



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

PLANNING COMMISSION MEETING AGENDA

Tuesday, May 4, 2021
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.

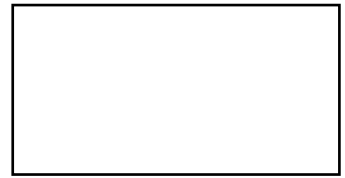
Zoom Link:

<https://us02web.zoom.us/j/83835952739?pwd=NUI3VGllMnE0OXdUMElhYyS9XbXhFz09>

Dial-in (phone audio) only: +1 253 215 8782

Meeting ID: 838 3595 2739
Passcode: 571466

- 1. Call to Order: 6:00 p.m.**
Pledge of allegiance
- 2. Audience Comments – Topics not on Tonight's Agenda**
Please limit comments to **3 minutes**.
- 3. Approval of Minutes from February 2, 2021**
- 4. Business Items**
 - (a) Public Hearing: Downtown Subarea Plan and Proposed Regulations
 - (b) Discussion/Recommendation: Downtown Subarea Plan and Proposed Regulations
 - (c) Public Hearing: Revisions to POMC 20.132 (Temporary Sign Code)
 - (d) Discussion/Recommendation: Revisions to POMC 20.132 (Temporary Sign Code)
 - (e) Overview: 2021 Annual Comprehensive Plan Amendments Docket
- 5. Adjourn**



Planning Commission Meeting Minutes
February 2, 2021
Zoom Teleconference

COMMISSIONERS:

Present: Stephanie Bailey, Phil King, Annette Stewart (Chair), Trish Tierney

Absent: Dave Bernstein, Joe Morrison, Mark Trenary

STAFF:

Community Development Director Nick Bond, Long Range Planner Keri Sallee

CITY CONSULTANTS (FOR ITEM 4a):

Jeff Ding, EA Engineering

Jeff Foster, GGLO

Mitch Ptacek, GGLO

Rich Schipanski, EA Engineering

- 1. CALL TO ORDER:** Chair Stewart called the meeting to order at 6:01 p.m., and led the Pledge of Allegiance.
- 2. PUBLIC COMMENTS:** There were no comments from the public regarding issues not on the agenda.
- 3. APPROVAL OF MINUTES FROM JANUARY 13, 2021:** Commissioner King made a motion to approve the minutes of the January 13, 2021 Planning Commission meeting, as presented. Commissioner Tierney seconded the motion. The motion passed unanimously.

4. BUSINESS ITEMS:

- a. PUBLIC MEETING: DRAFT EIS FOR DOWNTOWN SUBAREA PLAN.** Community Development Director Bond introduced the City's consultants on the Downtown Subarea Plan: Jeff Foster and Mitch Ptacek of GGLO, and Jeff Ding and Rich Schipanski of EA Engineering. Schipanski provided an overview for the public about the planning process that had been used to create the draft Downtown Subarea Plan and how the Environmental Impact Statement (EIS) for the plan had been prepared, and how the EIS would be used to evaluate future development proposals within the area. The EIS included an evaluation of three alternative levels of growth and development intensity (no action, residential focus, mixed-use focus). Goals and policies have been created specifically for the Downtown Plan that are consistent with and implement the larger overall framework of the City's Comprehensive Plan. Standards for street frontages, building design requirements, building height limits, and parking have been modified in certain zones and overlay districts. Schipanski discussed how proposals for redevelopment of the City's downtown commercial corridor and Kitsap County's uptown campus expansion would fit into the Downtown

Plan. The public was invited to submit questions and comments to the City and consultants on both the Downtown Plan and the EIS.

Shahbaz Naftchi said that he and his family live in the heart of the area that is being studied, and they appreciate the planning effort that has been made. There have been a lot of demographic changes since they moved here in 2005, including younger families and children, and they feel these are good changes for the community.

Ann Wiggins asked how the plan would specifically impact her home at 1147 Sidney Ave. Bond said that although Wiggins' property was within the 800-ft notification area, this property is outside of the Downtown Plan boundary, so there will be no direct changes to her property. Wiggins said that she is concerned about additional traffic from more growth in the downtown area affecting her when she drives to and from her home. She would especially like to know if development or transportation construction projects will affect Sidney Ave. Bond said that the traffic impact analysis that has been prepared for the plan shows that under all three EIS alternatives, there is minimal impact from increased downtown growth and new trip generation, and is not anticipated to trigger any new level of service (LOS) failures to existing streets in the area. Bond noted that the intersection of Sidney Ave and Bay Street is under state control, since Bay Street is a state highway, and this intersection cannot be changed without state involvement. There is no possibility of widening Bay Street without removing buildings and this is not proposed. Sidney Ave may see some traffic impacts from construction when the County's expansion projects take place, but these are temporary and the final traffic counts from the improvements are not expected to result in significant degradation of the existing LOS on Sidney Ave. Wiggins said there is already a problem with speeding on this road. Bond said that the road design in front of the proposed new courthouse will include bulb-outs to slow traffic flow and shorten the pedestrian crossing distance at crosswalks. Wiggins hopes that construction traffic plans will accommodate pedestrians trying to cross the road with temporary stop signs and other measures.

Pat Moriarty said that he lives at 1710 Guy Wetzel St, and asked if there would be any impacts to his property. Bond said that no changes were proposed for this residential area above the Westbay Center, or for the allowable height in the Westbay Center. The only impacts would be general in nature, from a small population increase and additional building development as evaluated in alternatives 2 and 3.

Stanley Smith asked how higher tides could impact future downtown development. Bond said that future sea level rise has been evaluated as part of the City's periodic update to the Shoreline Master Program (SMP), which is the next item on the agenda. The City is increasing the required base flood elevation for new construction within areas identified as vulnerable to future flooding from sea level rise and coastal storm events. The City will also adopt FEMA's new floodplain maps within the next year or so. The City does not require property owners to make changes to existing properties and structures, but when changes are proposed in future, they will need to comply with the updated standards and requirements. Public works projects for seawalls and road reconstructions that require elevation increases in response to sea level rise will be the City's responsibility, but private property owners will be responsible for the protection of their own shoreline properties.

Smith asked if the Downtown Plan and EIS have considered the boardwalk and pedestrian pathway along Sinclair Inlet. Bond said that while the plan acknowledges the pathway, that project has already been approved and has received federal grant funding, so its impacts have already been evaluated and are not part of the EIS. Public works projects for seawalls and road reconstructions that require elevation increases in response to sea level rise will be the City's responsibility, but private property owners will be responsible for the protection of their own shoreline properties.

- b. PUBLIC HEARING: DRAFT 2021 SHORELINE MASTER PROGRAM UPDATE.** Long Range Planner Sallee introduced the final draft 2021 periodic update to the City's Shoreline Master Program. The revised SMP includes updates required by the Department of Ecology, minor changes for internal consistency with updated City policies and regulations since the 2013 SMP was adopted, and new policies and regulations regarding future sea level rise and coastal flooding hazards. The official shoreline maps were also revised for consistency with post-2013 updates to the City's Comprehensive Plan and Critical Areas Ordinance.

Gary Anderson, Port of Bremerton Commissioner, asked if there has been any communication with WSDOT about elevating Bay Street, so that when buildings are elevated you won't have to step up into buildings from the street level. Sallee said that the City informed WSDOT about the sea level rise study and shared it with them, and WSDOT expressed concerns about future impacts to Bay Street from sea level rise. At this time, however, WSDOT does not have a plan or budget for Bay Street retrofitting in response to sea level rise. Bond said that WSDOT eventually plans to turn over Bay Street to the City for maintenance, and is not focusing its efforts on this and similar "spur roads" in small communities that will eventually come under local jurisdiction.

Randy Corbell said that he had reviewed the redline version of the SMP update, and asked if the shoreline permit exemptions section had been removed. Sallee said that this section used to include a verbatim list of everything in the RCW that provided an exemption from shoreline permit requirements, but the City found that this SMP section quickly became outdated as the RCW exemptions were revised. This SMP section will now simply reference the portions of the RCW that contain shoreline permit exemptions, and therefore it will always remain up to date.

- c. DISCUSSION AND RECOMMENDATION: DRAFT 2021 SHORELINE MASTER PROGRAM UPDATE.**

Commissioner Tierney made a motion to recommend that the City Council approve the draft 2021 Shoreline Master Program update. Commissioner Bailey seconded the motion. The motion passed unanimously.

ADJOURN: Chair Stewart adjourned the meeting at 7:34 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, 4b	Meeting Date: May 4, 2021
Public Hearing/Discussion and Recommendation: Final Draft Downtown Subarea Plan and Proposed Amendments to Comp Plan and Regulations	Prepared by: Nick Bond, Development Director

Issue: The Planning Commission most recently reviewed a draft of the Downtown Subarea Plan and Environmental Impact Statement (EIS) at the April 2021 meeting, which incorporated comments received from the March open house, the public, the City, and commenting agencies into an updated version of the draft plan.

The City's consultants, led by GGLO, have now provided a Final Draft Subarea Plan, and City staff have prepared corresponding amendments to the City's Comprehensive Plan and development regulations to implement the Subarea Plan. The Planning Commission is requested to hold a public hearing and consider testimony, prior to discussion of the Final Draft Plan and the accompanying amendments to the Comprehensive Plan Land Use Element and portions of POMC Title 20, and to make a recommendation to City Council.

Recommendation: The Planning Commission is requested to recommend that the City Council approve the Final Draft Downtown Subarea Plan, dated April 2021, and the accompanying Comprehensive Plan amendments to the Land Use element and revisions to POMC Title 20, as presented.

Suggested Motion: "I move to recommend that the City Council approve the Final Draft Downtown Subarea Plan, dated April 2021, and the accompanying Comprehensive Plan amendments to the Land Use element and revisions to POMC Title 20, as presented."

Attachments: Final Draft Subarea Plan, April 2021

Link: <https://www.cityofportorchard.us/downtown-and-county-government-campus-subarea-plan/>

Chapter 2. Land Use

2.1 Introduction

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

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

2.2 Key Issues and Concepts

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

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

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

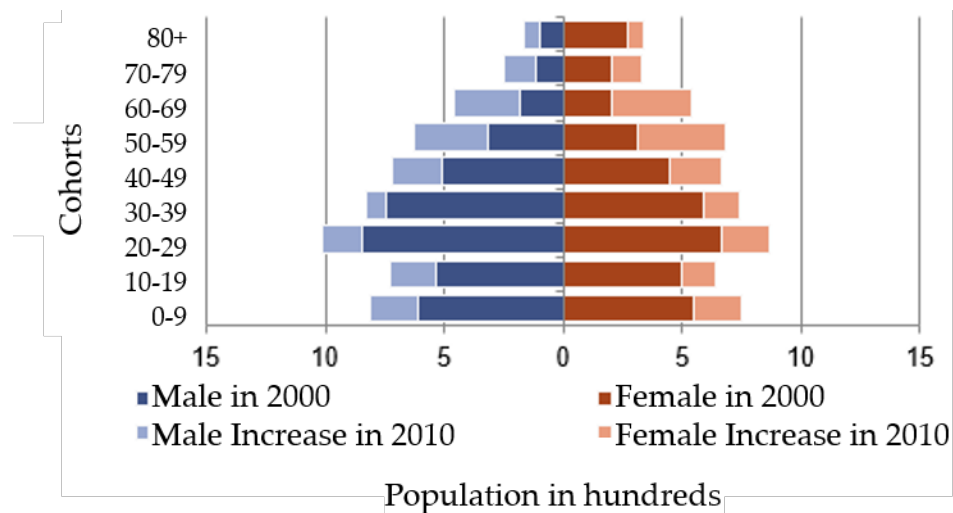


Figure 1

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

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

2.3 Current Land Use Characteristics

Figure 2 shows the percent of land uses and zoning based on the city's total land area as of 2020. Most land in the city is devoted to housing. Commercial areas and the downtown offer a range of goods and services, provide employment for local residents and those living in surrounding rural areas, and provide additional tax revenue to help fund public services and facilities. Industrial lands allow for light manufacturing and warehousing businesses, which also provide job opportunities and support the area's economy. Figure 2-4 shows the amount of developable land in residential land use areas.

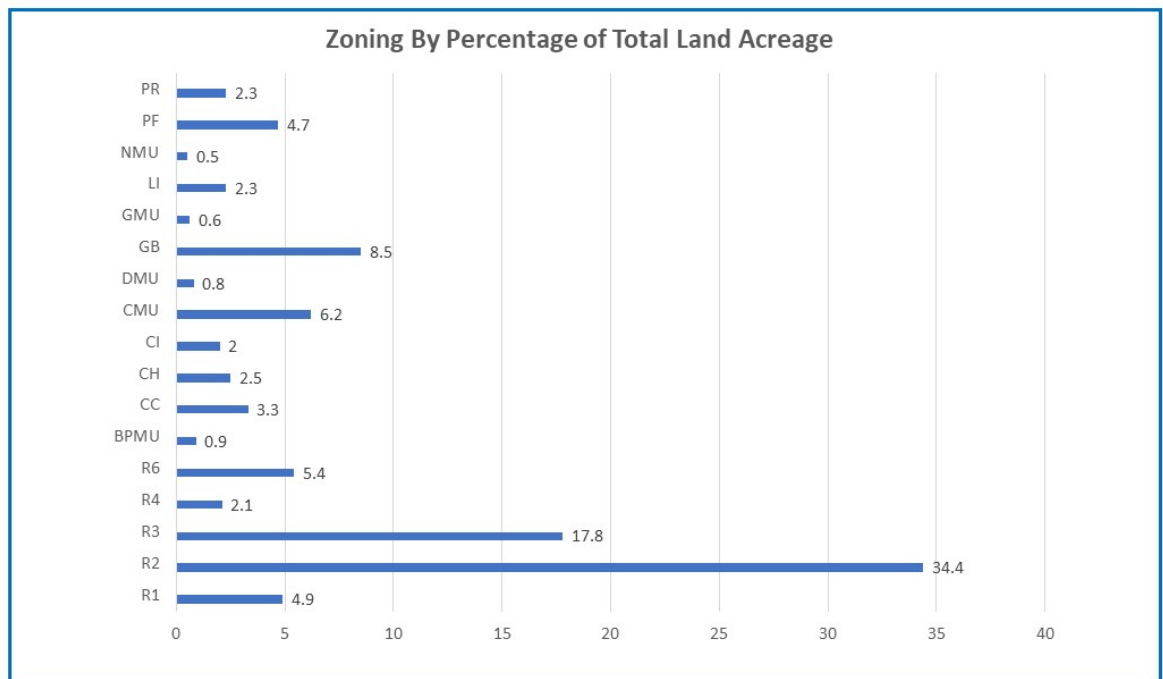
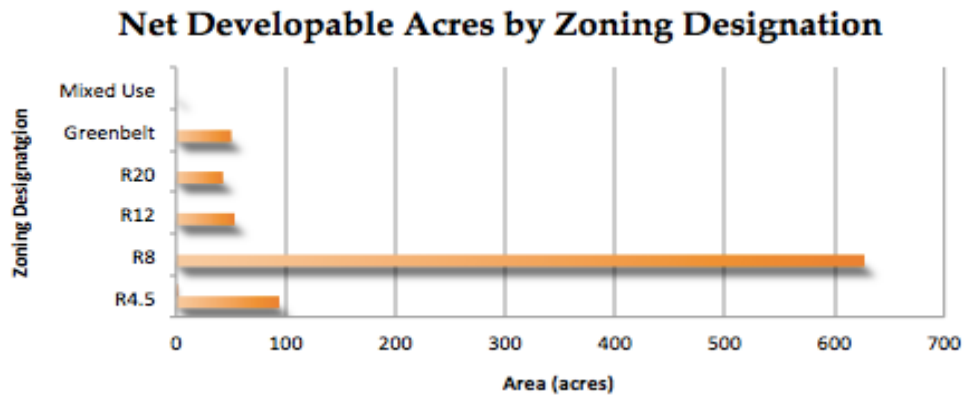


Figure 2

2.4 Land Use Designations

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

Land Use Designations Uses	Uses	Corresponding Zoning	Range of Possible Maximum Residential Densities	Anticipated Residential Development Density for Buildable Lands Purposes.
Greenbelt	Protection of critical areas, habitat management areas, greenbelts and designated open space to allow low density residential development.	Greenbelt (GB)		.5 dwelling units per net acre
Low Density Residential	Single-family detached housing	Residential 1 (R1) Residential 1 (R1)	7.26-9.8 7.9-9.8	7 Units Per Acre 7 Units Per Acre
Medium Density Residential	Single-family detached and attached housing, apartment buildings	Residential 2 (R2) Residential 3 (R3) Residential 6 (R6)	9.8-21.7 9.8-26 9.8-17.4	10 Units Per Acre 16 Units Per Acre 8 Units Per Acre
High Density Residential	Single Family Attached Housing, Apartment Buildings	Residential 4 (R4), Residential 5 (R5)	9.8-44	24 Units Per Acre
Civic and Open Space	Government services, utilities, parks, schools and related community facilities	Civic and Institutional (CI) Parks and Recreation (PR) Public Facilities (PF)	NA NA NA	NA NA NA
Commercial	Retail, office, mixed-use commercial/residential, and professional services	Residential Mixed Use (RMU) Neighborhood Mixed Use (NMU) Business Professional Mixed Use (BPMU) Commercial Mixed Use (CMU) Downtown Mixed Use (DMU) Gateway Mixed Use (GMU) Commercial Corridor (CC) Commercial Heavy (CH) Industrial Flex (IF)	8-54 9.8-54 14.5-45 17-26 0-44 0-54 0-44 NA 0-45	16 Units Per Acre 16 Units Per Acre 8 Units Per Acre 16 Units Per Acre 24 Units Per Acre 20 Units Per Acre 4 Units Per Acre NA 4 Units Per Acre
Urban Industrial	Manufacturing and assembly, bulk storage and warehousing, transfer and trucking services.	Light Industrial (LI) Heavy Industrial (HI)	NA NA	NA NA

¹This is non-binding except as it relates to assumptions for future growth in the Kitsap County Buildable Lands analysis.

Table 1

2.5 Overlay Districts

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

- ~~Downtown Overlay District~~ Downtown Height Overlay District (DHOD)
- ~~Tremont Corridor District~~ Self Storage Overlay District (SSOD)
- ~~Government/Civic Center District~~ Ruby Creek Overlay District (RCOD)
- ~~View Protection Overlay District~~ (VPOD)

Port Orchard’s overlay districts accomplish varying objectives including implementing subarea plans, providing regulations for the development in centers, regulating specific uses, and determining building heights. The creation of a new overlay district may be appropriate as the City continues to develop subarea plans under the Centers approach to growth. The downtown overlay district, Tremont

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

2.6 Land Use Goals & Policies

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

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

- Policy LU-1 Ensure that land use and zoning regulations maintain and enhance existing single-family residential neighborhoods, while encouraging that new development provides a mixed range of housing types.
- Policy LU-2 Limit industrial development to locations accessible from arterials or freeways and discourage industrial access through residential areas.
- Policy LU-3 Update and establish building and site design standards that support an attractive and functional built environment in all areas of the City.
- Policy LU-4 Encourage the subdivision of large parcels and, through private subdivisions and public acquisitions, the creation of a continuous street grid similar in scale to the downtown’s, especially in designated centers of local importance.

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

- Policy LU-5 Ensure land use and development regulations enable a supply of housing units within the city and adjacent UGA that will accommodate forecasted population growth. Ensure land use and development regulations enable a supply of commercial retail and office space within the city and adjacent UGA that will accommodate forecasted employment growth.
- Policy LU-6 Ensure adequate land is available for light industrial and commercial uses, including high technology, medical, and office uses, in appropriate areas to diversify Port Orchard’s economic base and provide for the community’s changing needs.
- Policy LU-7 Monitor the rate of residential, light industrial and commercial growth against the 20-year targets established in VISION 2040 and the Countywide Planning Policies, and if growth appears to deviate from a rate that complies with these targets, consider adopting reasonable measures such as reducing/increasing adopted transportation

levels of service, reducing/increasing impact fees, or accelerating/delaying projects within the City's Capital Improvement Program.

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

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

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

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

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

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

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

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

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

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

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

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

- Policy LU-17 Incentivize infill development to preserve and protect open space, critical areas, and natural resources.
- Policy LU-18 Identify land in the UGA that is useful for open space corridors, including land for recreation, wildlife habitat, trails, and connections of critical areas.
- Policy LU-19 Protect the quality and quantity of groundwater used for public water supplies through zoning designations, development regulations, and the local critical areas ordinance.

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

- Policy LU-20 Ensure orderly development, concurrency of infrastructure provision, and protection of environmentally sensitive areas through an effective and predictable permitting process.
- Policy LU-21 Remove barriers to low-impact development in zoning, subdivision, and street regulations. Encourage the minimization of impervious surface areas in development.
- Policy LU-22 Promote local food security and public health by enabling the establishment of urban agriculture, community gardens, farmers markets, and food production and distribution infrastructure.
- Policy LU-23 Enable land use patterns that allow all residents to safely and efficiently access commercial services, especially grocery stores and healthcare facilities, without an automobile.
- Policy LU-24 Encourage the expansion of transit networks that enable both incorporated and unincorporated neighborhoods outside of the city to access job centers within Port Orchard.

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

- Policy LU-25 Incorporate the following principles in planning for commercial areas:
- Create lively and attractive places at a human scale.
 - Support a mix of retail, office, and residential uses in multistory structures.
 - Create transitions between commercial areas and surrounding residential neighborhoods.
 - Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions that detract from the quality of the living environment.

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

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

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

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

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

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

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

- Policy LU-29 Consider conducting a downtown parking study to assess current and future parking needs and develop solutions and strategies to address identified constraints or oversupply.
- Policy LU-30 Ensure land use designations and development support existing maritime industries, promote creative uses of the waterfront, and facilitate the planning and construction of waterfront parks and gathering places.

2.7 The Centers Strategy

2.7.1 Introduction

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

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

Compact development enables efficiency in capital facilities construction and service delivery

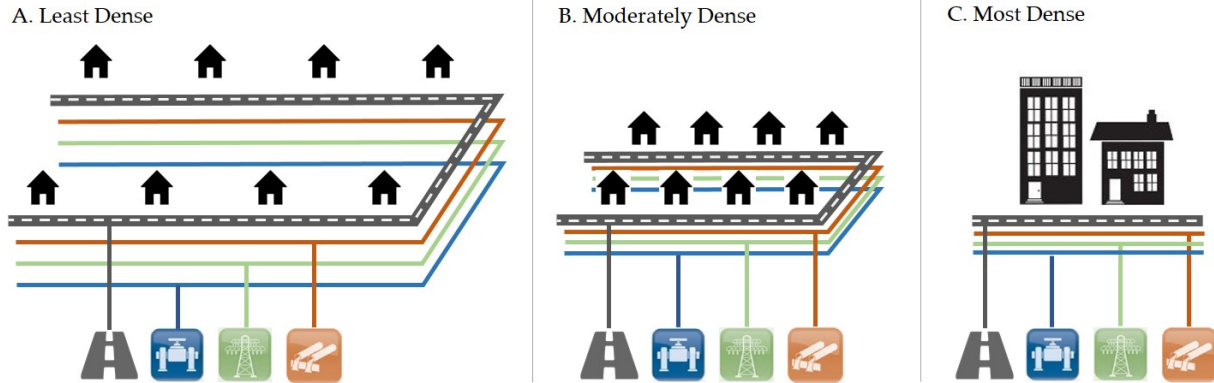


Figure 3 – The advantages of infrastructure and land use concurrency

2.7.2 What are Centers?

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

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



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

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

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

The criteria for the designation Centers are found in the Puget Sound Regional Council (PSRC) Regional Centers Framework Adopted March 22, 2018 and in Vision 2040, which is a regional strategy for accommodating the expected 2040 population of the Puget Sound region. According to VISION 2040, ~~local~~ centers serve important roles as sub-regional hubs and secondary concentrations of development. They provide a dense mix of housing and services, such as stores, medical offices, and libraries. They serve as focal points where people come together for a variety of activities, including business, shopping, living, and recreation. They often have a civic character with community facilities, such as municipal buildings and other public places. Local centers should be served by regular local transit and regional express transit service and should have a complete network of sidewalks and access to bicycle paths and transit facilities.

The Regional Centers Framework defines five different types of Centers:

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

Several of the identified center types include subtypes.



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

2.7.3 Designated Centers (Existing and Planned)

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

Regional Centers. The City has no designated regional centers at this time. Downtown Port Orchard was evaluated as part of the Downtown Subarea Planning Process as a candidate for regional center designation but achieving the PSRC requirement for 45 activity units per acre was determined to be too large of a change to Downtown Port Orchard. As Downtown continues to grow and evolve, its candidacy as a regional center should be revisited in the future. ~~but the Downtown Port Orchard and Kitsap County Campus Countywide Centers should be considered as a future candidate that could be combined as a Regional Urban Growth Center.~~

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

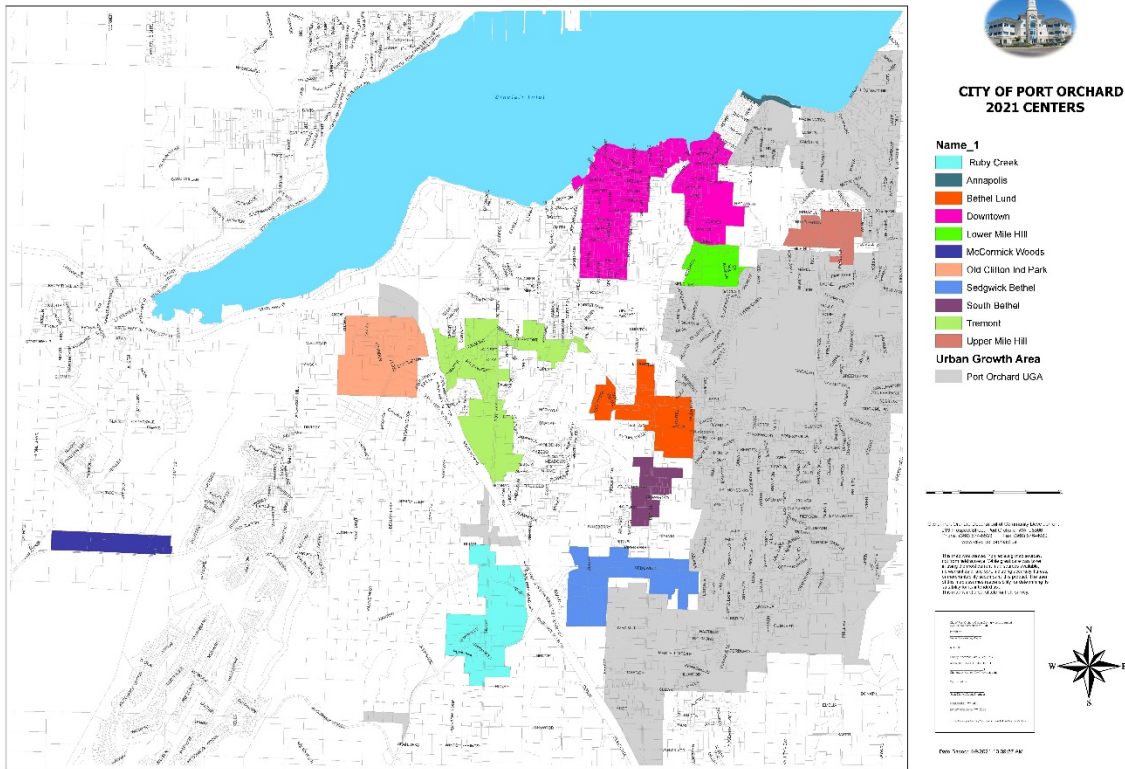
Countywide Centers. The City has ~~8~~⁷ designated Countywide Centers. Not all of these Countywide Centers meet the minimum activity units per acre threshold per the PSRC Regional Centers Criteria for Countywide Centers (8 activity units per acre). The City intends that these Countywide Centers which don't presently meet the activity unit threshold set by PSRC will meet that threshold in the future. These centers may temporarily be recognized as candidate countywide centers or local centers until the activity unit threshold is met. The City's designated Countywide Centers are as follows:

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

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

1. Annapolis
2. Old Clifton Industrial Park
3. McCormick ~~Woods~~^{Village}
4. Bethel South Center (Salmonberry)

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



2.7.4 General Center Goals and Policies

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

- Policy CN-1 Prioritize the City’s residential, commercial and light industrial growth and infrastructure investments within designated Centers, in accordance with VISION 2040 and the Countywide Planning Policies.
- Policy CN-2 Focus future growth in designated, higher intensity areas in an effort to encourage the preservation of open space and maintain surrounding neighborhood character.
- Policy CN-3 Shorten commutes by concentrating housing and employment in strategic locations, which provides residents opportunities to live and work in the same neighborhood.
- Policy CN-4 Provide commercial services that serve the population of the Center, surrounding neighborhoods, the city, and the region (dependent on the suitability of the scale of each Center).

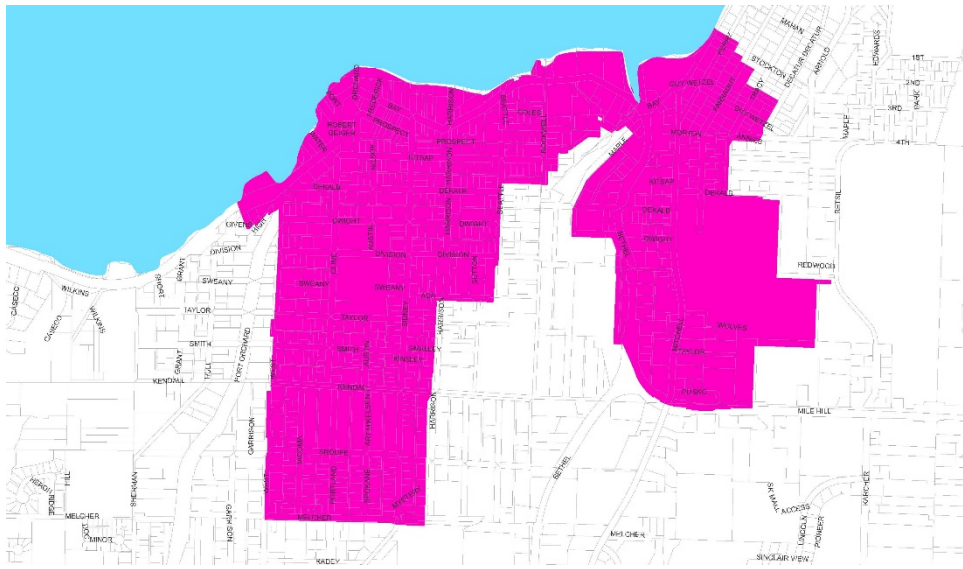
- Policy CN-5 Support pedestrian and transit uses by promoting compact, mixed-use areas with appropriate infrastructure that provide a variety of activities.
- Policy CN-6 Balance objectives for accommodating growth, encouraging compatibility, promoting housing affordability, and offering a wide range of housing types.
- Policy CN-7 Provide access to parks and public pedestrian spaces by creating them within each Center or by creating connections to existing public and open spaces.
- Policy CN-8 During subarea planning for Centers, develop an implementation plan that addresses how the City will meet Center goals through appropriate land use designations, annexation, development of capital facilities and utilities, and related measures.
- Policy CN-9 The City shall direct growth to Centers of all types through focused regulations and directed capital projects.
- Policy CN-10 The City should support employment growth, the increased use of non-automobile transportation options, and the preservation of the character of existing built-up areas by encouraging residential and mixed-use development at increased densities in designated Centers.
- Policy CN-11 The City shall ensure that higher density development in Centers is either within walking or biking distance of jobs, schools, and parks ~~or~~ and is well-served by public transit. (Centers Goals 1,2,3,4,5,6; Housing, Parks, Economic Development, Transportation, and Capital Facilities Elements)
- Policy CN-12 The City shall create and designate zoning that allows a mix of uses to accommodate concentrations of employment and housing. (Centers Goals 2,3,4; Economic Development and Housing Elements)
- Policy CN-13 The City shall encourage a broad range of housing types and commercial uses within designated Centers, through zoning and development regulations that serve a local, citywide, or regional market. (Centers Goals 3,5; Housing and Economic Development Elements)
- Policy CN-14 The City shall encourage the creation of public open space, private open space, and parks within and serving designated centers.

2.7.5 Specific Center Descriptions and Policies

2.7.5.1 Downtown Port Orchard (Countywide Center)

In 2021, the City completed a subarea plan for Downtown Port Orchard which is adopted by reference in appendix B. This plan combined two previous centers, the Downtown Port Orchard and County Campus Centers into one center. The center was evaluated for possible designation as a Regional

Urban Growth Center, but there was a lack of support for increasing the level of activity in the center to a planned target of 45 activity units per acre. The boundaries of this center are shown on the map below: Port Orchard's downtown is the cultural, civic, and recreational hub of the community. The downtown currently contains a mix of land uses, including Port Orchard's City Hall and public library, numerous retail and service businesses, a marina and ferry dock, public parking, and a waterfront park and trail. With access from the water and from state highways 3 and 16, it remains the City's primary center for community events and activities. The City continues to work toward a balance of historic preservation, environmental restoration, and economic improvement for the downtown center. Downtown Port Orchard coupled with the County Campus may be a future candidate as a regional center. As of 2018, the Downtown Port Orchard Center measured 70 acres containing 197 residents and 787 jobs. This equates to 14 activity units per acre under the PSRC Regional Centers Framework.



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

1. Implement the land use goals and policies set forth in the Comprehensive Plan.
2. Provide for the development of an integrated mixed-use downtown district that contains office, service, retail, residential and recreational uses within close proximity to one another.
3. Encourage imaginative site and building design and development while maintaining view corridors and a small-town feel.
4. Identify potential significant environmental impacts and utilize mitigation sequencing in project review with emphasis on avoidance and minimization of impacts.
5. Promote sustainable and low-impact development.

- ~~6. Encourage restoration and enhancement of degraded shorelines and critical areas in the downtown area as part of new development and redevelopment.~~
- ~~7. Encourage environmentally sustainable development.~~
- ~~8. Promote economic development and job creation in the City.~~
- ~~9. Encourage energy conservation in building design and layout.~~
- ~~10. Promote an integrated system of pedestrian-friendly walkways and parking areas.~~
- ~~11. Enhance the City's waterfront character while maintaining the maritime presence.~~
- ~~12. Encourage the development of buildings with ground floor retail with office uses and residential uses above.~~
- ~~13. Promote a walkable community by encouraging the development of public open spaces, waterfront access, and pedestrian-friendly walkways.~~
- ~~14. Locate and combine parking areas in order to minimize the number of points of access to and from Bay Street.~~
- ~~15. Encourage architectural and site designs that serve as gathering places in wet and dry conditions.~~
- ~~16. Promote greater public transportation availability within Port Orchard and across Sinclair Inlet to improve access to/from the Downtown.~~

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

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

~~Goal 12. Retain existing maritime industries.~~

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

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

~~Policy CN-19 Encourage residential use above commercial and retail ground floor developments.~~

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

~~Policy CN-20 Facilitate the planning and construction of waterfront parks or gathering places.~~

~~Policy CN-21—Consider developing a parking garage for use by downtown residents, visitors, and employees.~~

~~Policy CN-22—Support the continuation of the Bay Street Pedestrian Pathway along the waterfront in centers abutting Sinclair inlet.~~

~~Policy CN-23—Create an aesthetically pleasing entryway to the City with the use of high-quality signs, artwork, and landscaping.~~

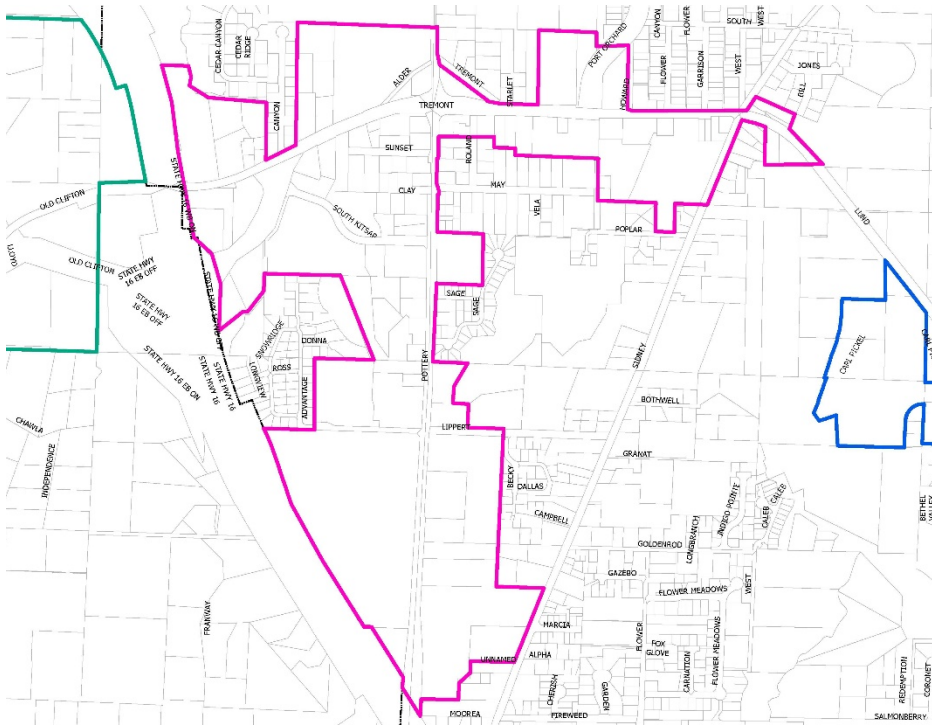
~~**Goal 15.—Plan for protection of existing buildings and other structures within the downtown area that are vulnerable to flooding from existing high tide events and from future sea level rise.**~~

~~Policy CN-24—Continue to implement City code requirements for flood damage prevention, in accordance with the recommendations of the Federal Emergency Management Agency, by identifying special flood hazard areas and restricting new development and redevelopment in those areas.~~

~~Policy CN-25—Identify buildings and structures that are currently affected by high tide events and that are most vulnerable to future sea level rise, and develop potential actions to prevent worsening of flooding problems.~~

2.7.5.2 Tremont (Countywide Center)

1. Purpose. The purpose of the Tremont sub-area plan is to ensure that future development in the Tremont Corridor is guided by specific guidelines and land use regulations that have been generated by community wide involvement. This Comprehensive Plan and Tremont Corridor District plan incorporates existing comprehensive or other documents related to properties within the Tremont Corridor Sub Area. This plan will establish certain important Visions, Goals, and Policies as well as standards and guidelines within the Tremont Corridor sub-area.



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

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

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

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

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

3. Housing and Employment. As of 2018, the Tremont Countywide Center measured 215 acres containing 1,092 residents and 702 jobs. This equates to 8 activity units per acre under the PSRC regional centers framework.

4. Tremont Center Goals

Goal ~~16~~10. Encourage development within the area that supports the major hospital and medical installations (Harrison Hospital and Kaiser Permanente) and assists the emergency response agencies in the corridor (South Kitsap Fire District).

Policy CN-26 Encourage regulations that enhance existing businesses while providing incentives that promote economic growth in the corridor while maintaining sensitivity to residents in the area.

Policy CN-27 Encourage professional and office uses that support the medical industry and create pedestrian oriented health care focus.

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

Goal 11. Encourage residential units in walking distance to employment, services, and health care facilities.

Policy CN-29 Require sidewalks or interconnected pedestrian paths or a system of trails for non-motorized transportation with all new development.

Goal 12. Encourage development of an efficient multimodal transportation system and develop a funding strategy and financing plan to meet its needs.

- Policy CN-30 Encourage all new developments to limit direct access to Tremont Street.
- Policy CN-31 All future City paving projects on streets within the Tremont Corridor should include continuous 6-foot paved walkways for pedestrian use.
- Policy CN-32 Developments abutting public rights-of-way within the Tremont Corridor should include sidewalks and bicycle lanes
- Policy CN-33 The City shall help to facilitate the development of trail systems that connect the Tremont Corridor with transportation facilities in the surrounding areas.
- Policy CN-34 Encourage the expansion of Kitsap Transit’s service to increase trip frequency within the Tremont Corridor.

2.7.5.3 County Campus (Countywide Center)

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

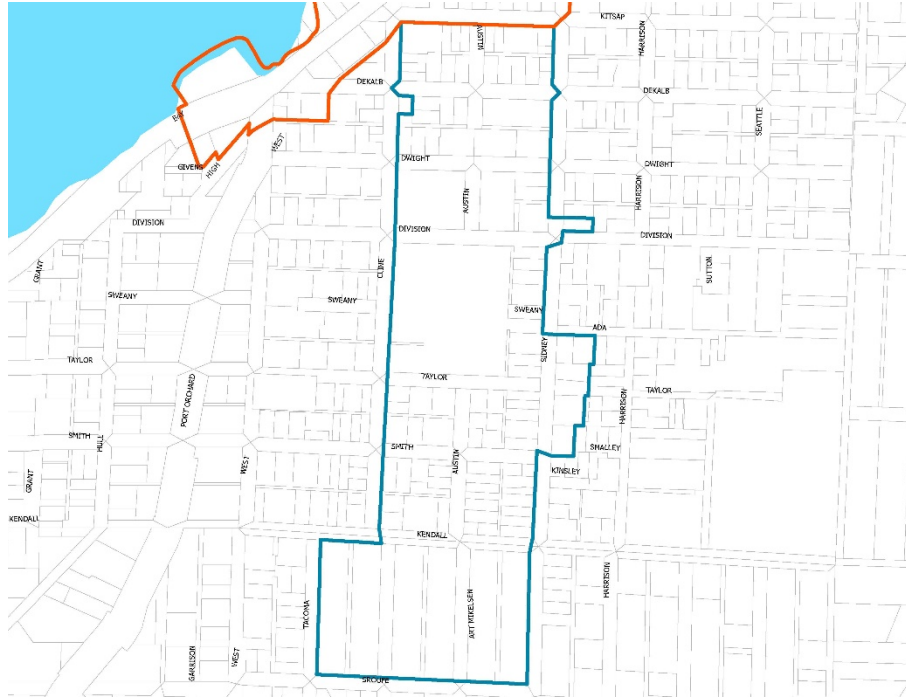


Figure 6—Kitsap County Campus Master Plan 2003, courtesy of Kitsap County.



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

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

~~**Goal 19. Encourage campus-like development in an orderly and aesthetic manner supporting the needs of the Kitsap County Government Uses.**~~

~~Policy CN-35—Encourage development of community oriented uses and services that support the mission of the County Seat.~~

~~Policy CN-36—Support limited business and professional uses that serve the governmental offices and provide services to the employees and citizens.~~

~~Policy CN-37—Encourage the development of a pedestrian plaza within the campus as a gathering spot and center for meetings, rallies, and public organization efforts.~~

~~Policy CN-38—Support residential use within the overlay district and ensure new development is sensitive to those uses.~~

~~Policy CN-39—Create design review criteria for government development within the overlay district and require review by a design review board for all new government structures.~~

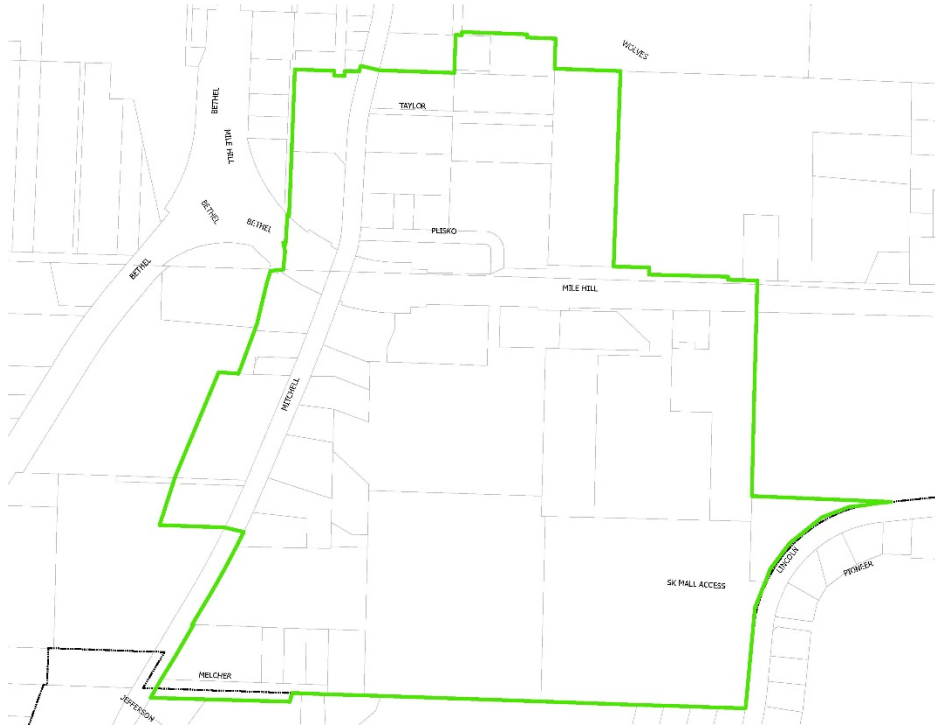
~~Policy CN-40—Encourage use of landscaping to mitigate impacts of noise, lighting, odor, and aesthetics on surrounding residential neighbors, through the use of such measures as evergreen plant screens, sound barriers, fences, mounding, berming, etc.~~

~~Policy CN-41—Encourage Green Building Standards and low impact development for all governmental development within the overlay district. Structures designed LEED Silver standard for all new government development is strongly supported.~~

~~Policy CN-42—Require pedestrian friendly development that encourages non-motorized mobility throughout the overlay district with connections to adjacent points of interest or centers of activity.~~

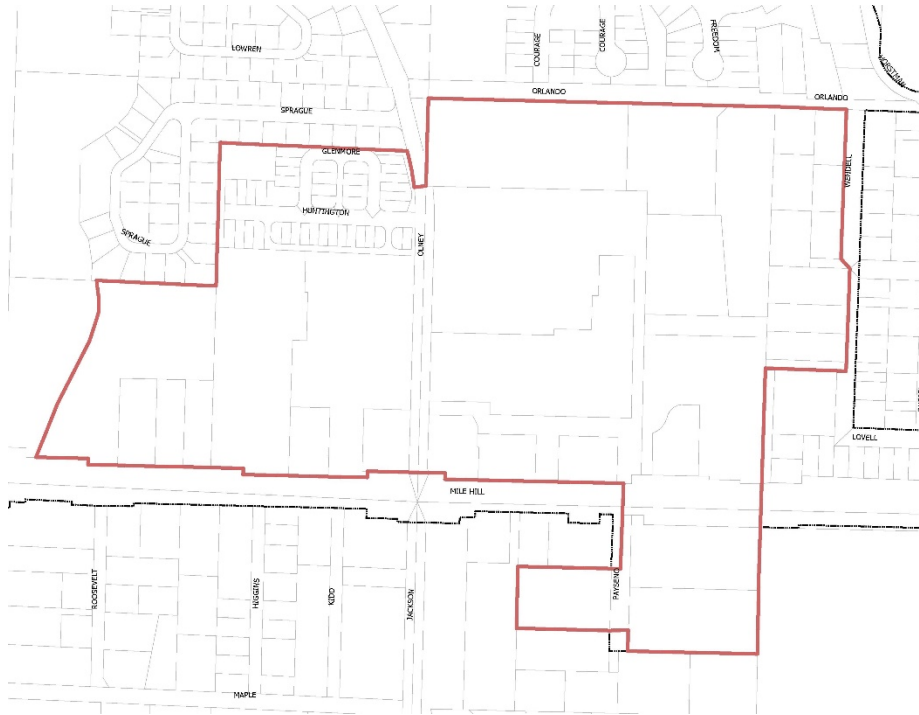
2.7.5.4-3 Lower Mile Hill Countywide Center

The Lower Mile Hill Countywide Center consists of the lower sections of the Mile Hill Road commercial corridor and adjacent multi family development. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update. As of 2018, the Lower Mile Hill Countywide Center measured 70 acres containing 174 residents and 288 jobs. This equates to 7 activity units per acre under the PSRC regional centers framework.



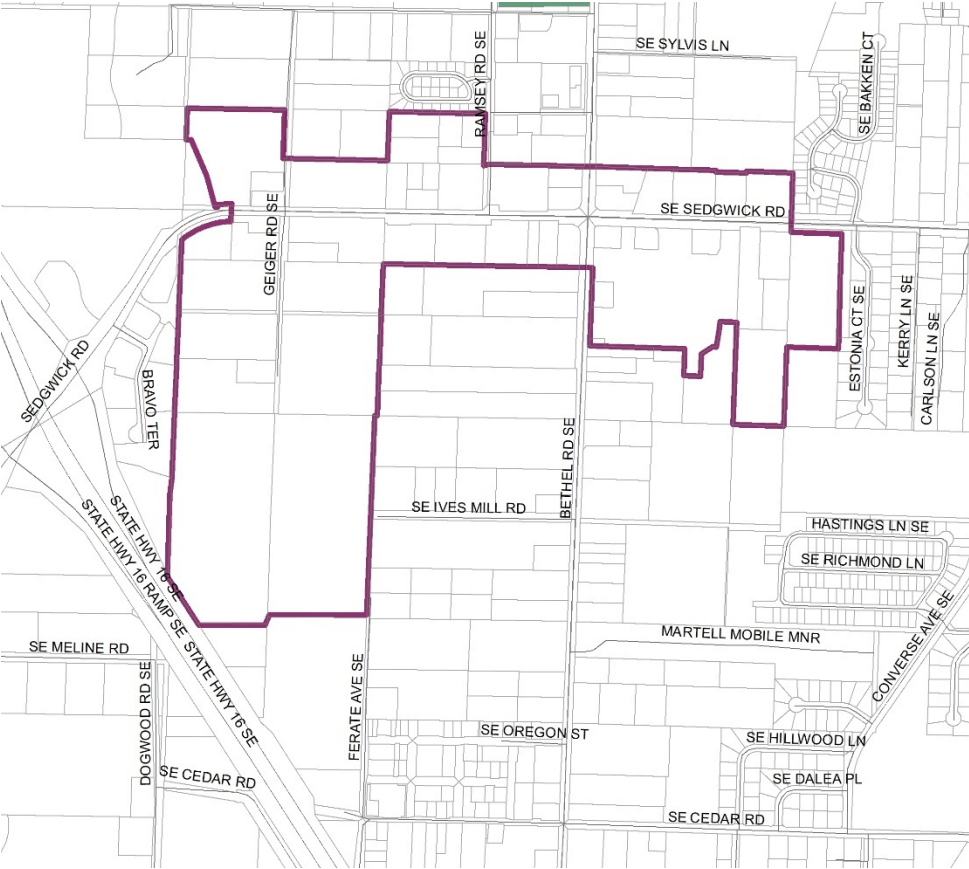
2.7.5.5-4 Upper Mile Hill Countywide Center

The Upper Mile Hill Countywide Center consists of the upper sections of the Mile Hill Road commercial corridor and contains a mix of multi family and single family development. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update. As of 2018, the Upper Mile Hill Countywide Center measured 65 acres containing 287 residents and 373 jobs. This equates to 10 activity units per acre under the PSRC regional centers framework.



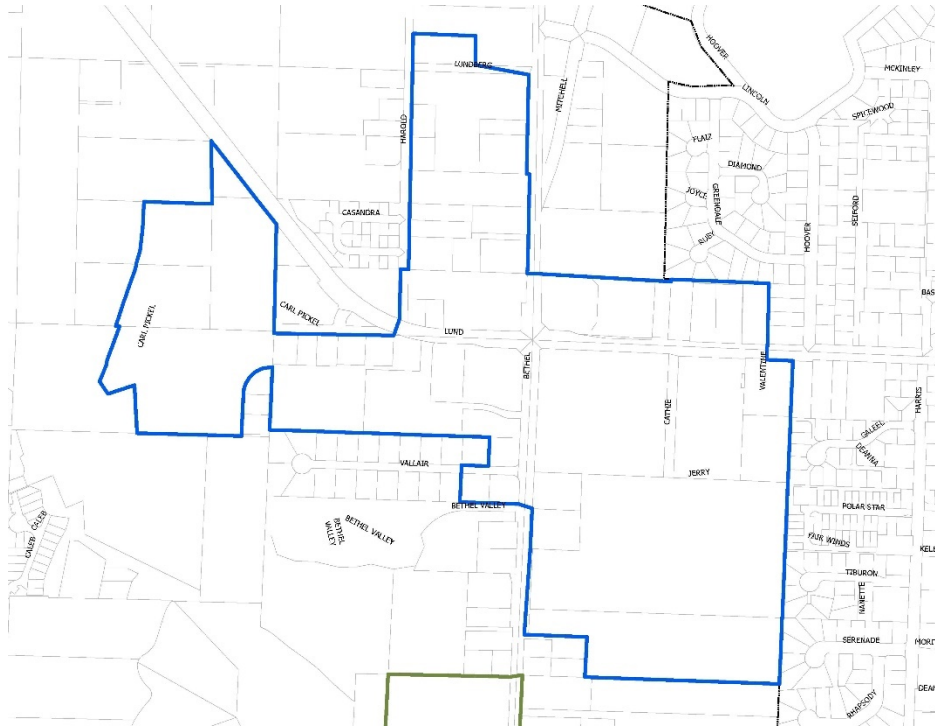
2.7.5.6-5 Sedgwick/Bethel Countywide Center

The Sedgwick/Bethel Countywide Center consist of the Sedgwick Rd corridor from Geiger to the West to the city boundary to the East including the Bethel and Sedgwick intersection. In addition to commercial development and commercially zoned vacant land, this area includes a future park site and land zoned for multifamily development. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update. As of 2020, the Sedgwick/Bethel Countywide Center measures 161 acres containing 58 residents and 505 jobs. This equates to 4 activity units per acre under the PSRC regional centers framework.



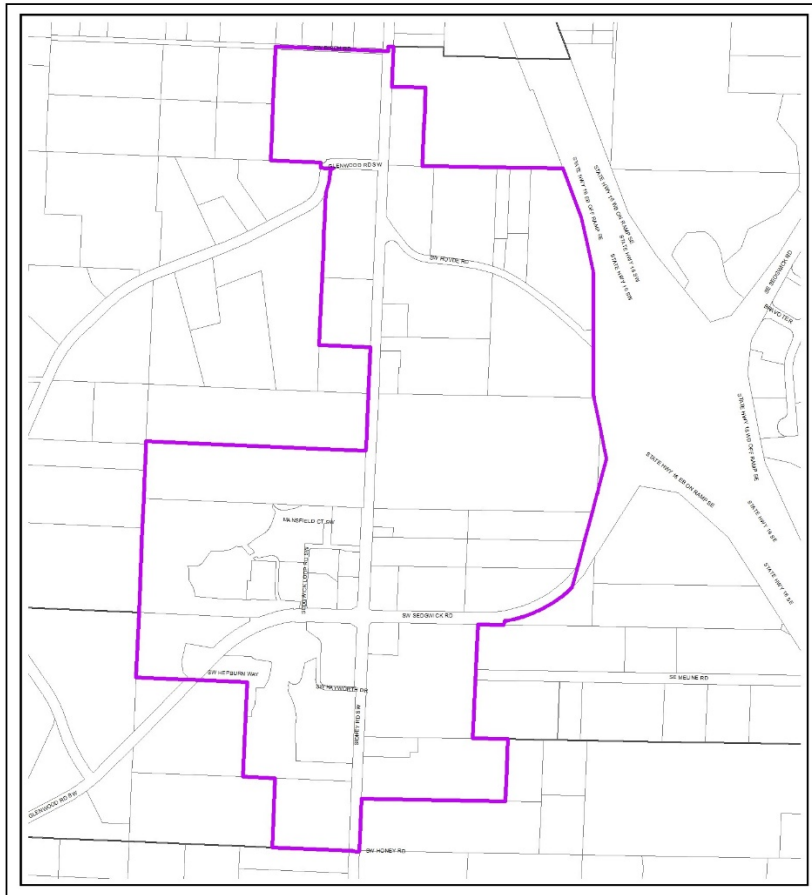
2.7.5.7-6 Bethel Lund Countywide Center

The Bethel/Lund Countywide Center consists of the Bethel commercial corridor near the intersection of Lund Avenue including nearby residential areas. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update. As of 2018, the Bethel/Lund Countywide Center measured 114 acres containing 267 residents and 1,195 jobs. This equates to 13 activity units per acre under the PSRC regional centers framework.



2.7.5.8 Sedgwick/Sidney (Ruby Creek Neighborhood) Countywide Center

The Sedgwick/Sidney Countywide Center is a rapidly developing area of the city at the intersection of Sidney Road SW and Sedgwick Ave that has seen more than 220 units of multifamily housing develop since 2010 along with significant new commercial development. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update. As of 2018, the Sidney/Sedgwick Countywide Center measured 148 acres containing 450 residents and 252 jobs. This equates to 5 activity units per acre under the PSRC regional centers framework.



2.7.5.9-8 Old Clifton Industrial Park Local Center

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



2.7.5.10-9 McCormick Woods Local Center

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



2.7.5.11-10 Annapolis Local Center

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



2.7.5.12—11 Bethel South (Salmonberry) Local Center

The Bethel South Local Center consists of the underdeveloped intersection of Salmonberry and Bethel and the nearby residential areas. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update.



2.7.6 Road Map to Implementation

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

20.35.040 Downtown mixed use (DMU).

(1) Intent. The downtown mixed use district is intended to provide for mixed use, pedestrian-oriented development in downtown. To promote walkability and to encourage street-level retail activity, auto-oriented uses and ground-floor residential uses are restricted. Building type options include live-work, single-story shopfront and mixed use shopfront. Downtown mixed use should be applied in areas where the existing or proposed land use pattern promotes the highest levels of pedestrian and mixed use activity in the community and may be applied in areas designated commercial in the comprehensive plan.

(2) Building Types Allowed. The allowed building types are as follows:

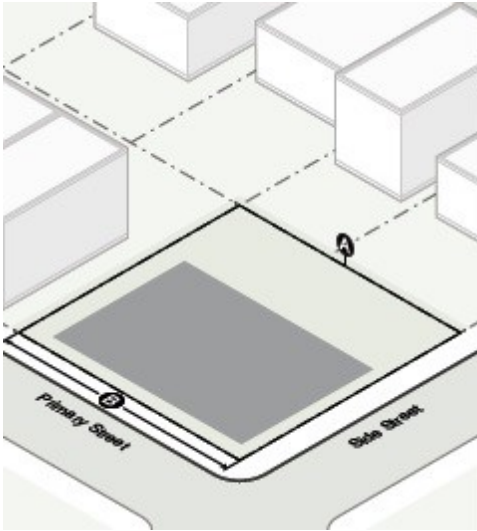
- (a) Live-work unit.
- (b) Single-story shopfront.
- (c) Mixed use shopfront.
- (d) Accessory buildings (POMC [20.32.010\(16\)](#)).



DMU Building Types

(3) Lot Dimensions.

- (a) There are no minimum or maximum lot sizes in the DMU district.
- (b) There is no minimum lot width in the DMU district.



DMU Lot Dimensions

(4) Maximum hard surface coverage is 100 percent.

(5) Building Setbacks.

(a) Primary street: not applicable.

(b) Side street: not applicable.

(c) Side interior: not applicable.

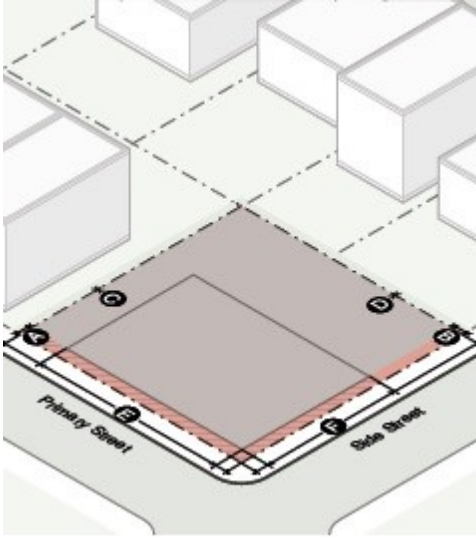
(d) Rear: not applicable.

(6) Build-to Zone.

(a) Building facade in primary street: 80 percent minimum (percent of lot width).

(b) Building facade in side street: 40 percent minimum (percent of lot width).

(c) Build to Zone percentages may be decreased (1) if a public pedestrian-oriented space is provided, if the reduction is no more than the minimum needed to accommodate the pedestrian oriented space, or (2) for public civic buildings such as a community center or library.



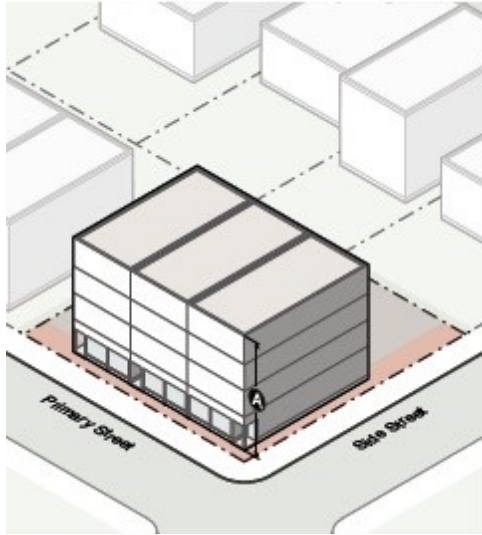
DMU Building Placement

(7) Parking Location. Parking shall be allowed as follows except where another standard is specified in Chapter [20.127](#) POMC:

- (a) Front yard: not allowed.
- (b) Corner yard: not allowed.
- (c) Side yard: allowed.
- (d) Rear yard: allowed.

(8) Building Height.

- (a) Maximum height: three stories/38 feet unless an alternative maximum building height is specified pursuant to the downtown height overlay district (POMC [20.38.600](#) through [20.38.670](#)).



DMU Building Height

These are the sections that are being amended. Make sure ordinance amends each section separately.

20.38.610 DHOD intent.

The intent of the downtown height overlay district (DHOD) is to [implement the Downtown Subarea Plan](#), protect scenic views on north facing slopes in the vicinity of Sinclair Inlet and downtown, protect property values, provide access to light, ensure that the scale of development in downtown Port Orchard does not negatively impact the historic character of the community, and otherwise protect the general health, safety, and welfare of the community. The intent of the DHOD is to be achieved by establishing height limits for buildings and by establishing a method of measuring buildings that is different than the methods used elsewhere in this title to recognize the generally sloping characteristics of the overlay district.

20.38.640 DHOD height limits.

(1) DHOD Height Zones Established. Within the DHOD as shown on the zoning map, there are three different DHOD height zones with height limits established as follows:

(a) DHOD 3: ~~38-48~~ feet – three stories.

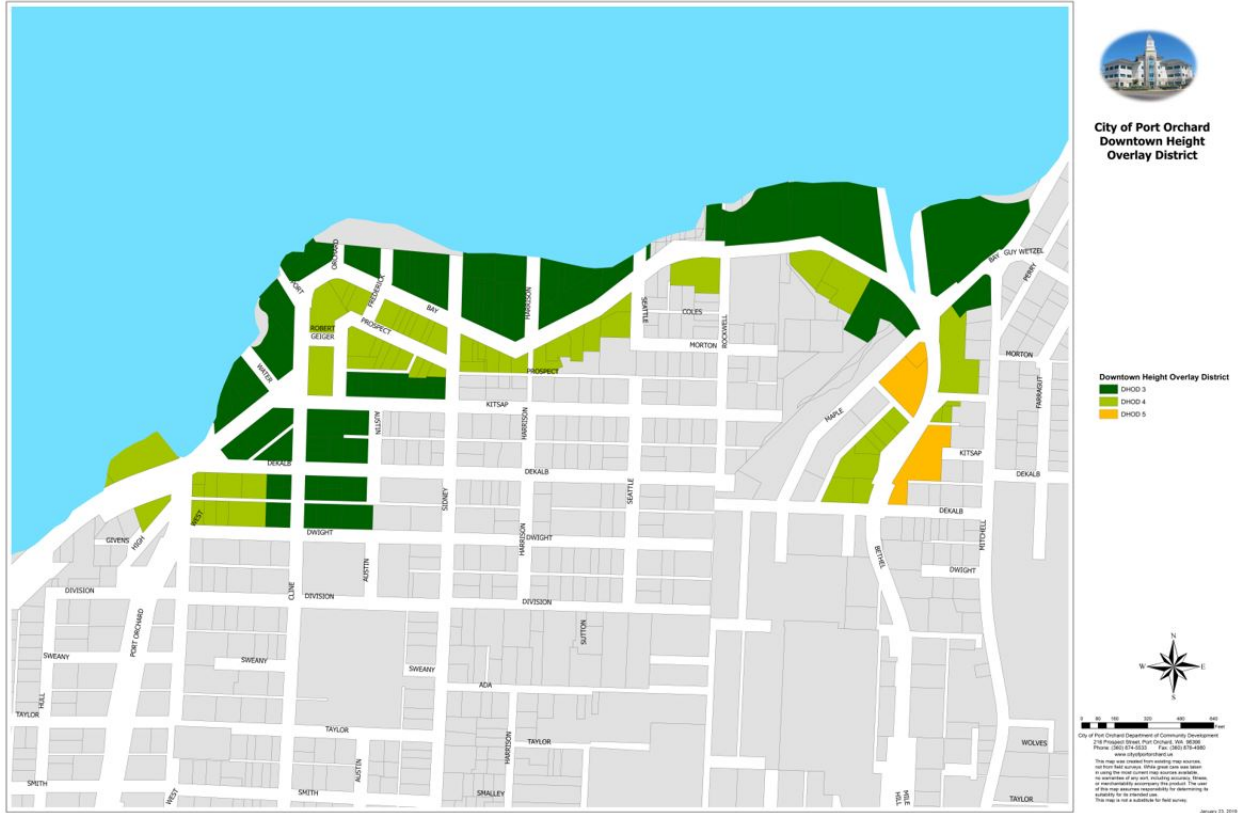
(b) DHOD 4: ~~48-58~~ feet – four stories.

(c) DHOD 5: ~~58-68~~ feet – five stories.

(2) DHOD Height Bonus. A 10-foot (one story) height bonus not to exceed 20,000 feet in area may be granted to exceed the applicable maximum height provided in subsection (1)(a) of this section if the applicant agrees to construct and operate (or lease to an operator) a grocery store in the same building for which the bonus is sought, with the grocery store space measuring at least 10,000 square feet in area. In addition to the 20,000-square-foot bonus limit, the area of this additional 10 feet of building height shall not exceed 95 percent of the area of the floor immediately below this bonus height (floor). Any height bonus shall require a development agreement between the developer and the city that provides assurances to the city guaranteeing that the ground floor commercial space will be developed and operated as a grocery store upon project completion.

(3) DHOD Height Zone Map. The height zones described in this section shall be applied as reflected on the DHOD Height Zone Map as shown in Figure 1.

These are the sections that are being amended. Make sure ordinance amends each section separately.



These are the sections that are being amended. Make sure ordinance amends each section separately.

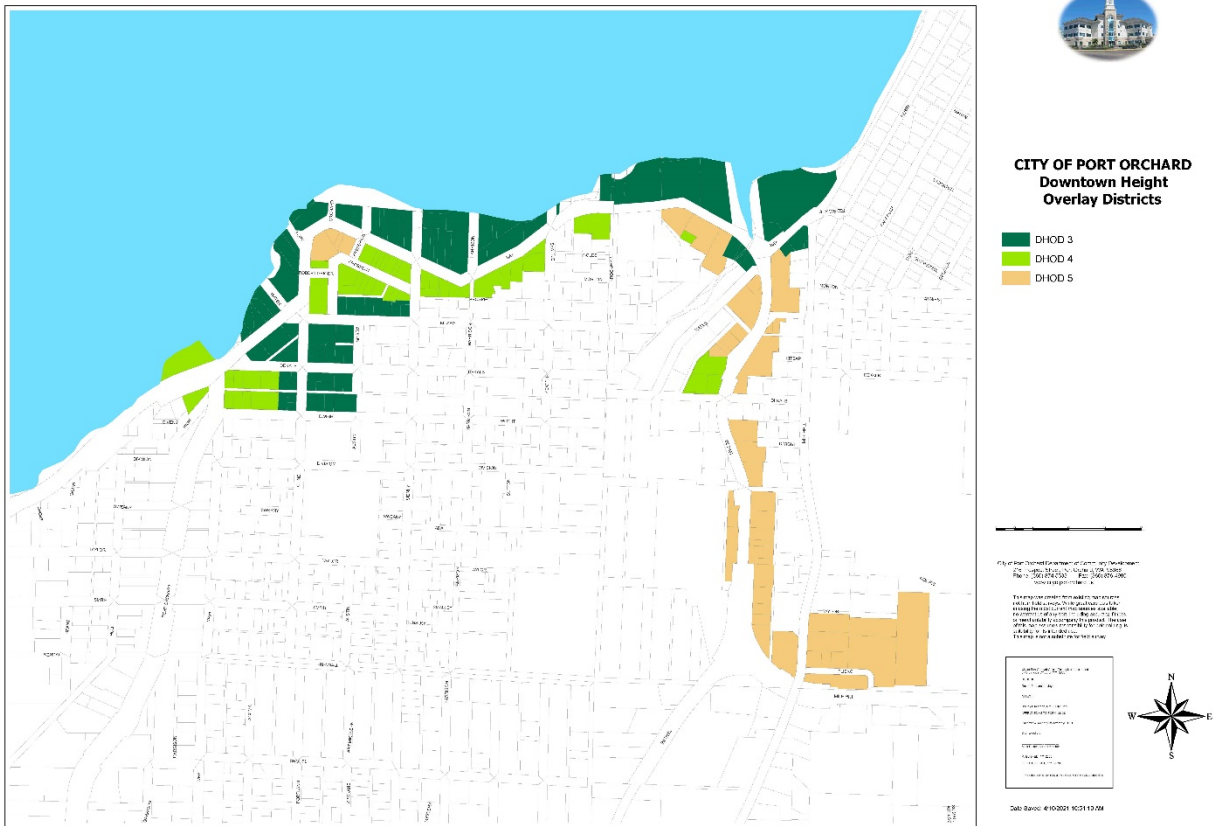


Figure 1: DHOD Height Zone Map

20.38.650 DHOD height measurement.

Building heights shall be measured one of two ways based on whether the parcel to be developed abuts Bay Street or whether it does not abut Bay Street.

(1) Building heights for lots abutting Bay Street shall be measured from the average grade of the property line that abuts Bay Street rather than from the grade plane as defined in Chapter [20.12](#) POMC (see “building height” and “grade plane”). If this property line is below the City's minimum flood elevation or forecasts for sea level rise, the property line may be elevated to the required minimum ground floor flood elevation for the purpose of measuring height.

(2) Building heights for lots not abutting Bay Street shall be measured in accordance with the definition of building height as found in Chapter [20.12](#) POMC.

These are the sections that are being amended. Make sure ordinance amends each section separately.

20.38.810 VPOD intent.

The intent of the view protection overlay district (VPOD) is to [implement the Downtown Subarea Plan](#), protect scenic views on north facing slopes in the vicinity of Sinclair Inlet, protect property values, provide access to light, and otherwise protect the general health, safety, and welfare of the community. The intent of the VPOD is to be achieved by establishing height limits for buildings and by establishing a method of measuring buildings that is different than the methods used elsewhere in this title to recognize the generally sloping characteristics of the overlay district.

POMC 20.39.040 Use Table

(Gray shading separates categories into residential, commercial and industrial, and civic/parks)

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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Park, recreation field	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	20.39.410
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Transit park and ride lot	--	--	C	C	C	--	--	C	C	P	C	C	C	P	P	P	P	P	P	P	P	--	P	
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20.124.130 Downtown mixed use parking standards.

Except as otherwise provided in this section, development within ~~the~~ downtown ~~mixed use~~ ~~mixed-use~~ zone (DMU) shall provide parking in accordance with the off-street parking requirements set forth in this chapter.

(1) Parking shall not be required for ground floor uses ~~abutting Bay Street between Orchard Avenue and Harrison Avenue~~. in the DMU zone in the Downtown Subarea (see the Downtown Port Orchard Subarea Plan).

(2) For multifamily residential uses in the DMU zone, the off-street parking standard shall be a minimum of one parking space for each dwelling unit, regardless of the number of bedrooms.

(3) No new street level parking lot or parking garage that fronts directly on Bay Street shall be allowed between ~~Robert Geiger~~ ~~Port~~ Street and Seattle Avenue.

(4) Exemptions. The following uses and buildings within the DMU zone shall be exempt from the parking standards set forth in this chapter:

(a) Existing buildings and uses along both sides of Bay Street from Orchard Avenue to Seattle Avenue shall be exempt from the parking requirements set forth in this chapter.

20.124.135 Downtown subarea residential parking standards.

For residential uses in the Downtown Subarea, excluding the DMU zone parking standards in POMC 20.124.130, the off-street parking standard shall be a minimum of one parking space for each dwelling unit, regardless of the number of bedrooms. An additional .25 parking spaces shall be required for each unit located on a site that is not served by adjacent on-street parking.

POMC 20.202 Off-site Improvement Requirements.

(1) Purpose. The purpose of this chapter is to specify requirements for off-site improvements serving various development activities under the Building Codes and to establish limits and parameters for requiring off-site improvements when imposed outside of SEPA, CUP, or other development review processes. This chapter seeks to protect the public health, safety and general welfare of the public, to ensure safe walking conditions, pedestrian connectivity, and ADA accessibility.

(2) Scope.

a. This chapter applies to the following activities under the IBC and IRC:

- i. New Construction or Moved Buildings.
- ii. Additions to existing buildings.
- iii. Changes of occupancy classification.
- iv. Remodels and Alterations.

b. Proposed improvements within a public right of way shall require the submittal of plans completed by a professional civil engineer and/or surveyors licensed in the state of Washington consistent with the state licensure requirements and engineering best practice. In addition, all work shall be compliant with the City of Port Orchard Public Works and Engineering Standards and Specifications.

(3) Definitions.

“Off-site Improvement” is defined as an improvement to public right of way adjacent to, along the frontage of, or in proximity to proposed development and may include cement concrete curb and gutter, driveway, sidewalks, curb ramps, paving, pedestrian or bicycle pathway(s) (in lieu of sidewalks in accordance with transportation plan), safety measures, other right-of-way elements (such as streetlighting, landscape strip, etc.), and drainage improvements.

(4) Off-site Improvements.

a. Off-site improvements shall be required for all New Construction, Additions, Change of Occupancies as defined in Chapter 3 of in the International Existing Building Code, Moved Buildings, and Remodels/Alterations to existing buildings.

The maximum level of off-site improvement that may be imposed by project type is shown in Table 20.202, however this limit shall not apply to projects that have limits or conditions imposed by SEPA, CUP, or other conditioning documents. The City shall determine the order of preference when determining off-site improvement requirements, considering the general health, safety, and welfare and environmental protection as primary objectives. Secondary objectives may include considerations for transportation corridors and proximity to schools and parks.

Projects involving more than one project type (New Construction, Additions, Change of Occupancy, and/or Remodel/Alteration) shall apply the most restrictive criteria in Table 20.202. The Director or designee is authorized to interpret, establish, modify, or eliminate the off-site

improvement requirements shown in Table 20.202 for individual cases where there are practical difficulties (such as critical areas or steep topography) involved in the implementation of the requirements of this chapter. The Director or designee, shall determine the order of preference when determining off-site improvement requirements, considering health, safety, and welfare, along with environmental protections as the primary objectives.

Table 20.202 Offsite Improvement Determinations. (i)

Project Type	Threshold	Off-site Improvement Requirement (ii) (v)
New Construction		
Commercial (includes multi-family 3 or more units) (iii)	All new and moved buildings	No Limit Defined. Improvements to be determined by the Director.
Single family and two-family dwellings.	All new and moved buildings	No Limit Defined. Improvements to be determined by the director. Fee-in-Leu available pursuant to POMC 20.202 (5).
Single family and two-family accessory structures and garages.	All new and moved buildings.	None required.
Additions		
Commercial Large (iii)	50% or greater increase in floor area.	No Limit Defined. Improvements to be determined by the Director.
Commercial Small (iii)	Less than 50% increase in floor area.	Offsite improvement requirements up to 20% of additional valuation based on the adopted ICC Building Valuation Table.
Single-family and two-family dwelling	Additions	None required.
Change of Occupancy		
Large (iii)	Change of occupancy classification to 50% or more of the building.	Off-site Improvements limited to the greater of the following: -20% of the remodel valuation (iv) -20% of the change in the building valuation based on the most current ICC Building Valuation Table. Fee-in-lieu available pursuant to POMC 20.202 (5).
Small (iii)	Change of occupancy classification to less than 50%	Off-site Improvements limited to the greater of the following:

	but greater than 10% of the building.	-10% of the remodel valuation (iv) -10% of the change in the building valuation based on the most current ICC Building Valuation Table. Fee-in-lieu available pursuant to POMC 20.202 (5).
Exempt	Change of Occupancy classification to 10% or less of the building.	No off-site improvements required.
Remodel/Alternations		
Large (iii)	Remodel valuation 50% or greater than ICC building valuation.	Off-site Improvements up to 20% of the remodel valuation. (iv) Fee-in-lieu available pursuant to POMC 20.202 (5).
Small (iii)	Remodel valuation less than 50% but greater than 10% of ICC building valuation.	Off-site Improvements up to 10% of the remodel valuation. (iv) Fee-in-lieu available pursuant to POMC 20.202 (5).
Exempt	Remodel valuation 10% or less than ICC building valuation. Or, Water or Fire Damage repairs that are valued at less than 50% of the ICC building valuation.	No off-site improvements required.

- i. The director or designee may alter, lower, and impose additional requirements as needed to protect health, safety, and general welfare of the public.
- ii. Costs for utility construction or relocation may be included in the owner/developer's percentage of off-site improvements requirements.
- iii. For campus sites, the director shall determine the required frontage improvements.
- iv. The remodel valuation limit shall be defined as the estimated construction cost of the project submitted by the contractor or owner at the time of building permit submittal as a percentage of the most recent version of the International Code Council Building Valuation Data. The estimate shall detail all major cost elements of the project. The remodel valuation limit shall not apply to projects that have requirements imposed by SEPA, CUP, or other conditioning document.
- v. The project cost limits above shall not apply to projects which are eligible for a transportation impact fee credit under POMC 20.182.

b. The following development standards and related off-site improvements shall apply to all applicable project types listed in Table 20.202.

i. Alleys. When a lot adjoins an alley or street intersection, improvements shall also be installed at the alley or street intersection. Alleys shall be installed to City of Port Orchard Standards when any access to the site is provided from the alley.

ii. Off-site improvements are dependent on the project type and threshold listed in table 20.202 and shall require the development of cement concrete curb and gutter, driveways, sidewalks, and curb ramps, paving, safety measures, other right-of-way elements (streetlighting, landscape strip, etc.), and drainage of all dedicated streets along the lot frontages, except, in cases where the topography or other conditions make it impractical.

iii. Access to property. Driveway approaches shall be in accordance with the PWESS. Public roads fronting the property shall be comprised of an all-weather surface or will need to be paved to provide an all-weather surface.

iv. Where a site has existing improvements such as sidewalks, curbs, gutters, and paving, these improvements shall be replaced if they are non-ADA compliant, broken, damaged, or hazardous. Pavement shall also be required to be replaced when it does not meet the current standard pavement section for residential or arterial streets contained in the PWESS.

(5) Fee in Lieu of. Upon approval of the director, a fee may be paid in lieu of construction of the required off-site improvements. In addition, the director or designee shall determine the eligibility of off-site improvements and fee in lieu amount. The fees shall be paid at the time of permit issuance and deposited in the fee in lieu of off-site

20.127.130 Community design framework maps.

(1) Figure 20.127.130 below is an overview map of the applicable planning areas within Port Orchard. Examine the map to determine which map or figure relates to individual properties.

(2) Figures 20.127.130(1) through (16) include community design framework maps for applicable mixed use and nonresidential zones throughout Port Orchard.

Figure 20.127.130
Port Orchard Community Design Framework Maps Index

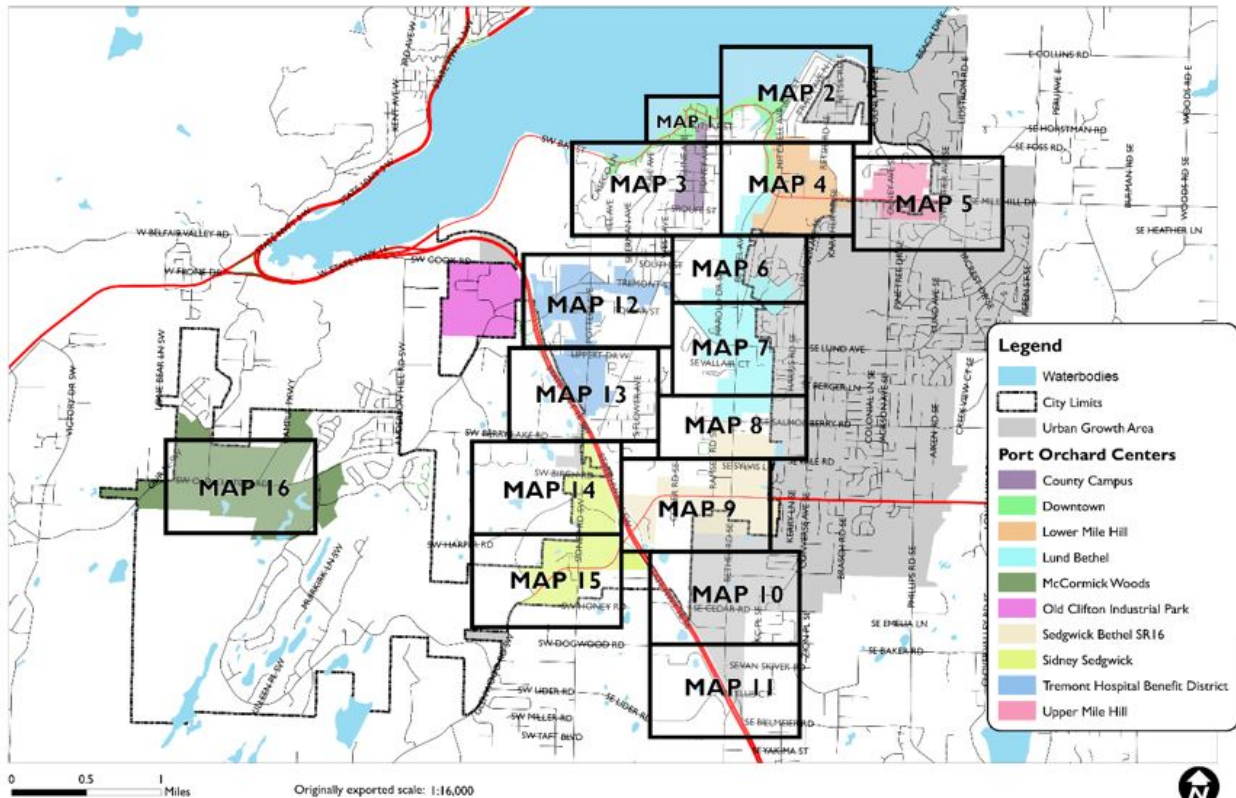
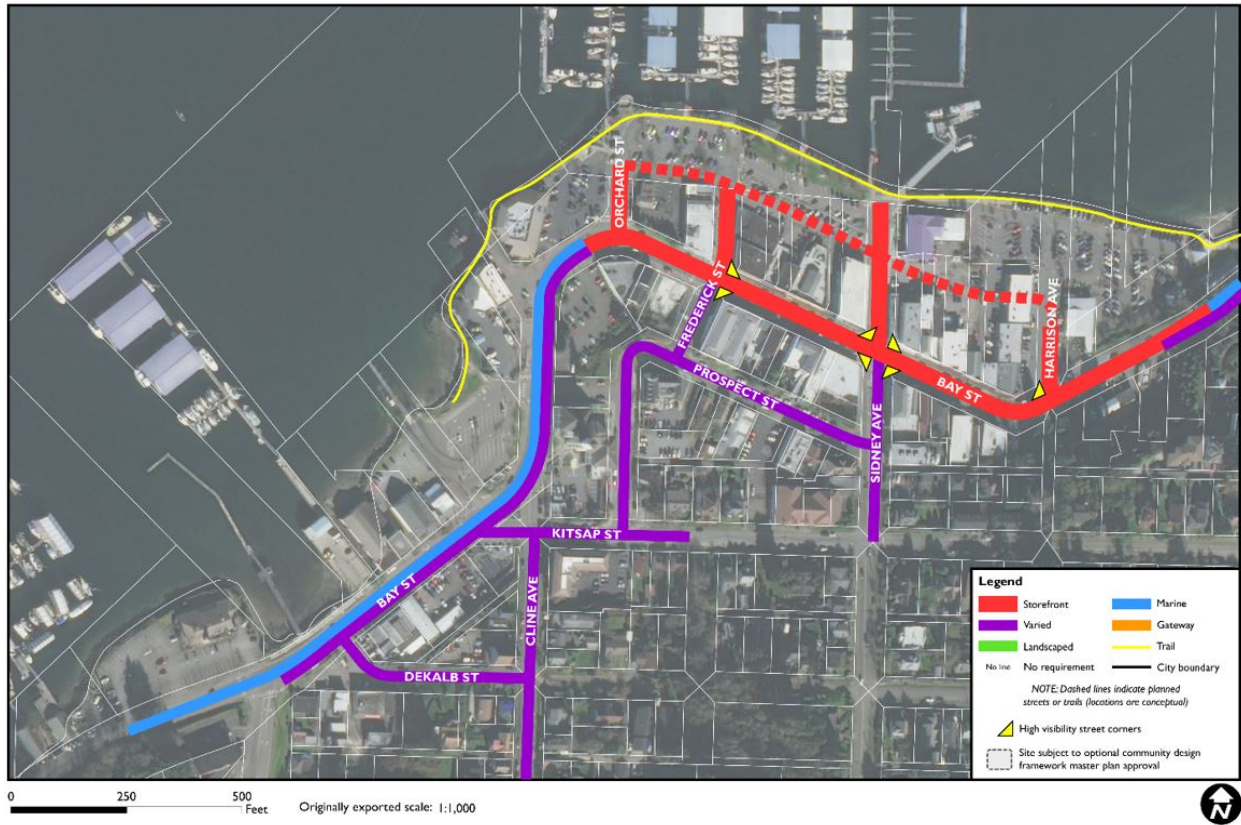


Figure 20.127.130(1)
Map #1 - Downtown West



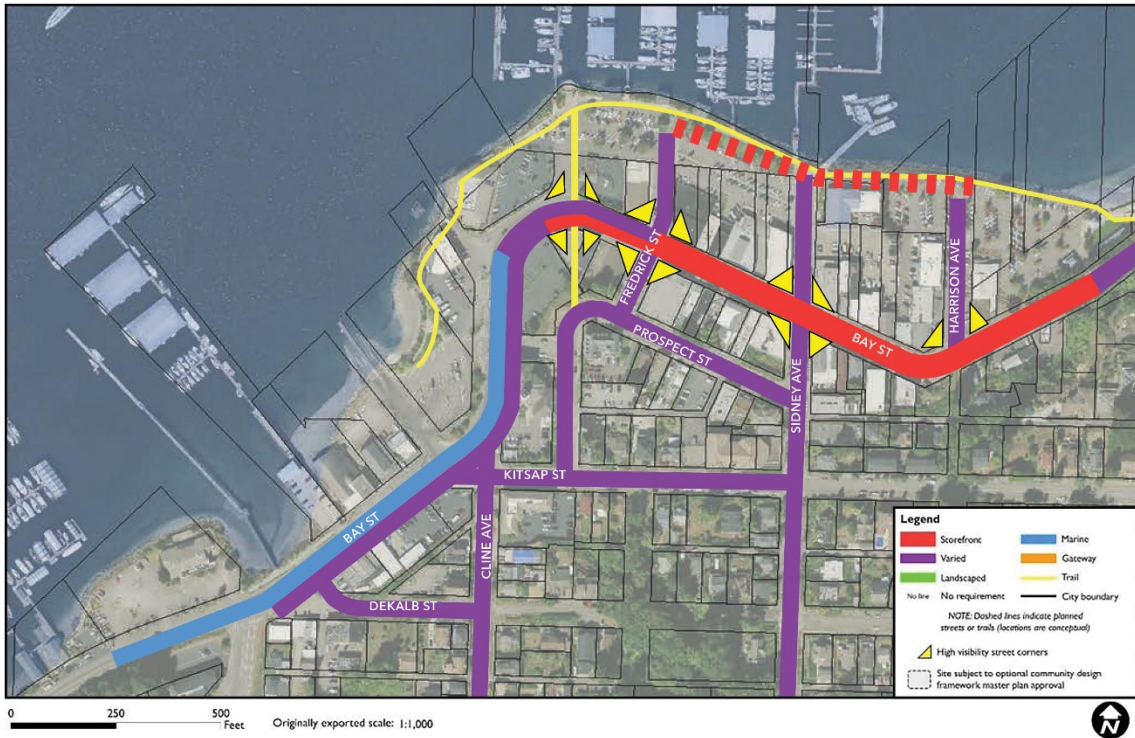
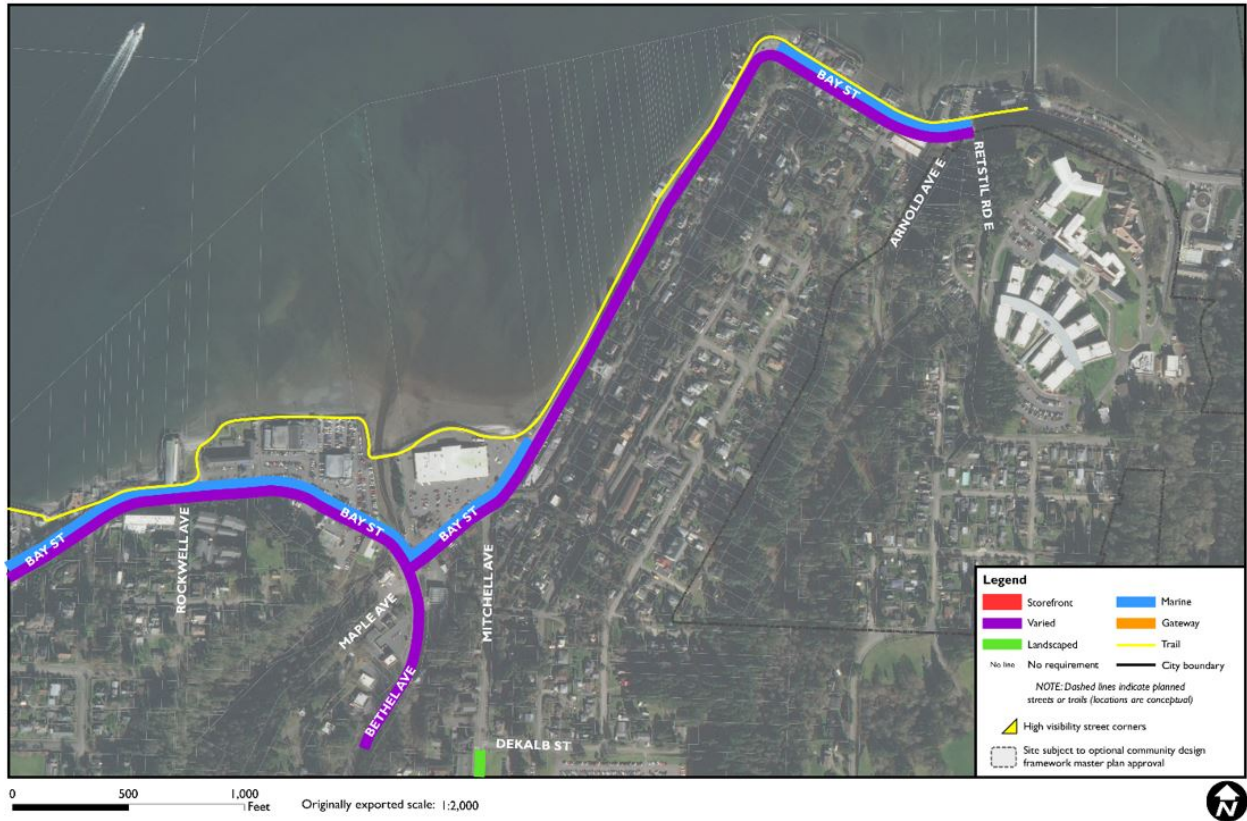


Figure 20.127.130(2)
Map #2 - Downtown East



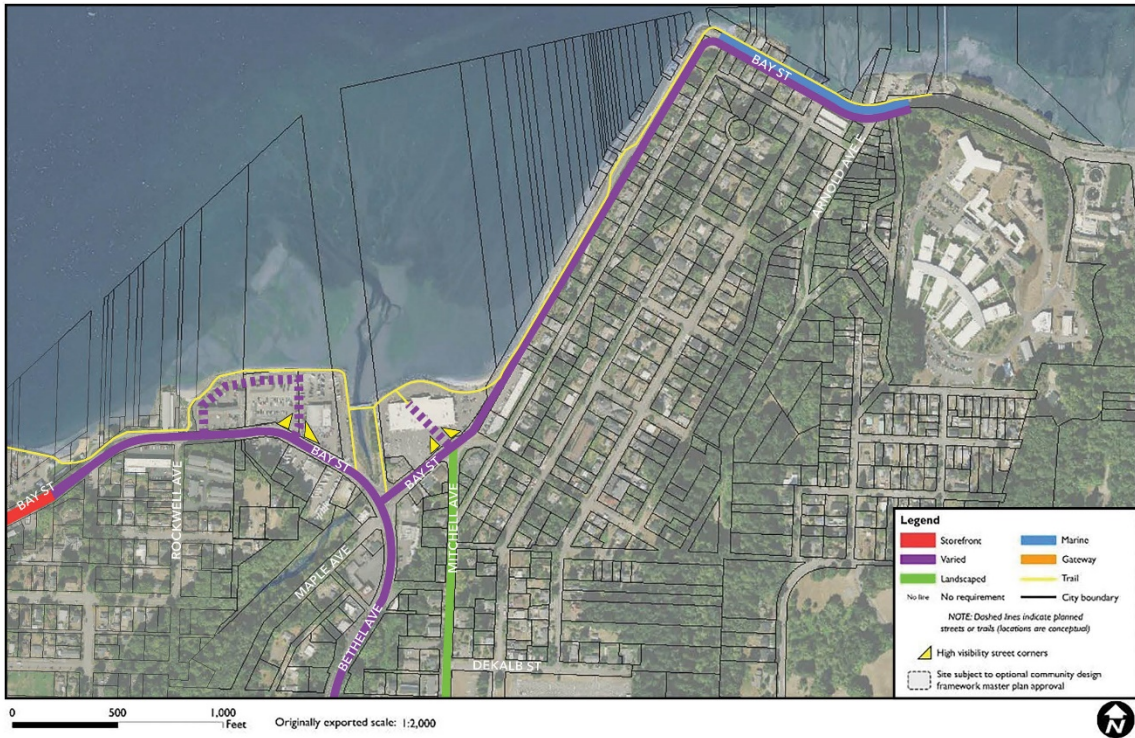


Figure 20.127.130(3)
Map #3 – County Campus



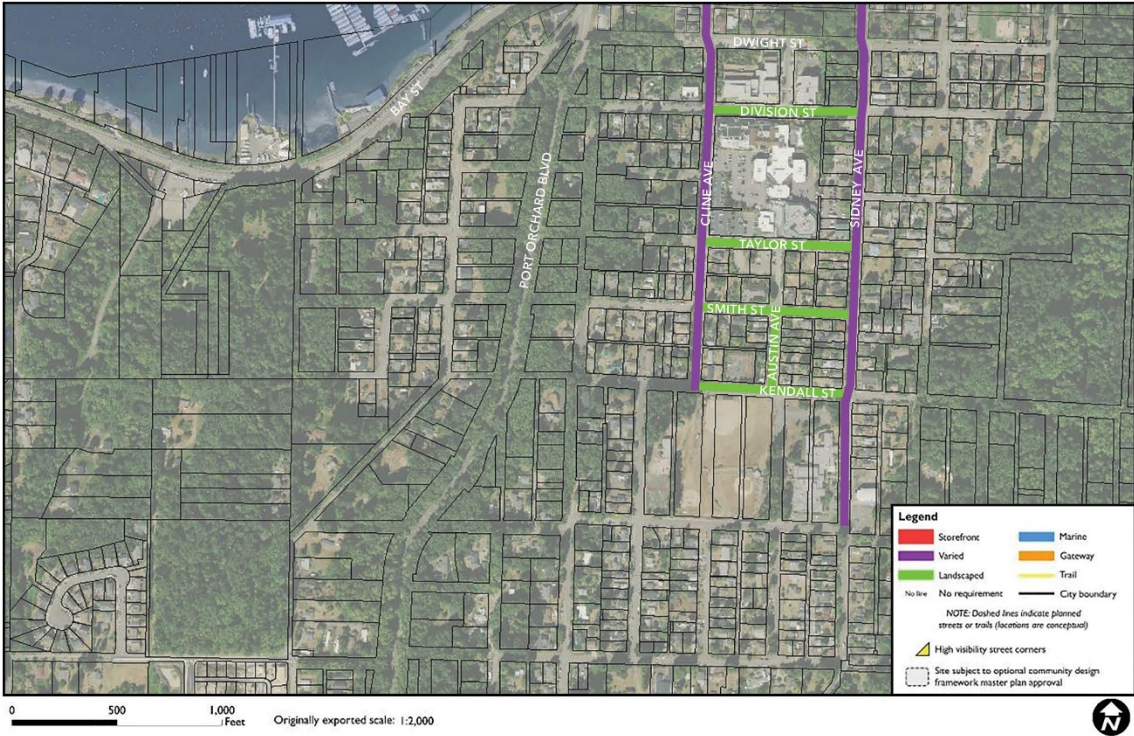
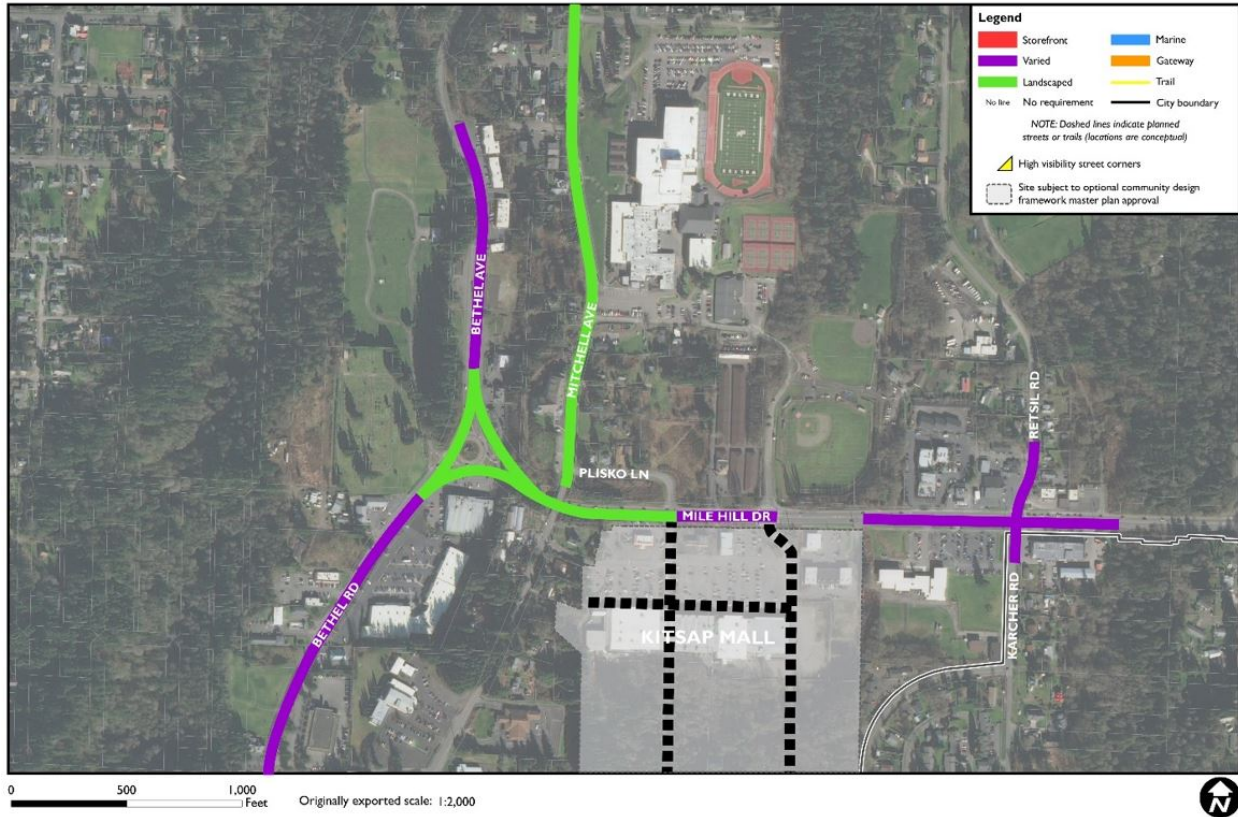


Figure 20.127.130(4)
 Map #4 - Lower Mile Hill



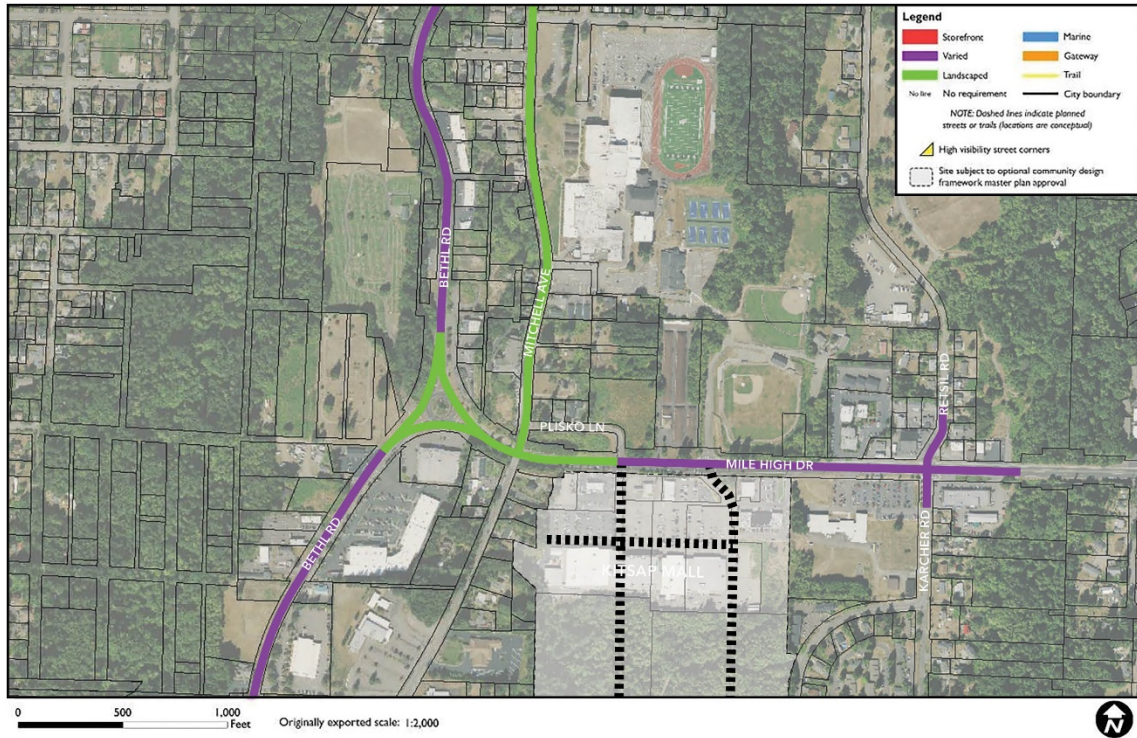


Figure 20.127.130(5)
 Map #5 - Upper Mile Hill

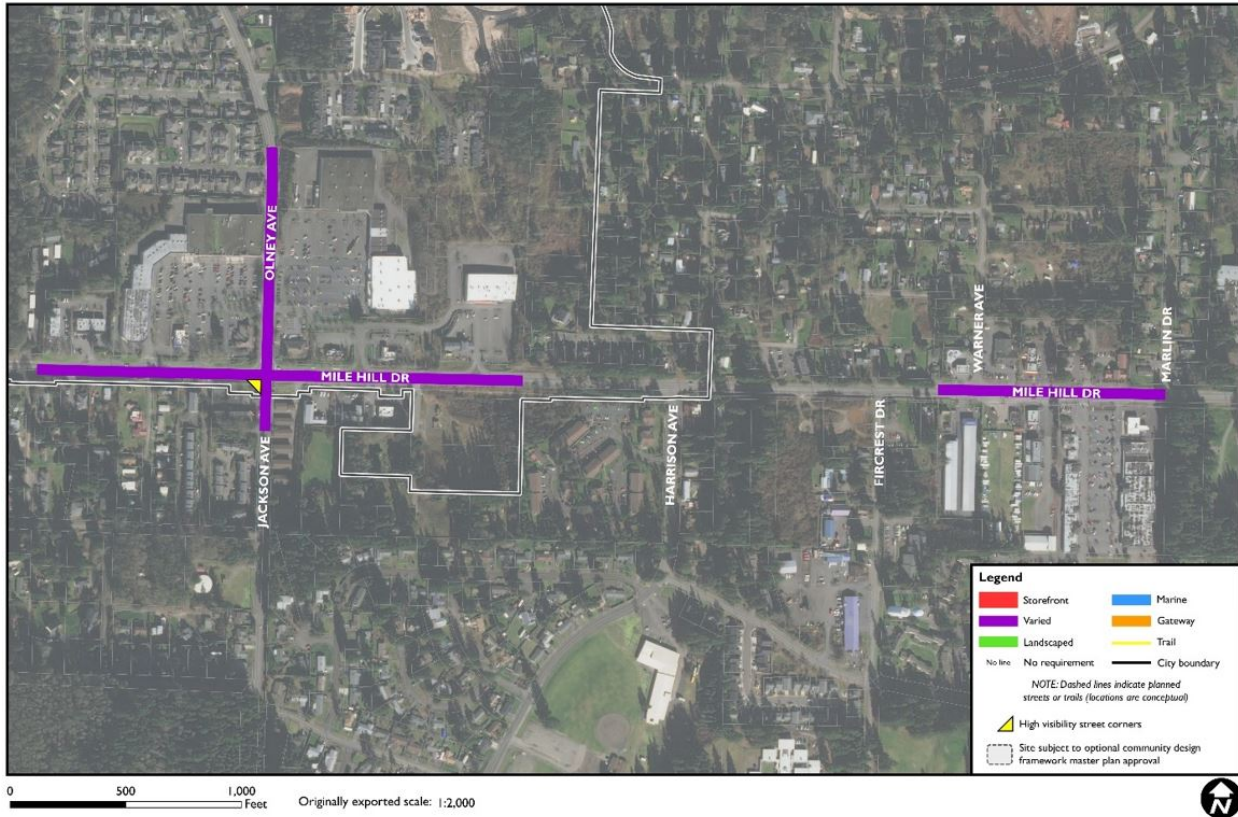


Figure 20.127.130(6)
Map #6 – Bethel North

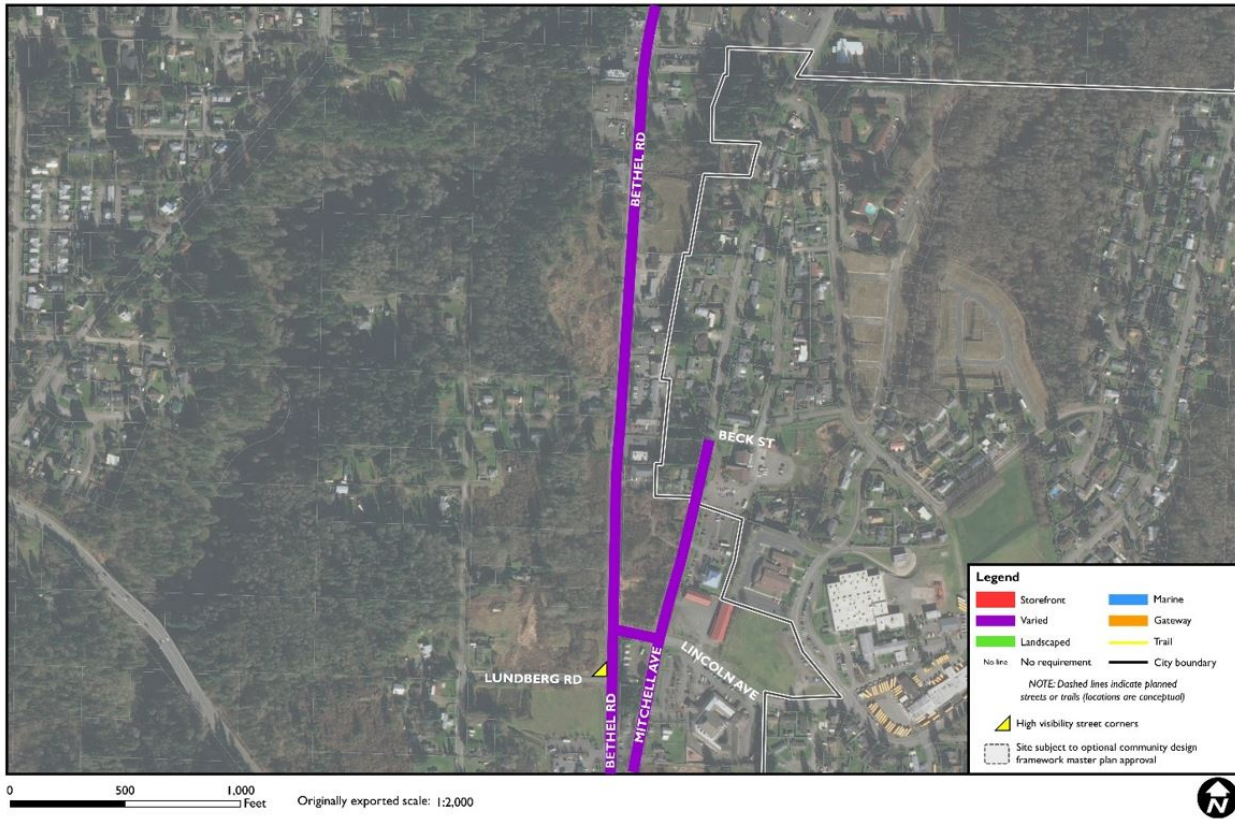


Figure 20.127.130(7)
Map #7 - Lund Bethel

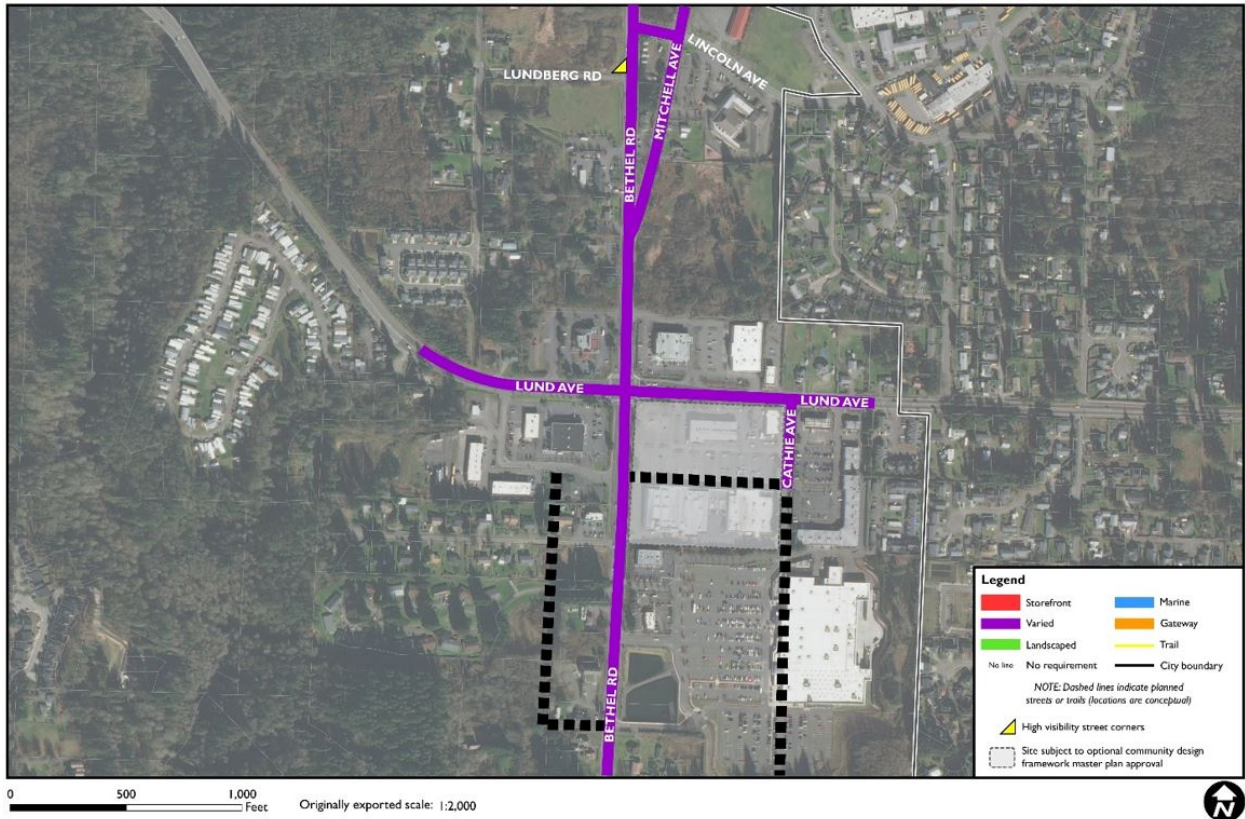


Figure 20.127.130(8)
Map #8 - Bethel South

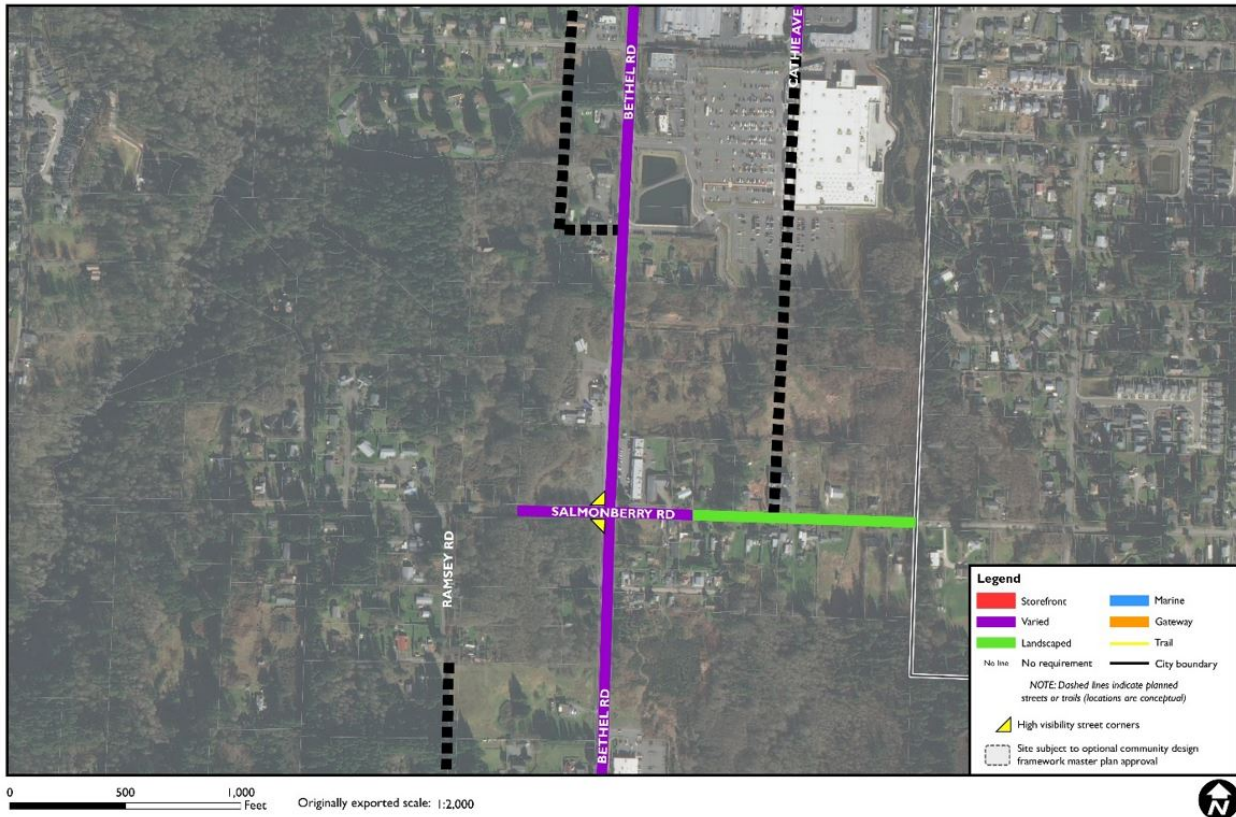


Figure 20.127.130(9)
 Map #9 - Sedgwick Bethel SR16

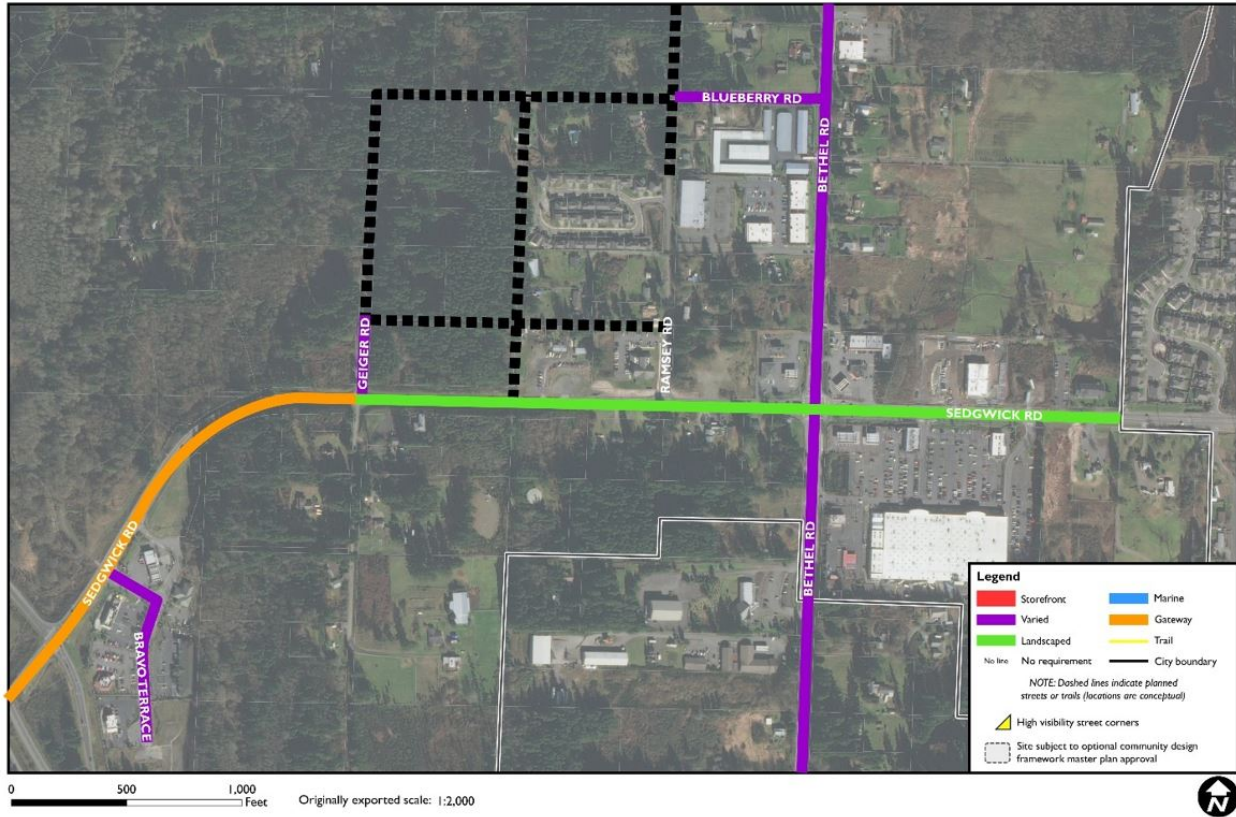


Figure 20.127.130(10)
 Map #10 – Bethel Cedar

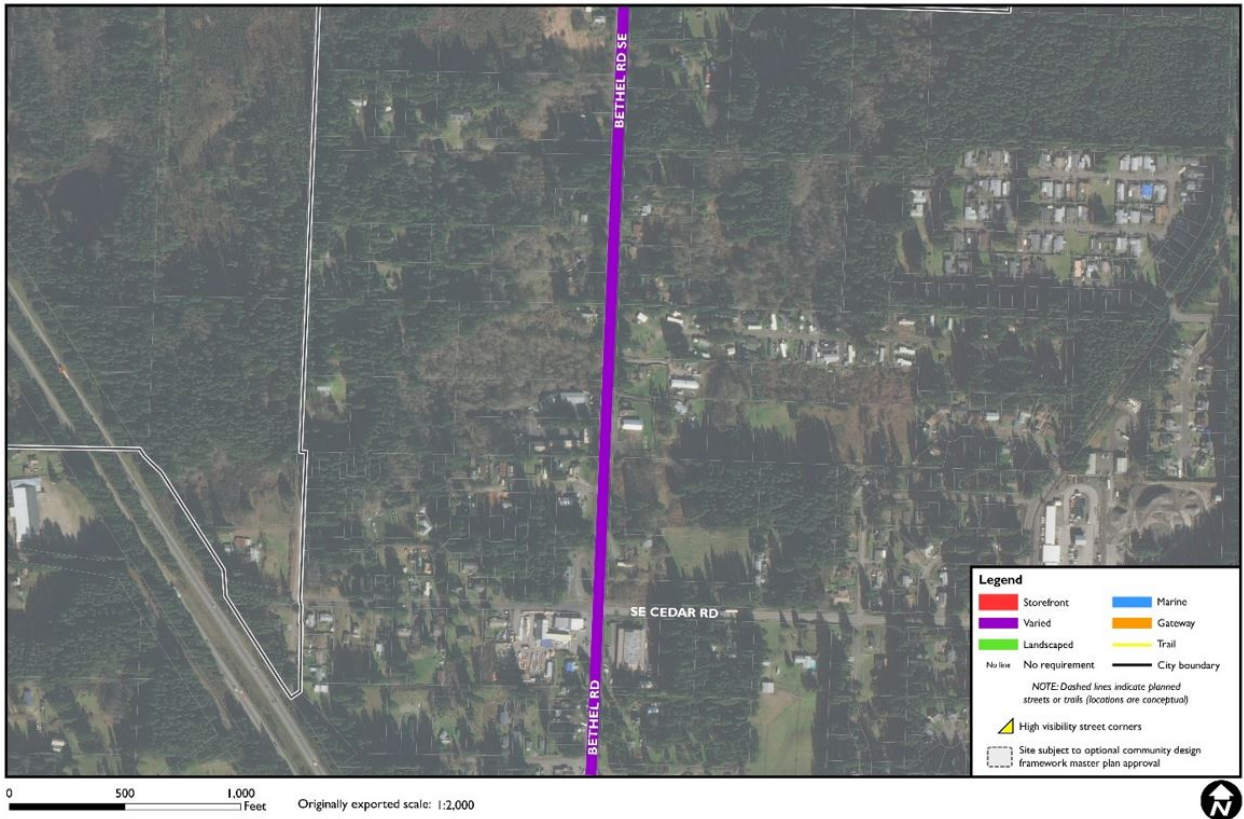


Figure 20.127.130(11)
Map #11 – Bethel Lider

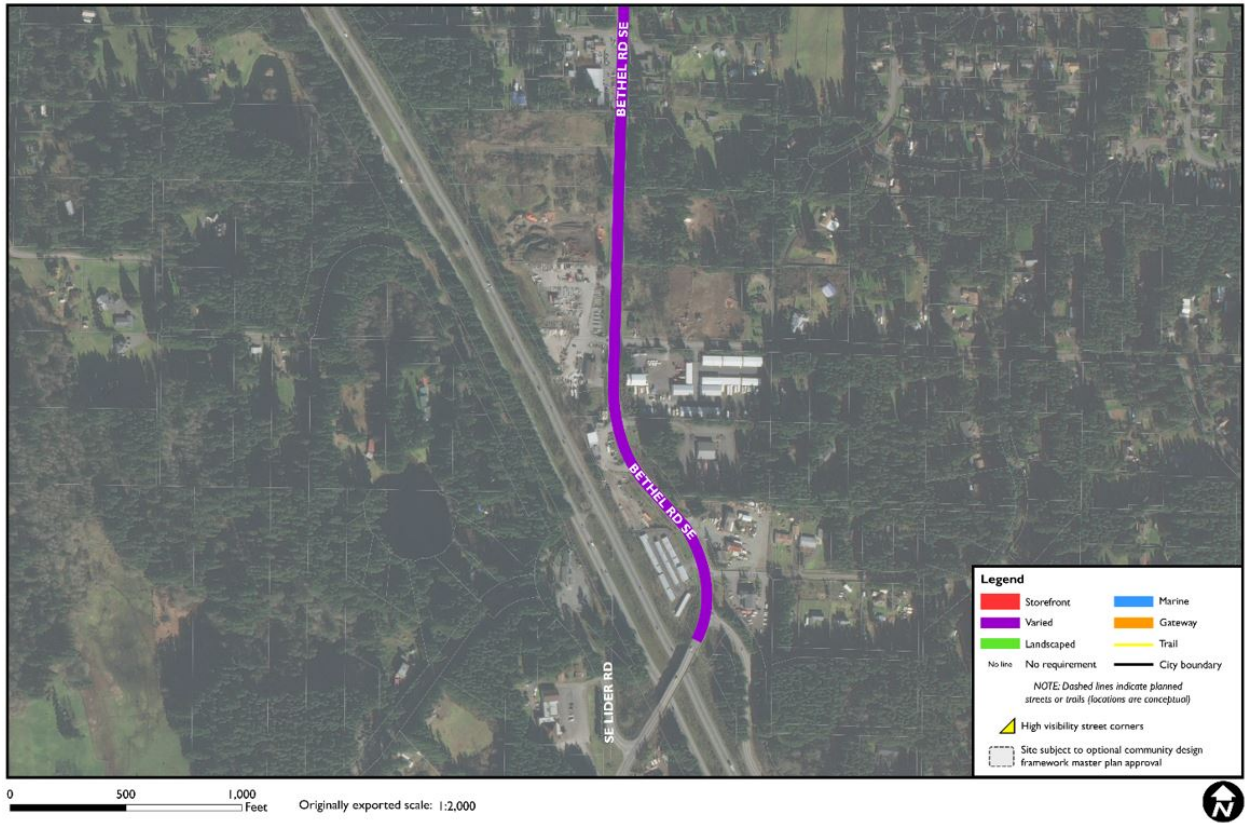


Figure 20.127.130(12)
Map #12 - Tremont



Figure 20.127.130(13)
 Map #13 - Cedar Heights



Figure 20.127.130(14)
Map #14 – Sidney Glen

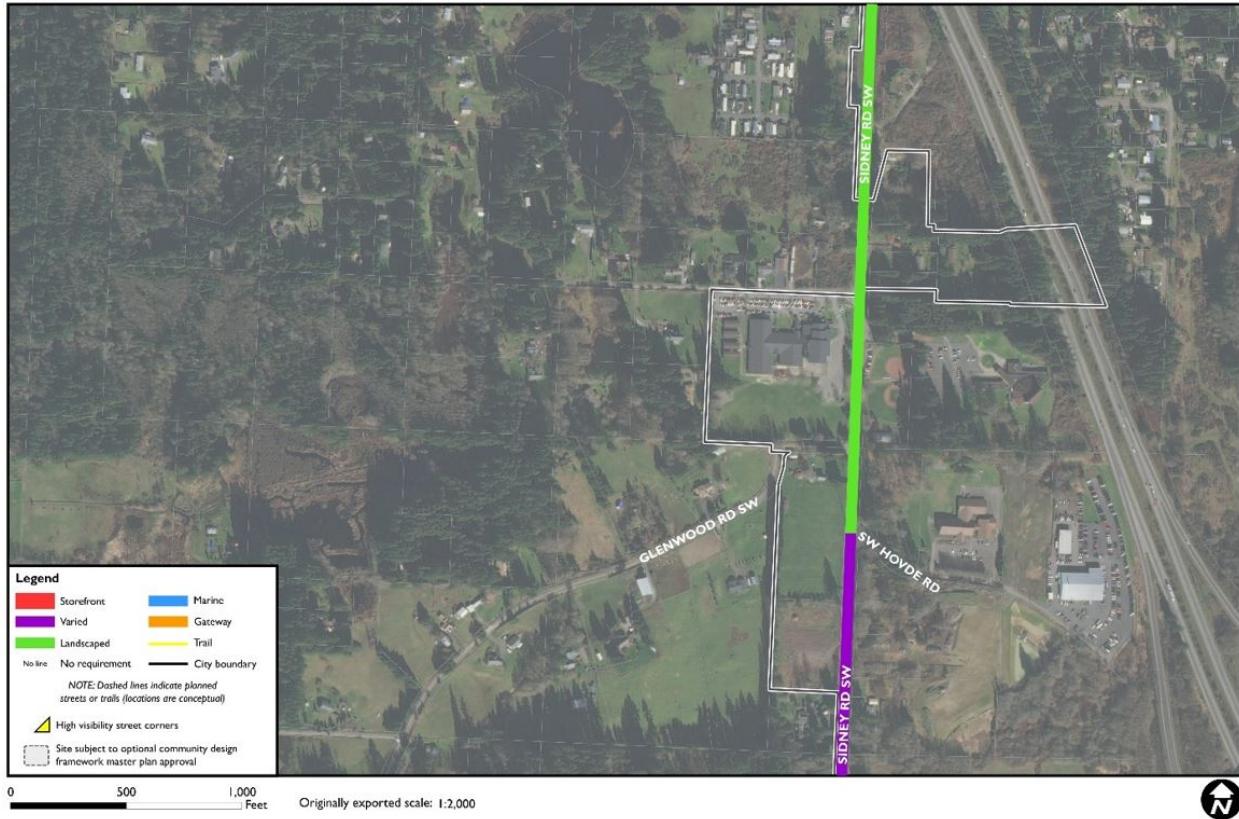
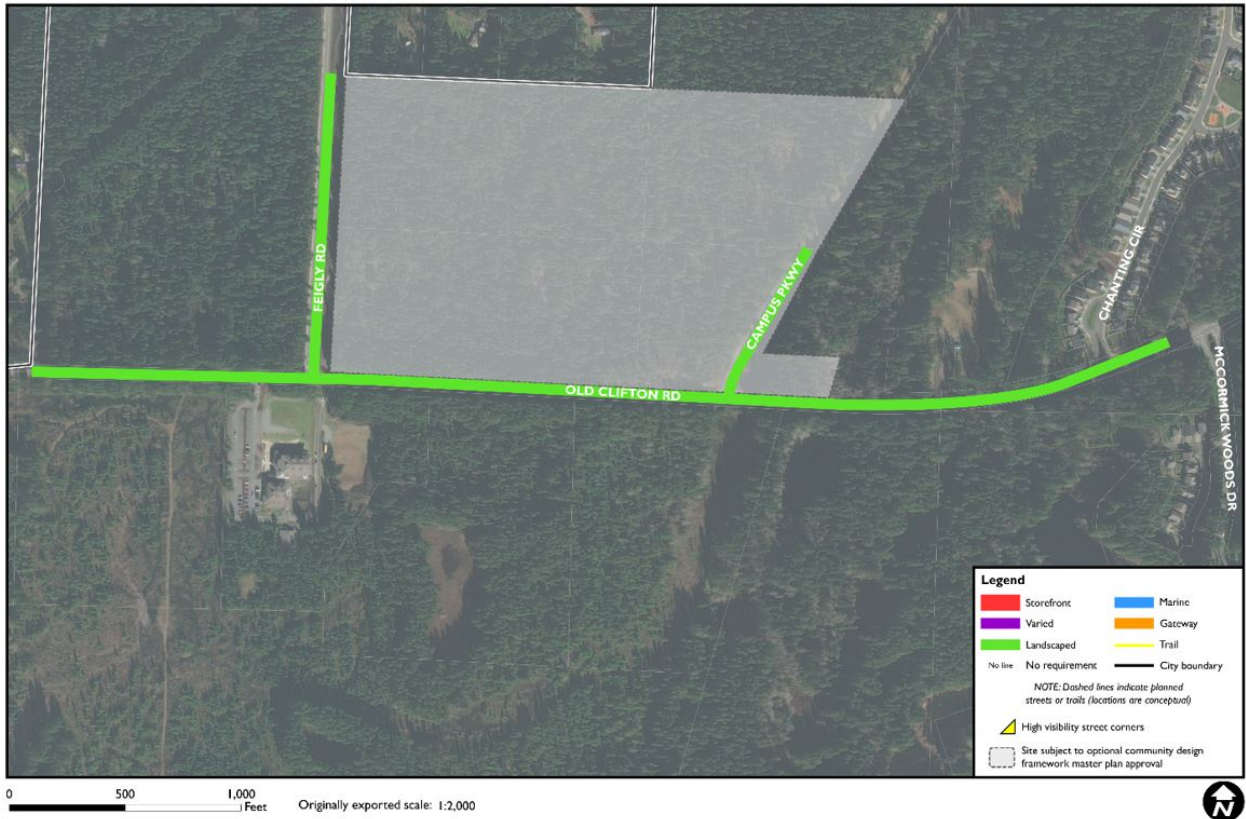


Figure 20.127.130(15)
 Map #15 – Sidney Sedgwick



Figure 20.127.130(16)
 Map #16 - McCormick Woods



0 500 1,000 Feet
 Originally exported scale: 1:2,000





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, 4d	Meeting Date:	May 4, 2021
Subject:	Public Hearing/Discussion and Recommendation: Revisions to Temporary Sign Code	Prepared by:	Nick Bond, Development Director

Issue: In 2017, the City Council adopted Chapter 20.132, the City’s Sign Code, which contains the standards and permitting requirements for signage within the city. City staff are proposing to amend Sections 20.132.270 (Temporary Signs) and 20.132.290 (Definitions), to provide more specific guidance and enforceability for temporary signs of a type typically associated with real estate and subdivisions, regarding the size, materials, allowable locations and display timing of such signs.

The current language in the code, and the proposed language in the ordinance, are presented for the Planning Commission’s review. The Planning Commission is requested to hold a public hearing, and consider testimony, prior to discussion and recommendation on this issue.

Recommendation: The Planning Commission is requested to recommend that the City Council approve an ordinance amending the Sign Code in Chapter 20.132 of the Port Orchard Municipal Code, as presented.

Suggested Motion: “I move to recommend that the City Council approve an ordinance amending the Sign Code in Chapter 20.132 of the Port Orchard Municipal Code, as presented.”

Attachments: Ordinance; Current POMC 20.132.270

ORDINANCE NO. 0xx-21

AN ORDINANCE OF THE CITY OF PORT ORCHARD, WASHINGTON, AMENDING CHAPTER 20.132 OF THE PORT ORCHARD MUNICIPAL CODE; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, on June 17, 2017, the City Council adopted Chapter 20.132 of the Port Orchard Municipal Code (POMC), Sign Code, containing the City's sign standards and permitting requirements; and

WHEREAS, the City desires to amend Chapter 20.132.270 and 20.132.290 to provide more specific guidance and enforceability for temporary signs of a type typically associated with real estate and subdivisions, regarding the size, materials, allowable locations and display timing of such signs; and

WHEREAS, this Ordinance was submitted to the Department of Commerce for 14-day expedited review on April 5, 2021; and

WHEREAS, on April 12, 2021, the City's SEPA official issued a determination of nonsignificance for the proposed amendments, and there have been no appeals; and

WHEREAS, the Planning Commission conducted a public hearing on the substance of this Ordinance on May 4, 2021, and recommended adoption by the City Council; and

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 and further advance the public health, safety and welfare; **NOW, THEREFORE,**

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

SECTION 1. POMC 20.132.270 Temporary Signs - Amended. Port Orchard Municipal Code Section 20.132.270 is hereby amended to read as follows:

20.132.270 Temporary signs.

(1) No Permit Required. A temporary sign does not require a sign permit but shall comply with the following standards:

(2) Removal. Temporary signs shall be removed if the sign is in need of repair, is worn, dilapidated or creates a public nuisance.

(3) Materials. See POMC 20.132.100, Sign materials, and the definition of “temporary sign” in POMC 20.132.290, Definitions.

(4) City Property (Excluding City Right-of-Way). Temporary signs on city-owned property (excluding city right-of-way) are allowed only in conjunction with an approved special event permit.

(5) City Right-of-Way Outside of the Roadway. Temporary signs are prohibited in the roadway. Temporary signs on city right-of-way placed outside of the roadway must comply with the following requirements:

(a) Location. Allowed only between the property line and the back of the nearest curb, or where no curb exists, between the property line and the nearest edge of the roadway pavement. Signs may not be placed on sidewalks, driveways or other paved areas designed for pedestrian or vehicular use, in roundabouts or center medians, or as conditioned in a street use permit.

(b) Approval of Abutting Owner. Approval of the abutting owner is recommended.

(c) Type. Signs on stakes that can be manually pushed or hammered into the ground are allowed. All other signs are prohibited, unless specifically allowed by a street use permit.

(d) Size and Height. Limited to four square feet, and three feet in height.

(e) Dilapidated or Nuisance Signs. Any temporary sign in the right-of-way that is dilapidated or a nuisance shall be removed by the person responsible for placement of the sign.

(f) Other Signs. The city may allow permanent or oversize signs in city rights-of-way with a street use permit.

(6) Residential Zones. Temporary signs may be placed on property residentially zoned in accordance with the requirements of this section and the following:

(a) Window Signs. Limited to no more than one temporary window sign per residential unit, not to exceed four square feet.

(b) Freestanding Signs (Includes Post-Mounted, Stake and Portable Signs).

(i) Single-Family Zones. Each temporary freestanding sign shall not exceed four square feet in size and five feet in height, if the sign is mounted on the ground, and not to exceed three feet in height if the sign is stake-mounted or portable. No more than 32 square feet of temporary freestanding signage may be located on any one site.

(ii) Multifamily Zones. Each temporary freestanding sign shall not exceed six square feet in size and five feet in height if the sign is post-mounted on the ground, and not to exceed three feet in height if the sign is stake-mounted or portable. No more than 32 square feet of temporary freestanding signage may be located on any one site.

(iii) Developments. One post-mounted sign of up to 8 feet in height and 32 square feet, shall be allowed in association with a residential subdivision, during the period of active site development and construction. Such sign may not be set in concrete or otherwise permanently installed, and shall be removed upon completion of construction of all homes in the associated subdivision. If site development or construction ceases or is suspended for a period of more than 180 days, the sign shall be removed until construction or development resumes.

(c) Surface-Mounted Signs. Limited to sites two acres or larger:

(i) Size. The total amount of temporary signage on a site, whether in one sign or multiple signs, must equal no more than 32 square feet.

(ii) Location. Must be flatly affixed to walls below the fascia or parapet line, or flatly affixed to on-site fences either facing or abutting the street, or facing inward to the subject site. Signs shall not be attached or tethered to other site improvements.

(7) Nonresidential Zones. Temporary signs are allowed on nonresidentially zoned property in accordance with the requirements of this section and the following:

(a) Window Signs. Limited to 25 percent of the window area, subject to the window sign requirements of POMC 20.132.280, Window signs.

(b) Freestanding Signs (Including Post-Mounted, Stake and Portable Signs). One sign per street frontage meeting the following conditions:

Size/height: limited to four square feet and five feet in height if the temporary sign is mounted on the ground, and not to exceed three feet in height if the temporary sign is portable.

(c) Surface-Mounted Signs.

(i) Size. The total amount of temporary signage on a site, whether in one sign or multiple signs, must equal no more than 30 square feet.

(ii) Location. Must be flatly affixed to walls below the fascia or parapet line, or flatly affixed to on-site fences either facing the abutting street, or facing inward to the subject site. Signs shall not be attached or tethered to other site improvements.

(8) Temporary Signs on Large Properties, Residential or Nonresidentially Zoned Properties. The following temporary signs may be placed on any site at least two acres in size, in accordance with the requirements of this section and the following:

(a) Type. Any type.

(b) Number/Size/Height. One sign per street frontage. Not to exceed 64 32 square feet and up to eight feet above ground level.

(c) Exclusivity. The sign allowed under this subsection is in lieu of and shall not be displayed with or be in addition to other temporary signs allowed by this section.

SECTION 2. POMC 132.290 Definitions - Amended. Port Orchard Municipal Code Section 20.132.290 is hereby amended to read as follows:

(Added to definitions under "T":)

"Temporary sign" (which may include special event sign) means any sign that is used temporarily and is not permanently mounted, painted or otherwise affixed, excluding portable signs as defined by this chapter, including any poster, banner, placard, stake sign or sign not placed in the ground with concrete or other means to provide permanent support, stability and rot prevention. Temporary signs may only be made of nondurable materials including, but not limited to, paper, corrugated board, flexible, bendable or foldable plastics, foamcore board, vinyl canvas or vinyl mesh products of less than 20-ounce fabric, vinyl canvas and vinyl mesh products without polymeric plasticizers and signs painted or drawn with water soluble paints or chalks. Signs made of any other materials shall be considered permanent and are subject to the permanent sign regulations of this chapter, except that post-mounted temporary signs allowed in POMC 20.132.270, Temporary Signs, which are located on properties that are actively listed or marketed for sale or rental or actively under development or construction, may be made of durable materials. Temporary signs of durable materials shall be removed when such properties are no longer actively listed or marketed for sale or rental or actively under development or construction. If site development or construction ceases or is suspended for a period of more than 180 days, such signs shall be removed until construction or development resumes.

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 approval of the city attorney, the city clerk and the codifiers of this ordinance are authorized to make necessary technical corrections to this ordinance, including, without limitation, the correction of clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or section/subsection numbering.

SECTION 5. Effective Date. This ordinance shall be in full force five days after posting and publication as required by law. A summary of this ordinance may be published in lieu of publishing the ordinance in its entirety.

PASSED by the City Council of the City of Port Orchard, Washington at its regular meeting on the 11th of May 2021, and approved by the Mayor and attested by the Clerk in authentication of such passage this date here.

Robert Putansuu, Mayor

ATTEST:

Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM ONLY:

Sponsored by:

Charlotte A. Archer, City Attorney

Scott Diener, Council Member

20.132.270 Temporary signs.

(1) No Permit Required. A temporary sign does not require a sign permit but shall comply with the following standards:

(2) Removal. Temporary signs shall be removed if the sign is in need of repair, is worn, dilapidated or creates a public nuisance.

(3) Materials. See POMC [20.132.100](#), Sign materials, and the definition of “temporary sign” in POMC [20.132.290](#), Definitions.

(4) City Property (Excluding City Right-of-Way). Temporary signs on city-owned property (excluding city right-of-way) are allowed only in conjunction with an approved special event permit.

(5) City Right-of-Way Outside of the Roadway. Temporary signs are prohibited in the roadway. Temporary signs on city right-of-way placed outside of the roadway must comply with the following requirements:

(a) Location. Allowed only between the property line and the back of the nearest curb, or where no curb exists, between the property line and the nearest edge of the roadway pavement. Signs may not be placed on sidewalks, driveways or other paved areas designed for pedestrian or vehicular use, in roundabouts or center medians, or as conditioned in a street use permit.

(b) Approval of Abutting Owner. Approval of the abutting owner is recommended.

(c) Type. Signs on stakes that can be manually pushed or hammered into the ground are allowed. All other signs are prohibited, unless specifically allowed by a street use permit.

(d) Size and Height. Limited to four square feet, and three feet in height.

(e) Dilapidated or Nuisance Signs. Any temporary sign in the right-of-way that is dilapidated or a nuisance shall be removed by the person responsible for placement of the sign.

(f) Other Signs. The city may allow permanent or oversize signs in city rights-of-way with a street use permit.

(6) Residential Zones. Temporary signs may be placed on property residentially zoned in accordance with the requirements of this section and the following:

(a) Window Signs. Limited to no more than one temporary window sign per residential unit, not to exceed four square feet.

(b) Freestanding Signs (Includes Post-Mounted, Stake and Portable Signs).

(i) Single-Family Zones. Each temporary freestanding sign shall not exceed four square feet in size and five feet in height, if the sign is mounted on the ground, and not to exceed three feet in height if the sign is stake-mounted or portable. No more than 32 square feet of temporary freestanding signage may be located on any one site.

(ii) Multifamily Zones. Each temporary freestanding sign shall not exceed six square feet in size and five feet in height if the sign is post-mounted on the ground, and not to exceed three feet in height if the sign is stake-mounted or portable. No more than 32 square feet of temporary freestanding signage may be located on any one site.

(c) Surface-Mounted Signs. Limited to sites two acres or larger:

(i) Size. The total amount of temporary signage on a site, whether in one sign or multiple signs, must equal no more than 32 square feet.

(ii) Location. Must be flatly affixed to walls below the fascia or parapet line, or flatly affixed to on-site fences either facing or abutting the street, or facing inward to the subject site. Signs shall not be attached or tethered to other site improvements.

(7) Nonresidential Zones. Temporary signs are allowed on nonresidentially zoned property in accordance with the requirements of this section and the following:

(a) Window Signs. Limited to 25 percent of the window area, subject to the window sign requirements of POMC [20.132.280](#), Window signs.

(b) Freestanding Signs (Including Post-Mounted, Stake and Portable Signs). Size/height: limited to four square feet and five feet in height if the temporary sign is mounted on the ground, and not to exceed three feet in height if the temporary sign is portable.

(c) Surface-Mounted Signs.

(i) Size. The total amount of temporary signage on a site, whether in one sign or multiple signs, must equal no more than 30 square feet.

(ii) Location. Must be flatly affixed to walls below the fascia or parapet line, or flatly affixed to on-site fences either facing the abutting street, or facing inward to the subject site. Signs shall not be attached or tethered to other site improvements.

(8) Temporary Signs on Large Properties, Residential or Nonresidentially Zoned Properties. The following temporary signs may be placed on any site at least two acres in size, in accordance with the requirements of this section and the following:

(a) Type. Any type.

(b) Size/Height. Not to exceed 64 square feet and up to eight feet above ground level.

(c) Exclusivity. The sign allowed under this subsection is in lieu of and shall not be displayed with or be in addition to other temporary signs allowed by this section. (Ord. 024-17 § 2 (Exh. 1)).



CITY OF PORT ORCHARD
DEPARTMENT OF COMMUNITY DEVELOPMENT

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PLANNING COMMISSION STAFF REPORT

Agenda Item No:	<u>4e</u>	Meeting Date:	<u>May 4, 2021</u>
Subject:	<u>2021 Comprehensive Plan Amendments Docket</u>	Prepared by:	<u>Nick Bond, Development Director</u>

Issue: Pursuant to the requirements of Chapter 20.04 POMC, in 2021 the City accepted applications for annual amendments to the City’s Comprehensive Plan through January 31, 2021. (On April 13, 2021, the City Council amended the deadline for submittal of City-sponsored annual amendments, to allow these to be submitted at any time prior to the Council’s adoption of that year’s final docket, which must be done by April 30th of each year.) The City Council adopted the final docket on April 27, 2021.

The following map and text amendments are proposed:

Text Amendments – City Initiated

- 6-Year Transportation Improvement Program (TIP). Each year, the City is required by law to adopt an update to its 6-Year TIP. The update for 2021 will extend 6-year funded projects on the TIP to 2022-2027. The 6-Year TIP is not part of the Comprehensive Plan, but is adopted into the Plan by reference in Appendix B to the Comprehensive Plan.
- 20-Year TIP. The 20-year TIP (2028-2041) has also been adopted into the Plan by reference in Appendix B.
- The City’s 2020 Water System Plan and Comprehensive Sanitary Sewer Plan are proposed to be adopted, to be shown on Appendix B of the Comprehensive Plan.
- The City’s Capital Facilities Plan is proposed to be updated, to be shown on Appendix B of the Comprehensive Plan.
- The City Hall Space Analysis is proposed to be adopted into the Comprehensive Plan by reference, to be shown on Appendix B of the Comprehensive Plan.
- The Parks Element is proposed to be repealed and replaced by a new Parks and Recreation Plan.
- In the Utilities Element, Tables 7-1 and 7-2 (Sewer and Water CIPs) are proposed to be updated.
- The Capital Facilities Element is proposed to be amended to reference the City Hall Space Analysis (Section 9.2) and the South Kitsap Community Events Center (new Policy CF-43).
- The City’s 1987 “Blackjack Creek Comprehensive Management Plan” is proposed to be replaced with the 2017 “Blackjack Creek Watershed Assessment and Protection and Restoration Plan”, as the planning guidance document for the Blackjack Creek Watershed, to be shown on Appendix B of the Comprehensive Plan.
- The Land Use Element is proposed to have a “housekeeping amendment” to clean up errors, omissions, and out of date information resulting from subarea plan adoptions over the past few years.

Map Amendment – City Initiated

- Naftchi Map Amendment. This amendment proposes to change the land use map designation of two parcels (719 and 807 Sidney Ave) from Commercial to Residential Medium Density, with a corresponding zoning change from Neighborhood Mixed Use to Residential 2 (R2). (This amendment may not be needed if the Downtown Subarea Plan is adopted prior to adoption of the 2021 annual Comprehensive Plan amendments, as it has also been included in the proposed land use map redesignations/rezonings in the Subarea Plan. It is included on this docket in case the Downtown Plan is not completed or is appealed.)

In 2017, the City adopted new zoning classifications that replaced those previously shown on the adopted City Zoning Map. When preparing the new Zoning Map, the City also took the opportunity to make corresponding changes on the Comprehensive Plan's Land Use Map for certain properties, which more closely corresponded to the revised zoning, existing and adjacent development, intended land uses and site conditions (including the presence of critical areas). In 2020, staff noted that during this update of both the Zoning Map and the Land Use Map, the land use designation of some parcels was overlooked, and they did not receive the correct land use designation to correspond with their new zoning. As such, the Comp Plan/Zoning maps were inconsistent. To resolve these errors, in 2020 staff made Land Use Map changes to make the zoning and land use designations of these parcels consistent.

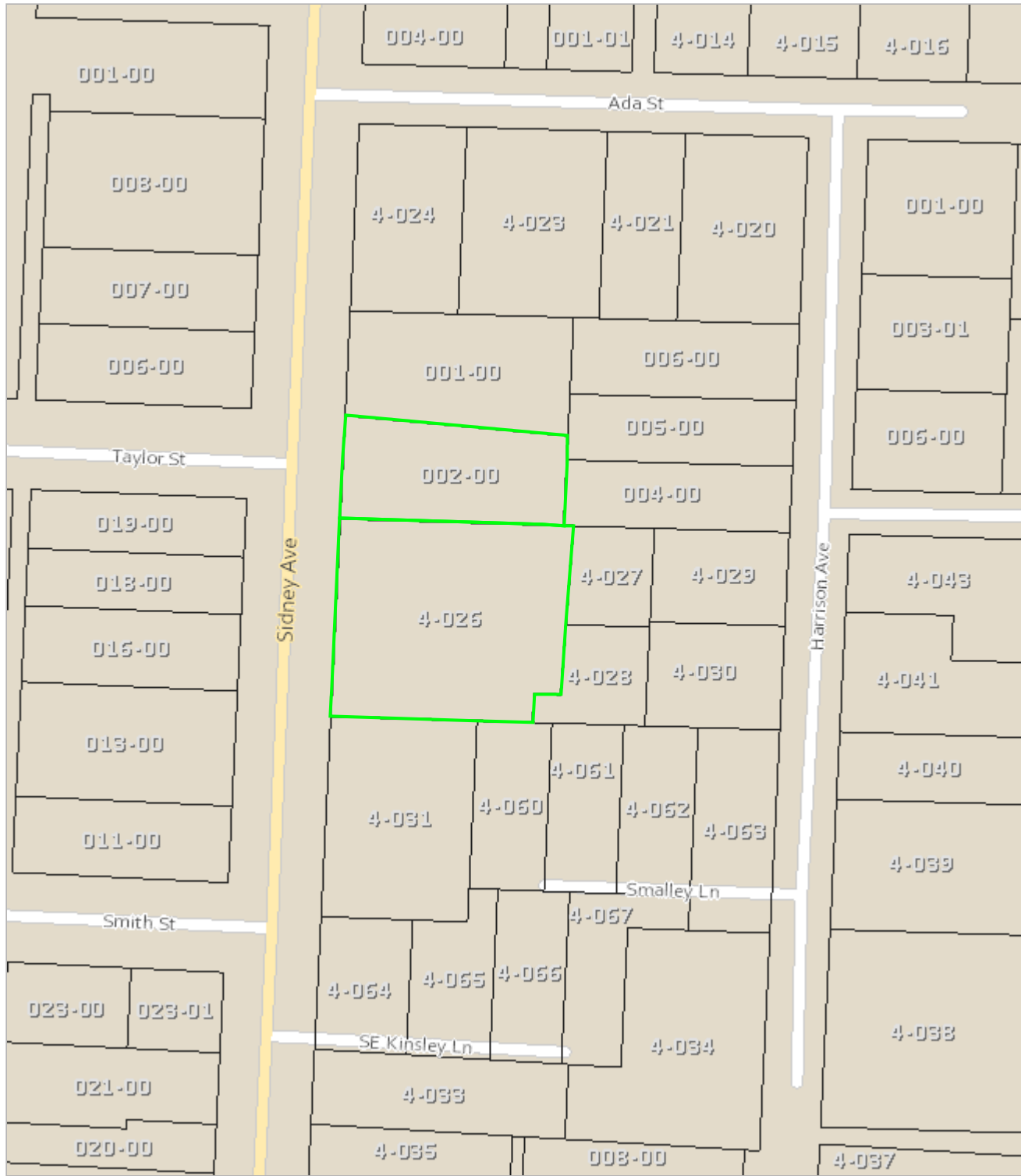
Although the City was the applicant for these revisions, all property owners were notified of the amendment application. However, the owners of the properties located at 719 and 807 Sidney Ave, Shahbaz and Elizabeth Naftchi, subsequently requested that their properties be returned to the equivalent of their pre-2017 zoning and land use designations (Residential Medium Density and R2). The Naftchis authorized the City to be their agent on the application. Staff supports the requested amendment.

Map Amendment – Citizen Initiated

- He Map Amendment. He Development LLC submitted an application to change the land use map designation of a 1.94 acre parcel at 1932 SE Salmonberry Rd from Low Density Residential to Medium Density Residential, with a corresponding zoning change from Residential 1 (R1) to Residential 3 (R3). The applicant proposes the future development of a three-story multi-family project consisting of 30 garden-style apartments in two buildings with associated parking. Staff supports the requested amendment.

Further Discussion/Action: The Planning Commission will be requested to hold a public hearing, discuss and make a recommendation to the City Council on the 2021 annual Comprehensive Plan amendments, at the June 2021 Planning Commission meeting.

Attachments: Location Maps of Naftchi and He Properties

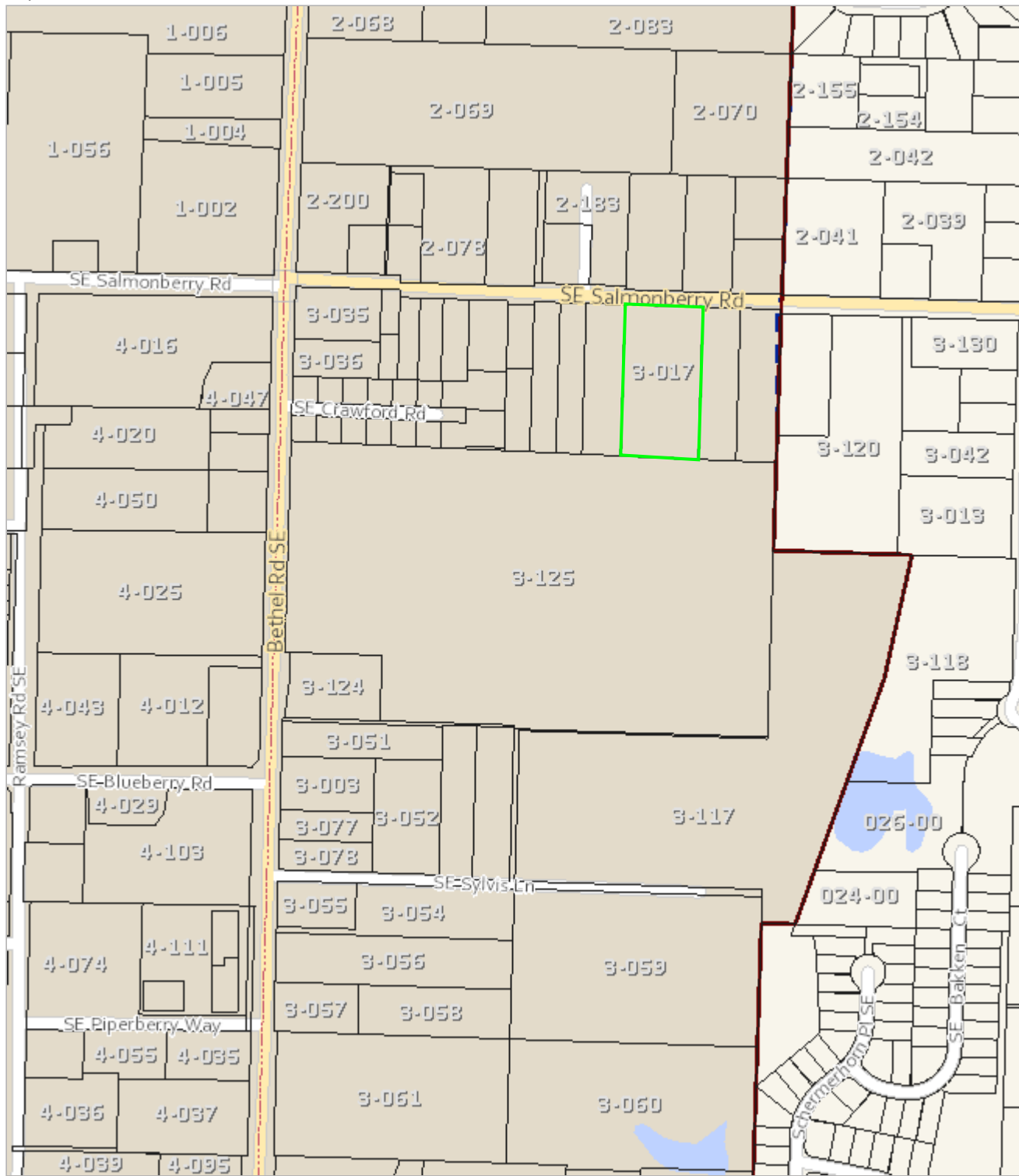


** This map is not a substitute for field survey **



Comments





** This map is not a substitute for field survey **



Comments

