



**City of Port Orchard Council Work Study Session
October 15, 2019
6:30 p.m.**

- Mayor:**
Rob Putaansuu
Administrative Official
- Councilmembers:**
Bek Ashby (Mayor Pro-Tempore)
Chair: ED/Tourism/LT Committee
Staff: Development Director
Finance Committee
KRCC / PSRC TransPol / KRCC TransPol
KRCC PlanPol-alt / PRTPO
- Shawn Cucciardi
Finance Committee
Land Use Committee
PSRC EDD-alt
- Fred Chang
Utilities Committee
Sewer Advisory Committee (SAC)
Staff: Public Works Director
- Jay Rosapepe
ED/Tourism/LT Committee
Utilities Committee
Sewer Advisory Committee (SAC)
KRCC-alt / KRCC TransPol-alt
Kitsap Transit-alt
- John Clauson
Chair: Finance Committee
Staff: Finance Director
Kitsap Public Health District-alt
KEDA/KADA-alt
- Cindy Lucarelli
Chair: Utilities and SAC Committee
Staff: Public Works Director
Chair: Chimes and Lights Committee
Staff: City Clerk
KEDA/KADA
- Scott Diener
Chair: Land Use Committee
Staff: Development Director
ED/Tourism/LT Committee
- Department Directors:**
Nicholas Bond, AICP
Development Director
- Mark Dorsey, P.E.
Director of Public Works/City Engineer
- Tim Drury
Municipal Court Judge
- Noah Crocker, M.B.A.
Finance Director
- Matt Brown
Police Chief
- Brandy Rinearson, MMC, CPRO
City Clerk
- Contact us:**
216 Prospect Street
Port Orchard, WA 98366
(360) 876-4407
1. [2019-2020 Mid-Biennial Review and Modifications](#) (Crocker) **Page 3**
Estimated Time: 30 Minutes
 2. [2019 Comprehensive Plan Amendments](#) (Bond) **Page 19**
Estimated Time: 20 Minutes
 3. [LTAC 2020 Funding Recommendation](#) (Rosapepe) **Page 79**
Estimated Time: 20 Minutes

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City of Port Orchard Work Study Session Executive Summary

Issue Title: 2019-2020 Mid-Biennial Review and Modifications

Meeting Date: October 15, 2019

Time Required: 30 minutes

Attendees: N/A

Action Requested at This Meeting: Provide any questions and comments on the proposed budget adjustments.

Issue: As established by RCW 35.34.130 a mid-biennial review and modification of the biennial budget is required

This Review shall occur no sooner than eight months after the start of the biennium (September 1) and no later than the close of the fiscal year (Dec.31)

Per Ordinance Section 2, In this mid-biennial review, the

- Finance Director shall prepare proposed modifications
- Proposed modification shall be public record and available to the public
- Council may consider proposed ordinance to carry out such modifications
- Shall provide for publication and notice of hearing
- Public hearing shall be advertised at least once and shall be held no later than first Monday in December
- Hearing is required whether or not the biennial budget is modified

Background: The Finance Department has asked department to review their current budget status reports during the month of September and respond to the Mid-Biennial Review and Modifications request.

The City has focused its criteria for mid-year modification to those items that materially affect the budget in one of 3 ways:

- Changes that reduce expenditures
- Major increases to current budgeted expenditures.
- Modifications/Requests for new mission critical, unforeseen major expenditures

All departments have responded and provided their proposed modifications for consideration to the finance department. The Mayor and the Finance Department met and reviewed all requests and have prepared the Mayor's proposed adjustments for consideration. The Finance Committee has met and reviewed the proposed modifications to

the budget prior to council work study and have added three additional requests in addition to supporting the Mayor's proposed adjustments.

The City Council will review the proposed modifications to the city budget at tonight's work study session and provide additional direction. The public hearing on the budget modifications will be held on Oct. 22, 2019 with possible action on a budget amendment to take place during the business meeting of the Council Meeting later that night.

Included in the packet are details on the adjustments with the highlights listed below:

Highlights include:

1. All beginning fund balances are adjusted to reflect actual beginning fund balance as of January 1, 2019
2. All ending fund balances are adjusted to incorporate changes in beginning fund balance, and proposed revenues, and expense adjustments
3. Fund 001-Current Expense increase expenditure authority by \$1,294,328
4. Fund 002-City Street Operations increase expenditure authority by \$285,000
5. Fund 111-Impact Fee reduced expenditure authority by \$72,000
6. Fund 302-Capital Construction increased expenditure authority by \$248,715
7. Fund 304-Street Capital Construction increased expenditure authority by \$1,210,000
8. Fund 401-Water Sewer Operations increased expenditure authority by \$1,435,558 and will be closed before year end
9. Fund 403-Water Sewer Capital increased expenditure authority by \$732,427 and will be closed before year end
10. Fund 411-Water Operations increased expenditure authority by \$502,400
11. Fund 413-Water Capital increased expenditure authority by \$300,000
12. Fund 421-Storm Operations increased expenditure authority by \$266,840
13. Fund 423- Storm Capital increased expenditure authority by \$266,840

Alternatives: N/A

Recommendation: The Finance Department recommends providing additional comments on the proposed budget and direction.

Relationship to Comprehensive Plan: N/A

Attachments: Mid-Biennial Budget Review Schedule and backup documents.

Follow-up Notes & Outcomes:



Mid-Biennial Budget Review Schedule

SEPTEMBER

- Departments provided Budget Status Report
- Finance Director reviews Budget Status Report with Mayor
- Departments are consulted on possible modifications to the budget
- Potential Department Director interview on modifications

OCTOBER

- October 8, 2019 Council Finance Committee initial review of Status Report
- October 15, 2019 Work Study Session Mid-Biennial Review modification recommendations
- October 22, 2019 Public Hearing on Revenue Sources leading to setting of 2020 Property Tax Levy Collection
- October 22, 2019 Hearing setting 2020 Property Tax Levy Collection
- October 22, 2019 Public Hearing on modifications to the Biennial Budget shall be advertised at least once and shall be held no later than the first Monday in December and may be continued from time to time.
- At such hearing, the Council may consider a proposed Ordinance to carry out any modification, subject to the other provisions on RCW 35.34.

NOVEMBER

DECEMBER

JANUARY

- Finance Director records modifications to the Biennial Budget

General Governmental Funds-Operating

Fund 001: Current Expense	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 2,200,000	\$ 2,342,596	\$ 4,542,596
Revenues	\$ 20,943,600	\$ -	\$ 20,943,600
Expenses	\$ 22,849,487	\$ 1,294,328	\$ 24,143,815
Ending Fund Balance	\$ 294,113	\$ 1,048,268	\$ 1,342,381

Fund 002: City Street Fund	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 453,508	\$ 210,954	\$ 664,462
Revenues	\$ 3,568,000	\$ 270,000	\$ 3,838,000
Expenses	\$ 3,993,462	\$ 285,000	\$ 4,278,462
Ending Fund Balance	\$ 28,046	\$ 195,954	\$ 224,000

Fund 003: Stabilization Fund	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 911,900	\$ 21,247	\$ 933,147
Revenues	\$ 400,000	\$ 766,853	\$ 1,166,853
Expenses	\$ -	\$ -	\$ -
Ending Fund Balance	\$ 1,311,900	\$ 788,100	\$ 2,100,000

*Stabilization Goal \$2,100,000

Fund 111: Impact Fees	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 1,369,638	\$ 70,430	\$ 1,440,068
Revenues	\$ 280,000	\$ -	\$ 280,000
Expenses	\$ 485,285	\$ (72,000)	\$ 413,285
Ending Fund Balance	\$ 1,164,353	\$ 142,430	\$ 1,306,783

Current:

Impact Fees REET Recreation Reserve	MW Transport Impact	Parks Impact	Bayside Plat SEPA	Transportation	REET 1	REET 2	Recreation Reserve (001) Admissions Tax
2019-2020 Beginning Balance	536,160	44,127	316,109	541,822	585,759	1,217,673	54,930
2019-2020 Revenue Received	107,110	68,138	4,673	129,407	339,867	349,219	30,014
2019-2020 Expenses Budgeted	(172,000)	-	(313,285)	-	(159,932)	(1,474,781)	-
2019-2020 Obligated Expenses	(465,000)	-	-	(500,000)	(458,000)	-	(10,000)
2019-2020 Ending Balance	6,270	112,265	7,498	171,229	307,695	92,112	74,944

Mayor's Proposed adjustments:

Impact Fees REET Recreation Reserve	MW Transport Impact	Parks Impact	Bayside Plat SEPA	Transportation	REET 1	REET 2	Recreation Reserve (001) Admissions Tax
2019-2020 Beginning Balance	536,160	44,127	316,109	541,822	585,759	1,217,673	54,930
2019-2020 Revenue Received	107,110	68,138	4,673	129,407	339,867	349,219	30,014
2019-2020 Expenses Budgeted	-	(100,000)	(313,285)	-	(159,932)	(1,474,781)	-
2019-2020 Obligated Expenses	(465,000)	-	-	(500,000)	(458,000)	-	(25,000)
2019-2020 Ending Balance	178,270	12,265	7,498	171,229	307,695	92,112	59,944

General Governmental Funds-Capital:

Fund 302: Capital Construction	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 318,000	\$ 30,715	\$ 348,715
Revenues	\$ 500,000	\$ 125,000	\$ 625,000
Expenses	\$ 500,000	\$ 248,715	\$ 748,715
Ending Fund Balance	\$ 318,000	\$ (93,000)	\$ 225,000

Fund 304: Street Capital Projects	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 1,572,309	\$ 514,790	\$ 2,087,099
Revenues	\$ 3,902,785	\$ 1,128,000	\$ 5,030,785
Expenses	\$ 5,032,500	\$ 1,210,000	\$ 6,242,500
Ending Fund Balance	\$ 442,594	\$ 432,790	\$ 875,384

Enterprise Funds:

Fund 401: Water Sewer Utilities Fund	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 2,000,000	\$ 1,395,558	\$ 3,395,558
Revenues	\$ -	\$ 40,000	\$ 40,000
Expenses	\$ 2,000,000	\$ 1,435,558	\$ 3,435,558
Ending Fund Balance	\$ -	\$ -	\$ -

Fund 403: Water Sewer Cumulative Reserve	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 4,867,000	\$ 702,427	\$ 5,569,427
Revenues	\$ -	\$ 30,000	\$ 30,000
Expenses	\$ 4,867,000	\$ 732,427	\$ 5,599,427
Ending Fund Balance	\$ -	\$ -	\$ -

Fund 411: Water Operations	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ -	\$ -	\$ -
Revenues	\$ 7,427,300	\$ 717,779	\$ 8,145,079
Expenses	\$ 6,349,116	\$ 502,400	\$ 6,851,516
Ending Fund Balance	\$ 1,078,184	\$ 215,379	\$ 1,293,563

Fund 413: Water Capital	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ -	\$ -	\$ -
Revenues	\$ 8,530,500	\$ 314,944	\$ 8,845,444
Expenses	\$ 6,450,000	\$ 300,000	\$ 6,750,000
Ending Fund Balance	\$ 2,080,500	\$ 14,944	\$ 2,095,444

Fund 421: Storm Operations	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 1,074,822	\$ 516,995	\$ 1,591,817
Revenues	\$ 3,254,000	\$ 216,840	\$ 3,470,840
Expenses	\$ 3,407,477	\$ 266,840	\$ 3,674,317
Ending Fund Balance	\$ 921,345	\$ 466,995	\$ 1,388,340

Fund 423: Storm Capital	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 670,440	\$ 299,263	\$ 969,703
Revenues	\$ -	\$ -	\$ -
Expenses	\$ 168,800	\$ 531,200	\$ 700,000
Ending Fund Balance	\$ 501,640	\$ (231,937)	\$ 269,703

Fund 431: Sewer Operations	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ -	\$ -	\$ -
Revenues	\$ 11,425,600	\$ 717,779	\$ 12,143,379
Expenses	\$ 11,043,417	\$ -	\$ 11,043,417
Ending Fund Balance	\$ 382,183	\$ 717,779	\$ 1,099,962

Fund 433: Sewer Capital	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ -	\$ -	\$ -
Revenues	\$ 9,469,000	\$ 1,201,483	\$ 10,670,483
Expenses	\$ 8,296,600	\$ -	\$ 8,296,600
Ending Fund Balance	\$ 1,172,400	\$ 1,201,483	\$ 2,373,883

Fund 500: ERR	2019-2020 Total Biennial Budget	Adjustments	2019-2020 Biennial Amended Budget
Beginning Fund Balance	\$ 1,009,333	\$ 73,310	\$ 1,082,643
Revenues	\$ 4,233,034	\$ 76,000	\$ 4,309,034
Expenses	\$ 1,852,679	\$ -	\$ 1,852,679
Ending Fund Balance	\$ 3,389,688	\$ 149,310	\$ 3,538,998

Highlights of the 2019-2020 Mid-Biennial Review

Mayor's Proposed Budget Adjustments

Finance Committee's Proposed added Budget Adjustments

Governmental- Operational Funds

Fund 001-Current Expense: \$1,294,328

- Develop designs & bid specs for City Hall repairs: \$90,000
- Parks additional Supplies Including Tremont Landscaping: \$22,000
- Facilities Supplies: \$15,000
- Transfer to Capital Const. for Etta Turner Park: \$25,000
- Transfer to Street fund for paving: \$270,000
- Additional contribution to meet Stabilization target: \$500,000
- Increase transfer to Stabilization Fund to meet 2020 goal: \$266,853
- Increase 2020 Health District payment to \$3 per Capita: \$29,475
- Transfer to ER&R for Court Software System Upgrade \$76,000

Fund 002-City Street Fund: \$285,000

- Street Paving (Lippert 160k and Sidney \$110k): \$270,000
- Additional Tree Removal: \$15,000
- Defund Lund Bridge: (\$150,000)
- Re-Allocated for Operational needs (Snow, Ice): \$95,000
- Re-Allocated for Operational needs (Thermoplastics): \$40,000
- Re-Allocated for Operational needs (Traffic Control): \$15,000

Fund 111-Impact Fee: (\$72,000)

- Retrofit McCormick Woods Park Splash Pad: \$100,000
- Defund Clifton Anderson: (\$172,000)

Highlights of the 2019-2020 Mid-Biennial Review

Governmental- Capital Construction Funds

Fund 302-Capital Construction: \$248,715

- Retrofit McCormick Woods Park Splash Pad: \$100,000
- Etta Turner Park Lights (Rec Reserves): \$25,000
- Close-out Funding for McCormick Park & Rockwell Park: \$48,715
- Video Surveillance System: \$25,000
- Electronic Key Cards System: \$50,000
-

Fund 304-Street Capital Construction: \$1,210,000

- Tremont Additional Grant Funds: \$1,300,000
- Defund Clifton Anderson: (\$150,000)
- BSPP#3 Carryover from 2018: \$60,000

Enterprise Operational and Capital Funds

Fund 401 Operations Closure: \$1,435,558

Fund 403 Capital Closure: \$732,427

Fund 411-Water Operations: \$502,400

- Council accepted contracts (Robinson Noble): \$324,900
- Council accepted contracts (Thomas Pors): \$137,500
- Council accepted contracts (NW Urban Law): \$40,000

Fund 413-Water Capital: \$300,000

- Well #11 Treatment & Design: \$300,000

Fund 421-Storm Operations: \$266,840

- Study for downtown basin plan: \$216,840
- Defund Comp Plan Update: (\$30,000)
- Defund Lab and NPDES Update: (\$13,000)
- Additional Catch Basin Cleaning: \$43,000
- Additional MW Ridge Div. 1 Dam: \$50,000

Fund 423-Storm Capital: \$531,200

- Additional Tremont: \$531,200

2019-2020 Mid-Biennial Review-Discussion Items

(Not included in Budget Amendments)

Discussion items

- Sub Area Plan Sedgwick & Sidney – Consultant or intern will need to be hired to complete project. - Funded with existing budget authority
- Obligate \$500K for Bay Street Pathway Phase II ROW (REET)-Funds are currently pledged to Tremont
- Obligate 1406 Funds \$35K

Council identified Priorities items not funded

- Bethel Corridor phase #1 Design \$800,000 (Impact fees \$171K w/\$500K pledged to Tremont)
- Audio & visual upgrades to the Council Chambers \$50K
- Increased scope for Parks Plan \$35K (Current scope didn't contemplate the Community Center or public outreach regarding a parks & recreation levy)
- Remove \$200K in funding from TBD due to Initiative 976 passage

Additional items not funded

- Court security upgrades
- Two new office doors in Police Department
- Street Preservation Funds: \$1.5M Annually (TBD provides \$200K annually) \$400K Plus
- ADA Transition Plan: \$1.4M Total - \$70K annually - \$300K plus from new constr. in 2019
- Planned Action EIS for the Industrial Park - \$100,000 – Low Priority
- Security Cameras on the waterfront – Low Priority
- Marina Park Expansion – Complete Design \$50K – Low Priority
- Sub Area Plans – Sedgwick & Bethel / McCormick Area
- Bay Street lighting plan / Phased removal of the marquee
- \$350K from REET to purchase parking spaces in a new garage - \$150K comes from the sale of 640 Bay Street
- Signal Box Wraps - \$10K
- Expand GIS contract to include 3D imagery

Below is the list, by Department, of items the Mayor wanted to revisit in 2019:
These items were not funded during the 2018 process for the 2019-2020 budget

Admin:

Advertising- Est cost on more codes being chgd and rates going up	700
Misc-Estimated cost of more code changes and rates increased; also small increase to memberships	1,250

Court:

Records Management Software	\$'s TBD
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Police:

Misc - Investigation -Vehicle Tows	5,000
KC Jail=2019 rate \$97.80 2020 rate 112.07/day	100,000

DCD:

Climate Resiliancecy (Piggyback on County)	10,000
Subarea plan for Sedgwick corridor	25,000
Land Use Revenue Modeling	10,000
Parks Plan update	15,000

Public Works

Current Expense

PS&E @ City Hall Repairs	90,000
City Hall Chimes	15,000
POB Park design (Marina Park)	63,000

Street

Additional HMA	270,000
Trash Cans, Street Trees, Upgrades	25,000
Thermoplastic/Signal Upgrades/Stripping/Gaurdrail/KC Contract/Signage	131,000

Water Operations

Operational Facility adjustments needed at the PW Shop to increase operators ability to manage utility systems, especially during emergency events	10,950
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Sewer Operations

None

Storm Drainage Operations

None

2019 - 2020 Biennial Review Narrative

Return completed document by September 24, 2019

Date:	24-Sep-19			
Department:	Public Works			
	Click on cell. Use drop-down menu to insert Department			
		Mayor	Mayor Exp allowed	
		Approved=Y	Denied=N	
Reduction in Expense:				
Description:	B.A.R.S. Coding	Amount		
Lund Concrete Girder Repair	002.05.542.50.40	150,000	Yes	
Street Capital - Old Clifton/Anderson Design	304.05.595.10.60	150,000	Yes	
Water Purchase - COB 260 Intertie	411.05.534.30.30	50,000	No	
Storm Admin - Comp Plan Update	421.05.531.10.40	30,000	Yes	
Storm Admin - Monitoring/IDDE (NPDES Update)	421.05.531.10.40	8,000	Yes	
Storm Admin - Lab Services	421.05.531.10.40	5,000	Yes	
McCormick STEP Conversions	431.05.535.30.40	50,000	No	
Total		443,000		
Increase in Expense (Major increase in Budgeted Expenditures) :				
Description:	B.A.R.S. Coding	Amount		
Supplies - Facilities	001.05.518.30.30	15,000	Yes	
Supplies - Parks	001.05.576.80.30	10,000	Yes	
Roadway - Tree Removal	002.05.542.30.40	15,000	Yes	
Supplies - Traffic Control Devices	002.05.542.64.30	15,000	Yes	
Snow & Ice - Salaries	002.05.542.66.10	18,000	Yes	
Snow & Ice - Benefits	002.05.542.66.20	8,000	Yes	
Snow & Ice - Supplies	002.05.542.66.30	4,000	Yes	
Roadside - Supplies	002.05.542.70.30	15,000	Yes	
Roadside - Services	002.05.542.70.40	10,000	Yes	
City Street Maintenance - Salaries	002.05.543.10.10	30,000	Yes	
City Street Maintenance - Benefits	002.05.543.10.20	10,000	Yes	
Water Utility Management System	411.05.534.10.40	50,000	No	
Storm Operations - Catch Basin Cleaning 2019	421.05.531.20.40	13,000	Yes	
Storm Operations - Catch Basin Cleaning 2020	421.05.531.20.40	30,000	Yes	
Sewer Utility Management System	431.05.535.10.40	50,000	No	
Total		293,000		-
Modifications (Mission Critical, Unforeseen, Major Expenditures):				
Description:	B.A.R.S. Coding	Amount		
Mike Pleasants ACE to CE - S&B			No	Salary Study
Ian Smith CE I to CE II - S&B			No	Salary Study
Traffic Control Devices (Thermoplastic)	002.05.542.64.40	40,000	Yes	
Design - McCormick Ridge Div. 1 Dam Repairs	421.05.531.20.40	50,000	Yes	
Total		90,000		-
Net effect on Expenditure Budget (Reduce) / Increase expenditures		(60,000.00)		-
Net effect by Fund:				
	Current Expense Net (Reduce) / Increase expenditures	25,000		
	City Street Net (Reduce) / Increase expenditures	15,000		
	Street Capital Projects Net (Reduce) / Increase expenditures	(150,000)		
	Water Op Net (Reduce) / Increase expenditures	-		
	Storm OP Net (Reduce) / Increase expenditures	50,000		
	Sewer OP Net (Reduce) / Increase expenditures	-		
	Total	(60,000)		-

2019 - 2020 Biennial Review Narrative

Return completed document by September 24, 2019

Date:		9/24/2019 see email		
Department:		Police		
		<small>Click on cell. Use drop-down menu to insert Department</small>		
			Mayor	Comments
			Approved=Y	
			Denied=N	
Reduction in Expense:				
Description:	B.A.R.S. Coding	Amount		
Total		-		
Increase in Expense (Major increase in Budgeted Expenditures) :				
Description:	B.A.R.S. Coding	Amount		
Addl Training expense (costs for tuition, travel, student overtime, and shift coverage overtime)	001.03.521.40.XX	10,000.00	No	Realign current budget
Power DMS Training Program	001.03.521.40.40	4,500.00	No	Realign current budget
Bullet Proof Vests	001.03.521.XX.20	9,000.00	No	Realign current budget
Security Cameras for Police Department	001.05.518.30.40	25,000.00	Yes	See Mayor's request
Digital OnQ - requires \$6146 annual license,support & maint	001.03.521.10.40	29,500.00	No	Realign current budget
Total		78,000.00		
Modifications (Mission Critical, Unforeseen, Major Expenditures):				
Description:	B.A.R.S. Coding	Amount		
Total		-		
Net effect on Expenditure Budget - (Reduce) / Increase expenditures		78,000.00		-

September 25, 2019

Mayor Rob Putaansuu
City of Port Orchard
216 Prospect Street
Port Orchard, WA 98366

RE: 2020 FUNDING REQUEST FOR THE KITSAP PUBLIC HEALTH DISTRICT

Dear Mayor Putaansuu:

As a member of the Kitsap Public Health District's Public Health Board, the City of Port Orchard each year contributes funding to the Health District to support critical and core public health services. This funding supports general public health activities and previously approved contributions to the Health District's Norm Dicks Government Center mortgage.

For 2019, the Health District is requesting a total of **\$32,027** from the City. This funding request is the sum of the following:

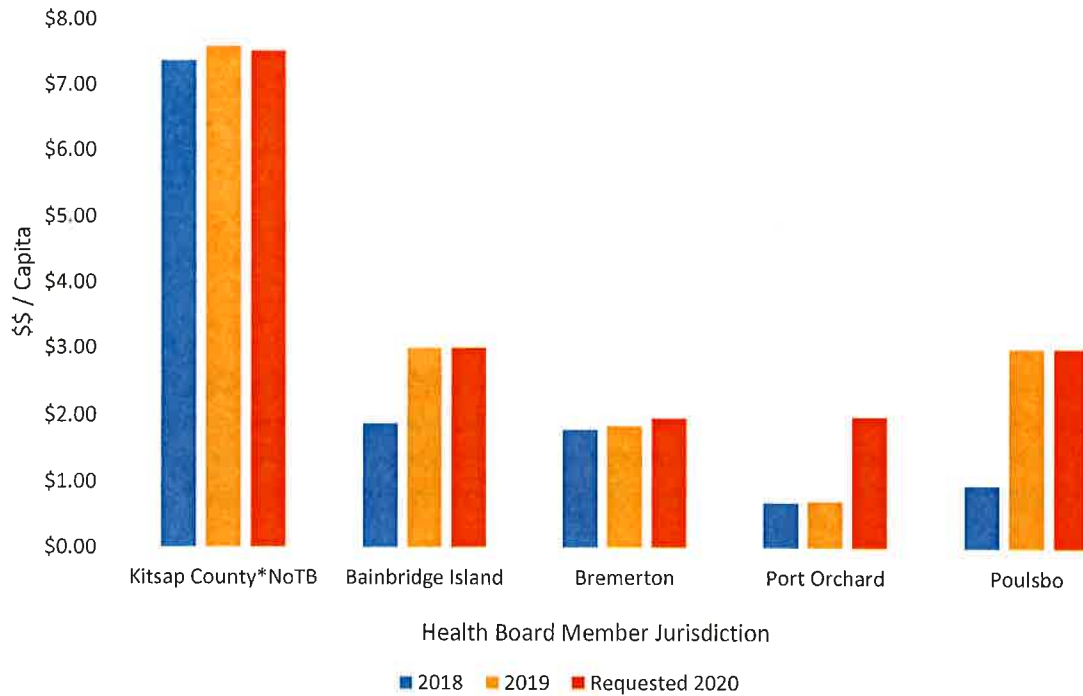
- General Public Health Funding: \$28,780 (increase of \$18,625 to move to a \$2/capita funding commitment; see Figure 1).
- Norm Dicks Government Center Mortgage Assistance: \$3,247 (\$52 increase per Kitsap Public Health Board Resolution 2016-10, Affirming Kitsap Public Health Board Commitment for Paying a Portion of the Kitsap Public Health District's Norm Dicks Government Center Debt Service Costs)

A summary of Board Member contributions to the Health District for general public health is shown in Figure 1.

As you are aware, there are increasing demands for public health services in the cities and county, and the costs of running a public agency are also rising due to yearly increases in costs for staffing, unemployment, benefits, utilities, etc. Although the Health District has been very successful in cost control and cost efficiencies (our proposed budget for 2020 is \$13.5 M, only 2.4% above 2019), securing grants and contracts to help pay for our work, and ensuring that fee-related services are covering costs, there are many expected public health services that rely on and can only be funded by local general public health contributions (i.e., grants and contracts are not available and fees for service cannot be charged). Examples of these types of services provided for the City are:

Figure 1

Board Member Jurisdiction Per Capita General Public Health Funding (2018, 2019, & Requested 2020)



- Tuberculosis control and case management (Port Orchard has had one active case the last two years).
- Immunization services and education to vaccine providers (Port Orchard has two active providers).
- We conduct sexually transmitted infections treatment, partner notification, case management, and reporting for City residents.
- We participate in opioid epidemic response and plan coordination.
- We provide sewage spill notification and posting at the city’s marine access points (7 times from January 2018 to present).
- We work with the Olympic Educational Service District to provide both classroom and individual family planning information, and monthly nurse consultations at Discovery Alternative High School and Discovery Early Head Start childcare center.
- We provided demographic, socioeconomic, and health data for the Port Orchard geographic region as part of the Kitsap Community Health Priorities process, for the Kitsap Interagency Coordinating Coalition Head Start Assessment, for the Kitsap Community Resources Community Needs Assessment, and for the Olympic-Kitsap Peninsulas Early Learning Coalition Community Profiles.

Mayor Rob Putaansuu
September 25, 2019
Page 3

As you are aware, despite the Health District's best efforts to meet increased service requests/demands and a growing population, our projected deficit for 2020 stands at \$353,000. Any increase the cities and county can provide for 2020 will go to help offset this deficit.

To continue these and other important public health services for the City of Port Orchard and its residents, the Health District respectfully requests increased financial support from the City. Our funding request seeks a \$2/capita investment from the City for 2020.

While the Health District works with the Health Board to develop a formal member funding policy, we are asking all the cities to consider a phased increase of their commitment to the Health District to \$3/capita as soon as possible.

The Health District thanks the City of Port Orchard for its continued support of public health. Please feel free to call me at (360) 728-2284, or email me at keith.grellner@kitsappublichealth.org, if you have any questions or need any other budget information from the Health District.

Sincerely,



Keith Grellner, Administrator
Kitsap Public Health District

Cc: Noah Crocker, Finance Director



City of Port Orchard Work Study Session Executive Summary

Issue Title: 2019 Comprehensive Plan Amendments

Meeting Date: October 15, 2019

Time Required: 20 minutes

Attendees: Nick Bond, Community Development Director

Action Requested at this Meeting: Provide feedback to staff on proposed 2019 Comprehensive Plan amendments.

Issue: Pursuant to the requirements to Chapter 20.04 POMC, the City accepted applications for 2019 amendments to the City’s Comprehensive Plan through January 31, 2019. Three City-initiated text amendments were submitted by that deadline. In June 2019, the Planning Commission held a public hearing and voted to recommend approval of the 2019 Comprehensive Plan amendments to the City Council.

Text amendments:

1. The City’s 6-year Transportation Improvement Plan has been updated to the 2019-2024 planning horizon, and the reference in Appendix B will be revised accordingly.
2. The Bethel/Sedgwick Corridor Study Plan was completed in 2018 and added to Appendix B of the Comprehensive Plan. The City proposes to revise the Appendix B reference to include the study’s appendices A-F.
3. The Puget Sound Regional Council (PSRC) has adopted descriptive terms and criteria for the various types and sizes of centers under the Regional Centers Framework adopted March 22, 2018. The terms used for the City’s adopted centers have been updated in the Comprehensive Plan’s Land Use element to correspond to the PSRC’s terminology with designated countywide and local centers. Additionally, staff has proposed revisions to the size of several centers to more closely align with the City’s current planning vision and PSRC requirements, as reflected in a revised Centers map. Additional changes to the Land Use Element and Centers subsection of that element have been proposed to make it more consistent with the PSRC Regional Centers Framework and to reflect other actions taken by the City in recent years. Finally, the Centers section of the Land Use Element now includes data showing the current levels of activity units based on a recent analysis by PSRC. As a result of this analysis, the City learned that together the Downtown and County Campus Centers could be combined to seek regional centers status. As such, they are listed as a candidate regional center in the Land Use Element. However, the City is not able to apply for a Regional Center Designation without first preparing a subarea plan for the

regional center. A formal decision to apply as a regional center would have to occur at a later date and could allow the city to compete for regional funds.

Alternatives: Recommend further revisions to the proposed 2019 Comprehensive Plan amendments; do not revise the Comprehensive Plan.

Recommendations: Staff recommends that Council provide feedback to staff on the proposed 2019 Comprehensive Plan amendments and potentially place the amendment ordinance on a future regular meeting agenda.

Attachments: Ordinance; Comprehensive Plan Land Use Element Redline and Clean Revisions; Map of Proposed Revised Centers; 2019-2024 TIP; Comprehensive Plan Appendix B; PSRC Regional Centers Framework Update

ORDINANCE NO. ***

AN ORDINANCE OF THE CITY OF PORT ORCHARD, WASHINGTON, RELATING TO THE COMPREHENSIVE PLAN UNDER THE STATE OF WASHINGTON'S GROWTH MANAGEMENT ACT, CHAPTER 36.70A RCW; ADOPTING AN AMENDMENT TO THE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN; ADOPTING AN AMENDMENT TO THE CITY'S SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM; ADOPTING AN AMENDMENT TO APPENDIX B OF THE PORT ORCHARD COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY AND PUBLICATION; AND SETTING AN EFFECTIVE DATE.

WHEREAS, with the passage of the Washington State Growth Management Act in 1990 (GMA), Chapter 36.70A RCW, local governments are required to adopt a comprehensive plan that outlines strategies to accommodate the needs of a growing population; and

WHEREAS, in June 1995, the City Council adopted a Comprehensive Plan for the City of Port Orchard and its urban growth area pursuant to the requirements set forth in the GMA; and

WHEREAS, the City of Port Orchard completed its most recent periodic update of its comprehensive plan in June 2016, as required by the GMA; and

WHEREAS, the City may annually adopt amendments to the City's Comprehensive Plan pursuant to RCW 36.70A.470 and 36.70A.106; and

WHEREAS, the City initiated submittals for Comprehensive Plan amendments by the required deadline date of January 31, 2019; and

WHEREAS, the amendment submittal proposes revisions and updates to the City's transportation improvement program (TIP), the Land Use Element of the Comprehensive Plan, and Appendix B of the Comprehensive Plan; and

WHEREAS, on May 9, 2019, notice of the proposed amendments to the City's Comprehensive Plan was sent to the Washington State Department of Community, Trade, and Economic Development at least sixty days before the amendments were adopted, in accordance with RCW 36.70A.106; and

WHEREAS, on May 20, 2019, a SEPA Determination of Non-Significance was issued, and provided to the public, agencies and other interested parties in accordance with the requirements of POMC Chapter 20.04.080, and published in the newspaper and on the City website, and emailed to the Washington Department of Ecology; and

WHEREAS, on May 22, 2018, a Notice of Hearing for a public hearing to be held by the Planning Commission on the proposed 2019 Comprehensive Plan amendments was published in the City's newspaper of record, and the notice was provided to the public, agencies and other interested parties in accordance with the requirements of POMC Chapter 20.04.080; and

WHEREAS, on June 4, 2019, the Planning Commission held a public hearing on the 2019 Comprehensive Plan amendments, and voted unanimously to recommended approval of the amendments to City Council; and

WHEREAS, on ***, 2019, the City Council held a public work-study meeting to review the 2019 Comprehensive Plan amendments and consider the recommendation of the Planning Commission; **NOW, THEREFORE**

THE CITY COUNCIL OF THE CITY OF PORT ORCHARD, WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION 1. The City Council hereby adopts the above recitals as findings in support of this Ordinance.

SECTION 2. The City Council finds that the amendments adopted by this Ordinance are consistent with the goals and policies of the City's adopted 2016 Comprehensive Plan, and are consistent with the state Growth Management Act and other applicable law.

SECTION 3. The City Council finds that the amendments adopted by this Ordinance will not, individually or cumulatively, result in adverse effects to the public health, safety or welfare.

SECTION 4. The City Council finds that no adverse impacts to the environment are anticipated to result from the amendments adopted by this Ordinance.

SECTION 5. The City Council finds that the amendments adopted by this Ordinance are consistent with the land uses and growth projects which were the basis of the adopted Comprehensive Plan, are compatible with neighboring land uses and surrounding neighborhoods, and are not anticipated to cause adverse impacts to public services or facilities.

SECTION 6. In accordance with the above described Findings and Conclusions, the City Council hereby amends the Port Orchard Comprehensive Plan by approving and adopting the 2019 amendments to the Port Orchard Comprehensive Plan [as attached hereto](#).

SECTION 7. If any sentence, section, provision, or clause of this Ordinance or its application to any person, entity or circumstance is for any reason held invalid or unconstitutional, the remainder of the Ordinance, or the application of the provision to other persons, entities, or circumstances is not affected.

SECTION 8. This Ordinance shall be in full force and effect five (5) days after posting and publication as required by law. A summary of this Ordinance may be published in lieu of the entire Ordinance, as authorized by state law.

PASSED by the City Council of the City of Port Orchard, APPROVED by the Mayor and attested by the Clerk in authentication of such passage this 26th day of June 2018.

Robert Putansuu, Mayor

ATTEST:

Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM:

Sponsored by:

Sharon Cates, City Attorney

Scott Diener, Councilmember

PUBLISHED:

EFFECTIVE DATE:

ATTACHMENT: 2019 Amendments to the Comprehensive Plan – Land Use
Element, Six-Year TIP, Appendix B.

PORT ORCHARD COMPREHENSIVE PLAN - LAND USE ELEMENT

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.

In 2014, the City designated ten “local centers” in its Comprehensive Plan, in accordance with the criteria provided in the Puget Sound Regional Council’s (PSRC) VISION 2040, which is a regional strategy for accommodating the expected 2040 population of the Puget Sound region. In subsequent years, VISION 2040’s criteria and terminology for centers have been revised, and the City has revised its center terminology and boundaries for consistency. Based on the new criteria, the City now has eight designated “countywide centers” and three designated “local centers”. In addition, the City identifies two countywide centers as a Candidate Regional Center.

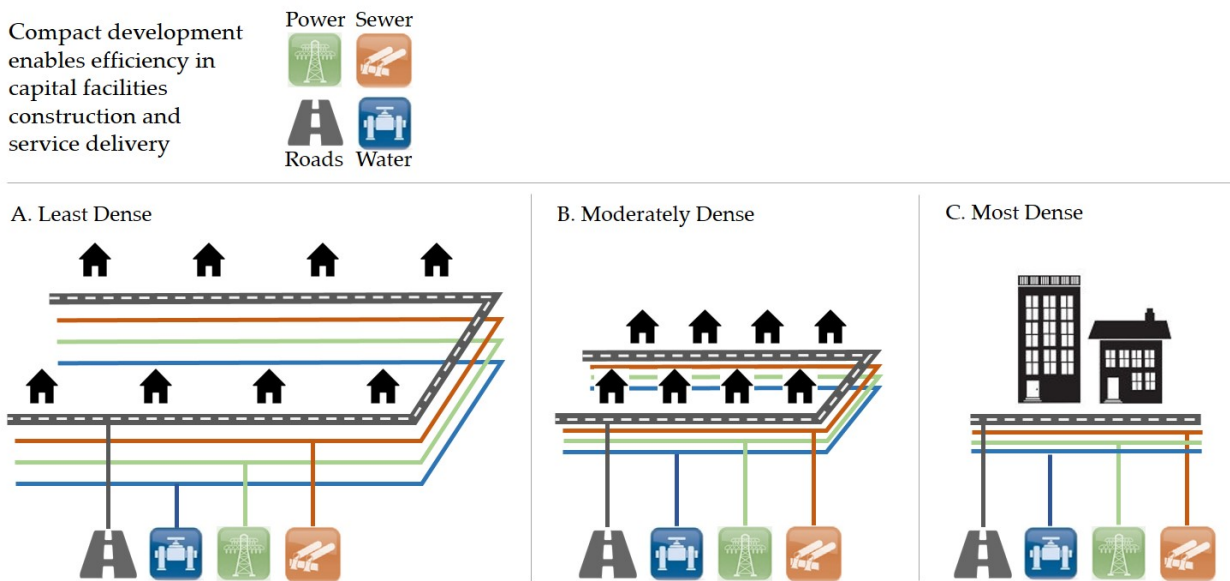


Figure 3 – The advantages of infrastructure and land use concurrency

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.

The criteria for the designation Centers are found in the Puget Sound Regional Council (PSRC) Regional Centers Framework Adopted March 22, 2018 and in 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.

The Regional Centers Framework defines five different types of Centers:

1. Regional Growth Centers
2. Manufacturing Industrial Centers
3. Countywide Centers
4. Local Centers
5. Military Installations

Several of the identified center types include subtypes.



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

2.7.3 Designated Centers (Existing and Planned)

The following centers have been designated in the City’s comprehensive plan by center type:

Regional Centers. The City has no designated regional centers at this time, but the Downtown Port Orchard and Kitsap County Campus Countywide Centers should be considered as a future candidate that could be combined as a Regional Urban Growth Center.

Manufacturing Industrial Centers. The City has no designated Manufacturing Industrial Centers currently. The City's only industrial park is too small to be considered either a Manufacturing Industrial Center or a Countywide Center. Port Orchard is served by the nearby Puget Sound Industrial Center – Bremerton.

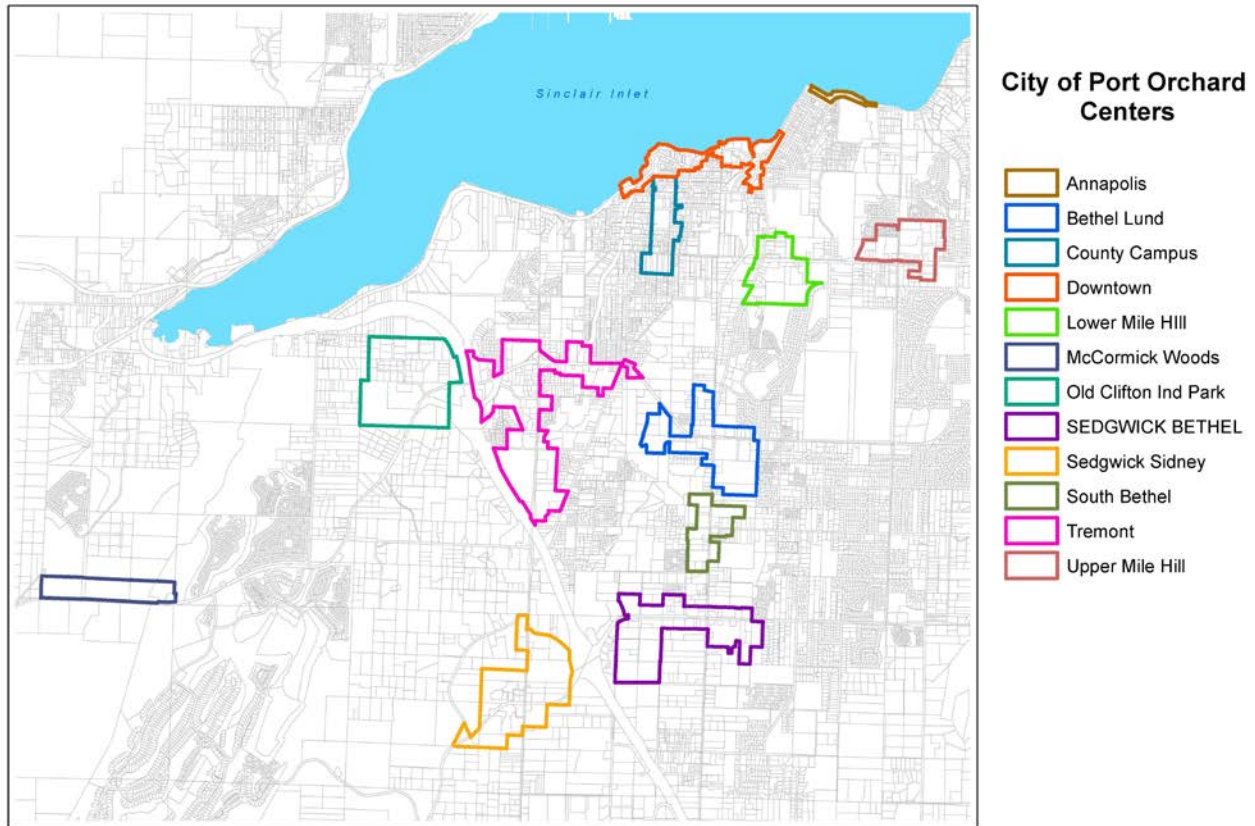
Countywide Centers. The City has 8 designated Countywide Centers. Not all of these Countywide Centers meet the minimum activity units per acre threshold per the PSRC Regional Centers Criteria for Countywide Centers (8 activity units per acre). The City intends that these Countywide Centers which don't presently meet the activity unit threshold set by PSRC will meet that threshold in the future. These centers may temporarily be recognized as candidate countywide centers or local centers until the activity unit threshold is met. The City's designated Countywide Centers are as follows:

1. Downtown Port Orchard
2. Tremont Center
3. County Campus
4. Lower Mile Hill
5. Upper Mile Hill
6. Sedgwick Bethel
7. Bethel Lund
8. Sedgwick Sidney (Ruby Creek Neighborhood)

Local Centers. The City has designated the following local centers:

1. Annapolis
2. Old Clifton Industrial Park
3. McCormick Woods

Military Installations. The City has no military installations within the City Limits.



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.
- Policy CN-9 The City shall direct growth to Centers of all types through focused regulations and directed capital projects.
- 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.
- 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 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-14 The City shall encourage the creation of public open space, private open space, and parks within and serving designated centers.

2.7.5 Specific Center Descriptions and Policies

2.7.5.1 Downtown Port Orchard (Countywide Center)

Port Orchard’s downtown is the cultural, civic, and recreational hub of the community. The downtown currently 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. Downtown Port Orchard coupled with the County Campus may be a future candidate as a regional center. As of 2018, the Downtown Port Orchard Center measured 70 acres containing 197 residents and 787 jobs. This equates to 14 activity units per acre under the PSRC Regional Centers Framework.

Goal 10. Update the existing Downtown Development Regulations 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 building types 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.

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 Support the creation of the Bay Street Pedestrian Pathway along the waterfront in centers abutting Sinclair inlet.

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 (Countywide Center)

1. Purpose. The purpose of the Tremont sub-area plan is to ensure 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 Kaiser Permanente 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. Housing and Employment. As of 2018, the Tremont Countywide Center measured 215 acres containing 1,092 residents and 702 jobs. This equates to 8 activity units per acre under the PSRC regional centers framework.

4. Tremont 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 Promote the creation of a hospital benefit district that will create opportunities for additional community and economic development funding.

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

Policy CN-29 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 6-foot paved walkways for pedestrian use.

Developments abutting public rights-of-way within the Tremont Corridor should include sidewalks and bicycle lanes

Policy CN-34 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-35 Encourage the expansion of Kitsap Transit’s service to increase trip frequency within the Tremont Corridor.

2.7.5.3 County Campus (Countywide 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 ensure 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.

Housing and Employment. As of 2018, the County Campus Countywide Center measured 41 acres containing 441 residents and 771 jobs. This equates to 29 activity units per acre under the PSRC regional centers framework.

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 Lower Mile Hill Countywide Center

The Lower Mile Hill Countywide 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. As of 2018, the Lower Mile Hill Countywide Center measured 70 acres containing 174 residents and 288 jobs. This equates to 7 activity units per acre under the PSRC regional centers framework.

2.7.5.5 Upper Mile Hill Countywide Center

The Upper Mile Hill Countywide 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. As of 2018, the Upper Mile Hill Countywide Center measured 65 acres containing 287 residents and 373 jobs. This equates to 10 activity units per acre under the PSRC regional centers framework.

2.7.5.6 Sedgwick/Bethel Countywide Center

The Sedgwick/Bethel Countywide Center consist of the Sedgwick Rd corridor from Geiger to the West to the city boundary to the East including the Bethel and Sedgwick intersection. 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. As of 2018, the Sedgwick/Bethel Countywide Center measured 120 acres containing 58 residents and 109 jobs. This equates to 1 activity unit per acre under the PSRC regional centers framework.

2.7.5.7 Bethel Lund Countywide Center

The Bethel/Lund Countywide Center consists of the Bethel commercial corridor near the intersection of Lund Avenue including nearby residential areas. 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. As of 2018, the Bethel/Lund Countywide Center measured 114 acres containing 267 residents and 1,195 jobs. This equates to 13 activity units per acre under the PSRC regional centers framework.

2.7.5.8 Sedgwick/Sidney (Ruby Creek Neighborhood) Countywide Center

The Sedgwick/Sidney Countywide Center is a rapidly developing area of the city at the intersection of Sidney Road SW and Sedgwick Ave 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. As of 2018, the Sidney/Sedgwick Countywide Center measured 148 acres containing 450 residents and 252 jobs. This equates to 5 activity units per acre under the PSRC regional centers framework.

2.7.5.9 Old Clifton Industrial Park Local Center

The Old Clifton Industrial Employment Local 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 Local 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.

2.7.5.11 Annapolis Local Center

The Annapolis Local Center is located on the Sinclair Inlet shoreline east of the city's Downtown Countywide Center. This center includes Mitchell Point and the Annapolis Pier, from which Kitsap Transit operates a foot ferry service to Bremerton during the work week. Commuter parking is located east of the pier. The area also includes a number of historic buildings, commercial services, and residences, as well as a public dock and kayak launch point. The Bay Street Pedestrian Pathway will end at the foot ferry facility. Rockwell Park, a shoreline park with public beaches, picnic areas and trail access, will be completed in 2019.

2.7.5.12 Bethel South Local Center

The Bethel South Local Center consists of the underdeveloped intersection of Salmonberry and Bethel and the nearby residential areas. 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.

2.7.6 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.

PORT ORCHARD COMPREHENSIVE PLAN - LAND USE ELEMENT

2.7 ~~Countywide and Local~~The CentersThe Centers StrategyStrategy

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.

In 2014, the City designated ten "local centers" in its Comprehensive Plan, in accordance with the criteria provided in the Puget Sound Regional Council's (PSRC) VISION 2040, which is a regional strategy for accommodating the expected 2040 population of the Puget Sound region. In subsequent years, VISION 2040's criteria and terminology for centers have been revised, and the City has revised its center terminology and boundaries for consistency. Based on the new criteria, the City now currently has eight designated "countywide centers" and three designated "local centers". In addition, the City identifies two countywide centers as a Candidate Regional Center.

~~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.~~

Compact development enables efficiency in capital facilities construction and service delivery

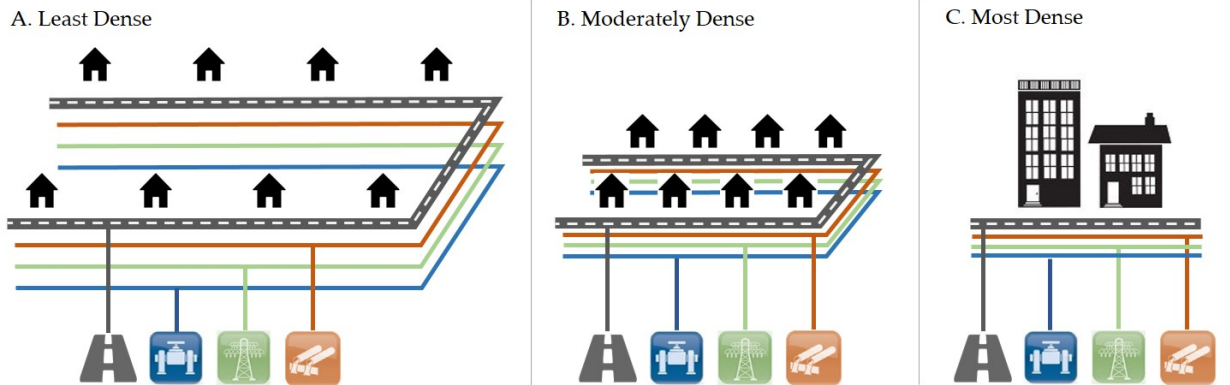
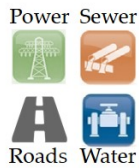


Figure 3 – The advantages of infrastructure and land use concurrency

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 criteria for the designation of a center of local importance are found in the Puget Sound Regional Council (PSRC) VISION 2040 Regional Centers Framework Adopted March 22, 2018 and in 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.

The

The CPPs Regional Centers Framework defines four-five different types of Centers:

1. Town or City Centers Regional Growth Centers
2. Mixed-Use Centers Manufacturing Industrial Centers
3. Activity/Employment Centers Countywide Centers
4. Transportation Hubs Local Centers
- 4.5. Military Installations

Several of the identified center types include subtypes.

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 centers ~~Center's of Local Importance (local centers)~~ have been designated in ~~through~~ the City's comprehensive plan by center type: ~~ning process~~:

Regional Centers. The City has no designated regional centers at this time, but the Downtown Port Orchard and Kitsap County Campus Countywide Centers should be considered as a future candidate that could be combined as a Regional Urban Growth Center.

Manufacturing Industrial Centers. The City has no designated Manufacturing Industrial Centers currently. The City's only industrial park is too small to be considered either a Manufacturing Industrial Center or a Countywide Center. Port Orchard is served by the nearby Puget Sound Industrial Center – Bremerton.

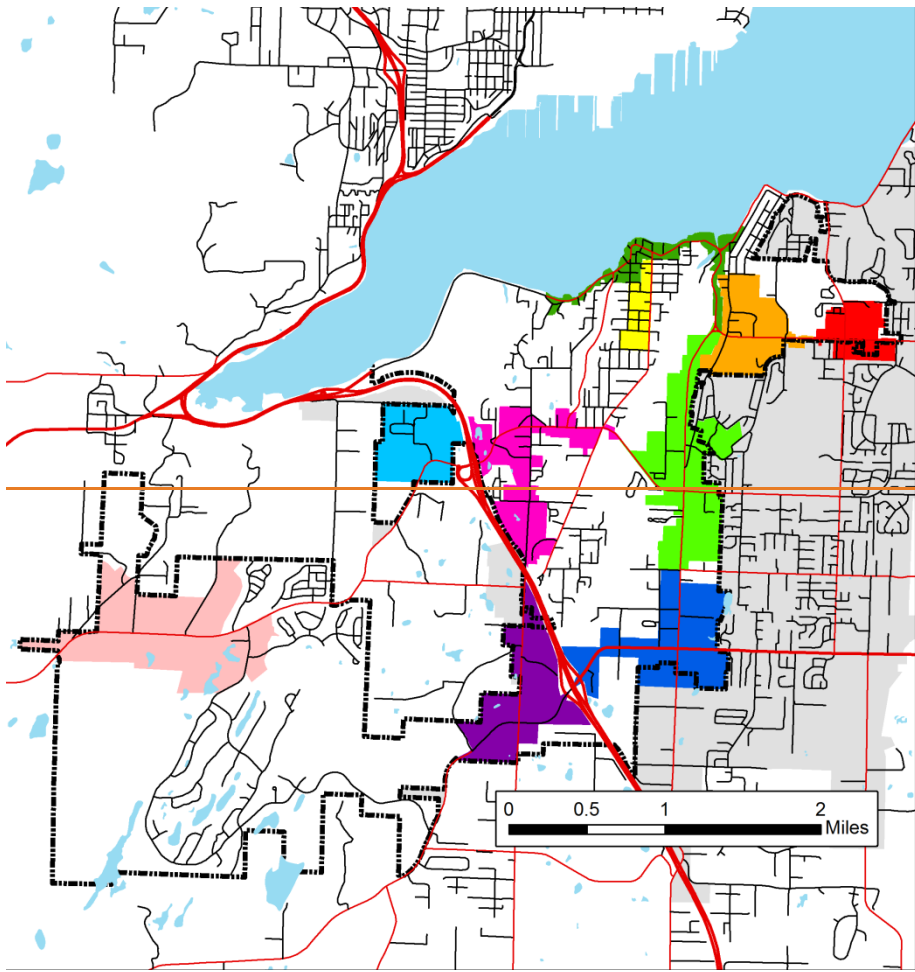
Countywide Centers. The City has 8 designated Countywide Centers. Not all of these Countywide Centers meet the minimum activity units per acre threshold per the PSRC Regional Centers Criteria for Countywide Centers (8 activity units per acre). The City intends that these Countywide Centers which don't presently meet the activity unit threshold set by PSRC will meet that threshold in the future. These centers may temporarily be recognized as candidate countywide centers or local centers until the activity unit threshold is met. The City's designated Countywide Centers are as follows:

1. Downtown Port Orchard (~~Countywide City Center~~)
2. Tremont Medical Center (~~Activity/Employment Center~~)
3. County Campus (~~Countywide Center Activity/Employment Center~~) – Previously known as the Government/Civic Center District
4. South Kitsap Mall/Lower Mile Hill (~~Countywide Center Mixed Use Center~~)
5. Upper Mile Hill (~~Countywide Center Mixed Use Center~~)
6. Sedgwick Bethel (~~Countywide Center Mixed Use Center~~)
7. Bethel Lund Tremont/Lund/Bethel (~~Countywide Center Mixed Use Center~~)
8. Sedgwick Sidney/Sydney (Ruby Creek Neighborhood) (~~Countywide Center Mixed Use Center~~)

Local Centers. The City has designated the following local centers:

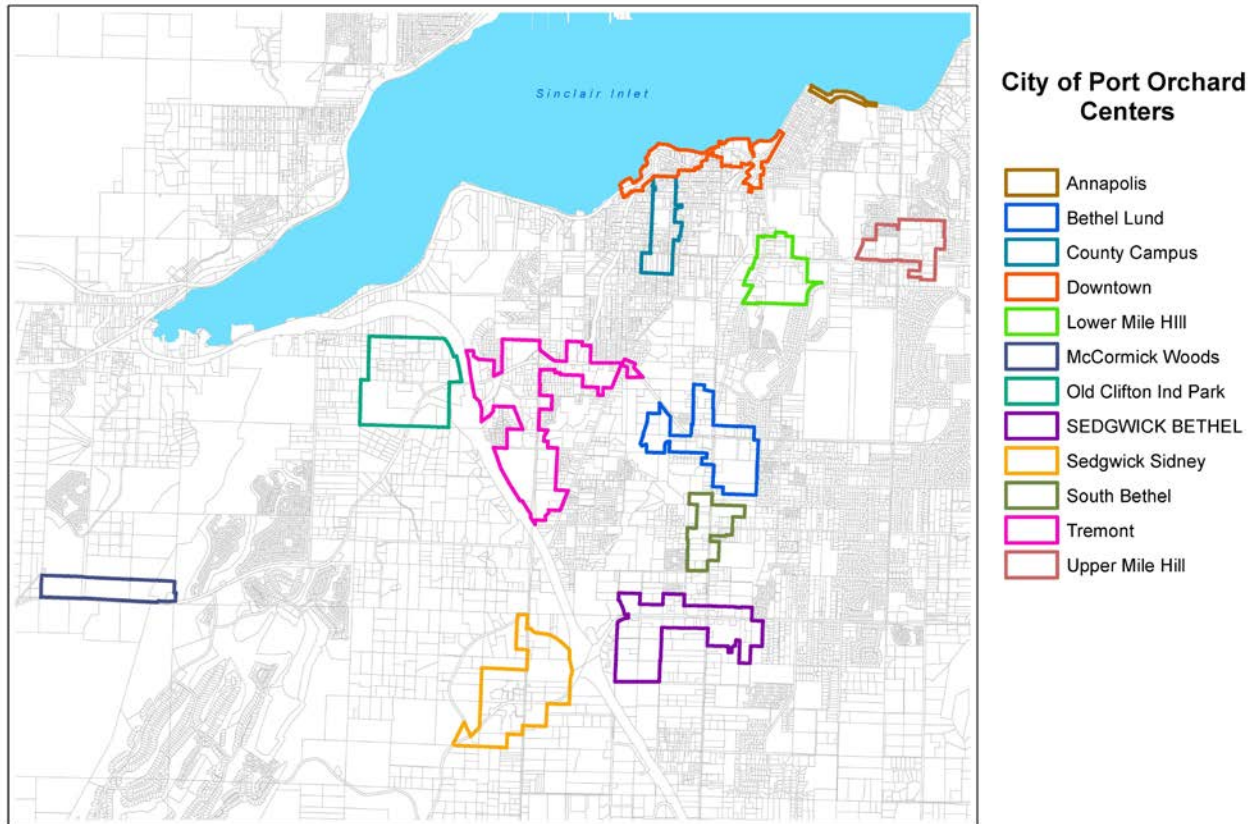
1. Annapolis (~~Local Center~~)
2. Old Clifton Industrial Park (~~Local Center Activity/Employment Center~~)
3. McCormick Woods/Old Clifton (~~Local Center Mixed Use Center~~)

Military Installations. The City has no military installations within the City Limits.



Port Orchard
Centers of Local Importance

- Downtown
- County Campus
- Lower Mile Hill
- Lund Bethel
- Upper Mile Hill
- Sedgwick Bethel SR-16
- Sidney Sedgwick
- Old Clifton Industrial Park
- Tremont Medical Center
- McCormick Woods
- City Limits
- Urban Growth Area



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~~Policy CN-4

~~Policy CN-6~~—Support pedestrian and transit uses by promoting compact, mixed-use areas with appropriate infrastructure that provide a variety of activities.

~~Policy CN-7~~Policy CN-5

~~Policy CN-8~~—Balance objectives for accommodating growth, encouraging compatibility, promoting housing affordability, and offering a wide range of housing types.

~~Policy CN-9~~Policy CN-6

~~Policy CN-10~~—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-11~~Policy CN-7

~~Policy CN-12~~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-13~~Policy CN-9 ~~In coordination with Kitsap County, T~~the City shall ~~designate local Centers~~ and direct growth to ~~them~~Centers of all types 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-14~~—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-15~~Policy CN-10

~~Policy CN-16~~—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-17~~Policy CN-11

~~Policy CN-18~~—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-12

~~Policy CN-19~~

~~Policy CN-20~~

~~Policy CN-21~~—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-22~~—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-23~~—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-24~~—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-25~~Policy CN-13

~~Policy CN-26~~—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-27~~Policy CN-14—The City shall encourage the creation of public open space, private open space, and parks within and serving designated centers. 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 (Countywide Center)(City Center)

~~The Port Orchard's d-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, Tthe downtown currently contains a mix of land uses, including Portincluding 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. Downtown Port Orchard coupled with the County Campus may be a future candidate as a regional center. As of 2018, the Downtown Port Orchard Center measured 70 acres containing 197 residents and 787 jobs. This equates to 14 activity units per acre under the PSRC Regional Centers Framework.~~

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~~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~~small-town feel.
4. Identify potential significant environmental ~~impacts, and~~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 and building types~~ 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-22~~

~~Policy CN-23~~

~~Policy CN-24~~ — ~~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. Support the creation of the Bay Street Pedestrian Pathway along the waterfront in centers abutting Sinclair inlet.~~

~~Policy CN-25~~ Policy CN-23

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 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~~ (Countywide Center)

1. Purpose. The purpose of the Tremont sub-area plan is to ensure 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~~ Kaiser Permanente 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. Housing and Employment. As of 2018, the Tremont Countywide Center measured 215 acres containing 1,092 residents and 702 jobs. This equates to 8 activity units per acre under the PSRC regional centers framework.

4. 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~~ Policy CN-27 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~~ Policy CN-29 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 56-foot paved walkways for pedestrian use. These walkways shall be coordinated with an area-wide Trail Plan as necessary.~~

~~Policy CN-34~~ Policy CN-33

~~Policy CN-35—Developments abutting public rights-of-way within the Tremont Corridor should include sidewalks and bicycle lanes.~~

~~Policy CN-36~~ Policy CN-34 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-37~~ Policy CN-35 Encourage the expansion of Kitsap Transit’s service to increase trip frequency within the Tremont Corridor.

2.7.5.3 County Campus (Countywide 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 ensure 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.

Housing and Employment. As of 2018, the County Campus Countywide Center measured 41 acres containing 441 residents and 771 jobs. This equates to 29 activity units per acre under the PSRC regional centers framework.

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 Countywide Center

The ~~South Kitsap Mall~~ Lower Mile Hill ~~Countywide 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. As of 2018, the Lower Mile Hill Countywide Center measured 70 acres containing 174 residents and 288 jobs. This equates to 7 activity units per acre under the PSRC regional centers framework.

2.7.5.5 Upper Mile Hill Countywide Center

The Upper Mile Hill ~~Mixed Use~~ Countywide 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. As of 2018, the Upper Mile Hill Countywide Center measured 65 acres containing 287 residents and 373 jobs. This equates to 10 activity units per acre under the PSRC regional centers framework.

2.7.5.6 Sedgwick/Bethel Countywide Center

The Sedgwick/Bethel ~~Mixed Use~~ Countywide Center consist of the ~~Bethel Sedgwick Rd Commercial~~ corridor from ~~Geiger Salmonberry~~ to the ~~North West~~ to the city boundary to the ~~south East and along the Sedgwick corridor connecting to SR-16 to the west including the Bethel and Sedgwick intersection.~~. 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. As of 2018, the Sedgwick/Bethel Countywide Center measured 120 acres containing 58 residents and 109 jobs. This equates to 1 activity unit per acre under the PSRC regional centers framework.

2.7.5.7 ~~Tremont~~Bethel Lund/Lund/Bethel Countywide Center

The ~~Tremont/Lund/Bethel/Lund~~ Countywide Center consists of the Bethel commercial corridor ~~from near the intersection of Mile Hill Road Lund Avenue south to Salmonberry, including the adjacent nearby multifamily housing developments residential areas.~~ 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. As of 2018, the Bethel/Lund Countywide Center measured 114 acres containing 267 residents and 1,195 jobs. This equates to 13 activity units per acre under the PSRC regional centers framework.

2.7.5.8 Sedgwick/Sidney (Ruby Creek Neighborhood) Countywide Center

The Sedgwick/Sidney Countywide Center is a rapidly developing area of the city at the intersection of Sidney Road SW and Sedgwick Ave 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. As of 2018, the Sidney/Sedgwick Countywide Center measured 148 acres containing 450 residents and 252 jobs. This equates to 5 activity units per acre under the PSRC regional centers framework.

2.7.5.9 Old Clifton Industrial Park Local Center

The Old Clifton Industrial Employment Local 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~~ Local 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.

2.7.5.11 Annapolis Local Center

The Annapolis Local Center is located on the Sinclair Inlet shoreline east of the city's Downtown Countywide Center. This center includes Mitchell Point and the Annapolis Pier, from which Kitsap Transit operates a foot ferry service to Bremerton during the work week. Commuter parking is located east of the pier. The area also includes a number of historic buildings, commercial services, and residences, as well as a public dock and kayak launch point. The Bay Street Pedestrian Pathway will end at the foot ferry facility. Rockwell Park, a shoreline park with public beaches, picnic areas and trail access, will be completed in 2019.

2.7.5.12 Bethel South Local Center

The Bethel South Local Center consists of the underdeveloped intersection of Salmonberry and Bethel and the nearby residential areas. 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.

2.7.6 Road Map to Implementation

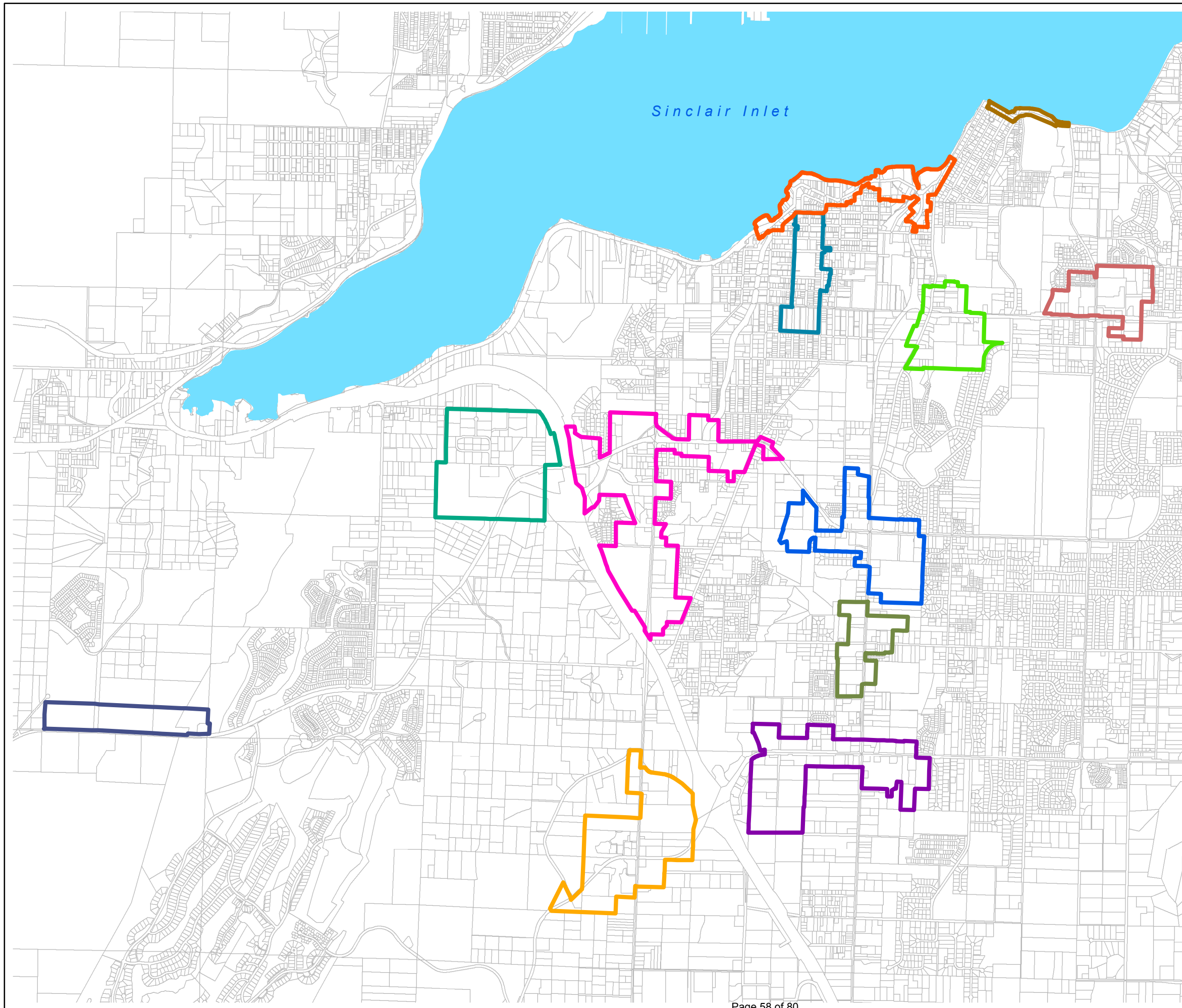
Further planning for each identified local center is required in order to implement the City's vision for the overall centers strategy. The city is committed to- undertaking a sub area planning process for each center, to better identify center boundaries, develop a vision, goals, and policies for each 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.



City of Port Orchard Centers

-  Annapolis
-  Bethel Lund
-  County Campus
-  Downtown
-  Lower Mile Hill
-  McCormick Woods
-  Old Clifton Ind Park
-  SEDGWICK BETHEL
-  Sedgwick Sidney
-  South Bethel
-  Tremont
-  Upper Mile Hill

**City of Port Orchard Six-Year Transportation Improvement Program
For 2019-2024 TIER 1 (Reasonably Constrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	Spent Prior to 2018	2018	Future Expenditures 2019	2020	2021	2022	2023	2024	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds
Capital Projects																				
1.1	Tremont St Widen./SR16 - Port Orchard Blvd. CN Phase Widen Tremont from two travel lanes to four travel lanes with; median, sidewalks, bike lanes, street lighting, Schedule 74 Undergrounding, (2) roundabouts and stormwater improvements.	Tremont Street: SR16 to Port Orchard Blvd.	0.67	10,000,000	2,000,000	6,000,000	2,000,000	2,000,000	0	0	0	0	2017	S	CN	STP(U)	1,680,000	TIB,LP	10,000,000	6,300,000
1.2	Bay Street Ped. Pathway ROW Phase Add 14-ft Multi-Modal (bikes & pedestrians) waterfront pathway & cantilevered retaining wall following historic Mosquito Fleet trail and pedestrian bridge across Black Jack Creek.	PO Shoreline: Sidney Ave. Foot Ferry to Annapolis Foot Ferry	1.2	2,223,802	2,223,802	0	0	0	0	0	0	0	2013	S	ROW	STP(U)	1,923,590		0	300,212
1.3A	Bethel Road Corridor Design - 60% City sponsored re-engineering of previous design w/reduced cross-section to 30k ADT, Complete Street standards, plus Schedule 74 Undergrounding & controlled intersection improvements. Design to 60% level for entire corridor.	Bethel Avenue: Mile Hill Drive (SR 166) to Sedgwick (SR-160) Intersection	2.5	500,000	0	0	500,000	0	0	250,000	250,000	0	2021	P	PE		0		0	500,000
1.3B	Bethel Road Corridor Design - Salmonberry Intersection Completion of design and ROW acquisition for intersection improvements.	Intersection of Bethel and Salmonberry	0	500,000	0	0	500,000	0	0	250,000	250,000	0	2019	P	PE & ROW		0		0	500,000
1.4	Anderson Hill/Old Clifton Rd Intersection Improvements Intersection Improvements (roundabout) as identified in the McCormick Urban Village Trans Plan and partially funded by Bayside Mit Funds.	Old Clifton Road / Anderson Hill Intersection	0	200,000	200,000	0	0	0	0	0	0	0	2016	S	PE		0	TIB	0	200,000
1.5A	Old Clifton Rd Design - 60% Rodway Improvements identified in the McCormick Urban Village Trans Plan. Design to 60% level.	Old Clifton Road: Feigley to McCormick Woods Drive	0.75	250,000	0	0	250,000	0	0	125,000	125,000	0	2019	P	PE		0		0	250,000
1.5B	Old Clifton Rd Design - Feigley Intersection - 60% Intersection Improvements (roundabout) identified in the McCormick Urban Village Trans Plan. Design to 60% level.	Old Clifton Road / Feigley Intersection	0	200,000	0	0	200,000	0	0	200,000	0	0	2019	P	PE		0		0	200,000
1.5C	Old Clifton Rd - Campus Parkway Intersection - 60% Intersection Improvements (roundabout) identified in the McCormick Urban Village Trans Plan. Design to 60% level.	Old Clifton Road / Campus Parkway Intersection	0	200,000	0	0	200,000	0	0	200,000	0	0	2020	P	PE		0		0	200,000
1.6	Bay Street Pedestrian Pathway Construction The CN phase for the 14-ft Multi-Modal (bike & ped) waterfront pathway/cantilevered retaining wall following the historic Mosquito Fleet trail. Includes the demolition/removal of (5) overwater structures. Includes Seg #3 Ad Ready Doc Prep.		1.2	610,000	80,000	530,000	0	0	0	0	0	0	2018	S	CN		0	0	0	0
				3,000,000	0	0	3,000,000	0	0	1,500,000	1,500,000	0	2020	S	CN		0	Other	3,000,000	0
1.7	Vallair Ct Connector Road extension and intersection improvements previously included in the Bethel Road Corridor ROW & Construction project.	Bethel Road / Walmart Drive Intersection	0.25	1,000,000	0	0	1,000,000	0	0	0	1,000,000	0	2021	P	PE & ROW		0		0	1,000,000
				1,000,000	0	0	1,000,000	0	0	0	0	1,000,000	2022	P	CN		0		0	1,000,000
1.8	Bay Street Pedestrian Pathway West Situational study	Port Orchard Blvd and Bay St: Tremont to Foot Ferry	1.5	566,474	0	0	566,474	0	0	0	566,474	0	2022	P	PL		490,000		0	76,474
Total Capital Projects				31,000,276	5,503,802	11,830,000	13,666,474	5,375,000	1,075,000	2,525,000	3,691,474	1,000,000					4,093,590		14,625,000	11,651,686
Maintenance Projects																				
1.10	Annual Pavement Maintenance Includes patching, crack-sealing, striping, and other activities			500,000	0	0	500,000	100,000	100,000	100,000	100,000	100,000	0	2018	S	CN				500,000
1.11 *	Annual Sidewalk & ADA Upgrade Program Repair and replace concrete sidewalks and curb ramps as identified in the program			900,000	0	0	900,000	180,000	180,000	180,000	180,000	180,000	0	2018	S	CN				900,000
1.12 **	Annual Pavement Management System Paving Projects Pavement replacement projects as identified in the pavement management system program			2,500,000	0	0	2,500,000	500,000	500,000	500,000	500,000	500,000	0	2018	S	CN				2,500,000
1.13	Tremont Overlay Pavement resurfacing to complete the surfacing of Tremont from SR-16 to the eastern city limits	Tremont St: Port Orchard Blvd to Lund bridge	0.5	500,000	0	0	500,000	0	0	500,000	0	0	2019	P	PE,CN					500,000
Total Maintenance Projects				4,400,000	0	0	4,400,000	780,000	780,000	1,280,000	780,000	780,000	0				0		0	4,400,000

* Per 2016 ADA transition plan: \$180,000 annually over 20 years to comply on arterial streets.

** Per 2016 Pavement Management Analysis Report: \$1.45 million annually to maintain network condition (PCI of 70), \$500k to keep network PCI above 65 after 5 years.

Appendix B: Plans Adopted by Reference

PLAN OR DOCUMENT
South Kitsap School District 2014-2019 Capital Facilities Plan
West Sound Utility District / Joint Wastewater Treatment Facility 2009 Capital Facilities Plan
West Sound Utility District 2007 Sewer Plan
West Sound Utility District 2013 Water Plan
Kitsap County 2003 South Kitsap UGA/ULID#6 Sub-Area Plan & EIS
Kitsap County 2012 Port Orchard/South Kitsap Sub-Area Plan
2016 Kitsap County Comprehensive Plan 10-Year Update
City of Port Orchard 1987 Blackjack Creek Comprehensive Management Plan
City of Port Orchard 1994 Ross Creek Comprehensive Management Plan
City of Port Orchard 2005 Economic Development Plan
City of Port Orchard 2010 McCormick Village Park Plan
City of Port Orchard 2012 Shoreline Master Program
City of Port Orchard 2013 Public Art Program
City of Port Orchard 2014 – 2020 Capital Facilities Plan
City of Port Orchard 2015 Water System Plan
City of Port Orchard 2015 Comprehensive Sanitary Sewer Plan Update
City of Port Orchard 2016 Transportation Plan Update
City of Port Orchard 2016 Comprehensive Parks Plan
City of Port Orchard 2016 Transportation Impact Fee Project List
City of Port Orchard 2019-202 34 ³⁴ – 6 Year Transportation Improvement Plan
City of Port Orchard Bethel/Sedgwick Corridor ^{Right-of-Way Acquisition} Plan <u>and Appendices A-F</u>

Regional Centers Framework Update

Adopted March 22, 2018



Puget Sound Regional Council

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1. Purpose and Background

Purpose

Centers are the hallmark of VISION 2040 and the Regional Growth Strategy. They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC's federal transportation funding.

In 2015, the Growth Management Policy Board adopted a scope of work to review the existing centers framework. The regional centers have been integral to regional planning for over 20 years, and this update represented an opportunity to reassess the system in place today and opportunities to recognize other places that are serving important roles in the region. The Regional Centers Framework outlines a revised structure and criteria for regional and countywide centers and direction to update policies and procedures to update to the regional centers framework.

This update will:

- Clearly define the types of central places—both larger and smaller—within the region that are the focus of growth, planning, and investment.
- Establish criteria and planning expectations that ensure centers are developing as thriving and connected communities with sufficient market potential to accommodate new jobs and residents.
- Provide for consistent designation of centers at the regional and countywide levels across the region.
- Address requirements for new centers and redesignation of existing regional centers.

Growth in centers has significant regional benefits, including supporting multimodal transportation options, compact growth, housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, regional centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers.

Implementation

This framework establishes key opportunities for the region to support VISION 2040's objective of encouraging development of compact, livable centers as an opportunity to accommodate a significant portion of the region's growth. Adoption of the framework in itself does not change regional or local policies, regulations, or funding mechanisms. Implementation of the framework will take several steps that are discussed in Section 12 of the framework:

- Updating new center designation procedures
- Developing new administrative procedures for monitoring of existing centers
- Updating VISION 2040, including guidance on growth expectations for centers
- Updating countywide planning policies with countywide criteria and designations
- Measuring performance and outcomes over time
- Completing additional analysis on social equity strategies for centers
- Completing additional review and consultation with tribes on the role of tribal lands in the centers framework
- Research funding opportunities for centers
- Research the number and distribution of centers

Regional Centers Framework Update

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The framework proposal focuses on the criteria and process to designate and evaluate regional and countywide centers. The proposal does not recommend prioritizing funding based on center size or type. The proposal identifies different types and sizes of regional centers to better tailor expectations for future growth and development in centers.

Development of the board proposal has focused on providing opportunities for jurisdictions to designate new centers and flexibility to maintain existing centers, including at least two growth centers and one manufacturing/industrial center in each county. The centers framework should continue to maintain appropriate regional distribution and provide for opportunities to designate new centers.

Guiding Principles & Objectives

In the project scope of work, the Growth Management Policy Board adopted the following guiding principles for the project:

- *Support the Growth Management Act and VISION 2040.*
- *Focus growth consistent with the Regional Growth Strategy.*
- *Recognize and support different types and roles of regional and subregional centers.*
- *Provide common procedures across the region.*
- *Guide strategic use of limited regional investments.*
- *Inform future planning updates at regional, countywide, and local levels.*

Objectives to guide the project were established at a joint board session in 2016:

Growth: Centers attract robust population and employment growth—a significant and growing share of the region’s overall growth.

Mobility: Centers provide diverse mobility choices so that people who live and work in centers have alternatives to driving alone.

Environment: Centers improve environmental sustainability, protecting rural and resource lands, habitat, and other critical areas by focusing the majority of growth in urban areas with existing infrastructure.

Social Equity and Opportunity: Centers offer high access to opportunity, including affordable housing choices and access to jobs, to a diverse population.

Economic Development: Centers help the region maintain a competitive economic edge by offering employers locations that are well connected to a regional transportation network, and are attractive and accessible to workers.

Public Health: Centers create safe, clean, livable, complete and healthy communities that promote physical, mental, and social well-being.

The Regional Centers Framework Update project included significant outreach and committee and board discussions. The process was informed by staff-level Technical Advisory Group and Stakeholder Working Group, joint board sessions, county-level workshops, and ongoing outreach to local governments. A staff-level Stakeholder Working Group met from June 2016 through January 2017 and identified recommendations and alternatives for PSRC’s boards to consider. Their final report informed deliberation by the Growth Management Policy Board in 2017.

2. Regional Centers Designation Procedures

The **Designation Procedures for New Centers** contains detailed requirements for designation and review of regional growth centers and manufacturing/industrial centers. The procedures are adopted by the Executive Board.

As part of the implementation of this framework, PSRC will update the **Designation Procedures for New Centers** to incorporate the following procedural changes:

- When designating new regional centers, the PSRC boards will also consider:
 - Distribution of centers throughout the region, including by county, and whether new center locations would be advantageous for overall regional growth objectives. Centers should be distributed in locations consistent with the regional vision, and in areas that do not place additional development pressure on rural and resource lands. Environmental factors may be considered in designating new centers.
 - The overall number of centers in the region, supported by research on the number and distribution of centers.
 - Application and review of new regional centers will be limited to major regional growth plan updates (VISION 2040 and its successor plans) and approximately every five years, following the results of performance monitoring. As an interim measure, the application period for new centers will remain open through the fall of 2019.
 - Employment and/or activity thresholds for new regional centers will be reviewed and potentially updated when the regional growth plan is updated to account for overall growth in centers over time. Center designations should remain relatively stable over the long term, but will allow centers to change into new types when they have achieved higher levels of activity and other criteria.
-

3. Regional Growth Centers Eligibility and Criteria

Regional growth centers are locations of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. The region's plans identify centers as areas that should receive a significant share of the region's population and employment growth compared with other parts of the urban area, while providing improved access and mobility—especially for walking, biking, and transit.

Eligibility Criteria for New Regional Growth Centers

The minimum eligibility requirements for new centers ensure consistency in centers designation and ensure that new regional growth centers meet the intent of VISION 2040 while allowing for flexibility. The **Designation Procedures for New Centers** will be updated to identify additional supporting documentation:

- **Local commitment.** Evidence center is a local priority and sponsor city/county has sustained commitment over time to local investments in creating a walkable, livable center.

Regional Centers Framework Update

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- **Planning.** Completion of a center plan (subarea plan, plan element or functional equivalent that provides detailed planning or analysis) that meets regional guidance in advance of designation. Environmental review that demonstrates center area is appropriate for dense development.
 - Assessment of housing need, including displacement risk, as well as documentation of tools, programs, or commitment to provide housing choices affordable to a full range of incomes and strategies to further fair housing
- **Jurisdiction and Location.** New regional growth centers should be located within a city, with few exceptions. LINK light rail stations in unincorporated urban areas (including those funded through the Sound Transit 3 ballot measure) may be eligible for center designation at any scale, provided they are affiliated for annexation or planned for incorporation. Joint planning of unincorporated center areas is encouraged. Other unincorporated urban areas may be eligible for countywide center status, provided they are affiliated for annexation or planned for incorporation.
- **Existing Conditions.** Existing infrastructure and utilities sufficient to support new center growth, a mix of both existing housing and employment, justification of size and shape. Recommend centers to be nodal with a generally round or square shape and avoid linear or gerrymandered shapes that are not readily walkable or connected by transit. Bicycle and pedestrian infrastructure, amenities, and a street pattern that supports walkability

Designation Criteria for New Regional Growth Centers

The Regional Centers Framework Update defines two distinct types of regional growth centers with tailored minimum criteria as described in this section. The type of regional center does not establish a distinction for the purpose of PSRC’s regional funding process. The criteria are expanded to include discussion of appropriate size, minimum transit service, market potential, and regional role. Transit service is an important factor for growth in centers. Local governments should work with transit providers to plan for appropriate transit service levels in centers. The center types will be used to inform future growth planning.

Regional Growth Centers	
<p>Urban Growth Center</p> <p>These centers have an important regional role, with dense existing jobs and housing, high-quality transit service, and planning for significant growth. These centers may represent areas where major investments – such as high-capacity transit – offer new opportunities for growth.</p>	<p>Metro Growth Center</p> <p>These centers have a primary regional role – they have dense existing jobs and housing, high-quality transit service, and are planning for significant growth. They will continue to serve as major transit hubs for the region. These centers also provide regional services, and serve as major civic and cultural centers.</p>
<p>Urban Growth Center Criteria</p> <p>Center must meet each the following criteria:</p> <ul style="list-style-type: none"> ○ Existing density. 18 activity units per acre minimum ○ Planned target density. 45 activity units per acre minimum 	<p>Metro Growth Center Criteria</p> <p>Center must meet each the following criteria:</p> <ul style="list-style-type: none"> ○ Existing density. 30 activity units per acre minimum ○ Planned target density. 85 activity units per acre minimum

<ul style="list-style-type: none"> ○ Mix of uses. Regional growth centers should have a goal for a minimum mix of at least 15% planned residential and employment activity in the center. ○ Size. 200 acres minimum - 640 acres maximum (may be larger if served by an internal, high capacity transit system) ○ Transit. Existing or planned¹ fixed route bus, regional bus, Bus Rapid Transit, or other frequent and all-day bus service. May substitute high-capacity transit mode for fixed route bus. Service quality is defined as either frequent (< 15-minute headways) and all-day (operates at least 16 hours per day on weekdays) –or- high capacity ○ Market potential. Evidence of future market potential to support planning target ○ Role. Evidence of regional role <ul style="list-style-type: none"> ● Clear regional role for center (serves as important destination for the county) ● Jurisdiction is planning to accommodate significant residential and employment growth under Regional Growth Strategy 	<ul style="list-style-type: none"> ○ Mix of uses. Regional growth centers should have a goal for a minimum mix of at least 15% planned residential and employment activity in the center. ○ Size. 320 acres minimum - 640 acres maximum (may be larger if served by an internal, high capacity transit system) ○ Transit. Existing or planned light rail, commuter rail, ferry, or other high capacity transit with similar service quality as light rail. Service quality is defined as either frequent (< 15-minute headways) and all-day (operates at least 18 hours per day on weekdays) –or- high capacity (e.g., ferry, commuter rail, regional bus, Bus Rapid Transit). Evidence the area serves as major transit hub and has high quality/high capacity existing or planned service. ○ Market potential. Evidence of future market potential to support planning target ○ Role. Evidence of regional role: <ul style="list-style-type: none"> ● Clear regional role for center (for example, city center of metropolitan cities, other large and fast-growing centers; important regional destination) ● Jurisdiction is planning to accommodate significant residential and employment growth under Regional Growth Strategy
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4. Manufacturing/Industrial Centers Eligibility and Criteria

Manufacturing/industrial centers preserve lands for family-wage jobs in basic industries and trade and provide areas where that employment may grow in the future. Manufacturing/industrial centers form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages.

¹ “Planned” transit means funded projects or projects identified in the constrained portion of Transportation 2040. The Transportation 2040 constrained project list incorporates projects in transit agency long-range plans where funding is reasonably expected during the 2040 planning horizon.

Regional Centers Framework Update

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VISION 2040 calls for the recognition and preservation of existing centers of intensive manufacturing and industrial activity and the provision of infrastructure and services necessary to support these areas. These centers are important employment locations that serve both current and long-term regional economic objectives.

Manufacturing/industrial centers have very different characteristics and mobility needs than regional growth centers. For example, transit may not be viable for all types of manufacturing/industrial centers, but identifying transportation demand management strategies, including carpool and vanpools, can help reduce congestion impacts regardless of transit access. The criteria to designate manufacturing/industrial centers focuses on these and other factors to support the long-term industrial base of the region. Moving freight and goods to and through MICs is critical, on trucks, as well as other modes, such as marine, air and rail.

The [Industrial Lands Analysis \(2015\)](#) identified strategies to ensure an adequate supply of industrial land in the region, including protecting priority users of industrial land and limiting commercial and office uses that compete with industrial use. The centers designation criteria provide some flexibility for non-industrial uses in manufacturing/industrial centers, which may include amenities and services for employees, some commercial uses, and other types non-industrial uses.

Eligibility Criteria for New Regional Manufacturing/Industrial Centers

Minimum eligibility requirements ensure consistency in centers designation and ensure that new regional growth centers meet the intent of VISION 2040 while allowing for flexibility. The **Designation Procedures for New Centers** should be updated to identify additional supporting documentation:

Local commitment. Evidence center is a local priority had city/county has sustained commitment over time to local investments in infrastructure and transportation. Demonstrated commitment to protecting and preserving industrial uses, strategies and incentives to encourage industrial uses in the center, and established partnerships with relevant parties to ensure success of manufacturing/industrial center

Planning. Completion of a center plan (subarea plan, plan element or functional equivalent) that meets regional guidance in advance of designation. Where applicable, the plan should be developed in consultation with public ports and other affected governmental entities. Environmental review that the area is appropriate for development

Location. Manufacturing/industrial centers should be located within a city with few exceptions.

Existing Conditions. Adequate infrastructure and utilities to support growth, access to relevant transportation infrastructure, documentation of economic impact, and justification of size and shape of manufacturing/industrial center

Designation Criteria for New Regional Manufacturing/Industrial Centers

The Regional Centers Framework Update identifies two distinct pathways to designate new manufacturing/industrial centers. Minimum eligibility for regional designation is described in this section. The criteria are expanded to include discussion of appropriate employment type, core industrial zoning, industrial preservation strategies, and regional role. The center pathways may be used to inform future growth planning.

New Manufacturing/Industrial Centers	
<p>Industrial Employment Center</p> <p>These centers are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The intent of this designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to grow industrial employment in these centers where possible. Jurisdictions and transit agencies should aim to serve all MICs with transit.</p>	<p>Industrial Growth Center</p> <p>These regional clusters of industrial lands have significant value to the region and potential for future job growth. These large areas of industrial land serve the region with international employers, industrial infrastructure, concentrations of industrial jobs, and evidence of long-term potential. The intent of this designation is to continue growth of industrial employment and preserve the region's industrial land base for long-term growth and retention. Jurisdictions and transit agencies should aim to serve all MICs with transit.</p>
<p>Center must meet each the following criteria:</p> <ul style="list-style-type: none"> • Existing jobs: 10,000 minimum • Planned jobs: 20,000 minimum • Minimum 50% industrial employment • If MIC is within a transit service district, availability of existing or planned frequent, local, express, or flexible transit service. If MIC is outside a transit service district, documented strategies to reduce commute impacts through transportation demand management strategies consistent with the Regional Transportation Plan Appendix F (Regional TDM Action Plan) • Presence of irreplaceable industrial infrastructure² • At least 75% of land area zoned for core industrial uses³ • Industrial retention strategies in place • Regional role 	<p>Center must meet each the following criteria:</p> <ul style="list-style-type: none"> • Minimum size of 2,000 acres • Existing jobs: 4,000 minimum • Planned jobs: 10,000 minimum • Minimum 50% industrial employment • If MIC is within a transit service district, availability of existing or planned frequent, local, express, or flexible transit service. If MIC is outside a transit service district, documented strategies to reduce commute impacts through transportation demand management strategies consistent with the Regional Transportation Plan Appendix F (Regional TDM Action Plan) • At least 75% of land area zoned for core industrial uses • Industrial retention strategies in place • Regional role

² Industrial-related infrastructure that would be irreplaceable elsewhere, such as working maritime port facilities, air and rail freight facilities.

³ Zoning designations dominated by traditional industrial land uses such as manufacturing, transportation, warehousing and freight terminals. Commercial uses within core industrial zones shall be strictly limited.

5. Regional Center Redesignation Standards

Regional centers have been a central strategy of the regional plan for decades, although centers have been designated through different procedures depending on when they were first designated. An objective with the regional centers framework update is to establish a more consistent system between new and existing centers. Recognizing both that existing centers were designated through different processes and the objective of working toward greater consistency, PSRC will develop administrative procedures for review of existing centers. The procedures are anticipated to be drafted in the first half of 2018, with a review of existing centers to follow in 2018 and 2019 during the VISION 2050 planning process.

- **Initial redesignation.** The first evaluation of existing centers will occur in 2018-2020 as part of the VISION 2040 update. All designated regional centers as of 2017 are automatically redesignated, provided that they meet the following criteria:
 - Adopted center plan (subarea plan, plan element or functional equivalent) should be completed by 2020. Jurisdictions may request an extension from the Growth Management Policy Board if substantial progress on subarea planning has been made by 2020. Different approaches to subarea planning may be appropriate and input from other affect government entities, such as public ports, will be considered, but future updates should be equivalent to a subarea plan by 2025. Plans should include goals and policies that specifically address the center and should be adopted by the jurisdiction(s) with local land use authority for the center. Plan adoption should meet public notice and involvement requirements established under the Growth Management Act.
 - Designation of the regional center in the adopted local comprehensive plan and countywide planning policies.
- PSRC staff will work with cities and counties to identify the applicable center types and whether all the criteria are already met or could be met.
- **Monitoring review of regional growth centers.** A first monitoring review period, scheduled for 2025, will follow the next major comprehensive plan periodic update (due in 2023 and 2024) and will reoccur about every five years thereafter. At the first monitoring review in 2025, existing regional growth centers will be expected to fully meet eligibility and designation criteria similar to new centers:
 - **Local commitment.** Evidence center is a local priority and sponsor city/county has sustained commitment over time to local investments in creating a walkable, livable center.
 - **Planning.** An updated center plan (subarea plan, plan element or functional equivalent that provides detailed planning or analysis) that addresses regional guidance, and plans for a mix of housing and employment, bicycle and pedestrian infrastructure, amenities, and a street pattern that supports walkability.
 - Assessment of housing need, including displacement risk, as well as documentation of tools, programs, or commitment to provide housing choices affordable to a full range of incomes and strategies to further fair housing.

- **Location.** Existing regional growth centers not located within a city should be affiliated for annexation or in a location planned for incorporation. Joint planning of the center area is encouraged.
 - **Capital investments.** Capital investments by the local government in the center in the current or prior 6-year capital planning cycle, and commitment to infrastructure and utilities in the jurisdiction's capital improvement program sufficient to support center growth, pedestrian infrastructure, and public amenities.
 - **Center criteria.** Consistent with designation criteria for size, planning, transit, market potential, and role for new regional growth centers in Section 3. Existing centers will remain designated if they do not meet the new center density criteria, provided that the center is consistent with other criteria identified in this section.
 - **Market study.** Regional growth centers that have existing density levels below the level required for new regional centers at the time of the review must complete a market study to evaluate the potential for and opportunities to best support center growth. The market study must consider a planning horizon reasonably beyond the monitoring period (2025). The market study should show how the center can meet targeted levels of growth within the planning period. The jurisdiction should demonstrate its work to address opportunities identified in the market study.
- **Monitoring review of manufacturing/industrial centers.** A first monitoring review period, scheduled for 2025, will follow the next major comprehensive plan periodic update (due in 2023 and 2024) and will reoccur about every five years thereafter. At the first monitoring review in 2025, existing manufacturing/industrial centers will be expected to fully meet eligibility and designation criteria similar to new centers:
- **Local commitment.** Evidence center is a local priority and sponsor city/county has sustained commitment over time to local investments in infrastructure and transportation. Demonstrated commitment to protecting and preserving industrial uses, strategies and incentives to encourage industrial uses in the center, and established partnerships with relevant parties to ensure success of the manufacturing/industrial center.
 - **Planning.** Completion of a center plan (subarea plan, plan element or functional equivalent) that addresses regional guidance and plans for access to transportation infrastructure and economic development. Where applicable, the plan should be developed in consultation with public ports and affected governmental entities.
 - **Location.** If existing manufacturing/industrial centers are not located within a city, joint planning and annexation/incorporation are encouraged as feasible.
 - **Capital investments.** Capital investments by the local government in the center in the current or prior 6-year capital planning cycle, and commitment to infrastructure and utilities in the jurisdiction's capital improvement program sufficient to support center growth and planned transportation infrastructure.
 - **Center criteria.** Consistent with designation criteria for new manufacturing/industrial centers in Section 4. Existing centers will remain designated if they do not meet the new center existing or planned jobs criteria, provided that the center is consistent with other criteria identified in this section.

- **Market study.** Manufacturing/industrial centers that have existing employment levels below the level required for new centers at the time of the review must complete a market study to evaluate the potential for and opportunities to best support center growth. The market study must consider a planning horizon reasonably beyond the monitoring period (2025). The market study should show how the center can meet targeted levels of growth within the planning period. The jurisdiction should demonstrate its work to address opportunities identified in the market study.
 - The board will maintain flexibility in evaluating existing centers to consider when centers are very close to the existing conditions criteria, to account from economic recessions, progress and growth, local investments or the lack of investments, and regional importance of a particular area.
 - Criteria related to physical improvements should be included in center plans, but may need to be addressed over the long-term, such as developing a complete walkable street network.

6. Countywide Centers

Each county’s countywide planning policies include criteria and processes for countywide centers, though the approach currently varies significantly by county. Through the Centers Framework Update, designation of countywide centers remains delegated to a countywide process while providing a baseline of consistent regional standards for each county to use. PSRC reviews and certifies countywide planning policies, but PSRC’s role does not include review of countywide centers.

Countywide growth centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Countywide industrial centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county’s manufacturing/industrial economy. The checklist below represents basic standards expected for countywide centers in each county. Depending on county circumstance and priorities, countywide planning policies may include additional criteria (such as planning requirements or mix of uses) or other additional standards within this overall framework. Countywide center designations will be reviewed by an established timeframe and process set by the countywide planning body.

Countywide Centers	
Countywide Growth Center	Countywide Industrial Center
Center must meet each the following criteria:	Center must meet each the following criteria:
Identified as a countywide center in the countywide planning policies	Identified as a countywide center in the countywide planning policies
Located within a city or unincorporated urban area	Located within a city or unincorporated urban area

Countywide Centers	
Countywide Growth Center	Countywide Industrial Center
<p>(cont.)</p> <p>Demonstration that the center is a local planning and investment priority:</p> <ul style="list-style-type: none"> ○ Identified as a countywide center in a local comprehensive plan; subarea plan recommended ○ Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure <p>The center is a location for compact, mixed-use development; including:</p> <ul style="list-style-type: none"> ○ A minimum existing activity unit density of 10 activity units per acre ○ Planning and zoning for a minimum mix of uses of 20 percent residential and 20 percent employment, unless unique circumstances make these percentages not possible to achieve. ○ Capacity and planning for additional growth <p>The center supports multi-modal transportation, including:</p> <ul style="list-style-type: none"> ○ Transit service ○ Pedestrian infrastructure and amenities ○ Street pattern that supports walkability ○ Bicycle infrastructure and amenities ○ Compact, walkable size of one-quarter mile squared (160 acres), up to half-mile transit walkshed (500 acres) 	<p>(cont.)</p> <p>Demonstration that the center is a local planning and investment priority:</p> <ul style="list-style-type: none"> ○ Identified as a countywide center in a local comprehensive plan; subarea plan recommended ○ Clear evidence that area is a local priority for investment, such as planning efforts, or infrastructure <p>The center supports industrial sector employment:</p> <ul style="list-style-type: none"> ○ Minimum 1,000 existing jobs and/or 500 acres of industrial land ○ Defined transportation demand management strategies in place ○ At least 75% of land area zoned for core industrial uses ○ Industrial retention strategies in place ○ Capacity and planning for additional growth ○ Important county role and concentration of industrial land or jobs with evidence of long-term demand

7. Local Centers and Other Types of Centers

VISION 2040 calls for central places in all jurisdictions to support a centers-based approach to development in the region. These places range from neighborhood centers to active crossroads in communities of all sizes. These centers play an important role in the region and help define our community character, provide local gathering places, serve as community hubs, and are often appropriate places for additional growth and focal points for services.

The Regional Centers Framework recognizes the importance of these places, but does not envision a regional or county designation for all types of local centers. The designation criteria outlined in this

document may provide a path to regional or county designation for locations that continue to grow and change over time.

Per program eligibility requirements, rural centers that participate in PSRC's Rural Town Centers and Corridors funding competition are located in either a freestanding city or town that is outside the region's contiguous urban growth area or a county's unincorporated rural area. These centers are designated through a local planning process, not through the Regional Centers Framework process.

8. Military Installations

Military installations are a vital part of the region, home to thousands of personnel and jobs and a major contributor to the region's economy. While military installations are not subject to local, regional, or state plans and regulations, PSRC recognizes the relationship between regional growth patterns and military installations, and recognizes the importance of military employment and personnel all aspects of regional planning.

Recognition of military installations in the update to VISION 2040 can better acknowledge the role these installations play in the regional economy and in regional growth patterns. Designation criteria for installations can also help establish common expectations for how the region works with and supports military installations. Stakeholders throughout the process have emphasized the need to address base transportation access to benefit surrounding communities, as well as the installations. Per federal statutes, PSRC transportation funds cannot be spent on military installations, but surrounding communities may be eligible to receive funds for projects that connect to installations.

Designation Criteria for Types of Military Installations

PSRC's Executive Board will identify *Major Military Installations* in the update to VISION 2040, subject to adoption of the plan by the General Assembly. Major installations are defined as installations with more than 5,000 enlisted and service personnel. As of 2017, four installations met the minimum size criteria: Joint Base Lewis-McChord in Pierce County, Naval Base Kitsap-Bangor and Naval Base Kitsap-Bremerton⁴ in Kitsap County, and Naval Station Everett in Snohomish County.

This recognition in the regional plan advances active collaboration between military installations, neighboring jurisdictions, and the region. The region recognizes military installations are major employers, associated with congestion, and that regional designation can help work to alleviate impacts. Through this recognition, regional expectations include:

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options
- Support for multimodal commute planning and mode split goals for installation
- Completed Joint Land Use Study or similar coordinated planning effort

⁴ For the purpose of regional centers designation, jurisdictions may count military activity towards center thresholds when the installation is directly adjacent or surrounded by the center (such as Naval Base Kitsap-Bremerton and the downtown Bremerton regional growth center).

Smaller military installations may continue to be recognized by countywide planning forums as a type of countywide center or equivalent. The minimum size criteria for countywide center designation will be as specified by RCW 36.70a.530 and identify “federal military installation[s], other than a reserve center, that employs one hundred or more full-time personnel.” As of 2017, five installations met the minimum criteria: Naval Base Kitsap Keyport, Seattle Coast Guard Station, Naval Base Kitsap Jackson Park, Camp Murray, and Naval Base Everett – Smokey Point Support Complex.

9. Planning Requirements

PSRC’s Plan Review Manual contains guidance and requirements for comprehensive plan certification, including center subarea plans. The **Regional Center Plans Checklist** in the **PSRC’s Plan Review Manual** addresses planning expectations for center subarea plans. PSRC will work with the Regional Staff Committee to update the Plan Review Manual to amend requirements and provide best practices, with consideration for local variability.

The **Regional Growth Center Plan Checklist** will be updated to address the following topics:

- Affordable housing, including housing targets, needs assessment, affordable housing goals, and strategies to encourage new housing production with long-term affordability
- Displacement risk analysis and strategies to prevent or mitigate displacement
- Transit access, including transit service, transit-dependent populations, and safe and connected pedestrian and bicycle networks
- Equitable community engagement
- Access to opportunity, including employment and education opportunities and neighborhood quality of life
- Environmental justice impacts
- Specific transportation planning investments, programs, and resources identified.
- Availability of public services, like K-12 education, to meet needs of households with children.

The **Regional Manufacturing/Industrial Center Plan checklist** will be updated to address the following topics:

- Equitable community engagement
- Access to opportunity, including employment and education opportunities
- Environmental justice impacts
- Expectations around core industrial uses, residential encroachment, transitional buffers, and commercial and office uses that do not support manufacturing/industrial function
- Clearly articulated long-term commitment to protect and preserve manufacturing/industrial land uses and businesses in the center
- Specific transportation planning investments, programs, and resources identified

10. Regional Support

Funding to Support Centers

Staff will research and identify other potential funding sources or programs to support development in centers. This may include housing in regional growth centers, economic development, other capital funds, additional state resources, marketing, and other strategies. PSRC should collaborate with other agencies and funders to identify additional funding sources for designated centers. PSRC will also explore funding for centers planning and technical assistance.

Regional Center Types

The Regional Centers Framework does not establish a distinction between different types of regional centers for the purpose of PSRC's funding framework.

11. Performance Measures

In the VISION 2040 update, PSRC will work with local governments and other stakeholders to develop performance measures for centers as a whole to evaluate success of the overall framework. Like previous monitoring studies, PSRC will lead the effort, with support and review from local governments. Performance measures should focus on a limited number of centers and consider the project outcome statements to support growth, mobility, environment, social equity and opportunity, economic development, and public health. Metrics may include overall growth goals or mode split goals for centers, level of local or regional investment, greenhouse gas emissions reductions, or other measures as appropriate, such as housing affordability, mix of uses, and health and equity.

PSRC will continue to conduct ongoing monitoring of performance measures for individual centers. This may include progress towards growth targets and mode split goals, tracking implementation actions, or tracking other measures consistent with the designation requirements.

- PSRC will publish a centers performance monitoring summary every five years in order to stay on top of regional trends in centers development.
- PSRC will review centers for performance as part of the monitoring review and prior to regional plan update years, and consider possible changes or reclassification if the local jurisdiction is not taking steps to plan and support growth in center to meet targets or goals.

12. Implementation

Procedures and Planning Expectations. The board directs staff to prepare updates to the **Designation Procedures for New Centers, Regional Center Plans Checklist**, and develop **administrative procedures** for existing centers.

Plan Updates. The board directs staff to identify issues for VISION 2040 update⁵:

- Identification of military installations a regional geography
- Preservation of industrial land, both within designated manufacturing/industrial centers and in other industrial areas in the region
- Growth goals for regional centers

Countywide Planning Policies. The board requests updates to the countywide planning policies in each county during the next GMA update cycle (by 2023/2024) to implement countywide centers and achieve consistency with the regional framework. PSRC staff should work collaboratively with countywide groups on technical assistance and implementation of updated criteria.

⁵ The framework may inform an update to the Regional Growth Strategy but does not commit the region to any particular distribution of growth or definition of regional geographies.

PSRC Work Plan. The board directs staff to develop an implementation work plan and schedule to engage with PSRC membership and other stakeholders as appropriate on additional analysis, research, and guidance. The work plan should incorporate the following tasks to support ongoing work on regional and countywide centers:

- **Performance measures.** In consultation with jurisdictions and other stakeholders, develop framework to track performance and outcomes over time and identify challenges or barriers over time. Performance measures should consider project outcome statements to support growth, mobility, environment, social equity and opportunity, economic development, and public health. Measures may include assessment of demographic characteristics, housing affordability, employment, amenities, and access to opportunity.
- **Update growth planning guidance.** Update the guidance paper on center targets to discuss changes to growth expectations for centers and the mix of employment and residential activity envisioned in regional growth centers.
- **Market studies.** Provide additional guidance on recommended components of market studies for centers.
- **Social equity**
 - Complete additional analysis and research on displacement and displacement risk in centers.
 - Provide additional resources and best practices addressing equitable community engagement, including opportunities for local planning staff and policy-makers to learn about tools that have been successfully used by cities and counties in the region.
 - Research and recommend a best practice approach to a comprehensive equity impact review tool to address social equity through policies and implementation decisions for centers throughout the region.
- **Tribal land & centers.** Complete additional review and consultation with tribes on the role of tribal lands in the centers framework.
- **Funding opportunities.** To achieve the vision of growth in centers, research other funding opportunities and opportunities to leverage existing designations. Collaborate with other agencies and funders to identify additional funding sources to designated centers. Explore funding, including a set-aside, for centers planning and technical assistance.
- **Military installations.** Staff will research other potential funding sources or programs to support improvement of transportation corridors serving recognized military installations. PSRC, countywide groups, and local jurisdictions should continue to work with state and federal partners to secure infrastructure resources, provide support for military installations, and address impacts on surrounding jurisdictions.
- **Economic measures.** Given their important role in the regional economy, PSRC should consider additional research on economic impact measures for manufacturing/industrial centers (e.g. revenue generators, export value).
- **Projects supporting centers.** Review and develop policy guidance on types of projects that support development in centers and corridors connecting centers.
- **Number and distribution of centers.** During the VISION 2040 update, research guidelines to manage the number and distribution of centers, factoring in minimum density standards, projected growth, jurisdictional size, location within the county, competition for market share, and allocation of limited regional resources.

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City of Port Orchard Work Study Session Executive Summary

Issue Title: LTAC 2020 Funding Recommendation

Meeting Date: October 15, 2019

Time Required: 20 Minutes

Attendees: None

Action Requested At This Meeting: Discuss 2020 funding recommendations provided by the Lodging Tax Advisory Committee meeting.

Issue: Discuss funding recommendations provided by the Lodging Tax Advisory Committee. Below is the committee's recommendation.

Organization/Event	FY's 2020 Funds Requested	Committee Recommendation
City-Foot Ferry Services	\$7,000	\$2,500
Fathoms O' Fun Festival-Events/Marketing	\$32,500	\$21,000
Kitsap Mustang Club	\$2,500	\$2,500
POBSA-Events/Tourism Marketing	\$10,700	\$7,500
POBSA-Marking/Events	\$28,345	\$15,000
Port Orchard Chamber of Commerce-Explore Port Orchard Coalition-Tourism Marketing	\$12,500	\$12,500
Port Orchard Chamber of Commerce-Seagull Calling Festival/Events	\$3,000	\$3,000
Port Orchard Chamber of Commerce-Visitor Center	\$10,000	\$10,000
Saint's Car Club (The Cruz)	\$3,000	\$3,000
Sidney Museum & Arts Association-Marking	\$6,460	\$5,000
Visit Kitsap	\$18,000	\$18,000
Total	\$134,005	\$100,000

Background: On October 1, 2019, the Lodging Tax Advisory Committee heard presentations from applicants who are requesting funds for 2020 and on October 2, 2019, the Committee met to discuss the applications and to provide Council a recommendation of fund allocations.

Staff is looking for direction from the Council on allocating the lodging tax funds and when they want to bring this item forward for adoption.

Recommendation: N/A

Follow-up Notes & Outcomes:

Attachments: None.