in "cottage" industries/home businesses
- Increased telecommuting

Education

- Academic performance will continue to improve

Environment

- Increased housing and housing density leads to deterioration of environment
- Development of additional lands will lead to loss of wildlife habitat and significant reduction in sightings of wildlife
- The practice of clear cutting and lack of drainage management have contributed to bluff erosion, runoff pollution of our wells, creeks, wetlands and concerns about failing septic systems. In addition, loss of foliage degrades the water adsorption capacity of the GHA. These changes have decreased fisheries and wildlife.

Government

- The GHA will have continued good relations with County Government
- The GHA will continue to have no single voice or point of contact with outside organizations or agencies
- Increased taxes may force some residents to move

Housing

- Housing construction could approach buildout but zoning, which prohibits urban density subdivisions, means that it will occur at a slower pace.
- Both the high cost of housing and land, especially in large zoned parcels, means that new housing will continue to be expensive
- Current cabins will continue to be replaced by newer, larger houses, changing neighborhood character
- Housing costs will create barrier to younger residents with "average" incomes

Human Services

- Some human services may be closer; Kingston vs. Poulsbo
- Private auto will still be required to access services

Land Use

- There will be pressure from builders and developers to increase zoning density in the GHA as density increases elsewhere in the County and as owners of large tracts seek to maximize income from their property.
- The "central corridor" owned by Olympic Resources will all be developed.
- Area will still be semi-rural but more developed

Parks and Recreation

- Past acquisitions and development of open space and parks have created a legacy for the GHA.
- County may lack funding for operation and maintenance
- Local maintenance may decrease if volunteerism declines.
- Buck Lake Park, the Greenway and Point No Point area parks will be used increasingly by non-residents and affect neighbors

Public Safety

- Public Safety services including Sheriff, fire, medical and emergency, will generally remain adequate for a rural area.
- Law enforcement levels appropriate for the largely semi-rural GHA will not be satisfactory for residents of several urban-density subdivisions.
- Crime will increase but still be below other areas in the County.
- Emergency preparedness will still be a community responsibility.

Telecommunications

- Remain good and improve over time

Transportation

- The major impact of increased development and population will be inadequate transportation systems.
- Speeding, accidents, congestion and danger in entering arterials will increase.
- Roadway improvements will be limited.
- There will be more bicyclists
- The area will be more dangerous for pedestrians and bicyclists
- Ferries are more expensive and less convenient which will limit access to and from the GHA. The foot ferry may return.
- Bus service will be inadequate

Utilities

- Power and water utilities will lag growth but not stop it
- The area will still be subject to weather related power outages

Preferred Future

The New Year of 2020 has arrived. While a New Year presents the opportunity for new resolutions it also provides a milestone upon which to reflect. For Hansville residents (the old GHA has been 98340 for many years now) reflections include looking back at the foundation laid in 2006: the Values, Preferred Future and all of the work done since to assure that the future resembled the desired version rather than the "Likely" one represented by the trends through 2005.

Happily it does. The dedicated volunteers of that time, most of whom are still residents, have been joined by other arrivals who are also committed to the area and the values of living in a "rural feeling environment" of independent, self-sufficient yet community-caring residents.

The Greater Hansville Area has lived its Values well since their adoption in 2006. Even with a significant increase in development and population, the area remains true to its "roots" as a rural feeling area that reveres its natural environment and wildlife. The sense of "Community" has expanded, people welcome and support their neighbors and community involvement and volunteerism remain defining qualities.

There is a sense of expanded "community" that began in 2005. People realize that they can retain the identity of their neighborhood and still "belong" to the broader "Greater Hansville Area." In fact, an additional "Welcome to Greater Hansville" sign was installed at the intersection of Hansville Highway and Eglon Road. After considerable

Community pressure, the Postal Service agreed to change the boundaries of the 98340 zip code to include the entire Greater Hansville Area. Unlike the "old days," many annual "local" events welcome all residents of the GHA. The decision in 2005 by the Hansville Community Center Board to expand the mailing of the Log to all areas of the GHA



and to rename it the "Greater Hansville Log" in 2006, has improved a sense of "belonging" and has provided and expanded means for communicating local issues within the GHA.

The GHA has remained an attractive place for people to locate. Over time, the age, race, cultural and religious diversity of the area has increased and there is active engagement between residents of all ages. The cost of housing has limited those who can afford to live here, drawing those with professional backgrounds and incomes above those in much of the rest of the County.

Participation in arts and crafts has increased over the years. The relative seclusion of the area, the presence of other artists and the Community's support for the arts--natural and man-made--have drawn new artists to the area.

Communications technology has helped artists remain here while marketing their works more broadly. The Farmers/Crafts Market is a vibrant part of the Community's outdoor season. As the number of local artists grew, a Community Cultural Center/Gallery was finally constructed at Norwegian Point to host cultural events and provide an outlet for local arts and crafts. In addition to local cultural events, a variety of busses and van pools have increased access to cultural events outside the GHA.



The economic underpinnings remain much the same as in 2005. Communications technology has played a critical role in enhancing telecommuting, home businesses and other local businesses. Home businesses have been carefully regulated to insure that, as they expand, they continue to be compatible with the surrounding neighborhood. Area residents have resisted zoning additional land for commercial purposes in favor of preserving the rural character of the area.



In "downtown" Hansville, Hansville Grocery continues to provide wine and food and a community meeting spot. A restaurant and Cultural Center/Gallery have been added as part of or adjacent to the park at Norwegian Point. Several Bed and Breakfast establishments offer lodging as well as dining experiences for local residents and visitors.

continues to attract well-qualified staff. Improved telecommunications technology has increased the opportunities for "Distance Learning" and the Poulsbo campus of Olympic College has also improved opportunities for adult education.

Education remains a priority for residents who actively volunteer in the school system. Residents continue to support school levies. The school facilities are well maintained and the Kingston High School has improved learning opportunities for students as well as access to adult learning. The district



Preservation of the natural environment has remained a top priority for local residents. A key concern in 2006 was the prospective negative impact of the anticipated doubling of the population on the Community's Values. As a result, residents acted to moderate growth rates and have insisted on careful development that is consistent with Community values. The

result is a “rural feeling” environment which maintains natural beauty, natural resources, local wildlife and provides maximum opportunity to view and access the natural environs. For example, light pollution has been restricted in order to preserve the beautiful views of the night skies.

Changes in “Best Land Management Practices” means that clear cutting that occurred until 2005 has been severely limited or is no longer used. In addition, as a result of Community Concerns about clear cutting and development of commercial forest parcels, a sub-committee of the Community Advisory/Coordinating Council met with forest property owners beginning in 2006 to cooperatively develop land and forest management plans that met the Community’s Values for lands within the GHA.

Recycling of all materials is available at an expanded recycling center and curbside recycling is available to all households. Yard waste recycling is convenient and outdoor burning has been significantly restricted. Local residents are aware of the potential negative impacts of various chemicals on the environment and are sensitive in their use. The area remains clean and quiet.

While there was no desire to incorporate the GHA, a local GHA Community Advisory/Coordinating Council was created in 2006. The group, which includes representatives of each sub-area and all major organizations in the GHA has helped to implement many of the ideas proposed by the Futures Process in 2006. The group also serves to coordinate other events in the GHA and represents the GHA with outside agencies and developers. The Council actively monitors proposed regulations and developments affecting the area and keeps the GHA informed about them.



GHA residents are actively represented and involved in government advisory committees and boards and commissions that affect the area. The GHA has retained good relationships with Kitsap County – especially the Parks and Recreation Department. The Good Neighbor Agreement pioneered with the Port Gamble S’Klallam Tribe has been mutually beneficial and has built a strong relationship between our communities. Congressional candidates attend local “Candidates Fairs” as awareness of the political influence of the GHA increased. Concern remains about the impact of high taxes on the ability of some local residents to remain in the area.

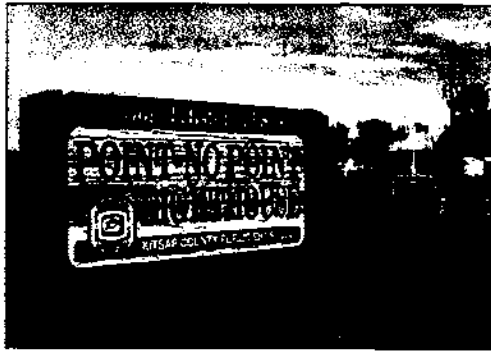
The majority of homes in the area remain single family and most are occupied full time. The rural feeling of the area has remained with lot sizes no smaller than those permitted in

2006. However, where developers sought greater density, they have had to provide amenities that reflected the Community's Values. As housing density increased there were concerns about unforeseen negative impacts that any neighbor's lifestyle and actions could have on their neighbors;

fortunately, most neighbors continued to be sensitive to these impacts. Trees and natural areas have been left, wherever possible as property has developed. Communal housing is available for residents who can no longer maintain their homes and properties but are still independent enough to live outside an "assisted care" facility. This allows many long time residents to remain in the GHA.

The Hansville Community Center continues to be a social center for the GHA. Services like home health care and meals on wheels are more widely available. Medical, dental and urgent care services have been expanded in Kingston but residents are still faced with traveling outside the GHA to access these services. Fortunately, there are more community-based transport options in addition to Kitsap Transit to help residents reach human services.

The development and use of the "spine" of the GHA owned by Olympic Resources was a concern to residents. Potential for continued clear cutting of timber or the likelihood of development at higher densities and resulting loss of wildlife habitat were found to be especially alarming as



either would directly conflict with the Community's Values. As a result, the Community pursued two alternative solutions. The Community explored a combination of grants, contributions from Olympic Resources

and a local taxing district to purchase the property in the spine and preserve it in its natural state for future generations.

A subcommittee of the Community Advisory Council also met with Olympic Resources around 2006 to engage in an effort to cooperatively plan for the long term use of the area. In return for preservation of a continuous central natural wildlife corridor along the entire spine, the Community agreed to clustered development along the edges of the area with densities higher than the 2006 limit of one home per 20 acres. The result was the preservation of a significant natural area and wildlife habitat.

In all areas, development that has occurred has been consistent with Community Values. Permitted zoning density outside of the "spine" has remained at 2006 levels. In addition, new developments have preserved as

many trees as possible to serve as buffers for noise reduction and privacy.

Storm water runoff and drainage regulations have increased to limit erosion and protect the quality of surrounding surface waters. The variety of farms,



livestock rearing, nurseries, winery and home services that existed in 2006 have been maintained and integrated into the rural setting.

Parks continue to be a defining characteristic of the GHA. Water access has been maintained and improved with the development of Norwegian Point and the Point No Point Resort in a fashion that reduced negative impacts on nearby property owners. Shorelines have been maintained and improved in a manner that balances the benefits to private owners as well as the marine ecosystem.

The Greenway Trail system is complete. The trail system and local parks were developed and are maintained through a unique partnership between the County and local volunteers. The area is proud that it continues to serve as a national model for volunteer involvement in community development. A continuous wildlife corridor has been preserved along the Peninsula thanks to the agreements with Olympic Resources. The park at Norwegian Point is a beautiful, low impact development.

The boat launch at the Point No Point Resort property has proven popular with area fishermen. A safe bicycle loop has been completed around the GHA. All sub-areas of the GHA have access to inter-connecting trails.

Neighborhood Watch programs along with increased Sheriff's patrols have improved public safety. The roads are safer with improved traffic enforcement, better signage, and the use of community volunteers to monitor speeding. The GHA now has a good Emergency Preparedness Plan, ongoing citizen training, and one or more emergency shelters. Information about emergencies, natural disasters or just power outages is



readily available in real time thanks to a new north end radio station in the County and/or other forms of alert systems.

Emergency response continues to be good and has improved in the event of disaster thanks to a new road between highway 104 and Little Boston/Delaney Road. The Sheriff has created a partnership with the Tribe to enhance public safety in the GHA. In addition, local volunteers have worked with the Sheriff's Office to improve public safety in the area.



Increased traffic and concerns about traffic and pedestrian safety has been a major impact of growth in the area. While traffic has increased and with it noise and safety issues, a number of steps have been taken to minimize these impacts. Innovative design of added capacity has reduced the number and impact of roads required to serve the increased population.

The roads are safer and adequate for the traffic load. Traffic/speed control techniques and devices have improved safety and compliance

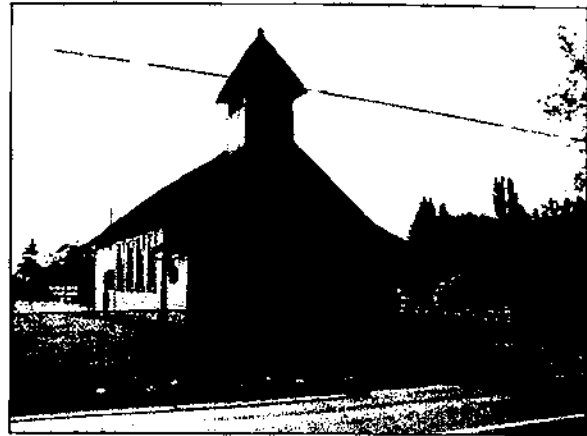
with traffic laws. All primary roads have separated bike and pedestrian paths. Road signage is better throughout the GHA. Ferry service is still expensive but more available. There is regular foot ferry service between Kingston and Seattle at times that are convenient for both commuters and other users.

Kitsap Transit services are available but still struggle to provide a high level of service to a "rural" area. As a result, Community and/or small private providers provide access for non-driving residents to outside services. Small carpool lots have been developed.

Electrical, water and phone services (including cell phone service) are good, meet the area's growth and needs, and, except for electrical service, are reliable. Telecommunications have continued to improve and service to the GHA is comparable to or better than in other areas within the region. "Wireless" use is standard and of good quality throughout the GHA.

Although the Port Gamble electrical substation was completed in 2006, power outages continue to be an issue in the GHA. Septic systems are well maintained due to greater community awareness and County enforcement. In addition, septic system technology has improved and reduced the negative impacts on the environment of older systems.

All in all as we reflect at the beginning of this year of 2020, the majority of residents concur that their vision of the future, although slightly altered by circumstances unforeseen in 2006, has been realized and, unlike many surrounding communities which lacked the foresight and dedication of the citizens of the GHA, they have seen the values about which so many cared continue to strengthen the community and anchor decisions made about



its future.

Preferred Future Elements

Demographics

- Enhanced diversity – age, race, culture, religion
- Interaction between generations
- Desirable area for people to live
- Increased number of residents with professional backgrounds
- Volunteerism is strong
- Primarily permanent residents
- Income levels are higher than County average
- Residents concerned about the prospect of a doubling of population on overall Community Values have acted both to moderate growth rates and insist on careful development thereby allowing the realization of Community Values.

Arts and Culture

- Artists remain both independent and work cooperatively
- Hansville has become more of an Arts and Crafts destination because of the Community's culture supporting the arts
- Technology has helped artists market their wares thereby allowing financial success from a remote location like the GHA
- The GHA's secluded nature continues to attract artists
- Community based group transportation is available to attend arts and cultural events outside the GHA
- The GHA has developed a vibrant arts community with a Cultural Center that includes a gallery and arts classes
- The Farmers/Crafts market continues to be active

Community Character

- The spirit of friendly, helpful neighbors and neighborhoods continues to be strong.
- Community volunteerism continues to be a strong foundation of the GHA
- There are many activities throughout the GHA that are open to all residents of the area
- The GHA has a stronger sense of "community" than existed in the past
- The Greater Hansville Area is a welcoming community
- Residents still value being independent and self-reliant

Economy

- Communications technology plays a very important role in telecommuting and home, and other businesses
- There is minimal commercial development; the rural character of the area is maintained
- "Downtown: Hansville has developed and the Hansville General store provides food and wine.
- A restaurant and a Cultural Center are part of the Norwegian Point Park
- There are more small, home-based businesses
- There are several Bed and Breakfasts that offer amenities to the Community

Education

- The GHA is supportive of our schools
 - Volunteering
 - Supporting levies
- School facilities are well maintained
- The school district attracts high quality staff

- Telecommunications technology allows increased "Distance Learning"
- Close ties to Poulsbo campus of Olympic College means improved adult learning opportunities
- The new High School in Kingston has improved education
- Adult education is available at the Port Gamble S'Klallam Tribal facilities.
- There are learning opportunities for all ages.

Environment

- The GHA Community Advisory Council met with commercial forest owners beginning in 2006 to cooperatively develop land and forest management plans that met the Community's Values for lands within the GHA.
- Forest practices have become more environmentally sensitive; restricting or prohibiting clearcuts.
- Recycling of all materials is available at the expanded Recycling/Return Center
- Recycling pickup is available to all homes in the GHA
- GHA residents are aware of the potential negative impact of chemicals on the environment and are sensitive in their use
- A "rural feeling" environment which maintains natural beauty and provides the maximum opportunity to view and access the natural environment and abundant wildlife has been maintained.
- "Cleanliness" and "quiet" remain important community values
- Shorelines have been managed and improved in a manner that balances the benefits to private as well as the marine environment.
- Yard debris is recycled and backyard burning and light pollution are carefully regulated

Government

- GHA residents are actively represented on government Boards and Advisory Commissions
- There is an active Greater Hansville Area Community Advisory/Coordinating Council comprised of representatives of each sub-community area within the GHA. The Council helps plan for the future of the GHA and coordinates activities with the County and other outside governments, agencies and developers.
- The GHA retains good partnerships and relationships with government agencies
- The GHA has strong, supportive relationships with the Port Gamble S'Klallam Tribe
- The GHA is more unified with a broad sense of inclusiveness, a new welcoming entrance sign at Eglon Road and the 98340 zip code has been expanded to cover the entire GHA area.
- There are frequent candidate's nights that include Congressional candidates as the political influence of the GHA increases
- The Community Advisory Council actively monitors growth and environmental impacts of developments and keeps the Greater community informed
- Residents are increasingly concerned about high taxes forcing some existing residents to leave

Housing

- Communal elder housing is available in the GHA
- The majority of homes are permanently occupied
- The rural character of housing development has been maintained
- Lot sizes are no smaller than what is zoned today or alternative development like cluster developments that are compatible with GHA Values and provide benefits to the broader GHA)
- As buildout approaches and the number houses increases, the impact of each home and homeowner on neighbors increases.
- The County has improved oversight of things like drainage and other issues which are often problematic for residential developments
- Housing remains largely single family and is now becoming very expensive
- Minimal impact on neighbors

- Trees were left whenever possible when properties are developed

Human Services

- The Hansville Community Center continues to be a social center for the GHA
- Residents have to travel outside of the GHA for most human services
- Home health care and meals on wheels are available.
- There are increased medical (doctors, dentists, urgent care) facilities in Kingston
- There are more Community-based transport options to help residents reach human services.
- The population remains largely independent and self-sufficient

Land Use

- The development and use of the "spine" of the GHA owned by Olympic Resources was a concern to residents. Potential for continued clear cutting of timber or the likelihood of development at higher densities and resulting loss of wildlife habitat were found to be especially alarming as either would directly conflict with the Community's Values. As a result, the Community pursued two alternative solutions. The Community explored a combination of grants, contributions from Olympic Resources and a local taxing district to purchase the property in the spine and preserve it in its natural state for future generations. A subcommittee of the Community Advisory Council also met with Olympic Resources around 2006 to engage in an effort to cooperatively plan for the long term use of the area. In return for preservation of a continuous central natural wildlife corridor along the entire spine, the Community agreed to clustered development along the edges of the area with densities higher than the 2006 limit of one home per 20 acres. In either case, the result was the preservation of a significant natural area and wildlife habitat.
- In all areas, development that has occurred has been consistent with Community Values.
- Current zoning density has remained unchanged from 2006 in all areas outside of the "spine."
- Developments have been planned and controlled to be environmentally friendly
 - Lot sizes will be no smaller than permitted in 2006
 - As many trees as possible have been maintained to ensure buffers for noise reduction and privacy.
 - Storm water runoff and drainage regulations have increased to protect lands from erosion and protect the quality of surrounding surface water
 - A variety of farms, livestock rearing, nurseries, winery and home services have been maintained as part of a rural setting

Parks and Recreation

- Water access has been maintained and improved with the development of Forbes Landing and the Pt No Pt Resort
- Hansville serves as a national model for "community volunteerism" to support all local parks
- The parks are maintained through a partnership between the County and local volunteers
- The Greenway Trail System is complete
- A continuous wildlife corridor has been preserved along the spine of the GHA previously owned by Olympic Resources.
- All sub-communities in the GHA have access to interconnecting trails
- The park by the Hansville store is a beautiful low impact park
- The boat launch on Pt No Pt road has been popular with fishermen.
- A safe bicycle loop has been completed around the GHA road system

Public Safety

- Neighborhood Watch programs along with increased Sheriff patrols have improved public safety

- The roads are safer with improved traffic enforcement, better signage, and the use of volunteers to monitor speeding
- The GHA has a good Emergency Preparedness plan and one or more emergency shelters
- Emergency response has continued to be good.
- Current emergency or disaster information is readily available in real time as a result of a North End radio station or some other form of emergency warning system
- The Sheriff has created a partnership with the Port Gamble S'Klallam Tribe to enhance public safety in the GHA
- A second road between highway 104 and the south end of Little Boston Road has been constructed to improve access in the event of a disaster or natural emergency.
- GHA volunteers have combined with the Sheriff's office to improve public safety in the area.
- There is good "speed limit awareness" in the area

Technology

- Telecommunications have continued to improve and service to the GHA is similar or better than other areas within the region
- Wireless use is standard and of good quality throughout the GHA

Transportation

- Ferry service is affordable and more available
- All primary roads have separated bike lanes and footpaths
- There is regular passenger only ferry service between Kingston and Seattle that will accommodate both commuting and other uses
- There are several small car pool lots located around the GHA to encourage ride sharing
- Road signage is better throughout the GHA
- The roads are safer and adequate for the traffic load
- There is effective and reasonably priced public transportation
- Traffic/speed control techniques and devices have improved safety and compliance with traffic laws
- The Community and/or small private providers provide access for non-driving residents to the outside.
- Traffic/speed control devices have improved safety and compliance with traffic laws.
- Innovative design of added capacity has reduced the number and impact of roads required to serve the increased population.

Utilities

- Septic systems are well maintained via greater community awareness and county enforcement
- Electrical, water and phone (including cell service from all providers) is good, reliable and meets the growth of the area
- The Port Gamble substation is in operation, however power outages still an issue in the rural GHA
- Utilities are affordable
- Technology of septic systems has improved and has reduced the negative impacts on the environment of the older systems.

Action Items

Greater Hansville Futures Project Adopted June 3, 2006

1. Develop a Community Advisory Council which is truly inclusive (representative) of Greater Hansville Area as a whole.
2. Prepare a downtown master plan that includes a restaurant and Cultural Center.
3. Eliminate clear cutting and minimize other negative environmental impacts of forest practices in order to preserve wildlife habitat.
4. Increase Community inclusiveness within the Greater Hansville Area. Advocate for a single zip code and install a new welcoming sign at intersection of Hansville Highway and Eglon/Little Boston Roads.
5. Preserve the Rural Atmosphere of the Greater Hansville Area by:
 - Create a standing committee to work with the County and actively monitor zoning density and development proposals to see that actions taken are consistent with Community Values.
 - Work with Olympic Resources Management to preserve the "spine" as wildlife habitat.
 - Cluster density to preserve open space but keep lot sizes at 2006 levels.
 - Preserve as many trees as possible to mitigate noise and pollution.
 - Regulate storm water runoff and drainage.
 - Seek ways to retain agricultural uses.
6. Involve the Greater Hansville Area in the planning and design of the saltwater parks to see they are consistent with community values.
7. Protect the wildlife corridor in Olympic Resources Management land and wildlife habitat throughout the GHA.
8. Support sensitive development of any additional road capacity and advocate for a combination of enforcement, education and traffic calming devices that enhances pedestrian and traffic safety.

Acknowledgements

Special thanks and recognition go to the Planning Committee, which has spent many hours in the planning phase of The Future's Project. Describing their perseverance in this lengthy and arduous task, one can only say they have moxie. They have taken the values adopted by the community and compared them to the likely future and then come up with the top most significant issues to use for the next step in developing action plans for our preferred future.

Thank you to the Hansville Community Center for endorsing the Greater Hansville Futures Project and providing support and funding. We especially appreciate the time and support of this project shown by Chris Endresen, North Kitsap County Commissioner.

Planning Committee Members:

Al Burgan	Koffee Klatch
Sue Claeys	Flotsam & Jetsam Garden Club
Chris Endresen	Kitsap Commissioner
Judy Foritano	Cliff Side
Dave Fuller	Port Gamble S'Klallam Tribe
Donna Grout	Point No Point Road Neighborhood
Wayne Haegele	Skunk Bay Yacht Club
EmmaJean Hemingway	Ladies Aid
Tim Holbrook	Eglon
Neal Kellner	Shore Woods
Bud Moore	Driftwood Key
Jeanne Nicholson	Hansville Neighbors/Huggers
Allen Otto	Hansville Business Community
Gary Paulson	Norwegian Point Neighbors/Thursday Breakfast Group
Martha Pendergast	Point No Point View Estates
Linda Redling	Finn Creek Agricultural Community
Tom Ritley	Hansville Community Center
Nancy Rummel	Better Halves
Ken Shawcroft	Hansville Greenway
Greg Uvila	Hansville Community Church
Shirley Watson	Solitarians

Thank you to each of the following members of the Support Committee who helped with refreshments and setup.

Debra Bean	Mary Booth	Art Ellison
Karen Fountain	Judy Gover	Jennifer Householder
Patrick Leuner	Marian Malonson	Anne Terry

Thanks also to the Steering Committee who have guided the planning process through the execution of meetings and by providing administrative support.

Steve Bauer	Becky Ellison	Bonnie Isaacs
Ed Kleckner	Betsy Leuner	Tom Menzel

Values Survey Appendices

Appendix A: Survey Results and Analysis

Demographics

1. In which particular neighborhood do you reside full- or part-time?

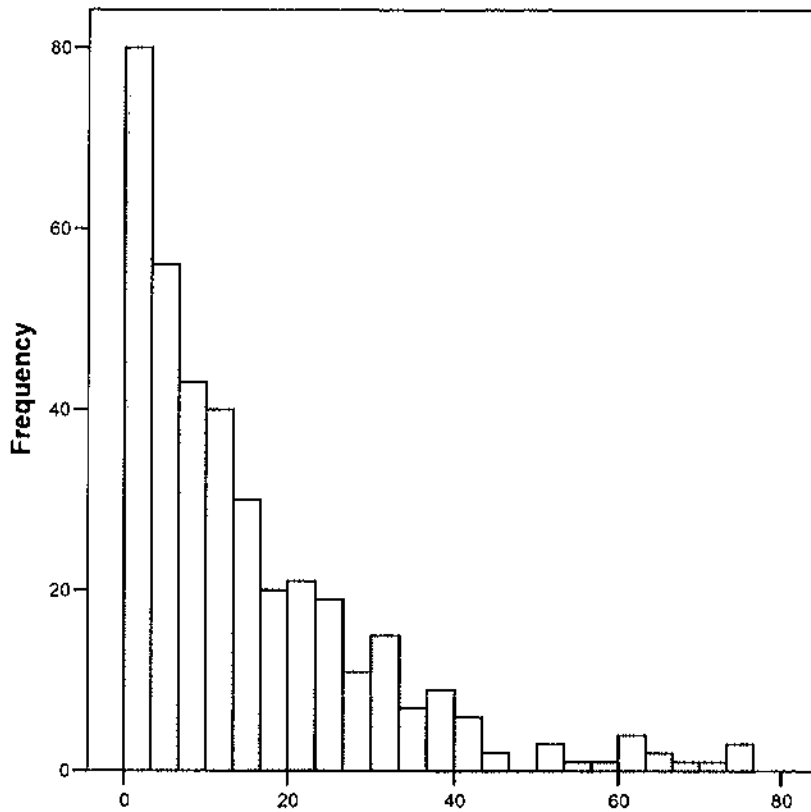
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Point No Point	34	8.8	8.9	8.9
	Hansville	70	18.1	18.2	27.1
	Skunk Bay/Foulweather Bluff	41	10.6	10.7	37.8
	Driftwood Key/Shorewoods	123	31.9	32.0	69.8
	Cliffside	21	5.4	5.5	75.3
	Eglon	43	11.1	11.2	86.5
	Other	52	13.5	13.5	100.0
	Total	384	99.5	100.0	
Missing	System	2	.5		
Total		386	100.0		

2. Are you living here:

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Full-time?	269	69.7	69.9	69.9
	Part-time (seasonal, weekends, occasionally, etc.)?	98	25.4	25.5	95.3
	Or, do you own property here but not "live" here?	18	4.7	4.7	100.0
	Total	385	99.7	100.0	
Missing	System	1	.3		
Total		386	100.0		

Ord 443-2009

3. How many years have you lived in this community?



3. How many years have you lived in this community?

4. How long do you plan to live in this community?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Long term	366	94.8	97.1	97.1
	Short term	11	2.8	2.9	100.0
	Total	377	97.7	100.0	
Missing	System	9	2.3		
Total		386	100.0		

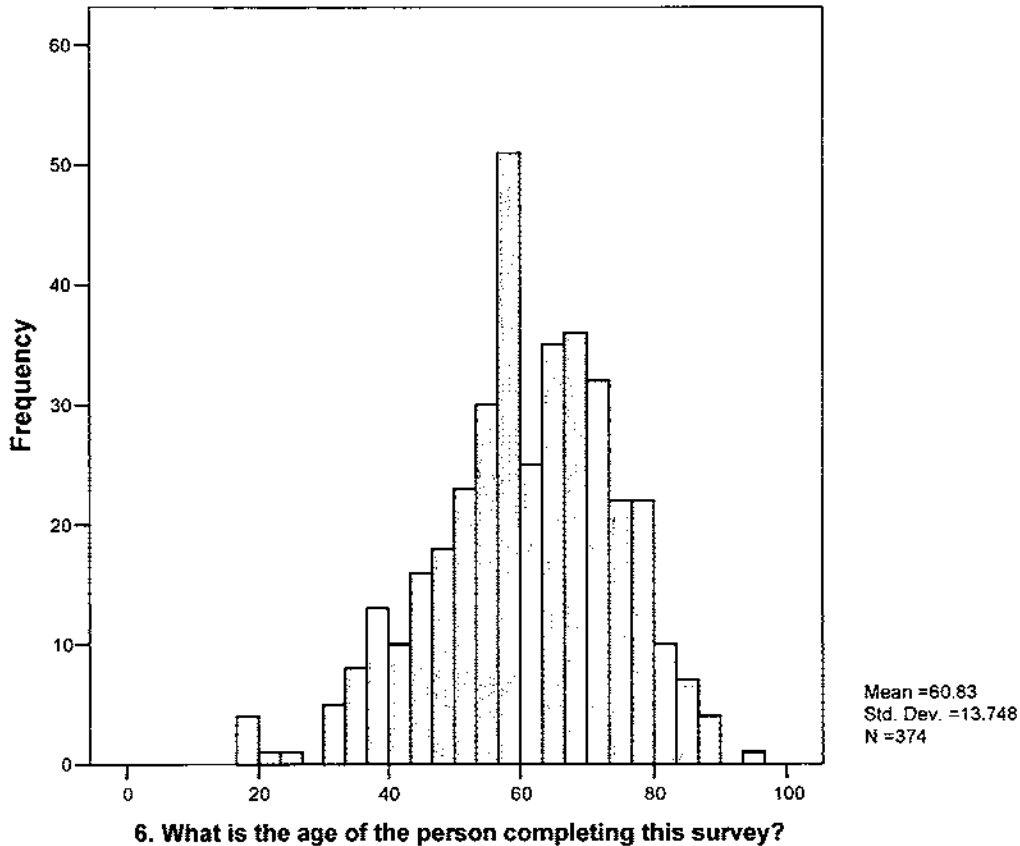
5. List the age of each person in your household including yourself:

	N	Minimum	Maximum	Mean	Std. Deviation
Age of first person in household	375	19	96	63.23	13.337
Age of second person in household	324	14	85	57.49	13.365
Age of third person in household	73	1	82	22.90	18.104

Ord 443-2009

Age of fourth person in household	46	2	62	15.28	13.085
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6. What is the age of the person completing this survey?



6. What is the age of the person completing this survey?

7. How many individuals living in your home, 18 years of age or older, are in the following employment groups?

	N	Percent
Full-time	251	31.7
Part-time	83	10.5
Unemployed	6	.8
Student	61	7.7
Homemaker	67	8.5
Retired	323	40.8
Total	791	100.0

Ord 443-2059

8. How many members of your household work in the following locations?

	N	Percent
From home	75	20.0
Within this community	26	6.9
Kingston/Poulsbo	57	15.2
Bainbridge Island	26	6.9
Keyport/Bangor/Silverdale /Bremerton	30	8.0
Elsewhere in Kitsap County	7	1.8
Seattle or King County	110	29.3
Everett or Snohomish County	18	4.8
Tacoma or Pierce County	1	.2
Other	25	6.6
Total	375	99.7

9. In what type of dwelling do you reside?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Single-family residence	370	95.9	96.6	96.6
	Duplex	2	.5	.5	97.1
	Apartment	2	.5	.5	97.7
	Mobile home	9	2.3	2.3	100.0
	Total	383	99.2	100.0	
Missing	System	3	.8		
Total		386	100.0		

10. What is the approximate age of your dwelling?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than 1 year	19	4.9	5.0	5.0
	1 - 4 years	35	9.1	9.2	14.2
	5 - 9 years	59	15.3	15.6	29.8
	10 - 24 years	134	34.7	35.4	65.2
	25 - 49 years	95	24.6	25.1	90.2
	50 or more	37	9.6	9.8	100.0
	Total	379	98.2	100.0	
Missing	System	7	1.8		
Total		386	100.0		

Ord 443-2009

11. Do you:

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Own (buying) your home?	375	97.2	98.2	98.2
	Rent (lease) your home?	7	1.8	1.8	100.0
	Total	382	99.0	100.0	
Missing	System	4	1.0		
Total		386	100.0		

12. Enter the number of vehicles (car, truck or motorcycle) in use at your household.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	1	.3	.3	.3
	1	59	15.3	16.5	16.8
	2	196	50.8	54.7	71.5
	3	65	16.8	18.2	89.7
	4	23	6.0	6.4	96.1
	5	12	3.1	3.4	99.4
	6	1	.3	.3	99.7
	10	1	.3	.3	100.0
	Total	358	92.7	100.0	
Missing	System	28	7.3		
Total		386	100.0		

Mean = 2.27 vehicles per household

13. What is your approximate annual household income?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under \$25,000	25	6.5	7.4	7.4
	\$25,000 - \$49,999	72	18.7	21.2	28.5
	\$50,000 - \$74,999	76	19.7	22.4	50.9
	\$75,000 - \$99,000	76	19.7	22.4	73.2
	\$100,000 and up	91	23.6	26.8	100.0
	Total	340	88.1	100.0	
Missing	System	46	11.9		
Total		386	100.0		

Values

14. In your opinion, what is the most important thing that makes this a special place to live?
[multiple responses counted]

Ord 443 2009

	Responses		Percent of Cases
	N	Percent	
Beautiful surroundings	110	17.1%	30.2%
Rural setting	122	19.0%	33.5%
Quiet	85	13.2%	23.4%
Marine environment	89	13.9%	24.5%
Low-density housing	28	4.4%	7.7%
Sense of community	104	16.2%	28.6%
Privacy	13	2.0%	3.6%
Urban proximity	12	1.9%	3.3%
Natural environment	61	9.5%	16.8%
Other	18	2.8%	4.9%
Total	642	100.0%	176.4%

15. In terms of what you value about this community, do you this area:

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid				
Becoming worse	223	57.8	62.3	62.3
Improving	135	35.0	37.7	100.0
Total	358	92.7	100.0	
Missing				
System	28	7.3		
Total	386	100.0		

Ord 443-2009

15b. Ways respondents gave for area improving [72 respondents; multiple ways counted]

		Responses		Percent of Cases
		N	Percent	
	Recreational opportunities	7	8.9%	9.7%
	Younger people moving in	4	5.1%	5.6%
	Sense of community	10	12.7%	13.9%
	Involvement in community	19	24.1%	26.4%
	Other response	39	49.4%	54.2%
Total		79	100.0%	109.7%

15c. Ways respondents gave for area getting worse [219 respondents; multiple ways counted]

		Responses		Percent of Cases
		N	Percent	
\$WAYSWORSE15 (a)	Increased traffic	51	15.3%	23.3%
	Too much development (construction)	113	33.9%	51.6%
	Increasing population	97	29.1%	44.3%
	More regulations	5	1.5%	2.3%
	Loss of rural character	51	15.3%	23.3%
	Other	16	4.8%	7.3%
Total		333	100.0%	152.1%

Ord 443 2009

16. From the list below, place a check marks next to the seven qualities that are most important to you for quality of life:

	N	Mean	Std. Deviation
Peace and tranquility	386	.77	.422
Clean, natural environment protected for future generations	386	.66	.474
Rural character of the area	386	.63	.484
Minimum of traffic congestion	386	.62	.486
Feeling of personal safety in my neighborhood	386	.62	.486
Scenic views	386	.61	.487
A feeling of genuine community among residents	386	.47	.505
Limiting new growth to areas of existing development	386	.44	.497
Strong volunteer participation in the community	386	.30	.597
Community that embraces diversity of people and opinions	386	.28	.661
Neighborhood small businesses and services in a village setting	386	.23	.418
Ample parks and recreational opportunities for all ages	386	.22	.411
Government agencies responsive to residents	386	.18	.509
Good health care	386	.18	.384
Good public education, K through 12	386	.16	.368
Neighborhoods with distinct character	386	.12	.541
Variety of arts and cultural events and programs	386	.10	.298
Assisted living for the elderly and handicapped	386	.09	.291
Community support and involvement of youth	386	.08	.272
Good jobs within a reasonable commute	386	.05	.227
Small-scale, multi-unit residences	386	.03	.174
Valid N (listwise)	386		

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17. Please list any other community qualities not in the list above [in Q16] you consider very important? [117 respondents; multiple qualities counted]

	Responses		Percent of Cases
	N	Percent	
Access to water and fishing	11	8.7%	9.4%
Control of loose dogs	1	.8%	.9%
Neighbors being considerate	8	6.3%	6.8%
Public transportation	11	8.7%	9.4%
Good emergency services	5	4.0%	4.3%
Other	90	71.4%	76.9%
Total	126	100.0%	107.7%

18. If you left this community, what would you miss the most? [336 respondents; multiple things counted]

	Responses		Percent of Cases
	N	Percent	
\$MISSMOST18 (a) Views, beauty	100	20.2%	29.8%
Water views and access	89	18.0%	26.5%
Privacy, peace and quiet	106	21.5%	31.5%
Natural environment	60	12.1%	17.9%
The people	65	13.2%	19.3%
Sense of community	39	7.9%	11.6%
Other	35	7.1%	10.4%
Total	494	100.0%	147.0%

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19. What shortcomings, if any, does our community have? [257 respondents; multiple shortcomings counted]

	Responses		Percent of Cases
	N	Percent	
Inadequate public safety services	10	3.4%	3.9%
Inadquate medical services	12	4.1%	4.7%
Lack of senior housing and services	9	3.1%	3.5%
Lack of neighborhood businesses	32	10.9%	12.5%
Speeding, unsafe traffic	24	8.2%	9.3%
Lack of bicycle/walking paths	9	3.1%	3.5%
Inadequate growth management	46	15.7%	17.9%
Power outages	11	3.8%	4.3%
Trailer living	5	1.7%	1.9%
Small town thinking and gossip	6	2.0%	2.3%
Limited recreational facilities for chil	6	2.0%	2.3%
Lack of boat launch facilities	10	3.4%	3.9%
Disagreements over community issues	8	2.7%	3.1%
Other	105	35.8%	40.9%
Total	293	100.0%	114.0%

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20. What might cause you to leave this community? [347 respondents; multiple causes counted]

	Responses		Percent of Cases
	N	Percent	
Health and/or old age	111	26.1%	32.0%
Higher taxes	46	10.8%	13.3%
Traffic	24	5.6%	6.9%
Over-development	88	20.7%	25.4%
Better job	12	2.8%	3.5%
Shift in community values	12	2.8%	3.5%
Lack of health services	14	3.3%	4.0%
Lack of peace	4	.9%	1.2%
To be closer to family	7	1.6%	2.0%
Retirement	5	1.2%	1.4%
Nothing	56	13.1%	16.1%
Job loss	8	1.9%	2.3%
Financial	6	1.4%	1.7%
19	1	.2%	.3%
Other	32	7.5%	9.2%
Total	426	100.0%	122.8%

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21. As you think about the future, what are the most important things that should be preserved or changed to make the quality of life here better? [318 respondents; multiple things counted.]

	Responses		Percent of Cases
	N	Percent	
Preserve natural environment	91	18.8%	28.6%
Preserve peace and tranquility	22	4.6%	6.9%
Stop/control growth	78	16.1%	24.5%
Preserve sense of neighborhood	16	3.3%	5.0%
More small businesses	12	2.5%	3.8%
Preserve greenway, etc.	26	5.4%	8.2%
Community affairs representation	5	1.0%	1.6%
Ecologically-sound growth	14	2.9%	4.4%
Access to services	11	2.3%	3.5%
Preserve rural, small town environment	95	19.7%	29.9%
Preserve HCC and fire station	1	.2%	.3%
Keep beaches public	20	4.1%	6.3%
Extend bicycle/walking paths	7	1.4%	2.2%
Natural gas	1	.2%	.3%
Reopen Point-No-Point marina	8	1.7%	2.5%
Senior housing	7	1.4%	2.2%
Improve roads	10	2.1%	3.1%
Other	59	12.2%	18.6%
Total	483	100.0%	151.9%

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Other Analyses

The six neighborhoods are substantially similar regarding the qualities they consider most important to the quality of life.

1. In which particular neighborhood do you reside full- or part-time?	Peace and tranquility	Clean, natural environment protected for future generations	Rural character of the area	Minimum of traffic congestion	Feeling of personal safety in my neighborhood	Scenic views
Point No Point	.97	.59	.65	.56	.53	.74
Hansville	.67	.67	.60	.50	.64	.61
Skunk Bay/Foulweather Bluff	.80	.78	.76	.56	.59	.73
Driftwood Key/Shorewoods	.75	.67	.62	.63	.63	.69
Cliffside	.86	.52	.57	.71	.57	.67
Eglon	.79	.56	.67	.72	.67	.40
Total	.77	.65	.64	.61	.62	.64

The neighborhoods differed significantly (at the .05 level) only on the qualities "Peace and tranquility" and "Scenic views." More specifically, "Peace and tranquility" was rated significantly more important by Point No Point respondents than by Hansville respondents; and "Scenic views" was rated significantly more important by Driftwood Key/Shorewoods than by Eglon.

What factors tend to be associated with survey respondents who indicated that they see the area getting better (rather than worse; Question 15)?

A regression analysis suggests that they tend to place:

- Less importance on limiting growth to areas of existing development; and
- More importance on:
 - Variety of arts and cultural events and programs
 - Ample parks and recreational opportunities for all ages
 - A feeling of genuine community among among residents
 - Community support and involvement of youth
 - A community organized to speak with one voice on common issues
 - Feeling of personal safety in my neighborhood

How respondents see the future was uncorrelated with their age, the length of time they have lived here, or their income.

Appendix B

Verbatim Responses to Survey Questions

Question #14. In your opinion, what is the most important thing that makes this a special place to live?

*quiet (61)

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- *rural (71)
- *wooded – filled w/nature (3)
- *sparse population (15)
- *small town atmosphere (18)
- *community feeling (29)
- *beautiful views (45)
- *views: water & mountain (2)
- *boat & ship traffic (1)
- *isolation (10) uncongested (5)
- *community activities (9)
- *friendly people (18) friendly neighbors (14) caring people (3) good people (5)
- *the people (21)
- *serenity (5) tranquil (4) peace (16)
- *the environment (17)
- *the natural beauty of the area – the peace and quiet of the woods and beach (46)
- *access to the water (8)
- *access to Hood Canal (8)
- *Point No Point (4)
- *Puget Sound (10)
- *reasonably crime free (4)
- *sense of security (3)
- *boat moorage facilities (1)
- *boating (2) fishing (1)
- *location on the beach (11)
- *wildlife (16) beach (15) privacy (11) open space (8) the water (21) trails (7)
- wetlands (1) mountains (4) trees (9) Buck Lake (2) Nature Conservancy Preserve (2) ferries (2) birds (1)
- *Small, friendly community with access to city amenities (10)
- *Weather (7)
- *Slow pace lifestyle (12)
- *Natural beauty of location (23)
- *Great air (4)
- *Little traffic and its noise (7)
- *A beautiful rural area – that is rapidly becoming urban (2)
- *Quiet Neighborhoods (3)
- *Rural atmosphere – 5 acres or more per dwelling (3)
- *Remoteness from thru traffic. No commercialization (2)
- *Limited housing developments, large parcels, limited growth, nature (2)
- *Quality of life (2)
- *Water and natural areas are accessible to everyone (2)
- *Small-town atmosphere with store, churches, Community Center.
- *Community feeling, beautiful views, isolation.
- *The environment and small community.
- *Access to the water – Hood Canal.
- *Beauty – uncongested (so far) – the people here – community facilities: clubhouse, swim pool – boat moorage facilities.
- *Location on the beach, views water and mountains, boat and ship traffic.
- *Puget Sound, Hansville Store and filling station, church.
- *That it's undeveloped. I like the slow quiet neighborhoods. I'm glad there are no shopping malls.
- *It's a community that works together for the whole and is friendly and helpful to each other.
- *The ability to explore nature by boating. Access to fishing / crabbing.

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- *Fishing, relaxing.
- *The beautiful beach life-style, convenient shopping.
- *Socialization of seniors.
- *Eglon has the pastoral feel of an old community plus the beach access and beautiful water views.
- *A sense of independence and self reliance in the absence of civilized distractions and city contaminants --- noise, lights, traffic, too many conveniences.
- *The broad range of interests of the people around the area and the friendliness.
- *The melding of farms, livestock, nurseries, services and amenities in a rather rural area. When I leave Hansville road into Eglon I feel as if I am in another world, safe, quiet, warm and the feeling of actually knowing my neighbors.
- *In Eglon on Pilot Point Rd. we value the quiet and no traffic noise; the serenity of the farms and open fields for livestock.
- *Number of people, 9/0 of land for wild life.
- *It's rural and needs to stay that way! Even the addition of the new fire house was too much. People live here because it's rural. We don't need to add anything to it.
- *It used to be living in the country with very few people.
- *Potential appreciation of (property) value.
- *Uncomplicated.
- *Everyone cares about everyone else. Warm friendly people always willing to lend a hand.
- *None.
- *We know we live in a special place and this reflects in our day to day interaction w/our neighbors.
- *Safe place to raise children - open space for children to play. Trees - small slow roads.
- *Affordability.
- *The beauty and the camaraderie of the people.
- *Community of concerned citizens who are willing to volunteer to help each other & preserve the environment which brought most of us here.
- *Larger lots.
- *Rural feel with lots of trees and incredible ecologically rich shoreline and Hood Canal.
- *Reasonable taxes.
- *Arts & Cultural events
- *The open relaxed feel to the area. No big street lights, traffic noise. No fences - lots of outdoor work and play being done.
- *Amenities
- *911 response
- *Activities.
- *Friendliness, involvement of people in community activities, number of community activities available.
- *The rural tranquility of the area, the pristine beach and the magnificent view. The quality of life is enhanced by the great people here.
- *Spectacular geographic place on this planet.
- *Scenic views of Puget sound/Admiralty Inlet, Lighthouse, Buck Lake. I love the coastal type community.
- *Seeing people casually we know - just running into ... always feeling "connected" even when not involved.
- *Respect for others and property.
- *Quiet - upper scale - common goals.
- *Low noise, no industry.

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- *The Eglon area is the only area listed that has a friendly neighborhood feeling. New people coming to the area just blend in, not trying to change things.
- *Friendly – volunteers – instigators of great ideas – necessities & store, auto repair, post office, church – natural beauty – ferry close.
- *Near to family.
- *Waterfront: views, sounds, smells, wildlife, ever-changing.
- *The atmosphere, country feeling, friendly people, have some priorities, want to keep the humble, not so much money, preserve the woods, walking areas.
- *Preserving the neighborhoods, limit building.
- *Access to parks.
- *Keeping the ruralness yet enhancing the “down town Hansville” area with a restaurant.
- *Recreation opportunity.
- *It’s so beautiful here. It is so nice to see trees, animals – nature. A lot of untouched ‘wilderness’ – it’s so secluded. The community I feel living here is really wonderful, too.
- *We live in the woods and still occasionally see bears.
- *Peaceful, off the beaten path.
- *“Tall, tall trees, and the waters of the seas.”
- *The feeling that you’ve left the city behind and now relax and go home.
- *We came for the fishing, the wildlife and the peace & quiet – and stayed for the people i.e.: the Community Club, the men’s Kaffe Klatch, the Garden Club etc.
- *Rural atmosphere, trees and open space, access to Tribal Culture, privacy, diversity of community.
- *Natural beauty off the beaten path yet with convenient access to both civilization and the wilds.
- *Clean air from less vehicle pollution because of less vehicle traffic –i.e. pop. density.
- *Very Busy!
- *Quaint.
- *I like the rural aspect. I like to see farms, cattle. I do not want to see the cow pastures replaced by cookie cutter housing developments. I do not want North Kitsap to look like North Ridge Top Road in Silverdale.
- *Great community rummage sale, nice park.
- *Up until about 10-15 years ago I would say the quiet. As more people move in with children that drive the usual slow pace is disturbed by speeding cars, trucks & motorcycles.
- *The rural quality of the neighborhood; the fact that there is very little subdivision of land and development; farms and properties remain intact, some are passed down through families. We are a close-knit community.
- *Community values & family type neighborhoods.
- *I’m in it.
- *Wherever I was in the world this was home – its ruralness: water, beach, trails, meadows, farms; and landmarks: lighthouse, etc.
- *Fewer people – less hassles.
- *Houses are not side by side in most areas.
- *It’s beautiful – milder climate – special concerned people, you can be as involved in as many things as you wish – charitable, civic, church activities, fun, etc. There is no lack of things to do.
- *Relative lack of municipal regulations.
- *People get to know each other through their children at school. A close knit community.
- *It allows us to get away from Seattle on occasion to enjoy a more laid back atmosphere and to engage in outdoor activities such as crabbing, fishing etc.

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- *Communing with nature & animals.
- *A few of our neighbors are great and they plan to live here awhile so we try to help each other. The other neighbors live here for awhile and move. They keep to themselves. Community events in Eglon are great.
- *Few homes on acreage with open spaces (both natural and pasture/agricultural).
- *Sights, sounds and memories.
- *This is a village with people who care about their neighbors, the environment, and sense of community.
- *The sense of community that is very hard to find in modern times.
- *Natural amenities – protected natural spaces, which not only enhance our personal emotional well-being, but ensure the health of our air/water/food supply.
- *A beautiful scenic spot far away from the bustle of the city. It's not on the way to anyplace else.
- *Close to nature (recreation & raccoons).

QUESTION #15 In terms of what you value about this community, do you see this area: Improving in the future *Or* becoming worse in the future. If so, in what way?

No answer at all: 18

Not sure – population increases and increase land values are inevitable and bring good & bad changes. 7

Uncertain 7

Don't foresee change in view. 4

Fine the way it is. 4

Comments on both: 4

15-1 improving in the future:

Recreation opportunities 1

Younger people moving in 1

Sense of Community 6

Involvement in Community..... 4

No reason given..... 65

Quality of people moving in

Improved ferry system

Developing more new services nearby..... 2

Proactive community planning, including this survey 10

New resident (new blood) moving into community with larger dollars invested

I would hope to see bans on beach burning, better definitions for land use and an area sewage system to reduce the over burdened water table from the impact of so much septic drainage.

We don't see nor want additional growth in Eglon but continued care of existing properties. But do believe improvement will come when better road access comes for

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the communities over near the Hood Canal Bridge...only of course, if the roads don't become an access from the Kingston Ferry to the Olympic peninsula.
More resources will be made available. For example - cell phone reception is poor right now, but should improve in future.
Only if development of commercial ventures is kept out. Green space, trails, ball fields & other recreation is what is needed here. Local scout troops, 4-H and others is ok. We don't need any gas stations, more stores or anything else! What I see as improving is the community of the people.
I'm trying to remain optimistic with the growth and influx of people to the area. I'm sure people were unhappy when I cut down trees to build my house 11 years ago, so I can't look down on people who want to move out here and enjoy the area. More people - more friends.
By controlled, conservative growth development.
Improving resources with rural environment will be naturally limited due to remote location.
Parks - no development!
Someone is always working toward improving things, such as the greenbelt, the park at Buck Lake and the other areas at Pt. No Pt. & Hansville. The enthusiasm is contagious.
Perhaps becoming more community oriented.
I think people are building nice homes & will work to keep the community a great place to live to protect their investment.
Improving but becoming more crowded so less rural, more traffic.
Through community volunteer planning efforts such as this.
I believe there is a limit on building due to the water system - septic sewage system limits the size of homes & how many can be built in a space - so no over building can happen - I hope. This means less traffic & all that goes with the stress of long traffic problems. I hope the walk on ferry happens.
The local restrictions on subdividing property
I'm so glad for this futures project. I have high hopes this work will keep our community friendly & beautiful. Without this planning, I'm afraid growth will not be controlled.
Gas station
Completion of dredging
More shopping & restaurants
Better traffic routing off Hood Canal Dr, Ferry service to Seattle, as home prices increase more people will take of their property, increased property values.
We must adjust to growth.
Tax base increase as more homes are built.
More services & more accessible green space
People are investing; the prosperous base will allow expanded amenities.
Growth - new homes, prospect of a new pier/restaurant
Better walking trails, bicycle paths & material support.
More homes means more traffic & utility needs which calls for better Kitsap County government planning & coordination. Keep residential lots large. Restrict commercial development concentrated, not allowed in residential areas.
People in this area value its natural beauty enough to be willing to pay for the improvements that enhance the area.
Provided stricter architectural guidelines & controls are put in place. Construction now is too "Hodge Podge."
More public beach access.
Controlled development of the whole area.
The Greenway

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Larger base of residents (which is good, up to a point.)
 By passing along the above values to new residents so that Egion remains Egion.
 By adding a "downtown" in Hansville to give a local place to gather and draw people together.
 Providing affordable housing for seniors that can no longer live alone in their own homes and do not want to leave the area.
 Completion of the Hansville greenways, larger Community Center and the Forbes Landing Park.
 Current zoning should continue to prevent small parcels and overdevelopment.
 New schools & pride in homes will continue to help the area.
 The transportation and communication infrastructure is developing at a reasonable rate.
 First, I don't see how we will or could let it become "worse" – second it will improve because the on-going desires & involvement of this active community.
 More transport services
 Some answers on where development will take place.
 Smart development, keeping aspects of scenery in mind.
 With good planning, nature can be saved and neighborhoods improved.
 Added park(s), trail systems and hopefully a boat launch!
 Nice homes being built.

15-2 becoming worse in the future:

Increased traffic (mentioned specifically).....	45
Too much development (construction)	50
Increasing population	55
More regulations	
Loss of rural character, incl wildlife	21
No reason given.....	5
Inadequate roads.....	6
Indifference to uniqueness of the area	
Heightened activity level	
Higher property taxes.....	5
Congestion	10
More crowded.....	11
Growth (non-specific)	8
Noise	4
Litter.....	2
Pollution	4
Speeding	2
Less friendly.....	2
Less safety.....	1
The level of development has increased drastically and the degree to which rules & restrictions are being imposed as increased even more drastically in my personal neighborhood.	
Overcrowding on Hansville Rd. due to over development of land.	

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Population increases=pollution, social and environmental. Poor community and county planning to maintain current ambiance.

Growth, shrinking green spaces, infringing on crucial habitat for native species, pollution of Puget Sound, traffic, oil spills, new people who do not respect: traffic rules, their neighbors-fellowmen, the environment, wildlife, keeping pets (domestic) at home.

More congestion in surrounding areas - i.e, Poulsbo bottleneck, [indecipherable], Kingston access

Lack of control of pollution. Unexplained decrease in water oxygenation in Hood Canal. Decrease and loss of fishing & natural wildlife.

Increase of property taxes will force retirees out.

Certain individual residential sites are truly special. The broader community seems diverse, in connected and subject to less than attractive developments. Hope lies in the type of future planning that this study is addressing.

Only because you can't stop progress, ie..., more homes- more people, more traffic. More development takes away the privacy. People cut down too many trees.

Increased population brings "city" problems with it.

Government is not providing infrastructure to support population growth. Extreme environmentalism is rampant-example, location of new North Kitsap high school is absurd.

More housing per acre. Increase of strip malls. Wider roads. Changes/more flexible zoning. "Neighborhood small businesses/services." Constant expansion of the urban growth boundaries.

Population growth - New homes & businesses.

Also need for more public transportation.

The minimum size of parcels available for sale keep getting smaller, hence privacy is lost and you begin to feel crowded in.

Addition of more people could reduce number of trees & wildlife.

Growth can result in more traffic, crime, ferry congestion. 2

More people moving in will make it noisier, crowded, more crime.

Additional homes & vehicles.

Greatly increased traffic with people in too much of a rush to get to their own destinations with less & less regard to legal speed limits and regard for the safety & welfare of all others.

The more liberal do-gooders, the worst it will become.

Traffic - poorly designed traffic corridors which lack buffers of trees, traffic noise, strip mall type development along Hansville Rd - clear into Hansville.

Loss of vacant land - increased traffic.

Smoke from wood stoves lessening air quality.

More development makes more noise, traffic, strife with neighbors & more demands on the natural environment.

Population which brings traffic and the loss of a sense of neighborhood.

Already too many cars, people, etc. Many of us started out with vacation homes and now we have expensive homes and the cost of dues & fees is forcing some people out of this area.

It may soon become urbanized.

Too many newcomers building big homes, not interested in the community but interested in big developments of their choosing.

More people = more noise.

Gov't regs and idiots managing my community.

As the population of Hansville increases, more houses are needed. Increased land development usually means that trees are cut & land cleared of natural vegetation.

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This diminishes the sense of the community structures/housing, etc. being part of a natural setting. Areas become filled with houses rather than being natural areas. More congestion, traffic pressure, crime, negative effects on physical environment. I hope no big buildings, businesses, or shopping centers are developed in Hansville. Area is growing so quickly that it will become too crowded, views will become obscured, wild life will leave - crime will increase as it always does with increased population - open space will become tamed and children will only be able to play in "designated" parks.

Well - not necessarily worse, but it is growing quickly, so more trees will be cut down, traffic increased etc. But I think that is because the area is so attractive to families.

Too many people, especially at the lighthouse. - dogs not on leashes.

Worse if it gets too crowded and or if more trees than necessary are cut down when building new homes.....

Too much traffic with so much new development - more casinos and businesses on Hansville Road - already overcrowded.

Due to uncontrolled growth. Habitat disappearing, increased traffic, more lights, e.g. the "new" generator on Little Boston Road, etc.

Way over taxed for the quality and quantity of services rendered.

As the population grows, it becomes more of an "every man for himself" type of society - aggressive drivers, poor manners, vandalism, littering.

Traffic noise will increase. New neighbors are an unknown, taxes could become unreasonable.

May become worse if growth and development is undertaken without master plans, community planning.

Congestion and people cutting down the trees.

Overbuilding and outstripping the water supply and destroying the forest areas.

More & more people cutting their lots up into smaller & smaller parcels.

Hard to see how the peacefulness of the community can be maintained in the future.

Urban sprawl

Soaring property values, scarcity of land

Republicans

Removal of trees, too large houses being built.

Overbuilt - without planning with large parcels of land; danger/death on Hansville Road.

Uncontrolled growth

I'm a little nervous about the new walk-on ferry from Seattle & becoming an open door to more pollution/people or whatknot.

More and more land cleared and trees cut down, replaced ticky-tacky housing, leading to perceived "needs" for more better roads and other services, all leading toward the kind of crap that has already filled the eastern side of Puget Sound.

Over-management can destroy the community.

Too many people moving in and codes being changed to accommodate the new growth.

No infrastructure to support the growth that will occur - no road improvements or sewer system -both are badly needed.

Additional vehicles, especially diesel.

I believe know, money wins. If big money targets North Kitsap as profitable, then we are going to look like the Silverdale area. The only thing that may save us from the development rampage is the water problem. Water problem: not enough now. Crises in futures.

People who do not value the rural nature and quietness. 3

Lack of pride in community.

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Thoughtless people.
Growth with foot ferry.
Too many large houses and people who are proprietorial about the beach.
Too many drunk drivers.
Too many "Type A" personalities moving here & wanting this area to be just like wherever they came from.
Improving in some ways with more businesses, etc., but becoming worse with traffic, etc.
Over population, destruction of wildlife habitat, growth that diminishes unique small community feel.
Kitsap is so anti-growth that new people who would bring in better services nearby, are discouraged.
More crowded - more people with a "me" attitude.
Expansion of casinos.
Too much traffic, cheaper houses not thought out very well in placement with driveways and usable space/greenbelts. Casinos bad. Industrial park by dump not good.
As more land is developed, wooded areas may diminish - loss of animal & bird life, stress on environment (more cars, higher use of fresh water, possible increase in nutrient runoff into Sound water.
Worse if development continues without following existing 20 year plan.
Getting more built up & stressing water & power availability. Becoming more urban.
Perhaps let existing water & power availability limit future construction.
Quiet "peace" is being eliminated.
More people will bring increased traffic & less feeling of security. Also worry about future large scale development on the reservation (recognizing that the tribe can do whatever it wants - large development there would negatively impact the "quiet" we covet.)
Too much growth - septic systems won't handle it. The possibility of a new county park at Norwegian Point which would encroach of everyone's privacy. We already have enough parks in our area. It would have to be patrolled and that is costly.
Changing the rural nature to that of congested housing.
The trend is toward more eco-disturbing development. Our hope is that future plans will be long term in nature, considering actual environmental costs & benefits.
It will undoubtedly become more developed. However this should not be too strongly controlled. If you own land and pay taxes on it, you should be allowed to develop it - in a responsible way.
Impact of too many people, cars, and all that comes with larger population - crime.
We don't need another park at Forbes Landing - Norwegian Point.
More homes means more traffic on the very few main roads. The Indian reservation may try to develop more commercial endeavors in the future which would mean more drivers coming towards Hansville/Eglon etc.
Olympic Prop selling 150 acre site near us into parcels.
Growth management in my experience, takes away personal property rights and promotes using up rural land. Who needs 5 acres for one home? Or who can afford to buy 5 acres for one home?
The no growth group seems to be in power.
Concern about Tribe's future plans for land and Gamble Bay and uncaring attitude of county commissioner.
Concern about planning for and control of growth 2

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QUESTION #17 Please list any other community qualities *not in the list above* that you consider very important.

No answer		261	
Referred to items in #16 that they had not checked		2	
Access to water & fishing	9	Public transportation	70
Control of loose dogs	1	Good Emergency Services	3
Neighbors being considerate	1		

These appear to be suggestions for change or negative comments rather than naming desired qualities of life:

- *A cross thru road from Hood Canal Dr to Hansville Rd.2
- *Access to home maintenance and yard services2
- *Adequate roads if population continues to increase.
- *Bumps on Eglon road to slow traffic
- *Continue the walking path all the way to the end of the road.
- *Control harmful runoff into Sound.
- *Control ship pollution.
- *Creative zoning regulation responses to new development – for example (1) clustered housing surrounded by greenbelts; (2) village shopping combining housing & retail outlets like apartments, townhouses above shops.
- *County should buy water front in Hansville and make a park
- *Dogs should be allowed on the Greenway
- *Eradicate Scotch broom
- *Highway between Hansville & Casino (or where it isn't 4 lane) hazard when deer season or idiot drivers are around!
- *Homes going up 3 stories and very big
- *I would not like housing developments like Silverdale and Poulsbo and making McNeighborhoods anywhere north of Hwy 104.2
- *Improvement of roadside drainage and better care of roadside growth by county machine operators
- *Less people
- *Lower ferry fares.....2
- *Maintain roads2
- *Manage storm run-off to prevent flash flooding
- *Medical facilities such as a hospital or convalescent home2
- *More equestrian-safe paths for both horses and people and dogs.
- *New growth being allowed throughout the area on reasonable sized properties – 1 acre +/-
- *No growth – leave rural
- *Public libraries and community buildings open for public use.
- *Restrict height of fences
- *Restrictions on home size & height on/at waterfront – which seems nonexistent here.
- *Smaller lots on undeveloped land – with open space & community access included.
- *Stop the wholesale clearing of mature trees on construction sites. Please.
- *The leveling of some of the "blind" hills on Twin Spits Road – for safety's sake.

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*We need to make the ferry system better – more walk on boats that are cheaper to run & there by cheaper for us & community members. I believe we need to add roads now before we have huge backups, the road coming off the ferry in Kingston.
 *Wise use of water supply
 These appear to be qualities desired:

A good restaurant3
 A library
 A sense of order and cooperation
 A sense of purpose and direction
 A sense of small community with friendly people
 Aesthetics in building
 Availability of local farm eggs & produce
 Beaches – forests – mini history on a people quietly building a community
 Boat launch
 Fishing seasons for sports fishermen
 Clean water, good water management
 Ecological diverse, secluded beaches!
 Clean, well kept neighborhoods
 Community growth based on community consensus.
 Community history
 Community services for developmentally disabled
 Community support of local business and artists as a value to “build” community.
 Cost of living
 County government that follows the best interests of all the residents in the individual area – not the interests of the majority to the detriment of any one community.
 Effective influence on Kitsap County politicians and administrators
 Feeling of belonging
 Fire protection, people minding their own business, eliminating fireworks and casinos.
 Public safety, security2
 Good Health care
 Good public services – police, fire, roads, water, etc.
 Hansville Church
 A variety of worship services, philosophies
 Spiritual resources
 Choice & influence of local churches
 Post Office3
 Hansville Repair
 Hansville store.....3
 Good wine at the Hansville Grocery
 Inter community action with adjoining communities such as Eglon|Kingston|Shorewoods|Driftwood Key|S’Klallam Tribe
 Land use control
 Little government presence (no Big Brother), just community members
 Maintaining the rural character
 Minimum traffic
 Neighborliness
 Caring of community during trials, etc.
 Neighbors reasonably caring about maintaining their property
 Helpful neighbors
 Consideration of neighbors in terms of noise, loose dogs, and respect of environment

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Noise control, no firearms discharged even for target practice
Not on road to somewhere else.
Caring and protecting our wild life and ocean/bays.
Preserving wetlands & wildlife habitat
Limiting outdoor lighting to permit star viewing
Privacy
Respect for each others privacy3
Quiet
Redevelopment of Point No Point
Respect for private property, but without "No trespassing" signs.....2
Retention of Hansville general Store, if possible, as base for future "village"
atmosphere.....1
Retirement or assisted living or in-home long term care.
Rural and farm community
Scenic beauty
Sense of freedom
Short pier for fishing
Small community
Spiritual resources
Strict controls on commercialism
The "independency" of those choosing to live here.
The community center and the support it generates
The wildlife, and protection of habitat for.....6
To have law enforcement visible and able to respond as quickly as the fire
department in an emergency, in Eglon and Hansville especially.
Tourism enhancements
Trees
Underground utilities
Wider, paved shoulders for the growing number of young families and elderly
walking and biking3
Wildlife viewing
Working together, e.g., nature preserve - "Hansville Gateway"
Zoning - rules to prohibit heavy machinery, junk cars, and RV's parked in residential
areas where neighbors are sometimes 10 or 20 feet away.
Safe bike path on Hansville loop & down to Kingston
Safe places to walk, with speed limits enforced.
Paved, well maintained walking and bike trails.
Courteous attention to traffic laws, (regard to the welfare of peace-abiding, law-
abiding neighbors)

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Question #18: If you left this community, what would you miss the most?

- *no response (45)
- *can't decipher handwriting (1)
- *views, beauty (95)
- *mountain views (10)
- *view and access (specific to water) (41)
- *saltwater orientation (4)
- *the beach (20)
- *waterfront (7)
- *Sound (5)
- *Admiralty Inlet (1)
- *Pt No Pt (3)
- *Lighthouse (1)
- *Buck Lake (1)
- *Nature Conservancy (1)
- *Greenways (2)
- *trails, parks (5)
- *boating (5) fishing (4) crabbing (1) boat harbor (1) marina (1)
- *privacy (14) peace and quiet (50) peace & tranquility (34) serenity (3)
- *natural environment (30) clean & protected environment (7)
- *wildlife (12) quiet of the forest (6)
- *weather (3) sunsets (1) stars (1) clean air (4) good water (1)
- *the ruralness (32) semi-rural environment (1) the country feel (5) open spaces (3)
- *Limiting new growth to areas of existing development (5).
- *Small scale, multi-unit residences (1).
- *the people (32) friends (19) our wonderful neighbors (15)
- *family (1)
- *sense of community (17) the small community atmosphere (7) small town (6)
- *community that embraces diversity of people and opinions (3)
- *community organized to speak with one voice on common issues (1)
- *my home (8) our waterfront home (4)
- *less traffic congestion (8) lack of congestion (1)
- *low crime rate (1) personal safety in neighborhood (9)
- *the lifestyle (2)
- *slower pace (2)
- *Koffee Klatch (1)
- *Post Office (2) Hansville store (1) Hansville Church (2)
- *Pool (1)
- *arts & cultural events (1)
- *everything (4)

- *Rural, close to Seattle.
- *The feeling of belonging to a community that cares about the environment.
- *Not leaving, looking forward to becoming full time.

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- *The fact I had to leave because it became too developed by uncaring to environment & neighbors in appreciating the rural-ness. That folks were more concerned w/"property value" in terms of money, not environment.
- *Lots & lots of probables. Tribe buying everyone out & it goes into "Trust". They pay for nothing. Good luck folks.
- *I would miss the smallness.
- *Impossible to answer - it all adds to staying.
- *Rural character, space, serenity, animals, scenery, trees.
- *The peaceful "end of nowhere" feeling.
- *The peace & tranquility of the past, and people who respected it.
- *Open spaces for walking, local merchants, quiet.
- *Unspoiled vistas without commercial development.
- *Our neighbors & the source of my memories.
- *Stars, quiet, moon shining on the water, wind in the trees.
- *Almost everything but mostly the peace & tranquility that rejuvenates me.
- *Natures' offerings.
- *My wife.
- *The area as a whole.
- *Our cabin and its memories over the years and the ability to conveniently use it as a retreat.
- *The people and closer ties.
- *Sense of preservation.
- *My garden, wild animals - except 'possums.
- *Access to Hood Canal.
- *My children & grand children.
- *My home my son built for me.
- *The view coming over the hill into Hansville.
- *Knowing people here for a long time.
- *I did leave it and now raise wine grapes in E. WA. (Lord! I miss the rain & the sound.) *We don't get to spend as much time there as we used to.
- *Beauty of neighborhood.
- *Knowing your neighbors which is possible in a small rural neighborhood.
- *The boat launch community gatherings, Sunrise Beach yearly block party - real fun!
- *A very quiet neighborhood where people are friendly.
- *Egion beach.
- *The feeling of "home" - never before have I felt this at peace and at home.
- *Fishing from the beach.
- *Air quality - it's why we had to leave Seattle after 40+ yrs.
- *View of water & freighter, etc traffic.
- *Amenities of Driftwood Key.
- *Having to leave the property that was so much a part of my childhood and of my family.
- *Neighbors from diverse backgrounds.
- *Relaxed nature of the community.
- *Walking in the woods and along the beach.
- *The Hansville Comm. Ctr., the Hansville Neighbors lunch.
- *Combination of woods and water.
- *The breathing room.
- *Will not leave until dead.
- *Coastal community.
- *The organizations that enhance the community environment.
- *Ecological diverse, secluded beaches!

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- *Looking across Puget Sound at Seattle and feeling real happy I don't have to go there everyday.
- *The quiet, scenic setting where I live, the rustic house I finally own.
- *Family gatherings.
- *Actually we left the community & rented our house. We will be back 9/2005. What I realized that I missed most was the "community friendliness" and caring. The friends & knowing & seeing familiar faces when you go to the store. Also I felt as if I could allow our daughter to just go out & play to the beach or ride bikes on the roads. For now we live 6 months of the year in a remote area accessible only by boat or floatplane the other 6 in Ketchikan, 0 traffic - Orcas from my office window, 0 pollution.
- *The beauty! Hansville is like a piece of Heaven on Earth.
- *Hansville!
- *The tranquility of Coon Bay.
- *Nothing.
- *Uncomplicated, quiet, private way of life.
- *I do miss not having all the traffic on Hansville Highway like it was 3 years ago.
- *Small town feel with access to city life.
- *My neighbors in Eglon, reasonable access to services and health care. The friendly people of Kingston/Hansville.
- *My health. I would only leave because my health would not support my needs to be self supporting and be with friends.
- *The feeling of belonging here.
- *The sound of the Sound.
- *We have had our family place for 67 yrs. (we're on the 4th generation). Can't begin to answer - probably the beautiful views of P. Sound & beach life in general.
- *Friendship - involvement - social contacts.

QUESTION #19 - What shortcomings, if any, does our community have?

No answer at all	115		
"Can't think of any" or "none"	16		
Inadequate public safety services	6	Power Outages	14
Inadequate medical services	11	Trailer living	1
Lack of senior housing and Services	4	Small town thinking and gossip	1
Lack of neighborhood businesses	10	Recreation Facilities for Children &	
Youth	4		
Speeding, traffic safety	13	Lack of Boat Launch Facilities	8
Lack of bicycle/walking paths	8	Disagreements over Community	
Issues	1		
Inadequate growth management	9		
Restaurant/café			21
Golf courses			3
Tennis courts.....			2
Remote, lack of services (unspecified).....			5
Poor public school system			
Lack of support for local store			
DVD's at the Hansville store			
Could use more stores at main intersections			

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Distance from good shopping.....	4
Lack of zoned business areas	
Increased traffic/congestion	6
Traffic noise	2
The Hansville Highway will soon become a blood alley if not widened.....	4
Growth along Hansville Highway	
Traffic lights – we need a red & green light @ Little Boston – not a caution light & one @ Little Boston & Eglon turns.	
Bad Roads	7
A good main road	
Cross connecting road from the west side to the Hansville Road.....	3
Speed bumps	
Too many private roadways with no maintenance from the street dept.	
Preferences seem to be given to resurfacing roads to upscale residential area.	
Lack of response by law enforcement, especially timely	6
Apparent increase in theft	
Lack of police response to fireworks on 4 th of July	
Some transportation needs for seniors	2
Bus service/public transportation.....	5
Good, reliable, eco friendly transportation	
Complete disregard for commuting needs	
No village atmosphere, deterioration of rural atmosphere.	
Lack of a focal point with some charm and ambiance like the village shops & restaurants at Langley or Port Townsend.	
No real town center – ferry traffic is diverted right thru town – Bainbridge type town preferred.	
Would like to see a little more “Bainbridge” type shops but no major chains.	
Too many huge homes.....	2
Septic tanks that are polluting canal & Sound	
It feels very clique-ish to me.	
It seems to be “bigging”, more mini-malls, new development.	
Variety of arts and cultural events and programs.	
A variety of worship services, philosophies	
Lack of cultural & ethnic diversity	4
Limited diversity	
Too much support for Native Americans	
Tribe buying land and putting into “Trust.”	
No Library	
No Catholic church	
The strangers who fish in front of my property and dis-respect the beaches.	
There is an [undecipherable] need for a “pre-school” But not in the community center. The school should be in a separate building.	
Way too few streetlights in many areas.	
Too many permanent overly bright outdoor lights which obliterate the night sky.	
Too many liberals invading community. This survey is a good example.	
Ferry wait	3
Ferry fares	
Reservation	
Too much politics	
Every issue becoming a “political” issue.	
Closing & tearing down Point No Point Resort is not a positive.	
Lack of unity in maintaining the resources we already have and access to them.	
Not much beach access – all private property.....	5

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Parking for beach access
 Longer fishing & crabbing seasons
 Curbside recycling
 Becoming an overpriced bedroom community for the Seattle job market.
 Casino.....2
 Casino traffic.....2
 There are some homeowners who do not keep their property up.
 Little community feeling
 Organized community – whereby there is a lot more participation
 Too many unleashed dogs roaming beach with or without owners
 Dogs running loose
 Failure of dog owners to clean up after them
 Underground utilities
 DSL – bad phone service thru Century Tel
 Phone system – better cell phone reception2
 Lousy internet connection, super slow (Sunrise Beach area)
 Last on the list for repair during power outages (Sunrise Beach area)
 TV Cable in Sunrise Beach area
 Community Center is too small and needs more parking
 Poor water quality
 Water access - quality
 Dependent upon well water for homes is not predictable
 Sewers2
 I think the whole North Kitsap area needs to think seriously and soon about waste
 treatment before we kill Hood Canal.
 Good jobs that pay what the jobs on the other side of the pond do.....
 "Me First" – "The others be damned"!
 A NIMBY character2
 No growth attitude
 People trying to change the area by developing it: more houses, more businesses,
 resort atmosphere
 Unplanned growth or growth that favors developers, bigger retail businesses.
 Ineffective County Commissioners
 Tin ear from County commissioners
 The County commissioners
 Community leader bowing to pressure of developer to increase housing density.
 Poor community leadership
 We could be easily bottlenecked by the existence of just two main roads in
 emergencies (disasters).2
 Friction between the bedroom communities vs. the live-here communities; the beach
 vs. the hill, early comers vs. late comers.
 Rude & disrespectful people
 Human nature (bickering, selfishness, and control)
 When we add something, it changes everything.
 Land clearing, tree removal.....3
 Development – first a new – unwanted fire station, then a generator, what's next
 another Albertsons or Wall Mart?
 Overdevelopment.....6
 Rapid population increase.....2
 Too much growth.....4
 Escalation of property taxes
 Taxes too high for what you receive
 Excessive taxation

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New, younger volunteers
 Organization, planning, zoning
 A united voice among full-time and part-time residents to preserve the feel of the area.
 Would like to see the entire area north of Albertsons have a community group to deal with the changes in a way that preserves our individual areas.
 Enough unity to effect growth in a forceful way.
 We are not a town or city – we lack significant government oversight which sometimes means benefits as well.
 We are draining residential stormwater directly into our bays, filling & polluting them – development need on site collections sites. Local government has not resolved this drainage problem.
 Growth management with respect i.e. streams, not managing storm runoff
 Suburbanization of rural area
 The people who come with big city ideas and want to turn this area into what they left (i.e., pave roads, put up street lights, etc.)
 Driftwood Keys has not been planned well.
 Burning trash on the beach
 House and old boat building by the store could be painted to pick up store and church colors
 Communication among residents
 Too liberal
 Too many homes neglected
 The county's method of determining land values
 Improved park areas
 It can be hard to find out what is going on (events, activities) in a timely fashion.
 Neighbors not respecting other owners > view – building appearance – lot maintenance. Roadway trash.
 No requirement to garage or remove unsightly cars, boats, motorhomes, etc. from individual properties.
 Roadside litter
 There doesn't seem to be anything social for the 20's to 50's.
 Minimal mail pickup
 Too much dependence on beach residents
 County zoning looks OK, but what is actually occurring doesn't match.
 Mailbox vandalism
 A marina in Port Gamble would be nice
 My area: few wildlife
 Restrictions of covenants
 The view from our home

QUESTION #20 – What might cause you to leave this community?

No answer at all	38		
Health and/or old age	38	Lack of Peace	1
Higher taxes	48	To be closer to family	9
Traffic	25	Retirement	1
Over development	41	Nothing	16
Better job	3	Job Loss	3
Shift in community values	3	Financial	16

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Lack of health services	18		
Inability to live independently	11	Illness	11
Death, self or spouse	45	Too much growth	25
Commuting issues	2	Employment/job change	8
Inability to maintain homes	10	Crime	8
Increased population	14	Not much	3
Commercial / Industrial development	3	Bad Neighbors	2
Noise			2
Lack of help & support from neighbors			
Lack of decent wages			
A large casino on S'Klallam reservation			3
Too much tribal influence			
Development making the Hood Canal Dr road into the main thorofare to development north of here			
Too much emphasis on making Hansville a recreation destination for Kitsap County			
WA state weather			2
Desire for more sun.....			1
Warmer climate			2
Congestion.....			6
Loss of rural character			7
Going to live in the country			
Job relocation			
Disaster			
Fuel costs			2
Uncontrolled dogs			
Disregard for environment.....			2
Walmart at Forbes Landing			
Lack of privacy			
Quality of life			
Unfriendly relations between old timers and newcomers			
Loss of driving capability			5
Location to businesses			2
Decreased sports fishing			
Inability to have boating access			
Overcrowding for existing facilities			
Poor planning for the Hansville/Driftwood Key communities			
Bickering			
Loss of water access.....			2
Trashy housing			
U. S. Navy and encroaching development			
Too much interference with personal private mode of life			
Too many rule-based restrictions.....			3
County permit process			
Incorporation			
If Driftwood Key cannot continue to maintain an open, dredged channel to Hood Canal.			
Driftwood Key is operated in an autocratic manner - community members are not treated properly.			
Air / Water pollution			4
Ferries			
Moving to San Juan Islands someday			

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Deterioration in the quality of life and/or the area's natural resources

Question #21: As you think about the future, what are the most important things that should be preserved or changed to make the quality of life here better?

- Preserve: A feeling of genuine community among residents (13).
Community that embraces diversity of people and opinions (1).
Strong volunteer participation in the community (3).
Neighborhoods with distinct character (9).
Peace and tranquility (18).
Scenic Views (13).
Clean, natural environment protected for future generations (59).
Greenway, Nat. Cons., open space, trees, wildlife, wetlands, water
- (61). Expand Greenway, acquire Captain's Landing for waterfront park (2).
Feeling of personal safety in my neighborhood (14).
Ample parks and recreational opportunities for all ages (8).
Public access to beaches, PNP, Puget Snd, Hood Canal, Buck Lake
- (23). Minimum of traffic congestion (14).
Rural character of the area (60).
Large lot size, maintain existing zoning (8).
Limiting new growth to areas of existing development (8).
Good public education K-12 (1).
Hansville store (2).
Limit and regulate permanent outdoor lighting (2).
- Encourage: Stop/control growth (14).
Growth control plan (7).
Smart growth (3).
Ecologically sound growth (9).
Expand Greenway, acquire Captain's Landing for waterfront park (2).
Expand Greenways, trails, open spaces, shorelines (9).
Limited development (13)
Control/limit commercial development (5).
No strip malls, no giant chain stores (3).
Limit massive housing developments (9)
No multi family dwellings (4).
Low population (5).
Cultural diversity (1).
Assisted living for the elderly and handicapped (5).
Access to services (1).
Neighborhood small businesses and services in a village setting (7).
Good health care (2).
Extend bicycle/walking paths (4).
Improved Roads (4).
Installation of Natural Gas (2).
Installation of Sewers (4).
Reopen Point No Point marina (3).

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Better zoning for residential building (1).
Larger casino (1).
Clean up Hood Canal water (3).
In Hansville: Café (1) Good restaurant (3).
Keep Hansville small and non-congested (2).
Lower taxes (2).

Stay the same – fine as it is (11).
No Response (64).

- *This survey is a great idea. Only question #16 needed help.
- *How do we get results? Of this survey?
- *Thanks for your effort!
- *Thank you for this opportunity! Good job!
- *Ecological matters, too much growth. Thank you for doing this – it gets all of us thinking about the treasure we have.
- *Less nose people who send liberal socialistic surveys. Where was your futures committee when the state practically gave away our forests?
- *Leave well enough alone. Stop projects that profit a select few. Realize that there is more to Kitsap County than ¼ mile on each side of Twinpits & Pt. No Pt. Road.
- *More parking will be needed by the church, store and Buck Lake park.
- *Grocery store, church filling station, good roads.
- *Casino – a blight & cancer to the health of this community.
- *We're concerned about those who have had "one too many" pulling out fr... the casino onto Hansville Rd.
- *The Hansville Community Center and its many activities should always be supported and preserved as well as Fire Station #89. We shall always need them both.
- *The charm that Kingston & Poulsbo have – and keep alive the talent in art, crafts, gardening, music (live music) that we now enjoy.
- *...bringing more people together into the community through community events.
- *More volunteering by younger generation.
- *Perhaps a sub area plan such as Kingston and Suquamish have and approved by the county would give us more control over land use issues in our area.
- *The rural character, community forums to discuss ways to improve/maintain what we like & how we want to live.
- *Those individuals who are active in community affairs should make sure their "agendas" are consistent with those of the majority of people they purport to represent.
- *Change: compromise, cooperate and get things done for the good of the community. Not just those who got here first.
- *Keep road system rural.
- *Rural roads – not widened to cause speeding etc.
- *Preserve a min 20'0" buffer on either side of Hansville Road.
- *Kudos to Kitsap Cty for its excellent roads!
- *Roadside drainage needs re-thinking – the County digs the ditches deeper, the rain washes the resulting silt along – refilling ditches & polluting, smothering shorelines – there is too much fussing with roadside by inept machine operators with no regard for roadside unique varieties of plants & flowers. We could be easily bottlenecked by the existence of just two main roads in emergencies (disasters). Could this be met by planning for use of boats, ham radios, Coast Guard. How do we get home or to medical care? Preventing global warming & arctic melt and war.
- *A new cross thru road – keep the trees and slow traffic.

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- *Build a connector road to reroute traffic. I think we should all work together to preserve all of our north Kitsap neighborhoods, and to ensure that one neighborhood doesn't deteriorate to benefit the others. There are solutions that will work for everyone.
- *Our inability to stop roadside littering, no place to launch small boats, limited parking and beach access, a road connection from Hood Canal Drive to the Community Center at Buck Lake, improving access from N. Little Boston Road to Hood Canal Drive.
- *Another outlet to Hansville Rd. for Driftwood people.
- *I think a road connecting Driftwood Key to the Hansville Highway eliminating the hairpin turn and Cliffside Road would be great!
- *Traffic controlled & better Stop & signals on Hansville Rd.
- *Too much traffic.
- *Slow traffic down & enforce it.
- *Speed zones on Hansville Rd.
- *...ability to walk on quiet roads, visit with others passing by.
- *Extend the walking trails (paths) along the roads so everyone can walk throughout the community without fear of being run down. ...apartments & businesses are not keeping with the rural setting.
- *Air quality beyond but including vehicle ENFORCED.
- *Quality of life – air, water, density, growth.
- *We need to have better access to power/water.
- *The one worry we have about the starting of a water district is the availability of water and the developing of massive amounts of undeveloped property without zoning rules etc.
- *LESS POPULATION, NO MORE HOUSING DEVELOPMENTS. Why are you building 150 more houses in Hansville if there is not enough water or power for the houses there now?
- *Clean water, control population density, keep trees standing.
- *Public drinking water & fire protection.
- *Addition of public services: water.
- *Maintain utilities infrastructure (power, phones, roads) without losing more undeveloped land areas.
- *Educate the community about the need to tax to develop the needed infrastructure.
- *Less loss of electricity if possible.
- *Well run services.
- *...improve ferry system and keep building from being over built.
- *Foot ferry to Seattle is a big plus.
- *Support and expand passenger ferry to Seattle.
- *Good bus service, but the whole of Washington needs good public transportation. It is poorer now than in the late 40's when I lived in Idaho off a dirt road!
- *Good bus transportation.
- *Access bus runs publicized in Hansville Log.
- *Access to ...adequate rapid transit, medical personnel and facilities.
- *The aid response is outstanding!
- *There are a lot of retired people living here, when they lose a spouse, they find it difficult to live alone in their homes, a retirement/assisted living facility would allow them to remain close to their friends.
- *Control of growth development of homes or condos suitable for aging residents.
- *Neighborhood development.
- *Preservation of small residential areas as developments go forward.
- *Preserve the residential community and spare us those energetic souls with the boomer mentality.

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- *Change: Omnipresent evidence of unsightly human clutter/junk/"toys".
- *My quality of life here is wonderful. My level of contentment with my specific neighborhood is lacking.
- *...access to trails connection neighborhoods.
- *Establish home-owner org.
- *More lighting on street corners, especially in Cliffside.
- *Maintain low crime & petty destruction – of property – vandalism.
- *Community watch participation.
- *My neighbors in Eglon, reasonable access to services and health care. The friendly people of Kingston/Hansville. Providing cable in our area – why not? No more casinos.
- *Driftwood Key amenities.
- *Impact of development on Hood Canal is a big concern.
- *Preserve Skunk Bay and it's access to the canal.
- *Limit development. No need for a "dock" – it would only bring noise on water and congestion on roads.
- *Do not expand Point No Point Park. The area cannot handle it.
- *The beaches (by the way I think they all should be public despite the fact we own the tidelands. I think that is wrong.)
- *Remaining waterfront areas should be preserved for public enjoyment.
- *...enforce traffic laws – especially on Hansville Hwy., educate public about private vs. public beaches.
- *Point No Point must be preserved! It's such an amazing place since it has become a public park. There is too much traffic noise, questionable activity in the park after hours, people taking massive amounts of driftwood off of the beach & litter!!
- * The area was well known as a fishing destination and now we are losing the one thing we were best known for and why a lot of us live here!
- *Low population density. Developments in higher density areas should be kept small in scale. Parks & beach accessed should grow with the population. Urban Growth Areas should be kept smaller rather than larger.
- *Environment concerns. My beach is pretty sterile now. i.e. no clams, not even raccoons, no otters, few deer.
- *Let the free market make that determination . I do not believe in taxing everyone so that a majority or minority can achieve some agenda.
- *Changed: the mind set of our politicians who ignore problems of run off, earth slides and pollution in favor of a larger tax base.
- *We are intending to become fulltime residents ... I'd like to see whether we can buy a conservation easement ... perhaps reduce our taxes and make it harder for the next generation to sell the property for development.
- *Infrastructure development keep up with population increase. Roads safer for bicyclists and heavier traffic. Local shopping centers, continued improvement and development of parks.
- *Would like to see a golf course community for 50 plus with limited # of homes – large lots. Large group of people nearing retirement. Target them. They have money & more of community spirit.
- *Keep the real estate salesmen & property developers out!
- *Limit new construction for all manner of residences ie: single family or multiple residences.
- *Limit mobile homes – even doublewides.
- *Encourage single family custom houses over " tract house" large scale developments.
- *Stricter rules for developers. Require them to keep as many trees as possible when building new houses. Provide a public boat launch.

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- *...stop the total eradication of trees on properties.
- *Try and prevent the slash and burn cookie cutter housing developments that we see all around Silverdale and Poulsbo.
- *Reasonable zoning must be maintained. The "cottage housing" higher density infill is ruining some communities elsewhere (King County, Edmonds, for example).
- *Large parcels of land need to be reserved.
- *Land.
- *Sustainability.
- *Cities have density, why can't rural communities? Thank you committee!
- *Hopefully the area north of Kingston retains the NW lifestyle and rural farm neighborhoods.
- *Low density in N. Kitsap & Hansville area. Limit retail dev. to Kingston Poulsbo & Silverdale.
- *Small commercial center midway up the peninsula.
- *Retention of rural character (Erickson Farm). Encouragement of agricultural development (winery). Reconsideration of connector road.
- *2.5 acre min. on undeveloped property.
- *Rural nature ie: limit acre/houses.
- *Small village character.
- *Access to the natural aspects of the community and the overdevelopment of small communities like Hansville.
- *Enjoy seeing some small development in Hansville which would include a comfortable coffee place similar to what Hans. Grocery tries to offer.
- *As population increases more small businesses might be able to make a profit.
- *Preserved: Lighthouse, Buck Lake...Changed: Give Hansville that Coastal Village setting with little shops, eating places... I believe the large piece of land behind the post office and just north of Shoreview terrace would be a great location for a community park. A real park with quality trees (not a bunch of Alders), walking trails around the park with resting areas, restroom, playground equipment, basketball court and baseball field for the community kids.
- *Plan ahead for...a park at Hansville on the water.
- *...Forbes Landing & maybe make other improvements there - like boat launching.
- *Finish the "trail" programs. Purchase by the community of more waterfront for use by those that aren't able to have their own.
- *Preserve the environment and beach, respecting the rights of the property owners.
- *Preserve right to private beachfronts.
- *Private beaches. Point No Point Light House, Boat House & restaurant. Remove speed bumps on PNP Road.
- *Preserve private; legal. personal ways of life from too much organize centered fervor.
- *We must preserve our independence as property owners while becoming stewards of the land. Do not allow the county to over regulate our existence.
- *Respect landowners property rights.
- *A school board with some sense. A Commissioner that cares about everyone in their district, more activities for our youth, activities for our elderly, ... Most of all "stopping the continue building and promoting of the Casinos. S'Klallamis are planning to build a very big one in the future. We have to stop this or this area and Kitsap will lose what we all came here for. "Quality of Life, Family and Community.
- *Attract families, not just retirees. Schools, schools, schools.
- *Better access to quality higher education. Better job market. Clean up of properties containing trash, e.g. vehicles on property on Little Boston Road.
- *More integration between the tribal people on the reservation and the non-native community. Better communication & understanding.

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*Changes to accommodate growth that won't effect the quality of living in a substantial way.

*Preservation of qualities now existing & working together toward an inevitable growth with little disruption to our tranquility.

*Preserve the "I've escaped everyday life" feeling.

*Preserve peaceful beautiful qualities.

Appendix C: Demographics Comparison 1976 vs 2005 Surveys

<u>How Many Years Lived Here</u>	76 Survey	05 Survey
0-19 years	253	269
Over 20 years	50	105

<u>How Long Do You Plan To Live Here</u>	76 Survey	05 Survey
<11 years (short term)	9 percent	2.9 percent
>11 years (Long or Permanent)	75 percent	97 percent

<u>Full Time or Part Time?</u>	76 Survey	05 Survey
Full Time	66 percent	70 percent
Seasonal/weekends	32 percent	25.5 percent

<u>Ages of Households</u>	76 Survey
0-5 years	30
6-11 years	42
12-14 years	26
15-18 years	40
19-24 years	42
25-34 years	63
35-44 years	51
45-54 years	110
55-64 years	142
65+ years	135

0-9	36
10-19	68
20-29	14
30-39	50
40-49	92
50-59	181
60-69	201
70-79	123
80+	61

<u>Employment</u>	76 Survey	05 Survey
Full Time	32%	32%

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Part time	9%	11%
Retired	34%	41%
Student	7%	8%
Homemaker	17%	9%
Unemployed	2%	1%
	100%	100%

Employment

Work From Home	19.2%	26.9%
Kitsap County	25.8%	32.0%
Cross Sound	50.7%	34.0%

Type of Dwelling

Single Family	95.0%	96.6%
Duplex	0.0%	0.5%
Mobile Home	4.0%	2.3%

Age of Dwelling

<1 yr	6.0%	5.0%
1-4 yrs	17.0%	9.2%
5-9 yrs	21.0%	15.6%
10-24 yrs	25.0%	35.4%
25-49 yrs	19.0%	25.1%
50+ yrs	5.0%	9.8%

Own or Rent

Own	90.0%	98.2%
Rent	7.0%	1.8%

How Many Cars

One	29.0%	16.5%
Two	45.0%	54.7%
Two Plus	21.0%	26.6%

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**Likely/Preferred Futures Critical Differences
June 3, 2006**

The items below were identified by the Futures Planning Committee as the most significant differences between the Likely and Preferred Futures that the Committee had adopted. Items selected as initial Action Items are highlighted and italicized. Other items are also important but were not judged as time-critical is those that were selected.

<u># Votes</u>	<u>Item</u>
	<u>Arts and Culture</u>
0	Make the GHA a destination for arts and crafts
3	Create a Cultural Arts Center and Gallery at Forbes Landing
0	Use the internet for advertising and web commerce
	<u>Demographics</u>
1	Little vs. enhanced diversity. Needs expanded discussion/investigation as to how it relates to economy and overall values
0	Community moderates growth and insists on careful development that is consistent with community values
0	Volunteerism is strong – how do we get there?
	<u>Economy</u>
0	Prevent additional commercial zoning in "downtown".
0	Retain the store and add a restaurant and Cultural Center at Forbes Landing
10	<i>Prepare a downtown master plan that includes a restaurant and Cultural Center</i>
	<u>Education</u>
0	Support school levies
0	Support volunteer involvement for all schools
0	Support enhanced adult education opportunities doe to <ul style="list-style-type: none">- Olympic Community College- Cooperation with S'Klallam Tribe- Telecommunication- Availability of New High School Facilities

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Environment

- 9 ***Minimize the negative environmental impact of forest practices in order to preserve wildlife habitat and eliminate clear cutting.***
- 0 Provide options for recycling yardwaste and limit debris burning
- 2 Insure shoreline protection
- 1 Limit light pollution
- 0 Educate and regulate the community regarding septic use and maintenance

Government

- 11 ***Develop a Community Advisory Council which is truly inclusive (representative) of GHA as a whole***
- 1 Expand relationships with the Tribe
- Consensus ***Increase Community inclusiveness within the GHA. Single zipcode and new welcoming sign at intersection of Eglon/Little Boston Road***

Housing

- 3 Create a standing committee to work with the County and actively monitor zoning density and development proposals to see that actions taken are consistent with Community Values.
- 0 Maintain as many trees as possible
- 4 Support construction of elder housing

Human Services

- 0 Create cooperative transportation to services
- 0 Increase awareness of availability of some home health care services such as Meals On Wheels
- 0 Support added health services closer to Kingston

Land Use

- 11 ***Preserve the Rural Atmosphere of the GHA by***
 - ***Create a standing committee to work with the County and actively monitor zoning density and development proposals to see that actions taken are consistent with Community Values.***

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- **Work with ORM to preserve the "spine" as wildlife habitat**
- **Cluster density to preserve open space but keep lot sizes at 2006 levels**
- **Preserve as many trees as possible to mitigate noise and pollution**
- **Regulate storm water runoff and drainage**
- **Wish agricultural use would stay, but see no means to enforce it**

Consensus **Involve the GHA in the planning and design of the saltwater parks to see they are consistent with community values**

Parks and Recreation

- 0 Park usage = welcoming community
- 8 **Protect wildlife corridor in ORM land and wildlife habitat throughout the GHA**
- 0 Continue the County/volunteer maintenance partnership
- 0 Complete a continuous trail system and bicycle loop

Public Safety

- 1 Create Neighborhood Watch Programs
- 0 Support second emergency road access
- 0 Support increased partnership between the Sheriff's Office and the Tribal police
- 5 Promote emergency preparedness and warning system

Transportation

Consensus **Support sensitive development of any additional road capacity and a combination of enforcement, education and traffic calming devices that enhance pedestrian and traffic safety.**

- 2 Support increased passenger ferry service that allows affordable and faster access to the City
- 2 Create small community carpool lots
- 2 Enhance traffic/speed control to increase traffic safety compliance
- 3 More adequate roads/ wider, bike paths, walk paths, safer

There were no significant differences identified in the other portions of the Likely and Preferred Futures.

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HANSVILLE OPEN HOUSE PUBLIC INPUT

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
24-Jan-09	Remove sentence of LU vision isn't very clear. Understand 'harmony'	Economic Goal: Needs to capture a greater array of businesses	Jerbocodes/ CTY spraying-ROU	www.nkstringofpearls.com	Business recycling	Turn lanes PNP casinos/ Ecology Rd	Signage for bicycle traffic	Heather, Karla & Kat rock
24-Jan-09	Delete tree preservation on private property. Suitable tree preservation exists elsewhere	Promote mixed-use, live/work environment. Minimize commuting	Existing Homeowner Rves	To see spls of other plans: www.kitsapgov.com/dcd	Need for plastic recycling	Different center near boathouse	Shoulders on Hood Canal Drive	Eliminate: "Ban Hunting from plan
24-Jan-09	Goal: SW processes needs to be simplified and not unduly burdensome to the landowner	Historical preservation of opportunities/ ways of life	Current Practices	Go to Community Plans link	Need for community transit	Care if aquifer	Twin Spits Road, shoulders @ Hansville	Adhere to Fish & Wildlife and gun law already in place
24-Jan-09	Goal: Preserve CUP	Fiscal enviroment	Education	Public Access	Yard waste needed	Septic failing	Another connector road... where would it be? Time frame?	Use the tax dollars for small business to create jobs. We have enough parks we need to provide help for jobs
24-Jan-09	LU vision for commercial core and for OPC areas	Economic Vision: Promotion of parks/commercial as a center of connectivity	New & existing development (Environment) Education	Very restrictive conservancy areas	Like new fire station	Sewer?	Infrastructure for Rural Wooded Incentive program needs to be provided	Suggest for all of our Kitsap County, keep our County's tax dollars in our county. Support local small businesses, would help the economy, bring in revenue
24-Jan-09	Goal: Use boathouse for community center, community gathering places	Project: Connectivity with parks development	Spine development- SEPA	Managing shellfish, chum harvest, etc.	Slow police response	Education RE: proper septic	Ensure that developers are providing infrastructure	Won't come to meetings because some people take over and don't know what they are talking about
24-Jan-09	Incentives for development	Land speaks first on parking and use capacity	Hunting is an issue/enforcement	Natural resource areas	Expansion of trails to Little Boston	Power good!	Provisions for pedestrian safety	Norwegian Point: strongly recommend tearing down boat house, restaurant & cabins. Open view of sound is much more attractive. Cost to restore & maintain \$1.3 million is exorbitant. Also major safety issues are of concern
24-Jan-09	Assure incentives for development	Vision: Infrastructure for GMA development		Protection-not "NIMBYism"	Separate school district	Shoulders on roads	Parking is an issue in Hansville	Preserve our wildlife-lower the speed limit

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HANSVILLE OPEN HOUSES' PUBLIC INPUT

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
24-Jan-09	Assure preservation of Cas/educate	Economy Vision: Economic development as applicable to what is allowed		Balance	Traffic problems from Point No Point casinos	Bike paths	Lack of public transportation	A view blockage for water views. Prevent building homes in front of others that would remove the other person's view
24-Jan-09	TDR promotion/education	Air space over north end--training grounds, incursions		Enforcement at critical times (Harvest) and ed(ucate?)	Shelter/clothing	Septic workshop	Would like to be able to commute to work without using car (Need bus service!)	Put planning info on line for public to see
24-Jan-09	Understand/educate tree removal or private properties--maintain trees on private properties	Goals need to be measurable		Beach-Eco system intertidal zones protection restrict access?	Add to Vision:	Handicapped parking spaces at Norw. Park flood	Increase public transportation	Vision Statements "Goals" need to have measurable goals (outcomes) to assess progress or lack of progress
24-Jan-09	SDAP process/process under SDAP thresholds--educate	Deveiop/adopt codes needed along side adoption of plan		Adequate parking	[Services for under-privileged	Speed tables deterrent to EMS	Alternative transportation corridor from Hansville to Kingston	Need to remember that the residents own the property but the public recreational opportunities need to be made available to the greater public
24-Jan-09	Maintain bio-diversity, mitigation, mono-culture	Hansville not a destination		Establish citizen volunteer patrol	Teenage moms	Cross connector road important	Bike lane on Hansville Rd	Add speed tables in other areas to enforce speed limits better
24-Jan-09	Misuse of lands--faster, better to deal with nuisance sites			Limit parking. Let's not have big spacious ugly lots and too many people	Job loss	Library services in Hansville (No Tues group)	Enforcement by Sheriff	Concerned about emergency response time because of speed bumps
24-Jan-09	Tree maintenance for fire, power, ROW safety			Restore Finn Creek! \$1.3 million to restore buildings? WOW too much	Better education of where to give/donate]	Shoulders and bike lanes	Cross connector road from Driftwood Keys to Hansville Road	Take out speed bumps add one fire fighter to Hansville Fire
24-Jan-09	Home business and recreational opportunities				Toxic waste site in Hansville-when will it be cleaned up?	Cell phone service lacking	More Park & Rides, buses, ferries integration (throughout the day)	Egion resident since 1952. Work at S'Klallam Tribe for 12 years. Aware of potential changes but every community had to grow or "It dies on the vine." Don't oppose progress but has to be legitimate and with sound investment in our mutual communities. At same time, preserving the uniqueness of "Egion's" past as well as our small distinct character need right kind of growth. Balance between the old and new so we can all take pride in what we have going for us

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HANSVILLE OPEN HOUSES' PUBLIC INPUT

Topics of Discussion

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
24-Jan-09	Reclamation of defunct development/bonding projects				Hazardous waste pick-up/ facility	Path for bike commuters/rec	All day services	Resident of Driftwood Key and greater Hansville area. Why are we the only ones in the county who has to maneuver speed tables whenever we come and go from our homes?!? They are more of a hazard, slowing traffic and ruining suspensions of vehicles. Please get rid of them. People can still speed
24-Jan-09					Education on contaminants	Reliable electricity/quicker recovery	Possibly a survey of who commutes	How secure is our water supply in the future? If it is threatened do we have measures to mitigate supply?
24-Jan-09					Better police service, especially in summer	Expansion of public water	Shoulders on roads for pedestrians and cyclists	Acoustic panels would really help when you offer this type of process
24-Jan-09					Improve transit in Hansville	Future sewer-Sewer system/collector system	Priority for shoulders should be at Twin Spits	Our land use rules seem to be sufficient. Land owners don't need to be over policed
24-Jan-09					More park-and-rides	Natural gas lines	Walking linkages should be encouraged (trails, etc)	Informative and well done
24-Jan-09					Improve/add to fire service		Safety regarding road usage (speed limits, etc.)	Environment: Banning hunting is outrage. Fish and Wildlife regulates hunting and fishing
24-Jan-09					Plan for natural disasters such as earthquakes		Concerns over speed tables creating more traffic	Environment vision. Change "Expanded waste disposal services" to provide recycling services & require recycling of materials from construction and remodeling
24-Jan-09					Need for proper recycling		Enforcement of people passing when others are going the speed limit	My concern is about signs along the roads, namely signs for businesses. I appreciate <u>no large signs</u> (I guess the Indians have an exception). When I'm in Redmond and Winslow, I note a lack of large signs and I appreciate the improved visual impact. Let's have a policy that limits size and height of signs. Trails seem to be a priority

HANSVILLE OPEN HOUSES' PUBLIC INPUT

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
24-Jan-09					Need for hazardous material recepticle		Point No Point Road needs shoulders and drainage issue solved	ROADS: Take out the speed bumps and get police to patrol the area. If there is so much speeding the county should get rich off traffic tickets. Besides that, we could use more cops in the area to control drug related issues. Pry cops away from doughnut counter and put them to work. Speed bumps slow down fire engines and ambulances. You can't tell people bumps don't slow down fire engines, that's a big lie. Hold the fire chief accountable for making that kind of stupid statement. The commissioners don't listen to county road engineers so they may as well fire them and save the money or apply it to more sheriff patrols. If you really want to make the community safer from vehicle accidents, take the drivers licenses away from women when they reach 75 years of age as they have a problem crashing into post offices and jewelry stores. There have been more of those accidents than accidents relating to speeding on Hood Canal and Twin Spits.

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HANSVILLE OPEN HOUSES' PUBLIC INPUT

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
					Need for faster response of fire/police, etc.			BAN HUNTING? What is the planning department doing trying to tell fish and wildlife how to manage hunting? A bunch of old women who don't know anything except what Walt Disney told them, are trying to run the whole community. Walt Disney was a great cartoonist not a wildlife expert. I know the bored retirees mean well but they have lost sight of reality and are out of control. Maybe it's time they moved into gated communities where hunting is banned and they only allow golf carts, electric wheelchairs and little busses for transportation. In reality as time passes and wooded land gets developed, hunting will diminish and cease without the county interfering with hunting rights and privileges
24-Jan-09					Currently not adequate			Please name the plan other than the Greater Hansville Community Plan. It should be more encompassing. The name should be the North End Plan
24-Jan-09					Third person in fire station			The cross connector should not be considered at all. A road such as this would bisect a wild life area. One of the goals of earlier north end plans was to protect wildlife areas.
24-Jan-09					Volunteer			We are from Egton and we want to thank you for all the work done by the committees and a good open house

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HANSVILLE OPEN HOUSES' PUBLIC INPUT

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
24-Jan-09					Reliable electricity			Great plan/presentation to include community input. Non-confrontational brain storming sessions are very effective. Personally, I have two areas of interest (or concern) in the infrastructure portion of Hansville's "Development."
24-Jan-09								Infrastructure - Need more parking for facilities (lighthouse, parks, etc.) Vital! That we have another true road to get from peninsula to Bond. Any additional development by development company must include impact return to community (i.e. wider roads, new roads, additional emergency services, transportation)
27-Jan-09	Make sure proper drainage	Promotion of economic vision for downtown	Building green-do not trade	Focus trail connections on south Greater Hansville area	Lack of medical facilities	Maintained roads, bike lanes, shoulders	One entrance into casino with street lights (dangerous without this improvement)	
27-Jan-09	Purpose of RWIP to balance development and environment	Keep in line with historical activities and uses	Hunting-existing rules are adequate	Access for people of all abilities/ages, where appropriate	Need for community health clinic	Storm water management	Specifically on Little Boston	
27-Jan-09	Creative zoning to allow multi-family in single family homes	Taxes are too high	Education of public about human/wildlife interaction	Identify trail/open space conditions/required abilities	Septic education	Bury electrical lines	Improvements for cyclists	
27-Jan-09	Need suitable buffer areas	Taxes too high (see Scott)	Patrols of parks	Signage (easy, medium, hard)	Sustainability/LID education	Be open to alternative energy sources-wind, solar	Connector Roads	
27-Jan-09	Need elder care in area-State legislation needed		TDR benefits unclear	Physical barriers for off-road/prohibited vehicles	Make whole area "Walkable."	Better cell phone coverage	Enforcement for speeding traffic specifically addressed in the plan	
27-Jan-09	Need to know cost before you add projects to plan		DFW regulates hunting; why ban it?!	Promote safe pedestrian crossing of Hansville Road (Install traffic light)	Water supply	Broadband internet - wire or wireless	Decrease traffic circles by "Banning" speed bumps	

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HANSVILLE OPEN HOUSES' PUBLIC INPUT

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
27-Jan-09	Incentives for sustainability		~What is it trying to accomplish?	Provision of basic park amenities (i.e. restrooms) <u>all year</u>	Sewer	Federal money - community/publicly owned broadband service	Connector road for 288th & Gamble Place	
27-Jan-09	Encourage Agriculture		~Safety?	Clarify Goal B, policy 2	Street lighting	Emergency notification system	Higher speed limits	
27-Jan-09	Decrease density allowed		~Wildlife enjoyment?	Be sure to address and protect rights of adjacent landowners	Bus service in future to urban areas (other than auto)	Natural gas lines	Defined bicycle lanes	
27-Jan-09	First sentence under land use-take out or define		Downtown Hansville development to promote Finn Creek estuary restoration therefore mitigation bank does not work	Get handle on number of people using greenway	Police: Quicker response, follow-up, more presence	Olympic Properties build a Park & Ride when/if they develop "Spine"	Other roads being connected (possibly through Egton)	
27-Jan-09	Define what suitable area is		Better enforcement of environmental hazards/junk cars	Better signage-put on property	Fire service for Egton*	Solar/wind energy	Alternative fuel vehicles	
27-Jan-09	Land use that protects Puget Sound			Private, fee-based recreation? (use of open space/fields, etc)	Fire main/lack of hydrants*	Lack of cell phone coverage	Foot ferry	
27-Jan-09	How do you mitigate impact of tribal land use on infrastructure				Purchase property in Egton that houses the fire truck	Enhance cell phone coverage	Solution to speed bump problem (possibly a vote)	
27-Jan-09	Improved tribal communication				Shoulders/walking paths(safe)		Pedestrian/bike pathway on Twin Spit Road	
27-Jan-09	Be careful what open space looks like				A place for young people-gym? Indoor facility		Free Park & Ride for commuters (use area between post office and Hansville Garage)	

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HANSVILLE OPEN HOUSES' PUBLIC INPUT

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
27-Jan-09	How do you enforce vision language?				More police presence		Bus transportation	
27-Jan-09	Land Use-First sentence doesn't make practical sense				Shorter response time		Creating parking criteria (numbers) to limit amount of people using a park at one time	
27-Jan-09	What determines "prominent land owner" size				Enhance traffic safety		Path on Twin Spits Road should go to nature conservancy	
27-Jan-09	RWIP particulars?				Transit service in Hansville		Path maintenance	
27-Jan-09	Keep first sentence				Drainage: Sea Gates		Foot ferry	
27-Jan-09	Increase of rural density back to 1 to 2 1/2 acres						Bus Service: Schedule to accommodate commuters (Route 66)	
27-Jan-09	State needs to fund ferries with roads						Public transportation that will meet the needs of the community in 20 years (look to the future and not limit ourselves to what is currently in place)	
27-Jan-09	Re-invent downtown Hansville as "Village" or "Hamlet" (Name change)						Alternative forms of transportation	
27-Jan-09	Height restriction						Uniform terminology on transportation issues (non-motorized, etc)	
27-Jan-09	Two stories, not three-commercial						Protect rural character	

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HANSVILLE OPEN HOUSES' PUBLIC INPUT

Date	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
27-Jan-09	Rules are too restrictive						Maintain "Marine highway"	
27-Jan-09	Limit rules that make it too expensive to develop and force buildings up						DCD to work more closely with the community to explore funding for safe routes to school, low impact development, etc	
27-Jan-09	Bury power lines in future						Pull over points for school buses	
27-Jan-09	Don't over-police land use						No cross connector roads to Hood Canal Drive	
27-Jan-09							Resolve issue of speed bumps by enforcement	
27-Jan-09							More speed tables at end of Twin Spits Rd pass the Hood Canal DR turn	
27-Jan-09							Public transportation!	
27-Jan-09							Population survey to figure out where bus services are needed (specifically where & what time of day)	
27-Jan-09							Possibly use a van for public transportation needs (alternative to buses)	

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Categorized Comments
 Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
Development Regulations	Private property tree standards sufficient		Tree maintenance for fire / power / ROW safety	Increase recreational opportunities	Need elder care			Explore overlay codes for GHA
	Private property tree standards not sufficient						Coordinate Hansville connector Road / RWIP	
	Simplify / relax / educate stormwater regs (2)						Developers to improve transportation infrastructure with projects	
	Improve stormwater regs (drainage)							
	Allow multi-family in SFR rural zones							
	Expand buffers							
	Decrease allowable density							
	Increase allowable density							
	Clarify / improve Open Space management							

01/14/09

Categorized Comments
 Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
	Limited commercial building height (2)							
	Overall relaxation of development regs (2)							
	Mixed use in rural areas							
	Preserve historic land uses (2)							
	Current development review process is adequate							
	Better coordination with Tribe (2)							
	Master plan for OPG lands	Utilize airspace for military training	Downtown master planning to include Finn Creek restoration		Hazard mitigation / emergency preparedness planning		Peninsula needs a second access road for emergency preparedness	
	Initiate downtown master planning (4)	Establish benchmarks for CP goals						
	Improve County	Downtown						

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Categorized Comments
 Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
	project cost accounting prior to initiation	master plan includes economic element						
Community Planning	Development incentives (2)							
	Promote TDRs; educate (2)	Lower taxes (2)	Require SEPA for GHA spine development				Park and Ride installation if OPG develops "spine"	
	Clarify / support RWIP							
	Encourage agriculture							
6002-shh/PHO	Promote biodiversity							
	Viable home occupations (2)	Support diverse commercial opportunities						
	Sustainability incentives	Promote recreational tourism	Environmental education for current / new					

Categorized Comments
 Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
			landowners (2)					
	Land use that protects Puget Sound	Coordinate economic development with (currently) allowed land uses	Protect aquifer (2)					
			Prevent septic failure (2)					
Sustainability	Reclaim defunct development	Clarify and/or further restrict hunting rules	Improve enforcement of environmental hazards / nuisance	Increase patrol of parks (2)	Improved law enforcement (5)		Better traffic safety enforcement	
	How to enforce Comp Plan vision statements?	Do not change hunting rules (2)		Increased enforcement on critical dates/times				
	Improve nuisance abatement			Limit beach access to protect inter-tidal system				

see ch 110

Categorized Comments
 Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
Make area more 'walkable'			Establish citizen volunteer patrol				
			Reduce Sheriff response time (2)				
		Sea gates to improve drainage	Develop existing parks	Clean up toxic waste site	Improve infrastructure	Ferries should receive road funding	
		Enhanced stormwater management	Restore Finn Creek with Norwegian Point Park development	More park and rides	Bury overhead power lines (2)	Left-turn lane for Point No Point Casino / Ecology Rd	
			Limit parking	Fire station in Eglon	Improve reliability of electricity	Expand Little Boston trail system	

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Categorized Comments
 Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
			Concentrate on South GHA trail connections		Install street lighting	Alleviate Point No Point casino traffic (2)	
			Improve ADA access at Norwegian Point Park and other priority areas		Improved fire hydrants / flow	Non-motorized improvements: trails, bike lanes / routes, pedestrian safety, expanded trails to Little Boston (4)	
			Install signage indicating trail conditions / difficulty / wayfinding (3)		Explore alternative energy sources e.g. wind, solar (2)	Signage for bicycle traffic	
			Physical barriers for prohibited		Better cell phone	Shoulders: Hood Canal Dr, Twin Spits Rd,	

Ord 4432009

Categorized Comments
 Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

	Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
				motorized vehicles		coverage (3)	Hansville Rd	
				Hansville Rd traffic light for safe pedestrian crossing		Install / enhance broadband internet	Improve parking; expand at DFW boat launch	
				Indoor facility for young people?			Need Park and Ride	
				Improved trail access				
				Improve Norwegian Point Park			Traffic control: Speeding	
Management & Education			Low-Impact development education	Provide basic park amenities (i.e. bathrooms) all year	More information on where to give / donate	Septic system education	Enhanced traffic safety	

014 443-2009

Categorized Comments
 Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

6002-CH 1210

Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
		Home owner septic system education (2)	Protect rights of adjacent landowners	Education regarding household contaminants	Public ownership of broad band		
			Fee-based recreation to support improved facilities?				
			Perform park user counts / surveys	Improve recycling for businesses			
				Provide plastic recycling			
				Need yard waste recycling			
				Services for under-privileged			
				Hazardous waste			

Categorized Comments

Greater Hansville Community Plan Open House – Jan 24 & 27, 2009

Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Miscellaneous
				recycling needed (3)			
				Bring back community transit (4)			
				Improve fire services (4)			
				Develop medical facilities (2)			
				Ensure optimal EMS access (speed tables ok?)			
				More social services e.g. young parents (2)			
				Emergency notification system			

Orla 443-2009

Greater Hansville Community Plan Public Comments

Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Other
LU-A-No, No, No. The GHAAC is not capable of taking positions on significant development proposals. They don't have the expertise or the ability to represent the populace here on development proposals	EC-B.2 - There are no medical support facilities for elderly people. Creating elderly housing up here is not something that the County can support. The local fire station only has an EMT on duty. Elderly housing exists elsewhere in the County where medical support can accommodate as well as denser shopping and other needs are met	Would be nice if land clearing on new construction could be limited. Really is not a good thing to slick off properties before construction.	We desperately need control for our parks which have become very popular. Perhaps we should make the stipulation that if you come you bring your good behavior with you.	Not in favor of changing zip code		Vision Statement: Should have a mention of a cross connector road. To think one won't happen in 20 years is short sighted. You claim the population may even double in 20 years. How about facing the fact that transportation needs to meet that fact.	What a total waste of my time today, June 28, 2009, with no information imparted. What about all the people who do not compute? That is a substantial section of older Hansville residents. Obviously there is very little response expected or wanted by this government agency. Sadm sad. Don't let Steve Bauer dictate Hansville's future!
No rezoning for cluster housing	Make GHA a destination for the arts? With what? A concert hall? A place for shows? We have no infrastructure for this. No one will come for local arts and crafts-forget that	I don't think we need to lose any more trees to developers-not in this economy.	PR-C - What are the two crown jewels in the County's park system? Please define	Keeping the retired in the County to live out the rest of their lives in an area they choose.		No cross connect. Reduce speed on Hansville Rd to 45	This meeting was a waste of tax payers' money. There wasn't any substantial info given on the remaining areas of concern (those not covered in the January open house). The number of people who were in attendance was not an adequate amount to draw any conclusions. This was obviously a square filler for the County and nothing more. Start your steam roller Steve Bauer-full steam ahead!
There seems to be plenty of vacant communities/lots for any growth in the near future-plenty of homes on the market.- Karen Lemagie	None of the goals or policies are consistent with other value areas. Example: Support dispersed commercial/industrial activity? No way. It should be kept concentrated and in one or two areas. We want the rural character left alone.	Not only does Finn Creek need to be allowed to meander, but the wetlands behind the post office need to be preserved	We need bike trails/paths along our roads. Safety is an issue here, especially with people driving beyond the speed limits on most of the roads. We need wider lanes for bikes and pedestrians.			Put the connector road in the vision statement. It was in the original vision statement - removed for January open house, then it's still out - even though they (the public) asked it be put in! No more "oversights"	Post card noticing - good.

Ord 443-2009

Greater Hansville Community Plan Public Comments

012 443-2009

Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Other
After the 91 acres of trees are cut by Pope & Talbot is done, the land is for sale. They want one buyer for the whole lot. What restrictions will be placed on the land? 20 acre lots, 5 acre lots, small community 100 homes or less houses, large 200-600 houses.	I would like to see an eatery in the area-use existing buildings	There is a need for a hazardous waste disposal site in the north end.	I love what they've done with the Greenway trails! I did not live in this area when the surveys were taken, but have lived in Kitsap County since 1980. Karen Lemagie			I wish to register my support for a connector road.-Les ?	I don't like these meetings that are split up like this. I want question and answers as concerns or objections. Peggy Miller
I consider promoting "performance base" development with OPG critical.	The surveys do not represent the current economy. Again, I did not live in the area at the time of the survey but have lived in Kitsap County since 1980 (Driftwood Key since 2005)	Our family has owned property in Hansville for over 80 years and we have seen many changes, mostly good. Lately I am concerned about clear cutting, water runoff and especially the septic tanks on flood plains that service very small lots, over built and over populated.	Would like to see restrooms at parks open in the winter for public functions and other community events.			We need bike trails/paths along our roads. Safety is an issue here, especially with people driving beyond the speed limits on most of the roads. We need wider lanes for bikes and pedestrians.	These are the two deaf households which requested a captioner and which also request the transcript be emailed the next day. Jolene_lambrecht@yahoo.com Bigdog5678@hotmail.com

Greater Hansville Community Plan Public Comments

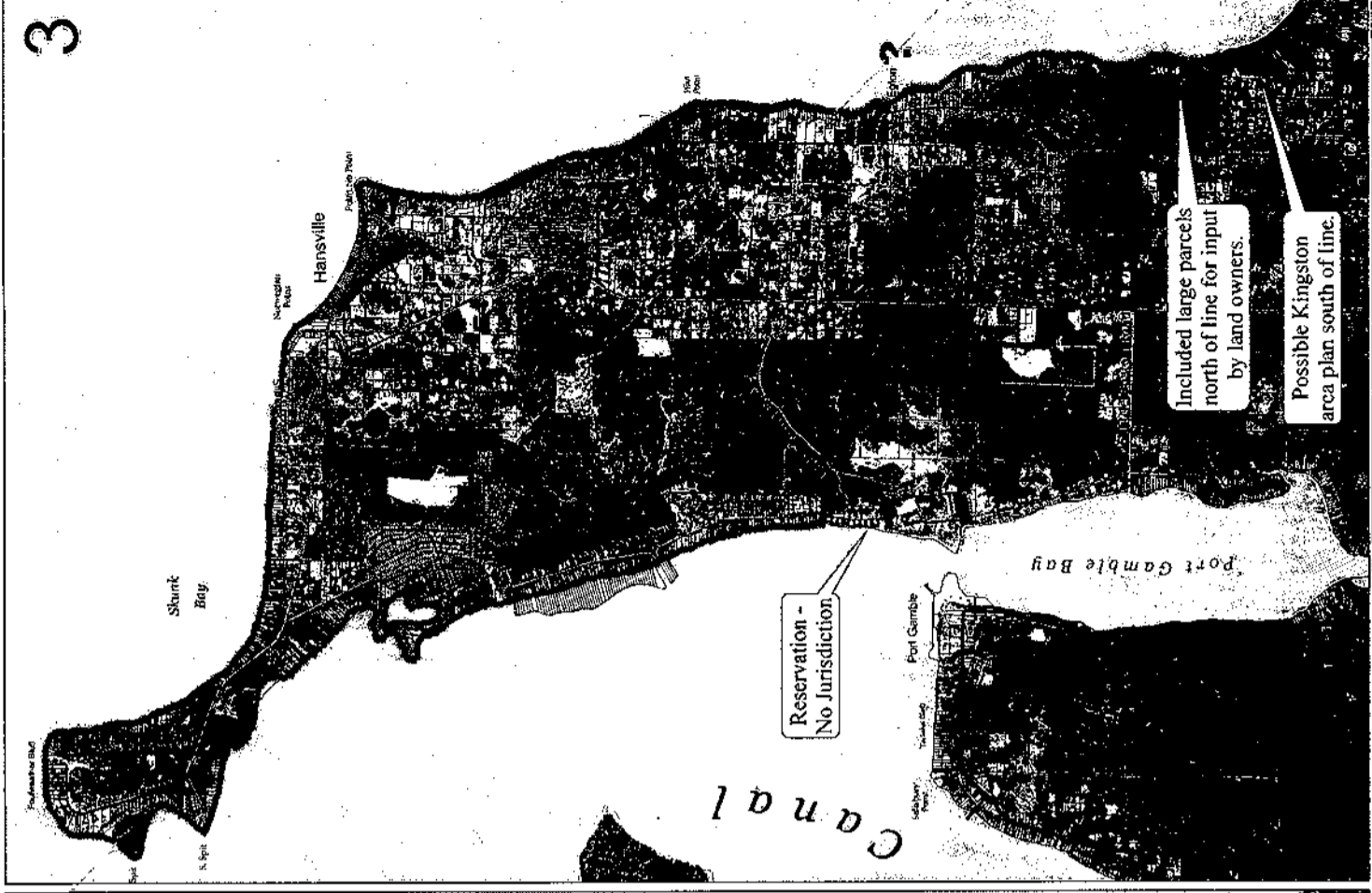
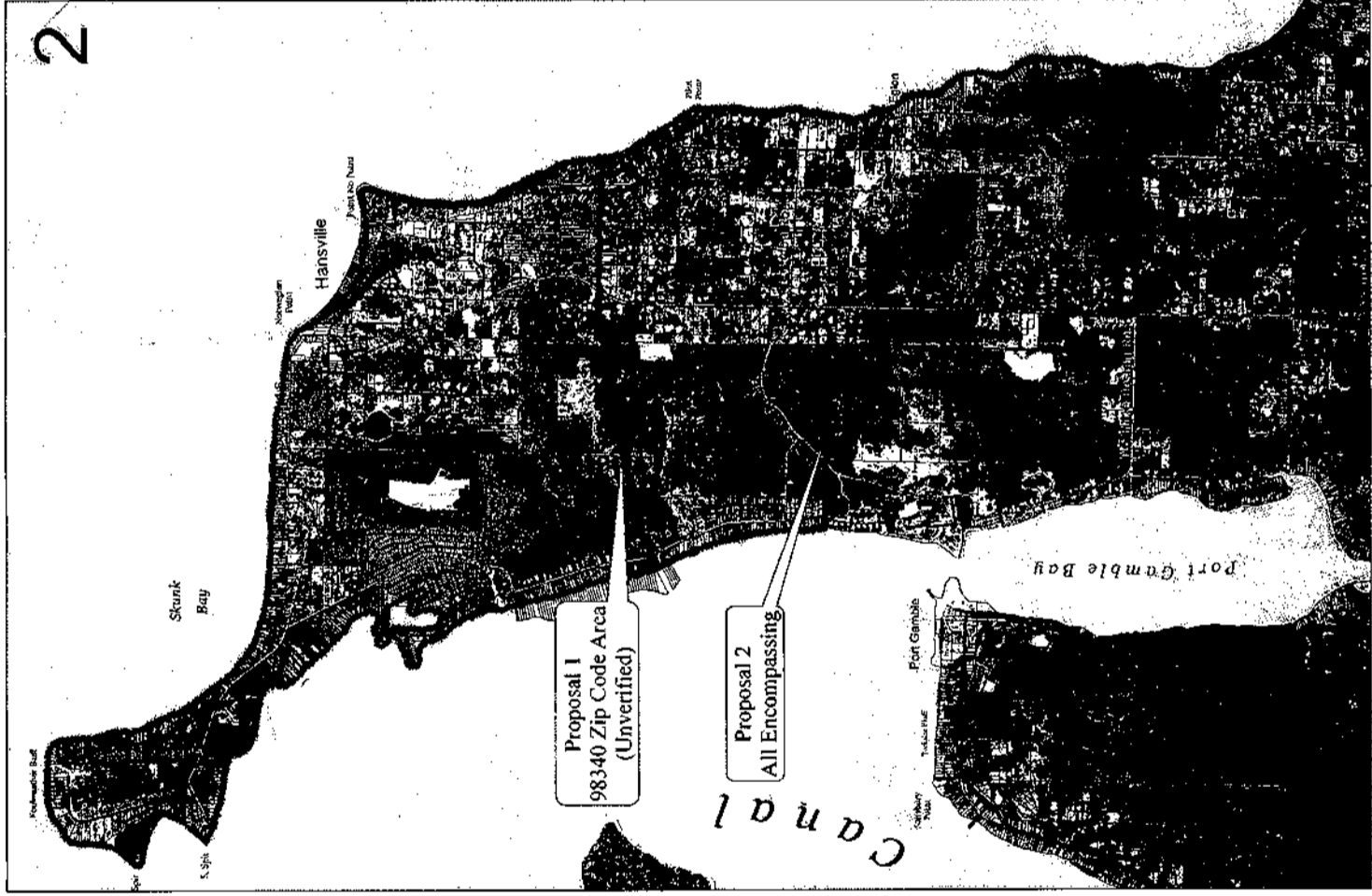
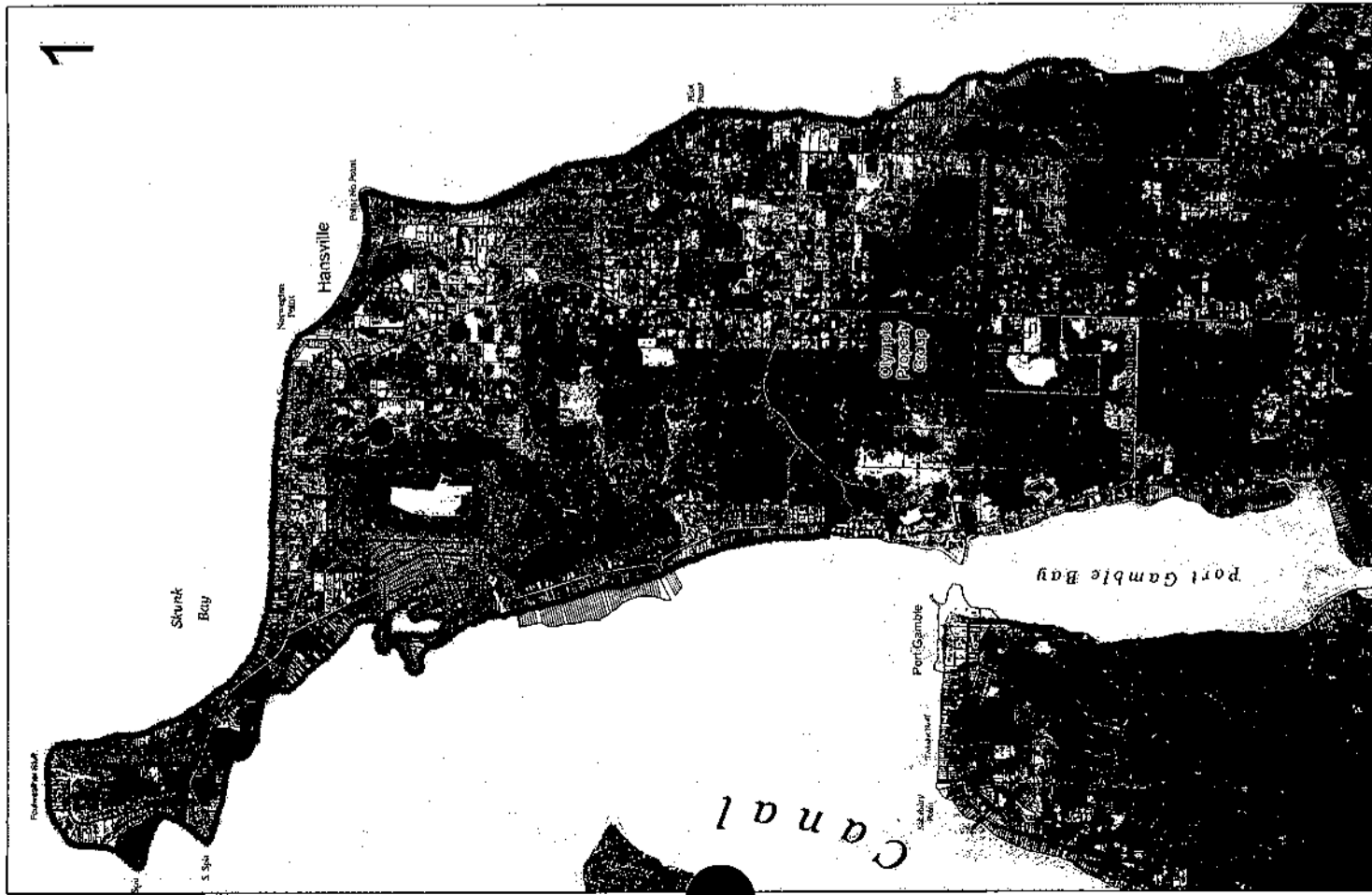
Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Other
<p>No hunting, ban all wild animal hunting, post signs with fines, etc. Jo Nelson</p>		<p>Through the futures planning process, the County is very aware that the #1 desire of all Hansville residents is to retain the environment we have. Yet 2 days from now, the County is allowing 94 acres of forest to be destroyed, which will violate our future's goals for air, water, wildlife, stormwater, roads and housing density. Pope & Talbot says they are going to log off all the forest land they own. Short of finding an eagle nest in the next 2 days, how do we citizens stop this devastation? Why does a giant timber company get to hurt the environment in ways that individual landowners cannot do? What laws do we have to write or</p>	<p>I did not get the opportunity to elect the people of the GHACC Council, and do not at all like the County letting them decide for me what I want or don't want. I want the buildings at Norwegian Park moved. We paid a lot of money for waterfront and I want to see and use it all. No art gallery at "Village." Not a high priority. Why don't you listen to the rest of us?</p>			<p>Promote foot ferry and/or bus link to Kingston/BI ferries for non-auto public access and south(?)</p>	
<p>Our family has owned property in Hansville for over 80 years and we have seen many changes, mostly good. Lately I am concerned about clear cutting, water runoff and especially the septic tanks on flood plains that service very small lots, over built and over populated.</p>			<p>Historic Buildings - Need a defined objective to preserve boat house/other historic buildings with sustainable use. Why wait for Parks? These are significant part of community.</p>			<p>I object to a cross road between Hood Canal and Hansville Rd that will bring more traffic by my house. Peggy Miller</p>	

Orl 443-2009

Greater Hansville Community Plan Public Comments

Land Use	Economy	Environment	Parks and Recreation	Public Services	Utilities	Transportation	Other
Would like to see more farms in this area.			Public boat launch. I would like to see a public boat launch adequate for at least 15 foot boats. Hansville has deep history as a fishing town. The area has wonderful tradition that is part of our town's history.			Commuters needs. We need a place for a park and ride for commuters to be picked up and delivered. Re-establish bus service!! Or van pool.	
Rezoned area for assisted living for our elders. There is no assisted living on the north end. This is a retirement area.			One boat launch is inadequate. A minimum of two is necessary to deal with congestion - both in and out of the water.				
			Norwegian Pt. Park - No "improvements" that will require a sewer connection. We do not want the taxes involved with sewers and we really don't want the tourism and the crime/litter/misbehavior problems that tourism brings. The sheriff's dept cannot possibly handle that. If a person's yard is used as a toilet, the homeowner can't hold the offender for 15 minutes 'til a deputy arrives.				

Ord 443-2009



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

Greater Hansville Community Plan

Kitsap County, Washington

Preliminary Study Areas

Created for Discussion Purposes Only



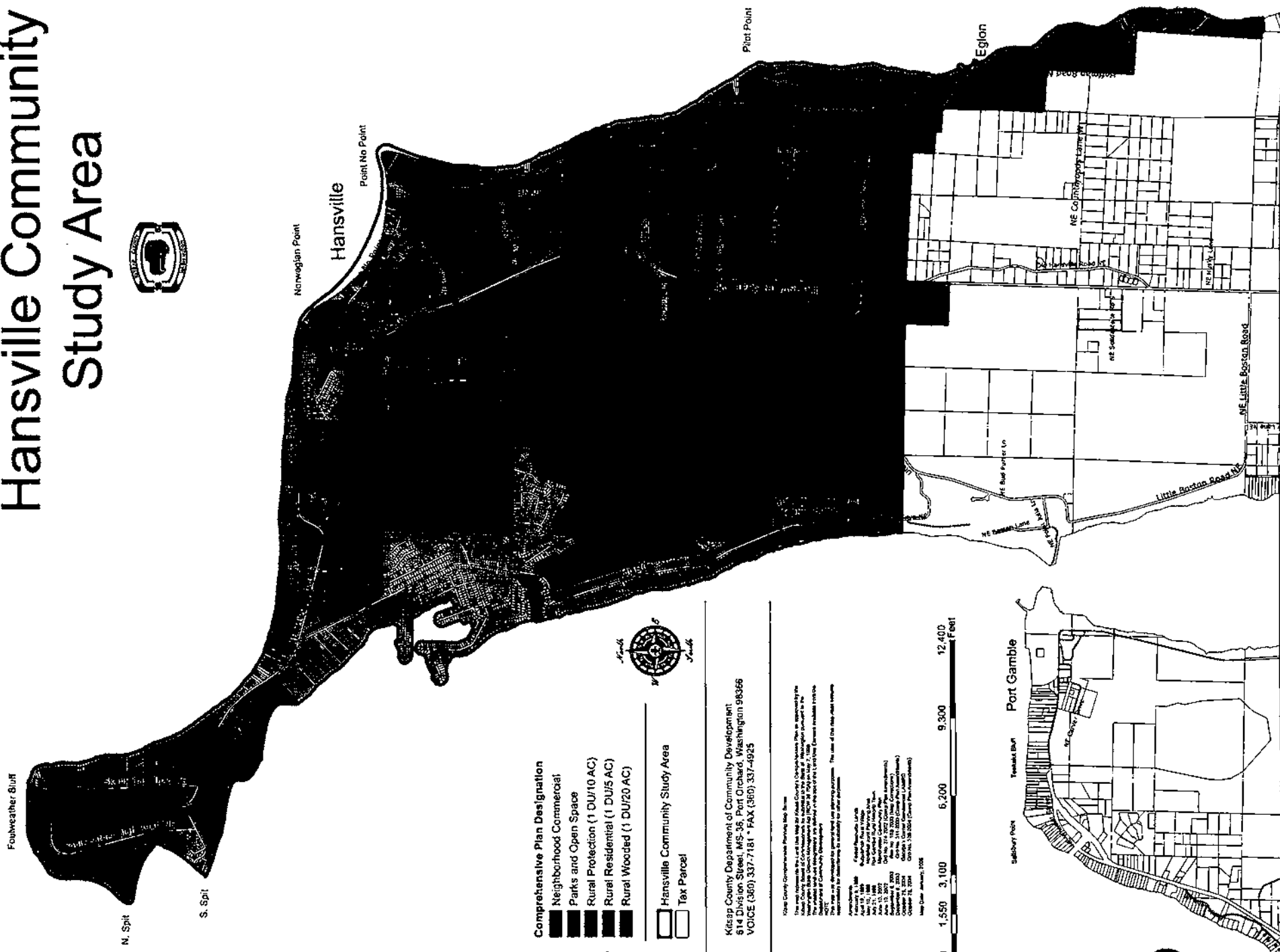
This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranty of any sort, including accuracy, fitness, or merchantability, accompanies this product. The user of this map assumes responsibility for determining its suitability for its intended use.

* THIS MAP IS NOT A SUBSTITUTE FOR FIELD SURVEY *

DRAFT
 Map Date: May, 2008

Ord 443-2009

Hansville Community Study Area



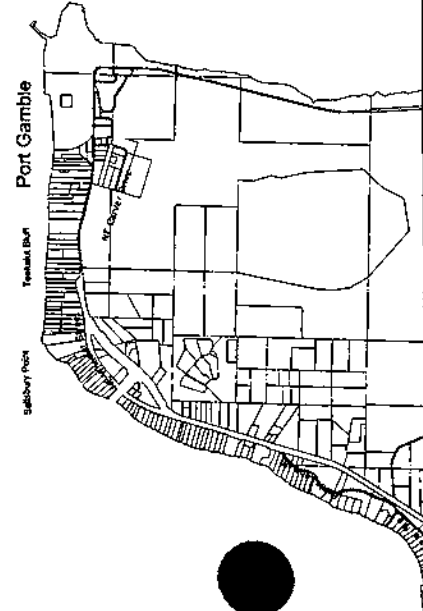
- Comprehensive Plan Designation**
- Neighborhood Commercial
 - Parks and Open Space
 - Rural Protection (1 DU/10 AC)
 - Rural Residential (1 DU/5 AC)
 - Rural Wooded (1 DU/20 AC)

- Hansville Community Study Area
- Tax Parcel



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Kitap County Comprehensive Planning Map Series
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 Approved by:
 Planning Services Program
 April 15, 1998
 Kitap County Planning Services Program
 May 21, 1998
 Planning Services Program
 June 15, 2002
 Planning Services Program
 September 4, 2003
 Planning Services Program
 October 15, 2004
 Planning Services Program
 November 15, 2004
 Planning Services Program
 December 15, 2004
 Planning Services Program
 January 15, 2005
 Planning Services Program
 February 15, 2005
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 March 15, 2005
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 August 15, 2005
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 September 15, 2005
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 October 15, 2005
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 November 15, 2005
 Planning Services Program
 December 15, 2005
 Planning Services Program




0717443-2009

**Kitsap County
2009 Site Specific
Amendments**

Aerial Photography
Martin/Smith/Stemen
162802-4-057-2008
162802-4-086-2003
162802-4-058-2007
162802-4-085-2004

Commissioner District 1
1.97 Acres

Current Zoning: Neighborhood Commercial
Requested Zoning: Rural Residential

 Subject Parcels



DRAFT

Map Date: June, 2009



Ord 443 2009



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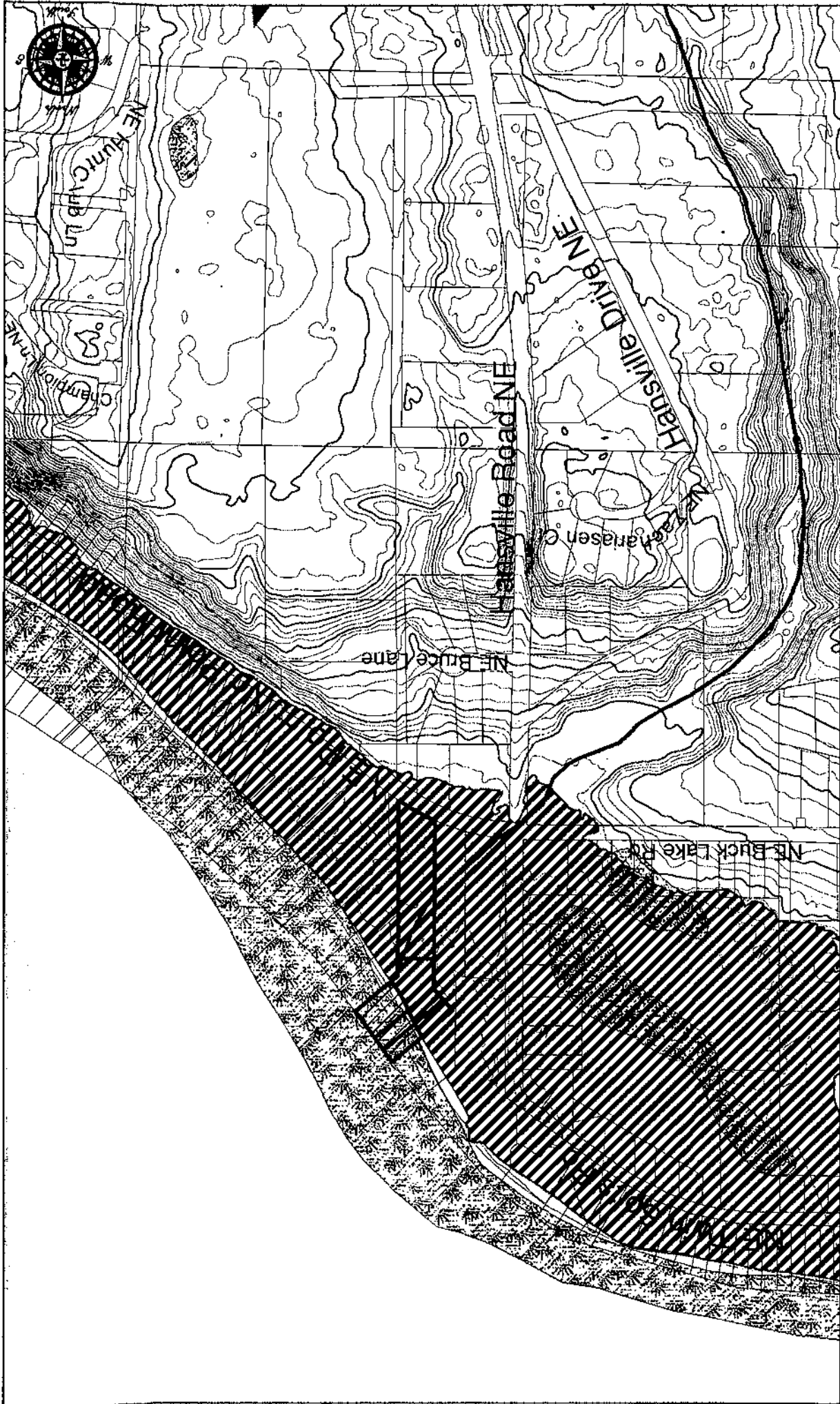
DRAFT
 Map Date: June, 2009



0121443 2009

- Subject Parcel
- Tax Parcel
- 20' Contours
- 5' Contours
- Bald Eagle Management Nest and Communal Roost Buffers
- Management Zone Description
- Priority 1: 400' buffer around nest trees/roost sites.
- Priority 2: w/in 400'-800' of nest tree or 500' of shoreline
- Waterbodies (defined in WAC 222-16-030) Waterbody Cartographic Feature Code
- Bay, estuary, Puget Sound
- Lake, Pond, Reservoir, Gravel pit or quarry filled with water
- Fish Habitat
- (N) Non-Fish Habitat
- Designated Shoreline of the State
- Watercourses (defined in WAC 222-16-030) Fish Habitat Water Type Code
- Wetlands
- Potential Wetlands
- 100 Year Floodplain
- Geohazards
- High Hazard Areas
- Moderate Hazard Areas

Kitap County
 2009 Site Specific
 Amendments
 Pending Limitations
 M.../Smith/Stemen
 162802-4-057-2008
 162802-4-086-2003
 162802-4-058-2007
 162802-4-085-2004
 Commissioner District 1
 1.97 Acres
 Current Zoning: Neighborhood Commercial
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






**Kitsap County
2009 Site Specific
Amendments**

**Zoning
Mason/Smith/Stemen
162802-4-057-2008
162802-4-086-2003
162802-4-058-2007
162802-4-085-2004**

Commissioner District 1
1.97 Acres

Current Zoning: Neighborhood Commercial
Requested Zoning: Rural Residential

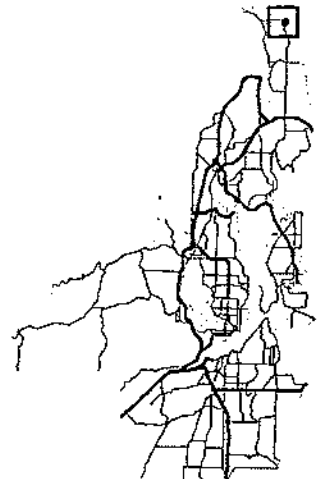
-  Subject Parcels
-  Tax Parcels
-  Easement
-  Plat-Line

-  Rural Residential (1 DU/5 Ac)
-  Neighborhood Commercial (10-30 DU/Ac)



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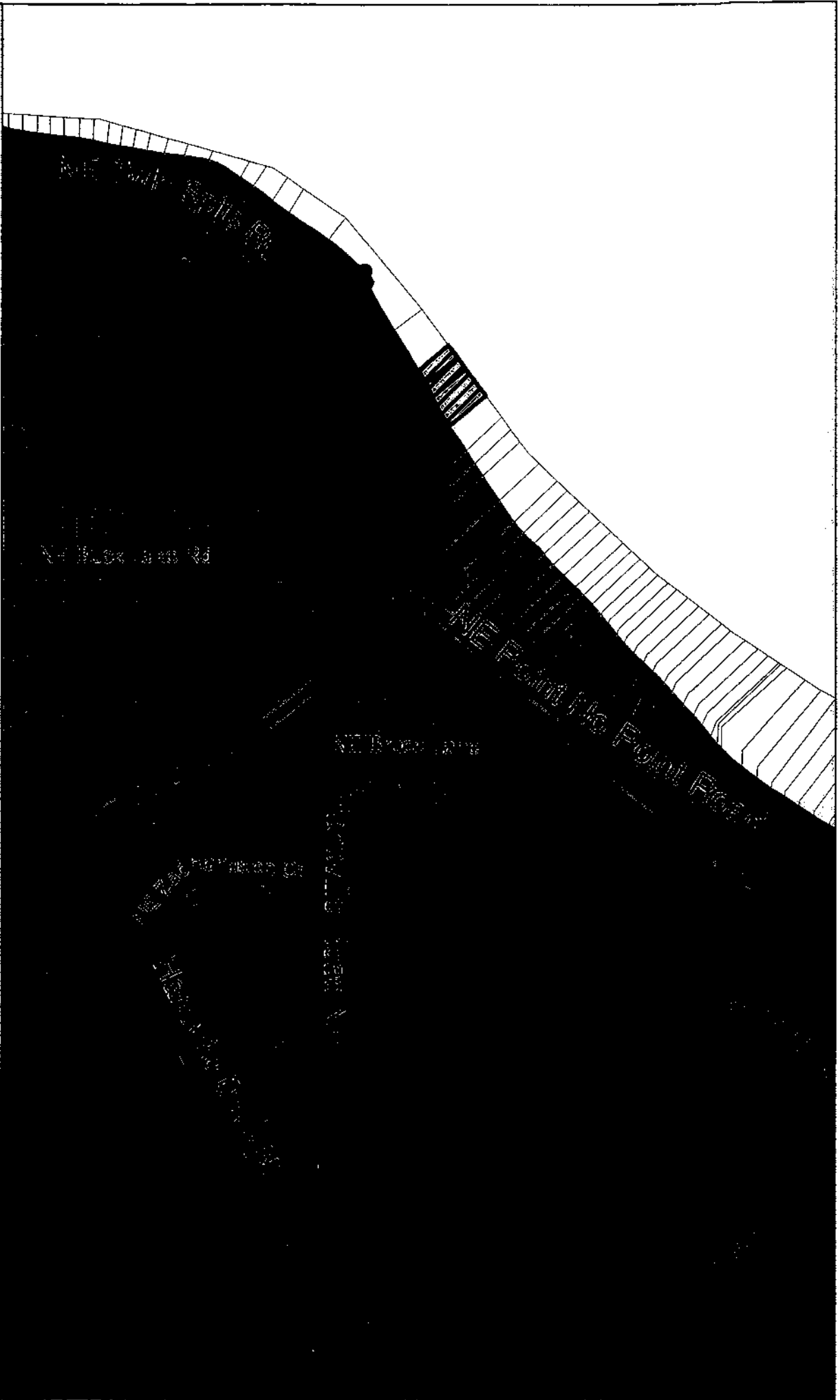
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





**Kitsap County
2009 Site Specific
Amendments**

**Proposed Zoning
Mason/Smith/Stemen
162802-4-057-2008
162802-4-086-2003
162802-4-058-2007
162802-4-085-2004**

Commissioner District 1
1.97 Acres

Current Zoning: Neighborhood Commercial
Requested Zoning: Rural Residential

-  Subject Parcels
-  Tax Parcels
-  Easement
-  Plat-Line
-  Rural Residential (1 DU/5 Ac)
-  Neighborhood Commercial (10-30 DU/Ac)



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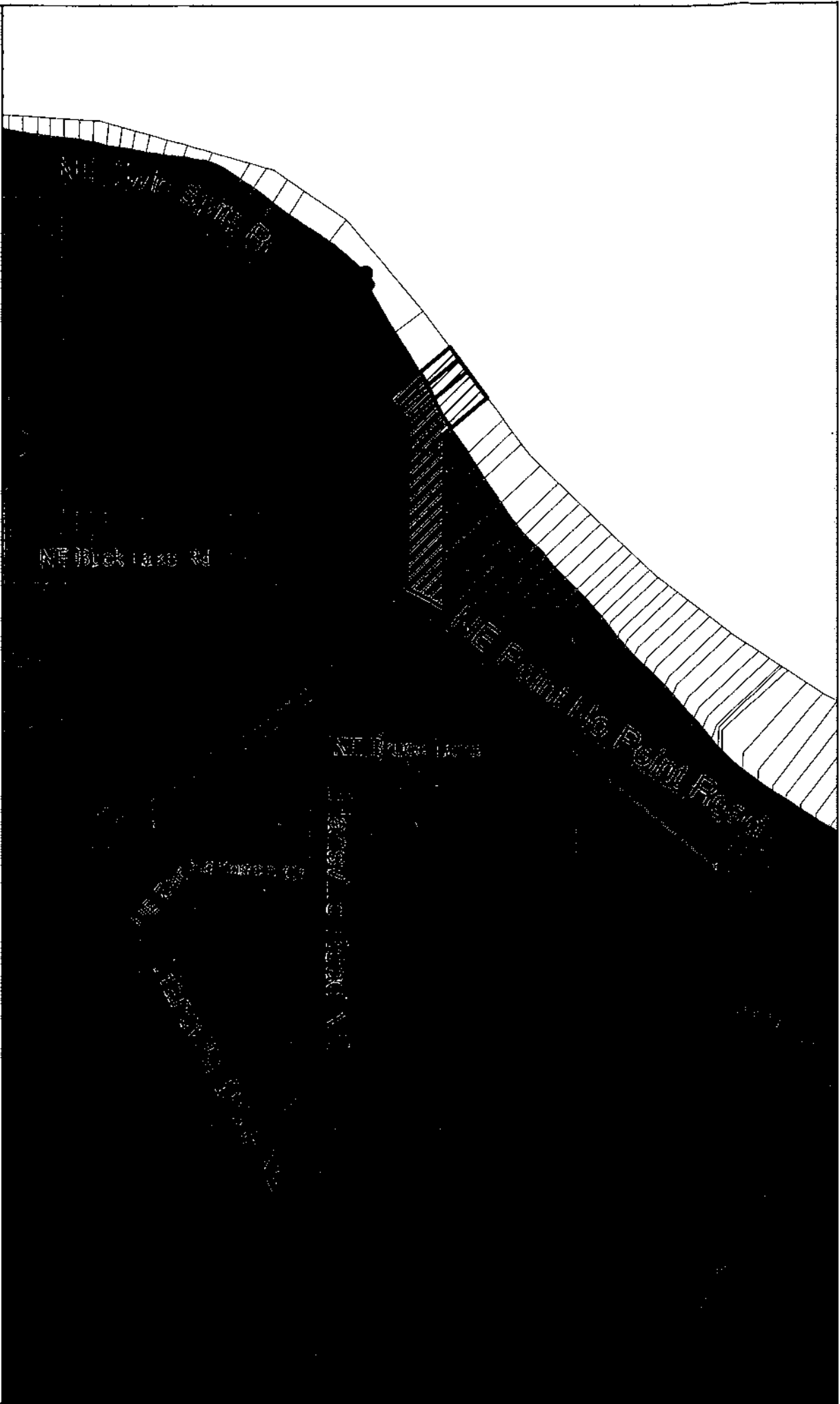
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ORA 443-2009



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RESOLUTION NUMBER 226-2009

Resolution Adopting the 2010 through 2015
Six-Year Parks and Recreation Capital Facility Plan

WHEREAS, the 2010 through 2015 Six-Year Parks and Recreation Capital Facility Plan has been developed in conformance with the goals and policies of the 2006 Parks and Open Space Comprehensive Plan Update and the 2000 Parks and Open Space Comprehensive Plan;

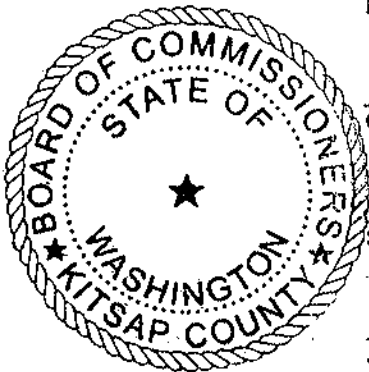
WHEREAS, the 2010-2015 Parks and Recreation Capital Facility Plan containing recommendations for Parks and Recreation Capital Facility projects and a financing plan was submitted to the Board of Kitsap County Commissioners for review as part of the 2010 Parks and Recreation Capital preliminary budget and,

WHEREAS, the Board has held a public hearing this 23rd day of November, 2009 at 7:00 pm and, consideration and review of the Parks and Recreation Capital Facility Plan has been given by the Board of Kitsap County Commissioners,

THEREFORE BE IT HEREBY RESOLVED, by the Board of Kitsap County Commissioners, in regular session assembled, that subject 2010 through 2015 Parks and Recreation Capital Facility Program as reviewed and evaluated, is hereby approved.

ADOPTED this 14th day of December, 2009.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



Charlotte Garrido
Charlotte Garrido, Chair

Steve Bauer
Steve Bauer, Commissioner

Josh Brown
Josh Brown, Commissioner

ATTEST:

Opal Robertson
Opal Robertson, Clerk of the Board

012443-2009

Kitsap County Parks and Recreation Capital Facility Plan

Updated 12-8-09

Project	Realistic - with current financial projections in mind			Future - Hoping for improved financial forecast			Total Cost	Notes
	2010	2011	2012	2013	2014	2015		
Critical Open Space Lands								
1	NK Heritage Park Phase II - Options property 380 acres		2,000,000				2,000,000	
	Proposed Grant/apply to RCO 2010		500,000				500,000	
	Partnership(s)*		1,500,000				1,500,000	
2	Newberry Hill - Reconveyance of final parcel 350 acres	7,500,000					7,500,000	Professional Svcs/DNR staff time estimated \$15K; estimated land value is \$7.5M
	Reconveyance from State	7,500,000					7,500,000	
3	Wlahee/Lost Continent - Phase II 170 ac				1,000,000	1,700,000	2,700,000	Initial acquisition grant #02-1352 WWRP-HCA-UW.
	Proposed Grants				Future	Future	1,000,000	Proposed: \$500K each in 2014, 2015
	Conservation Futures				Future	Future	400,000	Proposed: \$200K each in 2014, 2015
	Partnership(s)*				Future	Future	500,000	Proposed: \$300K in 2014 and \$200K in 2015
	Bond Issue**					Future	500,000	Proposed: \$800K in 2015
4	Heritage Farm/Clear Creek 170 ac				1,574,000		1,574,000	
	Proposed Grant				Future		750,000	Proposed: \$750K in 2014
	Partnership(s)*				Future		824,000	Proposed: \$824K in 2014
5	Sinclair Inlet 8 ac, 300 lf shoreline				1,000,000		1,000,000	
	Bond Issue**				Future		500,000	Proposed: \$500K in 2014
	Proposed Grant				Future		500,000	Proposed: \$500K in 2014
6	Carpenter Riparian Corridor - 23 acres		587,500				587,500	
	Proposed Grant/apply to RCO 2010		300,000				300,000	2008 application category: WWRP-RPA-RP for acquisition/donation of 4 parcels to secure critical wetlands/riparian corridor
	Ending capital fund balance		37,500				37,500	
	Partnership(s)*		250,000				250,000	owner offer/donation

Ordn 4432009

Kitsap County Parks and Recreation Capital Facility Plan

Updated 12-8-09

Project	Realistic - with current financial projections in mind			Future - Hoping for improved financial forecast			Total Cost	Notes
	2010	2011	2012	2013	2014	2015		
7 <u>Unidentified Open Space Lands - 400 acres</u>					1,500,000	1,000,000	2,500,000	
Proposed Grant						Future	500,000	Proposed: \$500K in 2015
Partnership(s)*					Future		500,000	Proposed: \$500K in 2014
Conservation Futures						Future	500,000	Proposed: \$500K in 2015
Bond Issue**					Future		1,000,000	Proposed: \$1M in 2014
8 <u>Waterfront Acquisitions (to be identified)</u>	500,000						500,000	
Partnership(s)*	250,000						250,000	
Potential Grant/apply RCO 2010	250,000						250,000	RCO grants
Community Park/Additional Shoreline Acquisition								
9 <u>Unidentified Shoreline Acquisition - 500 feet</u>	500,000						500,000	
Proposed Grant	250,000						250,000	US Fish & Wildlife
Partnership(s)*	250,000						250,000	non-profit conservation land trust
10 <u>Point No Point Lighthouse - 1100 shoreline ft</u>	3,020,000						3,020,000	
Ending capital fund balance	20,000						20,000	
Federal Conveyance	3,000,000						3,000,000	
11 <u>Hood Canal Shoreline</u>		2,000,000					2,000,000	New to CIP - North district
Grant/apply USFW 2010		1,000,000					1,000,000	
Partnership(s)*		1,000,000					1,000,000	non-profit conservation land trust to provide matching funds

L000-shh 1/10
01/13-2009

Kitsap County Parks and Recreation Capital Facility Plan

Updated 12-8-09

6000-9th 1210
07/14/09

		Realistic - with current financial projections in mind			Future - Hoping for improved financial forecast				
Project		2010	2011	2012	2013	2014	2015	Total Cost	Notes
Regional Parks, Community Parks, Sports Complexes: Renovation/Development per Need Identification									
12	<u>Gordon Field Artificial Turf</u>	1,250,000						1,250,000	Wait to apply for grant funding?
	Special Event Center Fund	200,000						200,000	
	Ending capital fund balance	800,000						800,000	
	Partnership(s)*	250,000						250,000	Public Facilities District
13	<u>North Kitsap Heritage Phase I</u>	30,000			1,000,000		1,000,000	2,030,000	Future development of Phase I & II
	Proposed Grant				Future		Future	1,000,000	Proposed: \$500K in 2013, 2015
	Ending capital fund balance	30,000			Future			530,000	To pay for potential water tower conversion? Proposed: \$500K in 2013
	Partnership(s)*						Future	200,000	Proposed: \$200K in 2015
	REET 2						Future	300,000	Proposed: \$300K in 2015
14	<u>South Kitsap Regional Park</u>	1,400,000	250,000					1,650,000	
	Grant - WWRP Local Parks	500,000						500,000	
	Ending capital fund balance	900,000	250,000					1,150,000	
15	<u>Coulier Creek Heritage Park Phase I</u>					3,000,000		3,000,000	
	Bond Issue**					Future		1,000,000	Proposed: \$1M in 2014
	REET 2					Future		1,000,000	Proposed: \$1M in 2014
	Proposed Grant					Future		1,000,000	Proposed: \$1M in 2014
16	<u>Norwegian Point Park</u>		1,470,000				1,000,000	2,470,000	
	Proposed Grant - WWRP		490,000					490,000	
	Proposed Grant - ALEA		490,000					490,000	
	Ending capital fund balance		490,000					490,000	
	Proposed Grant - new dock						Future	500,000	Proposed: \$500K in 2015
	REET 2						Future	500,000	Proposed: \$500K in 2015

Kitsap County Parks and Recreation Capital Facility Plan

Updated 12-8-09

Project	Realistic - with current financial projections in mind			Future - Hoping for improved financial forecast			Total Cost	Notes
	2010	2011	2012	2013	2014	2015		
17 Kingston Village Green	150,000	135,000					285,000	
Ending capital fund balance	150,000	135,000					285,000	BOCC resolution refers expenditure of ending fund balance to KGV Foundation. MOU agreement re: use of Public Works land is being drafted.
18 Anderson Landing Parking Lot						250,000	250,000	
REET 2						Future	50,000	Proposed: \$50K in 2015
Ending capital fund balance						Future	200,000	Proposed: \$200K in 2015
19 Island Lake Improvements					500,000		500,000	
REET 2					Future		500,000	Proposed: \$500K in 2014
20 Banger Forest Parking Lot					250,000		250,000	Still owned by SKSD - land trade from Couller Creek?
Partnership(s)*					Future		50,000	Proposed: \$50K in 2014
REET 2					Future		200,000	Proposed: \$200K in 2014
21 Wynn Jones Improvements					200,000		200,000	
REET 2					Future		200,000	Proposed: \$200K in 2014
22 Horseshoe Lake Improvements					250,000		250,000	
Ending capital fund balance					Future		250,000	Proposed: \$250K in 2014
23 Village Green Golf Course			750,000				750,000	New to CIP: Paved, curbed walking path around course?
Proposed Grant/Apply to RCO 2010			500,000				500,000	RCO grant #75-020 acquired property with deed restriction to return revenue to park for continued maintenance
Golf course - projected revenue			250,000				250,000	
24 Olalla Boat Launch Improvements				300,000			300,000	
Proposed Grant				Future			150,000	Proposed: \$150K in 2013
Proposed match grant				Future			150,000	Proposed: \$150K in 2013

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Kitsap County Parks and Recreation Capital Facility Plan

Updated 12-8-09

ORD 413-2009

Project	Realistic - with current financial projections in mind			Future - Hoping for improved financial forecast			Total Cost	Notes
	2010	2011	2012	2013	2014	2015		
25 Anna Smith Waterfront Park		150,000					150,000	
Ending capital fund balance		75,000					75,000	
Partnership(s)/Grant - apply RCO 2010		75,000					75,000	RCO SRFB grant category
26 Sinclair Inlet - access/signage improvements		150,000					150,000	
Partnership(s)*		150,000					150,000	
27 Basketball Courts (3 within County)	-	15,000					15,000	
Ending capital fund balance	-						-	
Impact Fees	-	15,000					15,000	
28 Playground Equip.(3 within County)	-	200,000					200,000	
Impact Fees	-	200,000					200,000	
29 Howe Farm - Barn Restoration	100,000						100,000	New to CIP
Proposed Grant - Historical	50,000						50,000	
Ending capital fund balance	50,000						50,000	
30 Salisbury Point - dock renovation	125,000						125,000	New to CIP
Ending capital fund balance	100,000						100,000	
Partnership(s)*	25,000						25,000	
31 Village Commons, Central Kitsap Community Campus	250,000						250,000	New to CIP
Ending capital fund balance	50,000						50,000	
LID Grant	50,000						50,000	
Proposed Development Grant	50,000						50,000	
Proposed Development Grant Match	50,000						50,000	
Partnership(s)*	50,000						50,000	

Kitsap County Parks and Recreation Capital Facility Plan

Updated 12-8-09

Project	Realistic - with current financial projections in mind			Future - Hoping for improved financial forecast			Total Cost	Notes	
	2010	2011	2012	2013	2014	2015			
REGIONAL TRAILS									
32	Hansville Greenway (10 miles)	20,000	20,000	20,000	20,000		80,000		
	Partnership(s)*	20,000	20,000	20,000	Future		80,000	Proposed: \$20K in 2013	
33	Carpenter Lake/Creek Trail (1.5 miles)			298,000			298,000		
	Proposed Grant			240,000			240,000		
	Partnership(s)*			58,000			58,000		
34	NK Heritage Park Trails (5 Miles)	10,000	10,000	10,000	10,000		40,000		
	Partnership(s)*	10,000	10,000	10,000	Future		40,000	Proposed: \$10K in 2013	
35	Wicks Lake Trails - 3 miles			10,000	10,000	10,000	30,000		
	Partnership(s)*			10,000	Future	Future	30,000	Proposed: \$10K each in 2013, 2014	
36	Unidentified Multi Use Trails - 70 miles		50,000	175,000	175,000	175,000	125,000	700,000	
	REET					Future	Future	250,000	Proposed: \$125K each in 2014, 2015
	Proposed Grant			125,000	Future		250,000	Proposed: \$125K in 2013	
	Partnership(s)*		50,000	50,000	Future	Future	200,000	Proposed: \$50K each in 2013, 2014	
Kitsap County Comprehensive Plan (PROS Element) Update									
37	Comp Plan Update		150,000				150,000		
	Ending capital fund balance		150,000				150,000		

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Sustainable Projects								
38	Sustainable Projects	1,473,000					1,473,000	
	D.O.E. Grant (pathways)	500,000					500,000	
	D.O.E. Grant (stormwater retrofit)	500,000					500,000	
	Stimulus funding	223,000					223,000	
	Ending capital fund balance	250,000					250,000	

Project Cost \$ 16,328,000 \$ 7,187,500 \$ 1,263,000 \$ 1,515,000 \$ 9,459,000 \$ 5,075,000 \$ 40,827,500

Kitsap County Parks and Recreation Capital Facility Plan

Updated 12-8-09

Project	Realistic - with current financial projections in mind			Future - Hoping for improved financial forecast			Total Cost	Notes
	2010	2011	2012	2013	2014	2015		

PROJECT REVENUES - SUMMARIZED	2010	2011	2012	2013	2014	2015	
REET I	\$ -	\$ -	\$ -		\$ -		\$ -
REET II	\$ -	\$ -	\$ -		\$ 1,900,000	\$ 850,000	\$ 2,750,000
Conservation Futures	\$ -	\$ -	\$ -		\$ 200,000	\$ 700,000	\$ 900,000
Impact Fees	\$ -	\$ 215,000	\$ -		\$ -		\$ 215,000
Partnership(s)	\$ 11,555,000	\$ 3,055,000	\$ 398,000	\$ 90,000	\$ 1,734,000	\$ 400,000	\$ 17,232,000
Grant	\$ 2,373,000	\$ 2,780,000	\$ 865,000	\$ 925,000	\$ 2,750,000	\$ 2,000,000	\$ 11,693,000
Ending Capital Fund Balance	\$ 2,400,000	\$ 1,137,500	\$ -	\$ 500,000			\$ 4,037,500
Future bonding**	\$ -			\$ -	\$ 2,875,000	\$ 1,125,000	\$ 4,000,000
	\$ 16,328,000	\$ 7,187,500	\$ 1,263,000	\$ 1,515,000	\$ 9,459,000	\$ 5,075,000	\$ 40,827,500

Ordnance 2009

Legend
** Adopted 2006 Comprehensive Plan (PROS) identified proposed future bond issue for capital projects
* Partnerships = Land Trust (e.g. Trust for Public Land, Great Peninsula Conservancy, Cascade Land Conservancy, etc.) Community/Stewardship donations Other agencies Owner donation Mitigation exchange Other county funds

RESOLUTION NUMBER 227-2009
Kitsap County Solid Waste Division
Six-Year Capital Facilities Plan

WHEREAS, the Kitsap County Department of Public Works/Solid Waste Division (SWD) has conducted an assessment of the County owned solid waste facilities and has developed a six-year comprehensive plan for financing solid waste facility improvements for the period of January 1, 2010 through December 31, 2015 and,

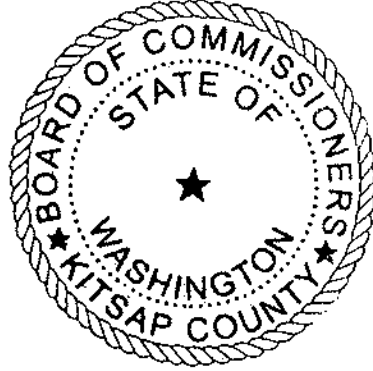
WHEREAS, the Board of Kitsap County Commissioners has held a public hearing this 23rd day of November, 2009,

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works/Solid Waste Division be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 2, which are incorporated and made part of this Resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the SWD Program Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A - Capital Facilities Plan. This incorporation by reference replaces and updates the Solid Waste section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2009-2014." The portions of the SWD Program Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

DATED this 14th day of December, 2009.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



Charlotte Garrido
CHARLOTTE GARRIDO, Chair

Steve Bauer
STEVE BAUER, Commissioner

Josh Brown
JOSE BROWN, Commissioner

ATTEST:

Opal Robertson
Opal Robertson
Clerk of the Board

Ord # 443-2009

Capital Facilities Projects and Financing: 2010-2015

The table below shows the 2010-2015 CFP for solid waste facilities, which includes nine projects at a cost of \$3,610,000 for the six-year period.

Capital Facilities Projects and Financing 2010-2015 (All Amounts Times \$1,000)

SOLID WASTE							
COSTS/REVENUES	2010	2011	2012	2013	2014	2015	TOTAL
Capacity Projects							
1. Hansville Recycling and Garbage Facility Improvements							
Cost	100.0						100.0
Rev - Tipping Fees	100.0						100.0
2. Poulsbo Recycle Center Improvements							
Cost	40.0	200.0					240.0
Rev - Tipping Fees	40.0	200.0					240.0
3. North-end Household Hazardous Waste Collection							
Cost	30.0	150.0					180.0
Rev - Tipping Fees	30.0	150.0					180.0
4. Silverdale Recycling and Garbage Facility Improvements and Expansion							
Cost			75.0	750.0			825.0
Rev - Tipping Fees			75.0	750.0			825.0
5. Household Hazardous Waste Collection Facility							
Cost				75.0			75.0
Rev - Tipping Fees				75.0			75.0
6. OVTS Improvements							
Cost	50.0	160.0					210.0
Rev - Tipping Fees	50.0	160.0					210.0
7. OVTS - C&D Area							
Cost		200.0	700.0				900.0
Rev - Tipping Fees		200.0	700.0				900.0
SUBTOTAL	220.0	710.0	775.0	825.0			2530.0
Non-Capacity Projects							
8. Hansville Landfill Closure Operations							
Cost	70.0	60.0	60.0	60.0	60.0	80.0	390.0
Rev - Post Closure Fund, Grant	70.0	60.0	60.0	60.0	60.0	80.0	390.0

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9. Olalla Landfill Closure Operations							
Cost	400.0	70.0	55.0	55.0	55.0	55.0	690.0
Rev -- Post-Closure Fund, Grant	400.0	70.0	55.0	55.0	55.0	55.0	690.0
SUBTOTAL	470.0	130.0	115.0	115.0	115.0	135.0	1080.0

SUMMARY: COSTS AND REVENUES

COSTS							
Capacity Projects	220.0	710.0	775.0	825.0			2530.0
Non-Capacity Projects	470.0	130.0	115.0	115.0	115.0	135.0	1080.0
Total Costs	690.0	640.0	1090.0	940.0	115.0	135.0	3610.0
EXISTING REVENUES							
Rev - Tipping Fees	220.0	510.0	275.0	1525.0			2530.0
Rev - Post Closure Funds	470.0	130.0	115.0	115.0	115.0	135.0	1080.0
Subtotal	690.0	640.0	390.0	1640.0	115.0	135.0	3610.0
NEW REVENUES							
Rev	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	690.0	640.0	390.0	1640.0	115.0	135.0	3610.0
BALANCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Orla 443-2009

RESOLUTION NUMBER 228-2009
Kitsap County Surface and Stormwater Management Program
Six-Year Capital Facilities Plan

WHEREAS, in compliance with Kitsap County Code Chapter 12.36, the Kitsap County Department of Public Works/Surface and Stormwater Management Program (SSWM) has conducted an assessment of the County owned/operated municipal storm sewer systems and has developed a six-year comprehensive plan for financing municipal storm drainage improvements for the period of January 1, 2010 through December 31, 2015 and,

WHEREAS, in further compliance with said RCW, the Board of Kitsap County Commissioners has held a public hearing this 23rd day of Nov, 2009,

BE IT THEREFORE RESOLVED, by the Board of Kitsap County Commissioners, that the attached Six Year Capital Facilities Plan for Kitsap County Department of Public Works / Surface and Stormwater Management Program be adopted as set forth in detail, for the period mentioned, consisting of pages numbered 1 through 3, which are incorporated and made part of this Resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the SSWM Program Six-Year Capital Facilities Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Stormwater section, specifically the subsection entitled "Capital Facilities Projects and Financing: 2009-2014." The portions of the SSWM Program Six-Year Capital Facilities Plan that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

DATED this 14th day of December, 2009.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



CHARLOTTE GARRIDO, Chair

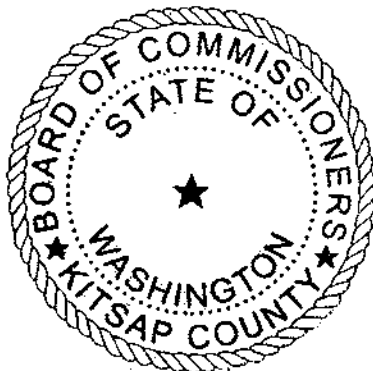


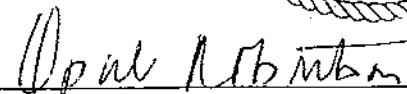
JOSH BROWN, Commissioner



STEVE BAUER, Commissioner

ATTEST:





Opal Robertson
Clerk of the Board

Ord 443-2009

Table SD.3. Capital Facilities Projects and Financing 2010-2015 (All Amounts Times \$1,000)

COSTS/REVENUES	STORMWATER					TOTAL
	2010	2011	2012	2013	2014	
<i>Capacity Projects -- Conveyance/Flood Control</i>						
<hr/>						
1. Suquamish - Division St Drainage Improvements (Suquamish to Columbia)						
Cost	61.0	850.0				911.0
Rev - Stormwater Utility Fees	61.0	850.0				911.0
<hr/>						
2. South Kitsap - Converse Avenue Regional Facility						
Cost	1450.0					1450.0
Rev - Stormwater Utility Fees	1450.0					1450.0
<hr/>						
3. Suquamish - Suquamish Way (Division to Augusta)						
Cost	130.0	878.0				1008.0
Rev - Stormwater Utility Fees	130.0	878.0				1008.0
<hr/>						
4. Driftwood Keys/ Buck Rd/Vista Key Dr/Hood Canal Rd Conveyance						
Cost				60.0	172.0	232.0
Rev - Stormwater Utility Fees				60.0	172.0	232.0
<hr/>						
5. Erlands Point Closed Conveyance Improvements						
Cost				35.0	140.0	175.0
Rev - Stormwater Utility Fees				35.0	140.0	175.0
<hr/>						
6. Charlotte Ave / Webster / Charleston Beach.						
Cost	6.0	80.0	433.0			519.0
Rev - Stormwater Utility Fees	6.0	80.0	433.0			519.0
<hr/>						
7. Driftwood Keys Brant Rd/Canal Lane Outfall & Water Quality						
Cost			354.8	111.2	560.5	1026.5
Rev - Stormwater Utility Fees			354.8	111.2	560.5	1026.5

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COSTS/REVENUES	STORMWATER						TOTAL	
	2010	2011	2012	2013	2014	2015		
8. Driftwood Keys Detention & Water Quality Along Bay St								
Cost				140.0	75.0	425.0	640.0	
Rev - Stormwater Utility Fees				140.0	75.0	425.0	640.0	
9. Suquamish - Brockton Ave Drainage Improvements								
Cost				100.0	537.5		637.5	
Rev - Stormwater Utility Fees				100.0	537.5		637.5	
10. Suquamish - Center St (Division to Urban)								
Cost				50.0	569.0		619.0	
Rev - Stormwater Utility Fees				50.0	569.0		619.0	
11. Manchester /Ricky Ct/Cascade Dr Drainage Improvements								
Cost					214.0	646.1	860.1	
Rev - Stormwater Utility Fees					214.0	646.1	860.1	
12. Jackson /Lund Regional drainage Improvements								
Cost			110.0	656.0			766.0	
Rev - Stormwater Utility Fees			110.0	656.0			766.0	
	Subtotal	1647.0	1808.0	897.8	1152.2	2268.0	1071.1	8844.1

Non-Capacity Projects Fish Passage/Environmental Enhancement

13. Clear Creek - Ridgetop Regional Downstream Ravine Improvements

Cost	900.6						900.6
Rev - Stormwater Utility Fees	582.5						582.5
Rev - Ecology Grant	318.1						318.1

14. Stavis Creek at Seabeck-Holly Fish Passage Improvements

Cost	45.0	600.0					
Rev - Stormwater Utility Fees	45.0	600.0					

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COSTS/REVENUES	STORMWATER						
	2010	2011	2012	2013	2014	2015	TOTAL
15. Chico Creek at Golf Club Hill Fishway Repairs							
Cost	125.7						125.7
Rev - Stormwater Utility Fees	125.7						125.7
16. Crouch Creek Culvert Replacement - Paulsen Rd							
Cost						370.0	370.0
Rev - Stormwater Utility Fees						370.0	370.0
<hr/>							
	Subtotal	1071.3	0.0	600.0	0.0	0.0	1396.3
<i>Non-Capacity Projects -- Other</i>							
17. Port of Bremerton Regional SWM Improvements Planning							
Cost	457.6						457.6
Rev - Stormwater Utility Fees	457.6						457.6
<hr/>							
18. Urban Silverdale Low Impact Development Study							
Cost	35.0	35.0					70.0
Rev - Stormwater Utility Fees							
Rev - EPA Grant	35.0	35.0					70.0
<hr/>							
19. Lake Symington Drainage Study							
Cost					50.0	75.0	125.0
Rev - Stormwater Utility Fees					50.0	75.0	125.0
	Subtotal	492.6	35.0	0.0	0.0	50.0	652.6
<hr/>							
SUMMARY: COSTS AND REVENUES							
COSTS:							
Capacity Projects:							
	Subtotal	1647.0	1808.0	897.8	1152.2	2268.0	8844.1
Non-Capacity Projects							
	Subtotal	1563.9	35.0	600.0	0.0	50.0	2568.9
Total Costs		3210.9	1843.0	1497.8	1152.2	2318.0	11538.0
EXISTING REVENUES							
Rev - Stormwater Utility Fees							
Subtotal		2857.8	1808.0	1497.8	1152.2	2318.0	11149.9
NEW REVENUES							
Rev - Grants							
Subtotal		353.1	35.0	0.0	0.0	0.0	388.1
Total Revenues							
BALANCE		0.0	0.0	0.0	0.0	0.0	0.0

Ora 443-2009

**Attachment B:
Capital Facilities Plan Amendments
(Resolutions)**

(Or 4432009)

RESOLUTION NO. 229 -2009

A RESOLUTION ADOPTING THE 2010 – 2015 SIX-YEAR PUBLIC BUILDINGS CAPITAL FACILITY PLAN

WHEREAS, the 2010-2015 Six-Year Public Buildings Capital Facility Plan has been developed in conformance with the goals and policies of the 2006 Kitsap County Comprehensive Plan; and

WHEREAS, the 2010-2015 Six-Year Public Buildings Capital Facility Plan consist of a six-year financing plan that updates the existing public buildings six-year plan found in Appendix A of the Kitsap County Comprehensive Plan; and

WHEREAS, the 2010-2015 Six-Year Public Buildings Capital Facility Plan has been reviewed in public with public involvement; and

WHEREAS, in compliance with RCW 36.70A.130(2)(a)(ii) and KCC 21.08.020(H), the Board held a public hearing on November 23, 2009;

BE IT THEREFORE RESOLVED, by the board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Public Buildings Capital Facility Plan be adopted as set forth in detail, for the period mentioned, consisting of page number 1 which is incorporated and made part of this resolution;

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iii) and KCC 21.08.020(H), the Board of County Commissioners hereby incorporates portions of the Six-Year Public Buildings Capital Facility Plan into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and update the Public Building section, specifically the subsection entitled “Capital Facilities Projects and Financing: 2007-2102.”

Ord 443-2009

ADOPTED this 14th day of December 2009.

**BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON**

Charlotte Garrido

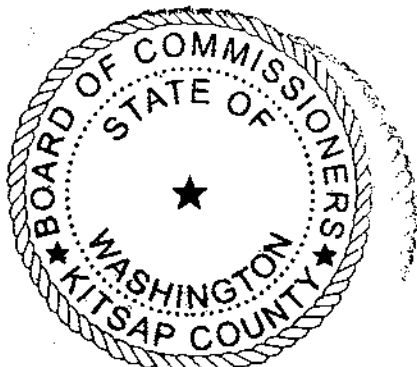
Charlotte Garrido, Chair

Steve Bauer

Steve Bauer, Commissioner

Josh Brown

Josh Brown, Commissioner



ATTEST:

Opal Robertson

Opal Robertson
Clerk of the Board

0ra 443 2009

Capital Facilities Projects and Financing 2010-2015 (All Amounts Times \$1,000)

<u>COSTS/REVENUES</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>TOTAL</u>
<u>Public Buildings</u>							
1. Courthouse Renovation							
Cost	971.0						971.0
Rev - Fund Balance	400.0						400.0
REV - EECBG Grant	571.0						571.0
2. Central Kitsap Community Campus							
Cost	1600.0	400.0					2000.0
Rev - LID Grant	600.0	400.0					1000.0
Rev - REET	1000.0						1000.0
3. Poulsbo District Court							
Cost	1200.0						1200.0
Rev - REET	900.0						900.0
Rev - Sale of Asset	300.0						300.0
4. Presidents Hall Energy Upgrades							
Cost	58.7						58.7
Rev - EECBG Grant	58.7						58.7
5. Pavilion Energy Upgrades							
Cost	89.0						89.0
Rev - EECBG Grant	89.0						89.0

Summary of Costs and Revenues:	2010	2011	2012	2013	2014	2015	Total
Public Facilities Costs:	3918.7	400.0	0.0	0.0	0.0	0.0	4318.7
Revenues:							
Fund Balance	400.0						400.0
EECBG Grants	718.7						718.7
LID Grants	600.0	400.0					1000.0
REET	1900.0						1900.0
Sale of Asset	300.0						300.0
Total Revenues	3918.7	400.0	0.0	0.0	0.0	0.0	4318.7

Ord 443-2009

**Attachment C:
Updated Comprehensive Plan Map**

KITSAP COUNTY Washington Comprehensive Plan Land Use Map

Effective February 15, 1989
Amended December 23, 2008

- Rural Residential
- Urban Reserve
- Rural Protection
- Rural Wooded
- Mineral Resource
- Forest Resource Lands
- Rural Commercial
- Rural Industrial
- Urban Industrial
- Urban High-Intensity Commercial/Mixed Use
- Urban Low-Intensity Commercial/Mixed Use
- Urban Low-Density Residential
- Urban Medium/High-Density Residential
- Limited Area of More Intense Rural Development
- Poutabo Urban Transition Area
- Public Facility
- Incorporated City
- Military
- Tribal Land
- Lake
- Salt Water
- Urban Growth Area Boundary
- Incorporated City Boundary
- Limited Areas of More Intense Rural Development
- Reservation Boundary
- Railroad Line
- Tax Parcels

JEFFERSON
COUNTY

MASON COUNTY

Map Date: December, 2008

This map shows the Land Use Map for Kitsap County's Comprehensive Plan as approved by the Kitsap County Board of Commissioners for submission to the State of Washington on May 7, 1989. The proposed land use designations are defined in the text of the Land Use Ordinance from the Department of Community Development.

NOTE: This map was prepared for general informational purposes. The user of this map assumes all responsibility for determining its suitability for other purposes.

Amendment	Effective Date	Description
Amendment 1	February 15, 1989	Adopted Original Plan
Amendment 2	April 15, 1999	Suburban Rural V-Rural
Amendment 3	May 20, 1999	Mobile Home Planning Area
Amendment 4	July 21, 2000	Port District Rural Industrial, Town
Amendment 5	June 30, 2000	Manufacturing Community Plan
Amendment 6	June 30, 2000	Ord. No. 214-2000: Comprehensive Plan Amendment
Amendment 7	December 8, 2000	Ord. No. 219-2000: Map Corrections
Amendment 8	December 8, 2000	Ord. No. 219-2000: Comprehensive Plan Amendment
Amendment 9	October 23, 2003	Ord. No. 220-2003: Comprehensive Plan Amendment
Amendment 10	October 23, 2003	Ord. No. 220-2003: Comprehensive Plan Amendment
Amendment 11	December 23, 2003	Ord. No. 220-2003: Comprehensive Plan Amendment
Amendment 12	December 23, 2003	Ord. No. 220-2003: Comprehensive Plan Amendment
Amendment 13	June 11, 2007	Ord. No. 220-2007: Revised Industrial Map - Public Facilities Area
Amendment 14	November 19, 2007	Ord. No. 425-2007: Revised Community Plan
Amendment 15	December 31, 2007	Ord. No. 425-2007: Comprehensive Plan Amendment

Map Date: December, 2008

Scale of Miles

Kitsap County Department of Community Development
914 Division Street, 4th Floor, Port Orchard, Washington 98364



2008-12-07 11:41 AM 87284623
Kitsap County Department of Community Development

PIERCE COUNTY

Ord 443-2009

**Attachment D:
Updated Zoning Map**

Ord 443 2009

