

Chapter 2. Land Use

2.1 Introduction

The Land Use element represents the heart of the Comprehensive Plan, as land use goals, policies, map designations, and decisions connect and relate to all other elements. The purpose of this section is to provide a framework to guide future land use to help the city grow in an orderly, rational, and efficient way and help the community realize its potential during the 20-year planning horizon. The goals and policies contained herein recognize that haphazard and disorderly development can reduce efficiency and increase the cost of utilities, roads, and other services, consume valuable open space, and result in higher taxes and fees for service to fund infrastructure and services.

The Growth Management Act (GMA) requires plans to contain land use elements that describe the proposed distribution, location, and extent of land uses. Once adopted, land use goals and policies will be functionally implemented in Port Orchard's development regulations. The challenge of this element is to plan for population and employment growth while ensuring development occurs in accordance with the community's aspirations and values and the requirements of the GMA.

2.2 Key Issues and Concepts

As a community, Port Orchard is growing due to a healthy birth rate, immigration, and annexation. This plan accommodates Port Orchard's 2036 population and employment growth allocation, as distributed through the Vision 2040 framework and agreed upon in coordination with other Kitsap County municipalities in the Countywide Planning Policies. Port Orchard's land use and zoning designations currently provide sufficient land capacity within city boundaries to accommodate the projected 8,235 additional residents who will make Port Orchard their home (during the 2010-2036 planning period). In conjunction with the findings of the Buildable Lands Report, the Future Land Use Map shows how the 6,235 additional projected and allocated residents in the adjacent Urban Growth Area can be accommodated.

Residents have emphasized that it is critical to manage new growth in a way that protects the small town character of the community while allowing for new and innovative development that responds to changing household needs and growth pressures. In 2000, the city's population density was 1,943 residents per square mile. By 2012, taking into account new annexations, density had dropped to 1,213 residents per square mile. This decrease in density is due to the annexation of several areas, including the Bethel Corridor, which had far lower densities than the existing city. Based on population allocations for 2036 and no additional annexations, Port Orchard must plan for a density of 2,068 residents per square mile, an increase in density of 70%.

Port Orchard's population appears to be aging, but this trend has likely been skewed by recent annexations. Figure 1 shows the changes in different age groups from 2000 to 2010, with a significant increase--in both proportional and absolute terms--in people aged 40-69, reflecting the aging of the baby boomer generation. As Port Orchard's population ages, the city needs the flexibility to adapt to the changing needs and desires of this age group and the foresight to plan for those changes as well.

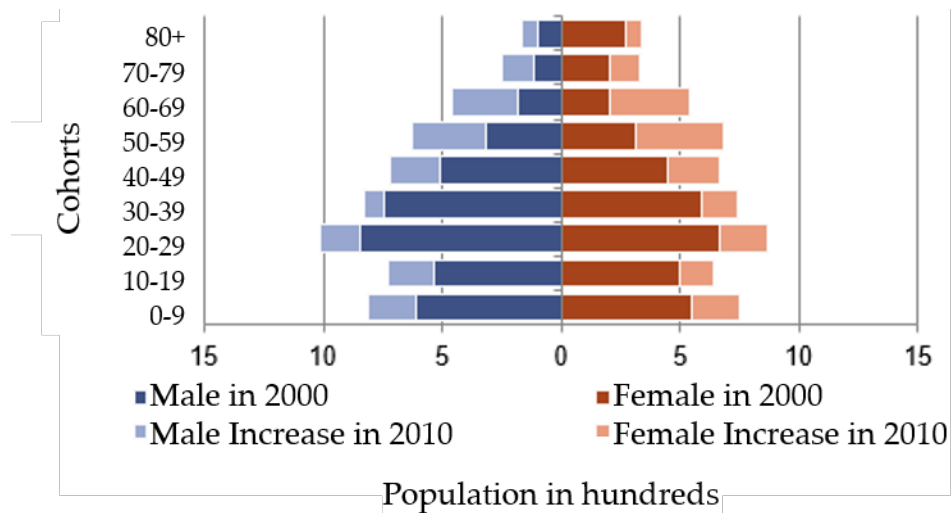


Figure 1

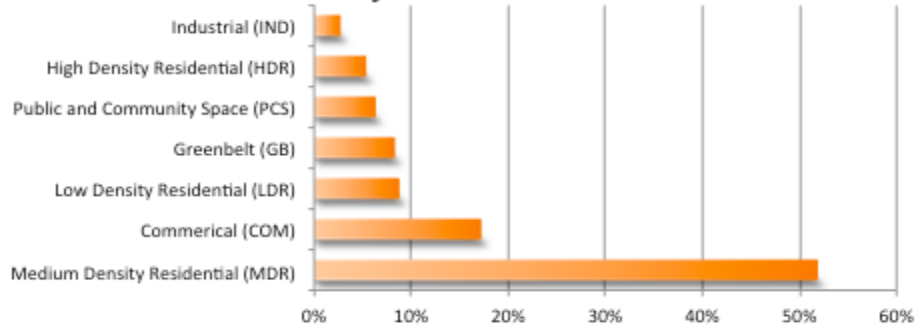
The fundamental goal of the Land Use element, as established by the GMA, is to establish broad, general direction for the City's land use policies. This element provides the City's policy plan for growth over the next twenty years. It also implements many of the goals and objectives in the other plan elements through suggested land use designations and other action recommendations. The Land Use Element specifically considers the general distribution and location of land uses, and the appropriate intensity and density of land uses given development trends and allocated population. The City's development regulations and permitting processes are used to direct growth in a manner consistent with the provisions of this element. To accomplish this, the Land Use element establishes goals and policies that seek to:

- Accommodate changes in population and demographics
- Encourage development in urban areas, reduce sprawl, and deliver services efficiently
- Ensure land use designations reflect need and demand
- Minimize traffic congestion and encourage the development of a multimodal transportation system
- Protect open spaces and the natural environment
- Promote physical activity
- Support a range of employment opportunities

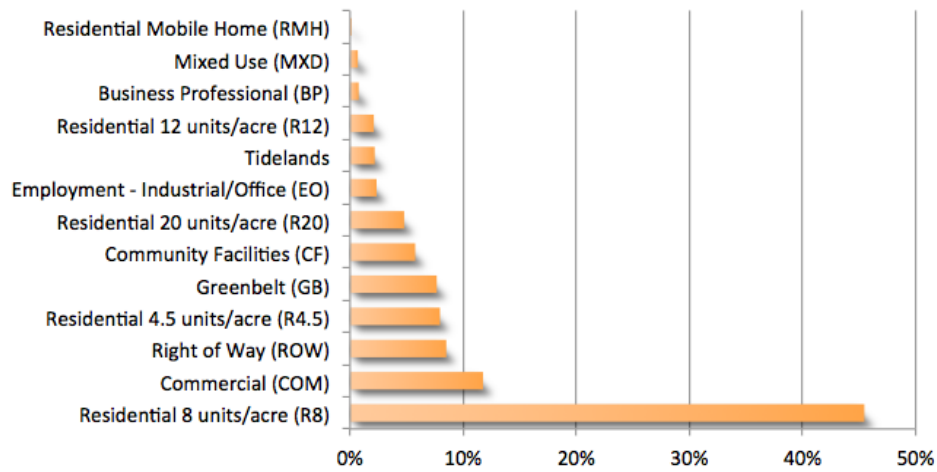
2.3 Current Land Use Characteristics

Figure 2 shows the percent of land uses and zoning based on the city's total land area as of 2014. Most land in the city is devoted to housing. Commercial areas and the downtown offer a range of goods and services, provide employment for local residents and those living in surrounding rural areas, and provide additional tax revenue to help fund public services and facilities. Industrial lands allow for light manufacturing and warehousing businesses, which also provide job opportunities and support the area's economy. Figure 2-4 shows the amount of developable land in residential land use areas.

Land Use by Share of Total Land



Zoning by Share of Total Land



Net Developable Acres by Zoning Designation

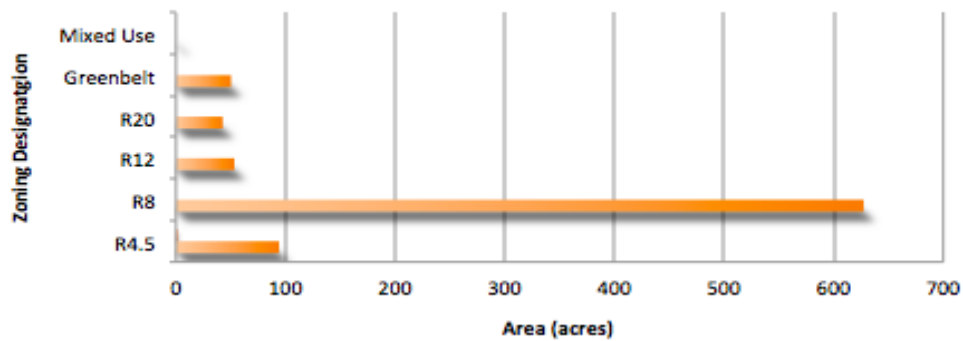


Figure 2

2.4 Land Use Designations

The City’s comprehensive plan land use element identifies 7 different land use designations which are listed in Table 1. These land use designations are implemented through the city’s zoning regulations contained in the municipal code. Each land use designation may correspond to one or more zoning designation. As the City develops sub-area plans for its local centers as described in section 2.7, the city may wish to create new zones and standards consistent with this plan, its goals and policies, and these land use designations. When doing so, the city should ensure that it doesn’t significantly alter the land capacity for the city such that the City’s population and employment growth allocations adopted in the countywide planning policies can’t be accommodated. Likewise, if sub-area plans are likely to accelerate population and employment growth rates, the City should take reasonable measures to ensure that it doesn’t surpass its 2036 growth targets.

Land Use Designations	Uses
Open Space / Conservation	Protection of critical areas, habitat management areas, greenbelts and designated open space to allow low density residential development.
Low Density Residential	Single-family detached housing
Medium Density Residential	Single-family detached and attached housing, apartment buildings
High Density Residential	Single-family attached housing, apartment buildings
Public and Community Spaces	Government services, utilities, parks, schools and related community facilities.
Commercial	Retail, office, mixed-use commercial/residential, and professional services.
Urban Industrial	Manufacturing and assembly, bulk storage and warehousing, transfer and trucking services.

Table 1

2.5 Overlay Districts

The city’s development regulations include land use overlay districts which are applied in parts of the city, as summarized below.

- Downtown Overlay District
- Tremont Corridor District
- Government/Civic Center District:
- View Protection Overlay District

The downtown overlay district, Tremont overlay district, and Government Center District all overlap with local centers designations described in section 2.7. These three overlay districts and their associated regulations may be updated as sub area plans are prepared for each local center. The view protection overlay district was enacted to limit building height and protect views in certain parts of the city.

2.6 Land Use Goals & Policies

Goals are not listed in any particular order. Port Orchard strives to:

Goal 1. Retain Port Orchard's small town commercial and residential character while accommodating allocated growth citywide.

Policy LU-1 Ensure that land use and zoning regulations maintain and enhance existing single-family residential neighborhoods, while encouraging that new development provides a mixed range of housing types.

Policy LU-2 Limit industrial development to locations accessible from arterials or freeways and discourage industrial access through residential areas.

Policy LU-3 Update and establish building and site design standards that support an attractive and functional built environment in all areas of the City.

Policy LU-4 Encourage the subdivision of large parcels and, through private subdivisions and public acquisitions, the creation of a continuous street grid similar in scale to the downtown's, especially in designated centers of local importance.

Goal 2. Ensure that sufficient land is available for development to accommodate allocated growth in population and employment.

Policy LU-5 Ensure land use and development regulations enable a supply of housing units within the city and adjacent UGA that will accommodate forecasted population growth. Ensure land use and development regulations enable a supply of commercial retail and office space within the city and adjacent UGA that will accommodate forecasted employment growth.

Policy LU-6 Ensure adequate land is available for light industrial and commercial uses, including high technology, medical, and office uses, in appropriate areas to diversify Port Orchard's economic base and provide for the community's changing needs.

Policy LU-7 Monitor the rate of residential, light industrial and commercial growth against the 20-year targets established in VISION 2040 and the Countywide Planning Policies, and if growth appears to deviate from a rate that complies with these targets, consider adopting reasonable measures such as reducing/increasing adopted transportation levels of service, reducing/increasing impact fees, or accelerating/delaying projects within the City's Capital Improvement Program.

Policy LU-8 Provide a variety of housing types and employment opportunities that meet the needs of diverse socioeconomic interests.

Policy LU-9 Notify adjacent military facilities of relevant local land use decisions.

Goal 3. Implement a strategy to develop local centers of importance.

Policy LU-10 In consultation with stakeholders and the general public, develop a comprehensive strategy to implement local centers of importance as a means of directing residential and commercial growth.

Policy LU-11 Within centers of local importance, set minimum building densities that enable lively and active streets and commercial destinations. Such limits may take the form of: minimum floors or building height, floor-area-ratios, and lot coverage; and maximum street setbacks and parking spaces.

Goal 4. Ensure that both public services and infrastructure are developed in an efficient and cost-effective manner.

Policy LU-12 Prioritize capital facilities and transportation investment in those locations targeted for growth and higher land use densities.

Policy LU-13 Coordinate with Kitsap County to develop a plan and timeline to annex UGA land adjacent to the city, consistent with the city's capability to provide municipal services and applicable law.

Policy LU-14 Identify land in the UGA that is useful for public purposes, such as utility corridors, transportation corridors, parks, schools, and other public uses.

Goal 5. Protect, enhance, and maintain the values and functions of Port Orchard's natural areas, open spaces, and critical areas.

Policy LU-15 Evaluate a range of incentives to encourage compact development to preserve open space throughout the city, possibly to include density credits, incentive zoning, and transfer of development rights.

Policy LU-16 Prioritize the development of new parks, open space, and passive and active recreational opportunities in underserved neighborhoods and centers of local importance.

Policy LU-17 Incentivize infill development to preserve and protect open space, critical areas, and natural resources.

Policy LU-18 Identify land in the UGA that is useful for open space corridors, including land for recreation, wildlife habitat, trails, and connections of critical areas.

Policy LU-19 Protect the quality and quantity of groundwater used for public water supplies through zoning designations, development regulations, and the local critical areas ordinance.

Goal 6. Reduce congestion and greenhouse gas emissions, promote public health, reduce auto dependency, and increase multimodal transportation opportunities for accessing retail services, health care services, and places of employment.

Policy LU-20 Ensure orderly development, concurrency of infrastructure provision, and protection of environmentally sensitive areas through an effective and predictable permitting process.

Policy LU-21 Remove barriers to low-impact development in zoning, subdivision, and street regulations. Encourage the minimization of impervious surface areas in development.

Policy LU-22 Promote local food security and public health by enabling the establishment of urban agriculture, community gardens, farmers markets, and food production and distribution infrastructure.

Policy LU-23 Enable land use patterns that allow all residents to safely and efficiently access commercial services, especially grocery stores and healthcare facilities, without an automobile.

Policy LU-24 Encourage the expansion of transit networks that enable both incorporated and unincorporated neighborhoods outside of the city to access job centers within Port Orchard.

Goal 7. Encourage the development of active, vibrant, and attractive destinations throughout the community.

Policy LU-25 Incorporate the following principles in planning for commercial areas:

- Create lively and attractive places at a human scale.
- Support a mix of retail, office, and residential uses in multistory structures.
- Create transitions between commercial areas and surrounding residential neighborhoods.
- Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions that detract from the quality of the living environment.
- Encourage multi-modal transportation options, especially during peak traffic periods.
- Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.

- Promote a street pattern that provides through connections, pedestrian and vehicular access.
- Establish urban and architectural design standards that support an attractive and functional pedestrian environment, such as block size limits and requiring street-facing windows and doors.
- Encourage pedestrian travel to and within commercial areas by providing:
 - Safe and attractive walkways.
 - Close groupings of land uses.
 - Parking lot design that provides safe walking routes and pedestrian connections between adjacent properties.
- Off-street surface parking to the backs or sides of buildings to maximize pedestrian access from the sidewalk(s).

Goal 8. Connect new and existing neighborhoods to each other, to commercial and employment centers, and to public facilities.

Policy LU-26 Require adequate transitions between different land uses to mitigate potential negative impacts of noise, light, and air pollution.

Policy LU-27 Require new development to provide connections to and through-access for existing and planned trails and roads. Explore strategies to encourage existing development to provide the same as part of a city- and region-wide trail and open space network.

Goal 9. Encourage the ongoing development of downtown as an active, vibrant community, commercial, social, and civic center while respecting its historic character.

Policy LU-28 In conjunction with the proposed Centers strategy, enhance downtown Port Orchard's role as the center of the South Kitsap region, reflecting the following principles in development standards and land use plans:

- Encourage land uses that support transit centers and promote pedestrian activity.
- Promote a mix of uses, including retail, office, and housing.
- Encourage uses that will provide both daytime and evening activities.
- Support civic, cultural, and entertainment activities.
- Provide sufficient public open space and recreational opportunities.
- Enhance, and provide access to, the waterfront.
- Develop enhanced design guidelines and design review requirements that promote attractive, pedestrian-scale development and redevelopment within the City's historic downtown area.

Policy LU-29 Consider conducting a downtown parking study to assess current and future parking needs and develop solutions and strategies to address identified constraints or oversupply.

Policy LU-30 Ensure land use designations and development support existing maritime industries, promote creative uses of the waterfront, and facilitate the planning and construction of waterfront parks and gathering places.

2.7 The Centers Strategy

2.7.1 Introduction

The post-war 1920s have become synonymous with the beginning of a development pattern known as urban sprawl. Sprawl expands development over large amounts of land, resulting in long distances between homes, jobs, and stores. It also significantly increases dependence on the automobile and traffic on neighborhood streets and highways, as driving is required for nearly every activity. This development pattern also draws economic resources away from existing communities and spreads them thinly and inefficiently, far away from a community's historic core. This increases spending on new roads, new water and sewer lines, and police and fire protection. This ultimately leads to the degradation of the older city, higher taxes, and fewer available resources for already existing communities. In the early 1990s, Washington sought to combat this adverse development style by adopting the GMA. Among other ambitions, the GMA suggested a new development pattern broadly known as Centers.

The criteria for designation of a center of local importance are found in the Puget Sound Regional Council (PSRC) VISION 2040, which is a regional strategy for accommodating the expected 2040 population of the Puget Sound region. According to VISION 2040, local centers serve important roles as sub-regional hubs and secondary concentrations of development. They provide a dense mix of housing and services, such as stores, medical offices, and libraries. They serve as focal points where people come together for a variety of activities, including business, shopping, living, and recreation. They often have a civic character with community facilities, such as municipal buildings and other public places. Local centers should be served by regular local transit and regional express transit service, and should have a complete network of sidewalks and access to bicycle paths and transit facilities.

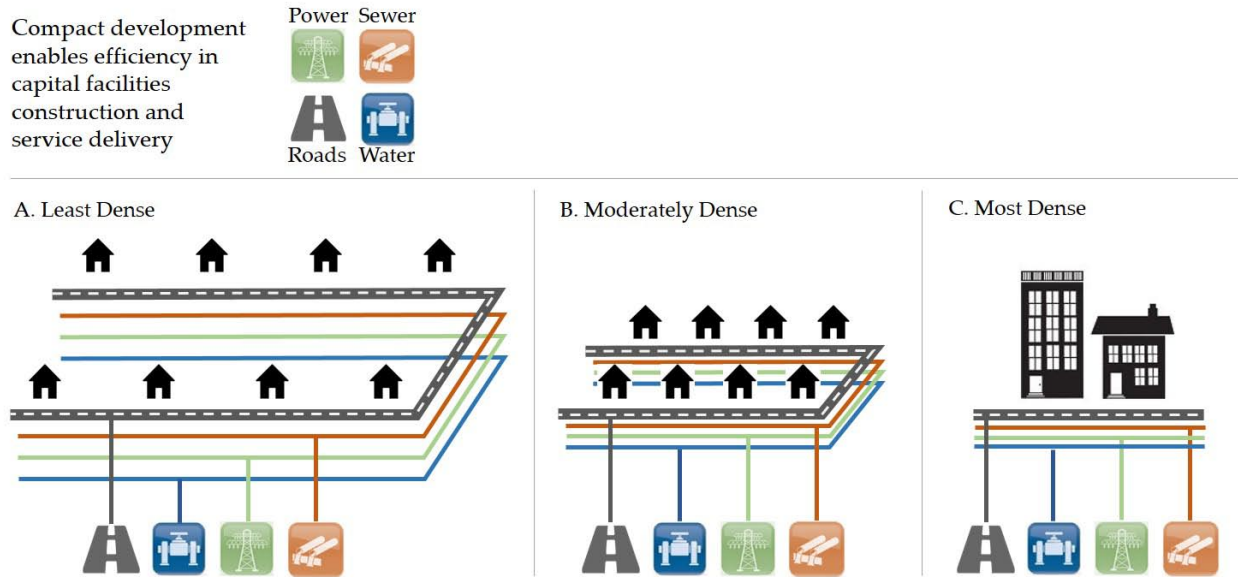


Figure 3 – The advantages of infrastructure and land use concurrency

2.7.2 What are Centers?

Traditional neighborhoods often had smaller business districts that served surrounding residential areas. These districts typically had retail shops, markets, and services that were a short walk from the homes in the area. Additionally, these districts created a unique identity that solidified the neighborhood. With the increased cost of fuel and the economic recession, residents of Port Orchard have expressed a preference for the development of smaller, local retailers and service providers in places that knit people and commerce together on a local level.

Centers are focused areas of development that have key uses which enable the City to deliver services more cost-efficiently and equitably, pursue a development pattern that is environmentally and economically sound, and provide a means of influencing growth and change through collaboration with the community in planning for the future of these areas. This strategy helps to accommodate growth in designated areas while preserving the existing character of the community, thereby retaining more open space and the dominant pattern of existing development. Centers accomplish these objectives by:

- Concentrating a thoughtful mix of supporting uses.
- Allowing more intense development while maintaining appropriate scale.
- Offering a wider variety of housing types that meets the needs of the broader community.
- Minimizing the dependence on vehicle trips.

The Centers strategy is a comprehensive and long-term approach to planning for a sustainable future that helps preserve those aspects of the community that residents value. This approach is intended to maximize the benefit of public investment in infrastructure and services and promote collaboration with private interests and the community to achieve mutual benefits.

Providing opportunities for residents, jobs, stores, services, and open spaces to be located in close proximity can reduce the reliance on cars for shopping and commuting and offer better access to daily wants and needs. Increasing residential and employment densities in key locations makes transit and other public services convenient for more people and therefore makes these services more efficient.



Figure 4 – Community Recreation Space

The CPPs define four different types of Centers:

1. Town or City Centers
2. Mixed-Use Centers
3. Activity/Employment Centers
4. Transportation Hubs

To see more detailed definitions of these Centers please refer to the Kitsap County Countywide Planning Policies.



Figure 5 – Rendering of a concept for a pedestrian-focused town center.

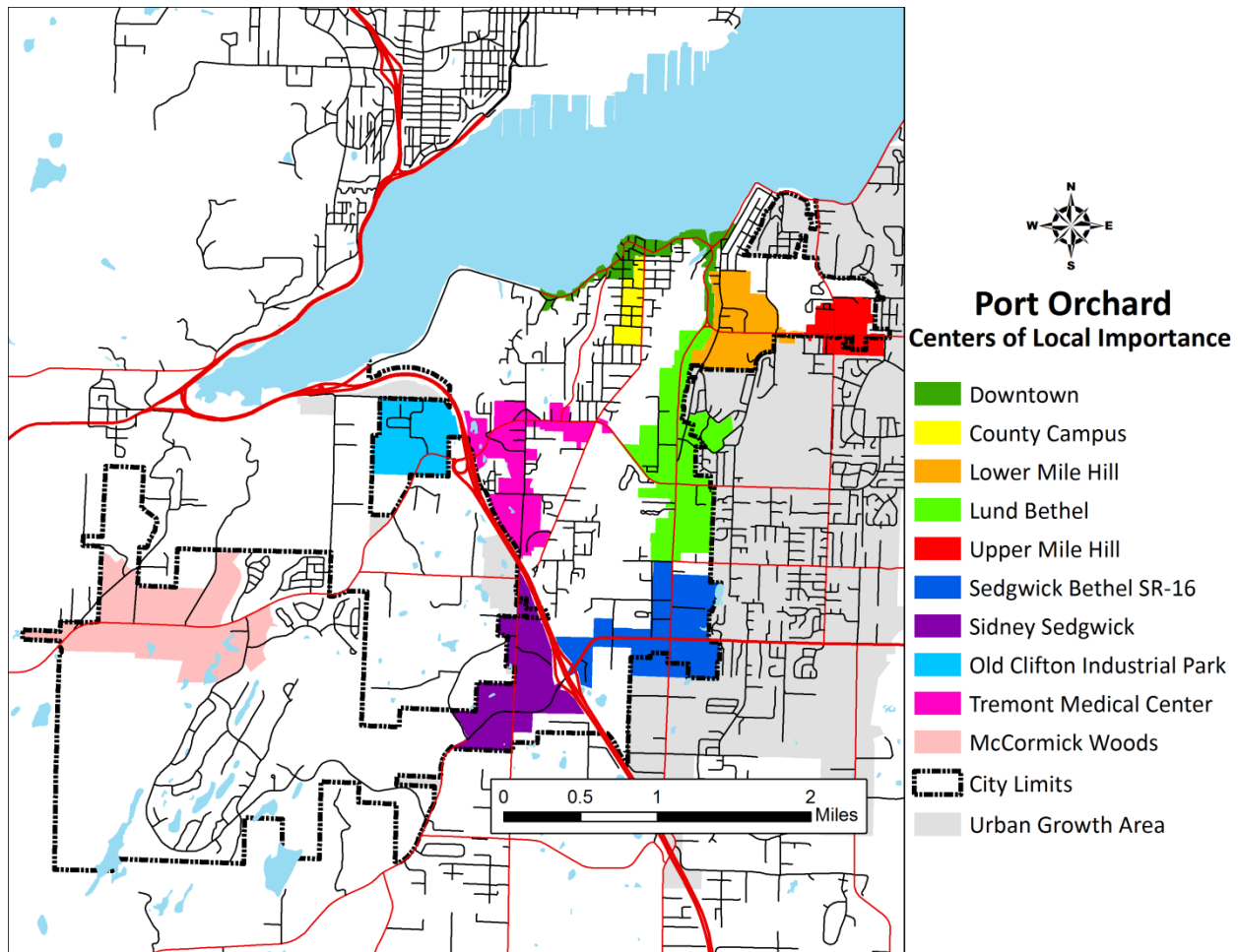
2.7.3 Designated Local Centers (Existing and Planned)

Prior to 2014, Port Orchard had 3 identified local centers in its comprehensive plan; the Downtown, the Tremont Center and the South Kitsap Mall Centers. After completing a series of annexations, the City Council filed a comprehensive plan amendment in 2014 to expand the number of designated local centers within Port Orchard. Sub-area planning had previously occurred for some of these areas while other newly designated areas were identified as areas for which subarea planning would need to occur in the future.

The following Center's of Local Importance (local centers) have been designated through the City's comprehensive planning process:

1. Downtown Port Orchard (City Center)
2. Tremont Medical Center (Activity/Employment Center)
3. County Campus (Activity/Employment Center) – Previously known as the Government/Civic Center District
4. South Kitsap Mall/Lower Mile Hill (Mixed Use Center)
5. Upper Mile Hill (Mixed Use Center)

6. Sedgwick Bethel (Mixed Use Center)
7. Tremont/Lund/Bethel (Mixed Use Center)
8. Sedgwick/Sydney (Mixed Use Center)
9. Old Clifton Industrial Park (Activity/Employment Center)
10. McCormick Woods/Old Clifton (Mixed Use Center)



2.7.4 General Center Goals and Policies

The following are a list of general goals and suggested policies that Centers should seek to fulfill. Although Centers have common elements, it should be acknowledged that each Center is unique and have/will have a different set of priorities. Centers goals should be tailored to the specific Center in question. Generally, Centers should seek to:

- Policy CN-1 Prioritize the City’s residential, commercial and light industrial growth and infrastructure investments within designated Centers, in accordance with VISION 2040 and the Countywide Planning Policies.
- Policy CN-2 Focus future growth in designated, higher intensity areas in an effort to encourage the preservation of open space and maintain surrounding neighborhood character.
- Policy CN-3 Shorten commutes by concentrating housing and employment in strategic locations, which provides residents opportunities to live and work in the same neighborhood.
- Policy CN-4 Provide commercial services that serve the population of the Center, surrounding neighborhoods, the city, and the region (dependent on the suitability of the scale of each Center).
- Policy CN-5 Support pedestrian and transit uses by promoting compact, mixed-use areas with appropriate infrastructure that provide a variety of activities.
- Policy CN-6 Balance objectives for accommodating growth, encouraging compatibility, promoting housing affordability, and offering a wide range of housing types.
- Policy CN-7 Provide access to parks and public pedestrian spaces by creating them within each Center or by creating connections to existing public and open spaces.
- Policy CN-8 During subarea planning for Centers, develop an implementation plan that addresses how the City will meet Center goals through appropriate land use designations, annexation, development of capital facilities and utilities, and related measures.

Suggested Policies (for Individual Centers)

Policies are the principles the City will use to guide decisions. The following are general suggested policies for future Center subarea plans to be incorporated into the comprehensive plan. These policies should be tailored to achieve the identified goals for each of the proposed Centers. Each policy is followed by numbers that correspond to the Centers goals that it advances, and titles that identify its connections to other elements of the plan.

- Policy CN-9 In coordination with Kitsap County, the City shall designate local Centers and direct growth to them through focused regulations and directed capital projects. (Centers

Goals 1,2,3,4,5,6; Housing, Parks, Economic Development, Transportation, and Capital Facilities Elements)

- Policy CN-10 The City should support employment growth, the increased use of non-automobile transportation options, and the preservation of the character of existing built-up areas by encouraging residential and mixed-use development at increased densities in designated Centers. (Centers Goals 1,2,3,4,5,6; Housing, Parks, Economic Development, Transportation, and Capital Facilities Elements)
- Policy CN-11 The City shall ensure that higher density development in Centers is either within walking or biking distance of jobs, schools, and parks or is well-served by public transit. (Centers Goals 1,2,3,4,5,6; Housing, Parks, Economic Development, Transportation, and Capital Facilities Elements)
- Policy CN-12 The City shall create and designate zoning that allows a mix of uses to accommodate concentrations of employment and housing. (Centers Goals 2,3,4; Economic Development and Housing Elements)
- Policy CN-13 The City should explore appropriate zoning to facilitate predetermined capacities of jobs and housing units for each individual Center. (Centers Goals 2,3,4,5; Housing and Economic Development Elements)
- Policy CN-14 In consultation with local businesses and property developers, the City should reevaluate existing overlay districts and their associated regulations to address potential barriers to development. Existing overlay areas should be evaluated for potential inclusion in the proposed Centers strategy. (Centers Goal 3; Economic Development Element)
- Policy CN-15 To ensure compatibility with the character of the city, the City should consider establishing design guidelines for Centers that preserve a small town character, establish a human-scale residential image, and encourage interaction among residents. The City should ensure development regulations promote attractive site and building design that is compatible in scale and in character with existing development. (Centers Goals 1,4,5,6; Housing Element)
- Policy CN-16 The City shall encourage a broad range of housing types and commercial uses within designated Centers, through zoning and development regulations that serve a local, citywide, or regional market. (Centers Goals 3,5; Housing and Economic Development Elements)

Policy CN-17 The City shall promote convenient and direct connections to adjacent areas for pedestrians and bicyclists. (Centers Goals 2,4,6; Transportation and Capital Facilities)

Policy CN-18 The City shall encourage direct access to either existing or potential public open spaces in the vicinity of each Center. (Centers Goals 4,6; Parks and Transportation Elements)

2.7.5 Specific Center Descriptions, Goals, and Policies

2.7.5.1 Downtown Port Orchard (City Center)

The Port Orchard Downtown is the cultural, civic, and recreational hub of the community. Founded in 1890 as the Town of Sidney, it became the county seat in 1892 and was renamed Port Orchard in 1903. During this time, transportation around the Kitsap peninsula was highly dependent on the water. The town's first dock was built in 1889, and within a few years the private steam vessels that became known as the "Mosquito Fleet" began to serve the citizens. By the 1920s, diesel-electric ferries from San Francisco replaced the steamship ferries, and today Port Orchard is still served by foot ferry service to Bremerton.

In 1890, the town had no streets, and was divided into three sections by Pottery Creek and Black Jack Creek. Mass grade and fill efforts highly altered the waterfront and its associated creek and marsh system, and many of the downtown buildings on the water side of Bay Street are on pilings and subject to subterranean tidal influence. Currently, the downtown contains a mix of land uses, including Port Orchard's City Hall and public library, numerous retail and service businesses, a marina and ferry dock, public parking, and a waterfront park and trail. With access from the water and from state highways 3 and 16, it remains the City's primary center for community events and activities. The City continues to work toward a balance of historic preservation, environmental restoration, and economic improvement for the downtown center.

Goal 10. Update the existing Downtown Development Regulations (currently known as the Downtown Overlay District) to better define design guidelines, the design review process, and to encourage a balance between historic preservation and redevelopment in accordance with the following purposes:

1. Implement the land use goals and policies set forth in the Comprehensive Plan.
2. Provide for the development of an integrated mixed use downtown district that contains office, service, retail, residential and recreational uses within close proximity to one another.

3. Encourage imaginative site and building design and development while maintaining view corridors and a small town feel.
4. Identify potential significant environmental impacts, and utilize mitigation sequencing in project review with emphasis on avoidance and minimization of impacts.
5. Promote sustainable and low-impact development.
6. Encourage restoration and enhancement of degraded shorelines and critical areas in the downtown area as part of new development and redevelopment.
7. Encourage environmentally sustainable development.
8. Promote economic development and job creation in the City.
9. Encourage energy conservation in building design and layout.
10. Promote an integrated system of pedestrian-friendly walkways and parking areas.
11. Enhance the City's waterfront character while maintaining the maritime presence.
12. Encourage the development of buildings with ground floor retail with office uses and residential uses above.
13. Promote a walkable community by encouraging the development of public open spaces, waterfront access, and pedestrian-friendly walkways.
14. Locate and combine parking areas in order to minimize the number of points of access to and from Bay Street.
15. Encourage architectural and site designs that serve as gathering places in wet and dry conditions.
16. Promote greater public transportation availability within Port Orchard and across Sinclair Inlet during the evening hours to improve access to/from the DOD.

Goal 11. Provide zoning that is consistent with Port Orchard's existing built environment, topography, and lot sizes that allow for financially viable, high quality development.

Policy CN-17 Allow bulk standards (height, setbacks, building size, parking requirements, etc.) and a minimum unit size to determine residential density.

Goal 12. Retain existing maritime industries.

Policy CN-18 Encourage incentives for maritime industries to remain and expand development to serve the Puget Sound boating industry.

Goal 13. Encourage mixed use development within the Downtown and Gateways.

Policy CN-19 Encourage residential use above commercial and retail ground floor developments, including incentives and public amenities.

Policy CN-20 Adopt design standards for Gateways.

Goal 14. Encourage facilities that will draw local residents and tourists to Downtown and the Gateways.

Policy CN-21 Facilitate the planning and construction of waterfront parks or gathering places.

Policy CN-22 Consider developing a parking garage for use by downtown residents, visitors, and employees.

Policy CN-23 Require a 10-foot wide boardwalk and/or upland trail, dedicated to the public, on the shoreline for redevelopment projects, and seek funds to acquire easements on private properties and build a boardwalk and/or upland trail on public property, with removal or pulling back of rip rap and restoration of shoreline vegetation where feasible, for a contiguous pedestrian shoreline connection that minimizes shoreline impacts.

Policy CN-24 Create an aesthetically pleasing entryway to the City with the use of high-quality signs, artwork, and landscaping.

Goal 15. Plan for protection of existing buildings and other structures within the downtown area that are vulnerable to flooding from existing high tide events and from future sea level rise.

Policy CN-25 Continue to implement City code requirements for flood damage prevention, in accordance with the recommendations of the Federal Emergency Management Agency, by identifying special flood hazard areas and restricting new development and redevelopment in those areas.

Policy CN-26 Identify buildings and structures that are currently affected by high tide events and that are most vulnerable to future sea level rise, and develop potential actions to prevent worsening of flooding problems.

2.7.5.2 Tremont Medical Center

1. Purpose. The purpose of the Tremont sub-area plan is to insure that future development in the Tremont Corridor is guided by specific guidelines and land use regulations that have been generated by community wide involvement. This Comprehensive Plan and Tremont Corridor District plan incorporates existing comprehensive or other documents related to properties

within the Tremont Corridor Sub Area. This plan will establish certain important Visions, Goals, and Policies as well as standards and guidelines within the Tremont Corridor sub-area.

2. Vision. The Tremont Corridor is one of three primary entry points into the City of Port Orchard from Highway 16. Presently the area is a mix of single-family residences, commercial, health care facilities and multi-family residences. The expanded Harrison Hospital Urgent Care Campus and Group Health facilities are the anchors for businesses along the corridor, particularly from Pottery Avenue west to Highway 16 forming the basis for a Hospital Benefit District. The Tremont Corridor is a through-way for travelers and residents wanting to access shops and services in the core of the city and businesses and homes in outlying areas. The Tremont Corridor also announces to residents and visitors alike that the city has economic vitality and provides services and opportunities to its citizens and residents in the south Kitsap area.

Tremont Corridor residents and Port Orchard citizens have determined that they would like to see the corridor developed in way that encourage professional businesses that support the health care facilities already in place and businesses that allow the continuing free flow of traffic from Highway 16 into the downtown areas. Focus should be placed upon pedestrian connections within the district as well as providing a regional connection to the South Kitsap areas served by the hospitals and emergency service providers within the district.

Tremont Avenue will be improved and widened with sidewalks, street trees and a landscaped island that will create a boulevard style of roadway. The Tremont corridor is promoted to include design standards that will necessitate new development to provide a consistent, attractive landscape edge while maintaining a human scale to new and redevelopment projects. A system of trails that are pedestrian and bike friendly connecting the Tremont Corridor to the Port Orchard marine walkway with trails through natural areas are key to the success of the Tremont district.

The Tremont district is envisioned with some multi-family residences to accommodate the combination of residential and employment land uses within walking distances of the major health care facilities. Some cafes and neighborhood services are also envisioned to support those living, working or visiting the health care facilities. Regulations and design guidelines should help to ensure that parking is provided in a manner that is beneficial to the neighborhood and enhances the flow of transportation through the district. In addition, Tremont Corridor stakeholders envision monument signage that are tastefully designed and constructed of natural materials.

The corridor from Pottery Avenue east to Sidney Road consists primarily of single-family residences and small clinics. Single family uses are encouraged as a desired mix of services and residential uses within this district.

3. Tremont Medical Center Goals

Goal 16. Encourage development within the area that supports the major hospital and medical installations (Harrison Hospital

and Group Health) and assists the emergency response agencies in the corridor (South Kitsap Fire District).

Policy CN-25 Encourage regulations that enhance existing businesses while providing incentives that promote economic growth in the corridor while maintaining sensitivity to residents in the area.

Policy CN-26 Encourage professional and office uses that support the medical industry and create pedestrian oriented health care focus.

Policy CN-27 Adopt Tremont Corridor Design Standards for non-residential structures within the Tremont Overlay District.

Policy CN-28 Promote the creation of a hospital benefit district that will create opportunities for additional community and economic development funding.

Goal 17. Create landscaping requirements specific to the Tremont Corridor with emphasis on the boulevard (Tremont Street) and creating an attractive entry way to the city.

Policy CN-29 Incorporate revised landscape standards into the Port Orchard Municipal Code and apply landscaping standards developed for the Tremont Corridor.

Policy CN-30 Require new developments to utilize landscaping that creates visually interesting and environmentally sustainable design.

Goal 18. Encourage residential units in walking distance to employment, services, and health care facilities.

Policy CN-31 Require sidewalks or interconnected pedestrian paths or a system of trails for non-motorized transportation with all new development.

Goal 19. Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.

Policy CN-32 Encourage all new developments to limit direct access to Tremont Street.

Policy CN-33 All future City paving projects on streets within the Tremont Corridor should include continuous 5-foot paved walkways for pedestrian use. These walkways shall be coordinated with an area wide Trail Plan as necessary.

Policy CN-34 Developments abutting public rights-of-way within the Tremont Corridor should include sidewalks and bicycle lands.

Policy CN-35 The City shall help to facilitate the development of trail systems that connect the Tremont Corridor with transportation facilities in the surrounding areas.

Policy CN-36 Encourage the expansion of Kitsap Transit's service to increase trip frequency within the Tremont Corridor.

2.7.5.3 County Campus Center

The City of Port Orchard has benefited from being the Kitsap County seat, as well as Kitsap County long serving as the City's largest employer. Kitsap County has proposed several phased development scenarios to provide options for the expansion of County facilities within the City of Port Orchard over the next 40 years. The District included land use and regulation proposals derived from the Kitsap County Campus Master Plan created in 2003, which was designed to accomplish the expansion of community facilities and allow uses that would serve to buffer the residential areas from the Campus.

Figure 6 – Kitsap County Campus Master Plan 2003, courtesy of Kitsap County.



Vision. The vision of the County Campus Center is to encourage the aesthetic development of the Kitsap County Government buildings in a campus-like setting. The Government / Civic Center District, (GCCD), has been delineated to be bounded by Dwight Street, Cline Avenue, Kendall Street, and Sidney Avenue. The purpose of the design standards and review criteria is to insure that site development and structures in the Government / Civic Center overlay districts meet the intent of the City for high quality construction in a campus-like setting. The proposed standards address an array of design elements related to pedestrian safety, along with design standards to promote compatibility with surrounding residential uses such as setbacks, landscaping, architectural elements and screening.

Goal 20. Encourage campus-like development in an orderly and aesthetic manner supporting the needs of the Kitsap County Government Uses.

- Policy CN-37 Encourage development of community oriented uses and services that support the mission of the County Seat.
- Policy CN-38 Support limited business and professional uses that serve the governmental offices and provide services to the employees and citizens.
- Policy CN-39 Encourage the development of a pedestrian plaza within the campus as a gathering spot and center for meetings, rallies, and public organization efforts.
- Policy CN-40 Support residential use within the overlay district and ensure new development is sensitive to those uses.
- Policy CN-41 Create design review criteria for government development within the overlay district and require review by a design review board for all new government structures.
- Policy CN-42 Encourage use of landscaping to mitigate impacts of noise, lighting, odor, and aesthetics on surrounding residential neighbors, through the use of such measures as evergreen plant screens, sound barriers, fences, mounding, berming, etc.
- Policy CN-43 Encourage Green Building Standards and low impact development for all governmental development within the overlay district. Structures designed LEED Silver standard for all new government development is strongly supported.
- Policy CN-44 Require pedestrian friendly development that encourages non-motorized mobility throughout the overlay district with connections to adjacent points of interest or centers of activity.

2.7.5.4 South Kitsap Mall/Lower Mile Hill

The South Kitsap Mall Lower Mile Hill Mixed Use Center consists of the lower sections of the Mile Hill Road commercial corridor, adjacent multi family development, and South Kitsap School District facilities including the administrative offices, the transportation center, and the High school. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update.

2.7.5.5 Upper Mile Hill

The Upper Mile Hill Mixed Use Center consists of the upper sections of the Mile Hill Road commercial corridor and contains a mix of multi family and single family development. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update.

2.7.5.6 Sedgwick/Bethel

The Sedgwick/Bethel Mixed Use Center consist of the Bethel Commercial corridor from Salmonberry to the North to the city boundary to the south and along the Sedgwick corridor connecting to SR-16 to the west. In addition to commercial development and commercially zoned vacant land, this area includes a future park site and land zoned for multifamily development. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update.

2.7.5.7 Tremont/Lund/Bethel Center

The Tremont/Lund/Bethel Center consists of the Bethel commercial corridor from the intersection of Mile Hill Road south to Salmonberry, the adjacent multifamily housing developments, The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area. Prior to the next periodic comprehensive plan update. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update.

2.7.5.8 Sedgwick/Sidney

The Sedgwick/Sidney Center is a rapidly developing area of the city that has seen more than 220 units of multifamily housing develop since 2010 along with significant new commercial development. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update.

2.7.5.9 Old Clifton Industrial Center

The Old Clifton Industrial Employment Center is located at the site of reclaimed sand and gravel mine. Its close proximity to transportation facilities and its isolation as a result of past mining activities make it an ideal site for industrial and employment uses. The site is served by Kitsap Transit and is located along Old Clifton Road near SR-16. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update.

2.7.5.10 McCormick Woods/Old Clifton Mixed Use Center

The McCormick Woods/Old Clifton Mixed Use Center includes a portion of the McCormick Woods master planned community, the recently developed city park McCormick Village Park, the site a future South Kitsap High School (an additional high school), recreational facilities including trails and a golf course, and areas zoned for multifamily and commercial development. The area is not presently served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update.

2.7.6 Road Map to Implementation

Further planning for each identified local center is required in order to implement the City's vision for the overall centers strategy. The city is committed to undertaking a sub area planning process for each center, to better identify center boundaries, develop a vision, goals, and policies for each center. This planning process will also provide recommendations for amending the development regulations, zoning designations, design guidelines and capital facility plans to reflect and implement the sub area plans. Sub-area plans for the centers will be adopted into the City's comprehensive plan.



Figure 7 - Rendering of a conceptual center.



Figure 8 - Rendering of a centers concept.