



CITY OF PORT ORCHARD
Planning Commission
216 Prospect Street, Port Orchard, WA 98366
(360) 874-5533 planning@cityofportorchard.us

PLANNING COMMISSION MEETING AGENDA

Tuesday, August 4, 2020
6:00 pm

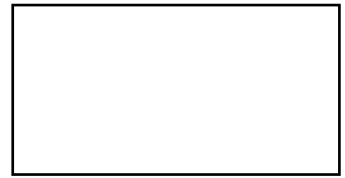
This meeting will be held remotely via telephone and Zoom video conferencing pursuant to the Governor's "Stay Home, Stay Healthy Proclamation" No. 20-25, as amended.

Remote/Telephone access information:

Zoom: <https://us02web.zoom.us/j/88178537947?pwd=SnM2MHhZQWtqcExxZ2gxM1FJbTYyUT09>

Meeting ID: 881 7853 7947
Password: 430580
Dial-in: +1 253 215 8782

- 1. Call to Order: 6:00 p.m.**
Pledge of allegiance
- 2. Audience Comments – Not on the Agenda**
Please limit comments to **3 minutes**.
- 3. Approval of Minutes from June 2, 2020**
- 4. Business Items**
 - (a) Ruby Creek Neighborhood Subarea Plan and Development Regulations
 - i. Discussion/Public Hearing/Recommendation: Ruby Creek Neighborhood Subarea Plan
 - ii. Discussion: Ruby Creek Neighborhood Development Regulations
 - (b) Discussion/Public Hearing/Recommendation: ADU Code Revisions
 - (c) Discussion/Public Hearing/Recommendation: Fireworks Code Revisions
 - (d) Introduction: Port Orchard Downtown Subarea Economic Analysis
- 5. Adjourn**



Planning Commission Meeting Minutes
June 2, 2020
Zoom Teleconference

COMMISSIONERS:

Present: Stephanie Bailey, David Bernstein, Phil King, Joe Morrison, Annette Stewart, Trish Tierney
Absent: Suanne Martin Smith, Mark Trenary

STAFF PRESENT:

Community Development Director Nick Bond, Code Enforcement Officer Doug Price, Long Range Planner Keri Sallee

1. CALL TO ORDER:

Chair Stewart called the meeting to order at 6:17 p.m. and read the “Stay Home, Stay Healthy” remote meeting protocol into the record. Stewart then led the Pledge of Allegiance.

2. PUBLIC COMMENTS: There were no public comments from the audience.

3. APPROVAL OF MINUTES FROM MAY 20, 2020: Commissioner Tierney made a motion to approve the minutes of the May 20, 2020 special Planning Commission meeting, as presented. Commissioner King seconded the motion. The motion passed unanimously.

4. BUSINESS ITEMS:

A. 2020 Comprehensive Plan Amendments – Discussion, Public Hearing and Recommendation. Community Development Director Bond gave an overview of the City’s 2020 Comprehensive Plan amendment package:

The City initiated several text amendments, including the following:

- Land Use Element: Table 1 of the Land Use Element in the Comprehensive Plan will be replaced with an expanded table that addresses the range of possible maximum densities that are likely to develop in each zone, and the anticipated development density in each zone.
- Utilities Element: The Sewer System Capital Improvement Plan list (Table 7-2 of the Utilities Element) and the Water System Capital Improvement Plan list (Table 7-2 of the Utilities Element) have been updated.
- Transportation Element: The existing Street Standard Classification Map in the Transportation Element will be replaced by an updated map, consistent with the most recent street standards as adopted by the City’s Public Works Department.

- 6-Year Transportation Improvement Program (TIP): The updated 2020 TIP will extend 6-year funded transportation projects on the TIP to 2021-2026, and adopt a long-range (2027-2040) unfunded TIP.
- Appendix B (Plans Adopted by Reference): The updates to the TIP have been updated in Appendix B.

The City also initiated a number of “housekeeping” Comprehensive Plan Land Use Map amendments after noting that the zoning classifications of some parcels were inconsistent with their land use designations on the Land Use Map. The proposed changes will make the zoning and land use designations of these parcels consistent.

Additionally, one text amendment was proposed by a private party, Geiger Road LLC, to amend Policy 2.7.5.7 in the Centers section of the Land Use Element and its accompanying illustration, and increase the size of the Sedgwick Bethel Countywide Center from 141 acres to 161 acres. This increase would include the addition of 20 acres to the southern boundary of the center, south of Geiger Rd. The boundary currently bisects two 20-acre parcels owned by Geiger Road LLC so that only the north half of these properties is included in the center. The addition of the southern half of these properties would allow the entirety of Geiger Road LLC’s future multifamily project (Glenmore Apartments, 320 units) to be included in the center.

Bond said that the 2020 Comprehensive Plan amendments were presented to the Land Use committee, and that staff and the Land Use committee concurred that the amendments are appropriate and should be taken to the Planning Commission for discussion and a public hearing.

Chair Stewart opened the public hearing. No comments were received. Stewart closed the public hearing. Commissioner Tierney made a motion to recommend that the City Council approve the 2020 Comprehensive Plan map and text amendments, as presented. Commissioner Bailey seconded the motion. The motion passed unanimously.

B. Design Standards Revisions Ordinance – Discussion, Public Hearing and Recommendation.

Bond reviewed the final proposed revisions to the residential design standards in Chapters 20.32.020, 20.32.040 and 20.122.060 POMC, as agreed upon by the Commission in May.

Chair Stewart opened the public hearing. Barbara Yarrington, representing Quadrant Homes, said that Quadrant supports the changes that have been made in the proposed ordinance, which allow for more diverse product types and provide flexibility for sites with sloped topography. Stewart closed the public hearing.

Bond noted that two changes requested by the applicant, McCormick Communities/Quadrant Homes, had not been supported by the Planning Commission. These changes would have allowed three-car garages on lots with a minimum 60-foot width, and allowed two-car side-by-side garages for townhome developments. The proposed design standards revisions have been reviewed by the Land Use committee, and the City Council will likely discuss these additional items further before making a final decision.

Commissioner Tierney made a motion to recommend that the City Council approve an ordinance revising the design standards requirements in POMC 20.32.020 and 20.32.040, and 20.122.060. Commissioner Price seconded the motion. The motion passed unanimously.

C. Significant Trees and Tree Canopy Ordinance – Discussion, Public Hearing and Recommendation. Bond said that the ordinance before the Planning Commission is the result of a year’s study and work. The City’s existing significant tree protection code was written with the idea of protecting individual significant trees in older, developed parts of the city, and does not provide protection for larger treed areas or a percentage of trees within the city, i.e. tree canopy preservation. The proposed tree canopy protection language in the revised code attempts to protect non-significant trees within areas to be developed, as well as providing for the reestablishment of a percentage of tree canopy over a period of 20 years where clearing and grading is necessary for residential development. Significant tree protection standards are also maintained.

Chair Stewart opened the public hearing. No comments were received. Stewart closed the public hearing. Commissioner King made a motion to recommend that the City Council approve the significant trees and tree canopy requirements ordinance. Commissioner Bernstein seconded the ordinance. The motion passed unanimously.

D. Draft Beekeeping Ordinance – Discussion. Bond said that this proposed ordinance was the result of a residential property owner keeping a large number of honeybees on his small lot, which created a nuisance by swarming onto adjacent residential properties and leaving pollen droppings on vehicles at a nearby business location. Although the City now has a section in its nuisance code to address bees which have become an active nuisance, there are no land use regulations to address beekeeping practices and prevent nuisances by ensuring that beekeeping takes place in a manner that is appropriate to the location and surroundings of the property. Code Enforcement Officer Doug Price gave an overview of the ordinance, which would limit the number of hives on individual properties, require setbacks and other measures to prevent bees from exiting hives directly onto other properties, and require standard management practices to minimize aggression and swarming behavior. The Planning Commission asked to continue to discuss the ordinance at a future meeting.

E. Ruby Creek Subarea Plan – Introduction. Bond presented initial draft maps and other graphics that will be the basis for the Ruby Creek Countywide Center (previously known as the Sidney/Sedgwick Countywide Center) subarea plan. MAKERS Architects, DCD staff and the City’s planning intern have been working on the project this summer, and will have the draft plan completed by the end of June. Bond noted that the City has not received much public input so far, despite a couple of attempts at surveys with public notification using flyers and postcards, probably because nearly all residents are renters in two large apartment complexes. The plan will focus on developing Sidney Road as a traditional “main street” with pedestrian-friendly design and connectivity, encouragement of mixed-use residential and commercial development, protection for Ruby and Blackjack Creeks and associated wetlands, potential creation of a public park, and a possible park-and-ride location for Kitsap Transit with direct routes to Seattle-bound ferries. The Planning Commission will be asked to review the full draft plan at the July meeting, and to hold a public hearing in August.

ADJOURN: Chair Stewart adjourned the meeting at 7:27 pm.

Annette Stewart, Chair

Nick Bond, Community Development Director



CITY OF PORT ORCHARD
DEPARTMENT OF COMMUNITY DEVELOPMENT
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PLANNING COMMISSION STAFF REPORT

Agenda Item No: 4a-i	Meeting Date: August 4, 2020
Subject: Ruby Creek Subarea Plan – Public Hearing and Recommendation	Prepared by: Nick Bond, Development Director

Background: In 2016, the City of Port Orchard completed its periodic update to the Comprehensive Plan. The 2016 Plan included for the first time, a “centers” (subarea planning) approach to the City’s major residential and commercial areas as provided in Vision 2050, the regional plan completed by the Puget Sound Regional Council, and in the Countywide Planning Policies adopted by all jurisdictions in Kitsap County. In 2016, Port Orchard identified center locations, but did not have the resources to complete subarea plans at that time, and instead identified goals for subarea planning to be completed in the future. The draft Ruby Creek Neighborhood Plan is a result of that goal.

In late 2019, Port Orchard set out to complete a subarea plan for the area located near the intersection of Sidney Road SW and SW Sedgwick Road, which had been known as the “Sidney/Sedgwick Center”. The new name “Ruby Creek Neighborhood Center” was selected to highlight this significant environmental feature located in the neighborhood. The Ruby Creek Neighborhood is located near the intersection of Sidney Road SW and SW Sedgwick Road. Its boundaries are generally SR-16/Blackjack Creek to the east, Birch Road to the north, the City limits to the south, and a critical area complex to the west. The Ruby Creek Neighborhood measures 166.45 acres in land area. Of these 165.45 acres, critical areas (including wetlands and flood plains) associated with Blackjack Creek and Ruby Creek occupy approximately 52 acres, leaving approximately 70 acres of developed land and 45 acres of vacant or underutilized land. The center is primarily designated as Commercial on the Comprehensive Plan land use map and contains commercial heavy (CH), Commercial Corridor (CC), Commercial Mixed Use (CMU), Downtown Mixed Use (DMU), and Greenbelt (GB) zones. Currently, the neighborhood contains 464 residents in 232 apartments and 8 houses, and 371 jobs in approximately 213,638 existing square feet of commercial space.

The City considered three alternative designs for the future Ruby Creek Neighborhood Center with the help of a consultant, and ultimately settled on a preferred alternative that preserves the existing mixed use feel of the Sidney Road SW corridor, while allowing for flexibility in areas further to the east along Sidney Road SW. This flexibility means that under the plan framework, either apartments, commercial uses, mixed uses, or a park and ride facility would be permissible in areas that are located in the neighborhood core but off the Sidney Road SW “Main Street”.

Under the preferred alternative, the Ruby Creek Neighborhood is proposed to be a thriving and attractive walkable neighborhood with easy access to goods and services, a variety of housing types, and convenient access to employment via Kitsap Transit and its proximity to SR-16 and SR-160. Although the neighborhood will have three main areas for planning purposes - the core in the center of the neighborhood, the north end (north of Ruby Creek), and the Sidney/Sedgwick crossroads (south end) – the entire neighborhood is intended to function as a whole. Residents will be able to walk and bicycle to the neighborhood grocery store,

restaurants, and businesses providing other goods and services, as well as to Sidney Glen Elementary School and Cedar Heights Middle School. The Ruby Creek central business district will consist of walkable shopfronts along Sidney Ave SW. Natural environmental features and park and recreation amenities along Ruby Creek and Blackjack Creek, along with this central business district, will form the heart of the neighborhood. At buildout, it is estimated that the neighborhood will contain approximately 1,800 residents and 652 jobs, exceeding the minimum residential and employment thresholds set by the PSRC for a countywide center.

The plan includes the current and proposed status of the Ruby Creek neighborhood, the proposed zoning and regulatory requirements for the subarea plan, and designs illustrating how a built-out Ruby Creek Neighborhood Center would look and function.

Additional Discussion: Staff is requesting that the Planning Commission provide feedback on whether the plan should include an additional goal directing the development of design requirements for main street lighting and street furniture, to enhance the neighborhood with a coordinated appearance and to provide additional pedestrian and bicycle amenities along the primary street frontage.

Recommendation: The Planning Commission is requested to consider public testimony and comments, request any changes to the Plan as agreed upon by the Commissioners, and recommend that the City Council approve the Ruby Creek Neighborhood Subarea Plan.

Suggested Motion: “I move to recommend that the City Council approve the Ruby Creek Neighborhood Subarea Plan as presented”, OR “I move to recommend that the City Council approve the Ruby Creek Neighborhood Subarea Plan with changes as requested by the Planning Commission at the August 4 meeting.”

Attachments: Draft Ruby Creek Neighborhood Subarea Plan



City of Port Orchard, WA

Ruby Creek Subarea Plan

July 7th, 2020

Acknowledgements

Mayor

Robert Putaansuu

City Council Members

Bek Ashby
John Clauson
Fred Chang
Cindy Lucarelli
Scott Diener
Jay Rosapepe
Shawn Cucciardi

Planning Commissioners

Trish Tierney
Stephanie Baily
Annette Stewart
Mark Trenary
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City Staff

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Keri Sallee, Long Range Planner
Jim Fisk, Associate Planner
Stephanie Andrews, Associate Planner
Josie Rademacher, Intern

Consultant – Makers Architecture and Urban Design

(Graphics and renderings)

Bob Bengford
Scott Bonjukian

Disclaimer:

The user of this Plan should be aware that although the City has taken great care to use the most current mapping and environmental data available to produce the information contained herein, the maps, illustrations and calculations of potential critical areas, buildable areas and redevelopment potential are based on existing data sources, not on field surveys. This Plan and its contents are provided for planning purposes only, and cannot substitute for field surveys to determine the locations of critical areas or buffers, to determine critical areas typing or classification, or the development potential of any parcel.

Chapter 1. Introduction.

In 2016, the City of Port Orchard completed its periodic update to the Comprehensive Plan. This 2016 Plan included for the first time, a “centers” approach to planning (See section 2.7 of the Port Orchard Comprehensive Plan). The centers approach to planning is provided in Vision 2050, the regional plan completed by the Puget Sound Regional Council, and in the Countywide Planning Policies adopted by all jurisdictions in Kitsap County. In 2016, Port Orchard identified center locations, but did not have the resources to complete subarea plans at that time, and instead identified goals for subarea planning to be completed in the future. This plan is the result of that goal.

In late 2019, Port Orchard set out to complete a subarea plan for the area located near the intersection of Sidney Road SW and SW Sedgwick Road. At the time that the planning work began, this neighborhood did not have a name or much of an identity. The name “Ruby Creek Neighborhood” was selected to highlight a significant environmental feature located in the neighborhood. Ruby Creek is a major tributary to Blackjack Creek and has been the focus of significant habitat restoration projects just outside of the City limits in Kitsap County. Highlighting the name of this stream in the neighborhood name will have the effect of raising awareness of this sensitive environmental feature, and was chosen as a way of ensuring that future residents, businesses, and developers are conscious of their surroundings and can be good stewards of the environment.

This plan was also developed during the unprecedented challenges presented by the coronavirus pandemic. Public outreach was initiated in the weeks before large parts of the nation were closed to prevent the spread of the virus, including Kitsap County and Port Orchard. This resulted in the cancellation of the City’s plans to conduct in person workshops with neighborhood residents and property owners. The City has instead relied on online surveys and public hearings before the Planning Commission that were held remotely.

The City hired a consultant to help explore design alternatives for the subarea. Due to the critical area constraints found in the neighborhood, these alternatives contained only small differences. The main variable considered in the subarea plan was whether to locate a Kitsap Transit park and ride facility within the neighborhood. This variable was prompted by a parallel study being conducted by consultants hired by Kitsap Transit to identify possible sites for park and ride facilities in the South Kitsap area. The alternatives considered are as follows:

1. Concept 1: Mixed use neighborhood with no park and ride facility.
2. Concept 2: Mixed use neighborhood with park and ride facility on the east side of Sidney.
3. Concept 3: Mixed use neighborhood with park and ride facility on the west side of Sidney.

Ultimately, the Kitsap Transit study eliminated Concept 3 early in their analysis due to critical area and space constraints. The preferred alternative selected here was a hybrid between Concepts 1 and 2. The preferred alternative preserved the mixed use feel of the Sidney Road SW corridor while allowing for flexibility in areas further to the east along Sidney Road SW. This flexibility meant that under the plan framework, either apartments, commercial uses, mixed uses, or a park and ride facility would be permissible in areas located in the neighborhood core but off the Sidney Road SW “Main Street”.

Chapter 2. Vision and Preferred Alternative.

2.1 Vision. The Ruby Creek Neighborhood is a thriving and attractive walkable neighborhood with easy access to goods and services, a variety of housing types, and convenient access to employment via Kitsap Transit and its proximity to SR-16 and SR-160. Residents can walk to the neighborhood grocery store, restaurants, and businesses providing other goods and services, as well as to Sidney Glen Elementary School and Cedar Heights Middle School. The Ruby Creek central business district consists of walkable shopfronts along Sidney Ave SW. Natural environmental features and park and recreation amenities along Ruby Creek and Blackjack Creek along with this central business district form the heart of the neighborhood. Bicycle paths run through the neighborhood and connect to other areas of the City.

2.2 Preferred Alternative. The preferred alternative requires the development of storefronts along Sidney Road SW but allows the development of a Kitsap Transit park and ride to the east of the neighborhood core in lieu of apartments or commercial development. A park and ride concept is shown in Figure 4. This park and ride facility would reduce the population capacity for the neighborhood slightly, but would help drive economic activity in the neighborhood at certain times of the day, would reduce the traffic impacts resulting from plan implementation, and would provide for the sharing of parking facilities for the proposed public park and for residential units which would likely have peak parking demands (nights and weekends) which differ from those of commuters (weekdays). In the following sections of the plan, the subarea is broken into 3 parts for discussion: the neighborhood core in the center of the neighborhood, the north end (north of Ruby Creek), and the Sidney/Sedgwick crossroads (south end).



Figure 1: Preferred Alternative Ruby Creek Neighborhood.

2.3 Neighborhood Core. The preferred alternative seeks to develop a new neighborhood core along Sidney Road SW. The center of the neighborhood is located approximately halfway between Ruby Creek and SW Sedgwick Road, and is marked by a new intersection that provides access to properties on the east and west of Sidney Road SW. The buildings near this intersection consist of single-story shopfront and mixed-use shopfront building types, with storefronts that face Sidney Road SW. Off-street parking and secondary access to ground floor shopfronts is provided to the rear of these buildings, out of sight from Sidney Road SW. Sidney Road SW is characterized by wide pedestrian oriented sidewalks, street trees and on-street parking. The center of the neighborhood has a small-town downtown feel. To the west of this new intersection, access is provided to new commercial and/or residential development. To the east of this development, flexibility is provided to allow either commercial and/or residential development, or a park and ride facility. The center of the neighborhood is also anchored by a new public park that has helped to enhance the natural amenities provided by Blackjack and Ruby Creeks. This new park has provided restoration of habitat, informational and educational opportunities, and opportunities for low impact recreation.



Figure 2: The heart of the Ruby Creek Neighborhood as seen from the southwest.

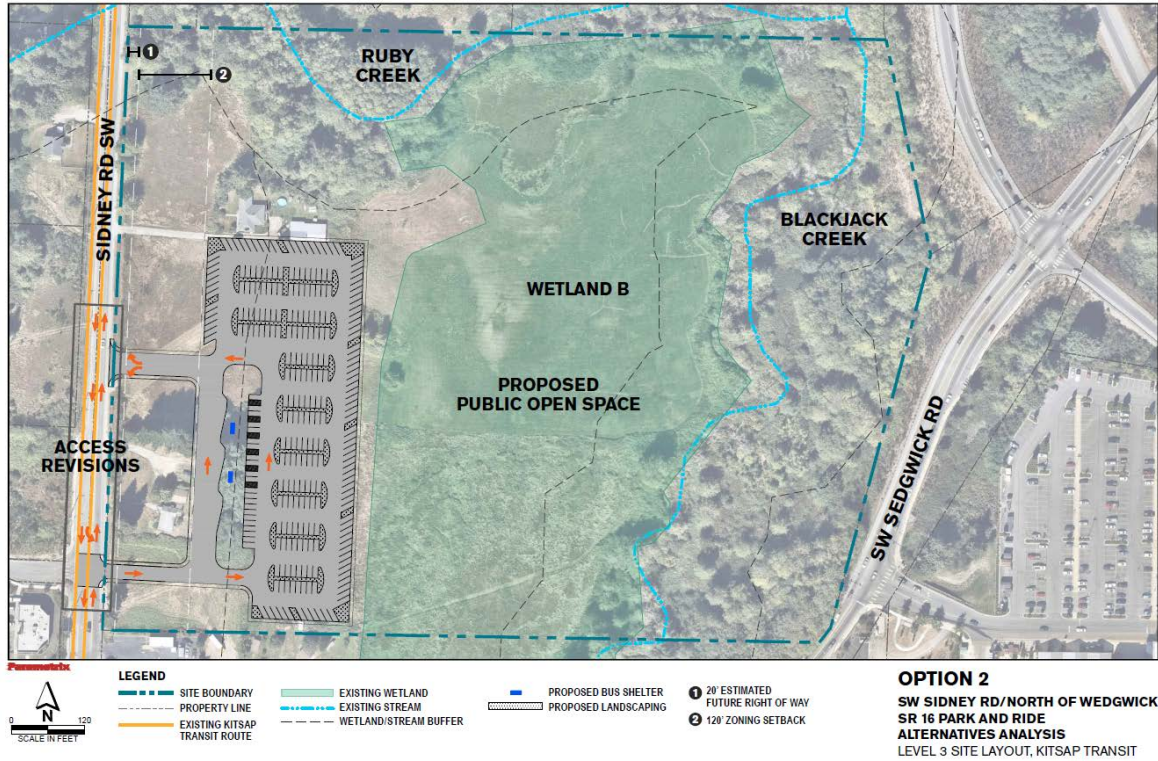


Figure 3: Neighborhood Center Park and Ride Alternative. This alternative preserves Downtown Mixed Use (DMU) zoned development pads along Sidney to ensure storefront development.



Figure 4: Neighborhood Center Site Plan Illustration. This illustration does not include a possible park and ride facility located to the east of the Sidney Road SW storefronts.

2.4 North End. To the north of the neighborhood core is a residential area characterized by landscaping along the street, sidewalks, bicycle lanes, landscape islands in the street, and street trees. Although mixed use commercial development is permitted along this section of Sidney Road SW, it is seen as less viable due to the distance from SW Sedgwick Road and because it is separated from the commercial neighborhood core by Ruby Creek and its large protective buffers. Apartment development is permissible and anticipated in these locations. Sidewalks and bicycle lanes now connect this neighborhood to the Sidney Glen Elementary School, the Little League fields, and places of worship located to the north of the neighborhood, as well as to the commercial core to the south which includes the neighborhood's main grocery store. These new residents can utilize transit service in the corridor for access to jobs throughout the region. Walking paths along Ruby Creek allow for recreation and access to a new city park.



Figure 5: The north end of the Ruby Creek Neighborhood as seen from the northwest.



Figure 6: North End Site Plan Illustration.

2.5 Sidney/Sedgwick Crossroads. The area near the crossroads of SW Sedgwick Road and Sidney Road SW is already characterized by significant development. There is a large grocery store, two gas stations, restaurants, shopping, and apartments in this area. One vacant development pad remains at this intersection. At this location, the City seeks the development of mixed-use shopfront buildings, or live work ground floor units in an apartment building, to help make the area feel more urban. Parking for this pad is provided behind these buildings and out of view of the intersection. In addition, the project has provided public amenity spaces near the prominent street corner at this intersection. Other properties in the neighborhood may eventually develop, but redevelopment is not expected in the near term.



Figure 7: The south end of the Ruby Creek Neighborhood as seen from the northeast, showing the crossroads of Sidney Road SW and SW Sedgwick Road.



Figure 8: South End (Sidney Road SW and SW Sedgwick Road) Site Plan Illustration.

2.6 Centers. Countywide Center – PSRC Criteria

The Ruby Creek Neighborhood Center is planned as a Countywide Center as described in the Puget Sound Regional Council Regional Centers Framework. As a designated Countywide Center, the Ruby Creek Neighborhood:

1. Is a local priority for investment. This plan includes transportation, water, sewer, stormwater, electrical, and park projects to support center development.
2. Is planned for more than 10 activity units (jobs + housing units) per acre. The center is planned to include 14.82 activity units per acre.
3. Is planned for a mix of residential and employment uses. The center is planned to consist of 73% residential and 27% commercial at full buildout.
4. Has capacity for additional growth. The center has capacity for an estimated 1,352 additional persons and 281 additional jobs at full build out.
5. The center supports multimodal transportation (including pedestrians, bicycles, transit, and automobiles).

Chapter 3. Land Use

3.1 Introduction. The Ruby Creek Neighborhood is located near the intersection of Sidney Road SW and SW Sedgwick Road. Its boundaries are generally SR-16/Blackjack Creek to the east, Birch Road to the north, the City limits to the south, and a critical area complex to the west. The center is primarily designated as Commercial on the Comprehensive Plan land use map and contains commercial heavy (CH), Commercial Corridor (CC), Commercial Mixed Use (CMU), Downtown Mixed Use (DMU), and Greenbelt (GB) zones. The area is also subject to overlay district regulations which aim to implement the preferred alternative as depicted in the maps and figures in Chapter 2.

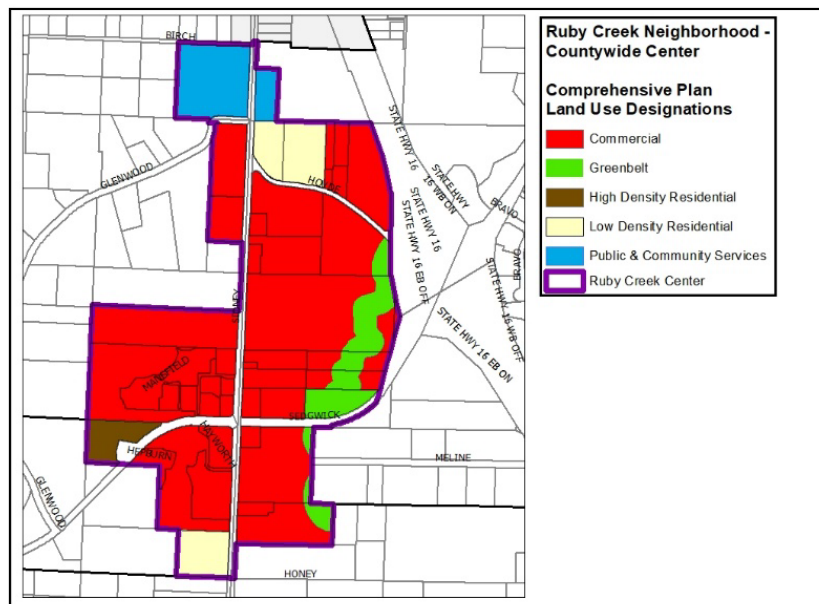


Figure 9: The Comprehensive Plan Land Use Designations for the Ruby Creek Center.

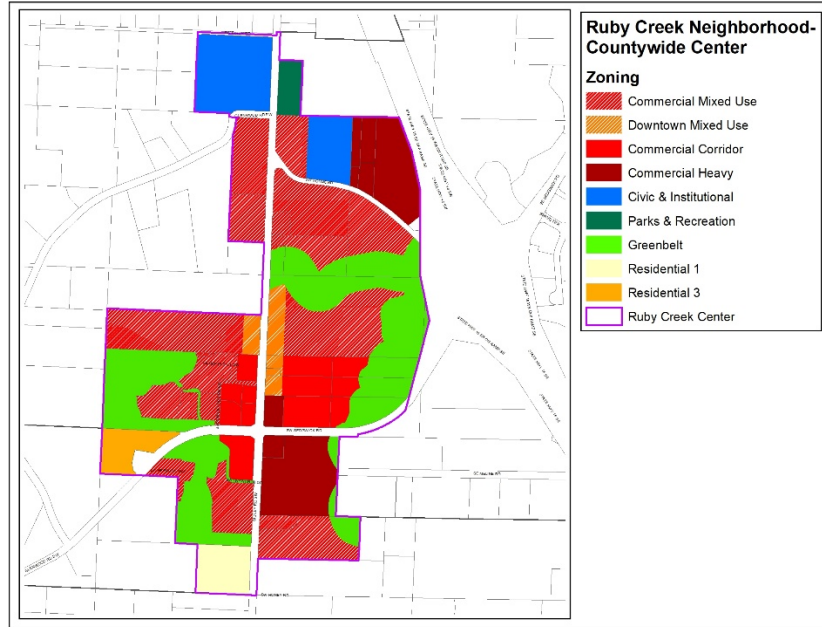


Figure 10: The Zoning Designations for the Ruby Creek Center.

As of the writing of this plan, there is an abundance of vacant and underutilized land within the center. Vacant and underutilized parcels are either zoned DMU, CMU or CC, depending on whether apartments are permitted outright in the absence of a commercial component within future buildings, and depending on the percentage of lot frontage along Sidney Road SW intended to be storefronts. The CMU zone allows apartments as a building type under POMC 20.32, whereas the CC and DMU zones do not. It is anticipated that large areas of the CMU zone will develop as apartments; however, commercial retail type uses are allowed and if constructed would be most likely to locate along the Sidney Road SW street frontage. The CC and DMU properties are intended for a “main street” development pattern, and have strict build-to-zone requirements to ensure that the Sidney Road SW corridor is developed with storefronts that are located close to the street. The DMU zone requires a higher percentage of the Sidney Road frontage to contain buildings, as compared to the CC zone. The GB zone is only applied along the streams, dedicated open space, and areas encumbered by flood plains.

3.2 Ruby Creek Center Land Area and Development Potential. The Ruby Creek Neighborhood measures 166.45 acres in land area. Of these 165.45 acres, critical areas (including wetlands and flood plains) associated with Blackjack Creek and Ruby Creek occupy approximately 52 acres, leaving approximately 70 acres of developed land and 45 acres of vacant or underutilized land.

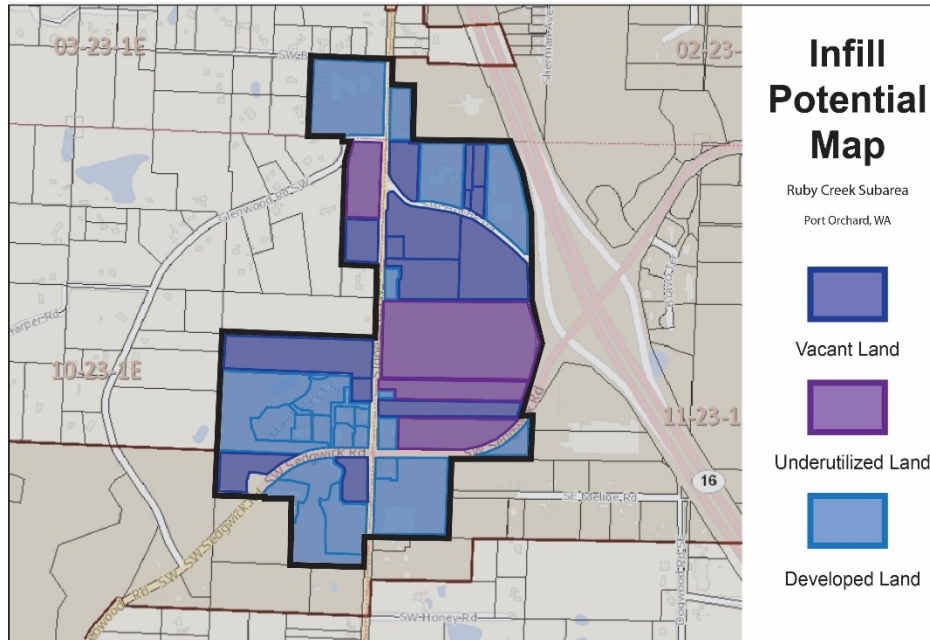


Figure 11: Infill Potential Map.

To further illustrate development potential in the Ruby Creek Neighborhood, the map below (Figure 12) has combined potential critical areas and zoning to illustrate how much land area is available for redevelopment. The vacant and underutilized parcels have been assigned letter designations based on current ownership groupings. Later in this plan, these letters as shown on this map will help to show the land capacity within the center for both employment and population. This map is not based on site visits or a critical areas delineation, and reporting and actual development potential may be more or less than what is shown here. In addition, the City’s critical areas code can allow buffer reductions through a variance, provided that these reductions are mitigated. Likewise, flood plain development requires flood elevation certificates to be prepared by a surveyor to certify that buildings are elevated to reduce flooding risk. The true development potential for any of these sites cannot be determined without preparing a critical areas report that meets the standards of the Port Orchard Municipal Code.

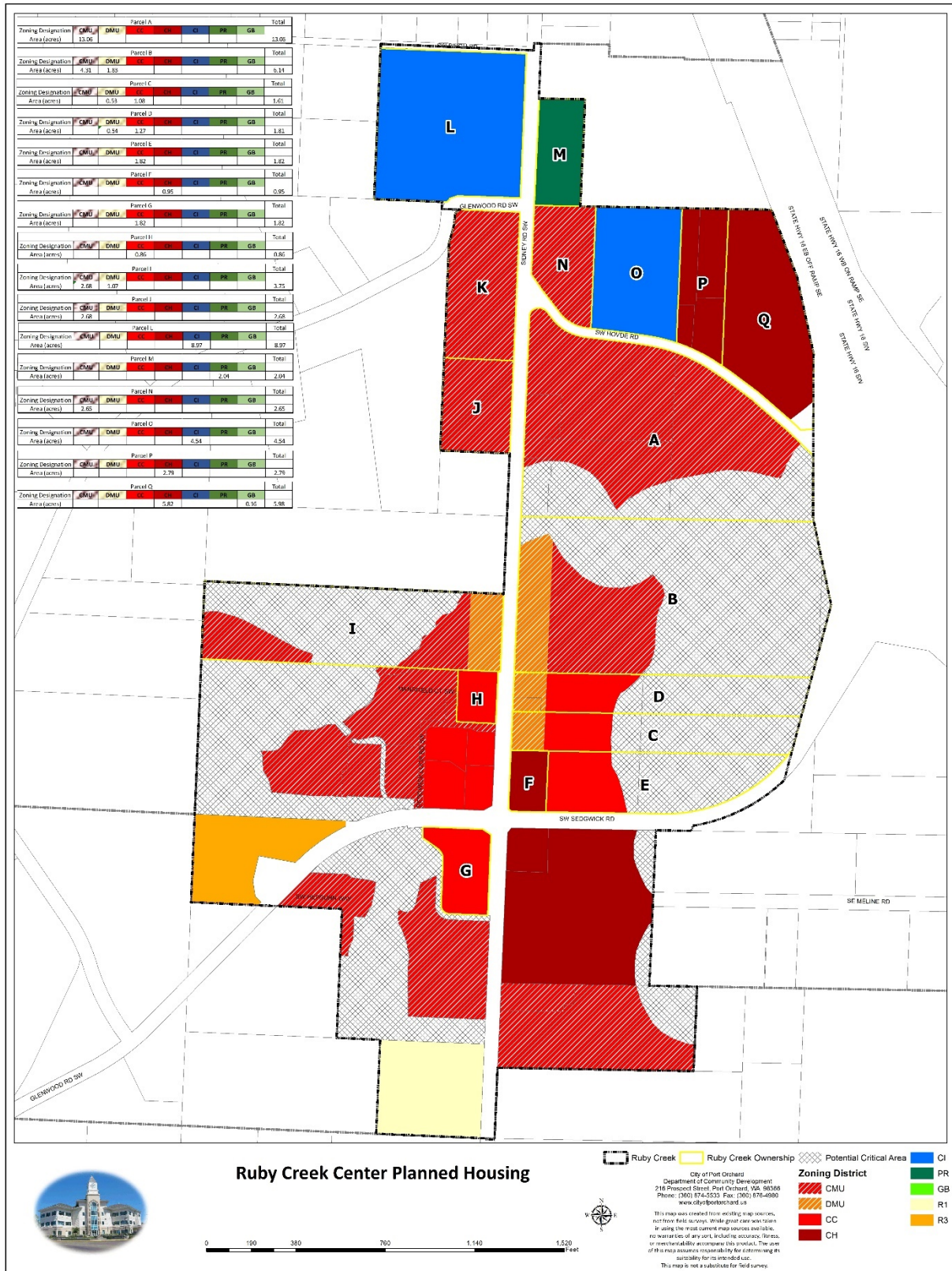


Figure 12: Estimated Developable Land Map.

3.3 Population and Employment.

As of June 24, 2020, the Ruby Creek Neighborhood contained 464 residents and 371 jobs. This equates to 5 activity units per acre under the PSRC Regional Centers Framework. Current population is accommodated in 232 existing apartments and 8 existing houses within the center. Current employment is provided in approximately 213,638 existing square feet of commercial space. The plan envisions adding 647 additional housing units and 100,400 additional square feet of commercial space. The expected future level of activity units equates to 14.82 activity units per acre, above the PSRC threshold of 10 activity units per acre.

$$(1,816 \text{ persons} + 652 \text{ jobs}) / 166.45 \text{ acres} = 14.82 \text{ activity units per acre}$$

Ruby Creek Center Population and Employment Capacity: With approximately 45 acres of vacant and underutilized, and unencumbered (critical area free) land remaining in the neighborhood, it is estimated that the total population and employment capacity in the center is 1,816 persons and 652 jobs. Actual growth will vary depending on a variety of factors, including whether the DMU and CC zones develop with single story shopfront buildings vs. mixed-use shop front buildings, and whether a park and ride facility occupies some of the land within the center.

Table 1: Activity Units – Population and Employment – Existing and Future	
Existing Population	464
Planned Population	1352
Total Population at Build Out	1816
Existing Employment	371
Planned Employment	281
Total Employment at Build Out	652
Existing % Activity Units Dedicated to Housing	56%
Planned % Activity Units Dedicated to Housing	73%

3.4 Land Use Goals for the Ruby Creek Neighborhood Center (these goals are in addition to existing goals found in other sections of the Comprehensive Plan):

Goal LU-1: Accommodate enough residential development in the Ruby Creek Countywide Center to ensure a thriving business district.

Policy LU-1: Allowed uses, building types, and height limits should accommodate at least 1,800 residents in the Ruby Creek Countywide Center.

Goal LU-2: Encourage the development of a Ruby Creek Central Business District along Sidney Ave SW, between SW Sedgwick Road and the Ruby Creek stream buffer.

Policy LU-2: Provide storefront uses on the ground floor in the form of a “Main Street” along Sidney Ave SW, between SW Sedgwick Road and Ruby Creek. Regulations for the Ruby Creek District shall ensure that buildings line the street without landscape setbacks and with pedestrian entrances oriented towards the street as shown in Figure 13 below:

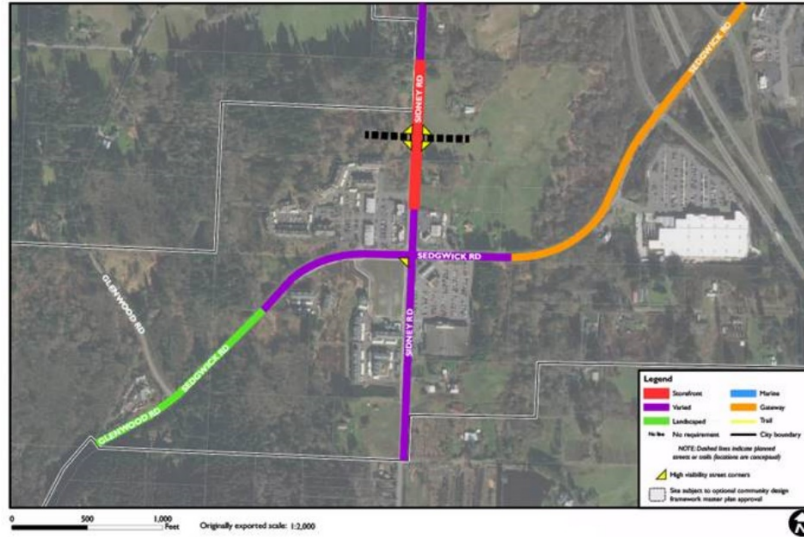


Figure 13: Block Frontage Map for Ruby Creek Neighborhood (Core and South End).

Policy LU-3 Require a build-to-zone along the storefront area shown in Figure 13 in accordance with the DMU and CC zoning designations as shown on the Zoning Map (Figure 10), but provide exceptions for public plazas between buildings and at significant street corners.

Goal LU-3: Provide opportunities to extend the Ruby Creek “Main Street” feel between Ruby Creek and Hovde Road.

Policy LU-4: Provide greater flexibility in building types and land uses between Ruby Creek and Hovde Road using a commercial mixed-use zone and varied block frontage as shown on Figures 10 and 14.



Figure 14: Block Frontage Map North End.

Goal LU-4: Ensure that development in the Ruby Creek Neighborhood is attractive and provides variety and visual interest.

Policy LU-5: Designate high visibility street corners as defined in the City's design guidelines in strategic locations along the Sidney Road SW corridor and establish requirements in these locations to accentuate building or plaza design with special design features.

Policy LU-6: Require façade articulation when any proposed building exceeds 120 feet in length in the center.

Policy LU-7: Ensure that there is at least 60% facade transparency on the ground floor of single-story shopfront and mixed-use shopfront buildings with a Sidney Road SW facing facade.

Goal LU-5: Allow for the development of a park and ride transit facility within the center, provided that it be located at least 120 feet from the planned Sidney Road SW right of way (additional ROW needed for the Sidney Road SW project) and located behind future development sites as viewed from Sidney Road SW. See Figure 3.

Policy LU-8: Ensure that park and ride facilities are a permitted or conditional use in the CMU zone within the Ruby Creek Center.

Chapter 4. Housing.

4.1 Introduction. Existing housing in the Ruby Creek Neighborhood consists of two large existing apartment complexes built around 2013, and a handful of small farmstead type homes which are mostly vacant pending redevelopment. There are 232 apartment units and 8 houses in the Ruby Creek Center as of the writing of this plan. Dwelling units in the center contain about 1.9 residents per household (PSRC analysis). According to the Washington State Office of Financial Management, multifamily projects containing 5 or more units in Port Orchard contain on average 2.09 persons per household, whereas detached houses contain 2.68 persons per household. No other housing types currently exist in the center. There is a large single-family neighborhood (Stetson Heights) under development to the west of the Ruby Creek Center, containing 299 single-family residential lots with future phases planned. This project is eventually projected to contain 450 to 600 housing units. It is expected that residents of this neighborhood will regularly visit this center seeking goods and services. These single-family areas should be considered part of the neighborhood watershed even if they are located outside of the center boundaries. There also exists rural large lot development just beyond the City boundary to the northwest and south. A population of a few hundred County residents could also be characterized as being part of this new neighborhood although rural roads make pedestrian access to the center difficult.

4.2 Ruby Creek Center Planned Housing. For planning purposes, most future housing expected within the subarea would occur in the CMU zone. This plan encourages development of mixed-use shopfront buildings in the DMU and CC zones which could contain a significant number of housing units.

Estimated housing development is provided in Table 2 below, based on parcel characteristics as shown in Figure 12 in Section 3.2. The housing unit and population shown in table 2 is only an estimate and actual development yields may vary.

Table 2: Housing and Population Projections

Property Grouping (See figure 12)	Zoning	Total Acreage	Developable Acres (Estimated)	Projected New Housing Units	Estimated New Population (2.09 PPH) Per OFM 2020
A	CMU	18.5	13.06	235	491
B	DMU/CMU	19.49	6.14	100	209
C	DMU/CC	4.58	1.61	0	0
D	DMU/CC	4.79	1.81	0	0
E	CC	5.14	1.82	0	0
F	CH	0.95	0.95	0	0
G	CC	1.82	1.8	54	113
H	CC	0.86	0.86	0	0
I	DMU/CMU	9.67	3.75	45	94
J	CMU	2.68	2.68	25	52
K	CMU	4.24	4.24	108	226
L	CI	8.97	8.97	0	0
M	PR	2.04	2.04	0	0
N	CMU	2.65	2.65	80	167
O	CI	4.54	4.54	0	0
P	CH	2.79	2.79	0	0
Q	CH	5.82	5.82	0	0
Total				647	1352

4.3 Goals and Policies. (Additional goals and policies beyond those already in the Comprehensive Plan)

Goal H-1: Provide for a mix of housing types including but not limited to apartments (apartment buildings or apartments in a mixed-use shopfront building), townhomes, and live-work units.

Policy H-1: Ensure that the development regulations allow the development of the building types described in Goal H-1 in the center, pursuant to the Zoning Map in Figure 10.

Goal H-2: Provide housing serving a mix of income levels that may be owner occupied or rental housing.

Policy H-2: Offer 12-year multifamily tax exemptions throughout the center in support of affordable housing.

Chapter 5 Economic Development.

5.1 Introduction. The Ruby Creek Neighborhood Center currently contains a variety of businesses, goods, and services. The center is currently anchored by a 60,000+ square foot grocery store. A small strip mall, medical complex, and two gas stations also provide goods and services near the intersection of Sidney Road SW and SW Sedgwick Road. Non-residential square footage in the center is currently 213,638 square feet and supports 371 existing jobs. This figure includes an elementary school and a church. That equals 1 job per 575 square feet of nonresidential space in the center. The assumption for new commercial square footage in the center is 1 job per 300 square feet, as the expected uses would be retail, restaurant, and bars, which have a higher number of jobs per square foot of space compared to the existing uses in the center.

The Ruby Creek Center plan envisions the establishment of a new central business district along Sidney Road SW between the existing development at the intersection with SW Sedgwick Road and Ruby Creek. This new central business district is intended to take the form of a “Main Street” with shopfronts on the ground floor abutting yet to be constructed sidewalks. Parking is to be provided on-street along Sidney Road with supplemental parking behind or below these shop fronts, or as on-street parking on new yet to be developed public and/or private streets. It is critical to the success of a new business district to ensure that there are a sufficient number of dwellings within walking distance to support these businesses. This will lower parking demands and increase activity in the area. The minimum residential threshold for the Ruby Creek Neighborhood Center should be 1,800 residents within walking distance (1/2 mile) of the central business district. Nonmotorized improvements, transit, on- and off-street parking, gathering spaces, and an active streetscape will all contribute to a vibrant business district.

5.2 Ruby Creek Center Planned Employment. For planning purposes, most future employment expected within the sub area would occur in the CC, CH, and DMU zones. Some employment is expected in the CMU zones, but this is expected to be limited to jobs that support the leasing, recreation, and maintenance of multifamily housing. Expected employment per 1,000 square feet of future commercial square footage is shown in Table 3 below. The letters in the property group column correspond to the map (Figure 12) in section 3.2. The employment estimates shown in Table 3 below is only an estimate and actual development yields may vary.

Table 3: Square Footage and Employment Projections

Property Grouping	Zoning	Total Acreage	Developable Acres (Estimated)	Acreage Designated CC, DMU, CH	Expected New Commercial Square Footage	New Jobs (1 Job Per 300 square feet)
A	CMU	18.5	13.06	0	1500	5
B	DMU/CMU	19.49	6.14	1.83	15500	52
C	DMU/CC	4.58	1.61	1.61	5800	19
D	DMU/CC	4.79	1.81	1.81	6200	21
E	CC	5.14	1.82	1.82	0	0
F	CH	0.95	0.95	0.95	0	0
G	CC	1.82	1.8	1.8	5000	17
H	CC	0.86	0.86	0.86	9000	30
I	DMU/CMU	9.67	3.75	1.07	14900	50
J	CMU	2.68	2.68	0	0	0
K	CMU	4.24	4.24	0	1500	5
L	CI	8.97	8.97	0	0	0
M	PR	2.04	2.04	0	0	0
N	CMU	2.65	2.65	0	1000	3
O	CI	4.54	4.54	0	0	0
P	CH	2.79	2.79	2.79	40000	80
Q	CH	5.82	5.82	5.82	0	0
Total		99.53	65.53	20.36	100,400	281

Total employment in the Ruby Creek Neighborhood Center is projected to be 652 (371 existing + 281 new) jobs once the center is fully developed.

5.3 Goals and Policies.

Goal ED-1: Provide zoning for ground floor shopfront development and retail, service, restaurant, and other compatible uses along Sidney Road SW.

Policy ED-1. Require ground floor shopfront development along Sidney Road SW from SW Sedgwick Road north to Ruby Creek, through either single-story shopfront or mixed-use shopfront building types.

Policy ED-2. Allow ground floor shopfront development along Sidney Road SW and SW Sedgwick Road.

Policy ED-3. Allow residential uses above shopfront development where shopfront development is required.

Policy ED-4: Encourage mixed-use shopfronts on CC zoned properties by offering multifamily tax exemptions for the multifamily portion of the project.

Goal ED-2: Ensure that uses which are not compatible with building a walkable neighborhood center are prohibited.

Policy ED-5. Prohibit additional drive through businesses, gas stations, storage facilities, or other commercial uses that don't contribute to a walkable neighborhood center.

Chapter 6 Parks.

6.1 Introduction. It is critical to consider the availability of parks and recreational amenities when planning countywide centers. Parks provide a gathering place for neighborhood residents, and recreational facilities contribute to public health and provide connections within the neighborhood. Within the existing apartment complexes in the Ruby Creek Center there are private park and recreation facilities maintained by the apartment owners. This type of private open space is required for all development per the design standards found in the City's municipal code. No public parks currently exist in the center, although there are school recreation facilities at Sidney Glen Elementary School consisting of grass fields, covered basketball hoops, and playground equipment. There are also two Little League owned baseball fields located in the north end of the center along Sidney Ave SW. The development of public parks and recreation facilities in the Ruby Creek Center is critical to developing a successful neighborhood center.

The preferred alternative depicts a public park to be constructed to the southwest of the confluence of Blackjack Creek and Ruby Creek. This proposed park plans to use pockets of developable land, critical area buffers, and floodplain areas to provide recreational amenities. Amenities would include parking, restrooms, playground equipment, walking paths along and over Ruby Creek via a pedestrian bridge, and other public amenities. Due to the degraded nature of these critical areas and flood plains, and the desire to provide public access (walking paths) along and across Ruby Creek, it is expected that critical areas variances will be needed to allow for park construction. Any variance will require significant habitat restoration and enhancement. All active recreation and parking areas will be constructed outside of critical areas but walking paths and a pedestrian bridge would be constructed within these buffers. Due to the significant opportunities to complete restoration work, it is expected that the park would include a landscape that is adaptive to flooding and that significant education and interpretive opportunities could occur in the park. For more information on this planned park, please see the City's Parks, Recreation and Open Space Plan.

Goal P-1: Encourage the development of a public neighborhood park in the Ruby Creek Neighborhood.

Policy P-1: The neighborhood park should incorporate natural or environmental features.

Policy P-2: Provide walking paths along Ruby and/or Blackjack Creeks and (a) pedestrian crossing(s).

Goal P-2: Encourage the development of public plazas and other gathering spaces along Sidney Road SW.

Policy P-3: Designate significant street corners on the block frontage standard maps as shown on Figures 13 and 14 to encourage the development of public gathering spaces along the central business district corridor.

Policy P4: Provide extra sidewalk width in the central business district as part of the Sidney Road SW road section.

Goal P-3: Provide recreational paths and trails, public and private sidewalks, and public bike lanes and paths within the center.

Policy P-5: Provide bicycle lanes on Sidney Road SW through the center.

Policy P-6: Ensure that sidewalks are constructed along all public and private roads within the center.

Chapter 7 Natural Systems.

7.1 Introduction. The Ruby Creek Center and the lands adjacent to the center contain critically important habitats, especially creeks and wetlands. Blackjack Creek runs along the eastern boundary of the center. Ruby Creek, an important tributary to Blackjack Creek, flows through the center and crosses under Sidney Road SW. This watershed is a critical habitat to a variety of species including summer and fall Chum Salmon, Coho and Chinook Salmon, Steelhead, and Cutthroat. Of these species, Steelhead are currently listed under the endangered species act. Fish barriers exist along both Blackjack and Ruby Creek. WSDOT has plans to replace the partial barrier located under SR-16. The City is seeking grant funding to replace the Ruby Creek culvert under Sidney Road SW. Sidney Road currently lacks pedestrian improvements and will likely need to be widened. This widening will likely require some mitigation for impacts to the Ruby Creek corridor which could occur in conjunction with the park project described in Chapter 7. Although the Ruby Creek Center is planned as urban development, it is critical to take a sensitive approach to design to ensure compatibility between new development and these natural features.

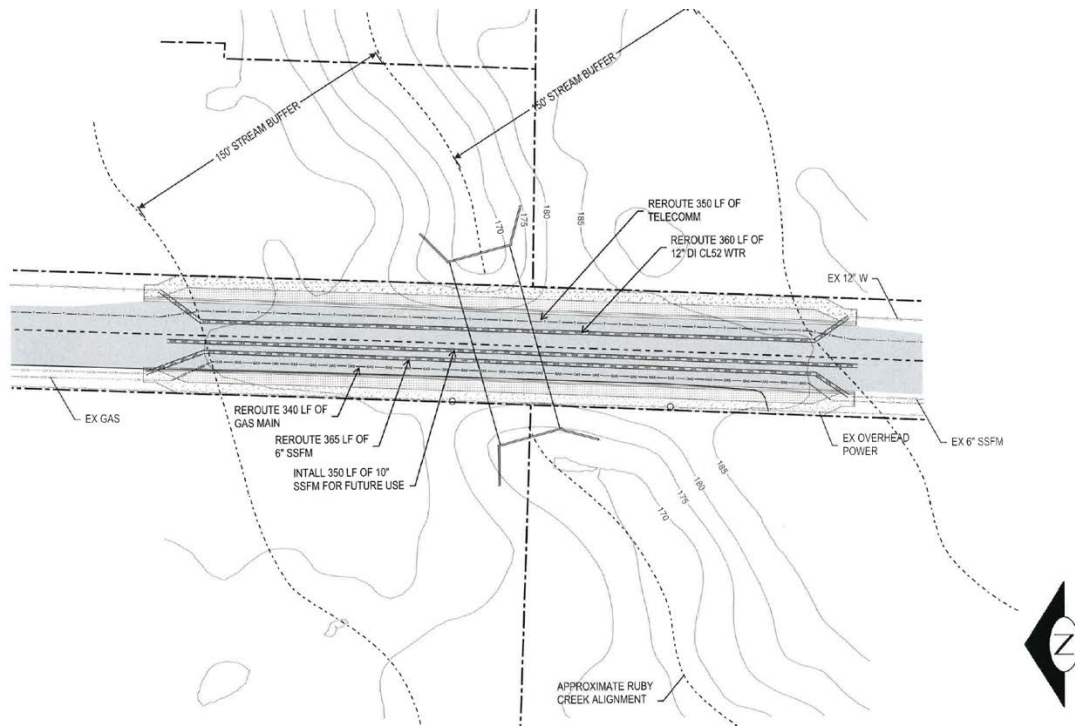


Figure 15: The City has developed preliminary culvert replacement plans for the Ruby Creek culvert under Sidney Road SW and is seeking grant funding for this project.

7.2 Goals and Policies. (Additional Goals beyond those already in the Comprehensive Plan).

Goal NS-1: Encourage the protection of Ruby and Blackjack Creeks and provide educational and interpretive opportunities to residents about the critical functions that these features serve.

Policy NS-1: Provide wildlife viewing areas and interpretive signage.

Policy NS-2: Ensure that wetland buffers and fish and wildlife habitat buffers are provided consistent with critical areas regulations.

Policy NS-3: Ensure that minimum flood plain elevations are observed.

Goal NS-2: Ensure that all critical habitats, especially anadromous fish habitats in the Ruby Creek Neighborhood, are protected, restored, and enhanced.

Policy NS-4: Seek opportunities to enhance and restore wetlands, streams, and buffers in the Ruby Creek Neighborhood.

Policy NS-5: Provide for extensive use of low impact development in project and street design.

Policy NS-6: Remove City owned fish passage barriers within the subarea.

Goal NS-3: Allow for the development of low impact walking paths and trails along Ruby Creek and Blackjack Creek to encourage protection, education, and stewardship.

Policy NS-7: Permit walkway, trail, and pedestrian bridge construction, provided that habitat mitigation is provided in accordance with the critical areas code.

7.3 Natural Systems Project List. The following are projects to improve natural systems that have been identified for completion within the subarea:

Project Name	Agency	Project Cost	Funding Source
SR-16 Blackjack Creek Culvert Replacement	WSDOT	11,200,000	State
Sidney Road SW Ruby Creek Culvert Replacement	City of Port Orchard	\$1,800,000	Grant/Stormwater Utility
Blackjack/Ruby Creek Stream and Floodplain Restoration	City of Port Orchard	\$500,000	Grant/Parks Impact Fees

Chapter 8 Utilities.

8.1 Introduction. The Ruby Creek Center is served by City water, sanitary sewer, and stormwater, Puget Sound Energy (electric and gas), Comcast, Wave, Century Link, and KPUD (cable, phone, and/or internet). Significant utility upgrades are required to support the development and buildout of the Ruby Creek Center. Water source and storage, sewer lift station, force main, and gravity main improvements, stormwater improvements, and extension of underground power, gas, and telecommunication infrastructure are all necessary to support development.

Although the City’s water and sewer system plans will contain the most up to date information, several projects are currently identified to support the level of development identified in this plan. Those projects are listed in Table 5. Some of the projects listed in Table 5 have their locations indicated on Figures 4, 6, or 8. Other projects may be located outside of the center boundary but are needed to support center build out.

Water/Sewer	Project Name	Project Description
Water	Well 13	Well 13 increases available water source in the 390 pressure zone.
Water	390 Booster Pump	Some areas in the 390 zone (outside of the Ruby Creek Area) could see pressures below the minimum 30 PSI if additional connections in the 390 zone are made. A booster pump will increase pressure to these properties.

Sewer	Albertson's Lift Station Capacity Upgrades	The wet well at the Albertsons lift station is undersized for anticipated development.
Sewer	North Ruby Creek Lift Station	A sewer lift station is needed to support growth in the sub area to the north of Ruby Creek.
Sewer	South Ruby Creek Lift Station	A second South Ruby Creek lift station may be needed if the Albertson's lift station cannot be upgraded sufficiently. This project would support growth in the center and west of the center and south of Ruby Creek.
Sewer	Sidney Road SW Second Force Main	A second sewer force main will be needed to support the full buildout of the Ruby Creek Neighborhood Center running from the Albertson's lift station to the Cedar Heights Lift Station.
Electric PSE	Sidney Ave undergrounding and transmission relocation	Underground local power service and move transmission poles (Schedule 74).

Goal U-1: Encourage a comprehensive and collaborative approach between the City and developers to improving utility systems in the Ruby Creek basin.

Policy U-1: The City should facilitate meetings between private developers and encourage the use of all legally available financing mechanisms for building out utilities in the center.

Policy U-2: The City's water, sewer, and stormwater system plans should identify needed improvements in the center and determine which projects are in support of development vs. projects needed to correct existing deficiencies.

Policy U-3: The City should ensure the costs and benefits for system improvements are equitable between all landowners and existing rate payers.

Goal U-2: Ensure that adequate operational water supply and fire flow are available to support development in the Ruby Creek Center.

Policy U-4: Provide employment and population assumptions for the center as contained in this plan to the City's water system manager for inclusion in the next water system plan update.

Goal U-3: Ensure that sanitary sewer facilities are available to support development in the Ruby Creek Center.

Policy U-5: Secure the needed property and/or easements to expand the Albertson's lift station, or, identify a site for a new sewer lift station in the center.

Policy U-6: Extend gravity sewers throughout the center to support development.

Policy U-7: Ensure the sanitary sewer force main leaving the center is adequately sized for full build out of the center.

Goal U-4: Ensure that adequate stormwater facilities exist to serve the public streets and sidewalks in the Ruby Creek Center.

Policy U-8: Build low impact development (LID) stormwater facilities to manage stormwater created by new public and private streets within the center.



Figure 16: Low Impact Development Stormwater Management Techniques incorporated into street design. This sort of design is encouraged in the Ruby Creek neighborhood.

Goal U-5: Ensure that telecommunication facilities are adequate to support 21st century users.

Policy U-9: Ensure that KPUD has access to trenches as roads and utilities are installed.

Policy U-10: Provide for integration of 5G wireless facilities in the streetscape along Sidney Road SW.

Chapter 10 Transportation.

10.1 Introduction. The Ruby Creek Center is established along the Sidney Road SW corridor near the intersection of SW Sedgwick Road. Historically, Sidney Road SW was a primary north-south route through Kitsap County connecting Purdy and Gig Harbor to the south with Port Orchard (Town of Sidney). This road's role was changed with the construction of SR-16. Access to SR-16 and SR-160 is provided at an interchange to the southeast of the Center. Kitsap Transit provides transit service to the center and is evaluating the possibility of a park and ride in or near the center. SR-160 provides access to the Southworth Ferry Terminal, with ferry service continuing on to Vashon Island, West Seattle, and Downtown Seattle via WSDOT and Kitsap Transit Ferries. As part of center development, improvements are envisioned for both Sidney Road SW and SW Sedgwick Road along with other new public or private roads.

Sidney Road SW is classified as a Minor Arterial. Pursuant to the City's Public Works and Engineering Standards, Sidney is planned to be improved as a complete street through the center. To achieve Countywide Center requirements, the standard road section has been modified to ensure wider

sidewalks, required bicycle lanes, and low impact development landscape treatments. The Sidney Road section in the “main street” core of the center is designed to slow traffic, facilitating a safe walking and shopping environment as well as street parking. The Sidney Road SW streetscape is a critical public infrastructure facility required to transport this neighborhood into a Countywide Center. The Sidney Road SW section drawings are shown in Figures 17, 18, and 19.

SW Sedgwick Road is classified as a Principal Arterial. Pursuant to the City’s public works and engineering standards, SW Sedgwick Road is planned to be improved as a complete street that provides access to the Ruby Creek neighborhood and allows significant throughput. This road is significantly constrained due to critical areas between Sidney Road SW and SR-16, and experiences regular backups. Widening this road may require some sacrifices such as sidewalks on one side of the roadway to ensure that critical environments are protected. To the west of Sidney Road SW, a developer plans to install a non-motorized pedestrian pathway along the north side of SW Sedgwick Road west to the city boundary to provide access to a single-family residential development to the west of the Ruby Creek Neighborhood.

Although the City will not be making improvements to the SR-16/SR 160 interchange, it is important encourage the state to make improvements to this facility. Improved access to these state highways from the Ruby Creek Center will be needed as the City grows.

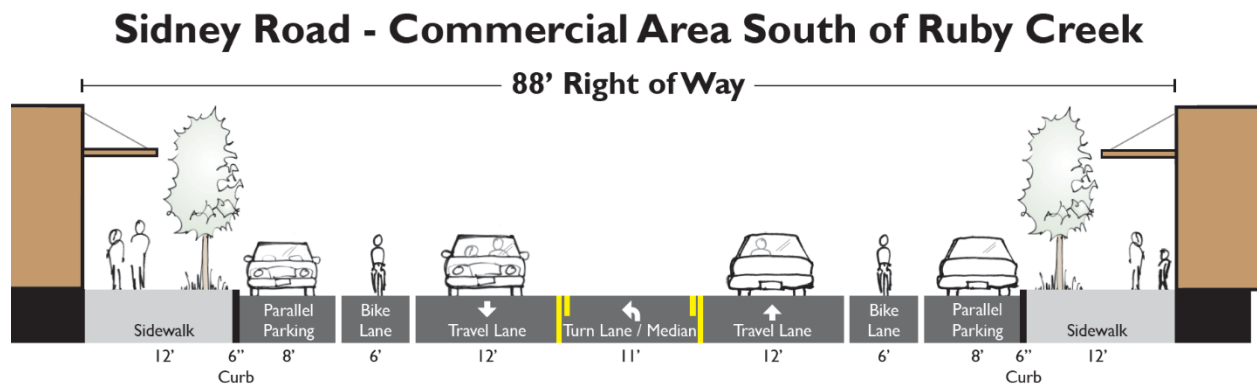


Figure 17: Sidney Road SW – Storefront Road Section. This road section corresponds with the section of Sidney Road SW designated as a storefront street in Figure 13.

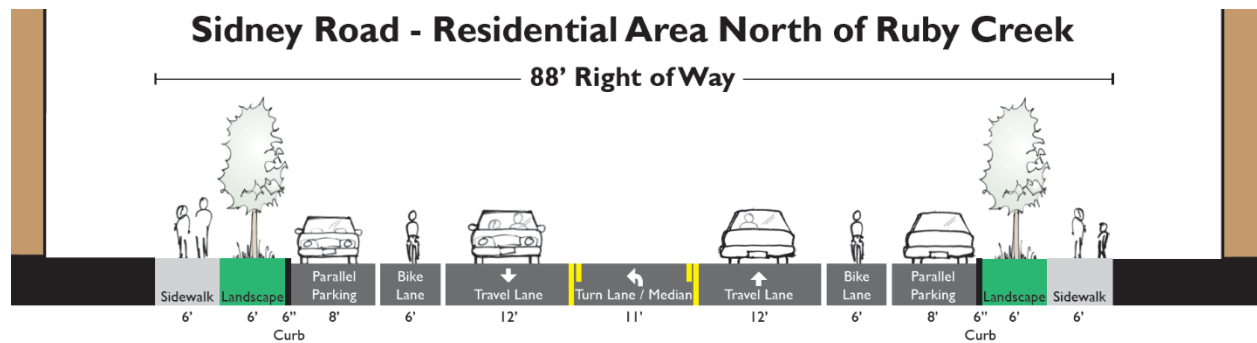


Figure 18: Sidney Road SW. This road section would be used in the center to the north of the Ruby Creek crossing.

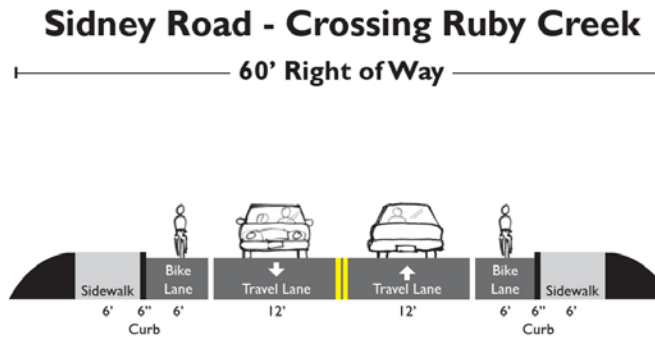


Figure 19: Sidney Road SW. Where Sidney Road SW crosses Ruby Creek, the road will narrow and taper to the above standard. This will minimize impacts to Ruby Creek while providing for nonmotorized connectivity. This section requires culvert replacement.

Goal T-1: Improve Sidney Road SW between SW Sedgwick Road and Hovde Road generally in accordance with Figures 17, 18, and 19 above.

Policy T-1: Provide pedestrian crossings across Sidney Road SW at regular intervals through the corridor.

Policy T-2: Ensure that driveways and roads to the north and south of Ruby Creek are aligned across Sidney Road SW to facilitate safe pedestrian crossings of Sidney Road SW.



Figure 20: Align driveways to facilitate pedestrian crossings throughout the Sidney Road SW corridor.

Policy T-3: Provide on street parking through the center along Sidney Road SW.

Policy T-4: Minimize pedestrian crossing distances through the corridor using bulb-outs.

Policy T-5: Design Sidney Road SW in a way to reduce vehicle speed and increased pedestrian safety.

Policy T-6: Integrate urban low impact development stormwater management features in the roadway design, including landscaped infiltration galleries between the on-street parking lanes and sidewalks. Ensure that the infiltration galleries allow ample opportunities for access between parking areas and sidewalk. (See Figure 16.)

Goal T-2: Discourage private surface parking lots in favor of on-street parking, under building parking, and structured parking.

Policy T-7: Consider offering multifamily tax exemptions to projects that do not use surface parking lots.

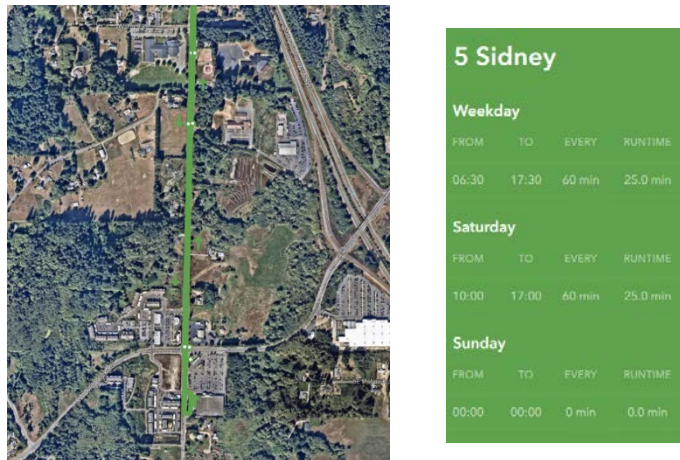
Policy T-8: Provide an exemption to surface parking standards for parks and park and ride facilities.

Goal T-3: Encourage the development of storefronts along the frontage of Sidney road SW.

Policy T-9: Designate Sidney Road SW as “storefront block frontage” in the city’s design standards and require a build-to-zone along this frontage.

Goal T-4: Support expanded and more frequent transit service in the Ruby Creek Center.

Policy T-10: Adjust transit stop locations for maximum convenience as Sidney Road SW corridor develops.



Figures 21 and 22: Kitsap Transit map and schedule showing current Route 5 location, stops, and frequency.

Policy T-11: Support the development of a park and ride in or near the Ruby Creek Center.

Policy T-12: Support increased transit frequency for transit service in the Ruby Creek Center.

Goal T-5: Support bicycle infrastructure and provide bicycle amenities in the Ruby Creek Center.

Policy T-13: Provide bike lanes or grade separated pathways running east/west and north/south through the Ruby Creek Center. These may be in the SW Sedgwick Road and Sidney Road SW right of way or running parallel to the ROW.

Policy T-14: Ensure that bicycle parking is provided in the Ruby Creek Center.

Goal T-6: Provide pedestrian Infrastructure throughout the Ruby Creek Center.

Policy T-15: Ensure that existing and proposed streets in the Ruby Creek Center are constructed with sidewalks on both sides of the street and landscape strips for pedestrian vehicle separation.

Policy T-16: Provide pedestrian connectivity between and within development projects in addition to that which is provided along public and private streets.

Goal T-7: Provide safe multimodal access to the schools located along Sidney Road SW and Pottery.

Policy T17: Ensure that sidewalks are provided between the center and Sidney Glen Elementary School and to Cedar Heights Elementary School.

Goal T-8: Coordinate electrical transmission and power pole relocation and undergrounding with road projects on Sidney Rd SW.

Policy T-18: Undergrounding of power lines should be required through the storefront section of the Sidney Road SW corridor.

Ruby Creek Neighborhood Development Regulations

Section 1: Adoption of Findings.

Section 2: Zoning Map Amendment: The City’s official zoning map is amended as shown on Exhibit 1.

Section 3: Development Regulations. New sections are added to POMC 20.38 as follows: 20.38.300

Ruby Creek Overlay District Boundary.

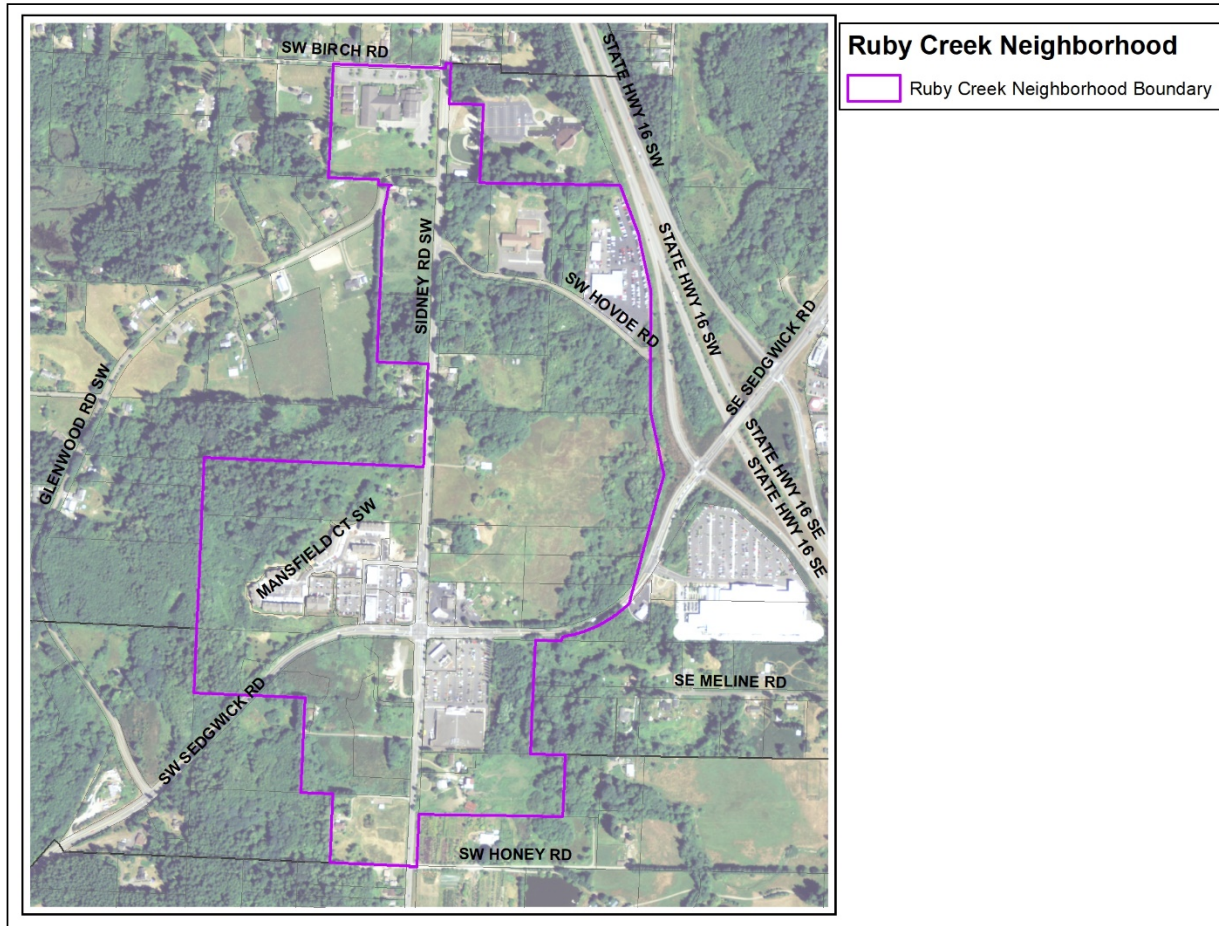


Figure 20.38.300. The Ruby Creek Overlay District Boundary.

20.38.305. Purpose.

The purpose of the Ruby Creek Overlay District (RCOD) is to implement the goals and policies of the Ruby Creek Subarea Plan as adopted in the City’s Comprehensive Plan.

20.38.310 Applicability.

The standards of the RCOD shall apply to lands within the RCOD boundary as shown on the map in section 20.38.300.

20.38.315. Conflicts. The RCOD utilizes the city’s existing zoning and development regulations framework except as specified in sections 20.38.320 to 20.38.330. The standards of the RCOD shall control when there is a conflict with other code sections.

20.38.320 Land Use.

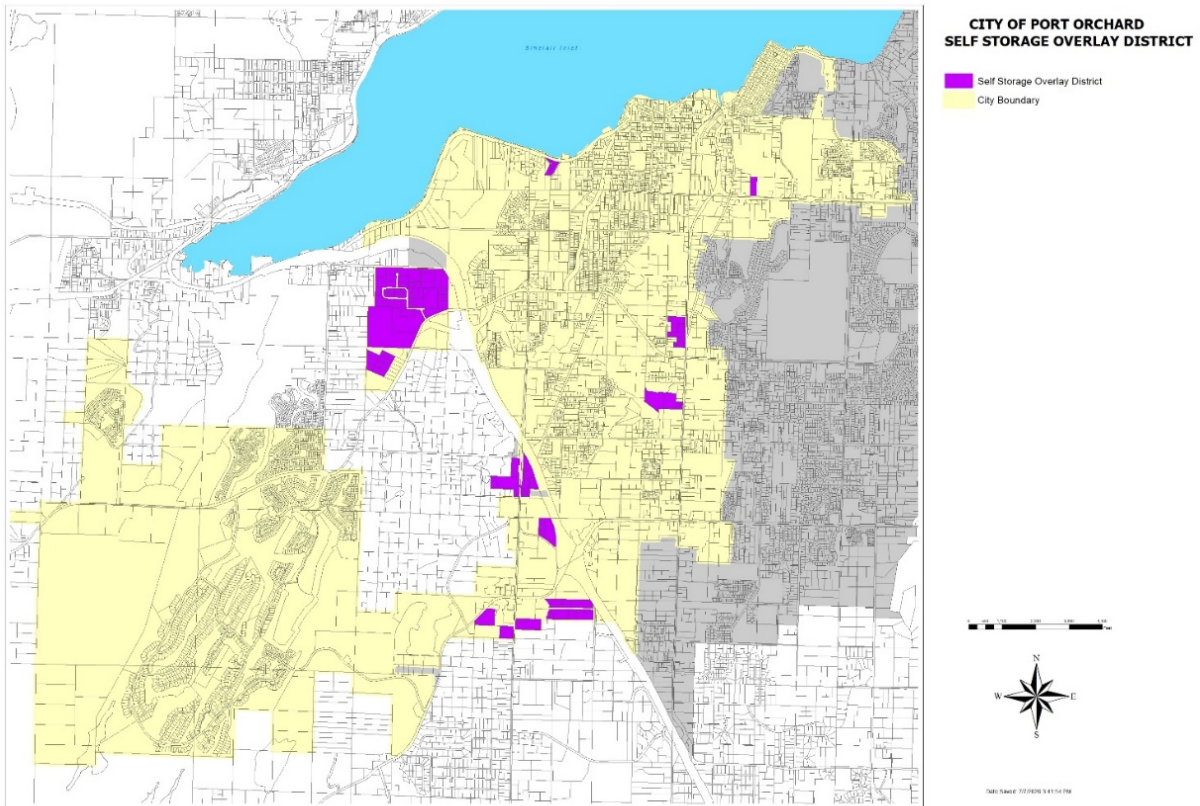
The land use table and restrictions in POMC 20.39 shall control for allowed uses in the RCOD except that the uses in the following table shall be permitted or conditionally permitted as follows:

Specific Use	R1	R3	GB	CMU	DMU	CC	CH	PR	CI
Transit Park and Ride Lot	--	--	--	C	--	C	C	--	C
Surface Parking: Commercial Parking, commuter lease parking or park and ride, remote parking.	--	--	--	--	--	--	--	--	--
Commercial parking garage - standalone	--	--	--	--	--	--	--	--	--
Brewery, distillery under 5,000 square feet.				C	P				
Brewery, distillery 5,001-15,000 square feet.				C	C				
Drive Through Facility (principal or accessory use)	--	--	--	--	--	P	P	--	--
Low impact outdoor storage (accessory use)	--	--	--	--	--	--	P	--	--

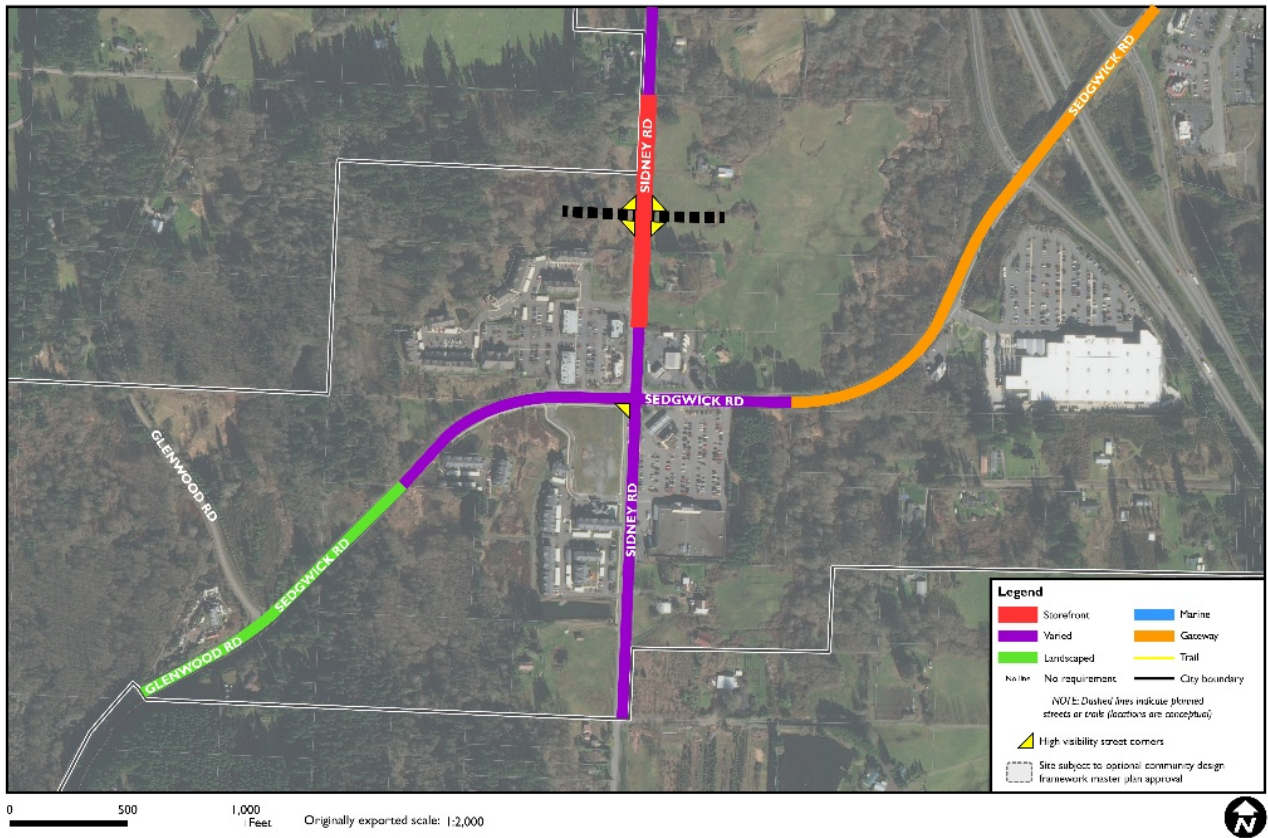
20.38.330 Building Height.

Building Heights in the Ruby Creek Overlay District shall not exceed 55 feet (5 stories) except when height bonuses are granted in accordance with POMC 20.41.

Section 4: The Map in POMC 20.38.700 Self-Storage Overlay District (Figure 2) is amended follows:



Section 5: Figure 20.127.130 (15), a Community Design Framework map, is amended as follows:





CITY OF PORT ORCHARD
DEPARTMENT OF COMMUNITY DEVELOPMENT
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PLANNING COMMISSION STAFF REPORT

Agenda Item No: 4b	Meeting Date: August 4, 2020
Subject: Accessory Dwelling Units – Public Hearing and Recommendation	Prepared by: Nick Bond, Development Director

Issue: In March 2019, the City adopted regulatory standards for accessory dwelling units (ADUs) in POMC Chapter 20.68. At a Council member’s request, staff has reviewed and prepared draft revisions for several sections in this code chapter which contain provisions that could be interpreted incorrectly, or that could create an undue hardship on a property owner seeking to have an ADU.

These changes include:

- Section 20.68.100(4) is revised to clarify that although a property owner must maintain his/her legal residence in either the primary unit or the ADU for at least six months of the year, and the owner may not rent out both units at one time, the property owner may rent out a room(s) in his/her legal residence (i.e. have a roommate) while also renting out the ADU. (The change as proposed, however, would not prevent a property owner from leaving the property for up to six months, with the primary unit occupied by a roommate and the ADU occupied by a renter.)
- Section 20.68.100(9), which prevented a property owner from having separate utility meters and billing for the ADU, has been removed.
- Section 20.68.110(6) is revised to clarify that lot coverage calculation for a property with an ADU is required to include all buildings, including the ADU, the primary building(s), and accessory buildings. When an ADU is proposed, accessory buildings must meet the required setbacks for the relevant zone and building type.
- Section 20.68.110(10), which prohibited accessory buildings over 200 sq ft, has been removed.

Recommendation: The Planning Commission is requested to recommend that the City Council approve the proposed revisions to the accessory dwelling unit regulations in Sections 20.68.100 and 20.68.110 POMC.

Suggested Motion: “I move to recommend that the City Council approve the proposed revisions to the accessory dwelling unit regulations in Sections 20.68.100 and 20.68.110 POMC.”

Attachment: ADU Ordinance

ORDINANCE NO. __ -20

AN ORDINANCE OF THE CITY OF PORT ORCHARD, WASHINGTON, AMENDING CHAPTER 20.68 (ACCESSORY DWELLING UNITS) OF THE PORT ORCHARD MUNICIPAL CODE; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Title 20 (Unified Development Code) of the Port Orchard Municipal Code (POMC) was adopted on June 13, 2017 (Ordinance 019-17); and

WHEREAS, on March 12, 2019, the City Council approved Ordinance 011-19, which created Chapter 20.68 POMC, Accessory Dwelling Units, to provide requirements for permit submittal, review criteria and conditions for approval of accessory dwelling units; and

WHEREAS, the City Council wishes to adopt clarifications and revisions to Chapter 20.68 to promote and assist the development of accessory dwelling units, and staff has prepared revisions as directed; and

WHEREAS, on June 30, 2020, the City submitted to the Department of Commerce a 60-day request for review of the proposed revisions to Chapter 20.68; and

WHEREAS, on July 17, 2020, the City's SEPA official issued a determination of non-significance for the proposed revisions to Chapter 20.68, and there have been no appeals; and

WHEREAS, on August 3, 2020, the City Council's Land Use Committee reviewed the revisions to Chapter 20.68, and recommended that they be forwarded to the full City Council for review and approval; and

WHEREAS, on August 4, 2020, the City's Planning Commission held a duly-noticed public hearing on the proposed revisions to Chapter 20.68, and *****, and the Planning Commission recommended approval of the proposed revisions; **NOW, THEREFORE**

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

SECTION 1. Findings and Recitals. The recitals set forth above are hereby adopted and incorporated as findings in support of this Ordinance.

SECTION 2. Chapter 20.68 of the Port Orchard Municipal Code is hereby amended to read as follows:

Chapter 20.68
ACCESSORY DWELLING UNITS

Sections:

- 20.68.010 Accessory dwelling units – Defined.
- 20.68.020 Accessory dwelling units – Purpose.
- 20.68.030 Accessory dwelling units – Decision type.
- 20.68.040 Accessory dwelling units – Administration.
- 20.68.050 Accessory dwelling units – Property ownership.
- 20.68.060 Accessory dwelling units – Commercial and industrial development – Code applicability.
- 20.68.070 Accessory dwelling units – Application procedures.
- 20.68.080 Inspection.
- 20.68.090 Violations.
- 20.68.100 General requirements.
- 20.68.110 Bulk, location and design requirements.

20.68.010 Accessory dwelling units – Defined.

An accessory dwelling unit is a separate, complete dwelling unit associated with, attached to or contained within the structure of the primary home or use. An ADU may be either an accessory apartment (attached dwelling) or a backyard cottage dwelling.

20.68.020 Accessory dwelling units – Purpose.

- (1) Intent. Accessory dwelling units (hereinafter referred to as “ADUs”) are intended to:
- (a) Provide homeowners with a means of providing for companionship and security.
 - (b) Add affordable units to the existing housing supply.
 - (c) Make housing units within the city available to moderate income people.
 - (d) Provide an increased choice of housing that responds to changing needs, lifestyles (e.g., young families, retired), and modern development technology.
 - (e) Protect neighborhood stability, property values, and the single-family residential appearance by ensuring that ADUs are installed in a compatible manner under the conditions of this chapter.
 - (f) Increase density in order to better utilize existing infrastructure and community resources and to support public transit and neighborhood retail and commercial services.

(g) Provide a means for commercial and industrial sites to have a resident caretaker or security officer.

20.68.030 Accessory dwelling units – Decision type.

An ADU permit is a Type I action and shall be reviewed and considered in accordance with the procedures for such actions as set forth in Subtitle II of this title.

20.68.040 Accessory dwelling units – Administration.

The planning director shall have the authority to develop and implement procedures to administer and enforce this chapter.

20.68.050 Accessory dwelling units – Property ownership.

For the purposes of this chapter, “property owner” and “homeowner” shall mean the owner of a property according to the title of record, or the beneficiary of a legal trust or guardianship.

20.68.060 Accessory dwelling units – Commercial and industrial development – Code applicability.

The following subsections of this chapter do not apply to the construction or establishment of an ADU that is accessory to a commercial or industrial use:

- (1) POMC 20.68.100(1) and (4).
- (2) POMC 20.68.110(9) and (10).

20.68.070 Accessory dwelling units – Application procedures.

(1) Procedures. Any property owner seeking to establish an ADU shall apply for approval in accordance with the following procedures:

(a) Application. Prior to installation of an ADU, the property owner shall apply for an ADU permit. A complete application shall include a properly completed application form, floor and structural plans for modification, a site plan if detached structures or an addition are proposed, and fees as prescribed in subsection (1)(b) of this section.

(b) Fees. Upon sale of the property, the new property owner shall be required to sign a new affidavit and to register the ADU, paying the applicable fee in accordance with the city’s adopted fee schedule. If new or upgraded water or sewer connections are required, water and/or sewer connection fees shall be required in accordance with POMC Title 13.

(c) Accessory Dwelling Unit Agreement. The owner of any property containing an ADU shall record with the Kitsap County auditor an accessory dwelling unit agreement and notice to title for the ADU. Such agreement and notice shall be approved by the planning director, on a form approved by the city council, and shall include as a minimum: (i) the

legal description of the property which has been permitted for the ADU; (ii) affirmation that the owner shall occupy either the main building or the ADU (unless the ADU is within a commercial or industrial development), and that the property owner agrees to all requirements provided in this chapter; and (iii) the conditions necessary to apply the restrictions and limitations contained in this section.

The property owner shall submit proof that the agreement and notice to title have been recorded prior to issuance of an ADU permit. The ADU agreement and notice to title shall run with the land as long as the ADU is maintained on the property. The property owner may, at any time, apply to the planning director for a termination of the ADU agreement. Such termination shall be granted upon proof that the ADU no longer exists on the property and that a notice to title has been recorded which states that the ADU has been removed.

(d) Permit. Upon receipt of a complete application, application fees, proof of recorded accessory dwelling unit agreement, and approval of any necessary building or other permits, an ADU permit shall be issued.

20.68.080 Inspection.

The city shall inspect the property to confirm that minimum and maximum size limits, required parking and design standards, and all applicable building, health, safety, energy, and electrical code standards are met.

20.68.090 Violations.

A violation of this chapter regarding provision of ownership shall be governed by POMC 20.68.100(4), and a violation of provision of legalization of nonconforming ADUs shall be governed by POMC 20.68.100(8). Violations of any other city permit or code requirements shall be governed by Chapter 20.02 POMC.

20.68.100 General requirements.

ADUs shall be subject to the following requirements, which shall not be subject to a variance:

- (1) ADU permits may only be issued for a legal lot of record zoned for single-family use containing not more than one single-family dwelling.
- (2) Number of ADUs per Lot. No more than one ADU, whether an accessory apartment (attached dwelling) or a backyard cottage dwelling, shall be permitted on one lot.
- (3) Occupancy. The maximum number of occupants in any ADU shall be four persons. Maximum occupancy may be further limited by Section 1004 (Occupant Load) of the International Building Code.

(4) Composition. The ADU shall include facilities for cooking, living, sanitation, and sleeping.

(5) Ownership and Occupancy. The property owner must maintain his or her occupancy in the main residence or the ADU. For the purposes of this chapter, "occupancy" means that the property owner, as reflected in title records, makes his or her legal residence at the site, as evidenced by property tax, voter registration, vehicle registration, or similar means, and actually resides at the site more than six months out of any given year, and at no time rents both units. Owners shall record a notice on title, as approved by the city, which attests to their occupancy and attests that, at no time, shall they rent both units. Falsely attesting owner-residency shall be a gross misdemeanor subject to a fine not to exceed \$5,000, including all statutory costs, assessments, and fees. In addition, ADUs shall not be subdivided or otherwise segregated in ownership from the main building. Nothing in this chapter shall be interpreted as prohibiting a property owner from renting out a room or rooms in their legal residence of occupancy (main residence or ADU) to another resident or resident, or from collecting rent from a roommate, as long as the property owner continues to maintain occupancy according to the terms of this subsection.

(6) Parking. No off-street parking is required for the ADU; provided, that the minimum required off-street parking per Chapter 20.124 POMC for the primary use (single-family residence, commercial or industrial development) is met on the lot or if on-street parking is provided on both sides of the street(s) abutting the lot. One parking stall shall be provided per ADU if either of the preceding conditions is not satisfied. If additional ADU parking is provided, parking for a commercial or industrial ADU shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. Driveways shall comply with the vehicular access and driveway standards in the city's development guidelines.

(7) Home Businesses and Occupations. Home businesses and occupations shall be allowed, subject to existing regulations. However, if both the main residence and the ADU contain home businesses, only one of the two is permitted to receive customers on the premises.

(8) Short-Term Rental. The use of an ADU as a short-term rental shall be allowed, subject to compliance with the vacation rental and bed and breakfast regulations in POMC 20.39.345.

(9) Legalization of Nonconforming ADUs. Existing ADUs that are made nonconforming by this ordinance, or ADUs legally existing prior to the enactment of these requirements, may be maintained as a legal nonconforming use in accordance with Chapter 20.54 POMC.

20.68.110 Bulk, location and design requirements.

(1) In commercial or industrial developments, detached ADUs are not allowed, and the ADU shall be located on or above the second floor of the building in which it is located.

(2) For attached ADUs, the lot must meet the minimum lot dimensional and size requirements of the applicable zoning designation. Attached ADUs that do not increase the building envelope of an existing residential structure are exempt from this requirement.

(3) Size. For detached ADUs, refer to POMC 20.32.030, Backyard Cottage. For an attached ADU that is accessory to a detached residential dwelling, the ADU shall not exceed 40 percent of the total square footage of the residential dwelling and the ADU combined, after modification or construction, or 1,000 square feet, whichever is greater. For an attached ADU that is accessory to a commercial or industrial use, the ADU shall not exceed 1,000 square feet.

(4) Height. For a detached ADU, refer to POMC 20.32.030, Backyard Cottage. For an attached ADU that is accessory to a commercial or industrial use, refer to the appropriate building type in Chapter 20.32 POMC.

(5) Location. A detached ADU shall be permitted as a second dwelling unit accessory to a detached dwelling unit and shall be located in the rear yard, in accordance with POMC 20.32.030, Backyard Cottage. An accessory ADU shall be permitted within a detached residential dwelling, or within a commercial or industrial building.

(6) Setbacks and Lot Coverage. For a detached ADU, refer to POMC 20.32.030, Backyard Cottage. For an attached ADU that is accessory to a commercial or industrial use, refer to the appropriate building type in Chapter 20.32 POMC. The calculation of lot coverage shall include all buildings on the lot or site, including the ADU, the primary single-family dwelling (for residential properties), and accessory buildings. Accessory buildings must meet required setbacks for the relevant zone and building type.

(7) Design – Attached ADUs. An attached ADU shall be designed to maintain the architectural design, style, appearance, and character of the main building as a single-family residence. If an attached ADU extends beyond the current footprint or existing height of the main building, such an addition must be consistent with the existing facade, roof pitch, siding, and windows. Any exterior modification or addition to a single-family residence shall comply with the design standards in Chapter 20.139 POMC. Additionally, only one entrance is permitted to be located in the front facade of the dwelling. If a separate outside entrance is necessary for an attached ADU, it must be located either off the rear or side of the main building. Such entrance must not be visible from the same view of the building which encompasses the main entrance to the building and must provide a measure of visual privacy.

(8) Design – Attached ADUs Associated with a Commercial or Industrial Development. The ADU shall be part of an overall site and building design that complies with the requirements of Chapter 20.127 POMC (Design Standards), and shall be reviewed in conjunction with the underlying land use or building permit.

(9) Design – Detached ADUs. A detached ADU shall be designed to complement the architectural design, style, appearance, and character of the main building by utilizing complementary colors and finish materials, window styles, and roof design to the main building. The entrance door to a detached ADU shall not face the same property line as the entrance door to the main building except when the entrance door to the ADU is located behind the rear wall of the main building. The detached ADU shall also be subject to the requirements of POMC 20.139, Residential Design Standards.

(10) Walkways. For ADUs with a separate exterior entrance, a pedestrian walkway shall be provided between the ADU and the nearest sidewalk, or where no sidewalk exists, the nearest street right-of-way. The walkway shall be composed of materials that are distinct from any adjacent vehicle driving or parking surfaces. The walkway may function as a shared pedestrian/vehicle space; provided, that it is constructed of distinct materials, is located along an exterior edge of a driving surface, and vehicles are not permitted to park on the walkway so that pedestrian use is hindered or prevented.

SECTION 3. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of constitutionality of any other section, sentence, clause or phrase of this ordinance.

SECTION 4. Corrections. Upon the approval of the city attorney, the city clerk and/or code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

SECTION 5. Effective Date. This ordinance shall be published in the official newspaper of the city and shall take full force and effect five (5) days after the date of publication. A summary of this ordinance in the form of the ordinance title may be published in lieu of publishing the ordinance in its entirety.

PASSED by the City Council of the City of Port Orchard, APPROVED by the Mayor and attested by the City Clerk in authentication of such passage this **th day of ** 2020.

Robert Putaansuu, Mayor

ATTEST:

Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM:

Sponsored by:

Charlotte A. Archer, City Attorney

Fred Chang, Council Member

PUBLISHED:

EFFECTIVE DATE:



CITY OF PORT ORCHARD

DEPARTMENT OF COMMUNITY DEVELOPMENT

216 Prospect Street, Port Orchard, WA 98366

Ph.: (360) 874-5533 • FAX: (360) 876-4980

PLANNING COMMISSION STAFF REPORT

Agenda Item No: 4c	Meeting Date: August 4, 2020
Subject: Fireworks Code Revisions – Public Hearing and Recommendation	Prepared by: Nick Bond, Development Director

Issue: Currently, in Title 20 POMC, the Chapter 20.39.040 use table allows the commercial sale of fireworks only in the Commercial Heavy (CH) and Industrial Flex (IF) zones. The City Council wishes to allow civic and institutional organizations such as churches and other religious groups, fraternal organizations, youth groups and schools to sell fireworks as an accessory use on properties where a civic and institutional use has already been established conforming to zoning. Therefore, the City Council directed staff to prepare revisions to the Chapter 20.39.040 use table to add fireworks sales as an accessory use to an existing civic and institutional use, in accordance with POMC 5.60 (fireworks sales permit requirements), on properties zoned Civic & Institutional (CI). As an example, these revisions would allow a church on a CI-zoned property to sell fireworks as an accessory use on the property where the church is located, provided the permitting requirements of POMC 5.60 are met. It would not allow a church with a vacant CI-zoned property, or a church with a property zoned for other uses (such as Residential High, RH) to sell fireworks as an accessory or primary use on that property.

Recommendation: The Planning Commission is requested to recommend that the City Council approve the revisions to the allowable zones for fireworks sales as an accessory use, as provided in Section 20.39.040 POMC.

Suggested Motion: “I move to recommend that the City Council approve the revisions to the allowable zones for fireworks sales as an accessory use, as provided in Section 20.39.040 POMC.”

Attachment: Fireworks Code Revisions Ordinance

ORDINANCE NO. __ -20

AN ORDINANCE OF THE CITY OF PORT ORCHARD, WASHINGTON, AMENDING CHAPTER 20.39.040 (USE TABLE) OF THE PORT ORCHARD MUNICIPAL CODE; AMENDING ALLOWED ZONES FOR SALES OF FIREWORKS; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Title 20 (Unified Development Code) of the Port Orchard Municipal Code (POMC) was adopted on June 13, 2017 (Ordinance 019-17); and

WHEREAS, on March 12, 2019, the City Council approved Ordinance 011-19, which created Chapter 20.39.040 POMC, Use Table, to indicate the zones in which various land uses are allowed within the city; and

WHEREAS, the existing Chapter 20.39.040 POMC, Use Table, allows the commercial sale of fireworks only in the Commercial Heavy (CH) and Industrial Flex (IF) zones, and the City Council wishes to allow civic and institutional organizations such as churches and other religious groups, fraternal organizations, youth groups and schools to sell fireworks as an accessory use on properties where a civic and institutional use has already been established conforming to zoning; and

WHEREAS, the City Council directed staff to prepare amendments to the Chapter 20.39.040 POMC, Use Table, to add fireworks sales as an accessory use to an existing civic and institutional use, per POMC 20.37.010(1), in accordance with POMC Chapter 5.60, on properties zoned Civic & Institutional (CI); and

WHEREAS, on July 7, 2020, the City submitted the proposed amendments to Chapter 20.39.040 POMC to the Department of Commerce along with a 60-day request for review; and

WHEREAS, on July 17, 2020, the City's SEPA official issued a determination of non-significance for the proposed amendments to Chapter 20.39.040 POMC, and there have been no appeals; and

WHEREAS, on August 3, 2020, the City Council's Land Use Committee reviewed the amendments to Chapter 20.39.040 POMC, and recommended that they be forwarded to the full City Council for review and approval; and

WHEREAS, on August 4, 2020, the City's Planning Commission held a duly-noticed public hearing on the proposed amendments to Chapter 20.39.040, and *****, and the

Planning Commission recommended approval of the proposed revisions;

WHEREAS, the City Council, after careful consideration of the recommendation from the Planning Commission, all public comment, and the Ordinance, finds that this Ordinance is consistent with the City’s Comprehensive Plan and development regulations, the Growth Management Act, Chapter 36.70A RCW, and that the amendments herein are in the best interests of the residents of the City; **NOW, THEREFORE**,

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

SECTION 1. Findings and Recitals. The recitals set forth above are hereby adopted and incorporated as findings in support of this Ordinance.

SECTION 2. The “Commercial Uses” section of Chapter 20.39.040 POMC, “Use Table” is hereby amended, in part, as follows:

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards
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Commercial Uses																							
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Temporary fireworks sales to in accordance with Chapter 5.60 POMC. Also see Accessory Uses in this table.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	--	--	--	--	
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SECTION 3. The “Accessory Uses” section of Chapter 20.39.040 POMC, “Use Table” is hereby amended, in part, as follows:

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards
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Accessory Uses																							
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Temporary fireworks sales as an accessory use to an existing civic & institutional use per 20.37.010(1), in accordance with Chapter 5.60 POMC.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	--	P	--	--	
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SECTION 4. Corrections. Upon the approval of the city attorney, the city clerk and/or code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener’s/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

SECTION 5. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this ordinance.

SECTION 6. Effective Date. This ordinance shall be published in the official newspaper of the city and shall take full force and effect five (5) days after the date of publication. A summary of this ordinance in the form of the ordinance title may be published in lieu of publishing the ordinance in its entirety.

PASSED by the City Council of the City of Port Orchard, APPROVED by the Mayor and attested by the City Clerk in authentication of such passage this **th day of ** 2020.

Robert Putaansuu, Mayor

ATTEST:

Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM:

Sponsored by:

Charlotte A. Archer, City Attorney

John Clauson, Council Member

PUBLISHED:

EFFECTIVE DATE:



City of Port Orchard

Downtown Subarea Plan – Economic Profile and Capacity Analysis

May 14, 2020

H E A R T L A N D

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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).

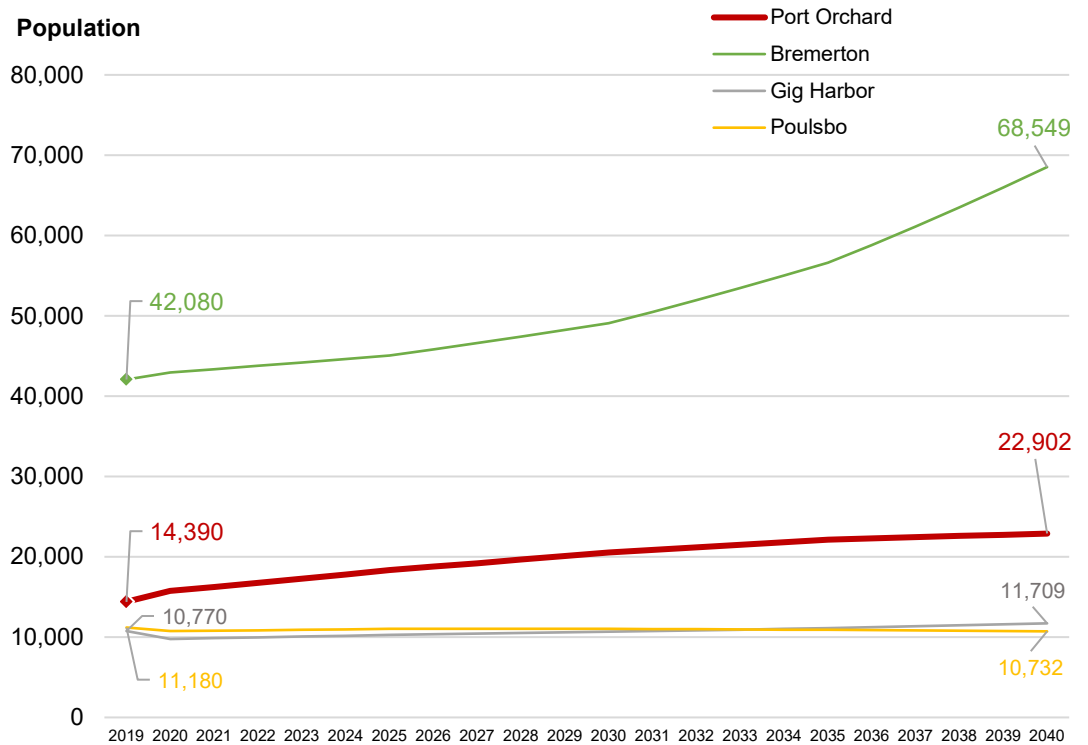
- Currently available forecasts produced by the Puget Sound Regional Council (PSRC) call for an additional 7,146 residents in Port Orchard by 2040.
- Neighboring Bremerton is anticipated to add more than 25,000 new residents during the same time period.

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.

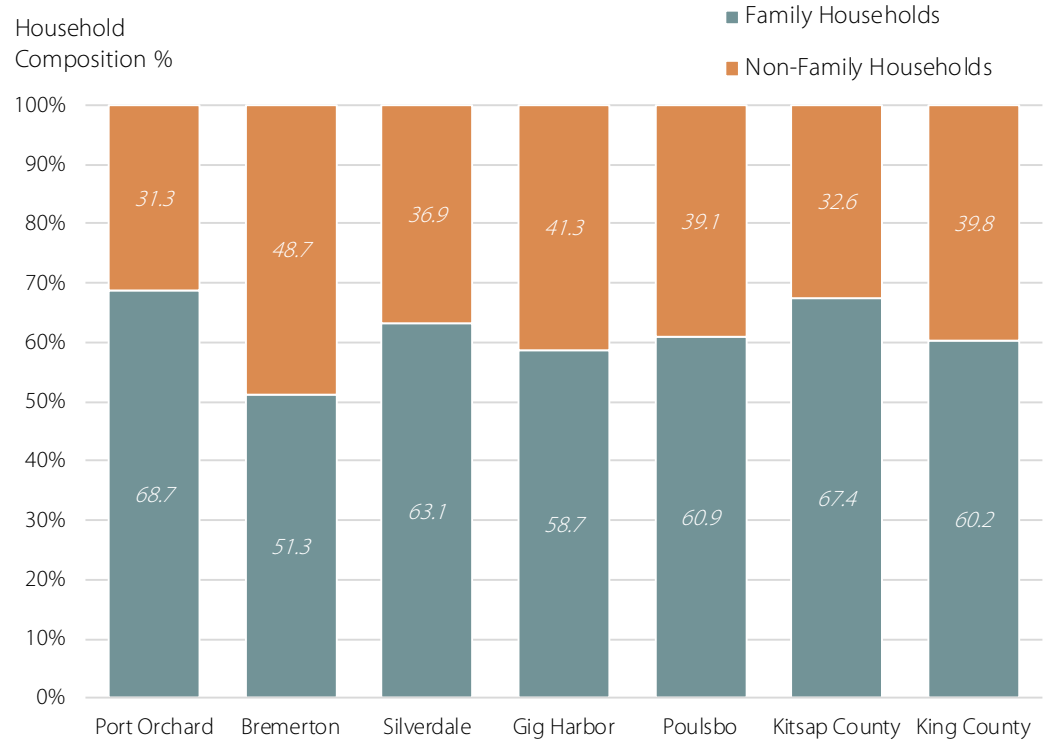
Population and Housing

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

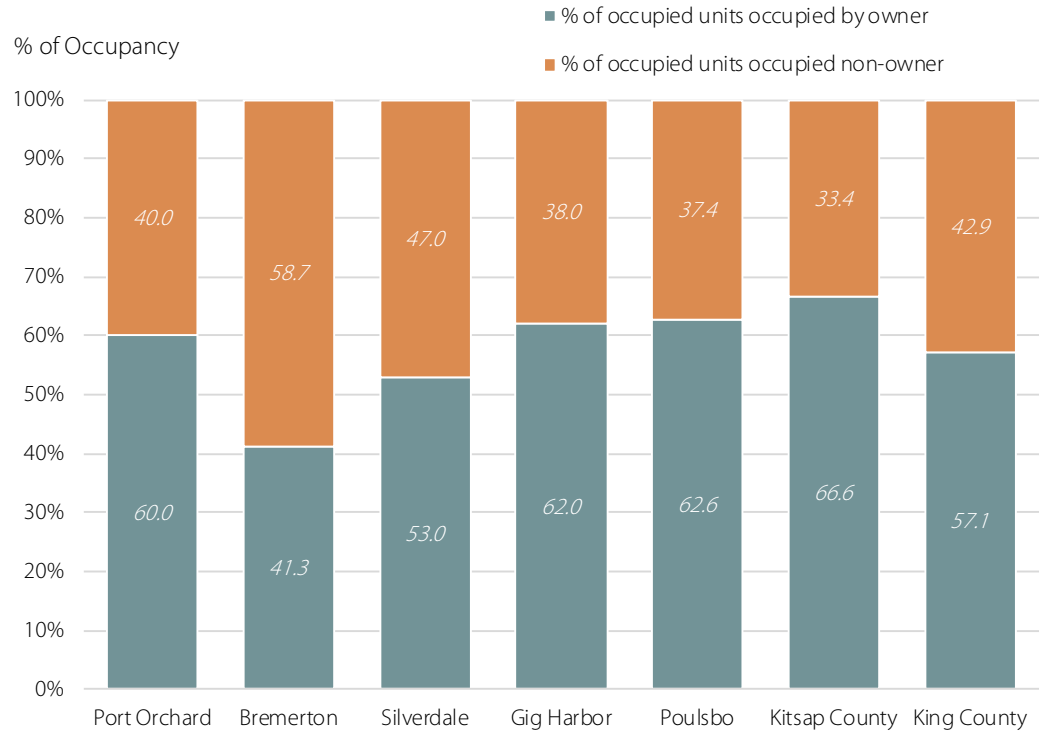
Population and Housing

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	15.7	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

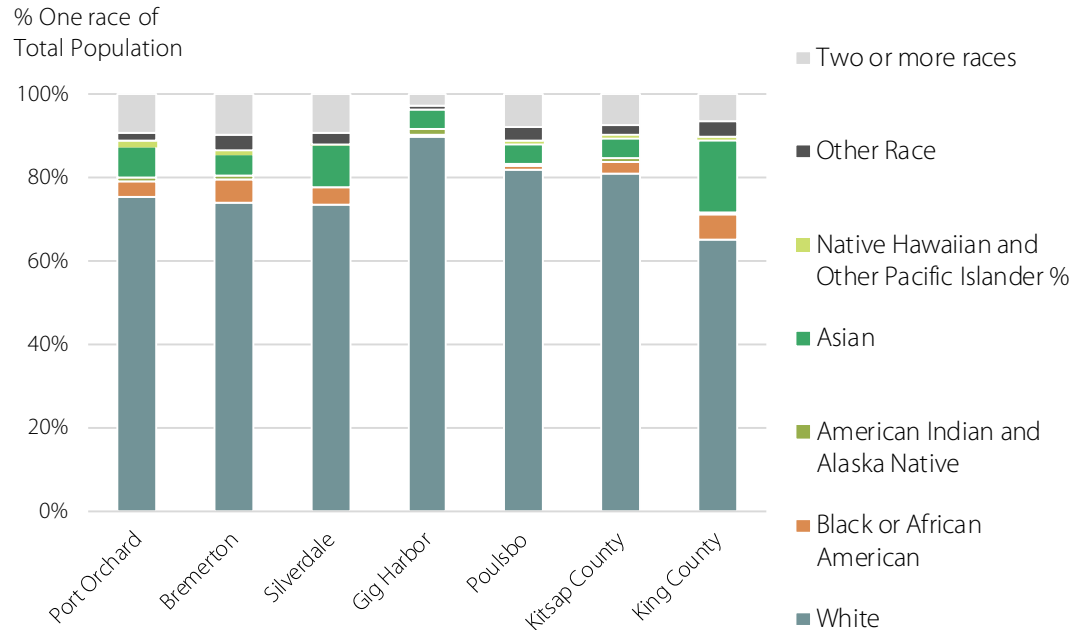


Exhibit 9. Population by Race (%) Table, Kitsap County, 2018

	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

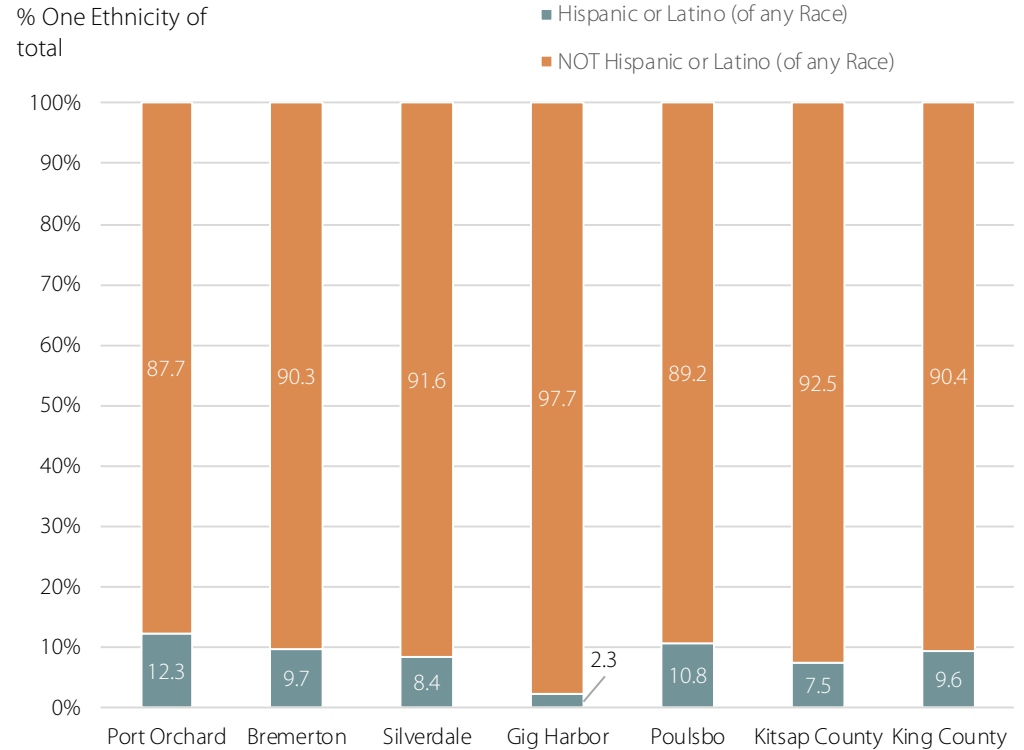
Population and Housing

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 than any of the comparison geographies.

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



Source: ACS 5-year Estimates

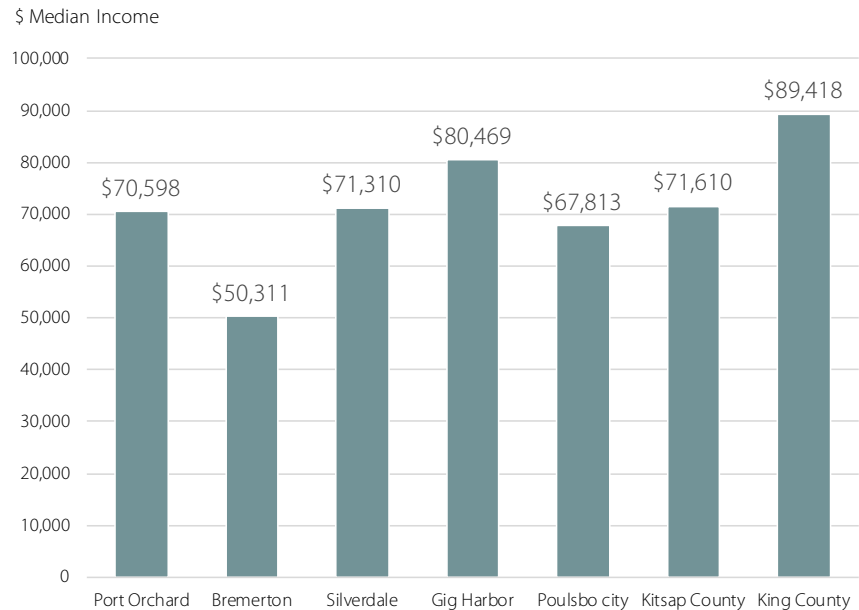
Population and Housing

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

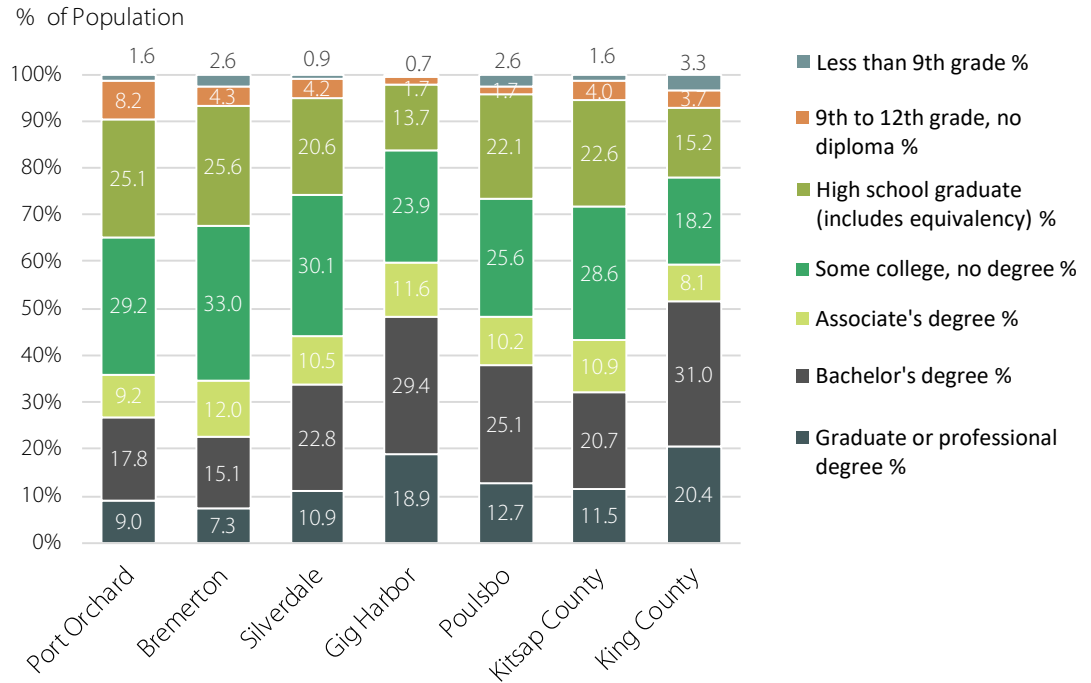
Population and Housing

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

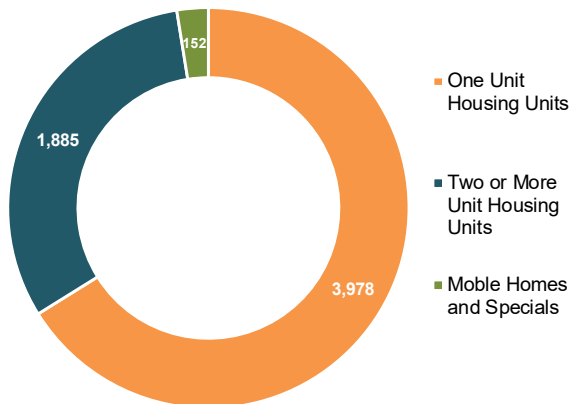
Housing Supply (OFM)

- 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.

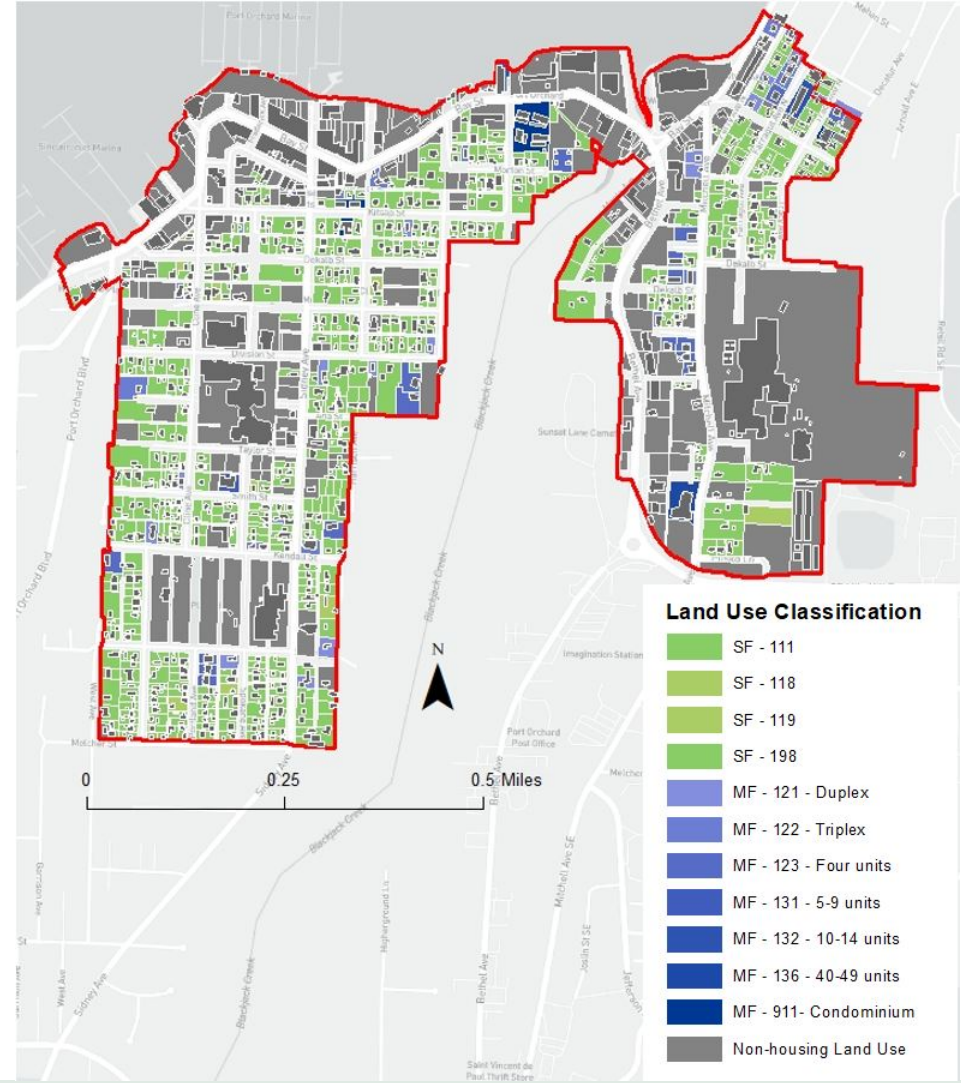
- Single family housing is the predominant existing land use in the study area (38% of land)
- Single family housing represents 62% of total housing inventory (by unit)
- There are 742 housing units in the study area

Exhibit 16. Map of Housing Uses

Land Use	Number of Parcels	Acreeage	% 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

Exhibit 15. Map of Housing Uses



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		Number of Non-Single Family	
	Units	Acreage**	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

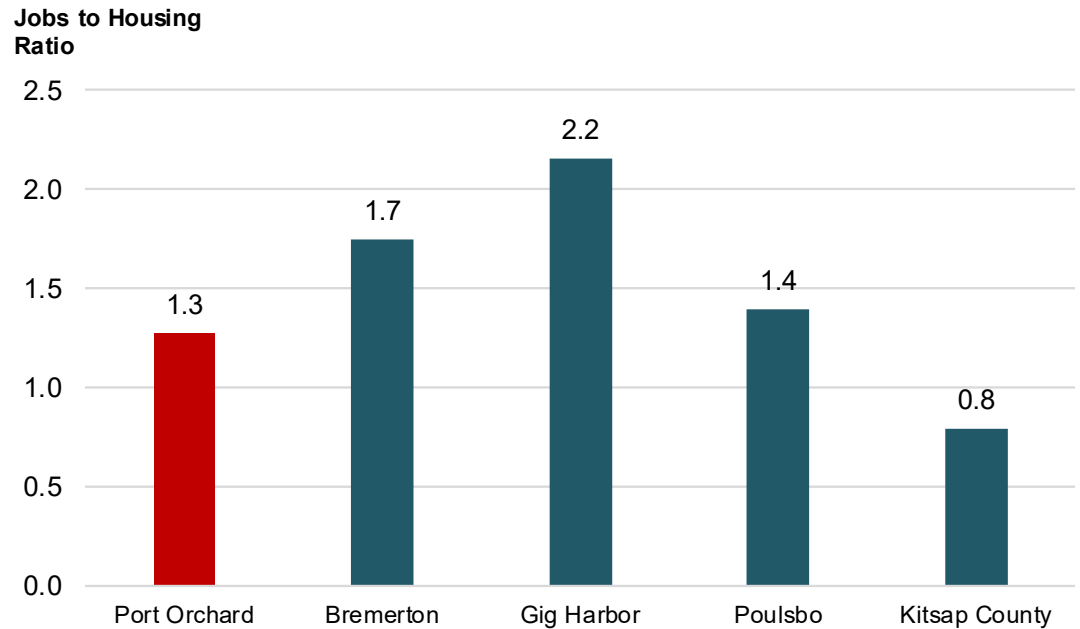
Employment and Workforce

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.

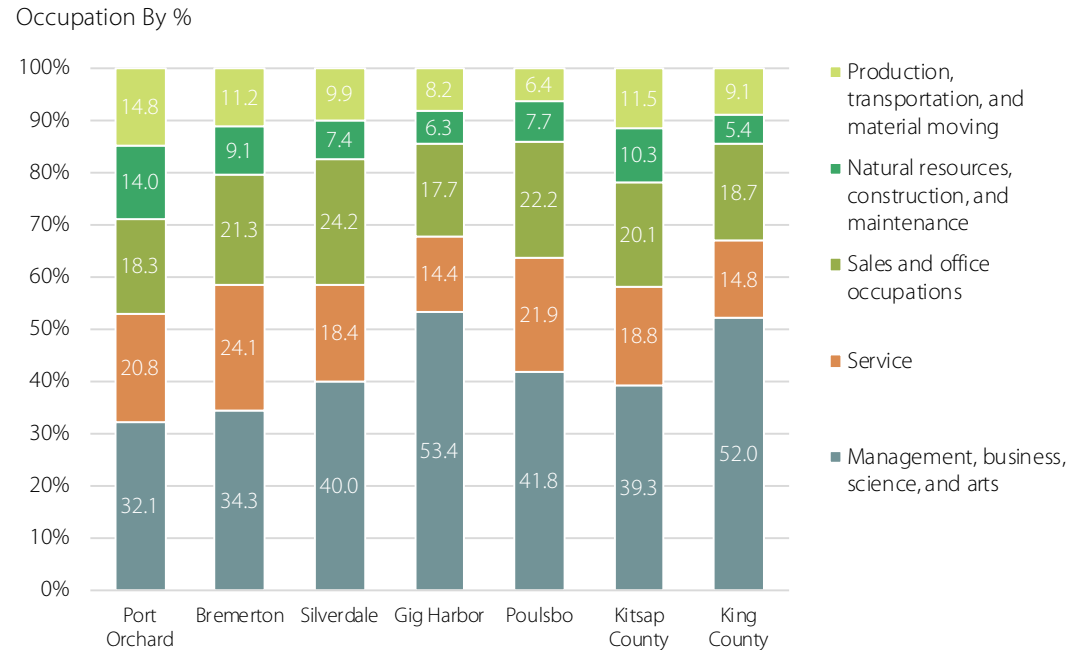
Employment and Workforce

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

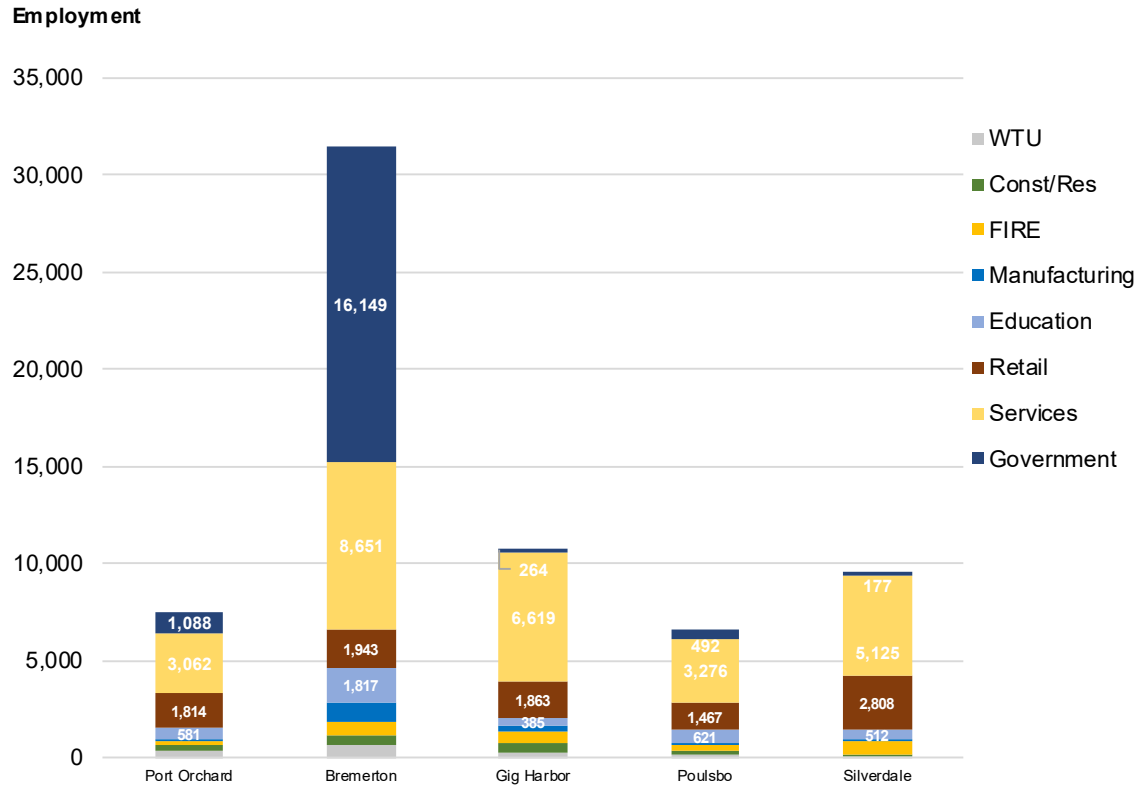
Employment and Workforce

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.

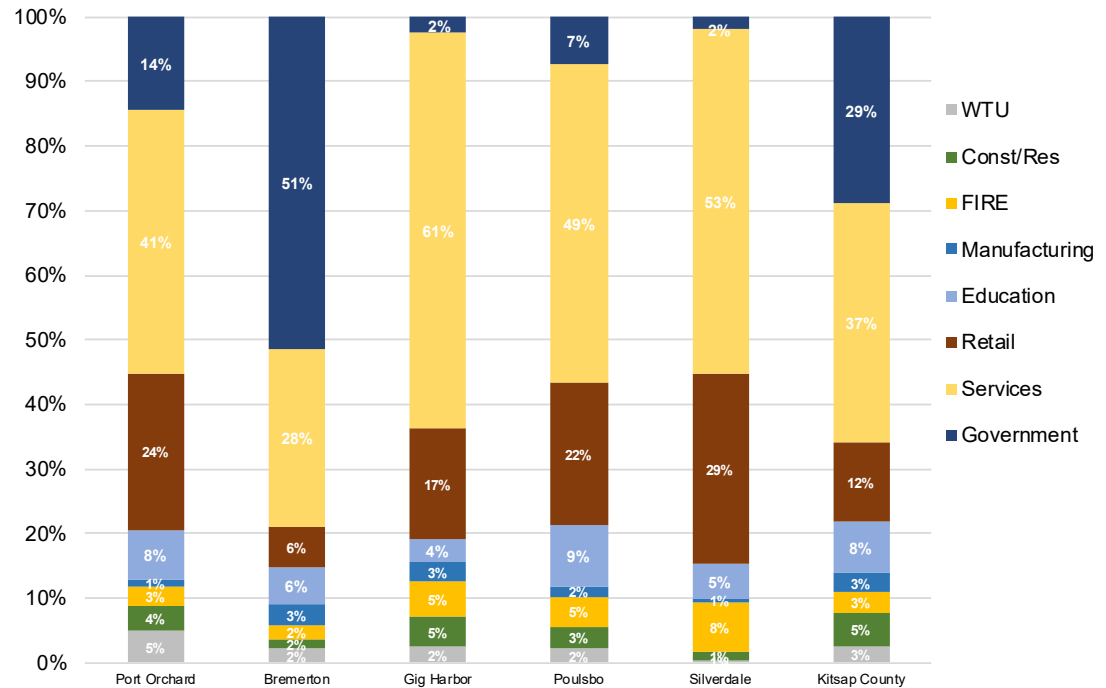
Employment and Workforce

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

Employment %



Source: PSRC, 2020.

Employment and Workforce

Port Orchard Employment and Occupations

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

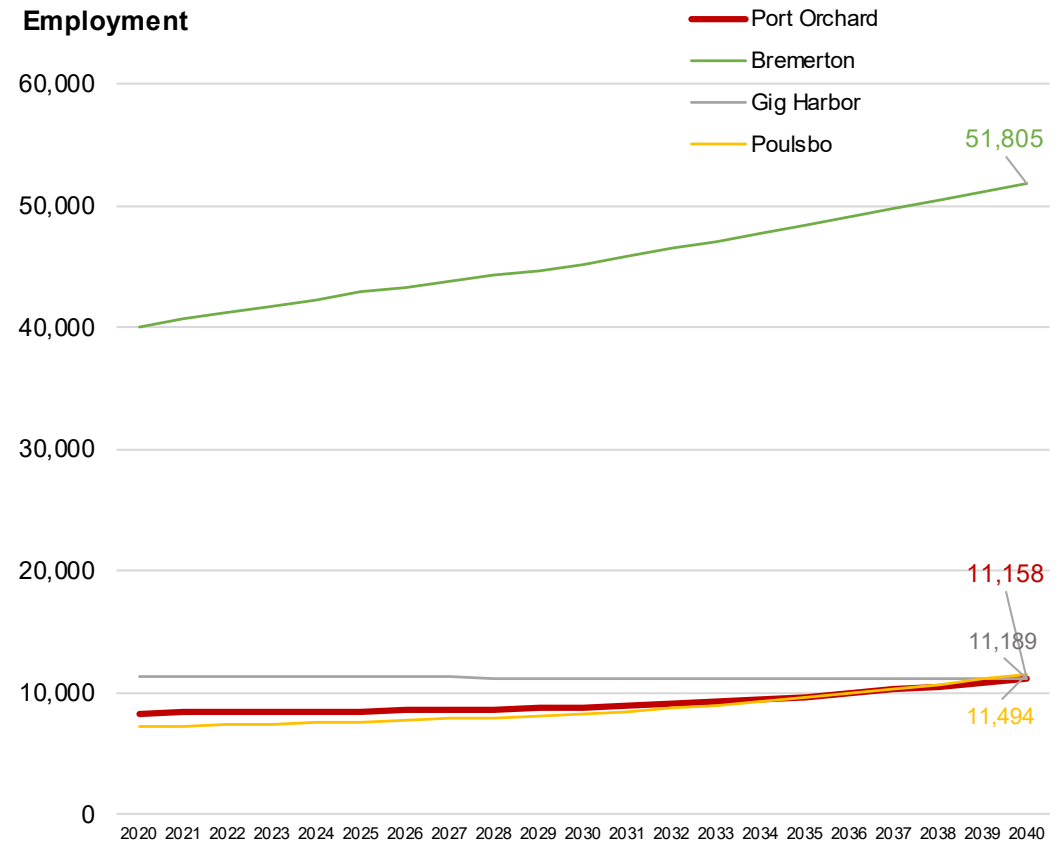
- Port Orchard is forecasted to add more than 2,800 jobs by 2040 according to the PSRC forecast.

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*

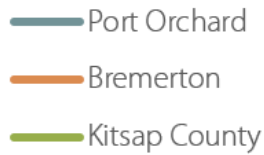
Existing Conditions

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

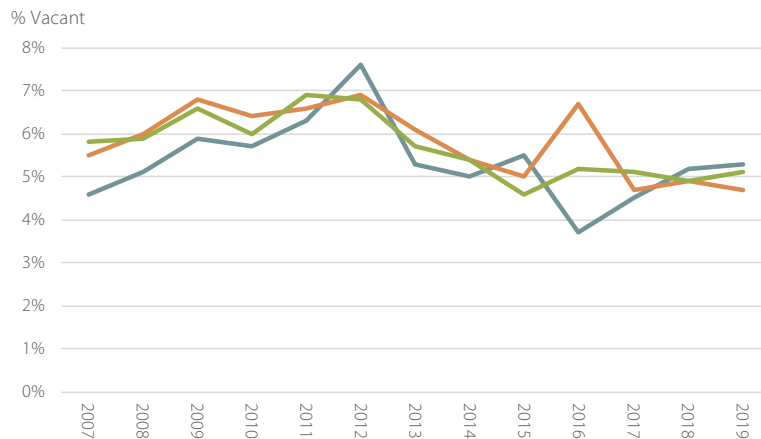


Exhibit 24. Office Vacancy, Kitsap County, 2007-2019

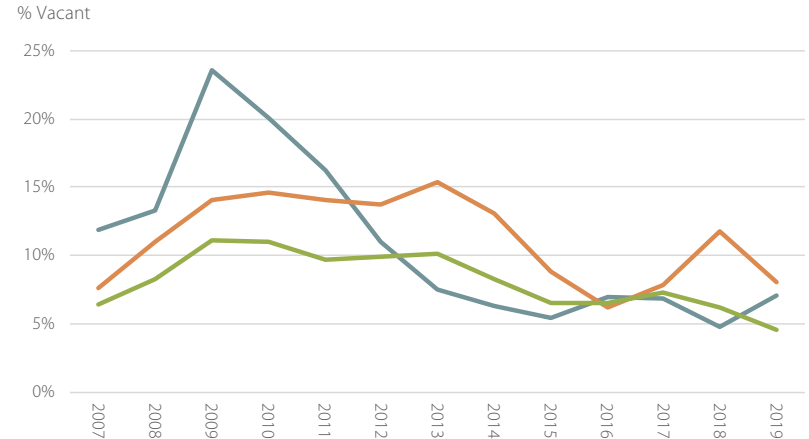
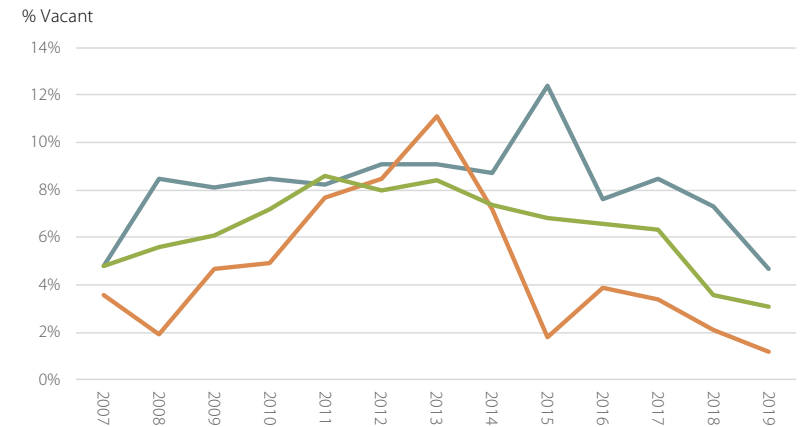


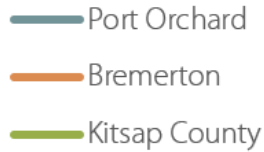
Exhibit 26. Retail Vacancy, Kitsap County, 2007-2019



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 28. Multifamily Rents, Kitsap County, 2007-2019

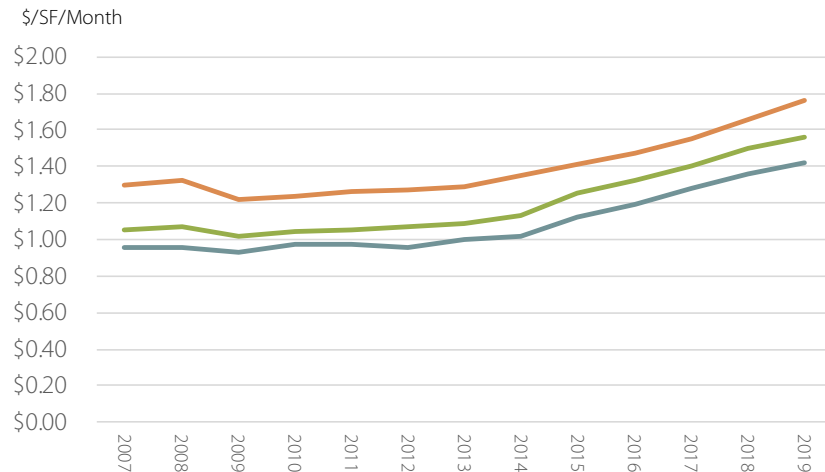


Exhibit 27. Office Rents, Kitsap County, 2007-2019

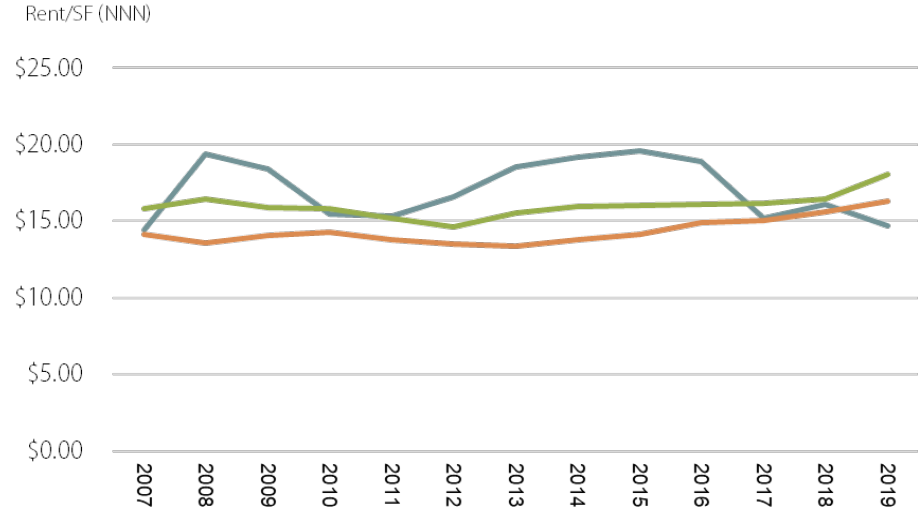
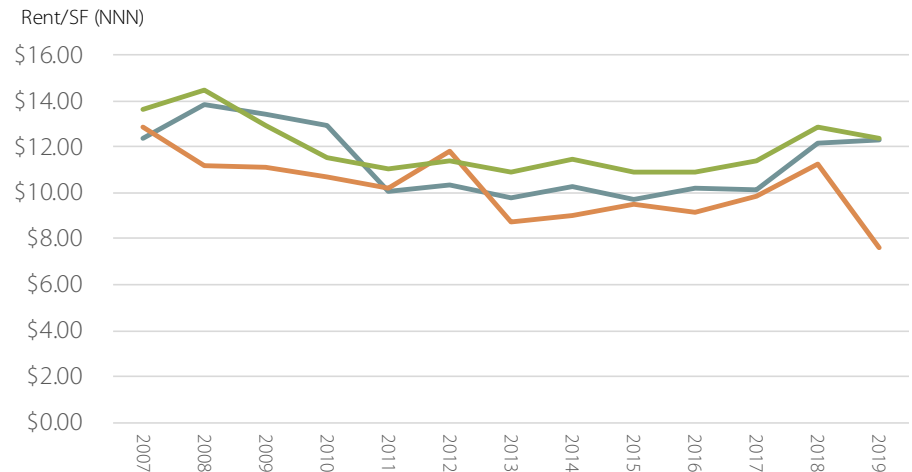


Exhibit 29. Retail Rents, Kitsap County, 2007-2019

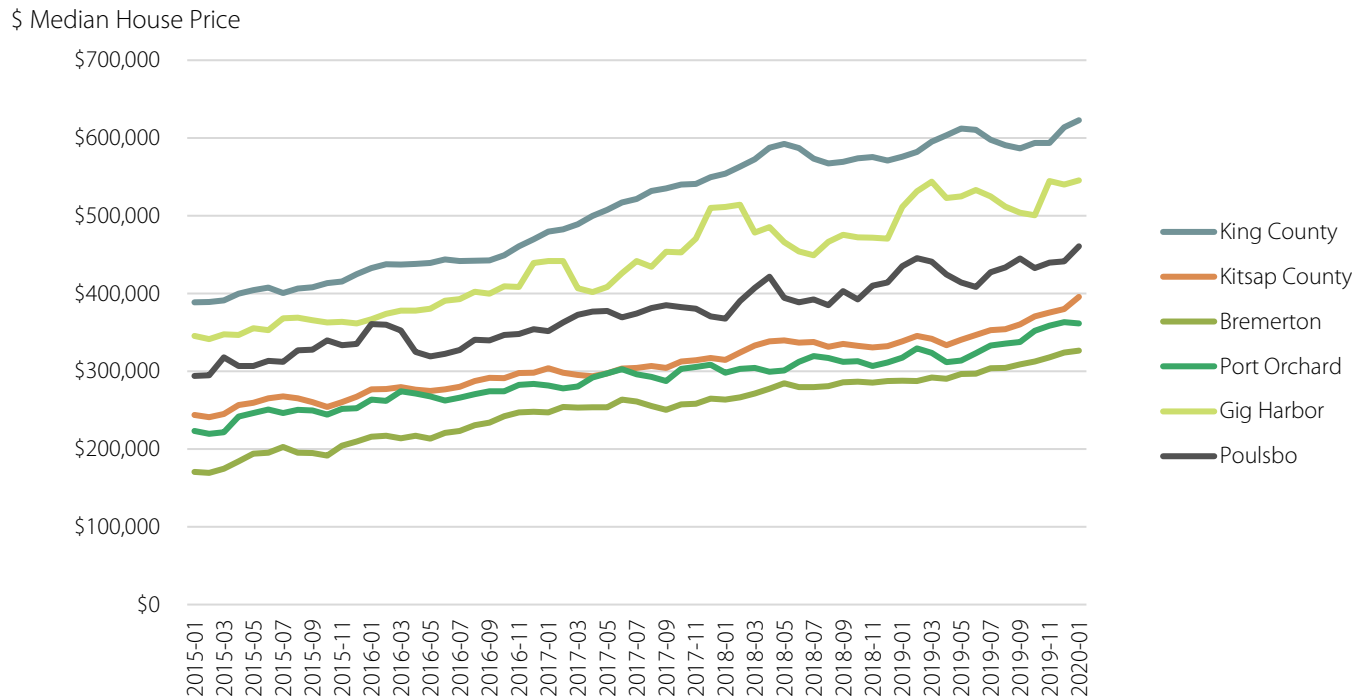


Real Estate Conditions

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



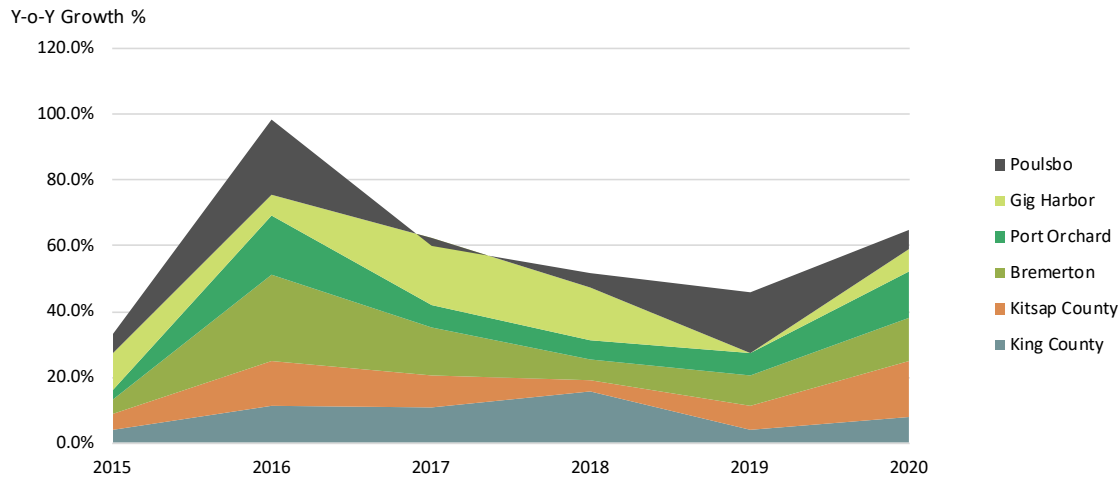
Source: Zillow

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

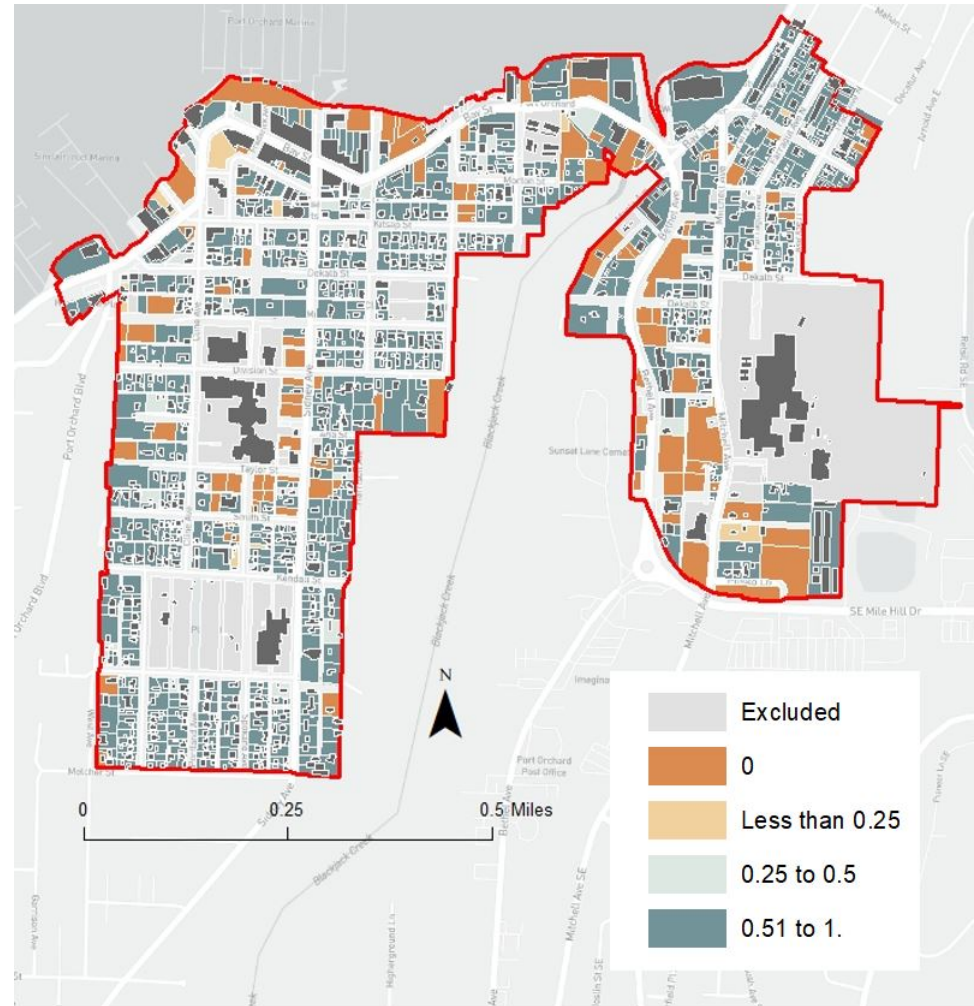
Exhibit 32. Improvement Ratio Summary Table

Improvement Ratio Summary

	Number of parcels	Acres	% of Study Area
0 (vacant)	97	36.1	15%
Less than 0.25	9	2.0	1%
0.25 to 0.5	20	4.3	2%
0.51 to 1.0	576	132.9	54%
Excluded	65	68.7	28%
TOTAL	767	243.9	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.

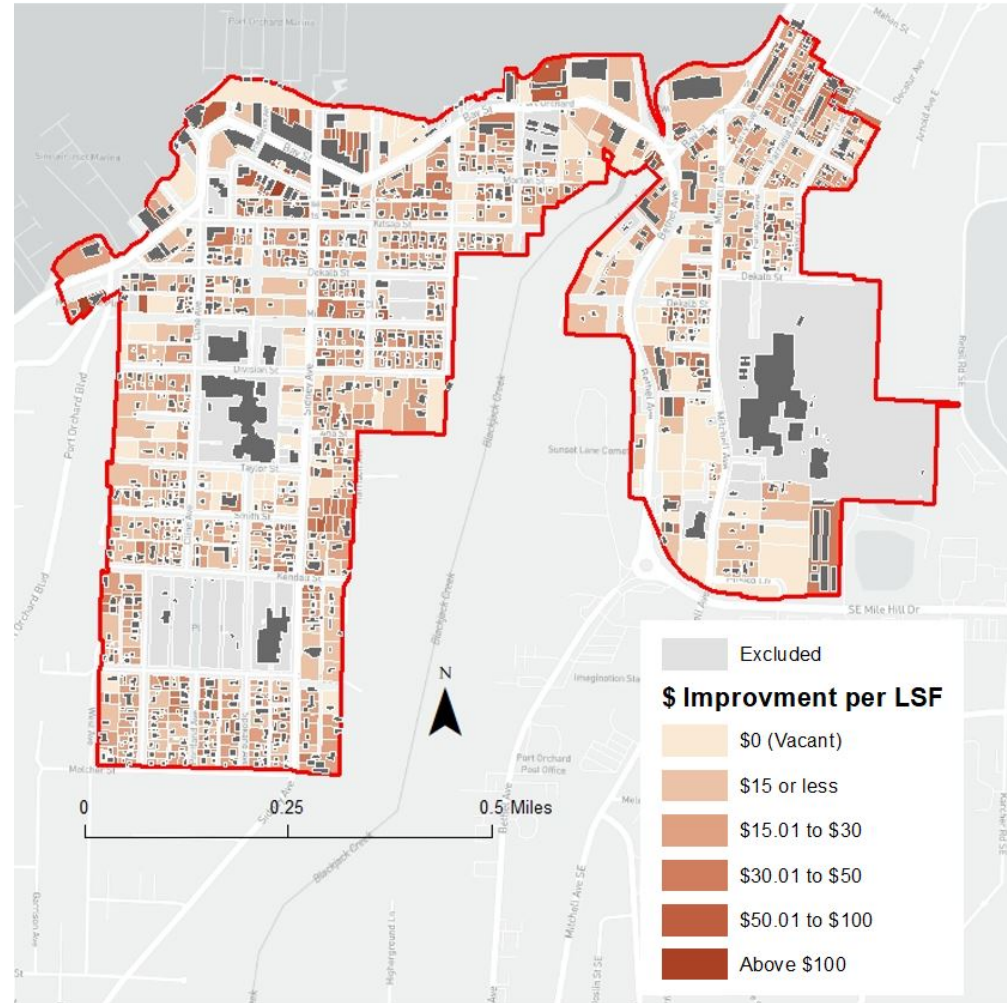
Exhibit 34. Improvement Value Summary Table

Assessed Improvement Value (\$) per Lot Square Foot

	Number of parcels	Acres	% of Study Area
\$0 (Vacant)	97	36.1	15%
\$15 or Less	130	45.3	19%
\$15.01 to \$30	255	52.8	22%
\$30.01 to \$50	159	31.2	13%
\$50.01 - \$100	50	8.6	4%
Over \$100	11	1.2	1%
Excluded	65	68.7	28%
TOTAL	767	243.9	100%

Source: Kitsap Assessor, 2019

Exhibit 35. Improvement \$/Lot Square foot, 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 based 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 alternative 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 with the Study Area.* Certain parcels were excluded from this calculation to improve the accuracy of the analysis (see Parcel Exclusions).

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

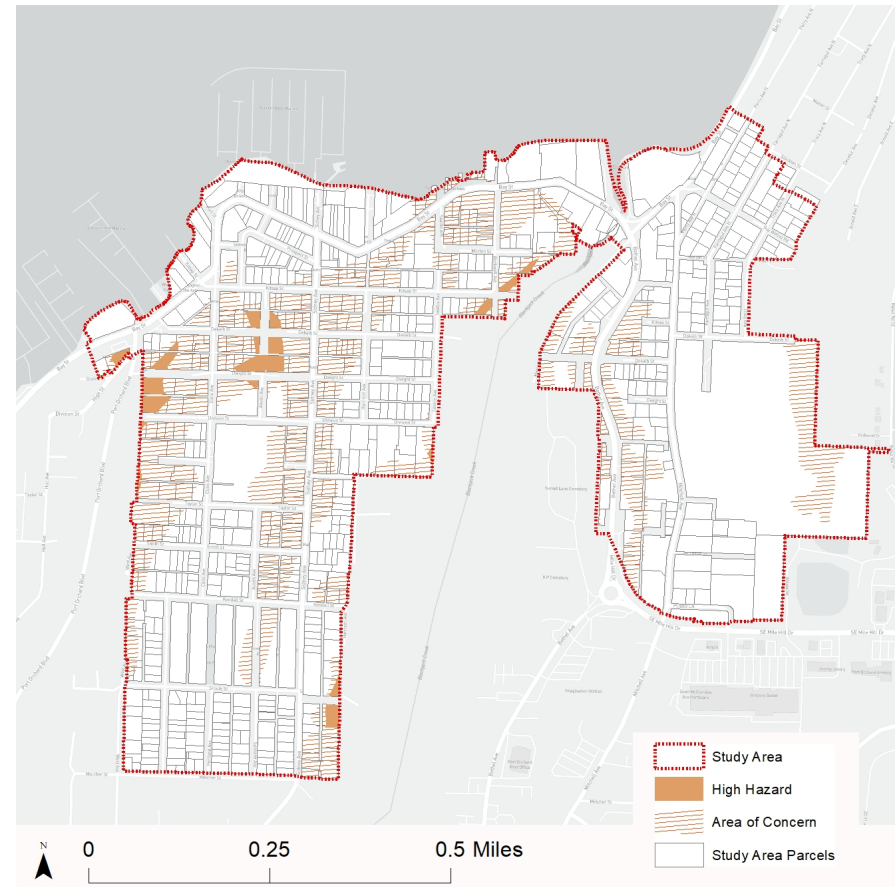
The sum of the gross buildable area was adjusted to reflect lands that will not contribute to the capacity. The deducted areas include critical areas, future roads and right-of-way (ROW), public facilities and infrastructure, and unavailable lands that will not be developed for reasons such as irregular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

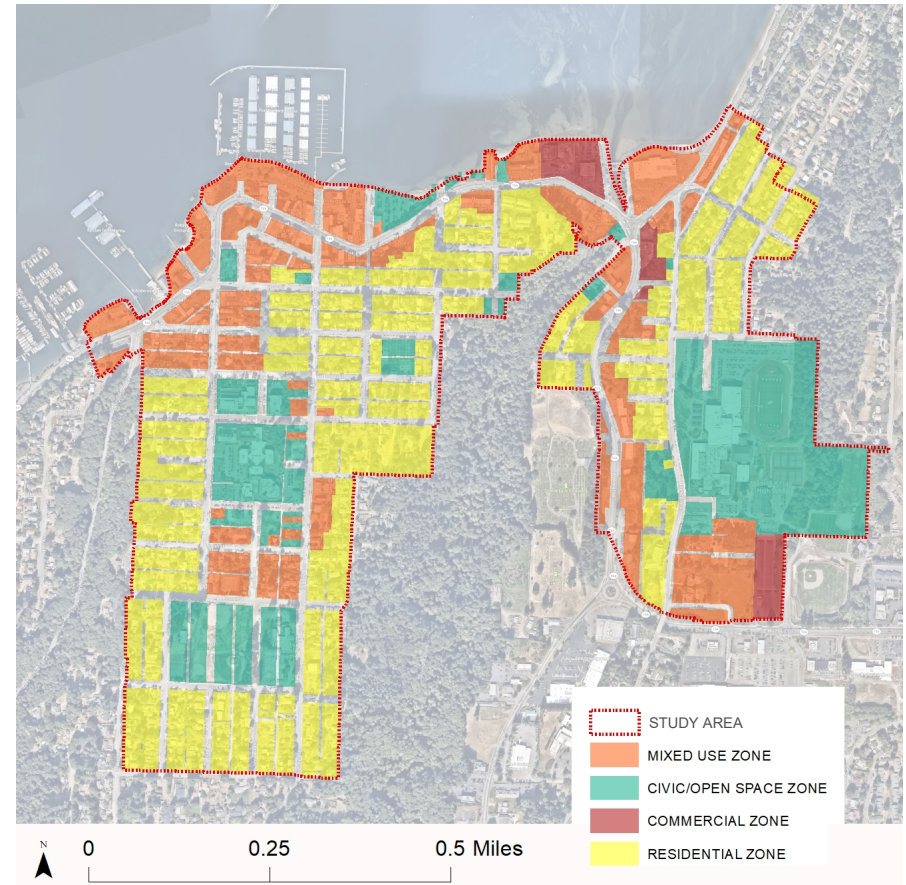
- Commercial Corridor (CC)*
- Commercial Heavy (CH)*

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

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.

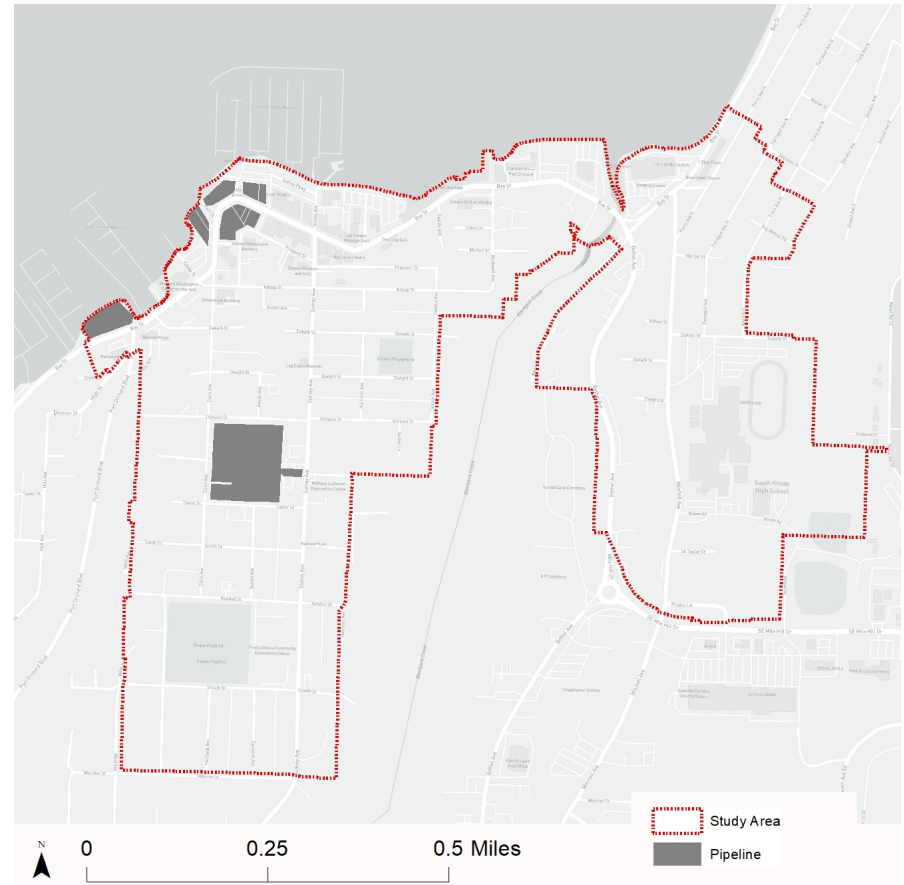
Exhibit 43. Development Pipeline Summary

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
TOTALS		185,900	246	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

CATEGORY/ZONE	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	6.3	0.0	0.0	6.3	9%
RESIDENTIAL ZONES	106.4	11.5	3.0	1.8	16.2	15%
COMMERCIAL ZONES	7.8	1.7	0.0	0.0	1.7	22%
MIXED USE	62.5	16.7	3.3	11.8	31.8	51%
TOTAL	243.9	36.1	6.2	13.6	56.0	23%

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	6.3	3.0	6.8	10.2	15%
RESIDENTIAL ZONES	106.4	16.2	7.8	0.0	8.4	8%
COMMERCIAL ZONES	7.8	1.7	0.4	0.0	1.3	16%
MIXED USE	62.5	31.8	14.0	4.2	21.9	35%
TOTAL	243.9	56.0	25.2	11.0	41.8	17%

Capacity Analysis

Approach and Methodology

Exhibit 47. Capacity Map By Land Use Category

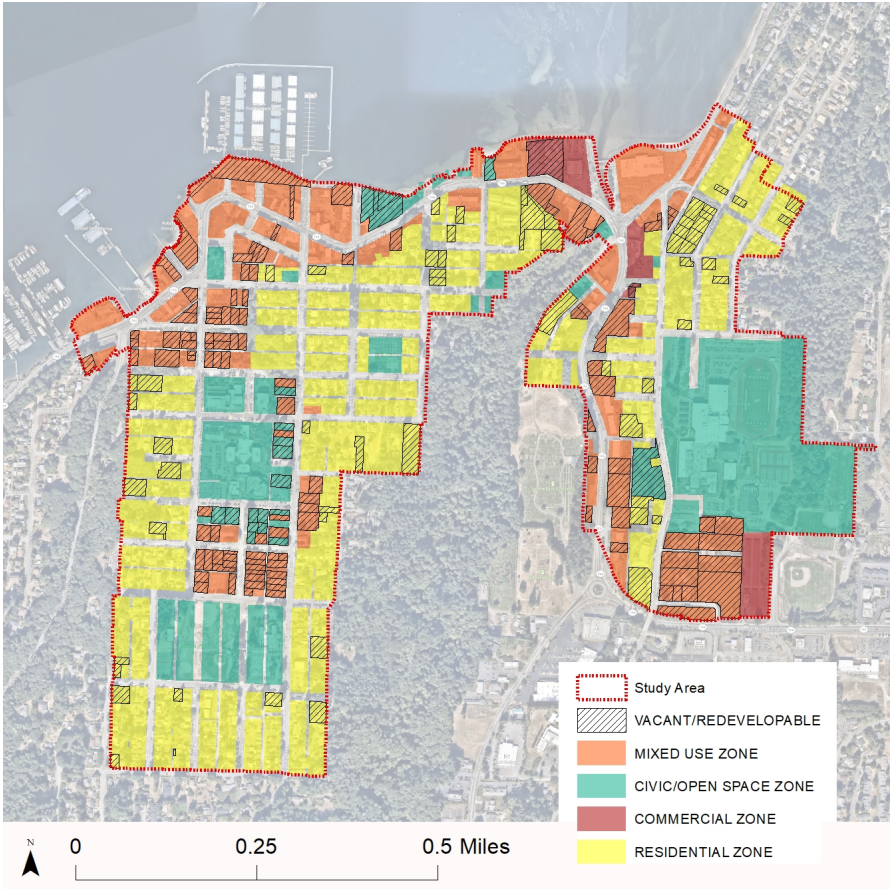
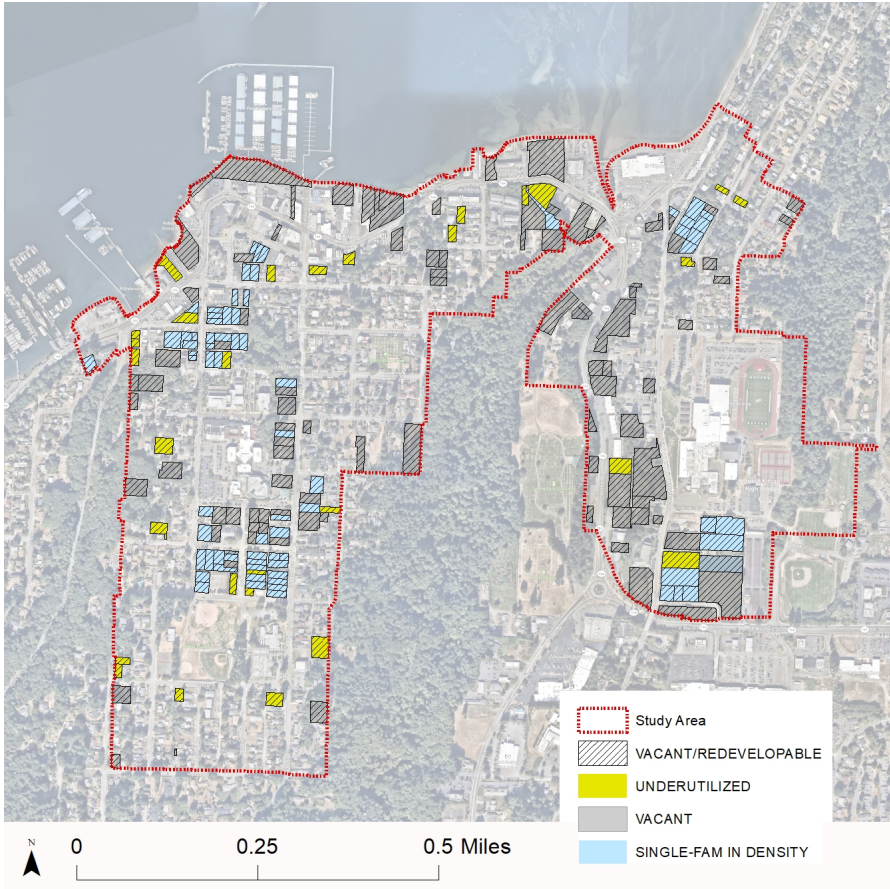


Exhibit 48. Capacity Map By Vacant and Redevelopable



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

Scenarios	Commercial Only		Residential Mixed-Use	
	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

Scenarios	Commercial Only	
	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

BASE ZONES	Commercial Capacity Percent (%) Of Total By Base Zone		
	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 (Acre)	Commercial Capacity (SF)	Residential Capacity (SF)	Residential Capacity (Units)
CIVIC AND OPEN SPACE	3.4	351,400	0	0
RESIDENTIAL ZONES	8.4	0	UKN	100
COMMERCIAL ZONES	1.3	31,000	0	0
MIXED USE	17.8	199,600	545,700	900
TOTAL with Pipeline	30.9	582,000	545,700	1,000
<i>Pipeline</i>	<i>11.0</i>	<i>347,000</i>	<i>NA</i>	<i>200</i>
<i>Total without Pipeline</i>	<i>19.9</i>	<i>235,000</i>	<i>545,700</i>	<i>800</i>

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 (Acre)	Commercial Capacity (SF)	Residential Capacity (SF)	Residential Capacity (Units)
CIVIC AND OPEN SPACE	3.4	362,900	0	0
RESIDENTIAL ZONES	8.4	0	UKN	100
COMMERCIAL ZONES	1.3	43,800	0	0
MIXED USE	17.8	266,900	765,200	1,200
TOTAL with Pipeline	30.9	673,600	765,200	1,300
<i>Pipeline</i>	<i>11.0</i>	<i>347,000</i>	<i>NA</i>	<i>200</i>
<i>Total without Pipeline</i>	<i>19.9</i>	<i>326,600</i>	<i>765,200</i>	<i>1,100</i>

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			
	Devlopable Area (Acre)	Commercial Capacity (SF)	Residential Capacity (SF)	Residential Capacity (Units)
CIVIC AND OPEN SPACE	3.4	361,800	0	0
RESIDENTIAL ZONES	8.4	0	UKN	100
COMMERCIAL ZONES	1.3	42,500	0	0
MIXED USE	17.8	401,000		1,000
TOTAL with Pipeline	30.9	805,300	0	1,100
<i>Pipeline</i>	<i>11.0</i>	<i>347,000</i>	<i>NA</i>	<i>200</i>
<i>Total without Pipeline</i>	<i>19.9</i>	<i>458,300</i>	<i>0</i>	<i>900</i>

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 RESIDENTIAL UNITS	SF OF COMMERCIAL SPACE
Scenario 1 - Baseline	1,053	581,900
Scenario 2 - High Capacity, Residential Heavy	1,327	673,600
Scenario 3 - High Capacity, Commercial Heavy	1,083	805,300

Exhibit 56. Residential Capacity – Scenario Comparison

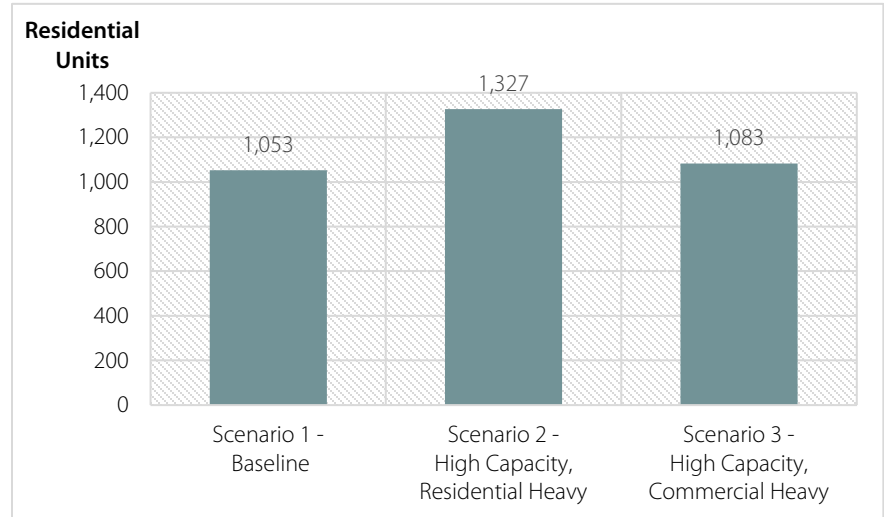
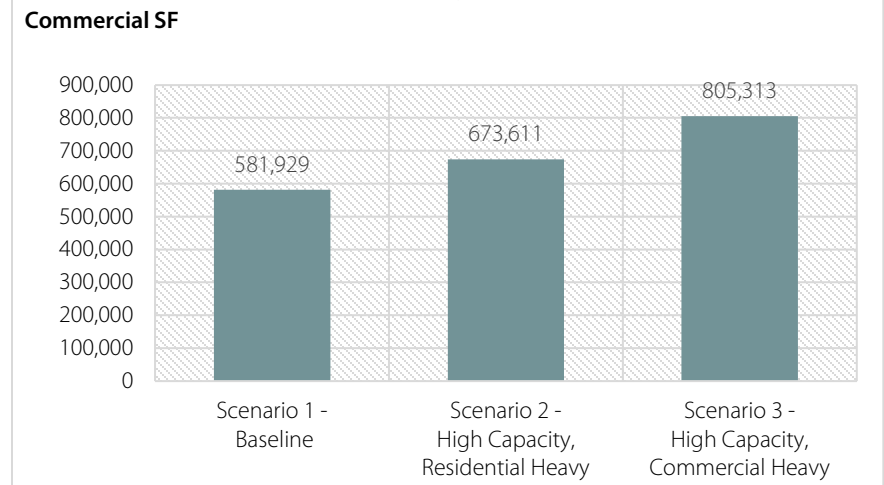


Exhibit 57. Commercial Capacity – Scenario Comparison



Appendix

Appendix –

Gross Land Area, Full zone, table

CATEGORY/ZONE	TOTAL PARCEL AREA	VACANT	UNDER-UTILIZED	SINGE-FAMILY IN HIGH DENSITY	TOTAL REDEVELOPABLE	
	(SF)				(SF)	(SF)
CIVIC AND OPEN SPACE						
Greenbelt (GB)	43,169	0	0	0	0	0%
Public Facilities (PF)	2,335,917	118,792	0	0	118,792	5%
Parks and Recreations (PR)	460,938	82,065	0	0	82,065	18%
Civic and Institutional (CI)	83,677	74,068	0	0	74,068	89%
<i>Subtotal</i>	<i>2,923,701</i>	<i>274,925</i>	<i>0</i>	<i>0</i>	<i>274,925</i>	<i>9%</i>
RESIDENTIAL ZONES						
Low Density (R1)	345,334	51,550	10,158	0	61,709	18%
Medium Density Residential (R2)	3,060,375	221,038	97,725	0	318,763	10%
Medium Density Residential (R3)	807,990	54,232	14,698	0	68,930	9%
High Density (R4)	423,008	172,278	5,944	78,780	257,002	61%
<i>Subtotal</i>	<i>4,636,707</i>	<i>499,099</i>	<i>128,525</i>	<i>78,780</i>	<i>706,404</i>	<i>15%</i>
COMMERCIAL ZONES						
Commercial Corridor (CC)	137,582	5,664	0	0	5,664	4%
Commercial Heavy (CH)	202,719	68,292	0	0	68,292	34%
<i>Subtotal</i>	<i>340,302</i>	<i>73,956</i>	<i>0</i>	<i>0</i>	<i>73,956</i>	<i>22%</i>
MIXED USE						
Business Professional Mixed Use (BPMU)	557,271	67,094	40,842	307,806	415,741	75%
Commercial Mixed Use (CMU)	1,205,853	468,980	75,202	146,180	690,362	57%
Downtown Mixed Use (DMU)	691,085	150,911	6,467	14,914	172,292	25%
Gateway Mixed Use (GMU)	173,636	8,273	20,673	10,180	39,126	23%
Neighborhood Mixed Use (NMU)	96,020	31,061	0	35,701	66,762	70%
<i>Subtotal</i>	<i>2,723,866</i>	<i>726,319</i>	<i>143,184</i>	<i>514,781</i>	<i>1,384,284</i>	<i>51%</i>
TOTAL	10,624,576	1,574,298	271,709	593,561	2,439,568	23%

Appendix –

Critical Areas Deductions and Net developable by zone, Full table

CATEGORY/ZONE	Gross Buildable 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)	118,792	0	47,257	5,940	5,940	17,819	76,955	41,837
Parks and Recreations (PR)	82,065	0	2,386	4,103	4,103	12,310	22,902	59,162
Civic and Institutional (CI)	74,068	0	10,306	3,703	3,703	11,110	28,823	45,245
<i>Subtotal</i>	<i>274,925</i>	<i>0</i>	<i>59,949</i>	<i>13,746</i>	<i>13,746</i>	<i>41,239</i>	<i>128,681</i>	<i>146,244</i>
RESIDENTIAL ZONES								
Low Density (R1)	61,709	0	15,287	3,085	3,085	9,256	30,714	30,995
Medium Density Residential (R2)	318,763	33,576	78,595	15,938	15,938	47,814	191,861	126,902
Medium Density Residential (R3)	68,930	0	295	3,446	3,446	10,339	17,528	51,402
High Density (R4)	257,002	97	34,108	12,850	12,850	38,550	98,455	158,547
<i>Subtotal</i>	<i>706,404</i>	<i>33,673</i>	<i>128,284</i>	<i>35,320</i>	<i>35,320</i>	<i>105,961</i>	<i>338,558</i>	<i>367,846</i>
COMMERCIAL ZONES								
Commercial Corridor (CC)	5,664	0	0	283	283	850	1,416	4,248
Commercial Heavy (CH)	68,292	0	0	3,415	3,415	10,244	17,073	51,219
<i>Subtotal</i>	<i>73,956</i>	<i>0</i>	<i>0</i>	<i>3,698</i>	<i>3,698</i>	<i>11,093</i>	<i>18,489</i>	<i>55,467</i>
MIXED USE								
Buisness Professional Mixed Use (BPMU)	415,741	16,719	135,413	20,787	20,787	62,361	256,068	159,674
Commercial Mixed Use (CMU)	690,362	0	85,255	34,518	34,518	103,554	257,846	432,517
Downtown Mixed Use (DMU)	172,292	0	5,381	8,615	8,615	25,844	48,454	123,838
Gateway Mixed Use (GMU)	39,126	0	2,244	1,956	1,956	5,869	12,026	27,101
Neighborhood Mixed Use (NMU)	66,762	0	18,815	3,338	3,338	10,014	35,506	31,256
<i>Subtotal</i>	<i>1,384,284</i>	<i>16,719</i>	<i>247,108</i>	<i>69,214</i>	<i>69,214</i>	<i>207,643</i>	<i>609,898</i>	<i>774,385</i>
TOTAL	2,439,568	50,392	435,342	121,978	121,978	365,935	1,095,626	1,343,942

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:

	<u>Assumed Density (Units/Acre)</u>
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

BASE ZONE	OVERLAY	WEIGHTED AVG FAR	FAR			
			Commercial Only		Residential Mixed-Use	
			Below Grade parking	Surface Parking	Below Grade Parking	Surface Parking
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

BASE ZONE	OVERLAY	WEIGHTED AVG FAR	FAR			
			Commercial Only		Residential Mixed-Use	
			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

BASE ZONE	OVERLAY	WEIGHTED AVG FAR	FAR			
			Commercial Only		Residential Mixed-Use	
			Below Grade parking	Surface Parking	Below Grade Parking	Surface Parking
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		