



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

PLANNING COMMISSION MEETING AGENDA

Tuesday, July 6, 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.

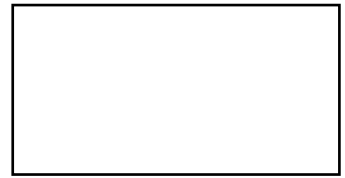
Public Zoom Link (Planning Commissioners please use individual webinar links):

<https://us02web.zoom.us/j/87444276232>

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

Webinar ID: 874 4427 6232

- 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 June 2021**
- 4. Business Items**
 - (a) Discussion: 2021 Comprehensive Plan Amendments
- 5. Adjourn**



Planning Commission Meeting Minutes
June 1, 2021
Zoom Teleconference

COMMISSIONERS:

Present: Annette Stewart (Chair), Dave Bernstein, Joe Morrison, Trish Tierney, Mark Trenary

Absent: Stephanie Bailey, Phil King

STAFF:

Community Development Director Nick Bond, Long Range Planner Keri Sallee, Planning Intern Josie Rademacher

GUEST:

Eric Campbell, CEO, Main Street Property Group LLC

1. CALL TO ORDER: Chair Stewart called the meeting to order at 6:02 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 AND APRIL 6, 2021: Commissioner Tierney made a motion to approve the minutes as presented. Commissioner Trenary seconded the motion. The motion passed unanimously.

4. BUSINESS ITEMS:

- a. PRESENTATION: MCCORMICK VILLAGE SUBAREA PLAN.** Eric Campbell, CEO of Main Street Property Group LLC, gave a Powerpoint presentation on the proposed plan for McCormick Urban Village, which will be part of the McCormick Village Subarea Plan. The Village will be a mixed-use residential and commercial pedestrian-oriented area located adjacent to the west side of McCormick Village Park, and will include a new western connection to the park. The developed area will be approximately 35 acres with woonerfs and alleys that slow traffic and encourage parking off the main streets. Pocket parks and other community gathering spaces will also provide attractive public amenities in both the commercial and residential areas. Commercial buildings will have attractive architectural features that comply with City design standards and encourage an indoor/outdoor concept, such as outdoor dining.

The City has begun work on a subarea plan for this portion of McCormick Woods, to be incorporated into the City's Comprehensive Plan, with an estimated completion date of fall 2021.

b. INTRODUCTION: PRELIMINARY MCCORMICK URBAN VILLAGE SURVEY RESULTS. Long Range Planner Sallee gave a summary of the results for the online survey that the City recently held for the McCormick Urban Village concepts. The public was asked to identify their most important concerns regarding residential and business building types, housing affordability, natural environment, parks and other amenities, and pedestrian accessibility. Respondents also identified concerns about traffic, the need to conserve trees and wildlife, the potential for school overcrowding, design aesthetics, the size of the development, and concerns about different housing types and varied incomes.

Sallee noted that the survey is just one of the first outreach steps that the City and the developer will take to provide the residents of McCormick Woods and the general public with information about the McCormick Urban Village and the subarea plan as they are being developed. Eric Campbell gave a presentation to the McCormick Woods HOA about the urban village proposal in May, and the City has started an informational email list for the public to be kept up-to-date about progress on the subarea plan and any associated documents and meetings.

5. ADJOURN: Chair Stewart adjourned the meeting at 6:44 pm.

Annette Stewart, Chair

Nick Bond, Community Development Director



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:	<u>4(a)</u>	Meeting Date:	<u>July 6, 2021</u>
Subject:	<u>2021 Comprehensive Plan Amendments</u>	Prepared by:	<u>Nick Bond, Development Director</u>

Issue: Pursuant to the requirements to Chapter 20.04 POMC, the City accepted applications for 2021 amendments to the City’s Comprehensive Plan through January 31, 2021. The City prepared text amendments to Comprehensive Plan’s Introduction, Parks and Utilities Elements. A Parks and Recreation Plan, which has been prepared for the City by a consultant (*to be provided for the August meeting*), will supplement the existing Parks Element in the Comprehensive Plan. Appendix B of the Comprehensive Plan was revised to reflect updates to the City’s 6-Year Transportation Improvement Program (TIP), Capital Facilities Plan, Water System Plan, and Sanitary Sewer Plan, the addition of the 2020 City Hall Space Analysis and the Parks and Recreation Plan, and the updated 2017 Blackjack Creek protection and restoration plan.

One private-party map amendment was submitted, by He Development LLC, to request that a parcel located at 1932 SE Salmonberry Rd be redesignated/rezoned from Residential Low Density/R1 to Residential Medium Density/R3. The purpose of the request is to provide a driveway access to a proposed multifamily development on an adjoining Commercial Corridor-zoned parcel. Staff supports this request.

An ordinance was prepared by the City Attorney to incorporate these amendments, which has been provided to the Commission for review along with the 2021 amendment package. The Planning Commission is requested to discuss the amendment package at the July 2021 meeting, and hold a public hearing and vote on a recommendation to the City Council at the August 2021 meeting.

Recommended Action: Discuss the 2021 Comprehensive Plan map and text amendments, and provide feedback to staff.

Attachments: Ordinance; 2021 Comprehensive Plan Map and Text Amendments

ORDINANCE NO. ***

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

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

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

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

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

WHEREAS, the City initiated submittals for Comprehensive Plan amendments by the required deadline date of January 31, 2021; and

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

WHEREAS, on April 28, 2021, notice of the proposed amendments to the City's Comprehensive Plan was sent to the Washington State Department of Community, Trade, and Economic Development at least sixty days before the amendments were adopted, in accordance with RCW 36.70A.106; and

WHEREAS, on May 13, 2021, a SEPA Determination of Non-Significance was issued, and

provided to the public, agencies and other interested parties in accordance with the requirements of POMC Chapter 20.04.080, and published in the newspaper and on the City website, and emailed to the Washington Department of Ecology; and

WHEREAS, on July **, 2021, a Notice of Hearing for a public hearing to be held by the Planning Commission on the proposed 2021 Comprehensive Plan amendments was published in the City's newspaper of record, and the notice was provided to the public, agencies and other interested parties in accordance with the requirements of POMC Chapter 20.04.080; and

WHEREAS, on August 3, 2021, the Planning Commission held a public hearing on the 2021 Comprehensive Plan amendments, and voted to recommended approval of the amendments to City Council; and

WHEREAS, on **, 2021, the City Council held a public work-study meeting to review the 2020 Comprehensive Plan amendments and consider the recommendation of the Planning Commission; **NOW, THEREFORE**

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

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

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

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

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

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

SECTION 6. In accordance with the above described Findings and Conclusions, the City Council hereby amends the Port Orchard Comprehensive Plan by approving and adopting the 2021 amendments to the Port Orchard Comprehensive Plan.

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

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

PASSED by the City Council of the City of Port Orchard, APPROVED by the Mayor and attested by the Clerk in authentication of such passage this ***th day of August 2021.

Robert Putaansuu, Mayor

ATTEST:

Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM:

Sponsored by:

Charlotte A. Archer, City Attorney

Scott Diener, Councilmember

PUBLISHED:
EFFECTIVE DATE:

ATTACHMENTS: A. 2021 Text Amendments to the Comprehensive Plan

1. Introduction
2. Land Use Element
3. Parks Element (Parks Plan)

4. Utilities Element
 5. Appendix B – Plans Adopted By Reference
 6. Six-Year Transportation Plan
- B. 2021 Map Amendment to the Comprehensive Plan
1. He Amendment
 2. Revised Comprehensive Plan Map



CITY OF PORT ORCHARD

Permit Center

Office located at 720 Prospect Street
Mailing address: 216 Prospect Street
Port Orchard, WA 98366
(360) 874-5533 • permitcenter@cityofportorchard.us

RECEIVED
PERMIT CENTER
JAN 29 2021
CITY OF PORT ORCHARD
COMMUNITY DEVELOPMENT

COMPREHENSIVE PLAN AMENDMENT

FEES:	Comp Plan Map Amendment: <i>(with or without Rezone)</i>	\$1,875.00
	Comp Plan Text Amendment:	\$500.00
	Technology fee:	\$10.00
	SEPA Review:	\$300.00
	Public Notice sign fee* <i>(each)</i> :	\$40.20
	Fire District Review fee:	\$250.00
	Total Due with Submittal:	\$

*Public Notice sign fee only required for Map Amendment

STAFF USE ONLY	
Received by:	Jackie Kewoff
Receipt #:	R00051831
File #:	L121-CPA map-01

Total Pd
\$ 2475.20

INCOMPLETE APPLICATION WILL NOT BE ACCEPTED.

TYPE OF COMPREHENSIVE PLAN AMENDMENT: *(Check the box that applies)*

For a Comprehensive Plan Text Amendment: *(Complete information below)*

This proposed amendment is for Comprehensive Plan section: Chapter 3: Housing

Provide a brief description of your proposal: Potentially to construct 30 units, in 2, 3 story garden style apartments with parking.

For a Comprehensive Plan Map Amendment: *(select)* with Rezone without Rezone
(Complete information below)

General location of property and/or address: 1932 SE Salmonberry Rd. Port Orchard, WA 98366

Location: Section(s) _____ Township _____ Range _____

Current Zoning: R1 Proposed Zoning: R3

Current Comp Plan Designation: Low Density Residential Proposed Comp Plan Designation: Medium Density Residential

Proposed Use of the Property: Potentially to construct 30 units, in 2, 3 story garden style apartments with parking.

Submittal requirements are listed on page 2.

SUBMITTAL REQUIREMENTS

This application shall include the following, unless specifically waived by DCD.
(Check the box for each item included with this application)

- THE MASTER PERMIT APPLICATION FORM** with original signature(s).
One Master covers all applications that are included with this submittal. No additional copies are required.
- SEVEN** copies of the completed Comprehensive Plan Amendment application form: This includes the original plus six (6) copies.
- SEVEN** copies of the letter sent by DCD after the Pre-Application meeting, if there was one.
- SEVEN** copies of a project narrative with a detailed explanation of why the proposed text or map amendment is necessary and/or desirable for the community, and how, if a map amendment, the proposed use fits in with the uses permitted in the surrounding zone. The narrative must include a statement addressing the decision criteria listed in POMC 20.04.040(2), as applicable to either a text or map amendment.
- A SEPA Checklist Submittal:** *(use Form 012 for complete submittal requirements.)*
- A SEPA Checklist Supplemental Sheet D Submittal:** *(use Form 013 for complete submittal requirements.)*
- ONE Electronic copy** of all submitted documents, in high resolution Adobe PDF format, including the items listed below, as applicable. The decision criteria statement for either a text amendment or a map amendment must be in Microsoft Word format.

If application is for a Map Amendment, also include:

- SEVEN plan sets total:**
THREE sets: 18" x 24" or larger, and **FOUR sets:** 11" x 17", with north arrow and map scale, showing:
 - Existing natural features, including critical areas and buffers.
 - Existing and proposed grades.
 - Existing and proposed uses and improvements, including utilities, easements, structures, access and parking.
- SEVEN copies** of a vicinity map, 8 ½" x 11" or larger, with site clearly marked, shown in relation to the nearest major streets, roads and waterways in the area, and identifying the zoning of the surrounding property.
- SEVEN copies** of complete legal description of the property, including tax parcel number(s).
- SEVEN copies** of a list of other permits that are or may be required for development of the property (issued by the City or by other government agencies), insofar as they are known to the applicant.
- To verify water and sewer availability and transportation capacity, submit one of the following options: *(Check the box that applies to your project and include the documentation with this submittal)*
 - 1. Capacity Reservation Certificate (CRC) application for Water, Sewer and Transportation. *Use CRC Application form for submittal requirements.*
 - 2. Water and/or Sewer availability letters issued by the appropriate Utility District, or Building Clearance Approval from the Health District and # 1. above for Transportation.

Other documentation may be required in addition to what is listed above.



CITY OF PORT ORCHARD

Permit Center

Office located at 720 Prospect Street
Mailing address: 216 Prospect Street
Port Orchard, WA 98366
(360) 874-5533 • permitcenter@cityofportorchard.us

RECEIVED
PERMIT CENTER
JAN 29 2021
CITY OF PORT ORCHARD
COMMUNITY DEVELOPMENT

SITE-SPECIFIC REZONE APPLICATION

Use the Comprehensive Plan Amendment application form instead of this one if you are applying for a Comprehensive Plan Map Amendment with the Rezone.

FEES:	Rezone fee:	\$1,275.00
	(without Comp Plan Map Amendment)	
	Technology fee:	\$10.00
	Hearing Examiner Admin fee:	\$250.00
	Hearing Examiner deposit:	\$3,000.00
	Public Notice sign fee (each):	\$40.20
	SEPA Review:	\$300.00
	Fire District Review fee:	\$250.00
	Total Due with Submittal:	\$4,625.20

STAFF USE ONLY	
Received by:	<u>Jackie Kerkoff</u>
Receipt #:	<u>R00051831</u>
File #:	<u>Lu21-CPA MAP-01</u>

Total Pd
\$ 2,475.00

INCOMPLETE APPLICATION WILL NOT BE ACCEPTED

SUBMITTAL REQUIREMENTS

This application shall include the following, unless specifically waived by DCD:
(Check the box for each item included with this application)

- THE MASTER PERMIT APPLICATION FORM** with original signature(s).
One Master covers all applications that are included with this submittal. No additional copies are required.
- SEVEN** copies of completed Rezone application form: This includes the original plus six (6) copies.
- SEVEN** copies of a narrative which includes:
 - Legal description of the property subject property.
 - The current Comprehensive Plan map designation.
 - A list of other permits that are or may be required for development of the property (issued by the City or by other government agencies), insofar as they are known to the applicant.
 - Identification of all sections of the Comprehensive Plan policies and map addressing the subject property.
 - Description of the proposed development of the property under the proposed zoning designation.
 - An explanation of the rationale for the proposed amendment.
 - A statement addressing how the proposed amendment and associated development conform to, conflict with, or relate to the criteria and general rules set forth in POMC 20.42.030(2).
- SEVEN** copies of a summary table of proposed project statistics, including site area, building coverage, coverage by impervious surface, required and proposed parking, and similar data as required to evaluate conformance of the proposed project with City regulations.
- SEVEN** copies of a vicinity map, 8 1/2" x 11" or larger, with site clearly marked, shown in relation to the nearest major streets, roads and waterways in the area, and identifying the zoning of the surrounding property.
- SEVEN** plan sets total:

THREE sets: 18" x 24" or larger, and **FOUR** sets: 11" x 17", with north arrow and map scale, showing:

 - Existing natural features, including critical areas and buffers.
 - Existing and proposed grades.
 - Existing and proposed uses and improvements, including utilities, easements, structures, access and parking.

Tax Parcel #: 012301-3-017-2002

Legal Description of Subject Property:

01231E

THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 1, TOWNSHIP 23 NORTH, RANGE 1 EAST, W.M., KITSAP COUNTY, WASHINGTON DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHICH IS S89*12'E 912.4 FEET FROM THE WEST QUARTER CORNER OF SECTION 1; THENCE S89*12'E 208.2 FEET; THENCE S0*36'W 425.31 FEET; THENCE N88*31'W 208.2 FEET; THENCE N0*36'E TO THE POINT OF BEGINNING; EXCEPT COUNTY ROAD (SE SALMONBERRY ROAD).

Current Comprehensive Plan Map Designation:

Residential 1 (R1)

List of Other Permits Known by Applicant:

None

ID of Comprehensive Plan Policies & Map Addressing the Subject Property:

See Attached

Description of Proposed Development:

Potential future development of 3 story multi-family project consisting of 30 units, in 2, 3 story garden style apartments with parking. Proposed Residential 3 (R3)/ Medium Density Residential.

Explanation of Rationale:

Reasoning for such application is to take under utilized parcel and ensure that it services a much-needed housing shortage within our community. Also, for personal financial gain.

Conformity to Surrounding Area:

The transformation from R1 to R3 is keeping with surrounding area given properties to the North are zoned R3/ Medium Density, a long running corridor of commercial parcels running North to South on the to the West and the addition of my current development to the South a R3/ Medium Density multi-family project. This rezoning is without a doubt keeping to a conformity with its surrounding area.

Summary Table of Project Stats:

Site Area	1.94 Acres (approx. 84,506 SF)	
Building Area	22,000 SF	
Impervious Area	50,000 SF	
Proposed Parking Area	28,000 SF	
Pervious	34,506 SF	

- A SEPA Checklist Submittal:** (use Form 012 for complete submittal requirements.)
- ONE Electronic copy** of all submitted documents, in high resolution Adobe PDF format. Submit the decision criteria statement in Microsoft Word format.

Other documentation may be required in addition to what is listed above.

OWNER: (select the appropriate statement)

I affirm that the property affected by this application is in my exclusive ownership.

I affirm that the property affected by this application is not in my exclusive ownership. This application is submitted with the consent of all owners of the affected property.

IF AN AGENT IS SUBMITTING THIS APPLICATION ON YOUR BEHALF, complete this verification statement:

As the record owner of the property listed above, I authorize BJC Group Inc. as my Authorized Agent to submit this application on my behalf.

The application as completed is true and correct to the best of my knowledge.

[Signature]
Signature of Owner (Must be notarized)


Zhi Lin He
Print Name of Owner

01/29/2021
Date

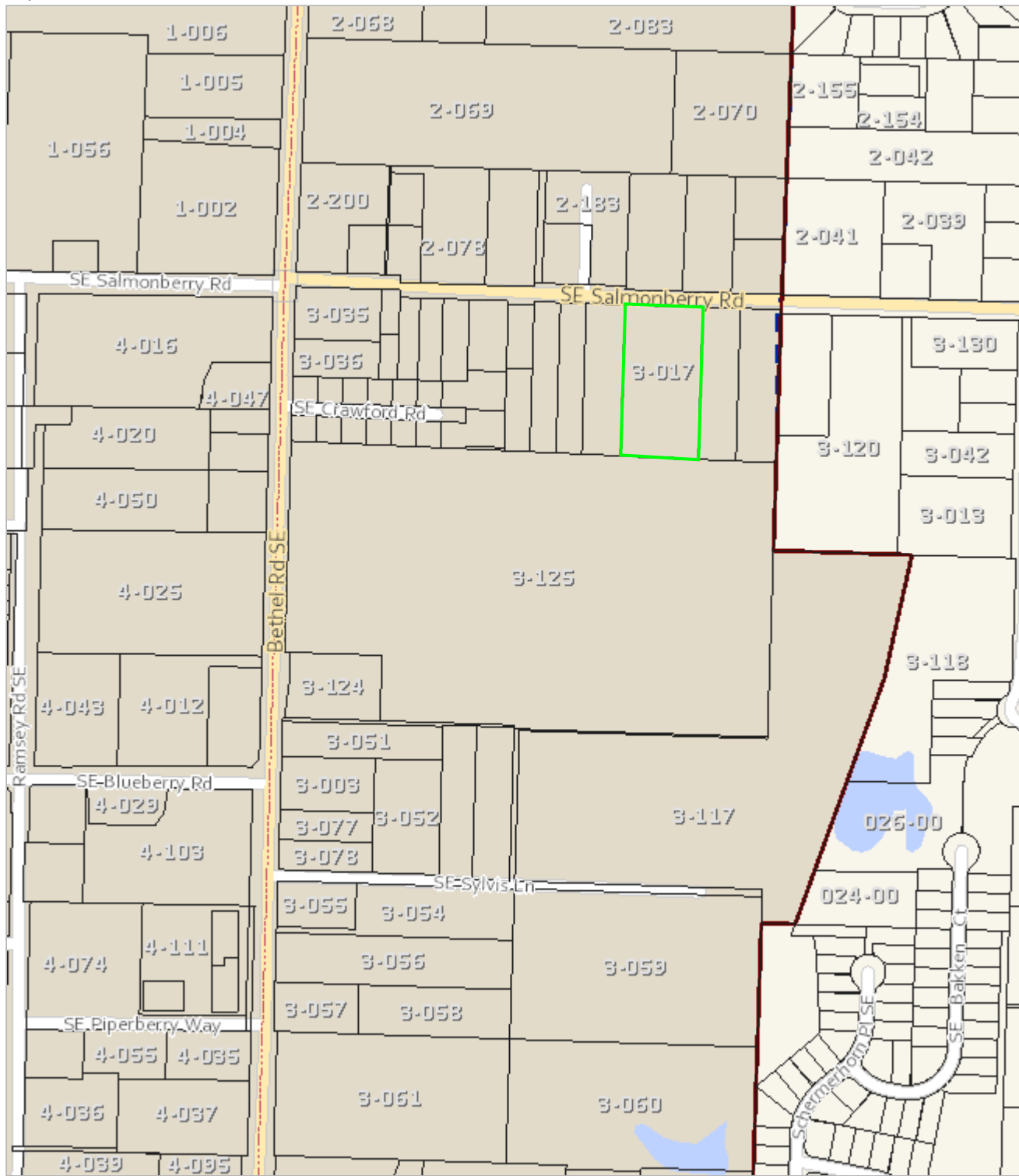
STATE OF WASHINGTON)
) SS
COUNTY OF KITSAP)

I certify that I know or have satisfactory evidence that HE ZHI LIN is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument and acknowledged it to be (his/her) free and voluntary act for the uses and purposes mentioned in the instrument.

WITNESS MY HAND AND OFFICIAL SEAL this 29th day of January, 2021.



Dawn Hinthorn
NOTARY PUBLIC in and for the State of Washington, residing at Gig Harbor WA 98329
My appointment expires: 09.05.24

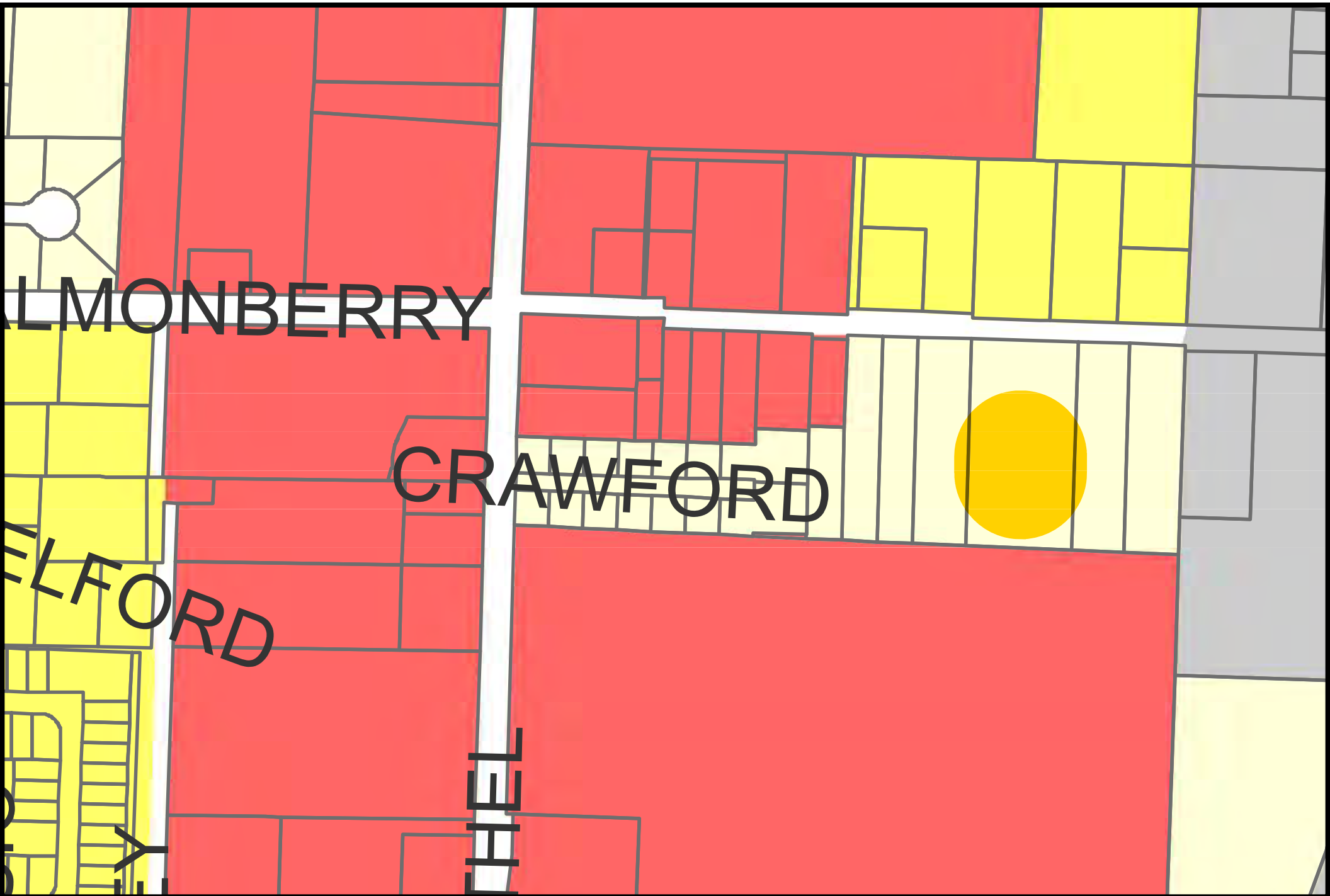


** This map is not a substitute for field survey **



Comments





Chapter I Introduction

I.1 Introduction

Port Orchard is a small but growing city in the Puget Sound region of Washington State. It is located in close proximity to major urban and employment centers and enjoys an outstanding natural setting. Port Orchard’s residents have a strong community spirit and value the area’s important maritime history. These aspects contribute to a high quality of life that influences people’s choice to live and work in Port Orchard.

Port Orchard faces many challenges. Recent annexations and rapid population growth have contributed to increasing demands for services and infrastructure. These challenges are likely to be present for the foreseeable future as Port Orchard transitions away from the small town that it was for the first 125 years of its existence. Downtown Port Orchard has grown slowly in recent years though it possesses great potential due to its waterfront location and access to transit including passenger ferry service with connections to downtown Seattle. How Port Orchard manages its growth and growing pains in the years to come is highly important to the City’s existing businesses and residents.

Bolstered by its rich history, strong community members, and scenic location, Port Orchard has the opportunity to build on its many assets to create a more connected and vibrant city. There are great opportunities to revitalize the downtown area, draw more attractions to the city, and encourage appreciation for the city’s natural resources and friendly, close-knit community. Port Orchard will take strategic steps to strengthen its ties between the built environment, community members, and government to further the goals of a cohesive community based on a deep understanding of its context and a clear vision of its future.



I.1.1 Statement of Purpose and Intent

The Port Orchard Comprehensive Plan establishes a framework for taking on the challenges of today and the future. The Plan integrates the desires of the community and best practices in contemporary city planning, making the government more responsive to the needs of the

community and more connected with residents. Used properly, this document will guide decision-making and development in the City by ensuring that ordinances, regulations, programs and projects are developed in accordance with community values and goals. The goals and policies of the Plan specify measurable, achievable actions that most effectively utilize limited resources, retain the small-town character of Port Orchard, and build an even stronger community.

Developed with significant public input and city leaders' review, this document will guide Port Orchard's development and growth patterns for the next 20 years through 2036. It updates the existing Comprehensive Plan, which was last fully updated in 2008.



I.2 2036 Targeted Outcomes

With continued hard work that is focused and coordinated in accordance with the goals and policies in this comprehensive plan, Port Orchard will remain one of the best small cities in Washington State. By carefully planning for the future, Port Orchard's increasing number of residents will enjoy a sustained high quality of life that is founded upon its supportive community, healthy economy, and pristine environment.

Using the community's vision for the future, by the year 2036 the City will have built upon these positive attributes and will have achieved the following:

- The city has retained its small town character and strong community spirit.
- The historic downtown is more attractive and vibrant.
- More efficient patterns of development have reduced real per capita infrastructure costs.
- Housing has remained available to all members of the community, and the diversity of housing types has expanded.
- Walking, biking, driving, and transit infrastructure make it easy to get around the city.
- The city's waterfront and open space resources are highly enjoyed by the community.
- Community organizations are better empowered to coordinate events and activities.
- Citizens enjoy a comfortable and productive relationship with city government.
- Citizens have access to well paying jobs, have short commutes, and choose to shop locally.
- Local businesses are supported by the community and government policies that promote economic development.
- Citizens are better informed and connected to the planning process.
- The city's critical areas, shorelines and other natural resources are appropriately protected with no net loss to critical areas and their functions, and where feasible critical areas and shorelines are restored or enhanced.
- Native American cultural and historic resources (archeological sites) shall be protected with conditions on development approvals that require identification and preservation of such sites and notification to the state and the Suquamish Tribe.
- Impacts to natural systems are minimized while population and job growth targets are met.

I.3 Visioning: Connections

The city is defined by its physical and social environments and the ways in which they are connected. This comprehensive plan seeks to lay out a vision for Port Orchard that is founded on connectivity and the idea that stronger connections will ultimately lead to a stronger community. In addition to meeting state laws, addressing local and regional planning goals, and serving as a record of community input, this Plan seeks to bridge the specific goals and policies of the different elements to the needs and desires of the community through this connections framework. It is important to think of Port Orchard not just as its parts, but as a cohesive whole.

Port Orchard aims to improve the connections between land uses, housing, businesses, transportation, and the natural environment and to promote a higher level of interaction between the city government and citizens. There are some key ways in which this can be achieved.

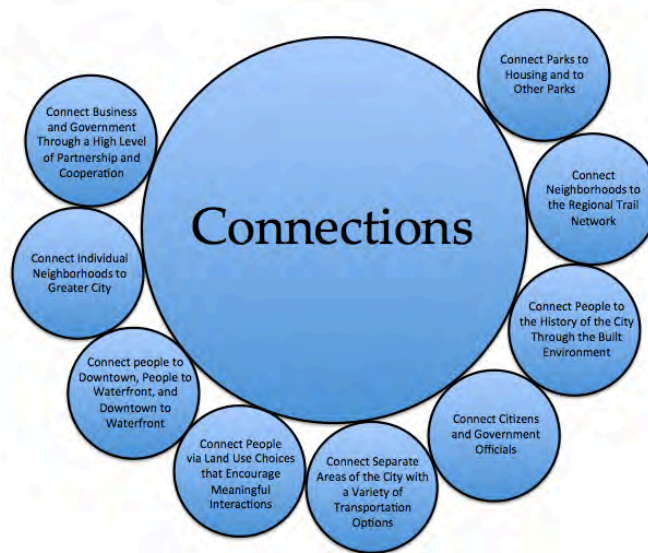


Figure 1 - Conceptual diagram of the connections theme

Primary Connections:

- Connect individual neighborhoods to the greater city
- Connect people to the waterfront
- Connect people to downtown
- Connect downtown and the waterfront
- Connect people via land use choices that encourage meaningful interactions (i.e. housing within walking distance to shops and restaurants that allows people to encounter and interact with each other on the street)
- Connect separate areas of the city with a variety of transportation options
- Connect people to the history of the city through the built environment
- Connect neighborhoods to the regional trail network
- Connect parks to housing and to other parks
- Connect citizens and government officials
- Connect business and government through a high level of partnership and cooperation
- Connect identified wildlife habitat areas and corridors with greenbelts and other open space areas.
- Connect the community to the natural environment through education and voluntary stewardship.

Elements of Connection

Within the comprehensive planning process, physical, social, and governmental influences must be considered in how the city is connected.

- Physical element: The infrastructure, housing, transportation, parks, natural amenities, restaurants, shops, businesses, schools, and all of the built and natural aspects that make up the city.
- Social element: The citizens, the groups, and the interests that they represent.
- Government element: The professional, public services, and regulatory side of the city that must work to maintain and foster a relationship with citizens that is healthy and responsive to community needs and desires.

1.4 Local Centers

Building concentrations of activity in Port Orchard will help create a more vibrant city. Within ~~local~~ centers, a mix of land uses will lead to higher levels of local connectivity. Local centers can connect housing, businesses, and services in a more focused way, allowing for more efficient land uses and allocation of public resources for infrastructure. See Section 2 (Land Use) for more information on ~~Local~~ Centers.

1.5 Port Orchard History

The Port Orchard area was historically occupied by the Suquamish people, whose ancestors have lived in the Central Puget Sound area for approximately 10,000 years. Ethnographic and archeological evidence shows that the Suquamish people have lived, gathered food stuffs, produced ceremonial and spiritual items, and hunted and fished for thousands of years in the area now known as Port Orchard.

Inventor Sidney M. Stevens first purchased 88.5 acres of land in 1885 with the intention of starting the town that would become Port Orchard. His son, Frederick Stevens, platted the land in 1886 and named the new location Sidney, after his father. Early businesses focused on lumber and a handful of saloons. Other industry included sawmills, shingle mills, and a pottery and terra cotta plant.

The town was incorporated on September 15, 1890, and became the first town in Kitsap County to be both platted and incorporated. Sidney became the county seat in the general election of 1892. Shortly after, the U.S. Navy sought a suitable location for another west coast base and found it in the Sinclair Inlet with the assistance of Sidney's residents. This location would later become the Puget Sound Naval Shipyard. The original industries began to fade with the addition of the naval shipyard, and subsequently many of the employees of the timber industry moved to the shipyard for work.

In December of 1892, the residents of Sidney petitioned both the state legislature and the Post Office Department to rename the city to "Port Orchard." After much confusion with the local post office Sidney was finally renamed "Port Orchard" in 1903. The first school in Sidney opened in 1889 and later the South Kitsap Union High School opened in 1922.

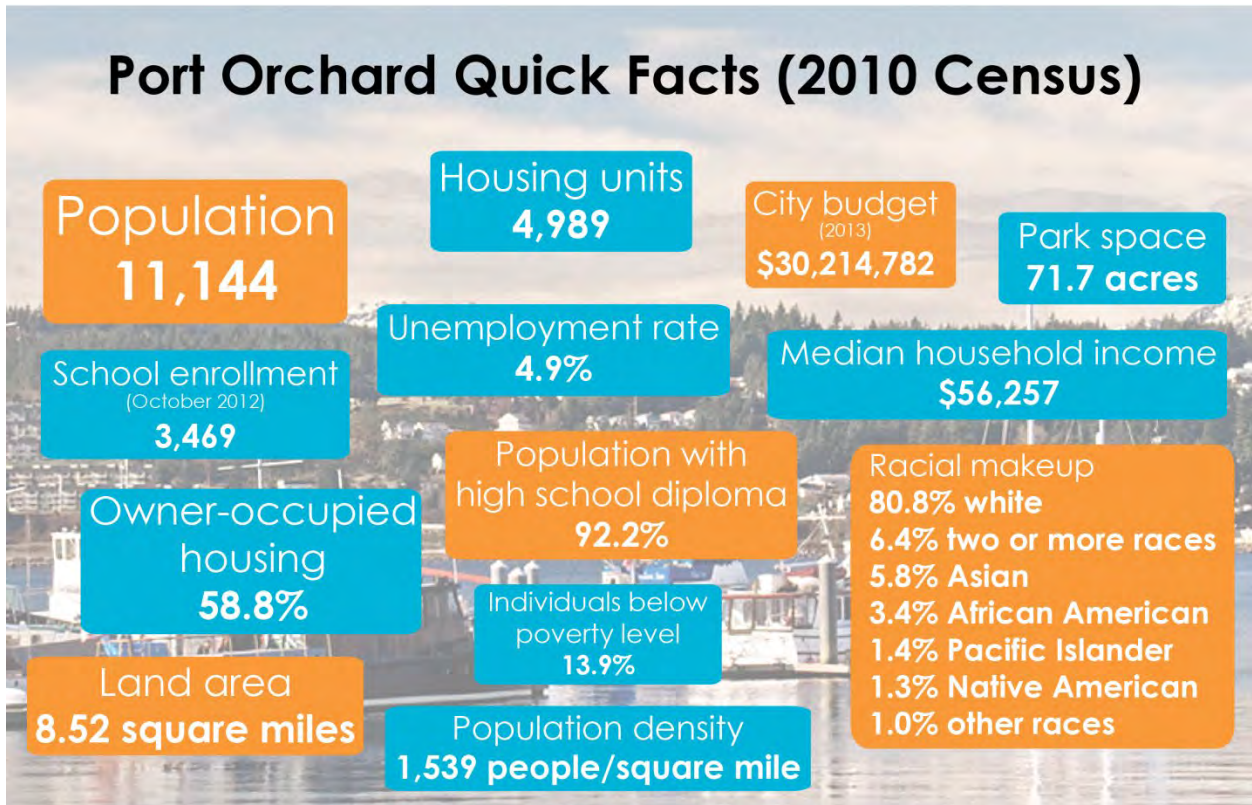


Figure 2 - Basic information about Port Orchard

Port Orchard has changed greatly in recent years, particularly in its size due to annexations. In 2000 the city's land area was 3.96 square miles, but after extensive annexations, increased to 9.63 square miles as of 2012. These annexations have also increased the population of Port Orchard, growing from 7,693 to 11,144 people between 2000 and 2010. The Washington Office of Financial Management (OFM) estimates that the City's population as of April 1, 2015 had risen to 13,510 people.

The following map shows the change in city boundaries between the last comprehensive plan update, 2008, and 2016. Meanwhile, demographic data is gathered from the US Census, which occurred in 2000 and 2010.

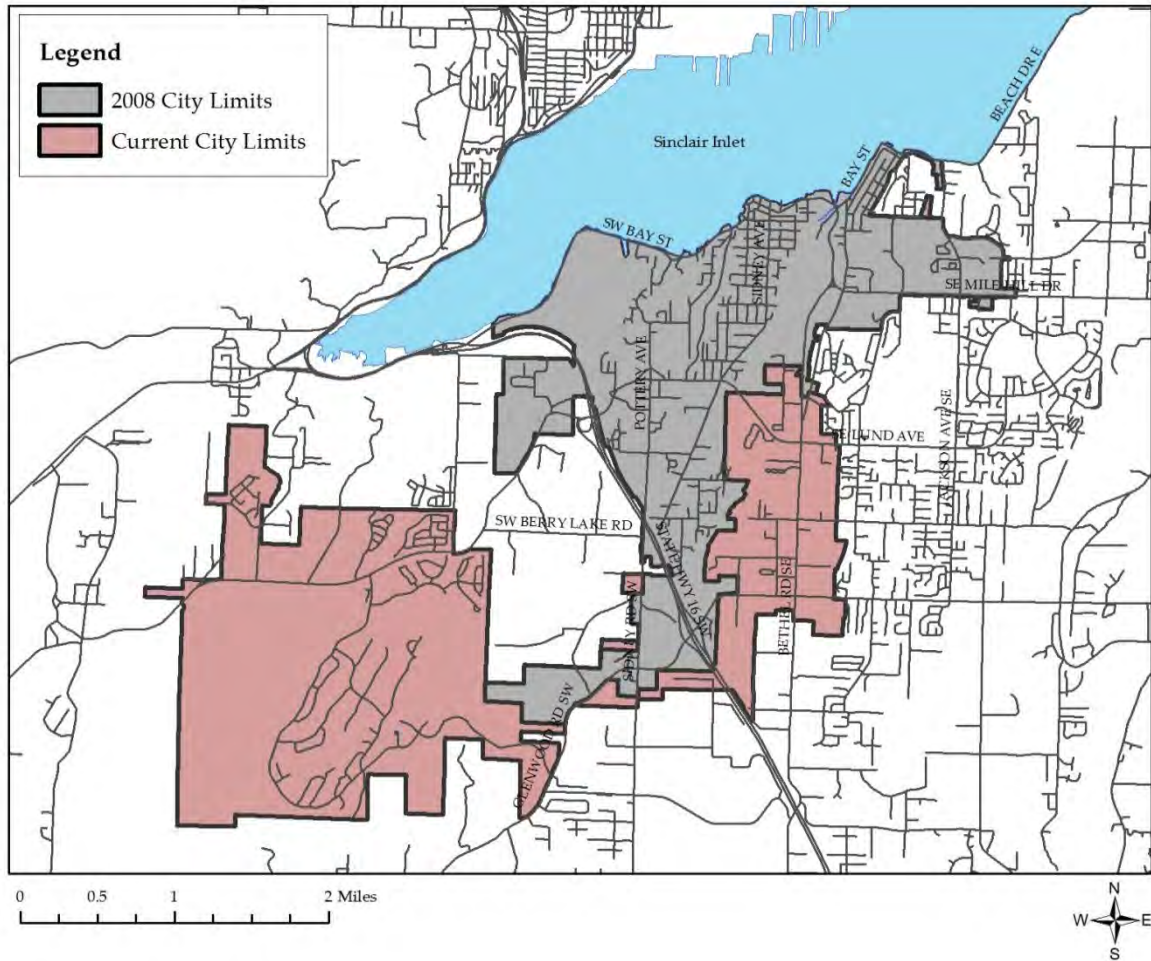


Figure 3 - City boundary changes due to annexation

1.6 The Context of Planning in Port Orchard

1.6.1 What is a Comprehensive Plan?

A comprehensive plan is a tool that allows a city to anticipate and guide changes in a manner that is consistent with the desires of the community. Based on extensive public input, the document serves as the record of the city’s long-range vision, priorities, and concerns. It translates the community’s vision into goals and policies for the city to use in evaluating and making future physical, economic, and community development decisions. When implemented, the comprehensive plan acts as a tool for managing and directing growth, guiding and coordinating programs and regulations, and protecting the community’s quality of life and critical resources. In the face of constant and inevitable change, it ensures that community goals are predictably, consistently, and effectively promoted and implemented.

Population and Employment Allocations and Capacities

Port Orchard has been steadily growing ever since its incorporation in 1890. As of 2015, Port Orchard’s population is 13,510.

Year	City Population	
		Average Annual Change
1900	254	—
1910	682	16.9%
1920	1,393	10.4%
1930	1,145	-1.8%
1940	1,566	3.7%
1950	2,320	4.8%
1960	2,778	2.0%
1970	3,904	4.1%
1980	4,787	2.3%
1990	4,984	0.4%
2000	7,693	5.4%
2010	11,157	4.5%
		Annual Change
Yearly Estimates		
2011	11,440	2.5%
2012	11,780	3.0%
2013	12,870	9.3%
2014	13,150	2.2%
2015	13,510	2.7%

Figure 4 – Port Orchard population

The basic changes that Port Orchard must plan for are changes in population and employment. In both cases they are expected to continue to increase over the next 20 years. As such, Port Orchard has been allocated a certain amount of the region’s growth and must plan to accommodate that growth through its zoning and infrastructure capacity. In conjunction, Kitsap County has calculated how much zoned land capacity Port Orchard has. These numbers, compared to current population and employment, are summarized in Figure 7.

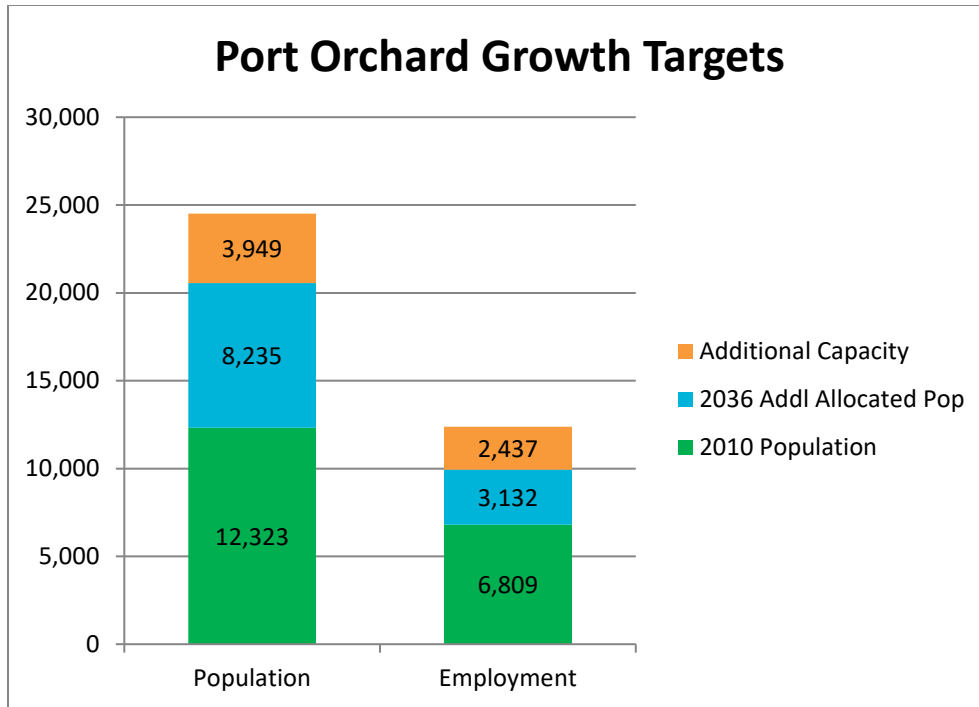


Figure 5 - Growth allocation and capacity in Port Orchard

Port Orchard must plan for an additional 8,235 residents above the 2010 population by 2036. Kitsap County calculated the city has an additional population capacity of 12,184, resulting in a net 2036 population surplus of 3,949. Technically, this surplus means the City is not bound to implement any significant changes to its land use and zoning regulations to accommodate its allocated growth. But if growth continues at the same rate without changes in capacity, the City may have a shortage of residential land during the next planning period. It is prudent to begin planning now so that the City grows responsibly and uses its developable land efficiently.

Similarly, Port Orchard must plan for an additional 3,132 jobs by 2036. Kitsap County has calculated Port Orchard has an additional employment capacity of 5,569, resulting in a net employment surplus of 2,437.

These numbers are used throughout the Comprehensive Plan for internal consistency. However, the allocations are not projections. Whether Port Orchard actually adds over 8,200 residents and 3,100 jobs by 2036 depends on a number of factors. The largest is annexation: these numbers are only based on the current (2016) city boundaries. If Port Orchard annexes additional land from its urban growth area, the city’s population will increase but so will its capacity. Other factors like the health of the local economy and the quality of public services such as schools and roads will affect how many people move to Port Orchard and how many jobs are created here.

Another consideration is the population of the Urban Growth Area (UGA), the land around the City that has been designated for eventual annexation into Port Orchard. The Kitsap Countywide Planning Policies show the UGA population in 2010 was 15,044, and the County has allocated it an

increase of 6,235 people by 2036. The Buildable Lands Report shows the UGA has a capacity of 6,297 people through the planning period, only slightly more than the UGA's allocation.

If the City were to annex all of its UGA by 2036, it would need to provide infrastructure and services for over 40,000 residents, triple the size of Port Orchard's current population. This has significant implications for Port Orchard's Comprehensive Plan goals and policies and its provision of public services. Even if the city doesn't annex these areas, many of the residents living in the UGA work, shop, recreate, and travel in Port Orchard. As such, the city must consider the proximity of these areas and impacts to the city from this population when making decisions.

I.6.2 Washington State Growth Management Act (GMA)

The Washington State GMA was passed by the state legislature in 1990 to protect Washington's quality of life, economy, and environment from the threat of uncoordinated and unplanned growth. It requires state and local governments to identify and protect critical areas and natural resource lands, designate urban growth areas, adopt and regularly update comprehensive plans, and implement them through capital investments and development regulations. Cities and counties planning under the GMA are required to adopt development regulations that are consistent with, and implement, their comprehensive plans.

The GMA also promotes coordination and consistency between cities, counties, and the state, in part by requiring that all comprehensive plans address certain goals. The 13 goals of the GMA are:

1. Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

7. Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
9. Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
10. Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. Historic preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

The GMA is codified as Revised Code of Washington (RCW) chapter 36.70A. It can be accessed online at the following link: <http://apps.leg.wa.gov/RCW/default.aspx?cite=36.70A>

I.6.3 Puget Sound Regional Council's VISION 2040

VISION 2040 is a regional strategy for accommodating the 5 million people expected to live in the central Puget Sound region by 2040. It is administered by the Puget Sound Regional Council (PSRC), a regional planning agency with a mission to enhance the quality of life in the region. The region is defined as Kitsap, King, Pierce, and Snohomish counties. The PSRC develops policies and coordinates decisions about regional growth, transportation, and economic development planning. It is also responsible for selecting local projects to receive federal transportation funding.

VISION 2040 is an integrated, long-range vision for maintaining a healthy region. It promotes the well-being of people and communities, economic vitality, and a healthy environment. It contains an environmental framework, a numeric regional growth strategy, six policy sections guided by overarching goals. It also has implementation actions and measures to monitor progress.

The concept of people, prosperity, and planet provides a central theme for VISION 2040. This concept signals that our regional leaders use an approach that takes into account social, cultural, economic, and environmental benefits when making decisions.

Port Orchard's Comprehensive Plan proposes a sustainable approach to growth and future development. The Plan commits to maintaining and restoring ecosystems, through steps to conserve key fish and wildlife habitats and other critical areas, to promote restoration of degraded shorelines, to improve water quality, and to reduce greenhouse gas emissions.

The Plan has been updated based on residential and employment targets that align with VISION 2040. Through the targeting process we have identified the number of housing units in the City that currently exist and that are anticipated to be developed within the planning period, and have identified needs for affordable housing. Residential and employment targets for the City's designated local centers of importance will be identified and expanded in future subarea planning for these centers.

The Plan addresses each of the policy areas in VISION 2040. The elements of the Plan include goals and policies that address habitat protection, water conservation, air quality, and climate change. Environmentally friendly development techniques, such as low-impact landscaping and stormwater runoff management, are encouraged. The Plan calls for more compact urban development and addresses mixed-use and transit-oriented development. There are directives to prioritize funding and infrastructure investments to our centers of local importance. The Housing element commits to expanding housing production at all income levels to meet the diverse needs of both current and future residents. The Economic Development element supports creating jobs, creating sustainable and liveable communities, and improving connections between housing, employment and transportation. The Transportation element advances cleaner and more sustainable mobility, with provisions for complete streets, context-sensitive design, and alternatives to driving alone. The City's transportation planning is coordinated with Kitsap County, including level of service standards and concurrency provisions. The City also commits to conservation methods in the provision of public services.

The Implementation section of the Plan plan addresses local implementation actions addressed in VISION 2040, including identification of underused lands and housing targets.

VISION 2040 can be accessed online at the following link: <http://www.psrc.org/growth/vision2040>

I.6.4 Kitsap Regional Coordinating Council and Kitsap Countywide Planning Policies

The Kitsap Regional Coordinating Council (KRCC) is an inter-local forum for local jurisdictions and the voice on countywide transportation planning and policy issues. Its members are: Kitsap County, Port Orchard, , Bainbridge Island, Poulsbo, and the Port of Bremerton. Kitsap Transit and the Suquamish & Port Gamble S'Klallam Tribes are Associate Members, and Naval Base Kitsap is an Ex Officio member.

The Council coordinates the review and monitoring of the Kitsap Countywide Planning Policies and related population forecasting and distribution. The Council's Executive Board is responsible for the distribution of federal grant funds for federal transportation funding via the PSRC.

The Kitsap Countywide Planning Policies tailor the PSRC’s regional growth management guidelines to Kitsap County and is the policy framework for the County’s and the Cities’ comprehensive plans. The Countywide Planning Policies address 15 separate elements, ranging from urban growth areas to affordable housing. The Countywide Planning Policies are required by the GMA and were originally established in 1992.

The Kitsap County Planning Policies can be accessed online at the following link: http://kitsapregionalcouncil.org/countywide_planning.php

1.7 Community Involvement in the 2016 Update

The Plan is ultimately written for the citizens of Port Orchard and to implement their visions of the community’s future. The GMA requires actively involving the public during the development and update of the Plan. This process began with the creation of a Public Participation Program that outlines opportunities for community involvement, how the public can submit comments, and how the public is notified of open meetings. The University of Washington’s (UW) Department of Urban Design and Planning was contracted to initiate the public input process and began preliminary work on the Plan update.



The City began soliciting public input in early 2014 at a public meeting held in March. At this meeting, participants discussed the challenges and opportunities they believe Port Orchard will face in the near future. After

synthesizing this information, several themes and focus topics emerged for furthering the process. A second public event in May presented options for Port Orchard’s future with regards to housing, transportation, community involvement, town centers, and the waterfront. These two meetings, several focus group presentations and interviews, two surveys conducted through May, and informal public outreach efforts provided the information needed to begin preparation of the 2016 update to the comprehensive plan.

The UW team ended their involvement in June 2014, when they presented their work on the Introduction, Land Use, and Housing elements to the City Council and Planning Commission. Between the summer of 2014 and early 2015, staff in the Department of Community Development shepherded the Vision, Land Use, and Housing Elements through a preliminary series of public hearings before the Planning Commission seeking public and planning commissioner input. During this time, City staff also updated the Economic Development Element after seeking public input and brought it to the Planning Commission for a preliminary public hearing and review. In early 2015,

the City hired consultants to assist in the preparation of other elements including Transportation and Utilities. In the spring of 2015, City Staff in the Department of Community Development initiated an update of the Parks Element. The Natural Systems and Capital Facilities elements were updated in the spring of 2015.

As the Parks, Utilities, Capital Facilities, and Natural Systems elements were drafted, city staff took these elements to the Planning Commission for public hearing. In addition, joint meetings of the City Council and Planning Commission were held to present draft elements and progress on the plan update and to provide the two bodies the opportunity to communicate their concerns and preferences to each other based on feedback received from the community and their local knowledge. After a final set of revisions, the final draft plan was assembled and brought to the Planning Commission for final review and a public hearing. The Planning Commission provided their recommendation to approve the 2016 Update to the Port Orchard Comprehensive Plan to the City Council on May 3, 2016. The City Council voted to approve and adopt the Comprehensive Plan with amendments on June 14, 2016.

I.8 Organization of This Document

The Port Orchard Comprehensive Plan is formed by the vision statement and the concept of "connections" that are defined in the Introduction. This leads into the centers strategy, which is integrated into the Land Use element. Land Use goals then influence all of the other Plan elements. Everything connects back to the community's vision and overall strategies.

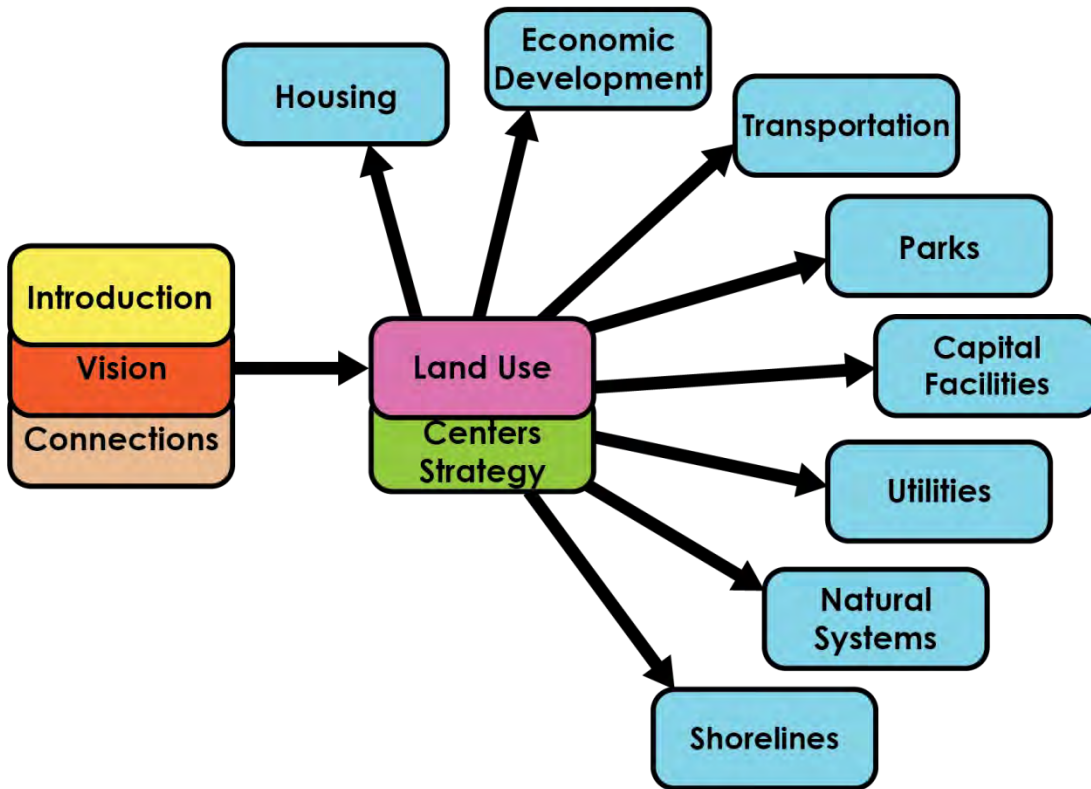
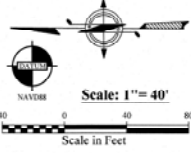


Figure 6 - Organization of the Comprehensive Plan

NOTE

THE APPROXIMATE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LOCATION OF EXISTING UTILITIES PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGES THAT MIGHT BE APPROPRIATE BY THE CONTRACTOR'S FAILURE TO LOCATE, PRESERVE AND PROTECT UNDERGROUND UTILITIES.

CALL 48 HOURS BEFORE YOU DIG 811



PARKING ANALYSIS

MULTIFAMILY (ONE BEDROOM UNIT) 42 UNITS x 1.5 STALL/UNIT = 63 STALLS
MULTIFAMILY (TWO BEDROOM UNIT) 62 UNITS x 1.75 STALL/UNIT = 109 STALLS
MULTIFAMILY (THREE BEDROOM UNIT) 12 UNITS x 2 STALL/UNIT = 24 STALLS
COMMERCIAL/OFFICE (2,200 SF/1,000 SF) = 2 STALLS
TOTAL 198 STALLS REQUIRED (6 ACCESSIBLE)
PARKING PROVIDED
STANDARD PARKING (8'x16.5') 156 STALLS
COMPACT PARKING (8'x16') 32 STALLS
HANDICAP/ACCESSIBLE PARKING (8'x16.5') 8 STALLS
OFF-SITE/ON-STREET PARKING (8'x25') 3 STALLS
TOTAL PARKING 201 STALLS

PRIVATE DRIVEWAY AND FRONTAGE IMPROVEMENT AREAS (ON-SITE)

TOTAL	16,676 SF (0.48 AC)
IMPERVIOUS AREAS	
ASPHALT	9,955 SF (0.23 AC)
CONCRETE	4,794 SF (0.11 AC)
TOTAL IMPERVIOUS AREA	14,749 SF (0.34 AC)
PERVIOUS AREAS	
LANDSCAPE	4,927 SF (0.11 AC)

EXISTING AREAS TO REMAIN (ON-SITE)

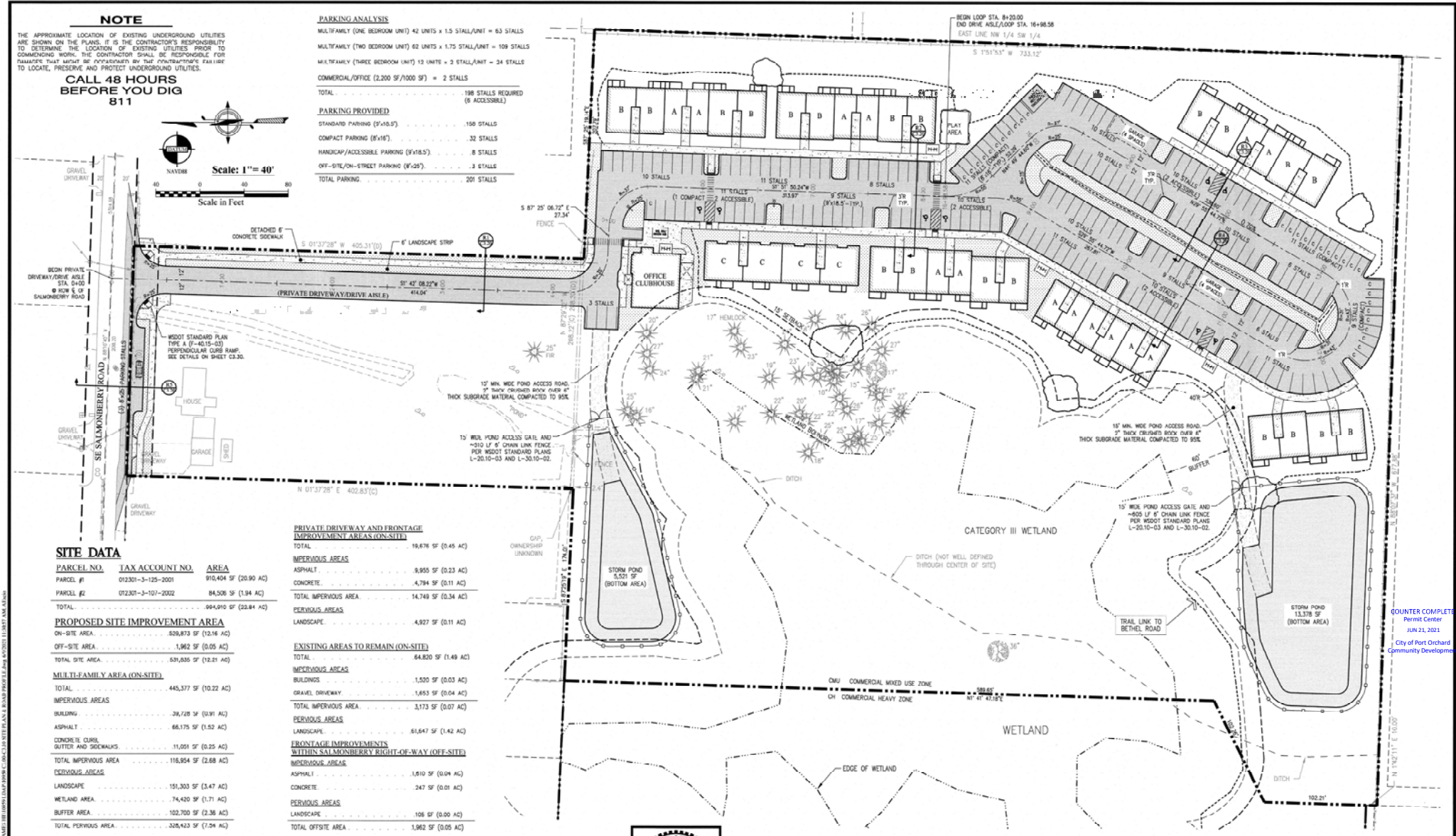
TOTAL	64,820 SF (1.48 AC)
IMPERVIOUS AREAS	
BUILDINGS	1,520 SF (0.03 AC)
GRAVEL DRIVEWAY	1,653 SF (0.04 AC)
TOTAL IMPERVIOUS AREA	3,173 SF (0.07 AC)
PERVIOUS AREAS	
LANDSCAPE	61,647 SF (1.42 AC)

FRONTAGE IMPROVEMENTS WITHIN SALMONBERRY RIGHT-OF-WAY (OFF-SITE)

IMPERVIOUS AREAS	
ASPHALT	1,610 SF (0.04 AC)
CONCRETE	247 SF (0.01 AC)
PERVIOUS AREAS	
LANDSCAPE	106 SF (0.00 AC)
TOTAL OFF-SITE AREA	1,962 SF (0.05 AC)

SITE DATA

PARCEL NO.	TAX ACCOUNT NO.	AREA
PARCEL #1	012301-3-125-2001	910,404 SF (20.90 AC)
PARCEL #2	012301-3-101-2002	84,506 SF (1.94 AC)
TOTAL		994,910 SF (22.84 AC)
PROPOSED SITE IMPROVEMENT AREA		
ON-SITE AREA	508,873 SF (12.16 AC)	
OFF-SITE AREA	1,962 SF (0.05 AC)	
TOTAL SITE AREA	510,835 SF (12.21 AC)	
MULTI-FAMILY AREA (ON-SITE)		
TOTAL	445,377 SF (10.22 AC)	
IMPERVIOUS AREAS		
BUILDING	36,728 SF (0.81 AC)	
ASPHALT	66,175 SF (1.52 AC)	
CONCRETE CURB, GUTTERS AND SIDEWALKS	11,051 SF (0.25 AC)	
TOTAL IMPERVIOUS AREA	113,954 SF (2.58 AC)	
PERVIOUS AREAS		
LANDSCAPE	151,303 SF (3.47 AC)	
WETLAND AREA	74,420 SF (1.71 AC)	
BUFFER AREA	102,700 SF (2.36 AC)	
TOTAL PERVIOUS AREA	328,423 SF (7.54 AC)	



REVISIONS

NO.	DATE	BY	DESCRIPTION

N.L. Olson & Associates, Inc.
 Engineering, Planning and Surveying
 (360) 876-2284
 2452 Bethel Avenue, P.O. Box 837, Port Orchard, WA 98366



SITE PLAN
HIDDEN HILLS APARTMENTS
LAND DEVELOPMENT ACTIVITY PERMIT
 Portion of the Northwest Quarter of the Southeast Quarter Section 1,
 Township 23 North, Range 1 East, W.M. in Kitsap County, Washington

FOR: HE DEVELOPMENT, LLC
 Attn: James He
 4332 Bethel Road SE
 Port Orchard, WA 98366
 Phone: (360) 874-9966

SCALE: 1"=40'
 DATE: June 9, 2021
 PROJECT NUMBER:
19-10959
 SHEET: C.000

COUNTER COMPLETE
 Permit Center
 JUN 21, 2021
 City of Port Orchard
 Community Development

PW21-040
 PW21-041

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.

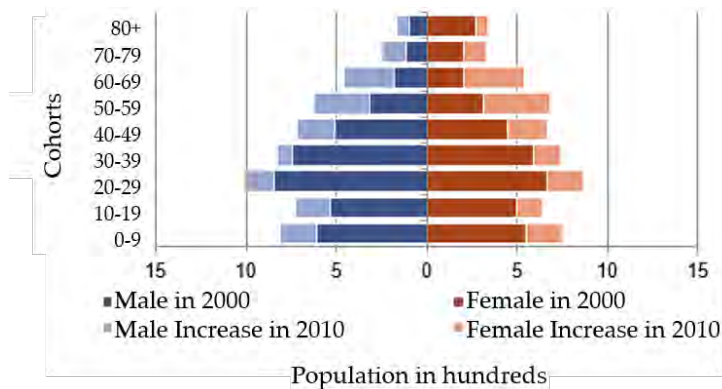


Figure 1

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 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)	7.26-9.8	7 Units Per Acre
Medium Density Residential	Single-family detached and attached housing, apartment buildings	Residential 2 (R2)	9.9-9.8	7 Units Per Acre
		Residential 3 (R3)	9.8-21.7	10 Units Per Acre
		Residential 6 (R6)	9.8-25	15 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)	NA	NA
		Parks and Recreation (PR)	NA	NA
		Public Facilities (PF)	NA	NA
Commercial	Retail, office, mixed-use commercial/residential, and professional services	Residential Mixed Use (RMU)	0-54	10 Units Per Acre
		Neighborhood Mixed Use (NMLU)	0-54	16 Units Per Acre
		Business Professional Mixed Use (BPMU)	14.5-45	8 Units Per Acre
		Commercial Mixed Use (CMU)	17-25	16 Units Per Acre
		Downtown Mixed Use (DMU)	0-44	24 Units Per Acre
		Gateway Mixed Use (GMU)	0-54	20 Units Per Acre
		Commercial Corridor (CC)	0-44	4 Units Per Acre
Commercial Heavy (CH)	NA	NA		
Urban Industrial	Manufacturing and assembly, bulk storage and warehousing, transfer and trucking services.	Industrial Flex (IF)	0-45	4 Units Per Acre
		Light Industrial (LI)	NA	NA
		Heavy Industrial (HI)	NA	NA

*This is a non-binding report. It is not intended to be used for any other purpose than to provide information to the public. It is not intended to be used for any other purpose than to provide information to the public.

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 Height Overlay District (DHOD)
- Self-Storage Overlay District (SSOD)
- 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.

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 centers.

- Policy LU-10 In consultation with stakeholders and the general public, develop a comprehensive strategy to implement centers as a means of directing and prioritizing residential and commercial growth.
- Policy LU-11 Within centers, 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.
- 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 Centers Strategy as provided in Section 2.7, 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 Growth Management Act (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 seven designated "countywide centers" and four designated "local centers". In addition, the City identifies two countywide centers as a Candidate Regional Center.

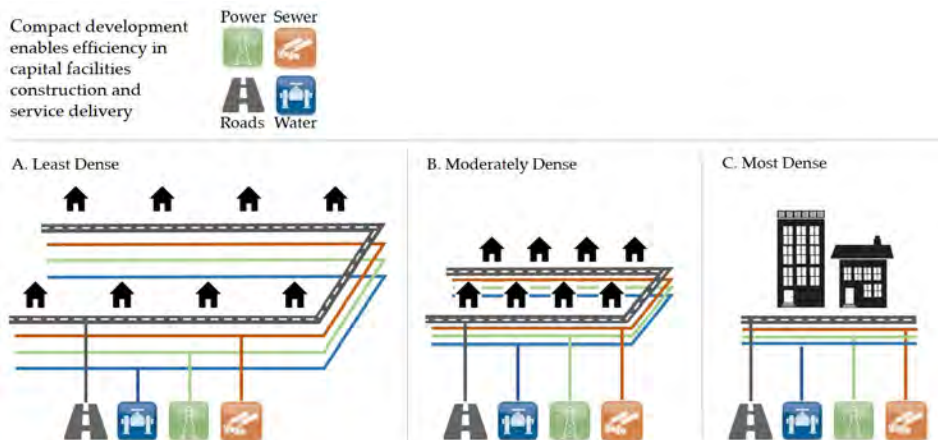


Figure 3 – The advantages of infrastructure and land use concurrency

2.7.2 What are Centers?

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

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



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

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

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

The criteria for the designation Centers are found in the Puget Sound Regional Council (PSRC) Regional Centers Framework Adopted March 22, 2018 and in Vision 2040, which is a regional strategy for accommodating the expected 2040 population of the Puget Sound region. According to VISION 2040,

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.

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.

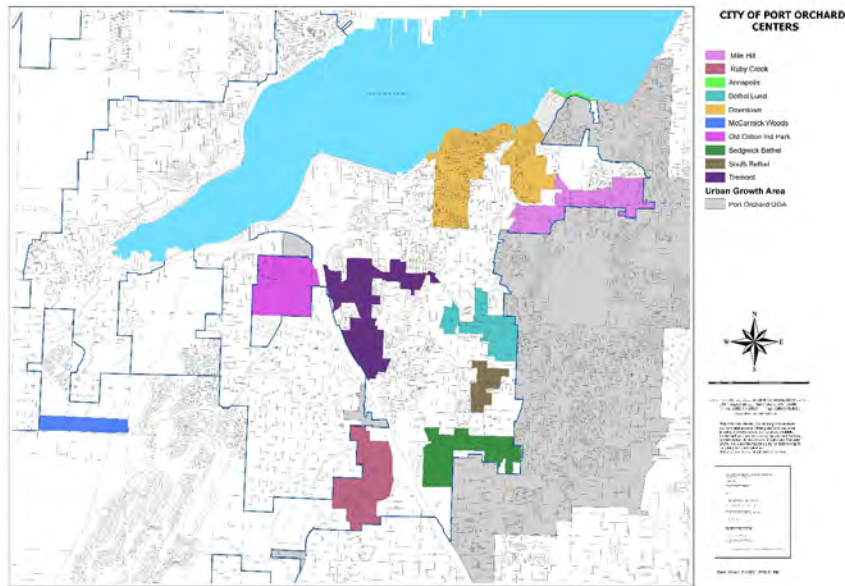
Countywide Centers. The City has ~~7-6~~ designated Countywide Centers. Not all of these Countywide Centers meet the minimum activity units per acre threshold per the PSRC Regional Centers Criteria for Countywide Centers (8 activity units per acre). The City intends that these Countywide Centers which 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. Lower Mile Hill~~
- ~~4-3. Upper Mile Hill~~
- ~~5-4. Sedgwick Bethel~~
- ~~6-5. Bethel Lund~~
- ~~7-6. Sedgwick Sidney (Ruby Creek Neighborhood)~~

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

1. Annapolis
2. Old Clifton Industrial Park
3. McCormick Village
4. Bethel South Center (Salmonberry)

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



Commented [KS1]: Map has been updated – combined Mile Hill Center

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.

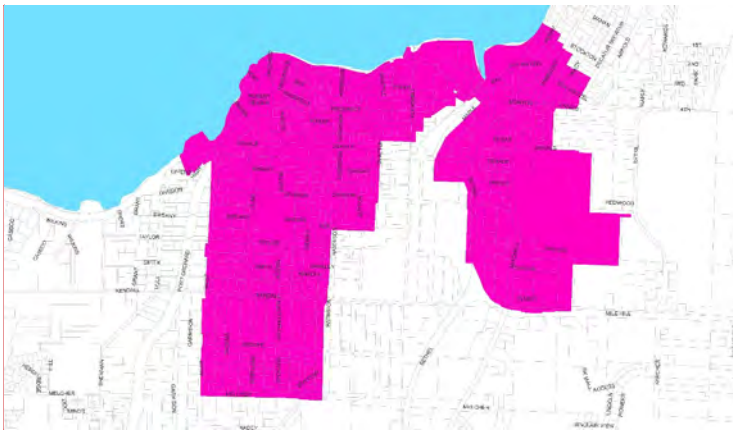
- Policy CN-4 Provide commercial services that serve the population of the Center, surrounding neighborhoods, the city, and the region (dependent on the suitability of the scale of each Center).

- 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 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)

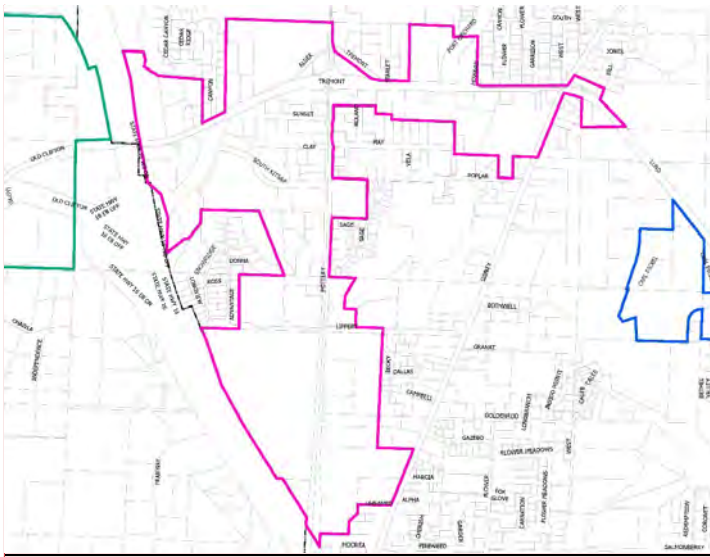
In 2021, the City completed a subarea plan for Downtown Port Orchard which is adopted by reference in appendix D. This plan combined two previous centers, the Downtown Port Orchard and County Campus Centers into one center. The center was evaluated for possible designation as a Regional Urban Growth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



Commented [NB2]: Replace map with clearer version.

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.



Commented [NB3]: Replace map with clearer version.

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 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 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 areas of residential 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 157.70 acres containing 174 residents and 288 jobs. This equates to 7 activity units per acre under the PSRC regional centers framework.

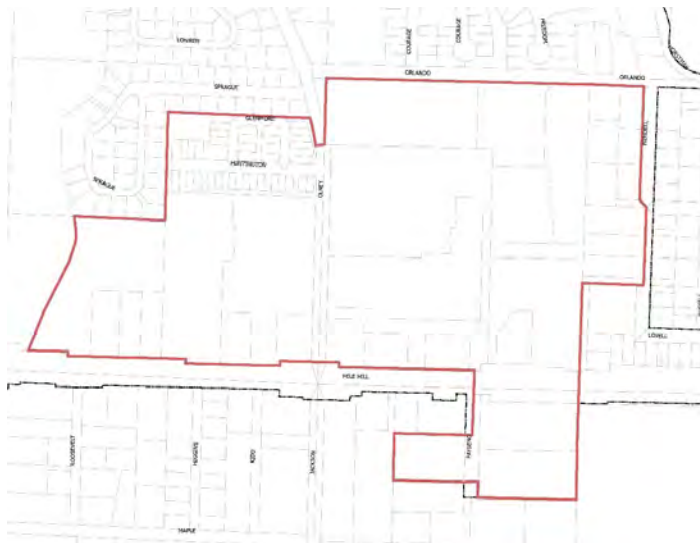


Commented [NB4]: Update based on amended boundary.

Commented [NB5]: Update map into one Mile Hill Countywide Center. Update center description.

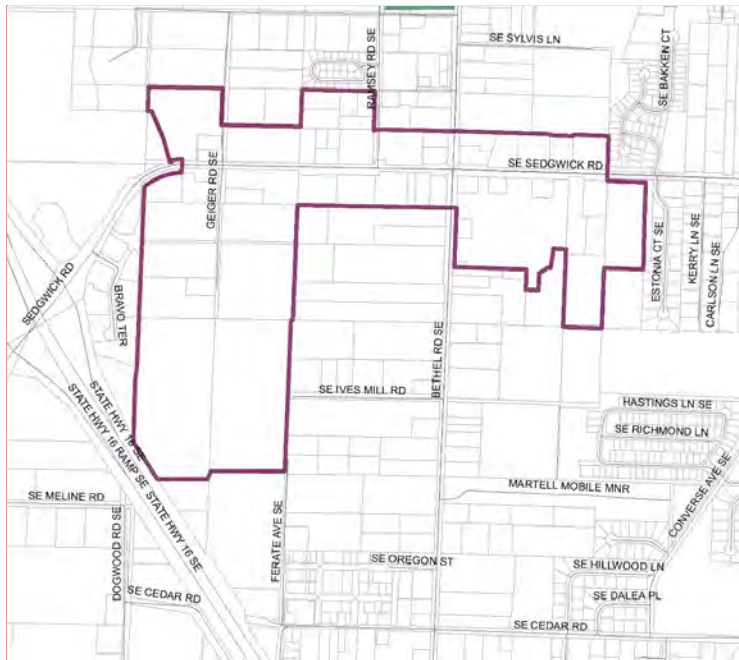
2.7.5.4 Upper Mile Hill Countywide Center

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.



2.7.5.5 Sedgwick/Bethel Countywide Center

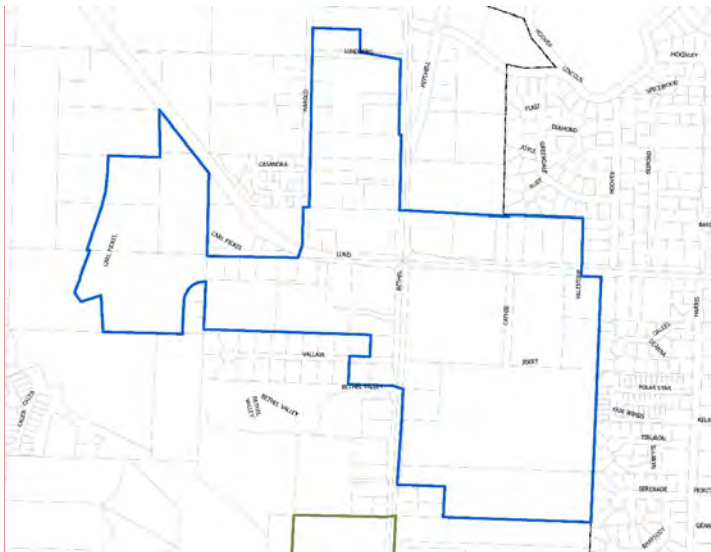
The Sedgwick/Bethel Countywide Center consist of the Sedgwick Rd corridor from Geiger to the West to the city boundary to the East including the Bethel and Sedgwick intersection. In addition to commercial development and commercially zoned vacant land, this area includes a future park site and land zoned 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.



Commented [NB6]: Update map with clearer version.

2.7.5.6 Bethel/Lund Countywide Center

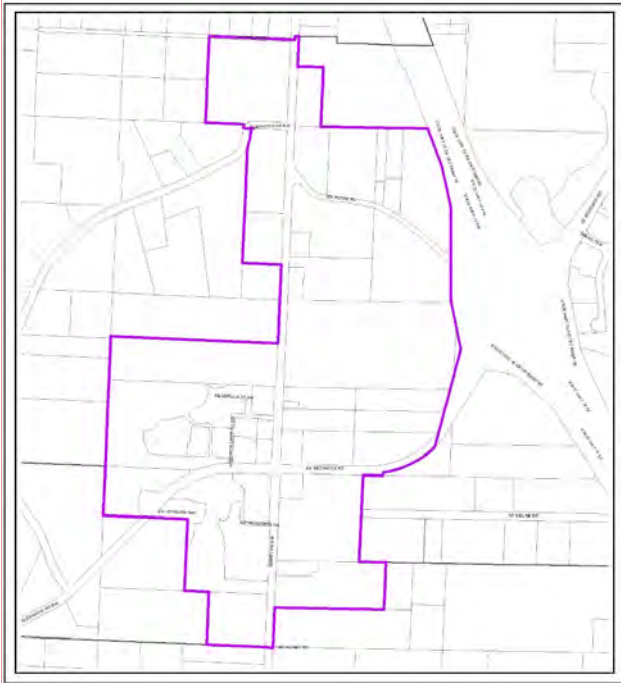
The Bethel/Lund Countywide Center consists of the Bethel commercial corridor near the intersection of Lund Avenue including nearby residential areas. The area is served by Kitsap Transit. The City should work to develop a sub area plan for this area prior to the next periodic comprehensive plan update. 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.



Commented [NB7]: Update map with clearer version.

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.



Commented [NB8]: Update map with clearer version.

2.7.5.8 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.



Commented [NB9]: Update map with clearer version.

2.7.5.9 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.



2.7.5.10 **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.



Commented [NB10]: Update map with clearer version.

2.7.5.11 **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.



Commented [NB11]: Update map with clearer version.

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.

Chapter 4. PARKS

4.1. Introduction

This Parks Element ~~of the 2016 Comprehensive Plan Update~~ provides direction and guidance, based on citizen input, in order to improve and maintain the City’s existing parks and create new parks to meet the needs of a growing population. This document is a reflection of the community’s vision, goals and expectations regarding existing City park facilities and future parks. This Parks Element ~~has been developed as a collaborative effort with input from members of the public, elected and appointed officials, and Planning Department staff~~ written to ensure consistency with the 2021 City’s Parks, Recreation, and Open Space (PROS) Plan and all ~~adopted subarea plans~~. The Element was updated to reflect current ~~(2015)~~2021 data, facilities, and population, with the planning horizon projected to ~~2036~~2044.

Parks Vision

Parks and green space are essential components in the fabric of a vibrant city. Our safe and well-maintained parks and recreation facilities knit the community together, stabilize and enhance residential neighborhoods and add vitality to the downtown while encouraging and supporting increased shoreline access and recreation.

The Parks Element, in conjunction with the ~~Comprehensive 2021 Parks~~ PROS Plan, is the guiding document that the City will use to achieve its goals of providing parks, open space, active recreation opportunities, and related services to meet the needs and expectations of Port Orchard’s citizens. The Parks Element serves as a guide for general improvements to the park system while the ~~Comprehensive 2021 Parks~~ PROS Plan provides more detailed plans for a City-wide ~~Park~~ park and trail network and specific plans for individual parks. The City of Port Orchard regulatory and non-regulatory decisions and programs, as well as budget decisions related to parks, should be consistent with this Parks Element and with the ~~Comprehensive Parks~~ PROS Plan. Used in this way, comprehensive parks planning minimizes conflict in decision-making and promotes coordination among programs and regulations to best serve the whole Port Orchard community.

Over the next twenty years, the City of Port Orchard plans to



focus on maintaining existing parks facilities while ~~slowly~~ expanding to meet future needs, To meet the needs of a growing community for parks, trails, recreation and open space, maintenance of existing facilities and creation of new facilities would be funded by annual budget expenditures, grants, impact fees and other financial means available to the City. The Port Orchard ~~Comprehensive Parks~~PROS Plan is the planning document that allows the City to budget its resources to meet the goals and objectives for municipal parks.

Although the emphasis is to maintain the existing park system, the number of parks and trails will need to increase to meet the demands of the new population. In addition, the development of new parks, plazas, and open space in Downtown Port Orchard is central to the redevelopment and revitalization of downtown Port Orchard. Based on the levels of service identified in the City's Parks Plan, over the next 20 years the City should acquire a minimum of 5 additional acres for new parks, recreation and open space opportunities.

Commented [A1]: Update consistent with final Parks & Rec Plan.

The City's goals within the ~~20-year~~20-year planning horizon include non-motorized transportation options (trails and walking/bicycle paths) to connect the local centers established in the Land Use Element of the 2016 Comprehensive Plan Update and to provide all of Port Orchard's residents opportunities to enjoy active recreation and open spaces. The City continues to work toward expanding the non-motorized -path along Sinclair Inlet as part of the regional Mosquito Fleet Trail. The City also plans, as funds become available, to update and expand ~~the~~ existing parks facilities to provide each ~~local~~ designated center with access to parks and recreation opportunities. Existing and future parks and trails are depicted on Map 1.

4.2. Public Involvement and History of Parks Planning

To ensure that the plan meets public needs, it is based on public input. Public opinion has been sought during Comprehensive Plan Updates and ~~Parks Plan~~during the PROS Plan Updates ~~for decades~~. ~~City staff~~,City staff appointed and elected officials have been gauging community opinions through surveys and public hearings since 1975. The entire community is invited to comment, which helps to introduce different perspectives into the policy and goal setting process.



2015 — 2020/21 Parks Survey

In 2015, as a part of the 2016 Comprehensive Plan Update process and again

~~in 2020 and 2021 as part of the PROS Plan update process, staff sent an the City conducted online surveys, created using Google forms, to City organizations, citizens, students who have asked to be notified about Comprehensive Plan Updates, and elected and appointed officials. The 2015 Parks Survey was conducted to help update the Parks Element of the 2016 Comprehensive Plan (Vision Port Orchard) and the City's Parks Plan. It was structured similarly to past parks surveys, but was only distributed in an online electronic format and included a variety of updated and new questions related to recent developments in parks planning. The goal of the survey was to provide guidance on how to plan, operate, maintain, and fund Port Orchard's parks over the next 20 years.~~

~~The survey was first announced via e-mail and the City's official Facebook page on July 20, 2015, and was closed August 23, 2015. A total of 184 respondents were recorded. The Vision Port Orchard e-mail list gained 73 new subscribers for an updated total of 263 subscribers. Survey respondents expressed a consistent desire for a~~



~~few key park features: walking/jogging/running paths, restrooms, picnic areas, and playgrounds. Other types of features, such as meeting areas and athletic facilities, received support as well but were discussed less in written comments. The results of the 2015 electronic surveys are included in Appendix G of the City's Comprehensive Parks Plan.~~

The 2021 PROS Plan [describe the most recent outreach process].

YMCA Feasibility Study

In 2016, the YMCA of Pierce and Kitsap Counties and several local agencies, including the City of Port Orchard, hired a consultant to conduct a study on the feasibility of developing a YMCA community center to serve the South Kitsap/Port Orchard community. The study included a telephone survey of 402 random residents of the local area. The study indicated that for themselves, adult residents are most interested in a swimming pool, cardiovascular and strength training equipment, and for their children and teens they are most interested in having a swimming pool, youth sports and a safe "meeting place". South Kitsap Regional Park (outside of the city limits) was the identified preferred location for the facility. The study suggested a strong demand for a YMCA in the identified area. It is anticipated that the City and other agencies will continue to explore this possibility in future planning and budgetary efforts.

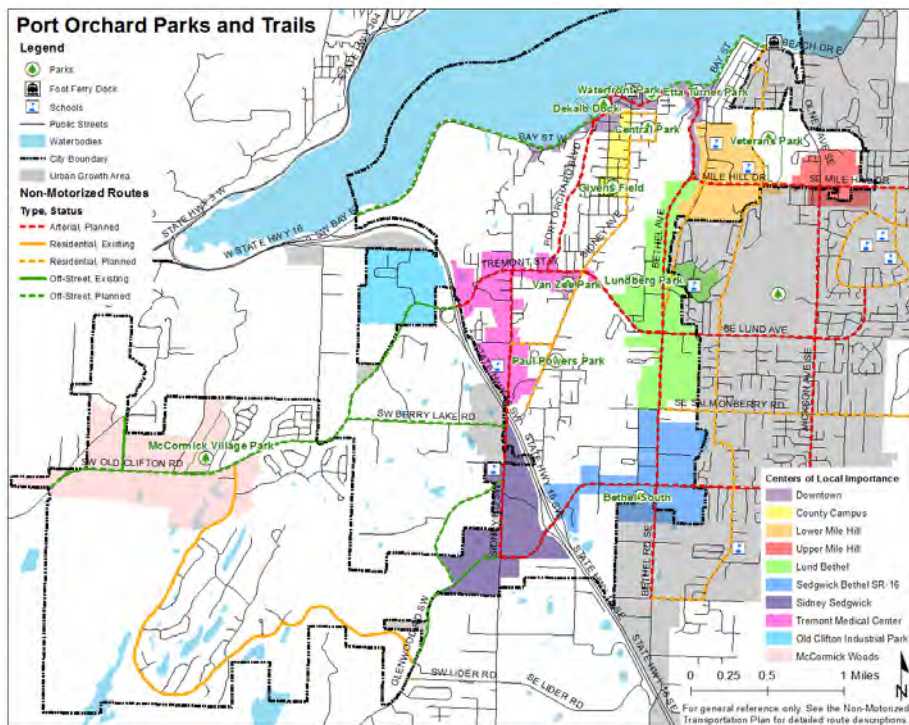
4.3. Parks Vision – Connections

The City of Port Orchard 2016 Comprehensive Plan Update identifies ~~ten~~ twelve (401210) ~~designated~~ Centers of Local Importance. The vision of the Parks Element and Comprehensive Parks Plan is to ensure that every center (except the industrial park) contains and/or is connected to at least one park by safe non-motorized routes. The Port Orchard Parks and Trails map on the following page depicts existing park facilities in relation to the ~~ten~~ local ~~eleven~~ twelve centers as well as the planned trail connections between local centers depicted with dashed lines.

Walking/jogging/running paths were a top priority identified in the 2015 Parks Survey. Connecting local centers and parks with safe non-motorized routes, including those in public right-of-way such as bike lanes and walking shoulders, will increase access to active transportation for all residents and benefit the entire community. The Non-Motorized section of the Transportation Element provides further detail on existing and future trails.

Commented [A2]: Update map to reflect new center boundaries.

Commented [A3]: Update map to reflect new center boundaries.



Map 1: Parks and Trails are shown in relation to the City's Centers of Local Importance.

4.4. Existing Conditions

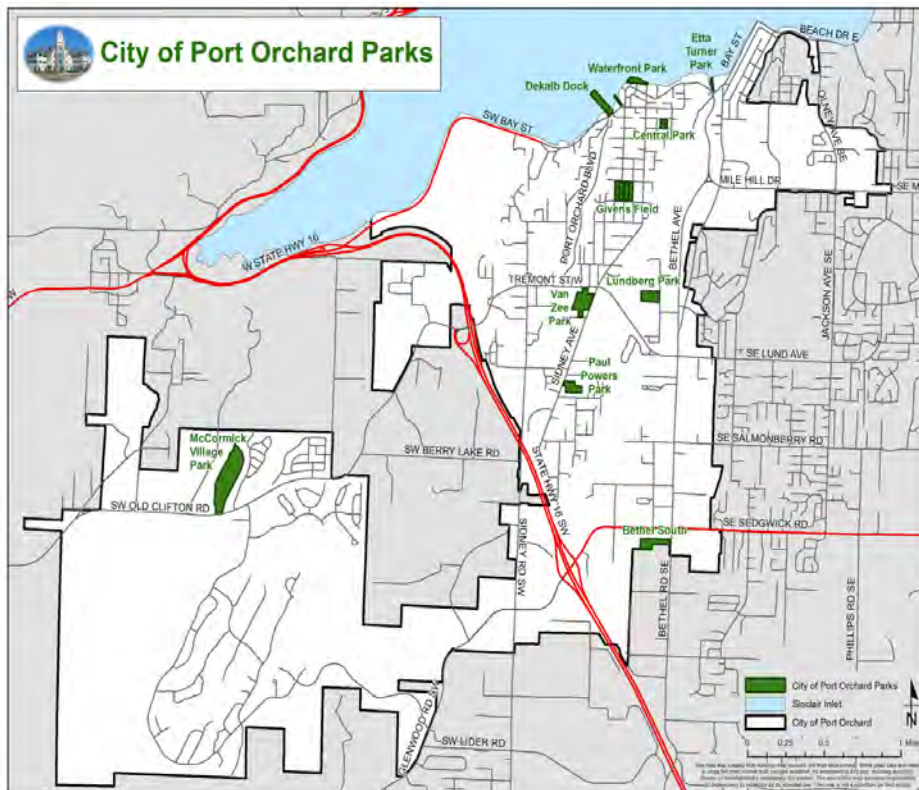
Port Orchard is a community which provides a full range of parks, recreation, open space, and ecosystem services by protecting native wildlife habitat, restoring and preserving natural systems, enjoying majestic marine and mountain views, and ensuring new development enhances the natural environment. The existing City parks system is

supplemented by the schools of the South Kitsap School District, and the Kitsap County Parks and Recreation Department.

Current Parks Facilities

Park Name	Size	Facilities
Van Zee	8.3 Acres	Picnic Areas and shelters, trails, two baseball diamonds, playground, sports field, lighted tennis courts, horseshoe court, restroom
Central/Clayton Park	1.4 Acres	Picnic tables, playground, sports field, basketball court, picnic shelter
Givens Field/Active Club	6.7 Acres	2 Baseball Diamonds (under lease, not available for public use), lighted tennis courts, lighted horseshoe courts, restrooms, picnic area, playground
Lundberg Park	4.8 Acres	Not open to the public, no facilities
Paul Powers, Jr. Park	3.75 Acres	Field, playground, basketball court
Boat Ramp	0.3 Acres	Municipal boat ramp, restroom, parking
DeKalb Pedestrian Pier	4.1 Acres	169 feet of pier, 359 feet of floats, picnic tables
Etta Turner Park	0.6 Acres	Gazebo, benches, view of Sinclair Inlet, trail connection
McCormick Village Park	28.6 Acres	Trails, restrooms
Seattle Ave Waterway Property	1.88 Acres *tidelands included	Trail connection
Waterfront Park	1.9 Acres	Sidewalks, picnic table, bench, viewing platform
Waterfront Park Expansion	.5 Acre	Trail connection, farmers market area, viewing and picnic areas, public restroom
Westbay Easements	N/A	Trail connection, beach access

Rockwell Park	.29 acre (not including tidelands)	Trail connection, beach access, picnic and viewing areas, small boat launch
Bethel South Property	5.3 Acres	Not open to the public, no facilities



4.5. Future Plans

A master park planning effort is needed to establish a long term vision and goals for the entire parks network, for non-motorized transportation linkages, and for specific City-owned properties.

McCormick Village Park Improvements

Design and construction of Phases 2 and 3 of the McCormick Village Park are currently underway and planned for the near future.

Long Range Vision

The Port Orchard Community values its parks. To meet the long range population growth and needs of the Port Orchard community, there may be a need for dedicated staff to achieve the goals and policy objectives of this plan.

4.6. Challenges and Opportunities

Challenges

The City of Port Orchard faces a rapidly growing population. To provide adequate parks, trails and recreational opportunities for the growing community, the City is working to expand the McCormick Village Park, purchase the Seattle Avenue property to serve as a small park and trail connection for the Bay Street Pedestrian Pathway, and lease a landscaped area near the Westbay Center where public art will be installed. As the City's population and parks facilities grow, limited City resources, including staff time are taxed. In the future, the City may wish to contemplate creating a Parks Department.

The relative lack of safe non-motorized transportation infrastructure (i.e. walking and bicycling paths) within the city is identified as a significant issue in the Non-Motorized section of the Transportation Element. It is also a challenge for parks and recreation planning, as one of the City's identified goals is to create non-motorized trail and path connections between local centers, parks, the waterfront, and other areas where people live and work within the community.

Opportunities

The City of Port Orchard benefits from its proximity to centers for recreation, open space, and sports fields outside City Limits and/or held by other agencies or groups, such as the South Kitsap School District and Kitsap County. Creating and strengthening regional partnerships will enable Port Orchard and its partners to provide greater facilities and opportunities than would be possible alone.

The City of Port Orchard is already working with Kitsap County and other nearby jurisdiction to expand a regional water trail including shoreline access with launch points, rest areas, parking facilities. As identified in the Non-Motorized Transportation Plan, additional improvements to the City's non-motorized transportation network should be a priority, and will expand and enhance the ability of residents and visitors to enjoy an safe, interconnected system of parks and trails.

4.7.4.5. Goals and Objectives

Commented [A4]: Review for consistency with final Parks & Rec plan. Delete if these are duplicative.

The City of Port Orchard has maintained a consistent set of goals and objectives in its endeavor to provide recreational opportunities to the community. The overall goal of the Parks element is as follows:

To develop and maintain adequate and convenient Parks, Recreation, and Open Space areas and facilities for all age groups and to better serve both the existing and future population of Port Orchard and surrounding areas. This goal can be achieved by several objectives.

Objective 1: Increase public access to the marine shoreline.

Objective 2: Preserve active and scenic open space by:

- a. enhancing and expanding park facilities
- b. discouraging obstructions of scenic views

Objective 3: Increase the size and number of parks and open spaces by:

- a. establishing partnerships with other agencies to jointly utilize public facilities
- b. promoting through public and private investments, the acquisition of open space facilities and assuring proper maintenance thereof
- c. using public input to develop plans for public parks
- d. providing for a mixture of active and passive open spaces within residential and commercial areas

As South Kitsap County and Port Orchard continue to grow, the importance of the limited recreational resources continues to increase. Greater population pressures demand well-defined goals and priorities. In order to achieve these comprehensive goals and objectives, concise and realistic goals must be specified:

Goal I: Establish a coordinated and connected system of open space throughout the City that:

- Preserves natural systems
- Protects wildlife habitat and corridors
- Provides land for both active and passive recreation
- Increases opportunities for physical activity
- Preserves natural landforms and scenic areas
- Is accessible by a safe non-motorized transportation system

- Policy PK-1 Preserve and enhance the natural and aesthetic qualities of shoreline areas while allowing reasonable development to meet the needs of residents.
- Policy PK-2 Promote visual and public access to shorelines where it is not in conflict with preserving environmentally sensitive areas or protecting significant wildlife habitat.
- Policy PK-3 Distribute parks and open spaces throughout the City, but particularly focus new facilities in or near:
- Designated centers ~~of local importance~~ that do not currently contain parks or open spaces
 - Residential neighborhoods facing the greatest population growth where populations are currently or are projected to be underserved by existing parks facilities
 - Areas where existing facilities are deficient
 - Areas where connections could be made
- Policy PK-4 Work with nearby jurisdictions and state, federal, and tribal governments to identify and protect open space networks to be preserved within and around Port Orchard.
- Policy PK-5 Preserve environmentally sensitive areas to delineate neighborhood boundaries and create open space corridors.

Goal 2: Encourage the development and maintenance of open space and recreational facilities, where possible, in the established areas of the City.

- Policy PK-6 Obtain and preserve open space areas and recreational facilities to meet established recreational levels of service and to link open spaces within a connected network accessible to the existing and future population of the City.
- Policy PK-7 Preserve the ecological functions of the Blackjack Creek watershed, the shoreline, and adjacent areas in balance with residential, commercial, and other uses.
- Policy PK-8 Shape and seek the right balance for urban development through the use of open space, thereby strengthening the beauty, identity, and aesthetic qualities of the City and surrounding areas.
- Policy PK-9 Maintain and/or expand shoreline parks, including walking and biking trails, which would link the downtown core to the shoreline. Proposed walking and biking trails should also be designed to serve residential areas.

- Policy PK-10 Encourage safe parks and recreational equipment by maintaining existing facilities.
- Policy PK-11 Develop covered play structures whenever feasible to encourage use of parks and facilities in inclement weather.
- Policy PK-12 Work with the Port of Bremerton to identify areas within the existing Port-owned waterfront parking lots that are suitable for conversion to open space. Upon mutual agreement of the parking areas to be converted, develop a plan for the creation of waterfront open space in these areas, with a focus on connection to existing and planned shoreline access points and pedestrian pathways.

Goal 3: To provide open space or natural landscaping throughout the City limits.

- Policy PK-13 Zoning ordinances shall identify and preserve open space areas.
- Policy PK-14 Landscaping, such as trees and shrubbery, should be included in the commercial areas of the City.
- Policy PK-15 Vacant municipal land not required for municipal services shall be maintained to provide a pleasing natural condition.

Goal 4: Neighborhood parks and recreational facilities should be conveniently located throughout the City.

- Policy PK-16 The Active Club should continue to be maintained and improved.
- Policy PK-17 A community recreation center should be encouraged.
- Policy PK-18 To ensure that the City's parks and recreational facilities are welcoming to all, new facilities shall be designed for accessibility to meet the requirements of the federal American Disabilities Act, and existing facilities should be retrofitted for increased accessibility where feasible and appropriate.
- Policy PK-19 Maximize the use of State and Federal grants for future improvements whenever possible.
- Policy PK-20 Coordinate with other governmental entities and civic organizations to provide new facilities to the public.
- Policy PK-21 Encourage commercial enterprises to establish facilities which are harmonious with the community vision and goals.

Goal 5: Athletic endeavors and organized sports should be encouraged throughout the community.

- Policy PK-22 Athletic fields should be supplemented with picnic and playground facilities to encourage family participation.
- Policy PK-23 Any vacant public land large enough for an athletic field should be considered for this purpose, when feasible.
- Policy PK-24 Private sports programs should be encouraged.
- Policy PK-25 Coordinate with sports councils and committees when possible.

Goal 6: The waterfront should be preserved and protected to enhance public use.

- Policy PK-26 Boat docks and marinas should be encouraged; however, these activities are not to be construed as the sole resource of the waterfront.
- Policy PK-27 Public access to the water is required for new municipal development, unless such access is shown to be incompatible due to reasons of safety, security or impact to the shoreline environment, and it should be provided for new commercial development unless such improvements are demonstrated to be infeasible or present hazards to life and property.
- Policy PK-28 Viewing decks and similar pedestrian-oriented structures are needed and should be constructed in the urban waterfront area.
- Policy PK-29 The Bay Street Pedestrian Path system should be maintained and expanded.
- Policy PK-30 Beach access should be identified and developed. This should be integrated with the Bay Street Pedestrian Path trail system and Kitsap Peninsula Water Trails system.

Goal 7. Provide a variety of water and shoreline related recreational opportunities for the public.

- Policy PK-31 The City, in conjunction with other agencies and organizations, should work to maintain and enhance existing recreational opportunities for the public.
- Policy PK-32 The City, in conjunction with other jurisdictions, should work to develop new and diverse water and shoreline related recreational opportunities for the public.

Goal 8. Provide open space within residential and commercial developments and preserve critical areas within open space.

Policy PK-33 Buffers and open space should be a required design element in new developments.

Policy PK-34 Steep slopes and sensitive areas within open space should be protected with critical area restrictions.

Goal 9. Promote the acquisition and maintenance of open space through public and private investment.

Policy PK-35 Countywide open space acquisition should be encouraged.

Policy PK-36 Maintenance of City-owned open space should take precedence over acquisition of new City parks, unless the proposed park serves an identified need in the City's Parks Plan.

Goal 10. Enhance and expand existing park facilities.

Policy PK-37 Improvements in parks should be done continually.

Goal 11. Place and construct community entry monuments on arterial city entrances.

Policy PK-38 Maintain and landscape existing Gateway areas.

Policy PK-39 Install wayfinding signage according to wayfinding system plan.

Goal 12. Provide dedicated oversight and encourage citizen participation in planning for City parks and recreation facilities.

Policy PK-40 The City should establish a parks commission or similar citizen board that would review major parks development plans, proposals to purchase or sell City parks property, and related matters, and provide recommendations to the Planning Commission and City Council.

Policy PK-41 The City should consider creating a Parks Department to operate and maintain City parks and recreation facilities, and to plan and budget for future acquisitions and improvements.

Chapter 7. Utilities

7.1. Introduction

This Utilities Element of the 2016 Comprehensive Plan provides direction and guidance, based on consultant research and analysis in collaboration with City staff, to improve and maintain the City's existing utility system and develop additional utility infrastructure and capacity to meet the City's growth needs. This Element is based on 2015 data, facilities, population and projected growth patterns, with the planning horizon projected to 2036.

Utilities Vision

Develop and maintain public and private utilities to meet the needs of a growing population and a 21st century economy. Services are efficiently provided and available to the entire community. Utilities are sited, designed and operated in a manner that is consistent with surrounding land uses and maintains community character.

The state Growth Management Act (GMA) requires that comprehensive plans include a utilities element that indicates the general location of existing facilities, the proposed location of future facilities, and capacity of all existing and proposed utilities. The GMA also requires that public utilities shall be adequate to serve development at the time the development is available for occupancy and use, without decreasing current service levels below locally-established minimum standards.

Over the next twenty years, the City expects that utilities will need to be provided to approximately 24,000 residents of the incorporated City and urban growth area (UGA). Public and private utility providers must plan for the necessary infrastructure to rehabilitate aging systems, respond to growth, and adapt the changing technology and consumer behavior. Although the City does not control non-City managed utilities, such as telecommunications, natural gas and electrical service, it does regulate how private utilities are developed and managed within Port Orchard.

The Utilities Element, in conjunction with the City's functional plans for water, sewer and storm water management, is the guiding or strategy document that the City will use to achieve its goals of providing utilities at the appropriate levels of service to the City's existing and future residents and businesses. The Utilities Element serves as a policy guide for general maintenance and improvement of the utility system, and the City's functional plans include more detailed inventory and analysis, and specific recommendations for utility maintenance, improvement and future development. The City's regulatory and non-regulatory decisions and programs, as well as budget decisions related to utilities, should be consistent with this Element and with the City's functional plans.

Additionally, this element works in tandem with the Land Use Element and the Capital Facilities Element to ensure that Port Orchard will have adequate utilities available for projected growth, concurrent with the impacts of growth and development. Policies in this

Element also address environmental impacts, facilities siting and construction, economics, and design aesthetics.

7.2. City-Managed Utilities

Sewer

The City of Port Orchard owns, operates and maintains wastewater collection and conveyance facilities that take wastewater to the South Kitsap Water Reclamation Facility (SKWRF). The City has an interlocal agreement for wastewater treatment with the West Sound Utility District (WSUD), which operates the SKWRF. WSUD also provides sewer collection and conveyance to the eastern portion of the City and the City's UGA.

There are approximately 70 miles of sewer lines ranging from 2 to 24 inches in diameter. These lines include approximately 49 miles of gravity sewers, 8 miles of force mains, and 14 miles of septic tank effluent pumping (STEP) mains. There are 16 pump stations within the system. The City also maintains a telemetry system to monitor the operating conditions of system components.

The City's current service area is approximately 2,100 acres, with a population of about 11,550. Over the next twenty years, the City's sewer service area is expected to grow to approximately 5,700 acres to serve the estimated population of about 24,000.



Water

The City provides drinking water within the city limits and selected adjacent areas, supplied primarily by six active wells. There are two interties with the City of Bremerton's water system and an emergency intertie with the WSUD. Eight reservoirs provide 4.8 million gallons of storage. There are three booster pump stations, and over 300,000 feet of pipe ranging from 4 to 18 inches in diameter.

Other water suppliers within the City include Berry Lake Manors, which serves a 30-unit mobile home park, and the WSUD, which serves selected areas on the eastern boundary of the City and are outside the City water service area.

Stormwater

The City manages stormwater conveyance facilities that collect runoff, and provides treatment and discharge in accordance with federal and state requirements for water quality protection.

Much of the City's stormwater system discharges to Sinclair Inlet through a system of more than 50 outfalls along the waterfront that vary from 12 to 24 inches in diameter. The piped and ditched portions of the system are primarily within the older, more commercial areas of the city, while the outlying, more residential areas are largely composed of the remaining elements of the region's original natural drainage system (i.e., lakes, streams and wetlands) and are supported by a widely distributed system of culverts, ditches, pipes and ponds.

7.3. Non-City Managed Utilities

The Washington Utilities and Transportation Commission (WUTC) regulates the services and defines the costs that a utility can recover, to ensure that the utility acts prudently and responsibly. Under the GMA, both the WUTC and the City of Port Orchard have jurisdiction over the activities of electric, gas and telephone utilities within the City. The City has the authority to regulate land use and, under the GMA, the requirement to consider the locations of existing and proposed utilities and potential utility corridors in land use planning and permit decisions.

The Telecommunications Act of 1996 established the role and responsibilities of the Federal Communications Commission in licensing wireless communication providers. The licenses allow the right to use a block or blocks of the radio frequency spectrum to provide wireless services. The Act recognizes the authority of state and local governments over decisions regarding siting of wireless communication facilities, subject to certain limitations.



Solid Waste and Recycling

Solid waste and recyclable materials collection is contracted to Waste Management Northwest.

Electrical Service

Puget Sound Energy (PSE) builds, operates and maintains the electrical system serving Port Orchard.

Natural Gas Service

Cascade Natural Gas builds, operates and maintains the natural gas distribution system that serves Port Orchard. Cascade has indicated that their service area covers all of the City and its UGA.

Telecommunications

Telecommunications is the transmission of information in the form of electronic signals or similar means. Telecommunications services generally include the following categories:

- Landline telephone. CenturyLink provides landline telephone service to Port Orchard.
- Wireless communications (cell towers or antennae). A variety of cellular communication and wireless data services are available in Port Orchard (Verizon, Sprint, etc). Currently, these services rely on ground-based antennae located on towers or buildings.
- Cable television and broadband internet. There are several providers that serve Port Orchard, such as Wave Broadband, CenturyLink and DIRECTV.



7.4. Existing Conditions

Sewer

The condition and capacity of the City's wastewater collection system, including gravity sewer lines and lift stations, was analyzed by the City's consultant in 2015. The conveyance system was analyzed using the InfoSWMM computer modeling platform. This hydraulic model simulated the performance of the major collection system components, including all pump stations and the major sewer mains within the City's collection system. The model indicated minor capacity issues under existing flow conditions at the Flower Meadows pump station, and in the gravity sewer in McCormick Woods Drive SW.

Discussions with maintenance staff indicate some necessary upgrades at Bay Street Pump Station, Marina Pump Station, McCormick Woods #1 Pump Station, McCormick Woods #2 Pump Station, Eagle Crest Pump Station, and Albertsons Pump Station. These are included in the 6-year Capital Improvements Plan (CIP) and are described in more detail in the 2015 General Sewer Plan Update.

Water

The City's water supply and distribution system is examined on a regular basis, as required by State and Federal requirements. The current Water System Plan, which is in progress,

indicates that the water system capably meets the City's domestic drinking water requirements. Water supply is reliant on a combination of both City wells and the low-pressure intertie with the City of Bremerton water supply. Additional wells will be necessary for the City to become self-reliant, which would allow the higher-cost Bremerton supply to be used on a standby basis.

The analysis also determined that continued treatment of current and future well supplies will be required, primarily for disinfection and removal of naturally occurring compounds. Larger size pipelines will be needed both to replace existing and aging water mains, primarily in older sections of the City, and to improve the flow of water during projected fire events.

Stormwater

The City is required to comply with the National Pollutant Discharge Elimination System (NPDES) Phase II permit, which is a federal Environmental Protection Agency permit program administered by the state Department of Ecology (Ecology). As part of compliance measures, the City is required to develop and administer a stormwater management program that reduces discharge of both point source and nonpoint source pollution carried by stormwater. One requirement of this program is that by January 1, 2017, the City must adopt the minimum stormwater design standards of Ecology's 2012 Stormwater Management Manual for Western Washington, and apply these standards to all new permit applications and to approved projects that have not started construction by January 1, 2017. The 2012 manual also requires use of Best Management Practices to reduce pollutant discharges and encourages low-impact development measures that minimize creation of impervious surfaces and disturbance of native vegetation and soils.

For many years, the Sinclair/Dyes Inlet water bodies have had reduced water quality, partially due to longstanding discharges of industrial, agricultural and septic system discharges within the contributing watersheds. The City is required to monitor water quality for fecal coliform bacteria and respond to any illicit discharges, including accidental spills, illegal connections, and illegal dumping into the storm sewer system, with the long-term goal of eliminating these discharges and improving the overall health of these inlets of Puget Sound.

7.5 Relationship to Centers of Local Importance

In accordance with VISION 2040 and the Countywide Planning Policies, several centers of local importance have been established within the City. Local centers serve important roles as sub-regional hubs and secondary concentrations of development, with a dense mix of housing and services such as stores, medical offices, and libraries.

One purpose of local centers is to enable the City to deliver services more cost-efficiently and equitably, within a development pattern that is environmentally and economically

sound. Through subarea planning, the City will designate desired development types, locations and patterns within each Center. Provision of utilities and improvements to utility services within Centers should be a City priority.

7.6 Future Needs

Sewer

Future needs for the City's sewer collection system primarily arise from a need to address deficiencies that have been identified in the City's existing wastewater system, generally due to aging and insufficient capacity. If not corrected, these deficiencies will be exacerbated as the City continues to grow. In addition, future needs include the provision of the needed infrastructure to accommodate future growth.



In the near-term future (0-6 years), the focus of the CIP for the sewer collection system is the replacement and/or retrofitting of key components for several pump stations. Long-term

improvements (7-20 years) will be required for conveyance pipelines throughout the City, including the McCormick Woods Drive SW, Bay Street and Port Orchard Boulevard gravity sewer lines. These issues are discussed in the City's sewer plan in greater detail. Table 7-1, which was prepared by the City's consultant, provides an overview of the near-term future improvements.

Table 7-1

City of Port Orchard				
Sewer System Capital Improvement Plan				
Project	Description	Cost Estimate	% CFC	Financing
1	Marina Pump Station	8,000,000	50	CFC /rates
2	Bay Street Pump Station	1,300,000	25	CFC/rates
3	McCormick Pump Station 2	4,500,000	100	CFC
4	Eagle Crest Generator Set	300,000	0	rates
5	Albertson's Pump Station Upgrade	**	0	developer
5A	Bravo Terrace Lift Station and Force Main	5,000,000	75	CFC
5B	South Sidney Lift Station	2,500,000	100	CFC
5C	North Sidney Lift Station	2,500,000	100	CFC
5D	Sidney 2nd Force Main	1,537,500	100	CFC
6	McCormick Woods Pump Station 3	1,000,000	100	CFC
Total CIP		26,637,500		

** Dependent on the scope of the upgrade _____

City of Port Orchard				
Sewer System Capital Improvement Plan				
Project	Description	Cost Estimate	% CFC	Financing
1	Marina Pump Station	813,000,000	50	CFC / rates
2	Bay Street Pump Station	1,300,000	25	CFC/ rates
3	McCormick Pump Station 2	4,500,000	100	CFC
4	Eagle Crest Generator Set	300,000	0	rates
5	Albertson's Pump Station Upgrade		0	developer
SA	Bravo Terrace Lift Station and Force Main	5,000,000	75	CFC
SB	South Sidney Lift Station	2,500,000	100	CFC
SC	North Sidney Lift Station	2,500,000	100	CFC
SD	Sidney 2nd Force Main	1,537,500	100	CFC
6	McCormick Woods Pump Station 3	1,000,000	100	CFC
Total CIF		3,126,637,500		

Water

The initial planning and analysis efforts have identified a series of projects that will be required to maintain and strengthen the performance of the City's water supply system. To improve the water supply system reliability, the City intends to develop additional well supply(ies) to provide sufficient capacity for the City to become self-sufficient, thus using the Bremerton intertie as a standby/emergency source of drinking water rather than a continuous source of water supply. New pipelines will also be installed to improve the system's capability to move water throughout the system. In addition, new storage reservoir(s) will be needed to optimize system performance and provide water to meet operational and fire fighting capacity requirements. There are multiple projects required in the near-term future, as shown in Table 7-2.

Table 7-2

City of Port Orchard				
Water System Capital Improvement Plan				
Project	Description	Cost Estimate	% CFC	Financing
1	580 Zone Storage	2,100,000	100	CFC
2A	Well 13 Development & Treatment	7,500,000	75	CFC/rates
2B	Maple Street T & D Main			
2C	390 to 260 Zone PRVs			
3	Well 11 Development & Treatment	7,000,000	25	CFC/rates
4	580 Zone Transmission & Distribution Main	1,235,000	100	CFC
5	390 Zone Storage	3,000,000	100	CFC/rates
6	Telemetry Upgrades	100,000	25	CFC/rates
7	390 to 580 Zone Booster Station (Old Clifton)	525,000	75	CFC/rates
8	390 to 580 Zone Transmission Main (Old Clifton)	1,325,000	75	CFC/rates
9	Well 12 Development & Treatment	7,000,000	100	CFC
10	Melcher Pump Station Upgrade	500,000	25	CFC/rates
11	PRV Improvements per Hydraulic Model	350,000	50	CFC/rates
12	390 to 580 Zone Booster Station (Glenwood)	525,000	0	developer (condition of plat approval)
13	390 to 580 Zone Transmission Main (Glenwood)	2,750,000	75	CFC/rates
14	580 to 660 Zone Booster Station	500,000	100	CFC
15	660 Zone Storage	2,200,000	100	CFC
16	Well 7 Treatment/Pump Station Upgrades	750,000	0	rates
17	Main Replacements per Hydraulic Model	2,000,000	25	CFC/rates
18	Feasibility Study for Consolidation and Fluoridation	50,000	50	CFC/rates
19	Risk and Resiliency Study for AWIA	50,000	0	rates
20	Annual Main Replacement Program	500,000	0	rates
21	Annual Valve Replacement Program	80,000	0	rates
22	Annual Hydrant Replacement Program	50,000	0	rates
23	Foster Pilot Mitigation Projects	1,000,000	100	CFC
24	390 Reservoir Booster Station	600,000	100	CFC
25	Well 10 Rehab, Activation, and Water Main	3,092,000	100	CFC
Total CIP		44,782,000		

CITY OF PORT ORCHARD				
Water System Capital Improvement Plan				
CIP No.	Project	Estimated Project Cost	Percent CFC	CFC Future Improvements
<u>1</u>	<u>580 Zone Storage</u>	<u>\$2,100,000</u>	<u>100%</u>	<u>\$2,100,000</u>
<u>2</u>	<u>CIP No. 2 Combined</u>	<u>\$7,138,595</u>	<u>75%</u>	<u>\$5,353,946</u>
<u>2A</u>	<u>Well 13 Development & Treatment</u>	<u>n/a</u>		
<u>2B</u>	<u>Maple Ave Improvements and Water Main Replacement</u>	<u>n/a</u>		
<u>2C</u>	<u>390 to 260 Rezone PRVs (4 each)</u>	<u>n/a</u>		
<u>3</u>	<u>Well 11 Development, Treatment, and Booster Pump</u>	<u>\$8,000,000</u>	<u>25%</u>	<u>\$2,000,000</u>
<u>4</u>	<u>580 Zone Transmission & Distribution Main</u>	<u>\$1,235,000</u>	<u>100%</u>	<u>\$1,235,000</u>
<u>5</u>	<u>390 Zone Storage</u>	<u>\$3,000,000</u>	<u>100%</u>	<u>\$3,000,000</u>

6	Telemetry Upgrades	\$100,000	25%	
7	390 to 580 Zone Booster Station (Old Clifton)	\$525,000	75%	\$393,750
8	580 to 390 Zone Transmission Main (580/390 PRV)	\$1,325,000	75%	\$993,750
9	Well 12 Development, Treatment, and Booster Pump	\$7,000,000	100%	\$7,000,000
10	Melcher Pump Station Upgrade	\$500,000	25%	\$125,000
11	PRV Improvements per Hydraulic Model	\$350,000	50%	\$175,000
12	390 to 580 Zone Booster Station (Glenwood)	\$525,000	100%	\$525,000
13	390 to 580 Zone Transmission Main (to Glenwood)	\$2,750,000	75%	\$2,062,500
14	580 to 660 Zone Booster Station	\$500,000	100%	\$500,000
15	660 Zone Storage	\$2,200,000	100%	\$2,200,000
16	Well 7 Treatment/Pump Station Upgrades	\$750,000	0%	\$0
17	Main Replacements per Hydraulic Model	\$2,000,000	25%	\$500,000
18	Feasibility Study for Consolidation and Fluoridation	\$50,000	50%	\$25,000
19	Risk and Resiliency Study for AWIA	\$50,000	0%	\$0
20	Annual Main Replacement Program (Upsize 1"-4")	\$2,500,000	0%	\$0
21	Annual Valve Replacement Program	\$720,000	0%	\$0
22	Annual Hydrant Replacement Program	\$450,000	0%	\$0
23	Foster Pilot Mitigation Projects	\$1,000,000	100%	\$1,000,000
24	390 Zone Low Pressure Booster Pumps for Existing	\$600,000	100%	\$600,000
25	Well 10 Rehab, Activation, and Water Main	\$3,092,000	100%	\$3,092,000
	Total Six-Year Water Improvements:	\$48,460,595		\$32,880,946

Stormwater

The City's CIP identifies 14 capital projects for stormwater that are intended to address localized flooding, stabilize stream bank erosion, protect habitat and water quality, resolve conveyance capacity issues, and protect public and private roads and other infrastructure from flood damage. A new stormwater decant facility for processing and disposal of material removed from the City's catch basins during maintenance is also included.

These planned improvements and priority rankings are accurate at the time of issuance of this plan, but may be revised as facility conditions and other situations change.

**Table 7-3
Planned Stormwater Facility Improvements**

CIP No.	Project	Opinion of Probable Project Cost (\$Million)
1	Ruby Creek Crossing/Shoulder Stabilization	\$0.1 M
2	West Street/Port Orchard Boulevard	\$1.0 M
3	City Decant Facility Retrofit	\$0.5 M
4	Annapolis Creek Box Culvert	\$0.3 M
5	Perry Avenue Storm Drainage	\$0.3 M
6	Prospect Alley Drainage and Outfall	\$0.5 M
7	Sidney Parkway/Waterfront Parking Outfall	\$1.0 M
8	Downtown Port Street Drainage Improvement Pre-Design	\$0.5 M
9	High Point Shopping Center Drainage Improvement	\$0.8 M
10	Sidney Avenue Improvements	\$0.3 M
11	South Sidney Neighborhood Regional Drainage Improvement	\$5.0 M
12	Rockwell Avenue Improvements	\$0.1 M
13	Cline Avenue Improvements	\$0.4 M
14	Hull Avenue Improvements	\$0.3 M
15	Bethel Sedgwick Corridor Stormwater Improvements	\$5.1 M
16	Old Clifton Corridor Stormwater Improvements	\$1.0 M

Non-city utility providers will experience increased demand for services as the City grows, and will need to plan for new or improved facilities. As new technologies for Internet, wireless telephone, and other telecommunications systems are implemented, these improvements will further the City's goal of economic growth and competitiveness. Through its land use regulation and permitting authority, the City should ensure that these utilities are broadly available to residents and businesses throughout the City, and that there are not excessive visual impacts within existing neighborhoods and local centers.

7.5. Goals and Policies

Goal I. Ensure utilities are provided in a timely manner to meet the needs of Port Orchard's future population.

Policy UT-1 Facilitate planning for utility improvements by providing utility purveyors with population and employment projections on a regular basis.

Policy UT-2 Improvements and additions to utility facilities shall be planned and constructed so that utility services are sufficient to serve anticipated growth.

- Policy UT-3 Encourage the designation and development of utility corridors and facilities in a manner consistent with the needs and resources of the City.
- Policy UT-4 Coordinate provision of utilities with future development by designating appropriate sites for utility facilities and ensuring their availability and consider future annexations in developing coordinated strategies for supplying future utilities to the city
- Policy UT-5 Coordinate provision of utility services with planned development by improving mechanisms to process development permits and approvals in a fair and timely manner.
- Policy UT-6 Consider impacts and timing of future phases of development when permitting large utility projects.
- Policy UT-7 Ensure that development regulations allow timely development of utility facility additions and improvements.
- Policy UT-8 The City shall establish capacity and levels of service for City managed utilities.
- Policy UT-9 The City shall not allow for the extension of municipal utilities outside City limits except within, or transmission to serve Urban Growth Boundaries, except extensions in those circumstances necessary to protect public health and safety and the environment and when they are financially supportable at rural densities and do not permit urban development.
- Policy UT-10 The City shall prioritize the provision of utilities and improvements to existing utilities within designated centers of local importance. Ensure utility services are provided in an efficient and coordinated manner.
- Policy UT-11 City decisions regarding utility corridors and facilities should consider regional utility needs as well as City interests.
- Policy UT-12 Enhance efficiency of planning for utilities by facilitating coordination between the City of Port Orchard, WUTC and utilities regulated by the WUTC during development of comprehensive utility plans.
- Policy UT-13 Coordinate collection, integration and maintenance of Geographic Information System (GIS) utility data among utility providers to ensure consistent and up-to-date information on facility locations and capacities.
- Policy UT-14 Enhance efficiency by coordinating the implementation of utility facility additions and improvements affecting multiple jurisdictions.
- Policy UT-15 Coordinate land use, transportation and utility planning and development.

- Policy UT-16 Ensure that utility policies and regulations are consistent with, and complementary to, utility public service obligations.
- Policy UT-17 Ensure that utilities are provided consistent with applicable rules, regulations, and prudent utility practice.
- Policy UT-18 Ensure all chapters of the Port Orchard Comprehensive Plan (and implementing development regulations) are consistent with, and do not otherwise impair the fulfillment of, public service obligations imposed upon the utility provider by federal and state law.

Goal 2. Maintain and enhance utility service quality.

- Policy UT-19 Encourage utility providers to protect and enhance the performance, reliability and stability of their utility systems.
- Policy UT-20 Encourage utilities to incorporate new and improved technologies to enhance the quality and cost effectiveness of their services consistent with the provider’s public service obligations.

Goal 3. Minimize environmental and aesthetic impacts of utility facilities.



Policy UT-21 Place utility facilities along public rights-of-way and encourage underground distribution lines in accordance with state rules and regulations.

Policy UT-22 Encourage siting of large, above ground utilities (e.g. antennas, towers) in industrial or commercial areas or along appropriate transportation and utility corridors.

Policy UT-23 Minimize the visual impact of utility facilities on view corridors, vistas and adjacent properties by developing design guidelines for cellular towers, antennas and other types of utility facilities.

Policy UT-24 For new development, retrofitting and major remodels, including upgrades to site utilities, the City shall require the undergrounding of future or existing utility lines including gas, cable television, electric distribution lines, and telephone as appropriate during the design review process and in accordance with local, regional and state rules, regulations and tariffs.

Goal 4. Support and promote energy conservation.

Policy UT-25 Encourage and support development of renewable energy projects and technologies.

Policy UT-26 Support renewable energy incentives to businesses and groups for comprehensive renewable energy effort.

Policy UT-27 Establish incentives to lessen use of resources.

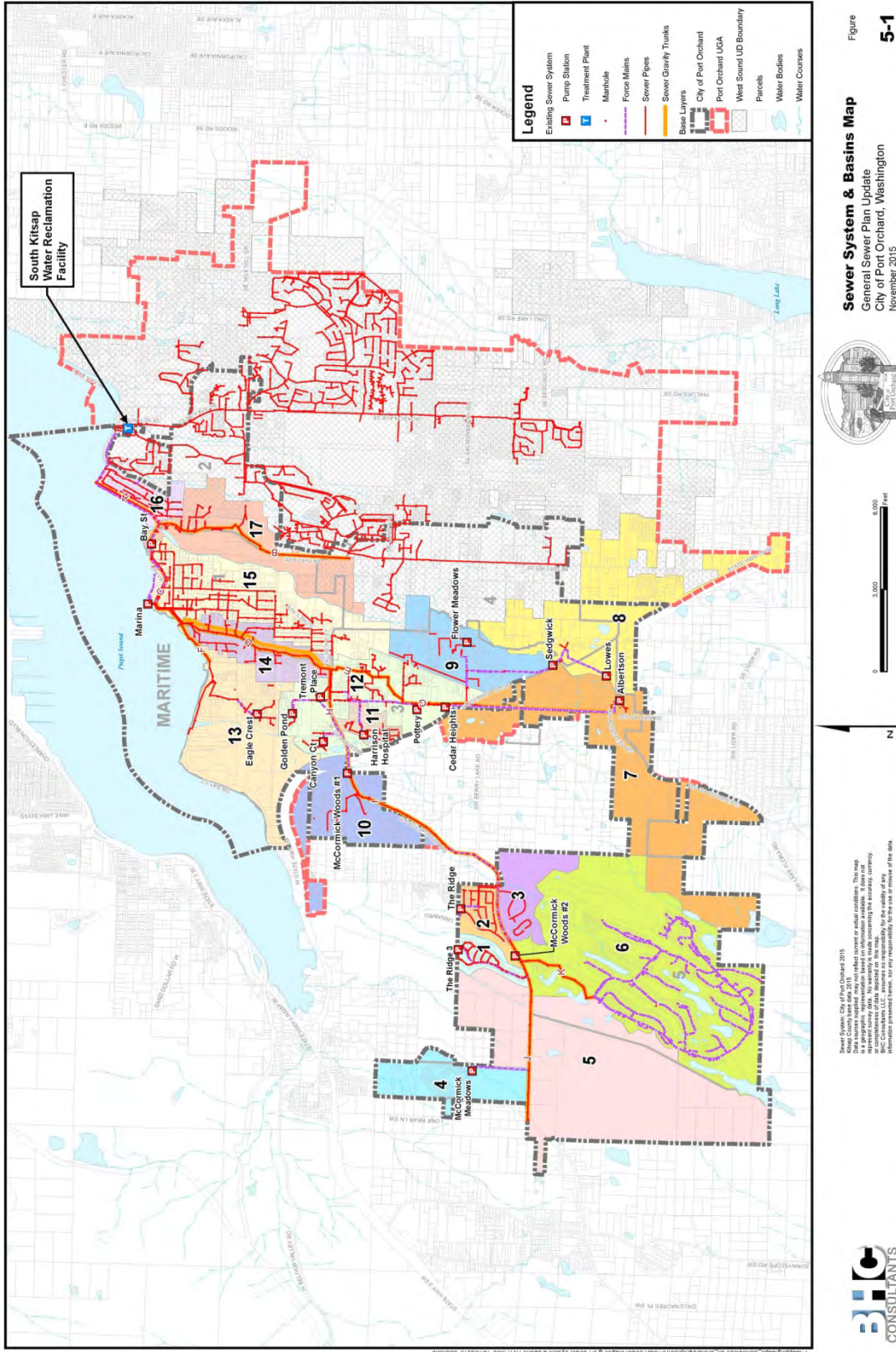
Policy UT-28 Encourage programs to educate utility users on the benefits and means of conservation.

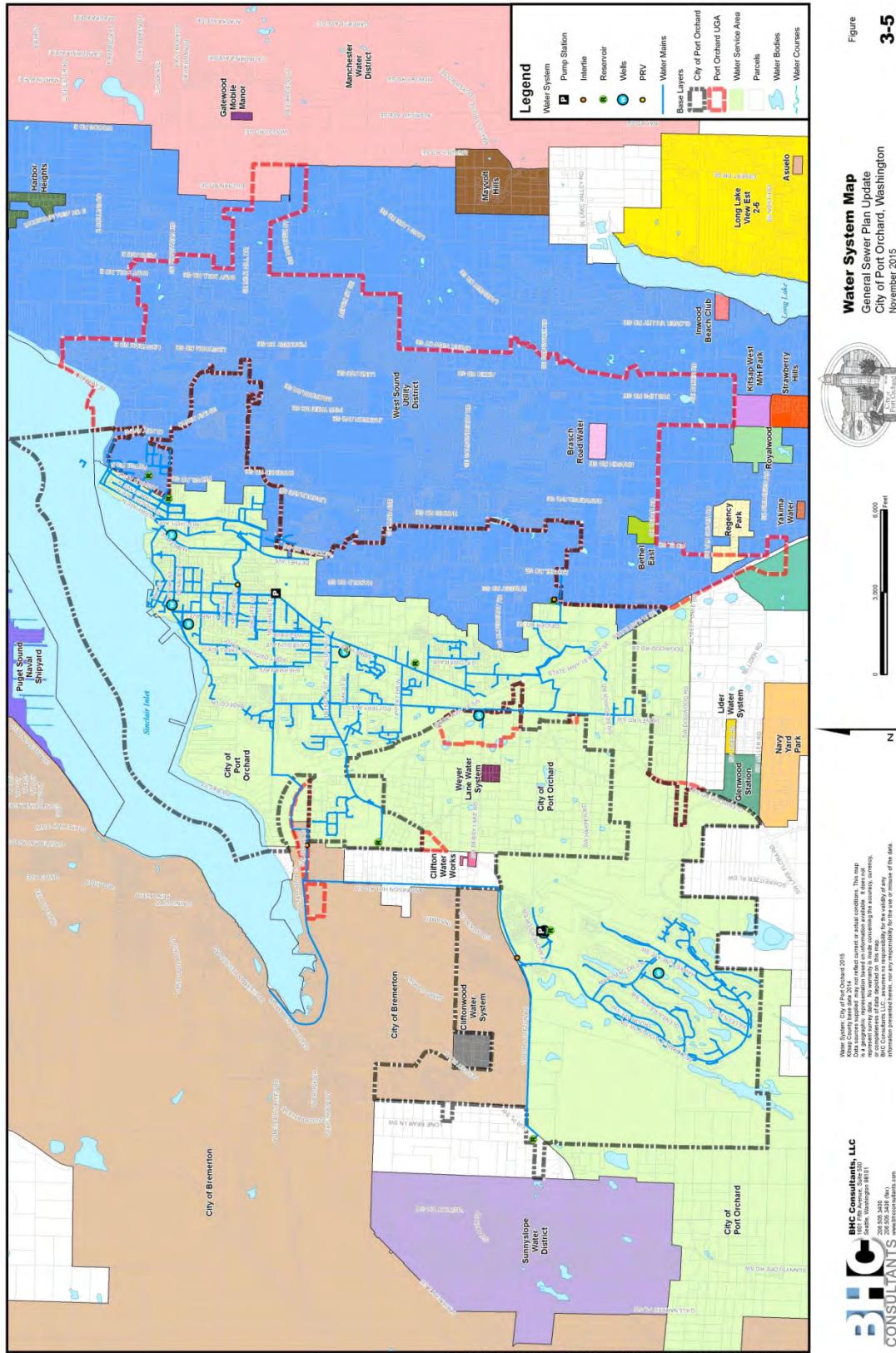
Goal 5. Support the extension of fiber optic cable in the City of Port Orchard.

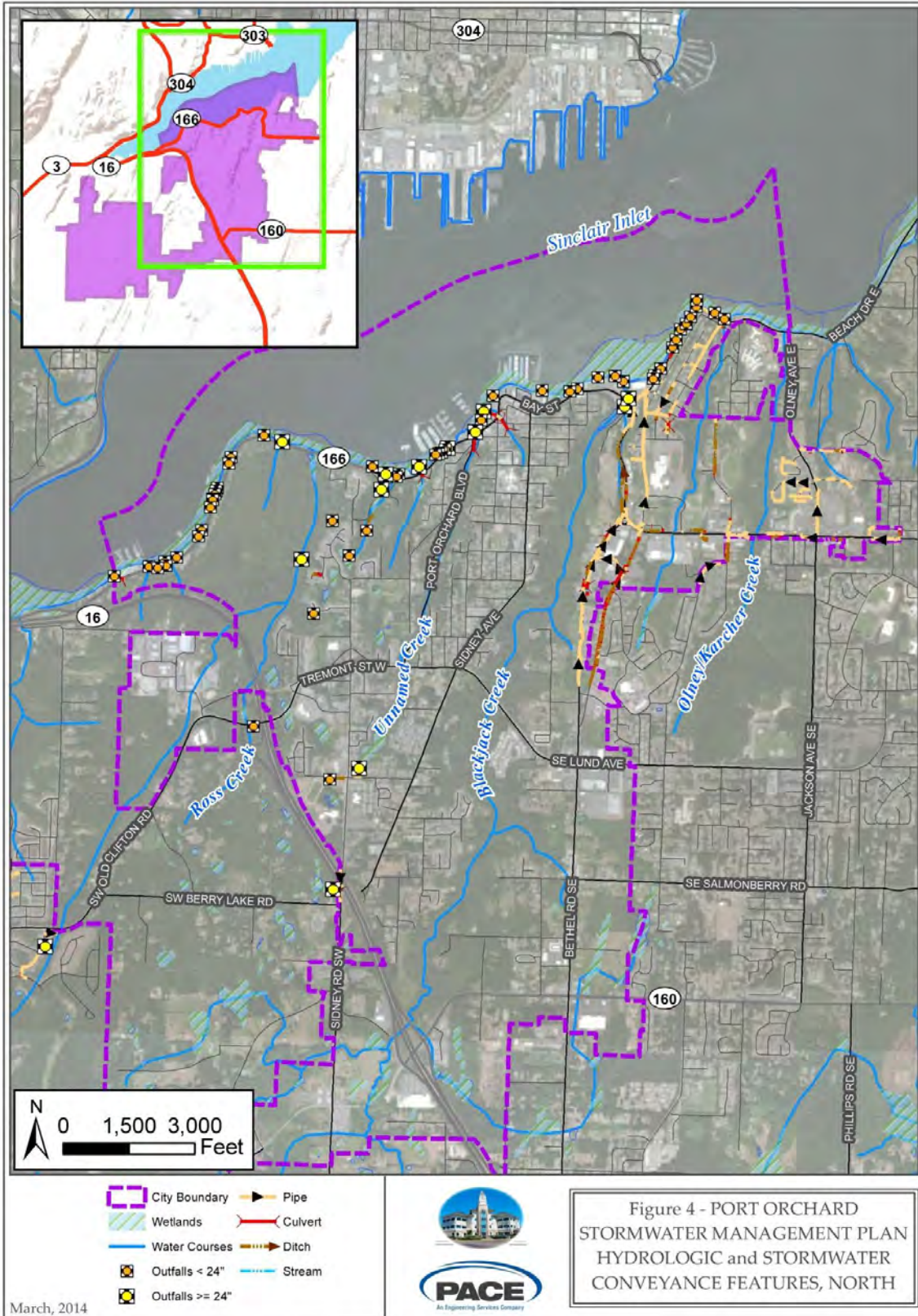
Policy UT-29 Recognize broadband’s influence and importance to economic diversification in Port Orchard.

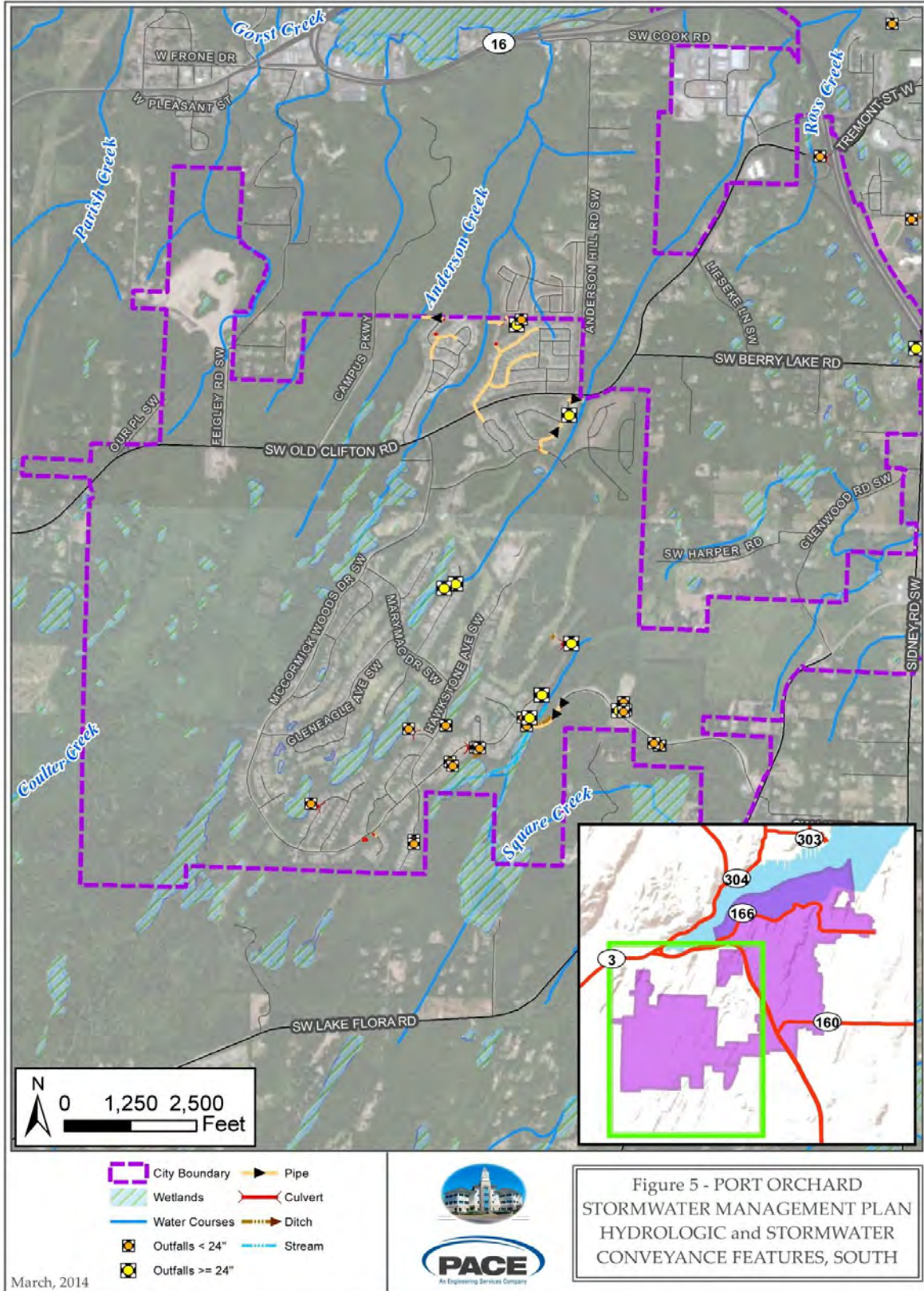
Policy UT-30 Encourage installation of broadband infrastructure in all new residential subdivisions, economic development projects, and arterial improvements.

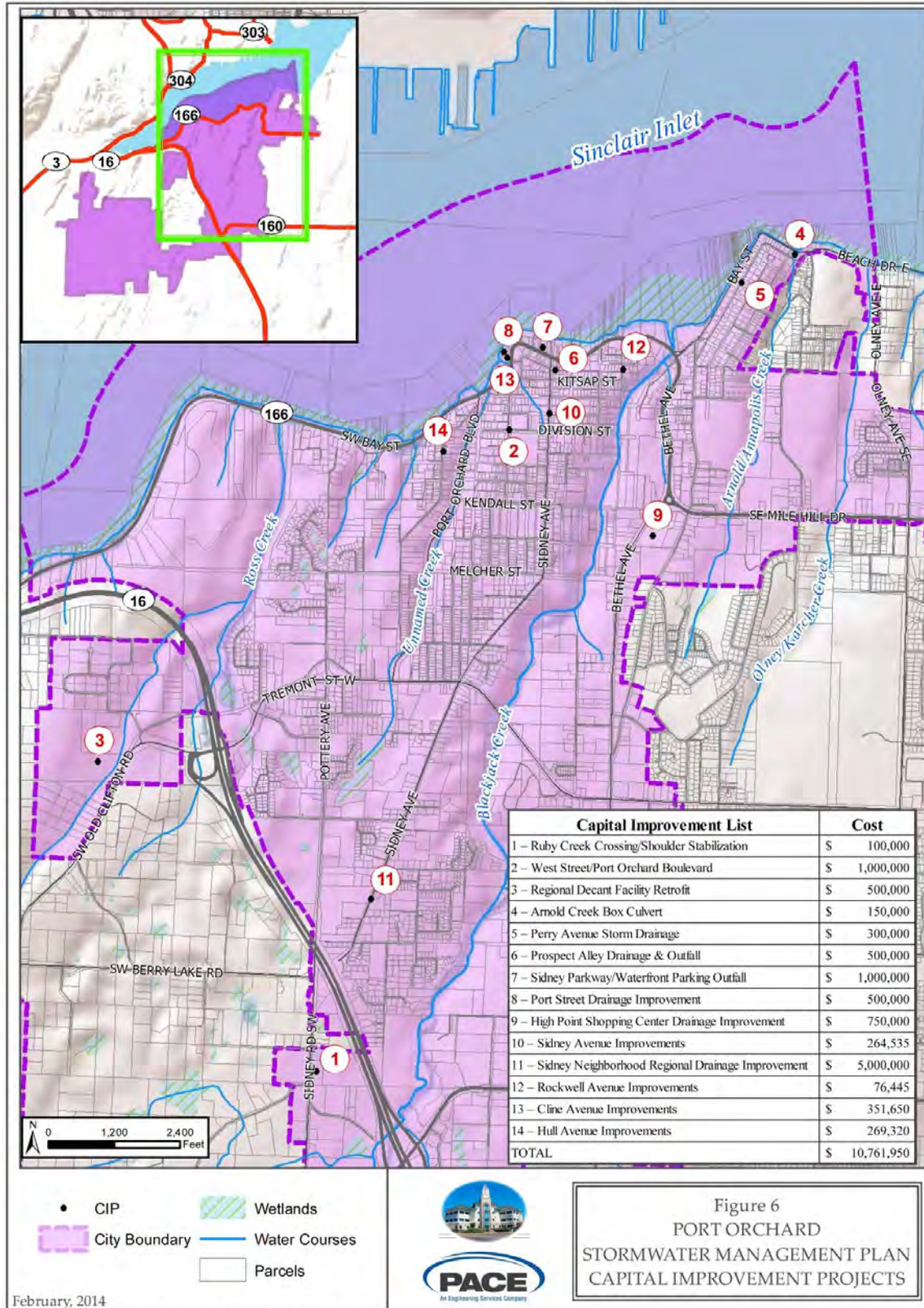












Appendix B: Plans Adopted by Reference

PLAN OR DOCUMENT
South Kitsap School District 2014-2019 Capital Facilities Plan
West Sound Utility District / Joint Wastewater Treatment Facility 2009 Capital Facilities Plan
West Sound Utility District 2007 Sewer Plan
West Sound Utility District 2013 Water Plan
Kitsap County 2003 South Kitsap UGA/ULID#6 Sub-Area Plan & EIS
Kitsap County 2012 Port Orchard/South Kitsap Sub-Area Plan
2016 Kitsap County Comprehensive Plan 10-Year Update
City of Port Orchard 1987 Blackjack Creek Comprehensive Management Plan Blackjack Creek Watershed Assessment and Protection and Restoration Plan, ESA, December 29, 2017
City of Port Orchard 1994 Ross Creek Comprehensive Management Plan
City of Port Orchard 2005 Economic Development Plan
City of Port Orchard 2010 McCormick Village Park Plan
City of Port Orchard 2012 Shoreline Master Program
City of Port Orchard 2013 Public Art Program
City of Port Orchard 2014 – 2021 Capital Facilities Plan
City of Port Orchard 2021 Water System Plan
City of Port Orchard 2021 Comprehensive Sanitary Sewer Plan Update
City of Port Orchard 2016 Transportation Plan Update
City of Port Orchard 2016 Comprehensive Parks Plan
City of Port Orchard 2016 Transportation Impact Fee Project List
City of Port Orchard 2021 - 2027 / 2028 - 2041 – 6 Year/20 Year Transportation Improvement Plan
City of Port Orchard Bethel/Sedgwick Corridor Plan and Appendices A-F
City of Port Orchard 2020 City Hall Space Analysis
City of Port Orchard 2021 Parks and Recreation Plan