



**CITY OF PORT ORCHARD**  
**Planning Commission**  
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## **PLANNING COMMISSION MEETING AGENDA**

Tuesday, June 1, 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:**

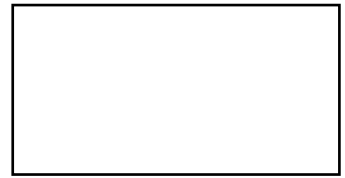
<https://us02web.zoom.us/j/87654548136?pwd=YTFUUKRZcGlxTDVUOXJuVTRUMFBLdz09>

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

**Meeting ID: 876 5454 8136**

**Passcode: 113648**

- 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 2021 and April 2021**
- 4. Business Items**
  - (a) Presentation: McCormick Village Subarea Plan  
Eric Campbell, CEO – MainStreet Property Group LLC
  - (b) Introduction: Preliminary McCormick Village Survey Results
- 5. Adjourn**



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**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.

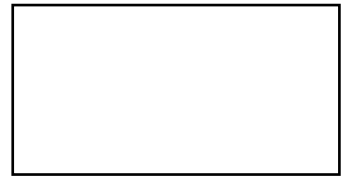
**ADJOURN:** Chair Stewart adjourned the meeting at 7:34 pm.

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Annette Stewart, Chair

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Nick Bond, Community Development Director



**Planning Commission Meeting Minutes**  
**April 6, 2021**  
**Zoom Teleconference**

**COMMISSIONERS:**

Present: Stephanie Bailey (Acting Chair), Dave Bernstein, Phil King, Trish Tierney, Mark Trenary

Absent: Joe Morrison, Annette Stewart

**STAFF:**

Community Development Director Nick Bond, Long Range Planner Keri Sallee

**1. CALL TO ORDER:** Acting Chair Bailey called the meeting to order at 6:03 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 FEBRUARY 2, 2021:** A quorum of Commissioners who were present at the February 2, 2021 meeting was not available. Therefore, the vote to approve the February minutes was postponed until the next meeting.

**4. BUSINESS ITEMS:**

- a. PUBLIC HEARING: ORDINANCE AMENDING POMC 20.04, TIMING OF COMPREHENSIVE PLAN AMENDMENT SUBMITTALS.** Community Development Director Bond gave a summary of the proposed amendment to POMC 20.04. Section 20.04.060 currently requires that all applications for amendments to the City's Comprehensive Plan must be submitted to the Department of Community Development (DCD) by 4:00 pm on January 31 of each year. This requirement applies to both general applications from citizens, and to applications prepared by the City itself. However, this requirement has proven to create a hardship for the City, whose Comprehensive Plan amendments often depend on financial information and planned studies that cannot be provided until later in the calendar or fiscal year. The City has therefore proposed to revise POMC 20.04 to allow City-initiated amendments to be submitted at any time prior to the City Council's adoption of the final Comprehensive Plan amendment agenda, which is required to be done by April 30 of each year.

Acting Chair Bailey opened the public hearing. No testimony was received. Acting Chair Bailey closed the public hearing.

- b. DISCUSSION AND RECOMMENDATION: ORDINANCE AMENDING POMC 20.04, TIMING OF COMPREHENSIVE PLAN AMENDMENT SUBMITTALS.** Commissioner Tierney made a motion to

recommend that the City Council approve an ordinance amending POMC 20.04. Commissioner Bernstein seconded the motion. The motion passed unanimously.

**C. UPDATE: DRAFT DOWNTOWN SUBAREA PLAN.** Bond gave an update on additional information that has been included and revisions that have been made to the Draft Downtown Subarea Plan since the Commission reviewed the previous draft at the February 2021 meeting. The Planning Commission will be asked to review the associated amendments to the Comprehensive Plan and development regulations, and hold a public hearing on the final draft Subarea Plan, at the May meeting.

**ADJOURN:** Acting Chair Bailey adjourned the meeting at 6:41 pm.

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Annette Stewart, Chair

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Nick Bond, Community Development Director

# Creating McCormick Village

A Lively and Attractive Neighborhood  
Pedestrian Village



This presentation illustrates the inspiration and iterative process to present our vision for McCormick Village – a Neighborhood Pedestrian Village





McCormick Village is located due west of the McCormick Village Park. McCormick Village plan includes a western entrance to be added to connect to the park.



When McCormick Communities purchased the property in 2016, the original concept was to develop the property using design concepts for garden style apartments and neighborhood commercial centers.



The inspiration of the design is centered around the question: how to create a neighborhood that is part of the community? Fortunately for our team, Nick Bond and his team put forth the hard effort of creating a zoning code that captures the essence of the “Missing Middle”. It harkens back to some of the traditional planning tools that blends various densities and uses into an integral community. In this case, that puts the Pedestrian experience into the focus. This is captured within the R3 zoning code of the City of Port Orchard.





Design techniques such as Live/Work buildings and woonerfs will be utilized throughout the neighborhoods. The woonerfs give the opportunity for the pedestrian to easily navigate throughout the community while sharing local access roads that are designed for walking.



The main road in McCormick Village subarea will be designed in conjunction with alleys so that a great pedestrian experience can be created.



Pocket parks will be utilized to provide points of play and rest to create a enjoyable walking experience.





The commercial component of McCormick Village continues these concepts to make a great pedestrian experience. Four-sided architecture, a commercial woonerf, and gathering places all combine to create a unique and iconic place.



By having a commercial woonerf that utilizes techniques to slow down a driver, the pedestrians feel comfortable sharing it with automobiles.





We are creating places where people are able to relax, congregate, and interact. These spaces have the dual purpose of for both proposed retailers and restaurants and creating community. As we have seen during the pandemic, neighborhoods that have these special places have enable community to foster and sustain itself. They have also been the lifeline for restaurants that have been able to incorporate these spaces into their experience.



A human scale building that enhances the outdoor community space.



The commercial woornef activates the commercial pedestrian village. It provides the ability for prospective shoppers to drive thru the commercial area to find convenient parking. But it also serves the purpose of allowing someone to see the hive of activity.



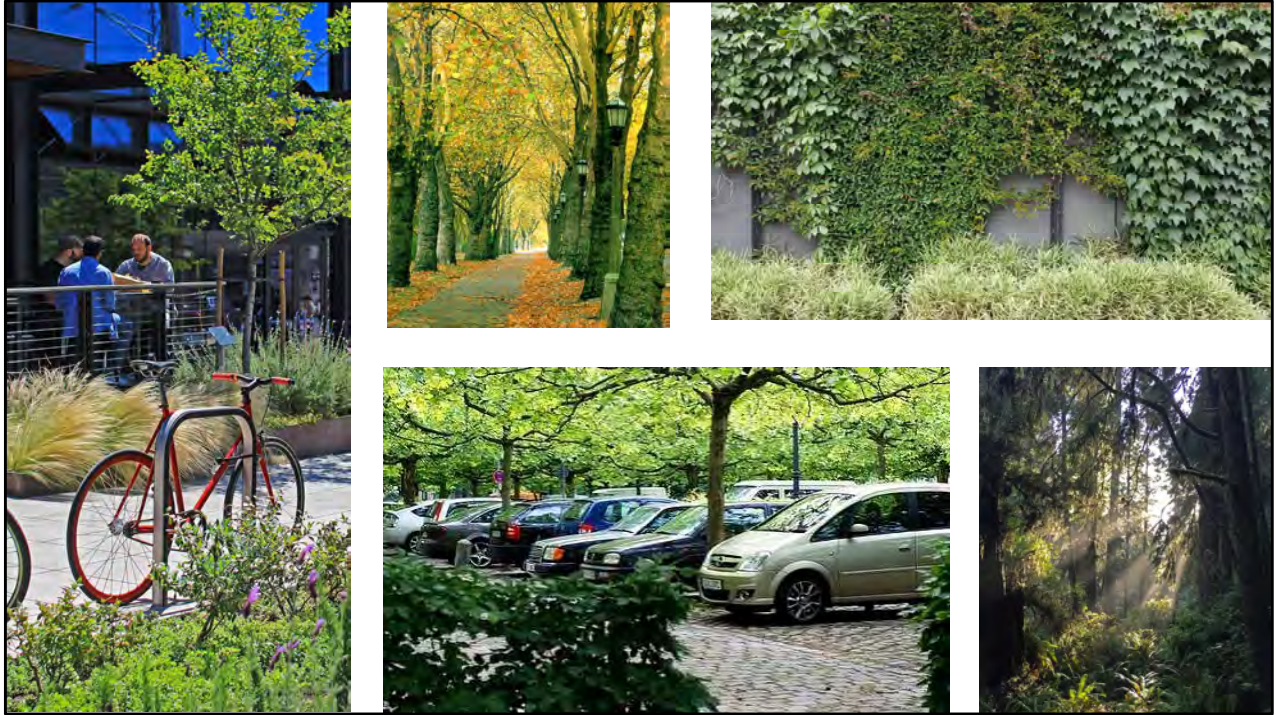


By focusing on buildings that are designed to interact with pedestrians for at least two sides, the retail experience is activated by the walkability.



Indoor and Outdoor will become the norm for the Northwest going forward. Have communities designed and built around this concept will thrive.





Incorporating well designed landscape features is a backbone for creating a great pedestrian experience.



As mentioned throughout my presentation, having spaces for community to enjoy the outdoors is critical for a commercial village.



By providing places for people to gather, sit, and enjoy are the little treasures that make a pedestrian village a destination.





A backbone in any community is the ability to incorporate indoor dining with the outdoor environment.



**MCCORMICK**

CLOSE TO WHAT COUNTS

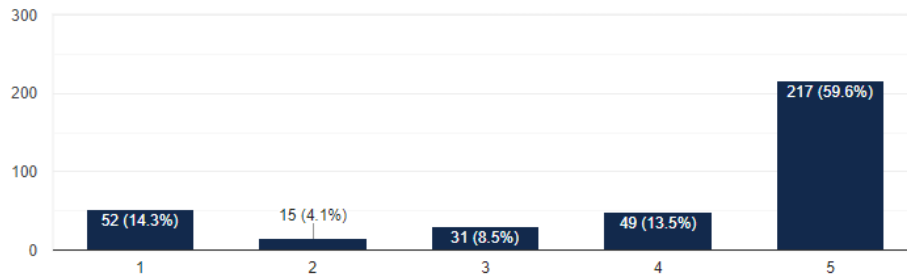
Thank you

# McCormick Village Survey Results

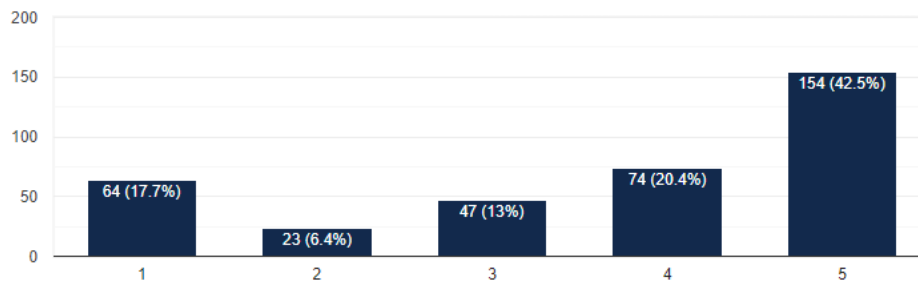
05/27/2021

## 1. On a scale of 1-5, how important are the following to you concerning commercial development in the McCormick Urban Village Center?

- a) The McCormick Urban Village provides opportunities to shop, dine, meet, and gather.  
364 Responses; 59.6% (5) Very Important.

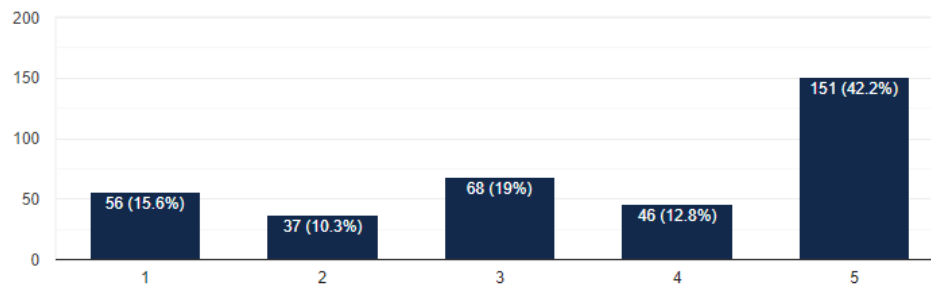


- b) The McCormick Urban Village contains an assortment of businesses.  
362 responses; 42.5% (5) Very Important.



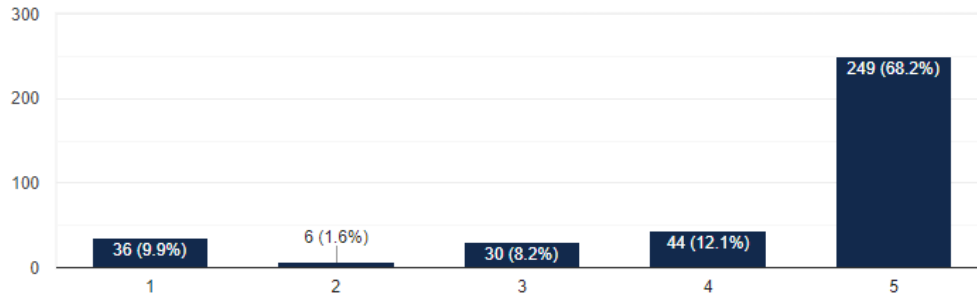
- c) The commercial portion of the McCormick Urban Village is small scale. (Small scale: an area that contains 10-20 commercial storefronts and approximately 20,000 square feet total. For reference, a typical grocery store is approximately 40,000 sq. ft. and typical supercenter is 100,000 sq. ft or more.)

358 Responses; 42.2% (5) Very Important.



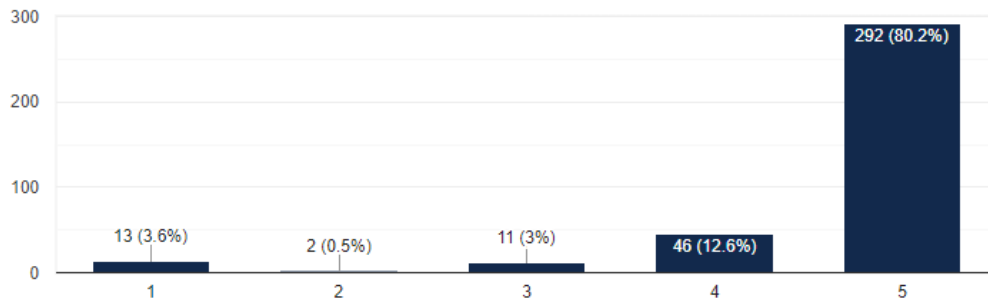
- d) The McCormick Urban Village is connected to the surrounding and existing residential areas by trails, sidewalks, and bike lanes.

365 Responses; 68.2% (5) Very Important.



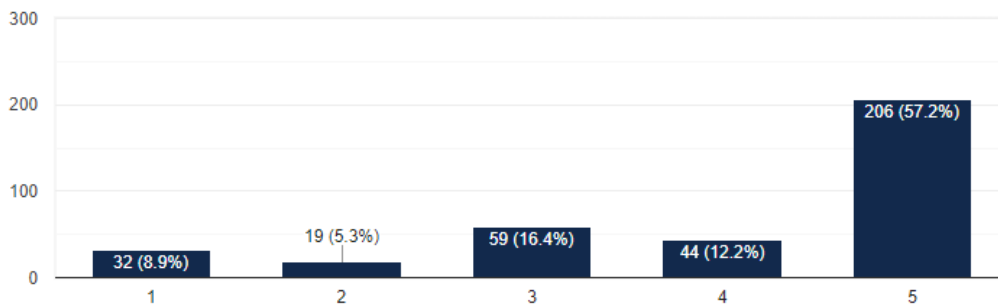
- e) The McCormick Urban Village fits into its natural surroundings.

364 Responses; 80.2% (5) Very Important.



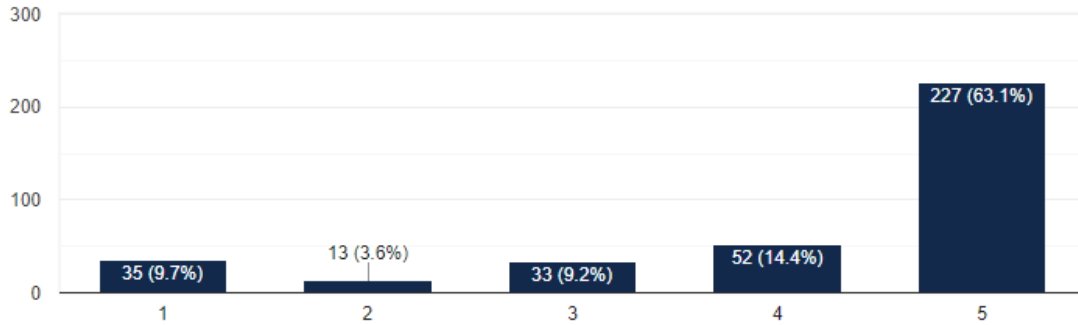
- f) The McCormick Urban Village utilizes green building techniques and materials.

360 Responses; 57.2 (5) Very Important.



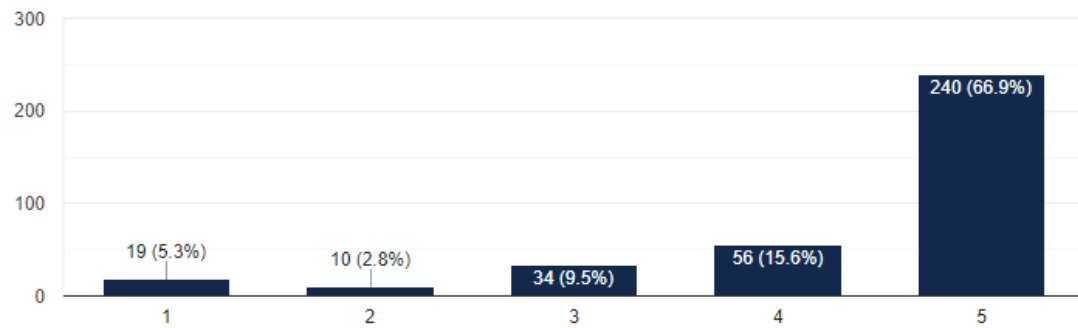
g) The McCormick Urban Village includes small plazas, outdoor gathering spaces, and opportunities for outdoor dining.

360 Responses; 63.1% (5) Very Important.



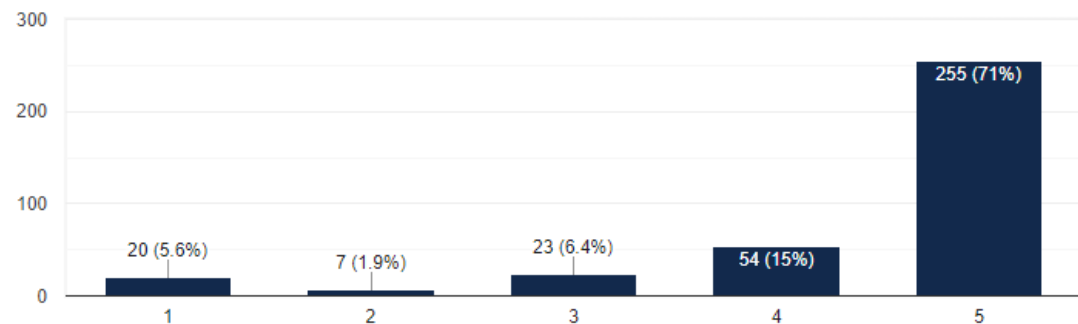
h) The McCormick Urban Village is pedestrian oriented.

359 Responses; 66.9% (5) Very Important.



i) The McCormick Urban Village is built with streetscape amenities as pedestrian scale lighting, benches, landscaping and street trees.

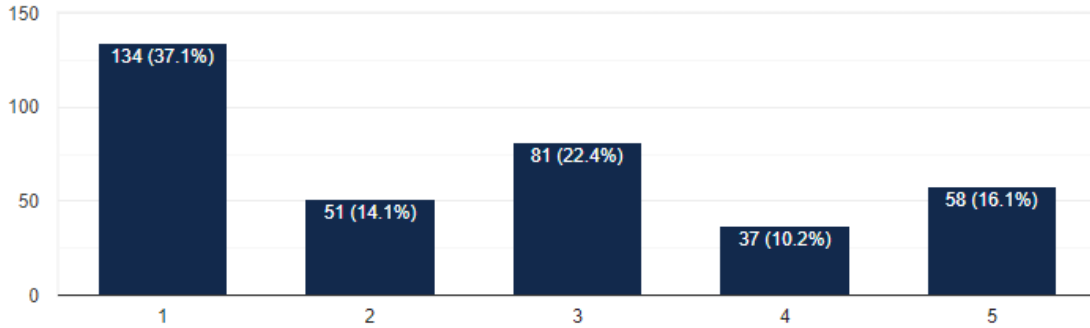
359 Responses; 71% (5) Very Important.



**2. On a scale of 1-5, with 5 being the most important, how important are the following to you concerning future residential development in the McCormick Urban Village?**

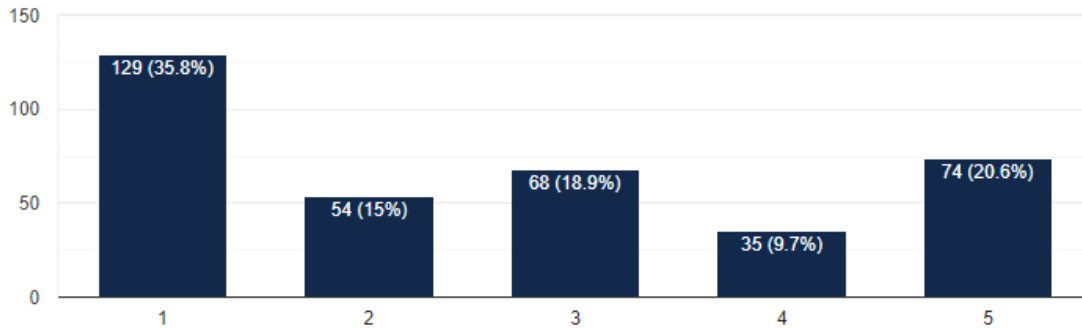
- a) There is a wide variety of housing options in the McCormick Urban Village, such as apartments, single-family homes, townhomes, etc.

361 Responses; 37.1% (1) Not Important.



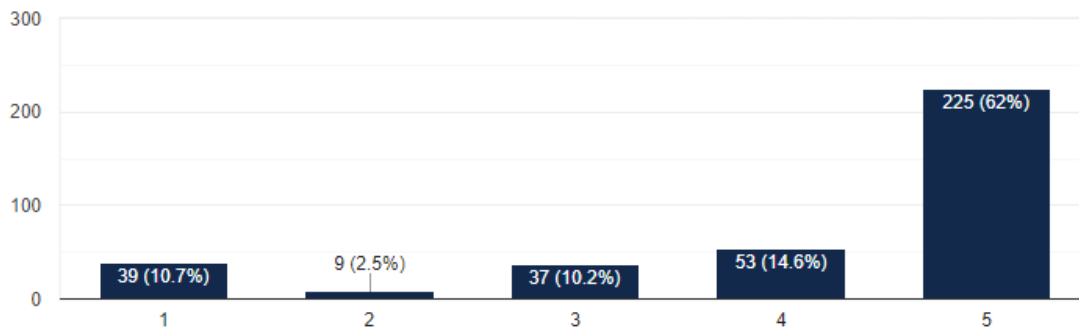
- b) There is housing in the McCormick Urban Village Center that is available to a wide variety of income levels.

360 Responses; 35.8% (1) Not Important.



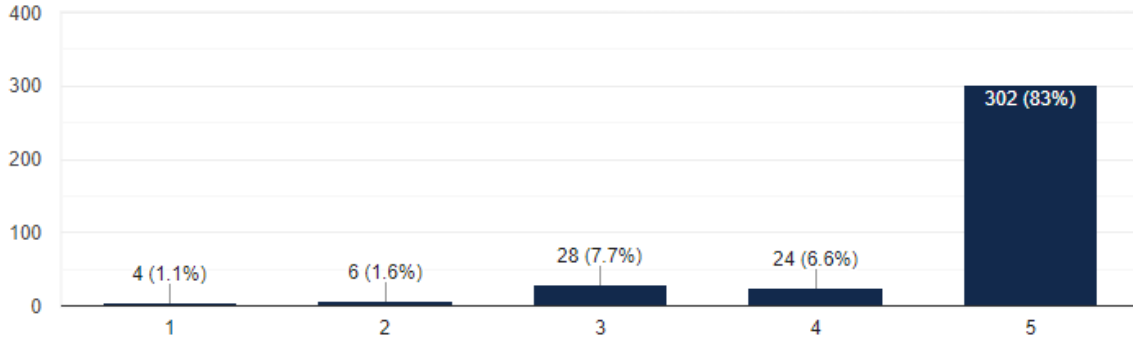
- c) The McCormick Urban Village Center provides sidewalks and/or trail connections within the center and connecting to existing neighborhoods and recreational opportunities.

363 Responses; 62% (5) Very Important.

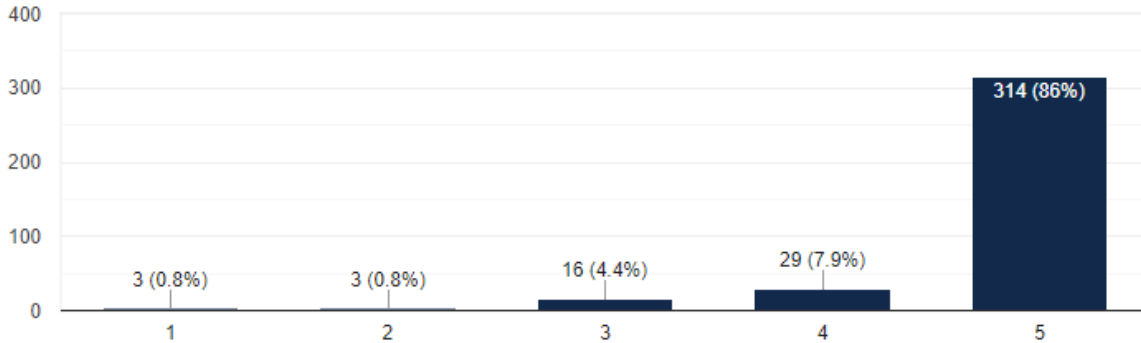


**3. On a scale of 1-5, how important are the following to you concerning public space, natural areas, and parks in the McCormick Village Neighborhood?**

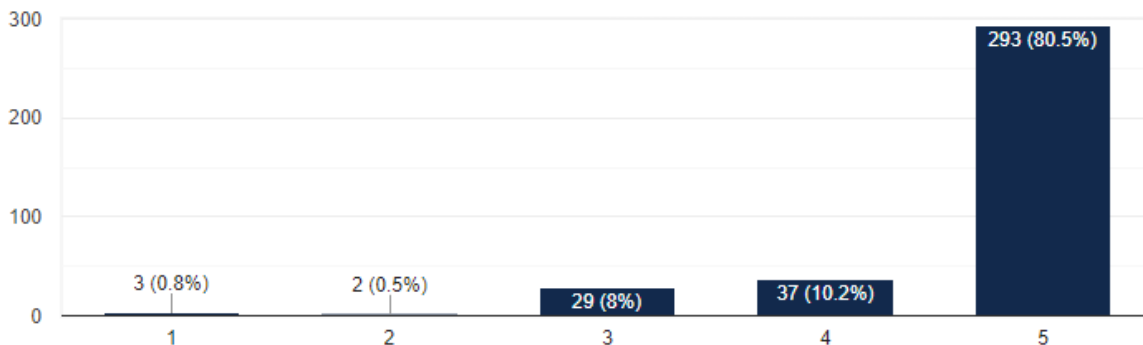
a) Wetlands and streams and their buffers are protected.  
364 Responses; 82% (5) Very Important.



b) The neighborhood preserves existing trees where possible.  
365 Responses; 86% (5) Very Important.

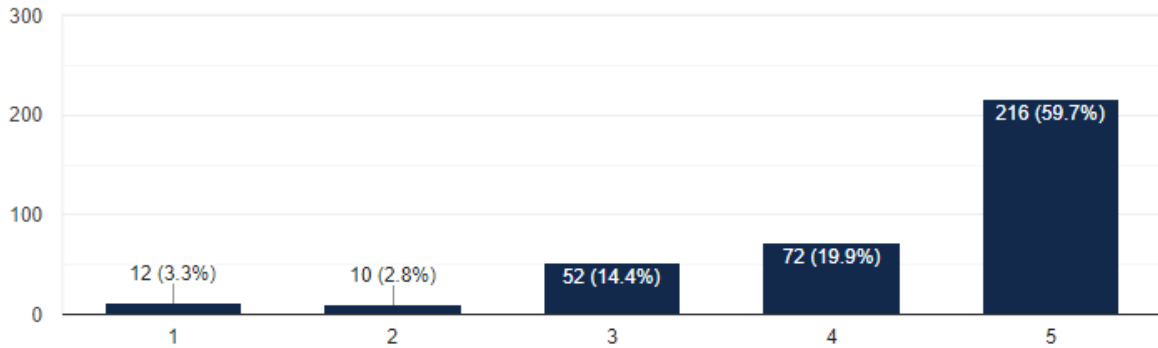


c) The neighborhood plans to ensure long term tree canopy creation.  
364 Responses; 80.5% (5) Very Important.



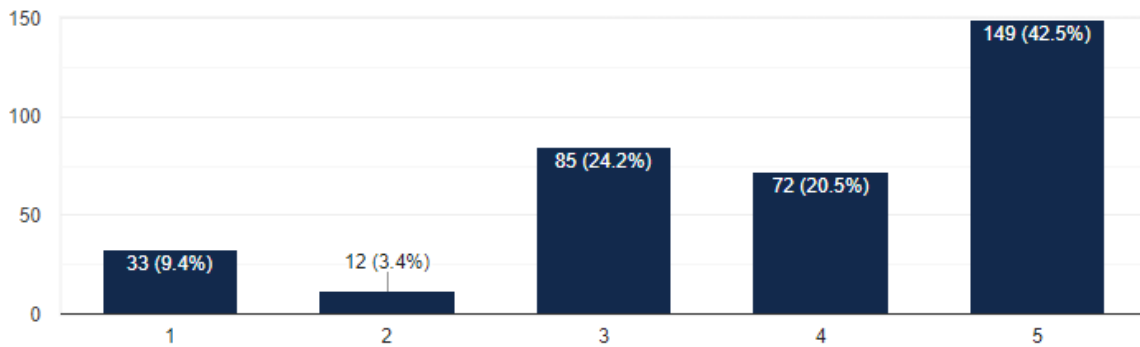
d) Small scale pocket parks are provided to supplement the amenities and recreational opportunities provided in McCormick Village Park.

362 Responses; 59.7% (5) Very Important.



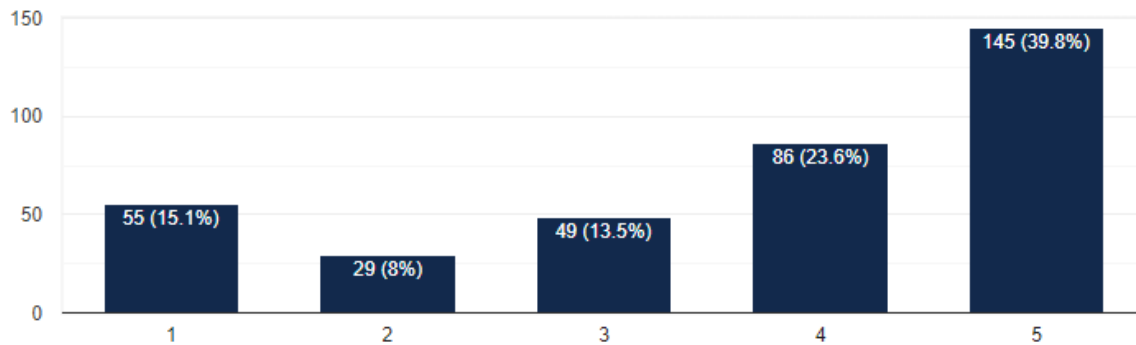
e) Additional access and amenities are provided for McCormick Village Park. As described in the 2010 McCormick Village Park long-range plan, these amenities included the creation of western entrances to the park from Campus Parkway.

351 Responses; 42.5% (5) Very Important.



4. If a new business district is established, with ground-floor shopfronts, street parking, and pedestrian connections, how likely would you be to walk or bike to local shopping opportunities?

364 Responses; 39.8% (5) Very Important.





**5. Which of the following commercial uses should be allowed in the McCormick Urban Village Center?**

350 Responses; Top results in order: Restaurants, Coffee Shops, and Bars (78%), Small Scale Grocery Store (44.6%), and Retail Establishments (27.7%).

**6. What concerns do you have about the development of a McCormick Urban Village Center?**

281 Responses; Responses consistently addressed the following:

- Transportation:
  - Traffic. Current condition and physical infrastructure of Old Clifton Rd concerns not being suitable for the existing development; Looking for improvements to the infrastructure of the road (i.e. visibility, bike lanes, road expansion, sidewalks, etc.)
  - Availability of parking.
  - Better access to Kitsap transit in the area.
- Need for conservation of trees and wildlife and natural habitat protection. Fear of displacement of wild animals and loss of natural lands.
- Lack of schooling to the area and school overcrowding. Requests for schools in the area.
- Design aesthetics of the new proposed area and quality of new development. Requests for community focused development.
- Concerns of the size of the proposed development.
- Concerns about different housing types and varied incomes.

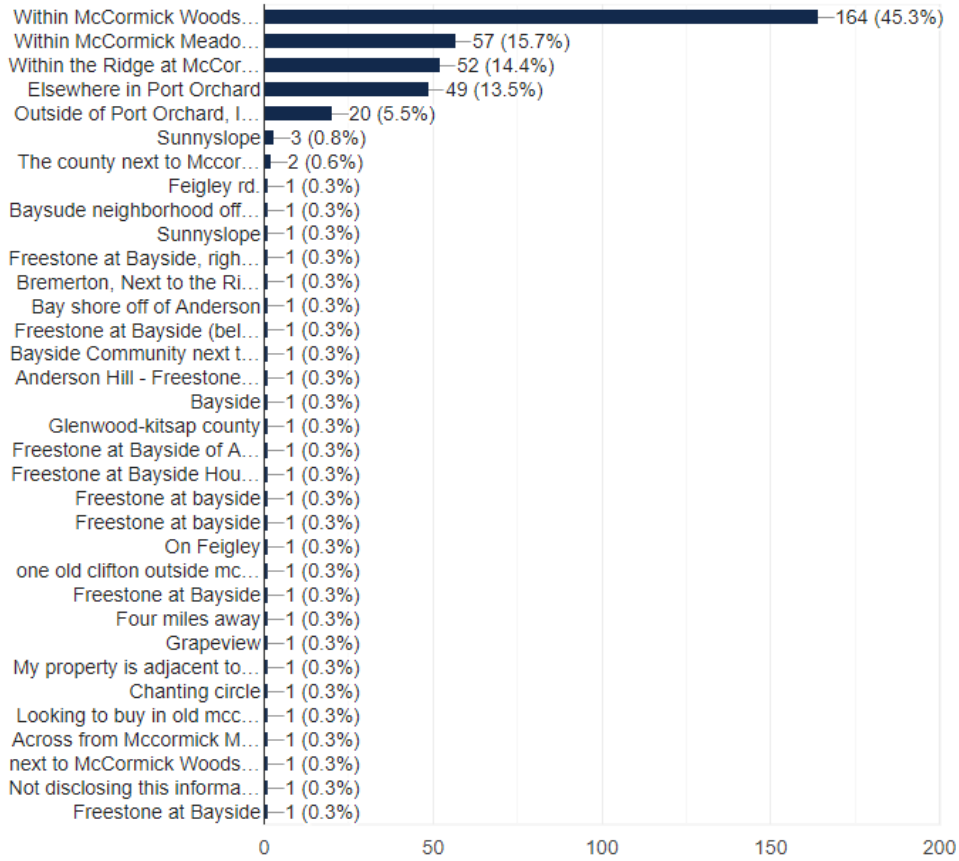
**7. What other community amenities or ideas should be incorporated into a plan for the McCormick Village Neighborhood's future development?**

208 Responses; Responses summarized are as followed:

- Recreation center, community center, event center, activity space for families and kids (i.e. pool, entertainment space, rock climbing, etc.)
- Small scale community market, or specialized grocery store.
- Coffee shops, and restaurants.
- Schools.
- Protected and obvious bike lanes.
- Protection of natural spaces.

**8. Where do you live?**

362 Responses.



**9. What is your age?**

359 Responses.

