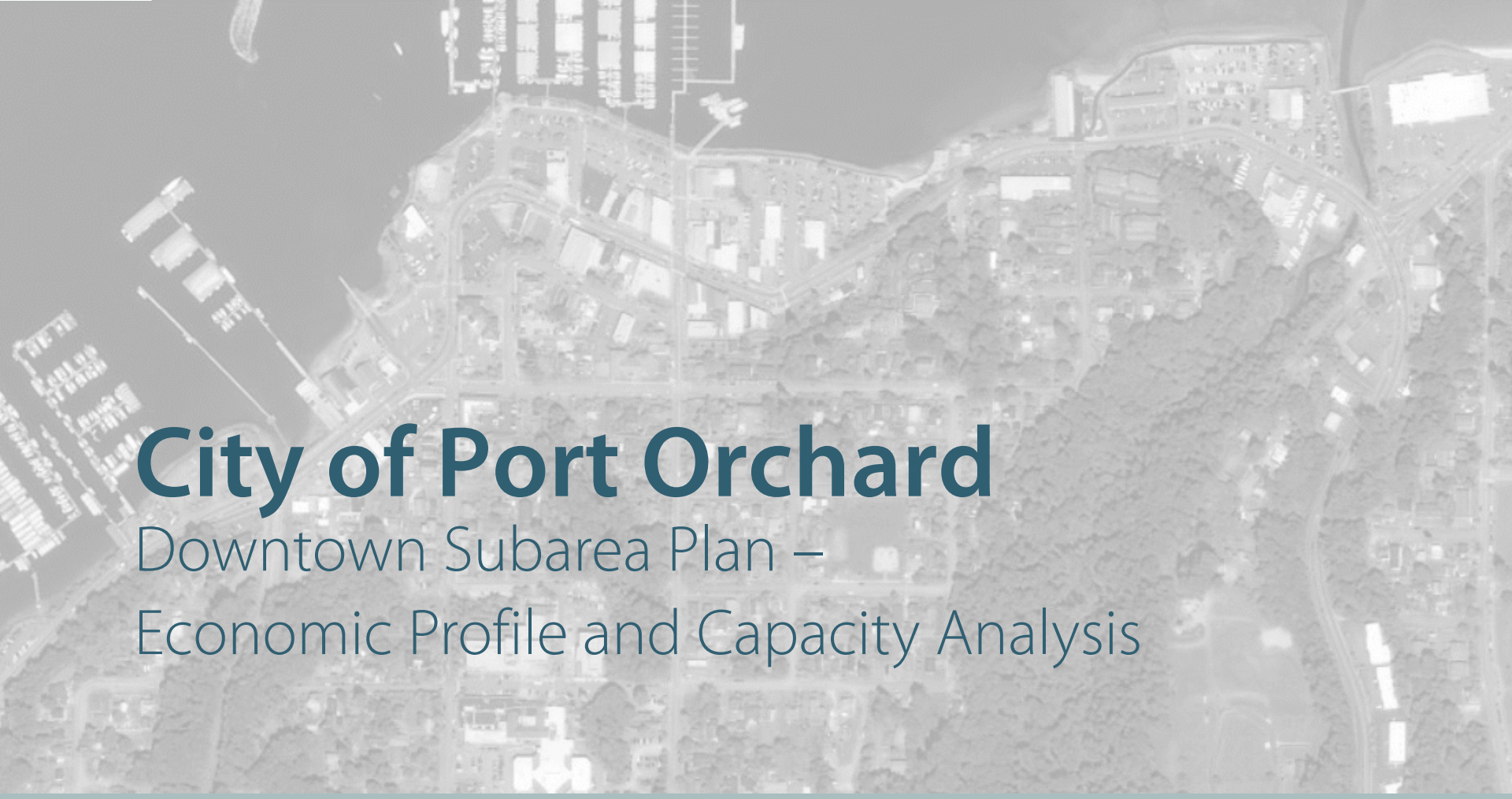

City of Port Orchard

Downtown Subarea Plan – Economic Profile and Capacity Analysis

June 17, 2020

HEARTLAND

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Introduction

Project Background

Heartland is supporting the City of Port Orchard ("the City") in its development of a Downtown Subarea Plan. Leading the consulting team is GGLO alongside EA, who will be responsible for development of a Planned Action Ordinance in conjunction with adoption of the new Subarea Plan.

The City seeks an analysis to better understand current conditions in the City and Subarea Plan boundary ("Study Area"). In addition, the City has tasked Heartland with estimating current development capacity both now and in the future. Ultimately, the City and the consulting team will leverage the analysis to inform development of the Subarea Plan and associated Planned Action EIS.

Project Approach and Methodology

Baseline Economic Profile. The economic profile will help the team to better understand the likely future demand for development of various types within the Subarea and better understand trends impacting current and future residents. This includes an overview of:

- existing baseline socio-economic data
- an inventory of existing housing in the study area
- job conditions in the immediate market area
- real estate trends for residential and commercial development types in Port Orchard and the region

Development Capacity. The development capacity analysis will help the team to better understand future development opportunities within the subarea and ensure alignment with PSRC growth center requirements. The analysis includes:

- an assessment of vacant and redevelopable lands by zone (within the subarea boundary)
- analysis of net developable lands accounting for critical areas, required public infrastructure and other factors impacting net developable area
- an estimate of overall development capacity based on current zoning
- estimated capacity scenarios within the subarea over the planning period (20 years) showing built square footage estimates at high and low development thresholds, based on variations on market absorption/conditions.

Population and Housing

The following section explores population, housing and demographic indicators related to Port Orchard and surrounding communities. The analysis utilizes a comparison City framework, wherein Port Orchard is analyzed within a framework of several neighboring communities, including:

Comparison City Framework– City of Port Orchard
Comparisons: *Bremerton, Kitsap County, Gig Harbor, Poulsbo, Silverdale*

Below is an outline of exhibits included in this section:

Population growth

- Current and Historical (Source: Washington OFM) *flag years with annexations
- Forecasted (PSRC Forecasts)

Demographics

- Composition (family households vs nonfamily)
- Housing tenure
- Age
- Gender
- Race and ethnicity
- Household income
- Educational attainment

Housing inventory in the study area (assessor)

- Housing growth in the City
- Number of housing units by Type (single, multifamily, mobile, group quarters)

Exhibit 1: Map of the Study Area

Population and Housing

Population Growth

The following exhibit Illustrates historic and current population across communities in Kitsap County

- Overall Port Orchard has added over 3,200 residents since 2010
- The City's growth rates was higher than other Kitsap County communities and the County as a whole. *

Exhibit 2. Current and Historical Population, Port Orchard, 2010-2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Net Change	Cagr
Port Orchard	11,157	11,440	11,780	12,870	13,150	13,510	13,810	13,990	14,160	14,390	3,233	2.9%
Bremerton	37,729	38,790	39,650	37,850	38,180	39,410	40,500	40,630	41,500	42,080	4,351	1.2%
Gig Harbor	7,126	7,200	7,340	7,670	7,985	8,555	9,065	9,560	10,320	10,770	3,644	4.7%
Poulsbo	9,200	9,245	9,360	9,585	9,775	9,950	10,210	10,510	10,850	11,180	1,980	2.2%
Kitsap County	251,133	253,900	254,500	254,000	255,900	258,200	262,590	264,300	267,120	270,100	18,967	0.8%

Source: Washington Office of Financial Management, 2020.

* Note: population increases reflect annexations from 2010-2012, which added 53 residents in 2010 and 904 residents in 2012.

Population and Housing

Forecasted Population growth

Exhibits 3 and 4 illustrate the population forecast development by the Puget Sound Regional Council (PSRC).

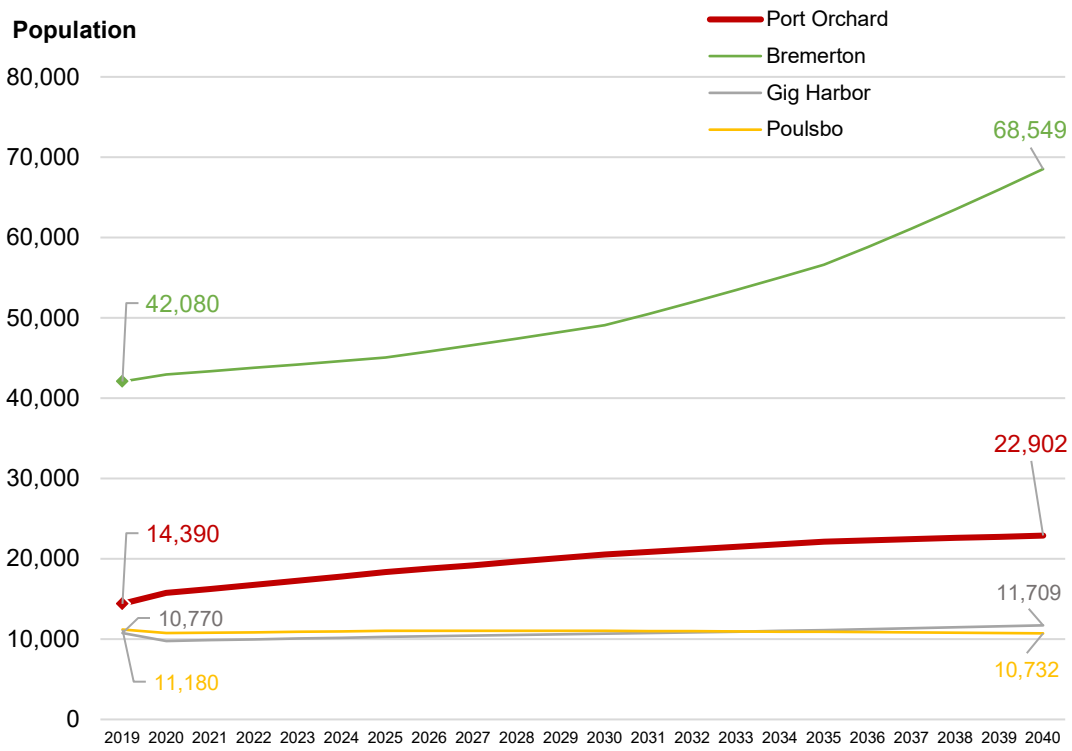
- Currently available forecasts produced by the Puget Sound Regional Council (PSRC) call for an additional 7,146 residents in Port Orchard by 2040.
- Neighboring Bremerton is anticipated to add more than 25,000 new residents during the same time period.

Exhibit 3. Forecasted Population Growth Rate, Port Orchard, 2019-2040

	Pop Cagr 2020-2040	Net Change Pop 2020-2040
Port Orchard	1.9%	7,146
Bremerton	2.4%	25,600
Gig Harbor	0.9%	1,943
Poulsbo	0.0%	-11
Kitsap County	1.4%	93,951

Source: PSRC, 2020.

Exhibit 4. Forecasted Population, Port Orchard, 2019-2040



Source: PSRC, 2020.

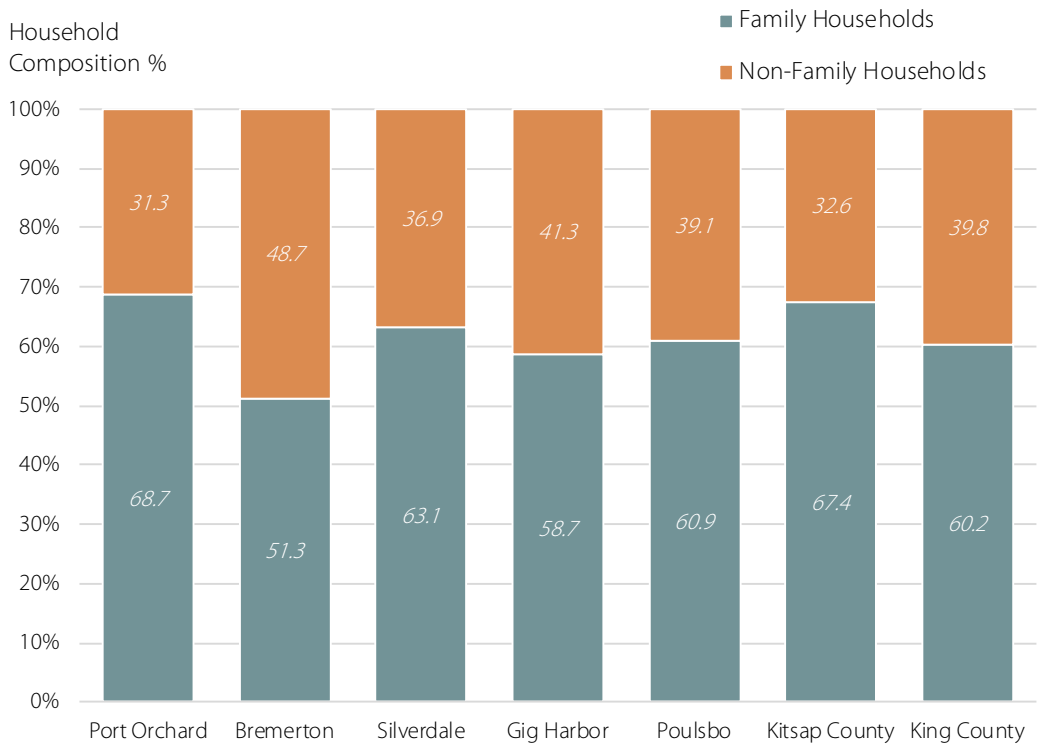
Population and Housing

Household Composition

The chart to the right segments the total number of households by family and non-family types.

- Port Orchard has the highest percentage of family households of the comparison geographies.
- Family households make up 68% of households in Port orchard, which is slightly higher than Kitsap County.
- Non-family households make up almost half of Bremerton's household composition.

Exhibit 5. Household Composition (%) , Kitsap County 2018



Source: ACS 5-year Estimates

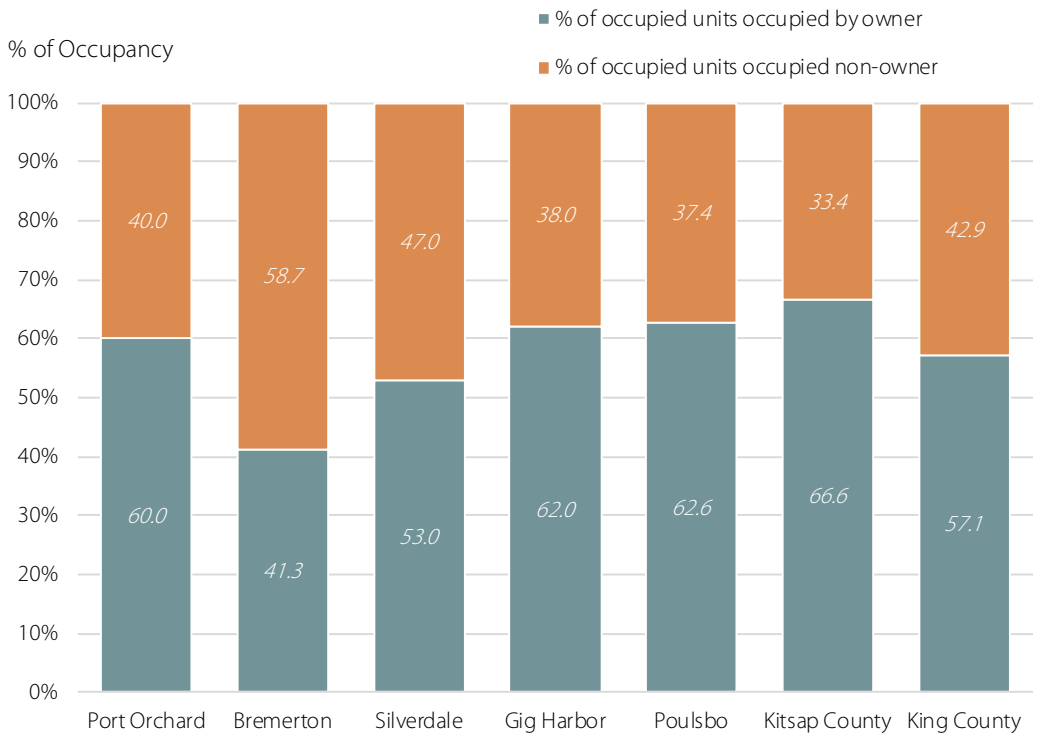
Population and Housing

Housing Tenure

The Chart to the right compares Port Orchard's housing tenure as a percentage of owner-occupied units by non-owner occupied.

- Owners occupy 60% of the housing units in Port Orchard.
- In Bremerton, just over 41% of homes are occupied by the owner.
- Owner-occupied housing in Port Orchard is below Kitsap County as a whole.

Exhibit 6. Housing Tenure (%), Kitsap County 2018



Source: ACS 5-year Estimates

Population and Housing

Population By Age Group

Exhibit 7. Total Population by Age (%), Kitsap County, 2018

	Port Orchard	Bremerton	Silverdale	Gig Harbor	Poulsbo	Kitsap County	King County
Under 5 years	8.9	6.3	5.0	5.8	4.4	5.8	5.9
5 to 14 years	10.8	7.7	11.5	13.5	12.8	11.4	11.3
15 to 24 years	12.8	18.7	17.1	8.8	12.8	13.7	11.7
25 to 34 years	16.8	19.5	15.8	9.0	11.5	14.1	17.7
35 to 44 years	13.9	10.2	12.2	15.1	14.2	11.4	14.9
45 to 54 years	11.1	11.8	12.8	11.2	10.8	12.6	13.7
55 to 64 years	11.3	11.6	11.7	13.1	11.7	14.1	12.2
65 to 74 years	7.6	7.8	8.7	12.1	11.6	10.7	7.6
75 to 84 years	4.3	3.5	3.4	6.2	7.3	4.5	3.4
85 years and over	2.5	3.0	1.8	5.2	2.9	1.7	1.7
MEDIAN AGE (Years)	**35.7**	**33.4**	**35.5**	**44.0**	**40.7**	**39.0**	**37.1**

Source: ACS 5-year Estimates

- Just under 20% of Port Orchard's population is under the age of 15. This is higher than Kitsap County.
- Children under five years of age make up almost 9% of Port Orchard's total population. This percentage is higher than any other geography in the comparison.
- The percentage of people over the age of 65 in Port Orchard is slightly lower than Kitsap County
- Percentage of population from 24 – 44 years of age is higher in Port Orchard than Kitsap County, Bremerton, Silverdale, Gig Harbor, and Poulsbo.

Population and Housing

Total Population by Race

The chart to the illustrates the racial composition of Port Orchard and the Comparison Geographies.

- Port Orchard's population is more racially diverse than Kitsap County
- Port Orchard, Bremerton, and Silverdale share similar levels of racial diversity.

Exhibit 8. Population by Race (%), Kitsap County, 2018

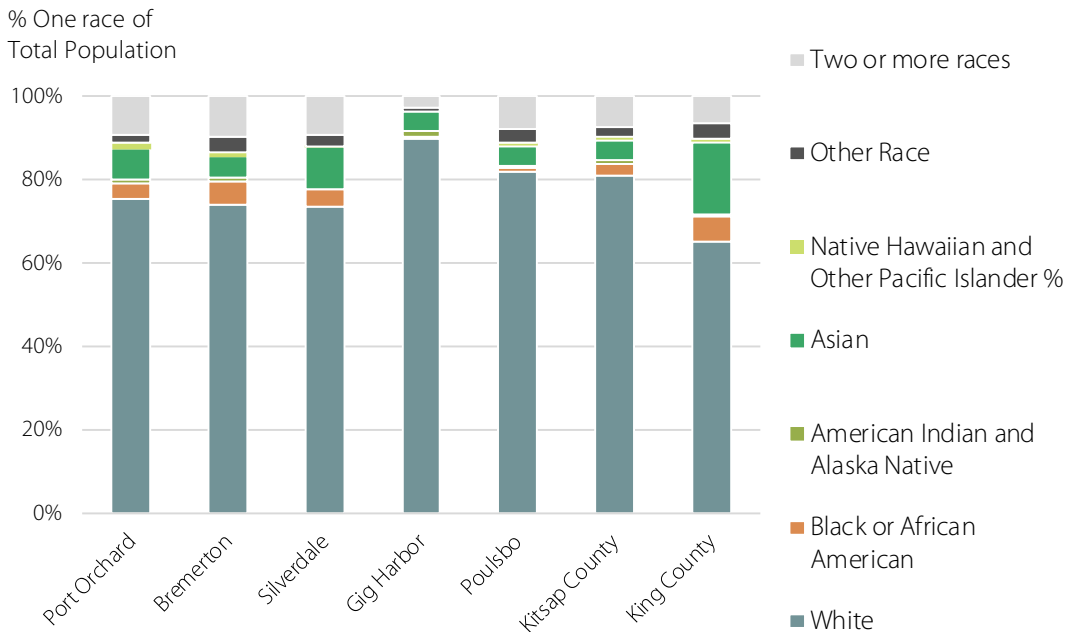


Exhibit 9. Population by Race (%) Table, Kitsap County, 2018

	Port Orchard	Bremerton	Silverdale	Gig Harbor	Poulsbo	Kitsap County	King County
White	75.3	73.9	73.7	89.8	81.9	81.2	64.9
Black or African American	3.9	5.7	3.9	0.7	1.0	2.5	6.3
American Indian and Alaska Native	0.7	1.0	0.2	1.0	0.3	1.0	0.6
Asian	7.6	4.8	10.0	4.8	5.0	4.8	17.1
Native Hawaiian and Other Pacific Islander %	1.2	1.1	0.4	0.0	0.6	0.8	0.8
Other Race	2.1	3.7	2.6	1.1	3.6	2.1	3.9
Two or more races	9.2	9.7	9.2	2.6	7.7	7.6	6.3

Source: ACS 5-year Estimates

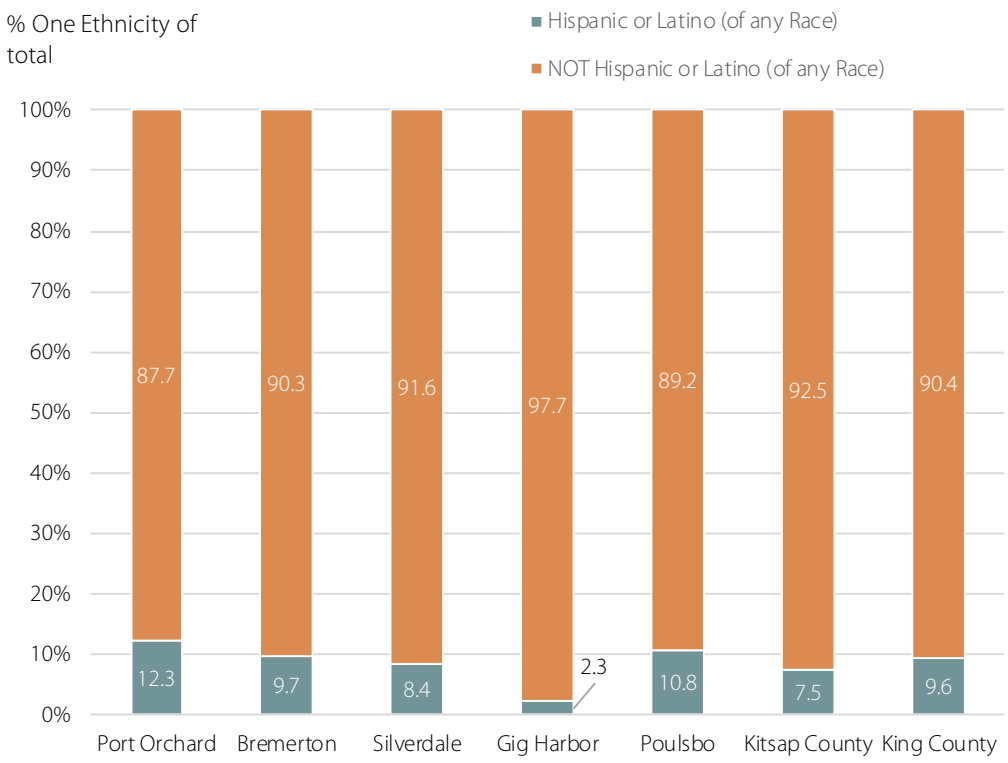
Population and Housing

Total Population by Ethnicity

The chart to the right illustrates the ethnic composition of Port Orchard and comparison geographies.

- Hispanic or Latinos comprise over 12% of Port Orchard's total population
- The percentage of Port Orchard's Hispanic or Latino population is greater that any of the comparison geographies.

Exhibit 10. Population by Ethnicity (%), Kitsap County, 2018



Source: ACS 5-year Estimates

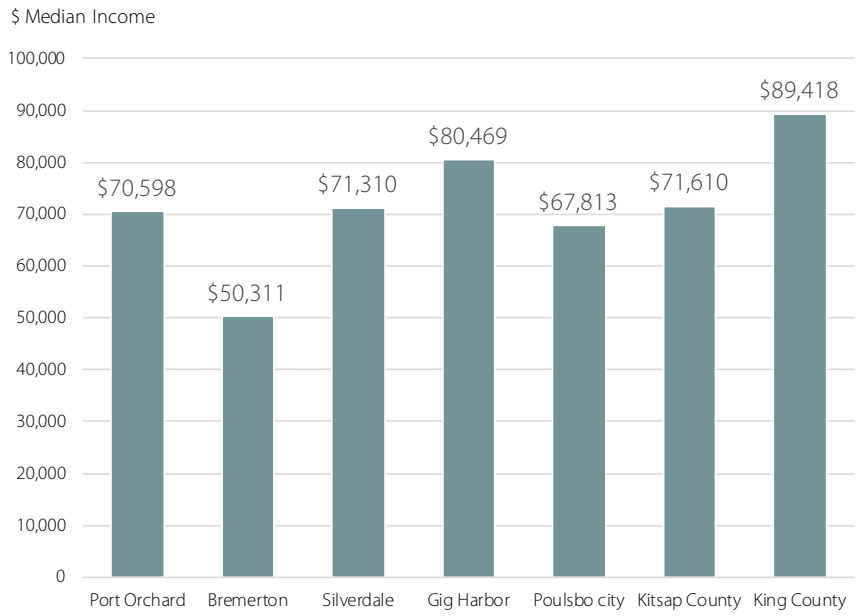
Population and Housing

Median Household Income

The chart to the right compares the median income of Port Orchard to those of the comparison geographies.

- Port Orchard has a median household income of over $70,000
- Port Orchard's median income is slightly lower than the median income for Kitsap County, but exceeds that of neighboring Bremerton.

Exhibit 11. Median Household Income (2018 INFLATION-ADJUSTED $ DOLLARS), Kitsap County 2018



Source: ACS 5-year Estimates

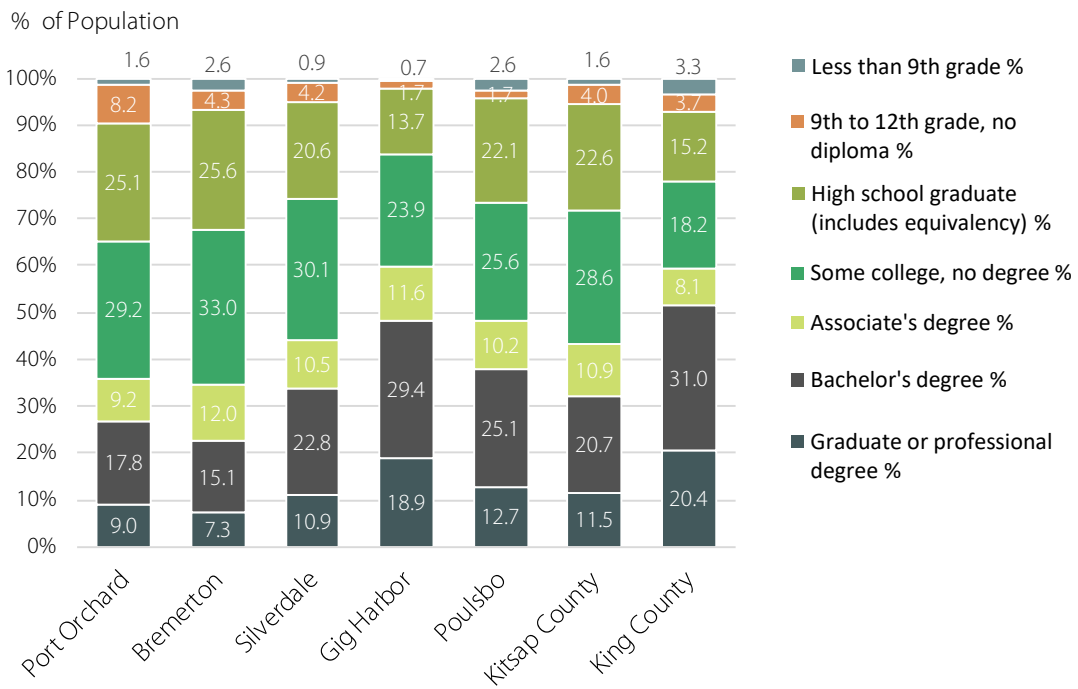
Population and Housing

Educational Attainment

The chart to the right segments the educational attainment of the population for Port Orchard and the comparison geographies.

- Over one-third (36%) of Port Orchard's population has college degree (Associate's, Bachelor's or Graduate/Professional). This is five percentage points below Kitsap County as a whole.
- Just under 10% of the total population of Port Orchard has not graduated high school. This is higher than all the comparison geographies.

Exhibit 12. Population Educational Attainment (%), Kitsap County 2018



Source: ACS 5-year Estimates

Population and Housing

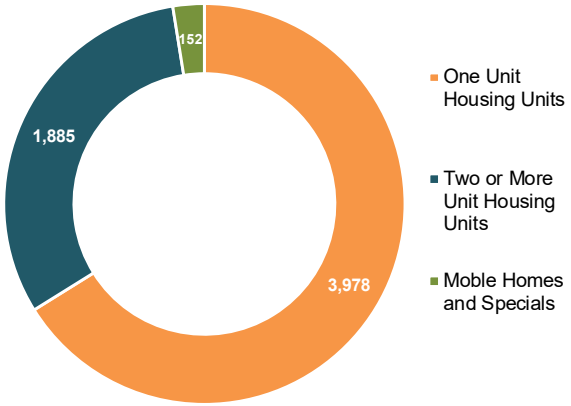
Housing Supply (OFM)

- The following exhibits illustrate the total number of housing units by year across the comparison geographies
- Port orchard has added 1,379 housing units since 2010, an average of over 150 units per year

Exhibit 13. Housing Units by Year, Port Orchard, 2010-2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Net Change
Port Orchard	4,636	4,780	4,888	5,375	5,527	5,695	5,791	5,862	5,911	6,015	1,379
Bremerton	17,273	16,915	17,090	17,240	17,281	17,194	17,535	17,612	17,991	17,998	725
Gig Harbor	3,560	3,614	3,669	3,853	4,028	4,303	4,488	4,665	5,025	5,182	1,622
Poulsbo	4,115	4,152	4,189	4,279	4,349	4,440	4,529	4,651	4,776	4,939	824
Kitsap County	107,367	107,364	107,858	108,449	109,136	109,474	110,385	111,145	112,344	113,145	5,778

Exhibit 14. Housing Units by Type, Port Orchard, 2019



Source: Washington Office of Financial Management

Population and Housing

Housing Supply Inventory

The map and table illustrate the current housing inventory and relative locations within the study area.

- Single family housing is the predominant existing land use in the study area (38% of land)
- Single family housing represents 62% of total housing inventory (by unit)
- There are 742 housing units in the study area

Exhibit 15. Map of Housing Uses

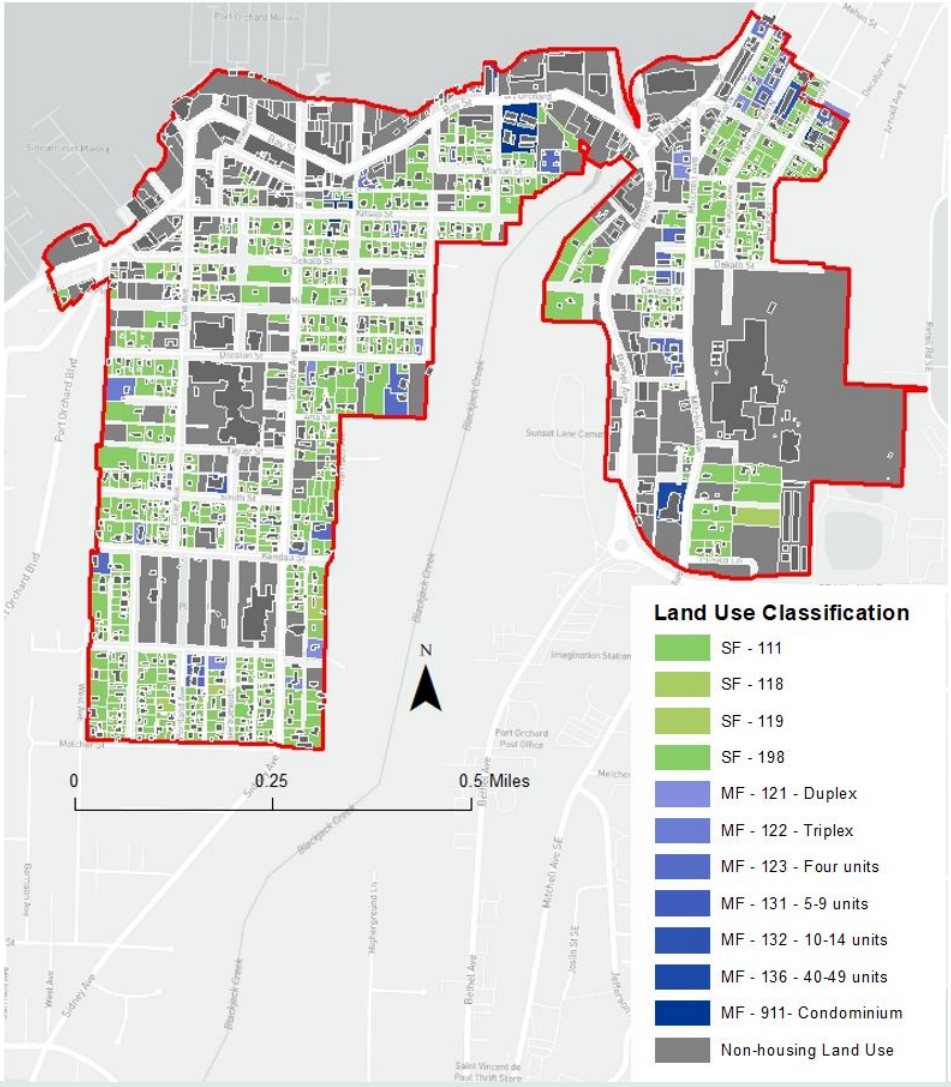


Exhibit 16. Map of Housing Uses

Land Use	Number of Parcels	Acreage	% of Total Area	Number of units	% of Total	Avg. Unit/Acre
Single Family	460	93.6	38%	460	62%	4.9
Multifamily Apartments	4	2.4	1%	74	10%	30.4
Condominiums	4	2.6	1%	60	8%	23.0
Four-plex	18	5.4	2%	72	10%	13.4
Duplex	20	3.9	2%	40	5%	10.4
Triplex	12	2.7	1%	36	5%	13.3
Non-Housing	249	133.0	55%	0	0%	0.0
Total	***518***	***243.6***		***742***		

Source: Kitsap County Assessor 2019

Population and Housing

Housing inventory in the study area

Exhibit 17 illustrates the number of housing units by Zone and type (single family versus non single family..

Exhibit 17. Housing by Zoning Designation

Zone	Number of Single Family Units	Acreage**	Number of Non-Single Family Units*	Acreage**
Business Professional Mixed Use	52	7.73	18	0.92
Civic and Institutional	0	0.00	0	0.00
Commercial Corridor	0	0.00	0	0.00
Commercial Heavy	0	0.00	0	0.00
Comercial Mixed Use	10	4.97	21	0.90
Downtown Mixed Use	3	0.34	3	0.28
Gateway Mixed Use	2	0.32	0	0.00
Greenbelt	2	0.59	0	0.00
Neighborhood Mixed Use	4	0.82	0	0.00
Parks and Recreation	1	0.05	0	0.00
Public Facilities	4	1.02	0	0.00
Residential 1	15	6.52	4	0.59
Residential 2	294	57.51	60	5.29
Residential 3	64	11.76	78	5.18
Residential 4	9	1.95	98	3.81
TOTAL	***460***	***93.6***	***282***	***17.0***

** any thing that is not single-family housing, including condos, multi-plexes, multifamily.*
*** Acreage is only for the parcels that have units on them. This does not necessarily equal total parcel area in zone.*

Source: Kitsap County Assessor 2019

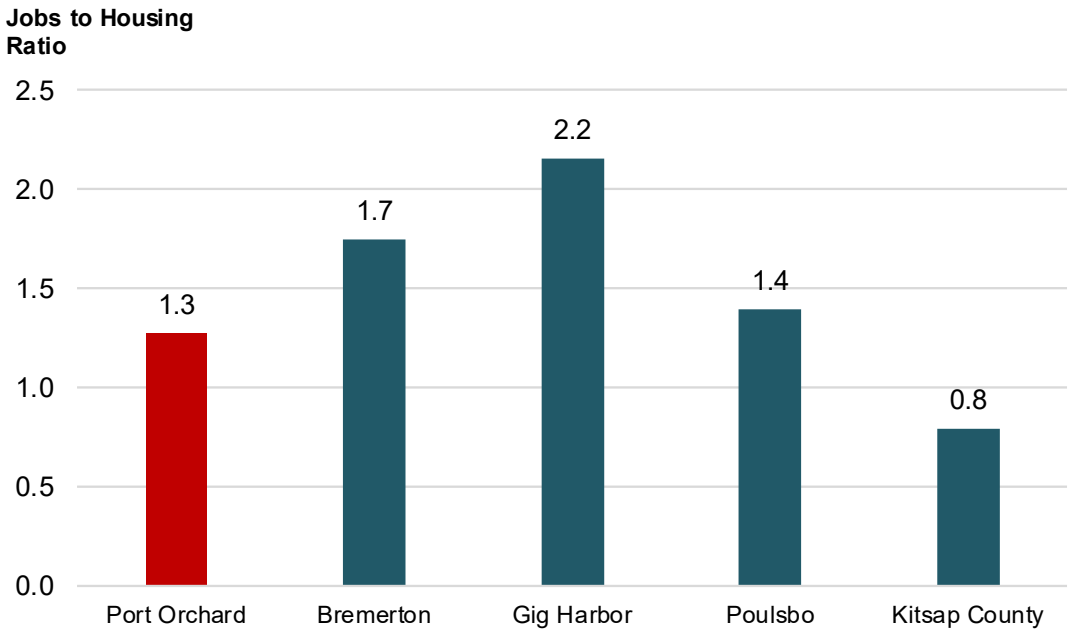
Employment and Workforce

Port Orchard Employment and Occupations

Exhibit 18 illustrates the jobs to housing ratio in Port Orchard compared to other cities in the region.

- Jobs to housing ratio is the measure of the number of jobs in a city compared to the number of housing units
- It is indicative of whether a City serves as an employment center or bedroom community or has a balance of both
- Port Orchard is relatively balanced at 1.3, with more jobs than housing units in the City

Exhibit 18. Jobs to housing ratio, Kitsap County, 2018



Source: PSRC 2019; OFM 2019.

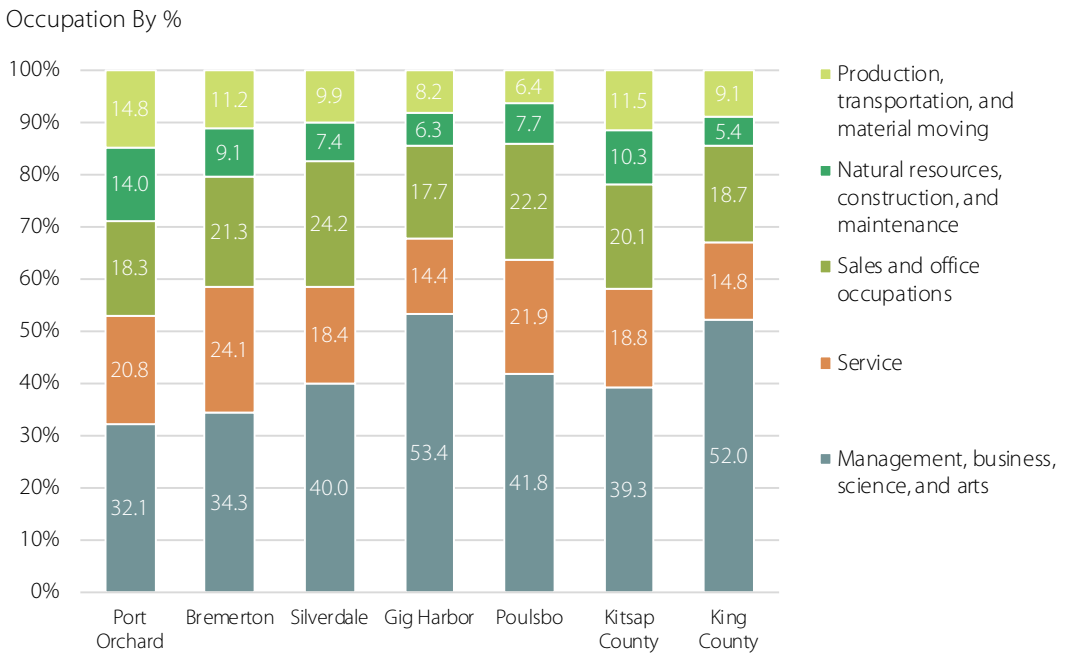
Employment and Workforce

Occupations Of Residents

The chart to the right broadly segments the resident population by occupation type for Port Orchard and the comparison geographies.

- When compared to the other geographies, Port Orchard has the highest percentage of its population working in production, transportation and material moving (14.8%).
- When compared to the other geographies, Port Orchard also has the greatest percentage of its population working in Natural Resources, Construction, and maintenance (14%).

Exhibit 19. Occupations of Residents (%), Kitsap County, 2018



Source: ACS 5-year Estimates

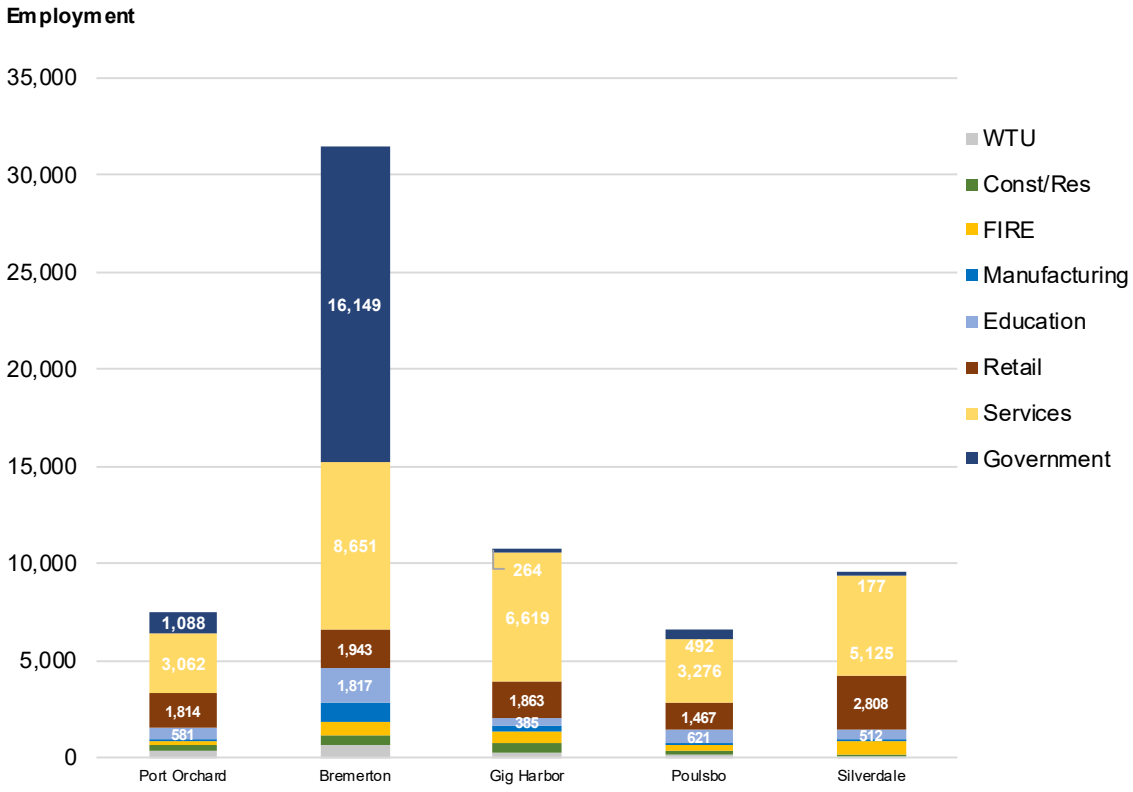
Employment and Workforce

Port Orchard Employment by Industry

Exhibit 20 provides a breakdown of covered employment by industry in Port Orchard and the comparison city framework.

- Total covered employment in 2018 in Port Orchard was 7,518
- The three largest sectors were FIRE (Finance, Insurance and Real Estate), Retail and Services
- Bremerton, is the major employment center in Kitsap County
- Almost half of all jobs in Bremerton are government, with many directly related to Naval Base Kitsap and the Bremerton Shipyard

Exhibit 20. Covered Employment by Industry, Kitsap County, 2018



	Const/Res	FIRE	Manufact.	Retail	Services	WTU	Gov.	Edu.	Total
Port Orchard	304	207	93	1,814	3,062	369	1,088	581	7,518
Bremerton	485	644	1,038	1,943	8,651	691	16,149	1,817	31,418
Gig Harbor	505	589	321	1,863	6,619	266	264	385	10,811
Poulsbo	223	308	110	1,467	3,276	154	492	621	6,650
Silverdale	118	742	49	2,808	5,125	49	177	512	9,580
Kitsap County	4,561	2,759	2,623	10,944	32,717	2,385	25,678	7,070	88,737

Source: PSRC, 2020.

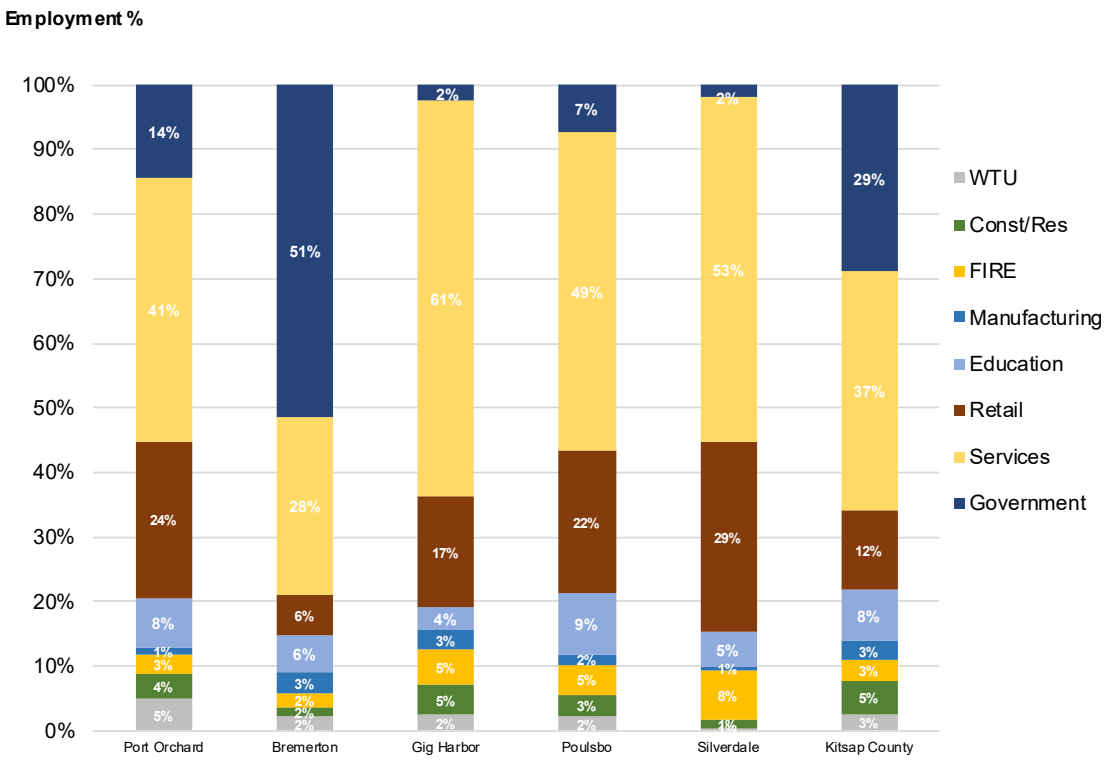
Note: WTU stands for Wholesale Trade, Transportation and Utilities; FIRE stands for Finance, Insurance and Real Estate

Employment and Workforce

Port Orchard Employment by Industry

Exhibit 21 illustrates the proportion of total jobs by industry in Port Orchard and comparison geographies

Exhibit 21. Covered Employment % by Industry, Kitsap County, 2018



Source: PSRC, 2020.

Note: WTU stands for Wholesale Trade, Transportation and Utilities; FIRE stands for Finance, Insurance and Real Estate

Employment and Workforce

Port Orchard Employment and Occupations

Exhibits 22 and 23 summarizes the PSRC employment forecast for Kitsap County, Port Orchard and comparison communities.

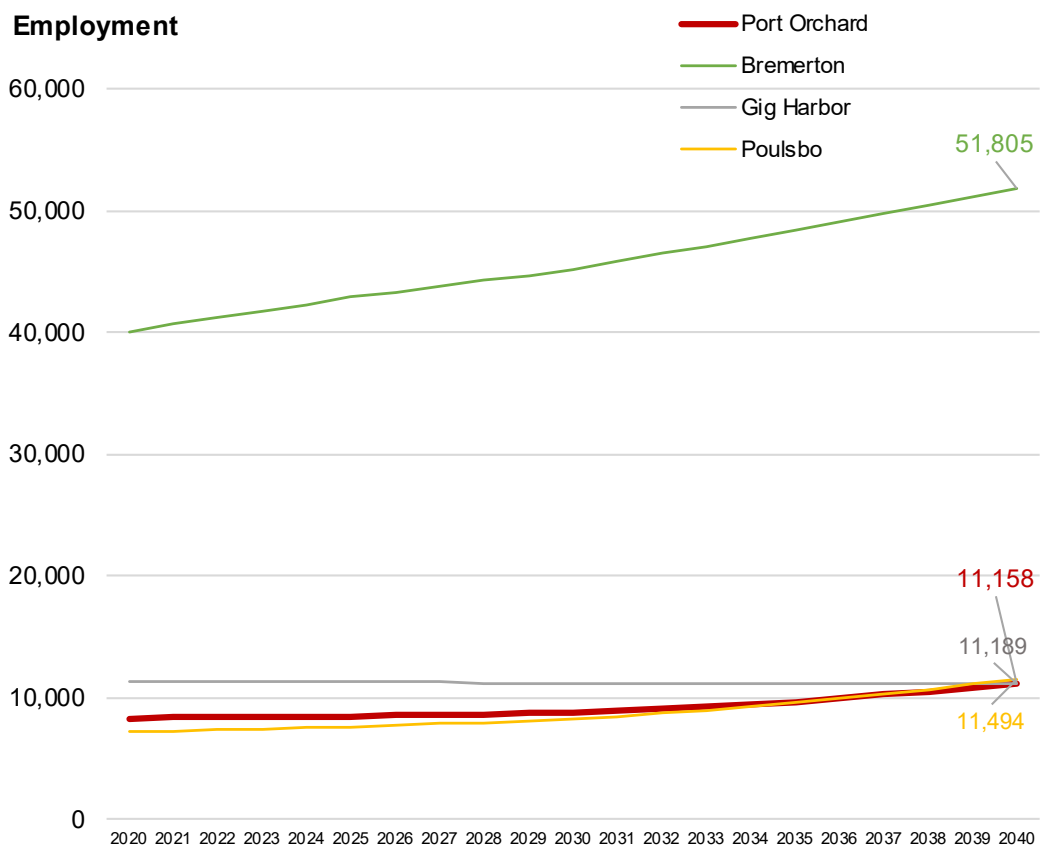
- Port Orchard is forecasted to add more than 2,800 jobs by 2040 according to the PSRC forecast.

Exhibit 22. Forecasted Employment Growth Rate, Port Orchard, 2019-2040

	Emp Cagr 2020-2040	Net Change Emp 2020-2040
Port Orchard	1.5%	2,835
Bremerton	1.3%	11,715
Gig Harbor	-0.1%	-175
Poulsbo	2.4%	4,321
Kitsap County	1.6%	39,719

Source: PSRC, 2020.

Exhibit 23. Forecasted Covered Employment, Kitsap County, 2020-2040



Source: PSRC, 2020.

Real Estate Conditions

The following section provides an overview of key real estate indicators and existing conditions related to improvement and housing.

Selected Geographies

- Port Orchard
- Bremerton
- Kitsap County

Indicators

- Vacancy and Lease Rates for Office, Retail and Multifamily
  Historical (2015-2019)
- Single family conditions
  Price trend over last five years (YoY),
  Median home price compared to Kitsap, Pierce and King counties

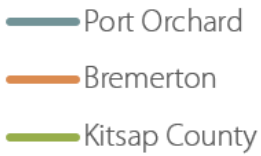
Existing Conditions

- Parcel level analysis:
  - Current housing inventory (see page 15)
  - Improvement Ratio: a measurement expressing a property's assessed improvement value as a ratio to total assessed value (land and improvements).
  - Improvement value on a lot square foot basis.

Real Estate Conditions

Vacancy by Product Type

These charts show vacancy over time for different product types. These charts compare Port Orchard to Bremerton and Kitsap County.



Source: Costar, 2020

Exhibit 24. Office Vacancy, Kitsap County, 2007-2019

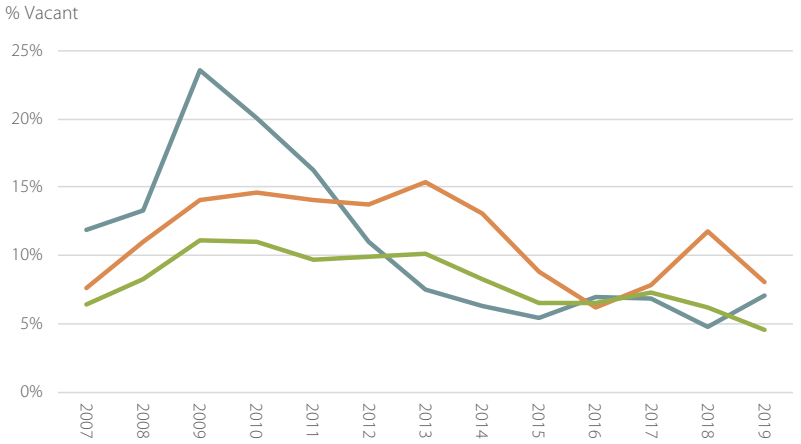


Exhibit 25. Multifamily Vacancy, Kitsap County, 2007-2019

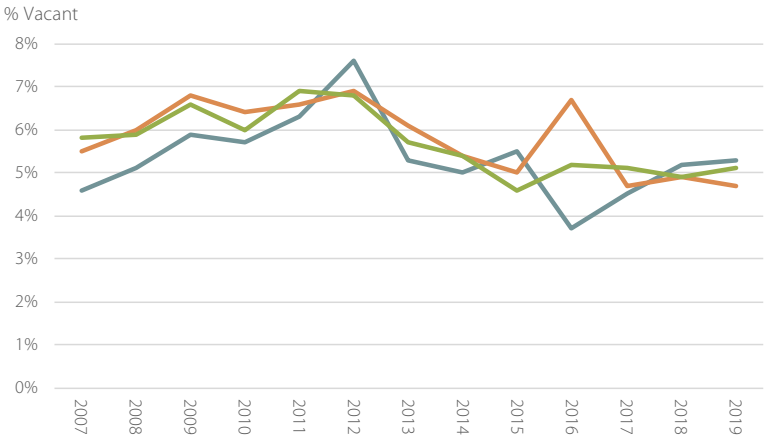
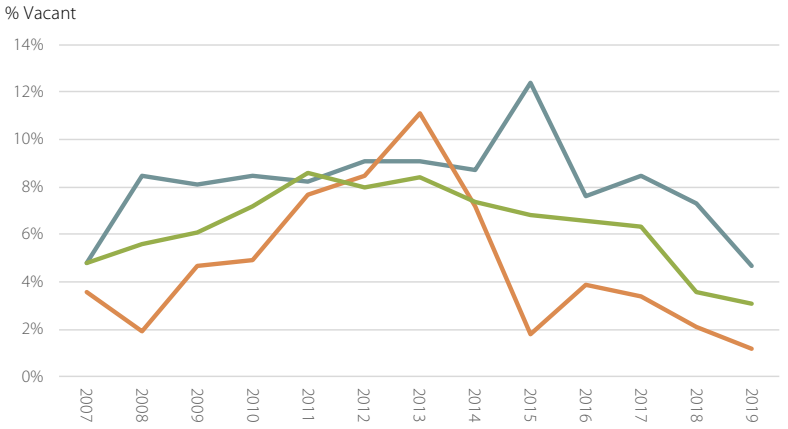


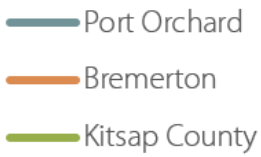
Exhibit 26. Retail Vacancy, Kitsap County, 2007-2019



Real Estate Conditions

Rents by Product Type

These charts show rents over time for different product types. These charts compare Port Orchard to Bremerton and Kitsap County.



Source: Costar, 2020

Exhibit 27. Office Rents, Kitsap County, 2007-2019

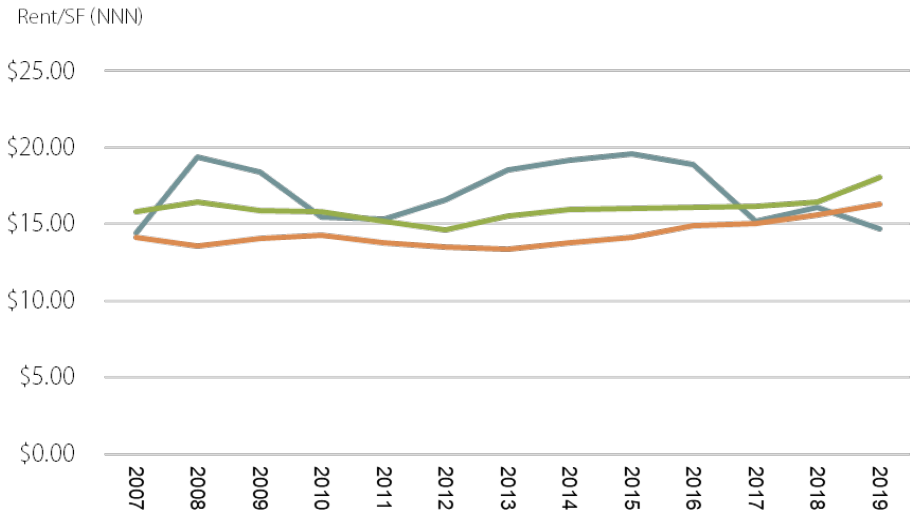


Exhibit 28. Multifamily Rents, Kitsap County, 2007-2019

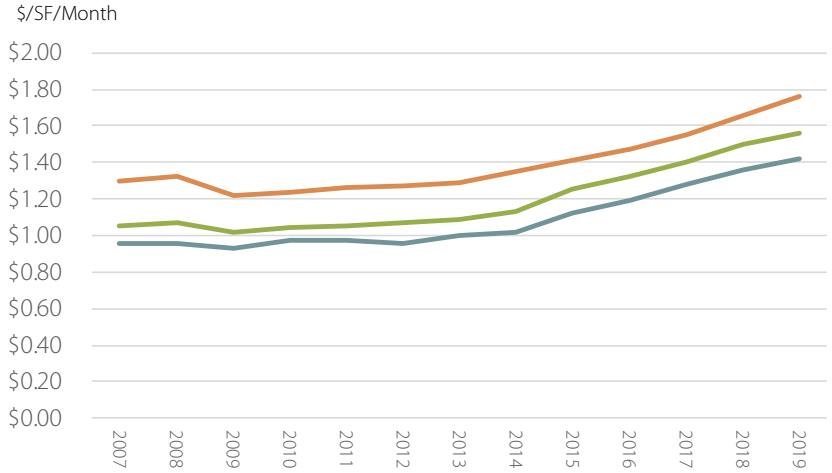
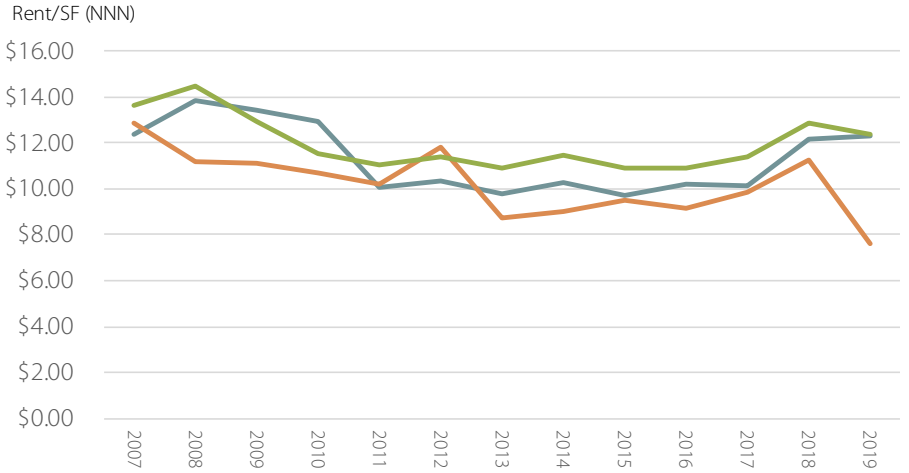


Exhibit 29. Retail Rents, Kitsap County, 2007-2019

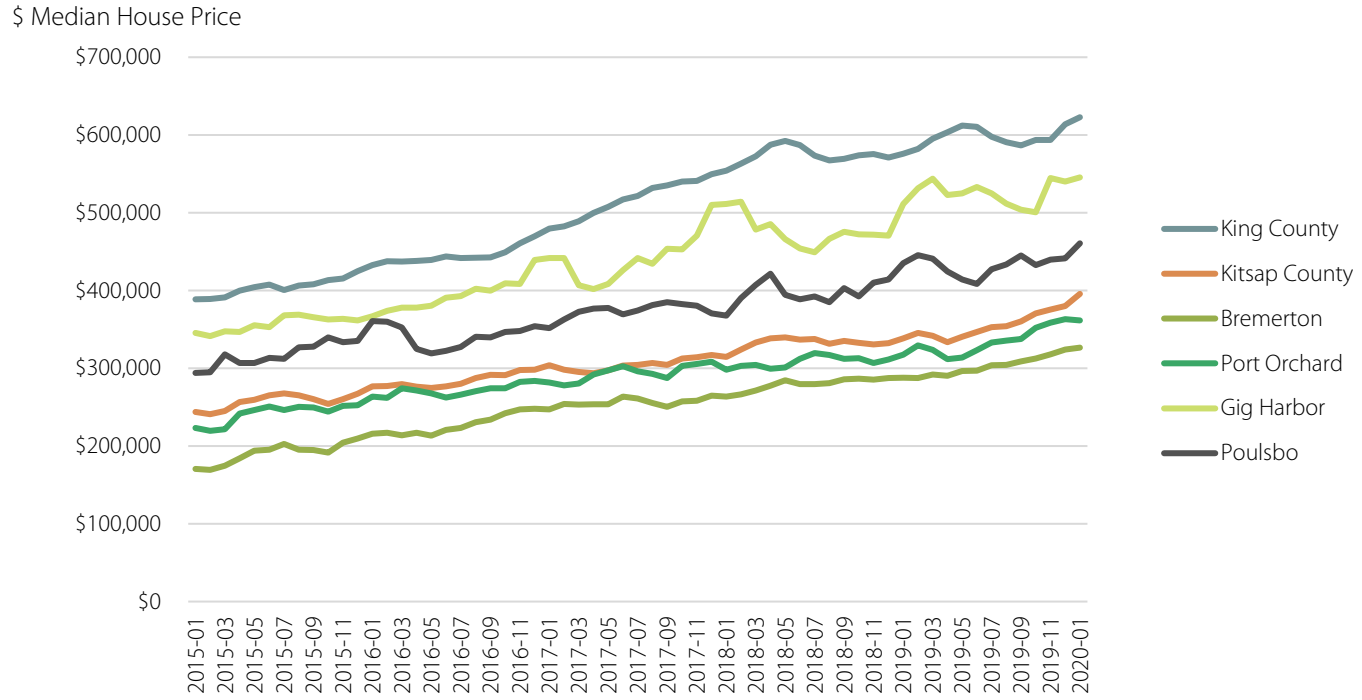


Real Estate Conditions

Median Home Price

Exhibit 30 illustrates median home prices in Kitsap County and the region over the last five years.

Exhibit 30. Median Home price, Kitsap County, 2015-2019



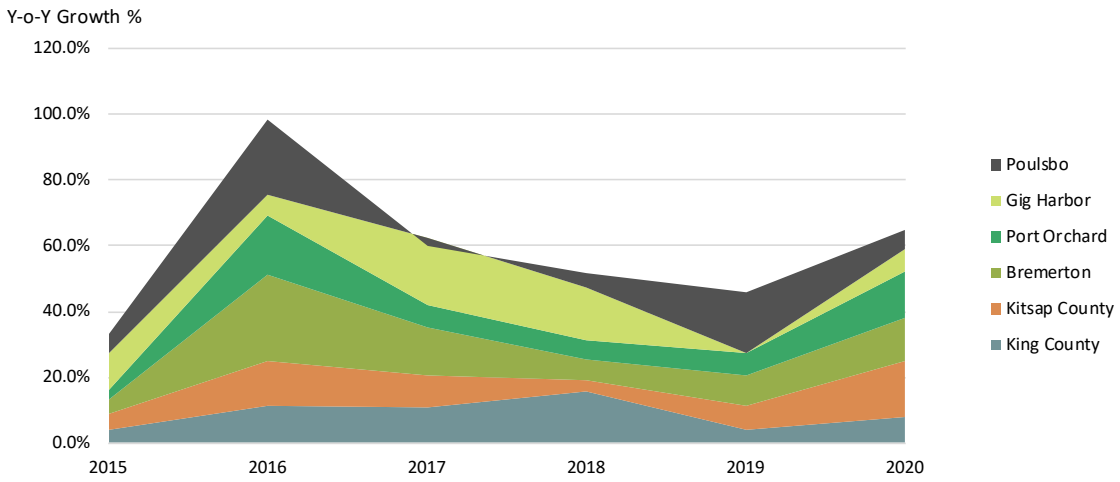
Source: Zillow

Real Estate Conditions

Home Price Trends

Exhibit 31 illustrates year over year growth since 2015 in median home price.

Exhibit 31. Year over Year Growth to Median Home price, Kitsap County, 2015-2019



RegionName	2015	2016	2017	2018	2019	2020
King County	4.2%	11.3%	10.8%	15.5%	3.9%	8.2%
Kitsap County	5.0%	13.5%	9.8%	3.6%	7.6%	16.8%
Bremerton	4.3%	26.4%	14.6%	6.6%	9.3%	13.3%
Port Orchard	2.7%	18.0%	6.9%	5.8%	6.6%	13.9%
Gig Harbor	11.2%	6.1%	20.4%	15.7%	0.0%	6.7%
Poulsbo	5.9%	22.7%	-2.5%	4.6%	18.3%	5.9%

Source: Zillow

Real Estate Conditions

Improvement Ratio Analysis

Improvement Ratio: a measurement expressing a property's assessed improvement value as a ratio to total assessed value (land and improvements).

The map and table on this page show the level of improvement in the study area and generally where building improvements and past investment are concentrated.

- Properties with no assessed values are generally excluded from this analysis. Predominantly, this exclusion is a result of public ownership and excludes parks and other public facilities.

- 10% of the Study area is vacant

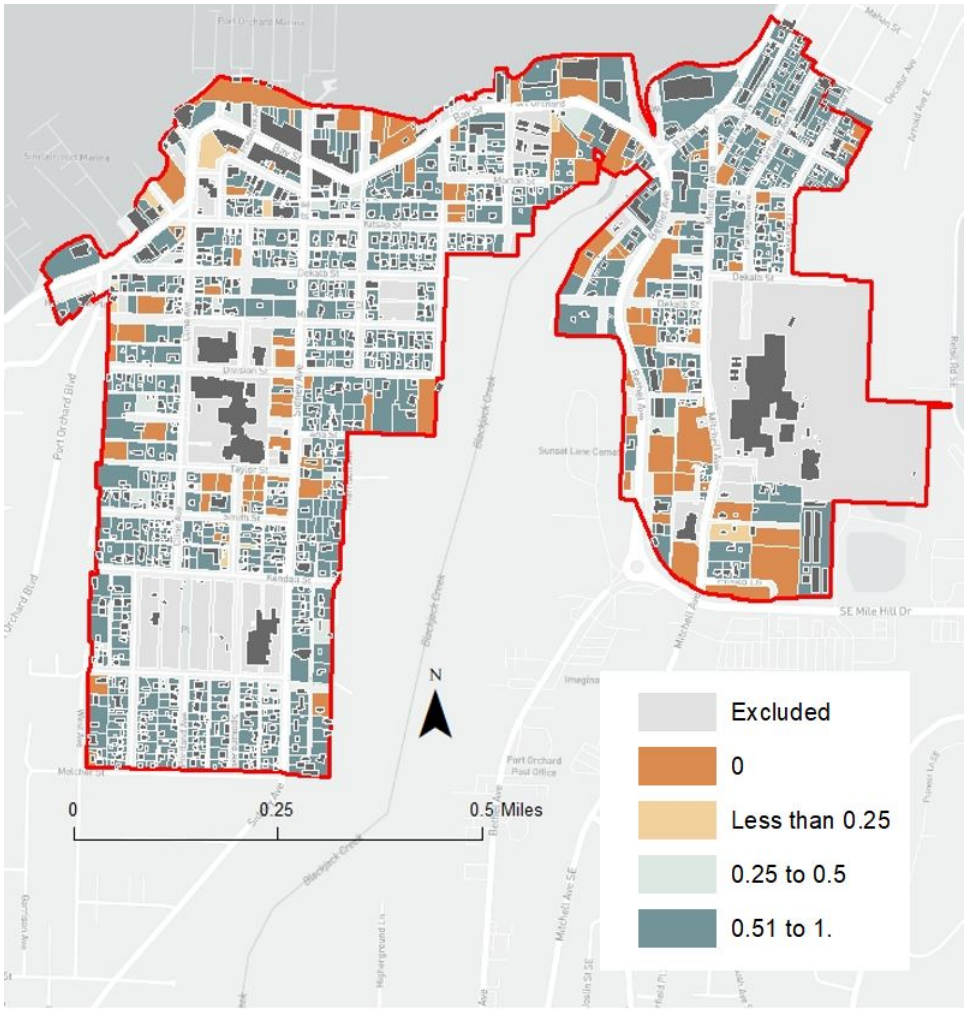
Exhibit 32. Improvement Ratio Summary Table

Improvement Ratio Summary

	Number of parcels	Acres	% of Study Area
0 (vacant)	100	36.2	15%
Less than0.25	10	2.7	1%
0.25 to 0.5	21	4.6	2%
0.51 to 1.0	581	135.2	55%
Excluded	55	64.9	27%
TOTAL	767	243.6	100%

Source: Kitsap Assessor, 2019

Exhibit 33. Improvement Ratio, Port Orchard Study Area, 2019



Real Estate Conditions

Value of Improvements per Land SqFt

This is an alternative method to illustrate how improvements/investment is dispersed over the study area. This comparison takes the assessed improvement value and divides it by the total lot size in square feet.

- Properties with no assessed values are generally excluded from this analysis. Predominantly, this exclusion is a result of public ownership and excludes parks and other public facilities.

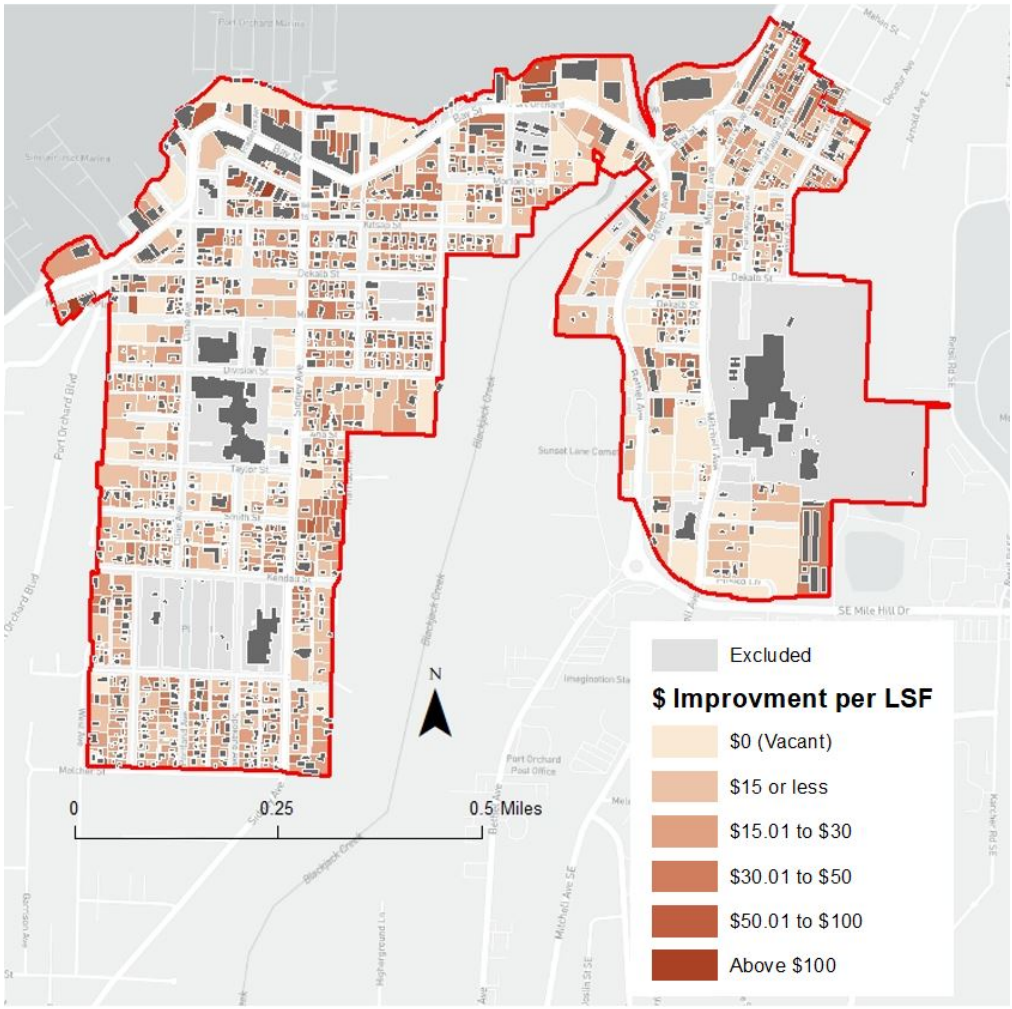
Exhibit 34. Improvement Value Summary Table

Assessed Improvement Value ($) per Lot Square Foot

	Number of parcels	Acres	% of Study Area
$0 (Vacant)	100	36.2	15%
$15 or Less	132	46.3	19%
$15.01 to $30	256	54.1	22%
$30.01 to $50	159	31.2	13%
$50.01 - $100	54	9.5	4%
Over $100	11	1.2	1%
Excluded	55	64.9	27%
TOTAL	767	243.6	100%

Source: Kitsap Assessor, 2019

Exhibit 35. Improvement $/Lot Sq. Ft., Port Orchard Study Area, 2020



Capacity Analysis

Capacity Analysis

The following section describes the methodology, data sources and results of the capacity analysis conducted for the Downtown Port Orchard Subarea. The capacity analysis aligns with methodologies used in the previous buildable lands analysis by Kitsap County while incorporating additional inputs and analyses tailored to better suit the conditions found within the subarea boundary.

Overall Methodology

The steps outlined to the right provide an overview of the methodology used for the capacity analysis. Key data sources include:

- Kitsap County Parcel and Assessor data
- Kitsap County GIS (for critical areas)
- City of Port Orchard zoning code
- CoStar for property and market conditions

Study Limitations

This capacity analysis conducted for the City of Port Orchard represents a theoretical estimate of development within the designated study area as defined in this report. The capacity analysis and related modeling outputs do not represent an appraisal of property values and should only be used for the intended purposes of estimating potential development scenarios and their potential impact on future capacity within the identified study area.

Step 1: Calculate Gross Buildable Area

- All vacant and redevelopable lands less excluded parcels (parks, essential public facilities, etc.)

Step 2: Calculate Net Developable Land Area

- Deduction for critical area, rights of way, other public facilities and unavailable lands

Step 3a: Segment the Study Area

- Assign development capacity based on zoning

Step 3b: Identify Potential Capacity By Zone

- Identify factors influencing the range of potential Capacity by zone.

Step 3c: Add Current Development Pipeline

- Add the development capacity from parcels in the pipeline

Step 4: Future Capacity Scenarios

- Calculate Capacity beast on the following scenarios:
  - Baseline density
  - High-growth residential focus
  - High-growth commercial focus

Capacity Analysis

Current Activity Units

Exhibit 36 provides a summary of the current level of employment and population within the subarea boundary, estimated by the Puget Sound Regional Council (PSRC). Several alternative subarea boundaries were explored, with the preferred alternative (subarea boundary) having a population of 1,806 and a total level of covered employment at 2,150 (covered jobs) in 2018. The following analysis illustrates the estimated remaining capacity with the preferred alterative boundary.

Exhibit 36. Activity Units, Port Orchard Subarea Boundary

Alternatives	Total Population	Covered Employment	Total Acres*	Activity Units/Acres
Alternatives Downtown County Center				
- Option 0	733	1,607	120	20
- Option 1	1,275	2,113	259	13
- Option 2	1,163	2,018	208	15
- Option 3	1,424	1,697	223	14
Preferred Alternative Down County Center	1,806	2,150	329	12

Source: PSRC, 2020.

**TOTAL ACRES: PSRC references the total acreage of the Study Area, which includes the gross parcel and public right of way acreage. Analysis contained later in the report referencing gross and net buildable lands does not include existing public right of way.*

Capacity Analysis

Approach and Methodology

STEP 1: GROSS BUILDABLE LAND AREA

The gross buildable land area is the sum of all land area for all parcels meeting one or more of the criteria listed to the right. *This does not include existing public right of way which accounts for approximately 85 acres of land within the Study Area*. Certain parcels were excluded from this calculation to improve the accuracy of the analysis (see Parcel Exclusions).

City of Port Orchard Review. In addition, the City of Port Orchard conducted a detailed review of the study area to inform designation of vacant and redevelopments parcels and to better reflect known parcel level conditions in the City.

PARCEL EXCLUSIONS

Properties with zero total assessed value were manually reviewed for ownership, land use and were visually inspected. Properties that were significantly improved or public facilities, including city owned beach-front parks, were excluded. *All the parcels in the pipeline were also excluded including the current phased expansion of the County Courthouse. The development capacity in the pipeline is re-incorporated in Step 3c.*

Examples of Exclusions:

- Government Services (Prop Class)
- Parks (Prop Class)
- Cemeteries
- Educational Services
- Utilities
- Condominiums

Gross Buildable Lands Criteria

VACANT

Using data from the Kitsap County Assessor, this analysis identifies vacant parcels using the assessed values of the improvements. Lots with zero improvement value are then compared against other factors such ownership and property class descriptions to determine vacancy.

UNDERUTILIZED

Using Kitsap County Assessor data, this analysis calculates an improvement ratio by dividing the assessed improvement value by the total assessed value.

This ratio of assessed improvement value to total assessed value is a commonly used indicator for a property's level of improvement. A ratio less than 0.5 indicates the land is worth more than the improvements. This analysis uses an improvement ratio of 0.5 as the threshold. Any parcels with an improvement ratio under this threshold are considered underutilized.

SINGLE-FAMILY

Any Single-Family use, as defined by assessor property class field, in a high-density base-zone, is deemed to be redevelopable.

Capacity Analysis

Approach and Methodology

STEP 2: NET DEVELOPABLE LAND AREA

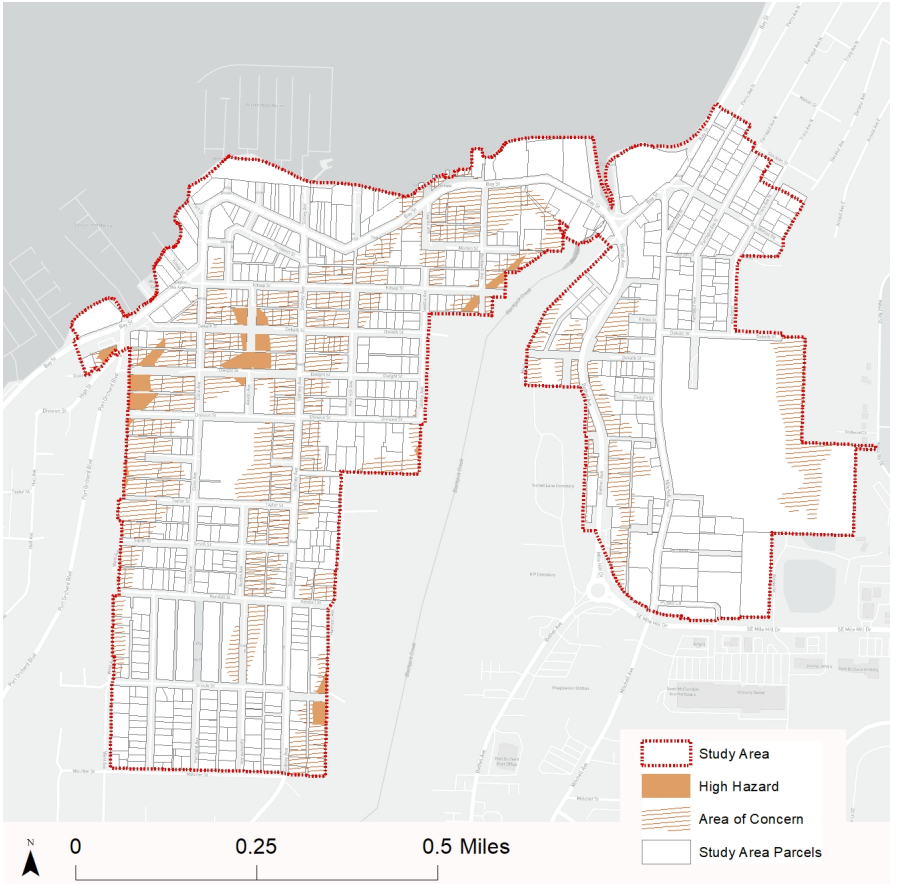
The sum of the gross buildable area was adjusted to reflect lands that will not contribute to the capacity. The deducted areas include critical areas, future roads and right-of-way (ROW), public facilities and infrastructure, and unavailable lands that will not be developed for reasons such as irregular shape, or alternative intentions by property owners.

Deducting the aforementioned areas from the total gross buildable land area gives us the net developable land area, which is used to calculate development capacity.

Exhibit 37. Net Calculation Assumptions

DEDUCTION	AMOUNT	REASON
Critical Areas	75%	Based on Kitsap County LCA 2014
High Hazard	75%	Based on Kitsap County LCA 2014
Areas of Concern	50%	Based on Kitsap County LCA 2014
Roads/ROW (future)	5%	Reflects King County Report
Public Facility (future)	5%	Reflects King County Report
Unavailable Lands		
Vacant land	5%	Reflects a portion of vacant land That will not redevelop for whatever reason
Underutilized	10%	Reflects a portion of underutilized,, but improved land that will also not sell in the market

Exhibit 38. Critical Area, Downtown Subarea



Capacity Analysis

Approach and Methodology

STEP 3a: SEGMENTING STUDY AREA

Development capacity is assigned to the net developable land area calculated in Step 2 by using density assumptions attributed to each zone. To capture the mixed-use component of the commercial and mixed-use zones, it was necessary to categorize the zones into four main land-use categories as shown in Exhibit 39.

CIVIC AND OPEN SPACE
- Greenbelt (GB)
- Public Facilities (PF)
- Parks and Recreations (PR)
- Civic and Institutional (CI)*

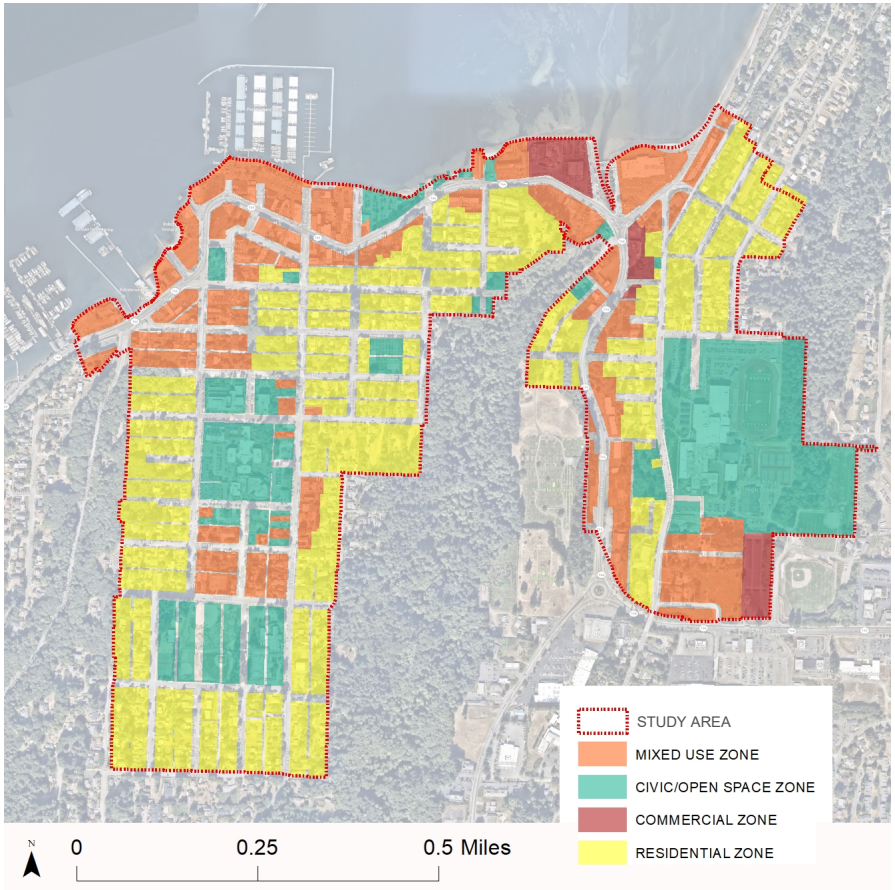
RESIDENTIAL ZONES
- Low Density (R1)
- Medium Density Residential (R2)
- Medium Density Residential (R3)
- High Density (R4)*

COMMERCIAL
- Commercial Corridor (CC)*
- Commercial Heavy (CH)*

MIXED USE
- Business Professional Mixed Use (BPMU)*
- Commercial Mixed Use (CMU)*
- Downtown Mixed Use (DMU)*
- Gateway Mixed Use (GMU)*
- Neighborhood Mixed Use (NMU)*

* *HIGH DENSITY - the R4 and CI zones are specifically highlighted as high density because single-family parcels in these zones are considered redevelopable.*

Exhibit 39. Land Use Categories



Capacity Analysis

Approach and Methodology

STEP 3b: DEVELOPMENT CAPACITY ASSUMPTIONS

Development capacity was calculated independently for each zone reflecting the regulations and requirements found within the City's zoning code. Some zones, specifically mixed-use zones, offer more flexibility for development. Other zones like Greenbelt (GB) and Public Facilities (PF) are more restrictive in terms of allowed uses.

Exhibit 40. Residential Zones

ZONES	ASSUMED DENSITY (UNITS PER ACRE)
Low Density (R1)	7
Medium Density Residential (R2)	7
Medium Density Residential (R3)	10
High Density (R4)	24

Source: Kitsap Buildable Lands, Analysis 2014

Exhibit 41. Civic and Open Space Zones

ZONES	ASSUMED DENSITY
Greenbelt (GB)	*Assumed no Capacity*
Public Facilities (PF)	*See Pipeline*
Parks and Recreations (PR)	*Excluded in Step 1*
Civic and Institutional (CI)	*FAR estimates provided in Mixed-use /Commercial estimates from GGLO**

MIXED USE & COMMERCIAL ZONES

All combinations of commercial and mixed-use zones and overlay districts are assigned a floor area ratio (FAR) based on an analysis of zoning requirements by GGLO. These FARs depend on two main factors: (1) whether the project is Mixed-use or commercial only; and (2) whether the parking required is provided by structured or surface parking. Exhibit 42 summarizes the FAR ranges utilized in the analysis. More details on the range of FARs are found in the appendix*.

Exhibit 42. Floor Area Ratio Assumptions by Zone

Zone	Assumed FAR Range
NMU-3	.52 - 1.21
CMU-3	.53 - 1.22
CMU-4	.56 - 1.37
CMU-5	.56 - 1.47
DMU-3	1.2 - 2.85
DMU-4	1.22 - 3.42
GMU-3	0.6 - 1.45
GMU-4	0.67 - 1.70
BPMU-3	0.5 - 1.21
BPMU-4	.53 - 1.39
CC-3	.38 - .92
CH-3	.48 - .98
CH-4	.42 - .84
CI-3	.50 - 1.01

** See Appendix for full range of FARs provided by GGLO*

Capacity Analysis

Approach and Methodology

STEP 3c: CURRENT DEVELOPMENT PIPELINE

Exhibits 43 and 44 illustrate the development pipeline, representing projects that are known to be in planning or permitting stages of development. All parcels in the development pipeline were excluded in the gross buildable land area calculations in Step 1. The capacity planned in the pipeline is considered future capacity and is added back to the projected development capacity found in Exhibit 52-57.

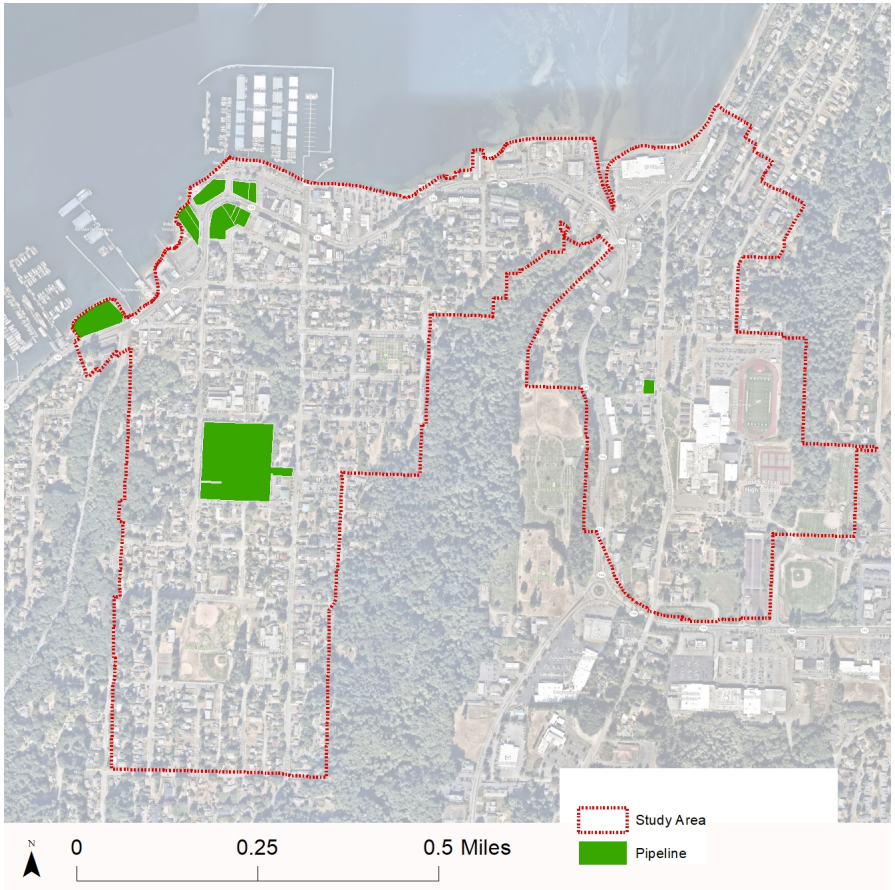
Exhibit 43. Development Pipeline Summary

Project Name	Address	Res Sqft	Res Units	Comm. SF*
W2 Mixed Use Residential	619 Bay St	54,400	62	6,900
W3A Mixed Use Residential	625 Bay St	51,500	57	5,200
W1 Community Center	567 Bay St			24,000
B1 Mixed Use Office	620 Bay St	80,000	88	71,900
429 Bay Mixed Use Residential	429 Bay St	Unknown	39	500
County Courthouse	614 Division St			238,500
4-Plex	420 Mitchell Ave		4	
TOTALS		*185,900*	*250*	*347,000*

* For the Purpose of this analysis, the civic space under construction (Community Center and Courthouse) is considered Commercial.

Source: City of Port Orchard, 2020; CoStar, 2020.

Exhibit 44. Development Pipeline



Capacity Analysis

Approach and Methodology

Net Redevelopable Lands

Exhibit 45 summarizes gross developable land by land use category, while exhibit 46 shows the net developable area calculation and resulting acreage by land use category. The net developable acreage is estimated to be 41.8 acres, including pipeline parcels.

The maps on the following page, (Exhibits 47-48) highlight both the net vacant and redevelopable lands along with the planned development pipeline. These maps indicate where future development capacity is located within the Study Area.

Exhibit 45. Gross Redevelopable Lands Summary

ZONE CATEGORY	TOTAL PARCEL AREA	VACANT	UNDER-UTILIZED	SINGLE-FAMILY IN HIGH DENSITY	GROSS BUILDABLE AREA	
	(Acre)	*(Acre)*	*(Acre)*	*(Acre)*	*(Acre)*	*(% of Total)*
CIVIC AND OPEN SPACE	67.1	3.5	3.2	0.0	6.6	10%
RESIDENTIAL ZONES	106.4	10.4	3.0	1.8	15.2	14%
COMMERCIAL ZONES	7.8	1.7	1.7	0.0	3.4	44%
MIXED USE	62.5	14.0	10.5	11.2	35.7	57%
TOTAL	**243.9**	**29.5**	**18.4**	**13.0**	**61.0**	***25%***

Exhibit 46. Net Redevelopable Lands Calculation

ZONE CATEGORY	TOTAL PARCEL AREA	GROSS BUILDABLE LAND AREA	(-) Total Deduction	Pipeline	Net Developable Area	
	(Acre)	*(Acre)*	*(Acre)*	*(Acre)*	*(Acre)*	*(% of Total)*
CIVIC AND OPEN SPACE	67.1	6.6	3.1	6.8	10.3	15%
RESIDENTIAL ZONES	106.4	15.2	7.3	0.2	8.1	8%
COMMERCIAL ZONES	7.8	3.4	0.9	0.0	2.6	33%
MIXED USE	62.5	35.7	15.2	4.2	24.7	39%
TOTAL	**243.9**	**61.0**	**26.5**	**11.2**	**45.7**	***19%***

Capacity Analysis

Approach and Methodology

Exhibit 47. Capacity Map By Land Use Category

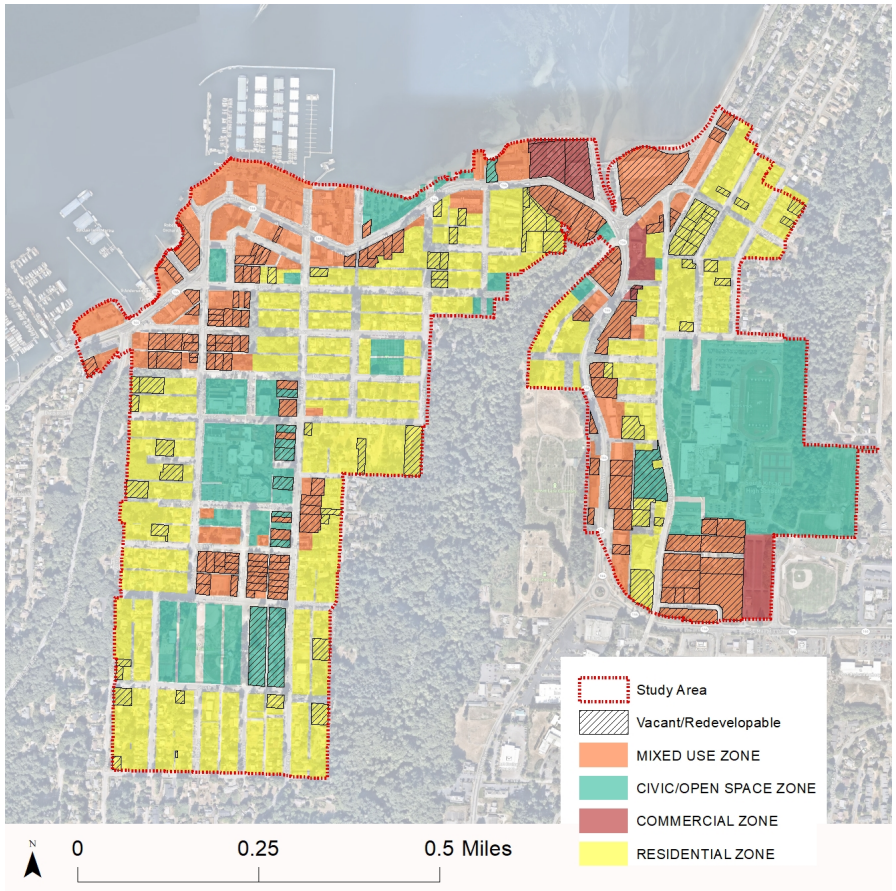
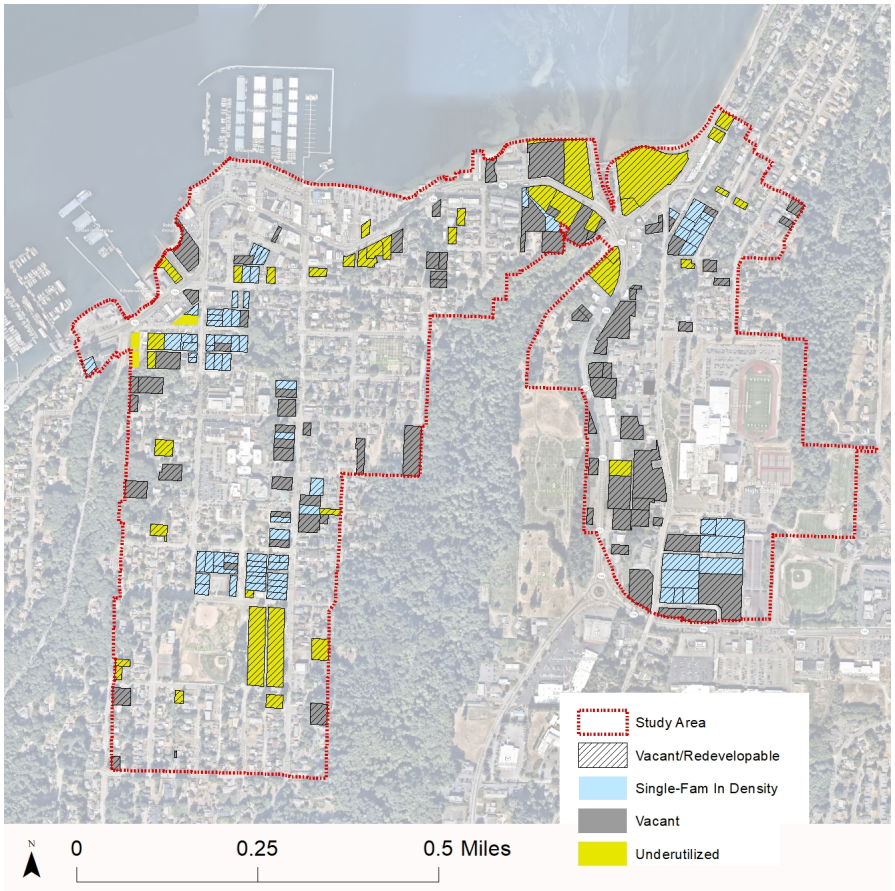


Exhibit 48. Capacity Map By Vacant and Redevelopable



Capacity Analysis

Approach and Methodology

STEP 4: FUTURE CAPACITY SCENARIO ANALYSIS

Using the zoning assumptions and FAR ranges detailed in step 3b, the analysis leverages variation in development densities to simulate different market conditions impacting the range of capacity across the subarea. The three scenarios, presented to the right, reflect the following:

> The impact of surface versus structured parking on capacity -- serving as a reflection of different market conditions (for example, structured parking would require more favorable market conditions).

> The concentration of commercial development as a standalone product as well as a share of mixed-used developments.

> The overall range of capacity within the subarea.

The tables on the following page (Exhibit 49-51) provide details on each scenario in terms of assumptions for the proportion of structured versus surface parking and the proportion of commercial uses in mixed-use development. *A detailed breakdown of FAR assumptions by zone and scenario is provided in the appendix*.

Scenario 1: Baseline Capacity

- Mostly residential development
- Standalone commercial development only in commercial only zones. Some commercial incorporated into mixed-use developments
- Majority surface parking meaning lower density development

Scenario 2: High Capacity, Residential Heavy

- Mostly residential development
- Standalone commercial development only in commercial only zones. Some commercial incorporated into mixed-use developments.
- Majority structured parking, meaning higher density development

Scenario 3: High Capacity Commercial Heavy

- More balanced mix of residential and commercial
- Some standalone commercial development in mixed-use zones plus commercial development in commercial only zone. Increased commercial incorporated into mixed-use developments
- Majority structured parking meaning higher density development

Capacity Analysis

Mixed Use and Commercial FAR Assumptions

Exhibit 49. FAR Allocation Assumed in Zones Permitting Commercial & Residential Building Forms for Each Scenario

	Commercial Only		Residential Mixed-Use	
Scenarios	**Structured Parking**	**Surface Parking**	**Below Grade Parking**	**Surface Parking**
1 - Baseline	0%	0%	25%	75%
2 - High Capacity, Res Heavy	0%	0%	75%	25%
3 - High Capacity, Comm Heavy	10%	10%	60%	20%

Exhibit 50. FAR Allocation Assumed in Zones Permitting Only Commercial Building Forms for Each Scenario

	Commercial Only	
Scenarios	**Structured Parking**	**Surface Parking**
1 - Baseline	25%	75%
2 - High Capacity, Res Heavy	75%	25%
3 - High Capacity, Comm Heavy	70%	30%

Exhibit 51. Commercial Use & Res Uses permitted

	Commercial Capacity Percent (%) Of Total By Base Zone		
BASE ZONES	**SCENARIO 1**	**SCENARIO 2**	**SCENARIO 3**
NMU	5%	5%	24%
CMU	25%	25%	40%
DMU	25%	25%	40%
GMU	25%	25%	40%
BPMU	20%	20%	36%
CC	25%	25%	40%
CH	100%	100%	100%
CI	100%	100%	100%

Capacity Analysis

Scenario 1 – Baseline Capacity

The *Baseline Capacity* scenario more closely reflects near term market conditions in Port Orchard. In this scenario housing is the predominant highest and best use in mixed use zones. In addition, a large majority of development is assumed to be surfaced park, thus reducing overall densities achieved.

- Mostly residential development
- Standalone commercial development only in zones prohibiting residential building form.
- Some commercial incorporated into mixed use developments.
- Majority surface parking meaning lower density development

Exhibit 52. Scenario 1 (Baseline) Summary Table

CATEGORY/ZONE	Net Devlopable Area	Commercial Capacity	Residential Capacity	Residential Capacity
	(Acre)	*(SF)*	*(SF)*	*(Units)*
CIVIC AND OPEN SPACE	3.5	351,400	0	0
RESIDENTIAL ZONES	7.9	0	UKN	120
COMMERCIAL ZONES	2.6	65,200	0	0
MIXED USE	20.5	206,200	566,200	954
TOTAL *with Pipeline*	**34.5**	**622,800**	**566,200**	**1,074**
Pipeline	*11.2*	*347,000*	*NA*	*246*
Total without Pipeline	*23.3*	*275,800*	*566,200*	*828*

Capacity Analysis

Scenario 2 – High Capacity, Residential Heavy

The *High Capacity ,Residential Heavy* capacity scenario reflects more favorable economic conditions in Port Orchard and the broader Kitsap County market area. In this scenario housing is still the predominant highest and best use in mixed use zones. Alternatively, a larger proportion of development is assumed to incorporate structured parking, thus increasing overall densities achieved.

- Mostly residential development
- Standalone commercial development only in commercial only zones. Some commercial incorporated into mixed use developments.
- Majority structured parking meaning higher density developments

Exhibit 53. Scenario 2 Summary Table

CATEGORY/ZONE	Net Devlopable Area	Commercial Capacity	Residential Capacity	Residential Capacity
	(Acre)	*(SF)*	*(SF)*	*(Units)*
CIVIC AND OPEN SPACE	3.5	362,900	0	0
RESIDENTIAL ZONES	7.9	0	UKN	120
COMMERCIAL ZONES	2.6	92,100	0	0
MIXED USE	20.5	278,600	800,900	1,247
TOTAL *with Pipeline*	**34.5**	**733,600**	**800,900**	**1,367**
Pipeline	*11.2*	*347,000*	*NA*	*246*
Total without Pipeline	*23.3*	*386,600*	*800,900*	*1,121*

Capacity Analysis

Scenario 3 – High Capacity, Commercial Heavy

The *High Capacity , Commercial Heavy* capacity scenario reflects more favorable economic conditions in Port Orchard and broader Kitsap market area, with an emphasis on commercial and office development. In this scenario a significant share of development in mixed use zones is assumed to be commercial. As in Scenario 2, a larger proportion of development is assumed to incorporate structured parking, thus increasing overall densities achieved.

- More balanced mix of residential and commercial
- Some standalone commercial development in mixed use zones plus commercial development in commercial only zone. Increased commercial incorporated into mixed use developments.
- Majority structured parking meaning higher density development

Exhibit 54. Scenario 3 Summary Table

CATEGORY/ZONE	Net Developable Area	Commercial Capacity	Residential Capacity	Residential Capacity
	(Acre)	*(SF)*	*(SF)*	*(Units)*
CIVIC AND OPEN SPACE	3.5	361,800	0	0
RESIDENTIAL ZONES	7.9	0	UKN	120
COMMERCIAL ZONES	2.6	89,400	0	0
MIXED USE	20.5	418,200	596,155	991
TOTAL *with Pipeline*	**34.5**	**869,400**	**596,155**	**1,111**
Pipeline	*11.2*	*347,000*	*NA*	*246*
Total without Pipeline	*23.3*	*522,400*	*596,155*	*865*

Capacity Analysis

Scenario Comparison

The following exhibits provide a comparison of the three scenarios modeled along with the development pipeline in terms of capacity for residential units and overall commercial square footage.

Exhibit 55. Residential Capacity – Scenario Comparison

SCENARIO	NUMBER OF UNITS	SF COMMERCIAL
Scenario 1 - Baseline	1,074	622,800
Scenario 2 - High Capacity, Residential Heavy	1,367	733,600
Scenario 3 - High Capacity, Commercial Heavy	1,111	869,400

Exhibit 56. Residential Capacity – Scenario Comparison

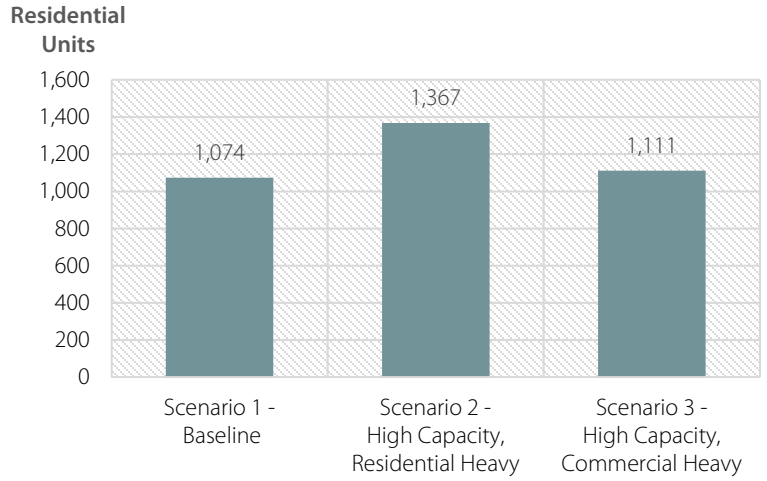
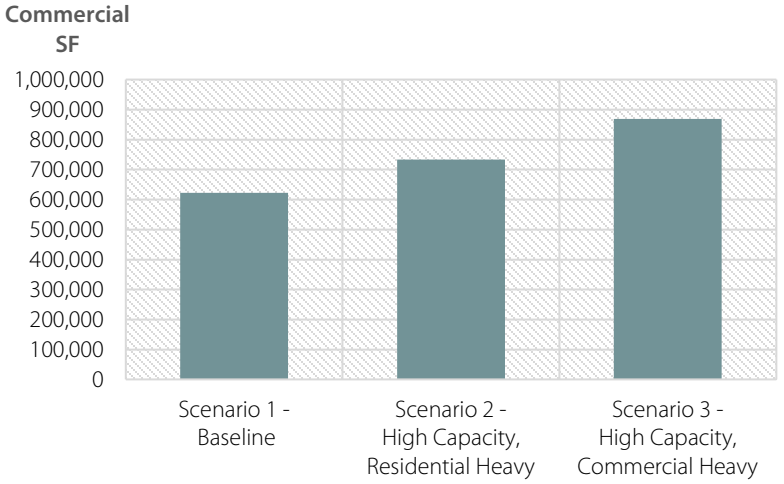


Exhibit 57. Commercial Capacity – Scenario Comparison



Appendix

Appendix –

Gross Land Area, Full zone, table

CATEGORY/ZONE	STUDY AREA TOTAL (SF)	VACANT (SF)	UNDER-UTILIZED (SF)	SINGE-FAMILY IN HIGH DENSITY (SF)	TOTAL REDEVELOPABLE (SF)	(% of Total)
CIVIC AND OPEN SPACE						
Greenbelt (GB)	43,169	0	0	0	0	*0%*
Public Facilities (PF)	2,335,917	64,463	138,270	0	202,733	*9%*
Parks and Recreations (PR)	460,938	12,415	0	0	12,415	*3%*
Civic and Institutional (CI)	83,677	74,068	0	0	74,068	*89%*
Subtotal	*2,923,701*	*150,946*	*138,270*	*0*	*289,216*	*10%*
RESIDENTIAL ZONES						
Low Density (R1)	345,334	14,007	10,158	0	24,165	*7%*
Medium Density Residential (R2)	3,060,375	221,038	97,725	0	318,763	*10%*
Medium Density Residential (R3)	807,990	45,825	14,698	0	60,523	*7%*
High Density (R4)	423,008	172,278	5,944	78,780	257,002	*61%*
Subtotal	*4,636,707*	*453,148*	*128,525*	*78,780*	*660,453*	*14%*
COMMERCIAL ZONES						
Commercial Corridor (CC)	137,582	5,664	0	0	5,664	*4%*
Commercial Heavy (CH)	202,719	68,292	75,305	0	143,596	*71%*
Subtotal	*340,302*	*73,956*	*75,305*	*0*	*149,261*	*44%*
MIXED USE						
Business Professional Mixed Use (BPMU)	557,271	59,248	44,173	282,141	385,563	*69%*
Commercial Mixed Use (CMU)	1,205,853	468,980	347,257	146,180	962,417	*80%*
Downtown Mixed Use (DMU)	691,085	41,184	47,090	14,914	103,189	*15%*
Gateway Mixed Use (GMU)	173,636	8,273	13,642	10,180	32,095	*18%*
Neighborhood Mixed Use (NMU)	96,020	31,061	7,164	35,701	73,926	*77%*
Subtotal	*2,723,866*	*608,747*	*459,325*	*489,117*	*1,557,189*	*57%*
TOTAL	**10,624,576**	**1,286,796**	**801,425**	**567,897**	**2,656,118**	***25%***

Appendix –

Critical Areas Deductions and Net developable by zone, Full table

CATEGORY/ZONE	Gross Area (SF)	Critical Areas (SF)	Areas of Concern (SF)	Right of Way (SF)	Public lands (SF)	Unavailable Lands (SF)	Total Deductions (SF)	Net Area (SF)
CIVIC AND OPEN SPACE								
Greenbelt (GB)	0	0	0	0	0	0	0	0
Public Facilities (PF)	202,733	0	52,301	10,137	10,137	30,410	102,984	99,749
Parks and Recreations (PR)	12,415	0	0	621	621	1,862	3,104	9,311
Civic and Institutional (CI)	74,068	0	10,306	3,703	3,703	11,110	28,823	45,245
Subtotal	*289,216*	*0*	*62,606*	*14,461*	*14,461*	*43,382*	*134,910*	*154,305*
RESIDENTIAL ZONES								
Low Density (R1)	24,165	0	4,566	1,208	1,208	3,625	10,607	13,558
Medium Density Residential (R2)	318,763	33,576	78,595	15,938	15,938	47,814	191,861	126,902
Medium Density Residential (R3)	60,523	0	295	3,026	3,026	9,078	15,426	45,097
High Density (R4)	257,002	97	34,108	12,850	12,850	38,550	98,455	158,547
Subtotal	*660,453*	*33,673*	*117,564*	*33,023*	*33,023*	*99,068*	*316,349*	*344,103*
COMMERCIAL ZONES								
Commercial Corridor (CC)	5,664	0	0	283	283	850	1,416	4,248
Commercial Heavy (CH)	143,596	0	0	7,180	7,180	21,539	35,899	107,697
Subtotal	*149,261*	*0*	*0*	*7,463*	*7,463*	*22,389*	*37,315*	*111,946*
MIXED USE								
Buisness Professional Mixed Use (BPMU)	385,563	22,448	126,359	19,278	19,278	57,834	245,198	140,365
Commercial Mixed Use (CMU)	962,417	0	85,589	48,121	48,121	144,363	326,193	636,224
Downtown Mixed Use (DMU)	103,189	0	19,487	5,159	5,159	15,478	45,284	57,905
Gateway Mixed Use (GMU)	32,095	0	2,244	1,605	1,605	4,814	10,268	21,827
Neighborhood Mixed Use (NMU)	73,926	0	18,815	3,696	3,696	11,089	37,297	36,629
Subtotal	*1,557,189*	*22,448*	*252,494*	*77,859*	*77,859*	*233,578*	*664,240*	*892,949*
TOTAL	**2,656,118**	**56,121**	**432,664**	**132,806**	**132,806**	**398,418**	**1,152,815**	**1,503,303**

Appendix –

FAR APPENDIX

CIVIC AND OPEN SPACE

ZONES:	
Greenbelt (GB)	Assumed no Capacity
Public Facilities (PF)	*See Pipeline*
Parks and Recreations (PR)	*Excluded in Step 1*
Civic and Institutional (CI)	*Included in Mixed-use Commercial, GGLO provided FAR estimate*

RESIDENTIAL ZONES

ZONES:	Assumed Density (Units/Acre)
Low Density (R1)	7
Medium Density Residential (R2)	7
Medium Density Residential (R3)	10
High Density (R4)	24

Summary of density by zone – from GGLO

Range of Possible FARs

Source: GGLO

	NMU-3	CMU-3	CMU-4	CMU-5	DMU-3	DMU-4	GMU-3	GMU-4	BPMU-3	BPMU-4	CC-3	CH-3	CH-4	CI-3
Assumed FAR Range	.52 - 1.21	.53 - 1.22	.56 - 1.37	.56 - 1.47	1.2 - 2.85	1.22 - 3.42	0.6 - 1.45	0.67 - 1.70	0.5 - 1.21	.53 - 1.39	.38 - .92	.48 - .98	.42 - .84	.50 - 1.01
Commercial Only														
with below grade parking	1.00	1.01	1.06	1.12	2.39	2.43	1.20	1.30	1.00	1.08	0.76	0.98	0.84	1.01
surface parking	0.52	0.53	0.56	0.56	1.20	1.22	0.60	0.67	0.50	0.53	0.38	0.48	0.42	0.50
Residential Mixed-Use														
with below grade parking	1.21	1.22	1.37	1.47	2.85	3.42	1.45	1.70	1.21	1.39	0.92	-	-	-
surface parking	0.60	0.61	0.70	0.70	1.57	1.75	0.73	0.83	0.60	0.69	0.46	-	-	-
Average	**0.83**	**0.84**	**0.92**	**0.96**	**2.00**	**2.20**	**0.99**	**1.13**	**0.83**	**0.92**	**0.63**	**0.73**	**0.63**	**0.76**

Appendix –

Building Forms and Uses by Zone

NMU	Allows 100% Commercial, however, primary building forms limit naturally limit the number of commercial square feet for any Mixed use residential. In a residential heavy scenario, this Zone is mostly residential.
CMU	Permitted building forms allow for more commercial space as part of a mixed-use development. More commercial focused, assumes all mixed-use has ground floor commercial.
DMU	Permitted building forms allow for more commercial space as part of a mixed-use development. More commercial focused, assumes all mixed-use has ground floor commercial.
GMU	Permitted building forms allow for more commercial space as part of a mixed-use development. More commercial focused, assumes all mixed-use has ground floor commercial.
BPMU	Permitted building forms allow for more commercial space as part of a mixed-use development. Lower commercial Percentages here due to Lot Size minimums.
CC	Permitted building forms allow for more commercial space as part of a mixed-use development. More commercial focused, assumes all mixed-use has ground floor commercial.
CH	Permitted forms do not allow for Residential or mixed use.
CI	Permitted forms do not allow for Residential or mixed use.

Appendix –

FAR Assumption by Zone – Scenario 1 - Baseline Scenario

			FAR			
			Commercial Only	Commercial Only	Residential Mixed-Use	Residential Mixed-Use
			Below Grade parking	Surface Parking	Below Grade Parking	Surface Parking
BASE ZONE	OVERLAY	WEIGHTED AVG FAR				
NMU	DHOD 3	0.75			1.21	0.60
NMU	NONE	0.75			1.21	0.60
NMU	VPOD	0.75			1.21	0.60
CMU	DHOD 3	0.76			1.22	0.61
CMU	DHOD 4	0.87			1.37	0.70
CMU	DHOD 5	0.89			1.47	0.70
CMU	NONE	0.76			1.22	0.61
CMU	VPOD	0.76			1.22	0.61
DMU	DHOD 3	1.89			2.85	1.57
DMU	DHOD 4	2.17			3.42	1.75
DMU	NONE	1.89			2.85	1.57
DMU	VPOD	1.89			2.85	1.57
GMU	DHOD 3	0.91			1.45	0.73
GMU	DHOD 4	0.83			1.30	0.67
GMU	NONE	0.91			1.45	0.73
GMU	VPOD	0.91			1.45	0.73
BPMU	DHOD 3	0.75			1.21	0.60
BPMU	DHOD 4	0.87			1.39	0.69
BPMU	NONE	0.75			1.21	0.60
BPMU	VPOD	0.75			1.21	0.60
CC	DHOD 3	0.58			0.92	0.46
CC	NONE	0.58			0.92	0.46
CC	VPOD	0.58			0.92	0.46
CH	DHOD 3	0.61	0.98	0.48		
CH	DHOD 4	0.53	0.84	0.42		
CH	NONE	0.61	0.98	0.48		
CH	VPOD	0.61	0.98	0.48		
CI	DHOD 3	0.63	1.01	0.50		
CI	NONE	0.63	1.01	0.50		
CI	VPOD	0.63	1.01	0.50		

Appendix –

FAR Assumption by Zone – Scenario 2 – High Capacity, Heavy Residential

			FAR			
			Commercial Only		Residential Mixed-Use	
BASE ZONE	OVERLAY	WEIGHTED AVG FAR	Below Grade parking	Surface Parking	Below Grade Parking	Surface Parking
NMU	DHOD 3	1.06			1.21	0.60
NMU	NONE	1.06			1.21	0.60
NMU	VPOD	1.06			1.21	0.60
CMU	DHOD 3	1.07			1.22	0.61
CMU	DHOD 4	1.20			1.37	0.70
CMU	DHOD 5	1.28			1.47	0.70
CMU	NONE	1.07			1.22	0.61
CMU	VPOD	1.07			1.22	0.61
DMU	DHOD 3	2.53			2.85	1.57
DMU	DHOD 4	3.00			3.42	1.75
DMU	NONE	2.53			2.85	1.57
DMU	VPOD	2.53			2.85	1.57
GMU	DHOD 3	1.27			1.45	0.73
GMU	DHOD 4	1.14			1.30	0.67
GMU	NONE	1.27			1.45	0.73
GMU	VPOD	1.27			1.45	0.73
BPMU	DHOD 3	1.06			1.21	0.60
BPMU	DHOD 4	1.22			1.39	0.69
BPMU	NONE	1.06			1.21	0.60
BPMU	VPOD	1.06			1.21	0.60
CC	DHOD 3	0.81			0.92	0.46
CC	NONE	0.81			0.92	0.46
CC	VPOD	0.81			0.92	0.46
CH	DHOD 3	0.86	0.98	0.48		
CH	DHOD 4	0.74	0.84	0.42		
CH	NONE	0.86	0.98	0.48		
CH	VPOD	0.86	0.98	0.48		
CI	DHOD 3	0.88	1.01	0.50		
CI	NONE	0.88	1.01	0.50		
CI	VPOD	0.88	1.01	0.50		

Appendix –

FAR Assumption by Zone – Scenario 3 – High Capacity, Heavy Commercial

			FAR			
			Commercial Only		Residential Mixed-Use	
			Below Grade parking	Surface Parking	Below Grade Parking	Surface Parking
BASE ZONE	OVERLAY	WEIGHTED AVG FAR				
NMU	DHOD 3	1.00	1.00	0.52	1.21	0.60
NMU	NONE	1.00	1.00	0.52	1.21	0.60
NMU	VPOD	1.00	1.00	0.52	1.21	0.60
CMU	DHOD 3	1.01	1.01	0.53	1.22	0.61
CMU	DHOD 4	1.12	1.06	0.56	1.37	0.70
CMU	DHOD 5	1.19	1.12	0.56	1.47	0.70
CMU	NONE	1.01	1.01	0.53	1.22	0.61
CMU	VPOD	1.01	1.01	0.53	1.22	0.61
DMU	DHOD 3	2.38	2.39	1.20	2.85	1.57
DMU	DHOD 4	2.77	2.43	1.22	3.42	1.75
DMU	NONE	2.38	2.39	1.20	2.85	1.57
DMU	VPOD	2.38	2.39	1.20	2.85	1.57
GMU	DHOD 3	1.20	1.20	0.60	1.45	0.73
GMU	DHOD 4	1.11	1.30	0.67	1.30	0.67
GMU	NONE	1.20	1.20	0.60	1.45	0.73
GMU	VPOD	1.20	1.20	0.60	1.45	0.73
BPMU	DHOD 3	1.00	1.00	0.50	1.21	0.60
BPMU	DHOD 4	1.13	1.08	0.53	1.39	0.69
BPMU	NONE	1.00	1.00	0.50	1.21	0.60
BPMU	VPOD	1.00	1.00	0.50	1.21	0.60
CC	DHOD 3	0.76	0.76	0.38	0.92	0.46
CC	NONE	0.76	0.76	0.38	0.92	0.46
CC	VPOD	0.76	0.76	0.38	0.92	0.46
CH	DHOD 3	0.83	0.98	0.48		
CH	DHOD 4	0.71	0.84	0.42		
CH	NONE	0.83	0.98	0.48		
CH	VPOD	0.83	0.98	0.48		
CI	DHOD 3	0.86	1.01	0.50		
CI	NONE	0.86	1.01	0.50		
CI	VPOD	0.86	1.01	0.50		