



GORST, WA

CHAPTER 15

Gorst Subarea Plan



Gorst Neighborhood Plan

VISION FOR GORST

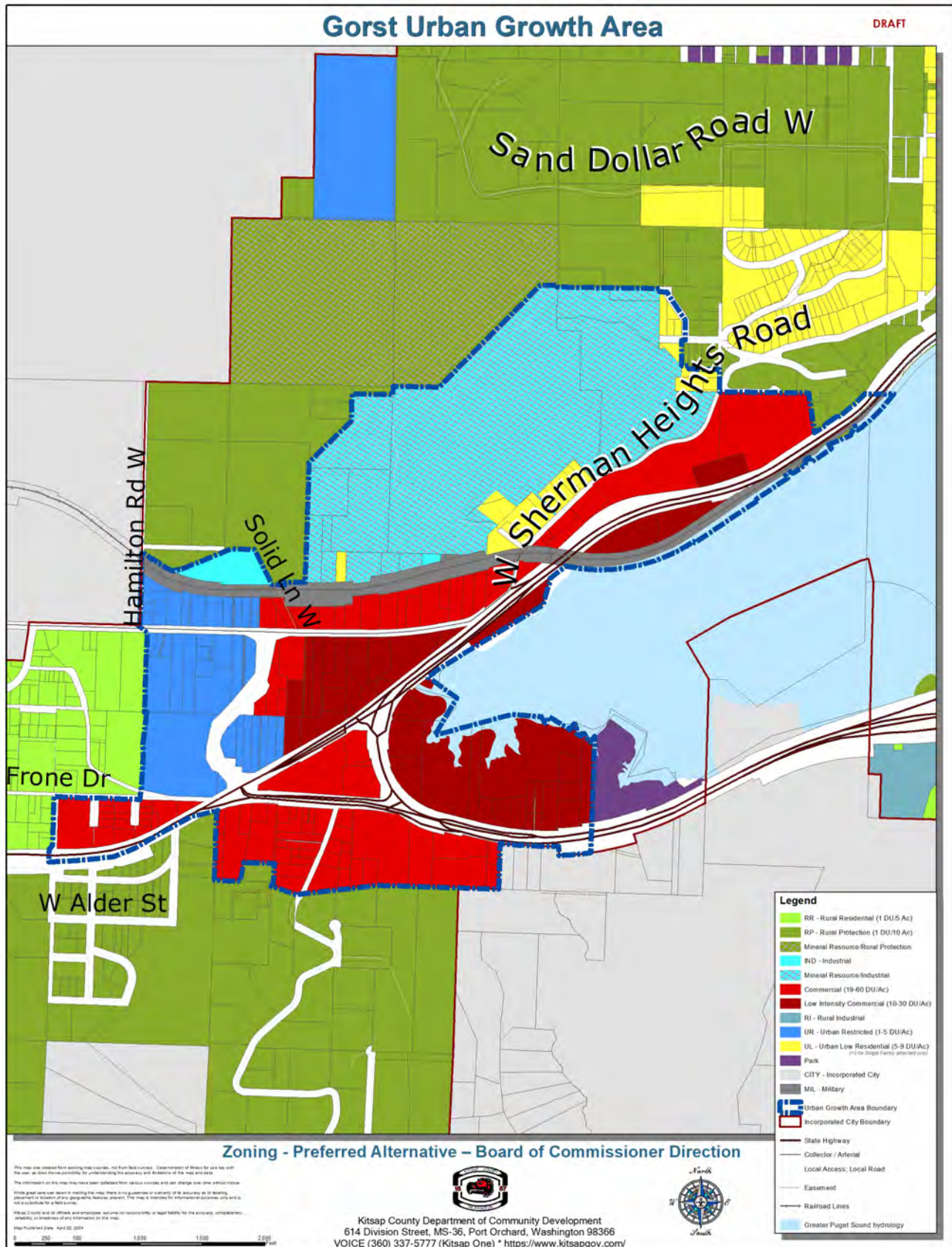
The Gorst community is located on Sinclair Inlet between Bremerton and Port Orchard. Its strategic location is reflected as a vital transportation link as two highways, SR 3 and SR 16, intersect at Gorst. As an important crossroads a railroad also traverses Gorst connecting the Puget Sound Naval Shipyard with the Bangor submarine facility and the Port of Shelton.

In the coming years Gorst will continue to play an important role for county residents, commuters, and military personnel who travel to via the area major job centers in the County including Downtown Bremerton and the Puget Sound Naval Shipyard, Bremerton National Airport and associated Puget Sound Industrial Center and others.

In 2022 WSDOT noted that from the north at Navy Yard City, State Route 3 carries 54,000 Annual Average Daily Traffic (AADT), increasing to 83,000 AADT north of Gorst, and continuing on SR 16 to Port Orchard with 51,000 AADT. Resolution of the decades-long, transportation congestion issues in the Gorst area are a key priority to improve Kitsap's economy and protect national security. In addition to being strategically located between major population and job centers in Kitsap County, the Gorst area contains regionally significant environmental resources. The approximately 6,570-acre Gorst Creek Watershed is diverse with thousands of acres of intact forest land, miles of streams and acres of wetlands. Much of the forested area that comprises the north and central portion of the Gorst Creek Watershed is publicly owned and lies within a contiguous area that also contains Green Mountain and Tahuya State Forest. Taken together, this area comprises the largest open-space block in the Puget Trough Ecoregion of the Puget Sound Basin. The estuary (Sinclair Inlet) supports shellfish, waterfowl, shorebirds, great blue herons, and bald eagles. The Gorst Creek estuary is a major passageway and nursery for Puget Sound Chinook, Coho, and Chum salmon, along with Steelhead, and Sea-Run Cutthroat trout. Gorst Creek supports a fish rearing facility managed by the Suquamish Tribe and Washington State Department of Fish and Wildlife.

Gorst's vision is one of careful balance; managing its valuable role as a transportation lynchpin for Kitsap County along with responsible stewardship for its significant natural environment.

Figure 46. Gorst UGA Zoning Map, Board Directed Preferred Alternative



Gorst Goals, Policies, and Strategies

LAND USE, ECONOMIC DEVELOPMENT AND COMMUNITY DESIGN

Goal 1.

Create opportunities for well-designed, sustainable commercial and residential growth and development.

Gorst Policy 1.1. Encourage regional and local serving commercial uses that meet community shopping needs, provide jobs, and enhance the image of Gorst through improved landscaping and site design.

Gorst Policy 1.2. Through the land use plan and zoning, allow opportunities for single family units, townhouses, and flats to provide a range of housing choices in Gorst.

Gorst Policy 1.3. Allow horizontal and vertical mixed-use development to offer greater business and housing choices and live-work arrangements.

Gorst Policy 1.4. Ensure zoning and design standards promote development patterns that increase open space and recreation opportunities, reduce impervious areas, and cluster in the least sensitive areas of a property.

Gorst Policy 1.5. Apply streetscape, landscape, building, and site design standards for new development to promote shoreline views, allow for development compatibility, enhance property values, and reinforce Gorst as the southern gateway to Bremerton.

Gorst Policy 1.6. Allocate population to the Gorst UGA based on the Gorst Subarea Plan. Ensure allocations are also consistent with Countywide Planning Policies. Until such time as population is available for allocation to Gorst to support mine site redevelopment following reclamation, the mineral resource overlay will continue.

ENVIRONMENT

Gorst Goal 2.

Protect and restore fish and wildlife habitat along Gorst Creek and Sinclair Inlet.

Gorst Policy 2.1. Develop a comprehensive program to restore the Gorst Creek Corridor in the UGA.

Gorst Policy 2.2. Promote shoreline and habitat restoration along Sinclair Inlet.

Gorst Policy 2.3. Coordinate County and City shoreline regulations and restoration plans along Gorst Creek and Sinclair Inlet to provide adequate protection and incorporate best management practices based on the Watershed Characterization Study.

Gorst Strategy 2.a. Upon annexation, the City shall apply its Shoreline Master Program to Sinclair Inlet and Gorst Creek. In addition, the City shall apply a Gorst Creek Management Zone Overlay recognizing the habitat requirements of listed fish species, the current degraded buffer conditions, and tailored approaches to implement best management practices and incentives for restoration.

Gorst Strategy 2.b. Prior to annexation, Kitsap County may consider City marine shoreline buffers and the Gorst Creek Management Zone Overlay as a means to mitigate negative impacts when reviewing site specific land use applications, such as variances.

Gorst Goal 3.

Improve water quality and reduce flooding in the Gorst UGA.

Gorst Policy 3.1. Require enhanced water quality consistent with the Sinclair Inlet Total Maximum Daily Loads (TMDL) (USEPA 2012) throughout the watershed and UGA. Reduction of impervious surfaces and onsite treatment of stormwater should be required in accordance with best management practices specified in the 2019 Stormwater Management Manual for Western Washington (Ecology 2019), or its equivalent or successor, with a preference for infiltration to reduce fecal coliform.

Gorst Policy 3.2. Reduce erosion and sediment export through measures such as adequate stream buffers, setbacks, reduced overland flow through infiltration and vegetation cover. Discussion: See the discussion under Policy UGA-3 regarding coordinated regulations.

Gorst Policy 3.3. Provide incentives and regulations that reduce impervious surfaces, promote natural and distributed stormwater techniques, and incorporate native and naturalized vegetation.

Gorst Policy 3.4. Wherever practicable, require low impact development measures such as infiltration for new development and redevelopment. Where impractical, stormwater detention may be allowed.

Gorst Policy 3.5. Incorporate low impact development best management practices into new development and redevelopment to mitigate and reduce flood impacts.

Gorst Policy 3.6. Reduce flood hazards through infrastructure improvements and stormwater management.



Gorst Policy 3.7. Policy UGA-10. Allow zero direct and untreated discharge to streams and marine water bodies in association with development and redevelopment. Apply vegetation management, clearing and grading, and stormwater rules that minimize erosion and protect water quality and habitat.

Gorst Policy 3.8. Implement adaptations to address potential effects of sea level rise on Sinclair Inlet properties. These may include, but are not limited to, accounting for sea level rise in the design of buildings and impervious areas, as well as roadway, flood management, and utility facilities.

TRANSPORTATION, PUBLIC SERVICES & UTILITIES

Gorst Goal 4.

Provide effective, efficient, and quality capital facilities and public services at the level necessary to meet the Gorst community needs and support allowed growth.

Gorst Policy 4.1. Work with federal, state, and local agencies to implement transportation improvements to manage congestion.

Gorst Policy 4.2. Improve safety and circulation, and improve transportation mode choices including transit, bicycle, pedestrian, and automobiles.

Gorst Policy 4.3. Encourage improved Kitsap Transit service such as added park and ride facilities.

Gorst Policy 4.4. Design roads to incorporate gateway treatments, boulevard style streetscape improvements, and access improvements to invite the community to Gorst and allow convenient travel to regional businesses.

Gorst Policy 4.5. Encourage public access to the shoreline along Sinclair Inlet and portions of Gorst Creek.

Gorst Policy 4.6. Require new development to meet Bremerton standards for water and wastewater.

Gorst Policy 4.7. Ensure new developments that create a demand for parks and recreation provide such facilities onsite or contribute their fair share to provision of offsite facilities.

Gorst Policy 4.8. Facilitate adequate fire and emergency response in the UGA through application of uniform fire and building codes, emergency access standards, roadway congestion management measures, and mutual aid agreements.

Gorst Policy 4.9. Ensure adequate police services are provided within the UGA to meet Kitsap County Sheriff and Bremerton police department response time and case load objectives.

Gorst Policy 4.10. Promote crime prevention through environmental design techniques to new development.

Gorst Policy 4.11. Provide long-range growth assumptions and new development applications to South Kitsap School District to ensure educational services can meet needs of new residents.

Gorst Goal 5.

Prioritize the Gorst interchange in transportation funding advocacy.

Gorst Policy 5.1. Coordinate with the Cities of Bremerton and Port Orchard, the Port of Bremerton, the Department of Defense, WSDOT and state and federal legislators on developing and executing designs to expand SR3 and SR 16 in the Gorst area.

Gorst Policy 5.2. Lead discussions of funding opportunities to address the Gorst transportation issues in a holistic yet phased approach.

ANNEXATION

Gorst Goal 6.

Facilitate a seamless transition of services from Kitsap County governance to City of Bremerton governance when properties become annexed to the City.

Gorst Policy 6.1. Explore all methods for annexation with the Gorst residents within the planning horizon. Consider annexation of the Gorst UGA to the City in the near term.

Gorst Policy 6.2. Prior to and following annexation, implement the Gorst Subarea Capital Facility Plan. Levels of service should be implemented concurrent with new development.

