

ORDINANCE NO. 030-21

AN ORDINANCE OF THE CITY OF PORT ORCHARD, WASHINGTON, PURSUANT TO RCW 36.70A.600(1)(f) AND (4), ADOPTING THE DOWNTOWN SUBAREA PLAN; ADOPTING AMENDMENTS TO THE CITY COMPREHENSIVE PLAN PURSUANT TO RCW 36.70A.130(2)(a)(i); ADOPTING AN AMENDMENT TO THE CITY ZONING MAP; ADOPTING NEW REGULATIONS AND AMENDMENTS TO CHAPTERS 20.35, 20.38, 20.39, 20.124, 20.127 AND 20.202 OF THE PORT ORCHARD MUNICIPAL CODE; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Port Orchard is a non-charter optional municipal code City as provided in Title 35A RCW, incorporated under the laws of the State of Washington, and planning pursuant to the Growth Management Act (GMA), Chapter 36.70A RCW; and

WHEREAS, with the passage of the GMA in 1990, codified at Chapter 36.70A RCW, local governments are required to adopt and maintain a comprehensive plan; 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, in 2019, the State Legislature passed E2SHB 1923 creating RCW 36.70A.600 and providing for grant funding to jurisdictions taking specific actions to increase residential building capacity; and

WHEREAS, one of the actions recommended in RCW 36.70A.600 (1) is to adopt a subarea plan pursuant to RCW 43.21C.420; and

WHEREAS, the City received a grant from the Washington State Department of Commerce under E2SHB 1923 to prepare a subarea plan and accompanying development regulations (Contract C081-19); and

WHEREAS, the City's Downtown and County Campus areas are designated Countywide Centers in the City's Comprehensive Plan, and Section 2.7.6 of the Comprehensive Plan directs the City to develop a subarea plan for each identified center in the Comprehensive Plan; and

WHEREAS, the City has combined the Downtown and County Campus centers ("Downtown Subarea"), and has prepared a single Downtown Subarea Plan ("Subarea Plan") to satisfy the subarea planning requirement of Section 2.7.6 of the Comprehensive Plan; and

WHEREAS, the City most recently adopted annual amendments to the City's Comprehensive Plan pursuant to RCW 36.70A.470 and 36.70A.106 on July 14, 2020; and

WHEREAS, RCW 36.70A.130(2)(a)(i) allows the initial adoption of a subarea plan and associated amendments to the jurisdiction's comprehensive plan outside of the annual amendment process if the plan clarifies, supplements or implements jurisdiction-wide comprehensive plan policies, and the cumulative impacts of the plan are addressed by appropriate environmental review under chapter 43.21C RCW; and

WHEREAS, the City prepared an update to the City Zoning Map to provide consistency between the Map and the zoning changes provided in the Subarea Plan; and

WHEREAS, the City prepared amendments to the Land Use Element of the Comprehensive Plan, and new regulations and amendments to Chapters 20.35, 20.38, 20.39, 20.124, 20.127 and 20.202 of the Port Orchard Municipal Code (POMC), to provide appropriate policies and development regulations for the Downtown Subarea, to provide consistency between the Comprehensive Plan, the POMC and the Subarea Plan, and to implement the Subarea Plan, per the requirements of RCW 36.70A.040(3); and

WHEREAS, on August 14, 2020, the City issued a SEPA Determination of Significance (DS) for the Subarea Plan based on the likelihood that the proposal may have significant adverse environmental impacts, and identified three alternative subarea proposals for analysis in an Environmental Impact Statement (EIS), including a no-action alternative; and

WHEREAS, on September 1, 2020, the Planning Commission held a duly-noticed scoping meeting and request for comments regarding the scope of the EIS; and

WHEREAS, on January 11, 2021, the City submitted the draft Subarea Plan and associated comprehensive plan amendments to the Department of Commerce along with a 60-day request for review; and

WHEREAS, on February 2, 2021, the Planning Commission held a duly-noticed public meeting on the Draft Environment Impact Statement (DEIS) for the Subarea Plan, and received public comments; and

WHEREAS, on April 27, 2021, the City issued by providing notice consistent with WAC 197-11/460 of the Final Environmental Impact Statement (FEIS) for the Subarea Plan, which addressed issues of current land uses, development capacity, future development mix and location of densities and uses, transportation, utilities, public facilities and amenities, cultural resources, and natural resources, and there have been no appeals; and

WHEREAS, on May 4, 2021, the Planning Commission held a duly-noticed public hearing on the Subarea Plan and the amendments to the Land Use Element, the Zoning Map, and to Chapters 20.35, 20.38, 20.39, 20.124, 20.127 and 20.202 POMC, and after receiving public testimony the Planning Commission recommended their approval; and

WHEREAS, on May 5, 2021, the City submitted the final Subarea Plan, and the amendments to the Land Use Element, the Zoning Map, and to Chapters 20.35, 20.38, 20.39, 20.124, 20.127 and 20.202 POMC, to the Department of Commerce with a request for expedited review; and

WHEREAS, on May 5, 2021, the City Council's Land Use Committee reviewed the Subarea Plan and the amendments to the Land Use Element, the Zoning Map, and to Chapters 20.35, 20.38, 20.39, 20.124, 20.127 and 20.202 POMC, and recommended that they be forwarded to the full City Council for review and approval; and

WHEREAS, the City Council, after careful consideration of the recommendation from the Planning Commission, all public comment, and the Ordinance, finds that this Ordinance is consistent with the City's Comprehensive Plan and development regulations, the Growth Management Act, and Chapter 36.70A RCW, and that the amendments herein to the City's Comprehensive Plan, Zoning Map, and Chapters 20.35, 20.38, 20.39, 20.124, 20.127 and 20.202 POMC are in the best interests of the residents of the City; now, therefore,

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

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

SECTION 2. Adoption of the Downtown Subarea Plan. The Downtown Subarea Plan, attached hereto as Exhibit 1, is hereby adopted into the City of Port Orchard Comprehensive Plan as Appendix D.

SECTION 3. Adoption of Amended City of Port Orchard Zoning Map. The City of Port Orchard Zoning Map is hereby amended as set out in Exhibit 2 hereto.

SECTION 4. Adoption of Amended Land Use Element of the Comprehensive Plan. The Land Use Element of the City's Comprehensive Plan is hereby amended as set out in Exhibit 3 hereto.

SECTION 5. Adoption of Amendments to Section 20.35.040 POMC. Section 20.35.040 POMC is hereby amended to read as follows:

20.35.040 Downtown mixed use (DMU).

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

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

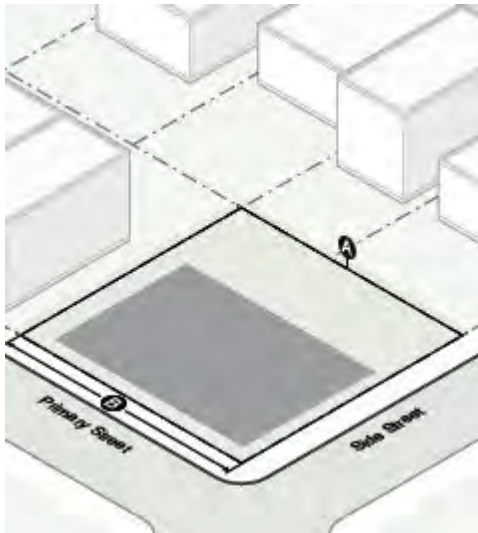
- (a) Live-work unit.
- (b) Single-story shopfront.
- (c) Mixed use shopfront.
- (d) Accessory buildings (POMC 20.32.010(16)).



DMU Building Types

(3) Lot Dimensions.

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



DMU Lot Dimensions

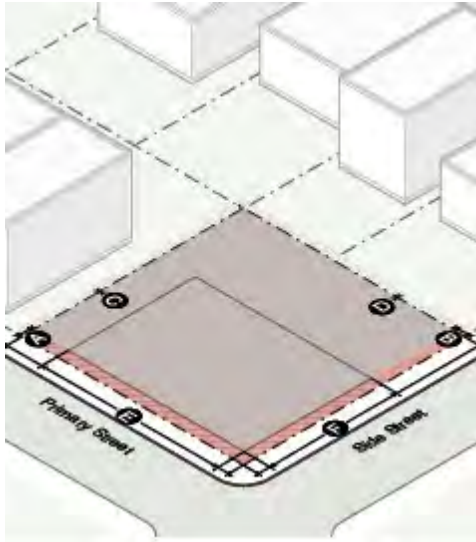
(4) Maximum hard surface coverage is 100 percent.

(5) Building Setbacks.

- (a) Primary street: not applicable.
- (b) Side street: not applicable.
- (c) Side interior: not applicable.
- (d) Rear: not applicable.

(6) Build-to Zone.

- (a) Building facade in primary street: 80 percent minimum (percent of lot width).
- (b) Building facade in side street: 40 percent minimum (percent of lot width).
- (c) Build-to Zone percentages may be decreased (1) if a public pedestrian-oriented space is provided, if the reduction is no more than the minimum needed to accommodate the pedestrian oriented space, or (2) for public civic buildings such as a community center or library.



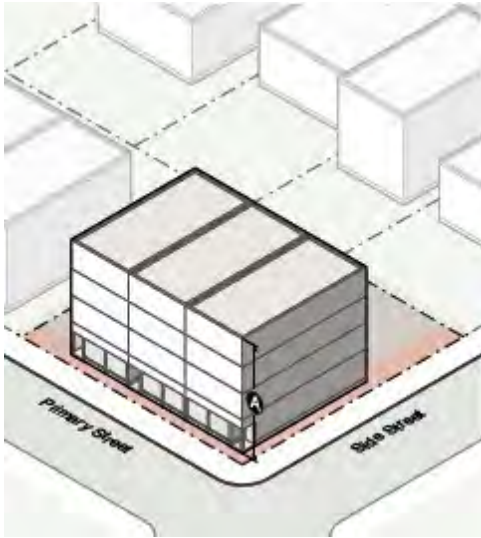
DMU Building Placement

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

- (a) Front yard: not allowed.
- (b) Corner yard: not allowed.
- (c) Side yard: allowed.
- (d) Rear yard: allowed.
- (e) For proposed buildings with frontage on all four (4) sides, the director shall determine where parking shall be allowed, based upon (1) consistency with an adopted subarea plan; (2) consistency with the City's critical areas and shoreline master program regulations; and/or (3) traffic and circulation impacts of the proposed parking location(s), including vehicular and pedestrian safety.

(8) Building Height.

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



DMU Building Height

SECTION 6. Adoption of Amendments to Section 20.38.610 POMC. Section 20.38.610 POMC is hereby amended to read as follows:

20.38.610 DHOD Intent.

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

SECTION 7. Adoption of Amendments to Section 20.38.640 POMC. Section 20.38.640 POMC is hereby amended to read as follows:

20.38.640 DHOD Height Limits

- (1) DHOD Height Zones Established. Within the DHOD as shown on the zoning map, there are three different DHOD height zones with height limits established as follows:
- (a) DHOD 3: 48 feet – three stories.

(b) DHOD 4: 58 feet – four stories.

(c) DHOD 5: 68 feet – five stories.

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

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



20.38.650 DHOD Height Measurement

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

(2) Building heights for lots not abutting Bay Street shall be measured in accordance

with the definition of building height as found in Chapter 20.12 POMC.

SECTION 9. Adoption of Amendments to Section 20.38.810 POMC. Section 20.38.810 POMC is hereby amended to read as follows:

20.38.810 VPOD Intent.

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

SECTION 10. Adoption of Amendments to Section 20.39.040. Section 20.39.040 POMC is hereby amended as set out on Exhibit 4 hereto.

SECTION 11. Adoption of Amendments to Section 20.124.130. Section 20.124.130 POMC is hereby amended to read as follows:

20.124.130 Downtown Mixed Use Parking Standards.

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

- (1) Parking shall not be required for ground floor uses in the DMU zone in the Downtown Subarea (see the Downtown Port Orchard Subarea Plan).
- (2) For multifamily residential uses in the DMU zone, the off-street parking standard shall be a minimum of one parking space for each dwelling unit, regardless of the number of bedrooms.
- (3) No new street level parking lot or parking garage that fronts directly on Bay Street shall be allowed between Port Street and Seattle Avenue.
- (4) Exemptions. The following uses and buildings within the DMU zone shall be exempt from the parking standards set forth in this chapter:
 - (a) Existing buildings and uses along both sides of Bay Street from Orchard Avenue to Seattle Avenue shall be exempt from the parking requirements set forth in this chapter.

SECTION 12. New Section 20.124.135 Adopted. A new Section 20.124.135 POMC is hereby adopted as follows:

20.124.135 Downtown Subarea Residential Parking Standards.

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

SECTION 13. Adoption of Amendments to Section 20.127.130. Section 20.127.130 POMC is hereby amended as set out in Exhibit 5 hereto.

SECTION 14. New Chapter 20.202 Adopted. A new Chapter 20.202 POMC is hereby adopted as follows:

POMC 20.202 Off-site Improvement Requirements.

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

20.202.002 Scope.

(1) This chapter applies to the following activities under the IBC and IRC:

- a. New Construction or Moved Buildings.
- b. Additions to existing buildings.
- b. Changes of occupancy classification.
- d. Remodels and Alterations.

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

20.202.003 Definitions.

“Off-site Improvement” is defined as an improvement to public right of way adjacent to, along the frontage of, or in proximity to proposed development and may include

cement concrete curb and gutter, driveway, sidewalks, curb ramps, paving, pedestrian or bicycle pathway(s) (in lieu of sidewalks in accordance with transportation plan), safety measures, other right-of-way elements (such as streetlighting, landscape strip, etc.), and drainage improvements.

20.202.004 Off-site Improvements.

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

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

Projects involving more than one project type (New Construction, Additions, Change of Occupancy, and/or Remodel/Alteration) shall apply the most restrictive criteria in Table 20.202. The Director or designee is authorized to interpret, establish, modify, or eliminate the off-site improvement requirements shown in Table 20.202 for individual cases where there are practical difficulties (such as critical areas or steep topography) involved in the implementation of the requirements of this chapter. The Director or designee, shall determine the order of preference when determining off-site improvement requirements, considering health, safety, and welfare, along with environmental protections as the primary objectives.

Table 20.202 Offsite Improvement Determinations.

Project Type	Threshold		Off-site Improvement Requirement (ii) (v)
	New Construction		
Commercial (includes multi-family 3 or more units) (iii)	All new and moved buildings		No Limit Defined. Improvements to be determined by the Director.
Single family	All new and		No Limit Defined.

and two-family dwellings.	moved buildings		Improvements to be determined by the director. Fee-in-Lieu available pursuant to POMC 20.202.005.
Single family and two-family accessory structures and garages.	All new and moved buildings.		None required.
	Additions		
Commercial Large (iii)	50% or greater increase in floor area.		No Limit Defined. Improvements to be determined by the Director.
Commercial Small (iii)	Less than 50% increase in floor area.		Offsite improvement requirements up to 20% of additional valuation based on the adopted ICC Building Valuation Table.
Single-family and two-family dwelling	Additions		None required.
	Change of Occupancy		
Large (iii)	Change of occupancy classification to 50% or more of the building.		Off-site Improvements limited to the greater of the following: -20% of the remodel valuation (iv)

			-20% of the change in the building valuation based on the most current ICC Building Valuation Table. Fee-in-lieu available pursuant to POMC 20.202.005.
Small (iii)	Change of occupancy classification to less than 50% but greater than 10% of the building.		Off-site Improvements limited to the greater of the following: -10% of the remodel valuation (iv) -10% of the change in the building valuation based on the most current ICC Building Valuation Table. Fee-in-lieu available pursuant to POMC 20.202.005.
Exempt	Change of Occupancy classification to 10% or less of the building.		No off-site improvements required.
	Remodel/Alternations		
Large (iii)	Remodel valuation 50% or greater than ICC		Off-site Improvements up to 20% of the

	building valuation.		remodel valuation. (iv) Fee-in-lieu available pursuant to POMC 20.202.005.
Small (iii)	Remodel valuation less than 50% but greater than 10% of ICC building valuation.		Off-site Improvements up to 10% of the remodel valuation. (iv) Fee-in-lieu available pursuant to POMC 20.202.005.
Exempt	Remodel valuation 10% or less than ICC building valuation. Or, Water or Fire Damage repairs that are valued at less than 50% of the ICC building valuation.		No off-site improvements required.

- i. The director or designee may alter, lower, and impose additional requirements as needed to protect health, safety, and general welfare of the public.
- ii. Costs for utility construction or relocation may be included in the owner/developer's percentage of off-site improvements requirements.
- iii. For campus sites, the director shall determine the required frontage improvements.
- iv. The remodel valuation limit shall be defined as the estimated construction cost of the project submitted by the contractor or owner at the time of building permit submittal as a percentage of the most recent version of the International Code Council Building

Valuation Data. The estimate shall detail all major cost elements of the project. The remodel valuation limit shall not apply to projects that have requirements imposed by SEPA, CUP, or other conditioning document.

v. The project cost limits above shall not apply to projects which are eligible for a transportation impact fee credit under POMC 20.182.

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

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

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

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

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

SECTION 15. Corrections. Upon the approval of the city attorney, the city clerk and/or code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

SECTION 16. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this ordinance.

SECTION 17. Effective Date. This ordinance shall be published in the official newspaper of the city and shall take full force and effect five (5) days after the date of publication. A summary of this ordinance in the form of the ordinance title may be published in lieu of publishing the ordinance in its entirety.

PASSED by the City Council of the City of Port Orchard, APPROVED by the Mayor and attested by the City Clerk in authentication of such passage this 22nd day of June 2021.

Robert Putaansuu, Mayor

ATTEST:

Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM:

Charlotte A. Archer, City Attorney

SPONSOR:

Scott Diener, Councilmember

PUBLISHED: June 25, 2021

EFFECTIVE DATE: June, 30, 2021



- EXHIBITS:
1. Downtown Subarea Plan
 2. Amended City Zoning Map
 3. Amended Land Use Element of the Comprehensive Plan
 4. Amended POMC 20.39.040 (Use Table)
 5. Amended POMC 20.127.130 (Community Design Framework Maps)



DOWNTOWN PORT ORCHARD SUBAREA PLAN

City of Port Orchard, WA
Final: May 18, 2021



Final: May 18, 2021





PROJECT INFORMATION

Port Orchard is a small but growing city in the Puget Sound region of Washington State. It enjoys an outstanding natural setting in close proximity to major urban employment centers. This setting and its role as Kitsap County Seat, Port Orchard has the opportunity to be an important regional center for growth. Keeping these opportunities in mind the Department of Community Planning at City of Port Orchard, along with its consultants are conducting a subarea plan and planned action EIS for the Port Orchard Downtown and County Government Campus.

These areas have land uses and conditions that are unique to the City and would benefit from the subarea process as they will need to accommodate a proportionate share of the City's growth allocation in accordance with Vision 2050. The subarea and planned action EIS planning process will address issues such as current land uses, development capacity, future development mix and location of densities and uses, transportation, utilities, public facilities, amenities, and natural resources. The result of the planning process will be a subarea plan which will be incorporated in the City Comprehensive Plan.

The subarea plan requires early and continuous public participation consistent with RCW 43.21C.420. The planned action EIS shall meet the requirements of RCW 43.21C.440(1)(b)(ii). The subarea plan and planned action EIS, which will be partly funded by an E2SHB 1923 grant administered by the Washington State Department of Commerce, must also comply with the requirements of the Engrossed Second Substitute House Bill (E2SHB) 1923 (Chapter 248, Laws of 2019). Additionally, the subarea plan shall address the PSRC Countywide Center criteria.

ACKNOWLEDGMENTS

City of Port Orchard

Department of Community Development
216 Prospect Street
Port Orchard, WA 98366
planning @cityofportorchard.us

Mayor:

Robert Putaansuu

City Council Members:

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

Planning Commission:

Trish Tierney
Stephanie Bailey
Annette Stewart
Mark Trenary
David Bernstein
Phil King
Joe Morrison

City Staff:

Nicholas Bond, AICP, Director
Keri Sallee, Long Range Planner
Jim Fisk, Associate Planner
Stephanie Andrews, Associate Planner

Contact:

Nick Bond
nbond@cityofportorchard.us
Keri Sallee
kSallee@cityofportorchard.us

Urban Design, Architect

GGLO

1301 First Avenue, Suite 300
Seattle, WA 98101

Contact:

Jeff Foster
jfooster@GGLO.com
Mitch Ptacek
mptacek@gglo.com

Engineers and Environmental Services

**EA Engineering, Science and Technology,
Inc., PBC**

2200 6th Ave #707,
Seattle, WA 98121

Contact:

Rich Schipanski
rschipanski@eaest.com

Civil Engineer - Storm Water

Reid Middleton, Inc.

728 134th Street SW, Suite 200
Everett, WA 98204

Contact:

Julian Dodge
jdodge@reidmiddleton.com

Real Estate and Economic Analysis

Heartland

1301 First Avenue, Suite 200
Seattle, WA 98101

Contact:

Mark Goodman
mgoodman@htland.com

Civil Engineer - Sanitary Sewer and Water Infrastructure

BHC Consultants, LLC

1601 Fifth Avenue, Suite 500
Seattle, WA 98101

Contact:

John Gillespie
john.gillespie@bhccconsultants.com

Transportation Engineer

Transportation Solutions, Inc.

8250 165th Ave NE, Suite 100
Redmond, WA 98052

Contact:

Andrew Bratlien
andrewb@tsinw.com

CONTENTS

09 SECTION 1 - INTRODUCTION

1.1 INTRODUCTION

1.2 STUDY AREA

1.3 PSRC FRAMEWORK

15 SECTION 2 - EXISTING CONDITIONS SUMMARY ANALYSIS

2.1 HISTORY

2.2 RECENT ACHIEVEMENTS AND CURRENT PLANNING

2.3 EXISTING BUILT FORM AND CONTEXT

2.4 PREVIOUS PLANNING EFFORTS

2.5 EXISTING LAND USE AND ZONING

2.6 CIRCULATION, ACCESS AND PARKING

2.7 UTILITIES

2.8 ENVIRONMENT AND OPEN SPACE

2.9 MARKET CONDITIONS ASSESSMENT

2.9.1 ECONOMIC PROFILE

2.9.2 DEVELOPMENT PIPELINE

2.9.3 BUILD-ABLE LANDS

2.9.4 BASELINE ASSESSMENT AND ACTIVITY UNITS

2.9.5 MARKET YIELD ASSESSMENT

59 SECTION 3 - DRAFT SUBAREA PLAN GOALS AND VISION

3.1 PROPOSED ALTERNATIVES

3.2 URBAN DESIGN FRAMEWORK

3.2.1 WEST DOWNTOWN

3.2.2 EAST DOWNTOWN

3.2.3 COUNTY GOVERNMENT CAMPUS

3.3 LAND USE AND HOUSING

3.4 ENVIRONMENT AND OPEN SPACE

3.5 CIRCULATION, ACCESS, AND PARKING

SECTION 04 - APPENDIX

A - PUBLIC OUTREACH PLAN AND OUTREACH SUMMARY

B - HEARTLAND ECONOMIC PROFILE AND BUILD-ABLE LANDS ANALYSIS

INTENTIONALLY LEFT BLANK

1.1 Introduction

1.1. PLAN BACKGROUND AND CONTEXT

The 2014 City of Port Orchard periodic Comprehensive Plan update incorporated a new "centers" strategy to guide future planning and designated the first ten "local centers" (See section 2.7 of the Port Orchard Comprehensive Plan). The Centers strategy evolved from the State Growth Management Act of the early 1990's as a means to combat urban sprawl development patterns that defined the post-war era. This strategy strives 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. The centers approach to planning is provided in Vision 2050, the regional plan completed by the Puget Sound Regional Council, and in the County-wide Planning Policies adopted by all jurisdictions in Kitsap County. The latest Comprehensive Plan designated eight "countywide centers" and four designated "local centers". In addition, the City identified the Downtown and the County Campus as a potential candidate for a Regional Center designation under Puget Sound Regional Council Vision 2050. This plan addresses how the City will meet Center goals through appropriate land use designations, annexation, development of capital facilities and utilities, and related measures.

In late 2019 the City received a Department of Commerce E2SHB 1923 Grant intended to develop plans and actions that will increase residential building capacity. The grant provided partial funding for the City of Port Orchard to contract with consultants to complete the Downtown and County Campus Centers Subarea Plan and planned action EIS. The Center boundaries identified in the Comprehensive Plan do not meet the latest PSRC requirements for Regional Centers. After consultation with PSRC it was decided to expand the study area boundary to identify recommendations of expansion of the current Centers.

The City and their consultants explored design alternatives for the subarea to be analyzed under the Environmental Impact Statement (See Section 3). Due to most of subarea being previously developed land, the alternatives include a single redevelopment plan for the East Downtown, West Downtown, and Government Campus while considering different programmatic approach to identified developable lands. The alternatives considered are as follows:

- Alternative 1 – No Action
- Alternative 2 – Residential Focus
- Alternative 3 – Mixed-Use Focus

COMMUNITY AND STAKEHOLDER ENGAGEMENT

This original Public Participation Plan (See Appendix A) was developed just prior to state and local mandated closures to prevent the spread of corona-virus. This resulted in project delays and the cancellation of the City's plans to conduct in person workshops with neighborhood residents and property owners. The City has instead relied on internet surveys and public hearings before the Planning Commission that were held remotely.

INITIAL GOALS

'Establish a vision for a vibrant urban center that is economically feasible and context sensitive'

The city is defined by its physical and social environments and the ways in which they are connected. This subarea 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.

The following initial goals were derived from City of Port Orchard Department of Community Development initial project definition goals summary:

- Develop a Subarea Plan that establishes a vision for Port Orchard as vibrant urban center that supports denser residential living in a walkable neighborhood.
- Increase Housing supply consistent with the goals of E2SHB grant.
- Focused growth in designated centers to support residential living in walkable neighborhoods.
- The plan should meet the PSRC criteria for designation as a countywide center.
- Prepare a Planned Action EIS to identify potential SEPA regulatory compliance barriers and encourage economic development.
- Plan for the City of Port Orchard to accommodate growth as a proposed high capacity transit community under Vision 2050.

1.2 Study Area

City of Port Orchard Centers

- County Campus
- Downtown

Study Area

- 329 total acres

Principle Arterials

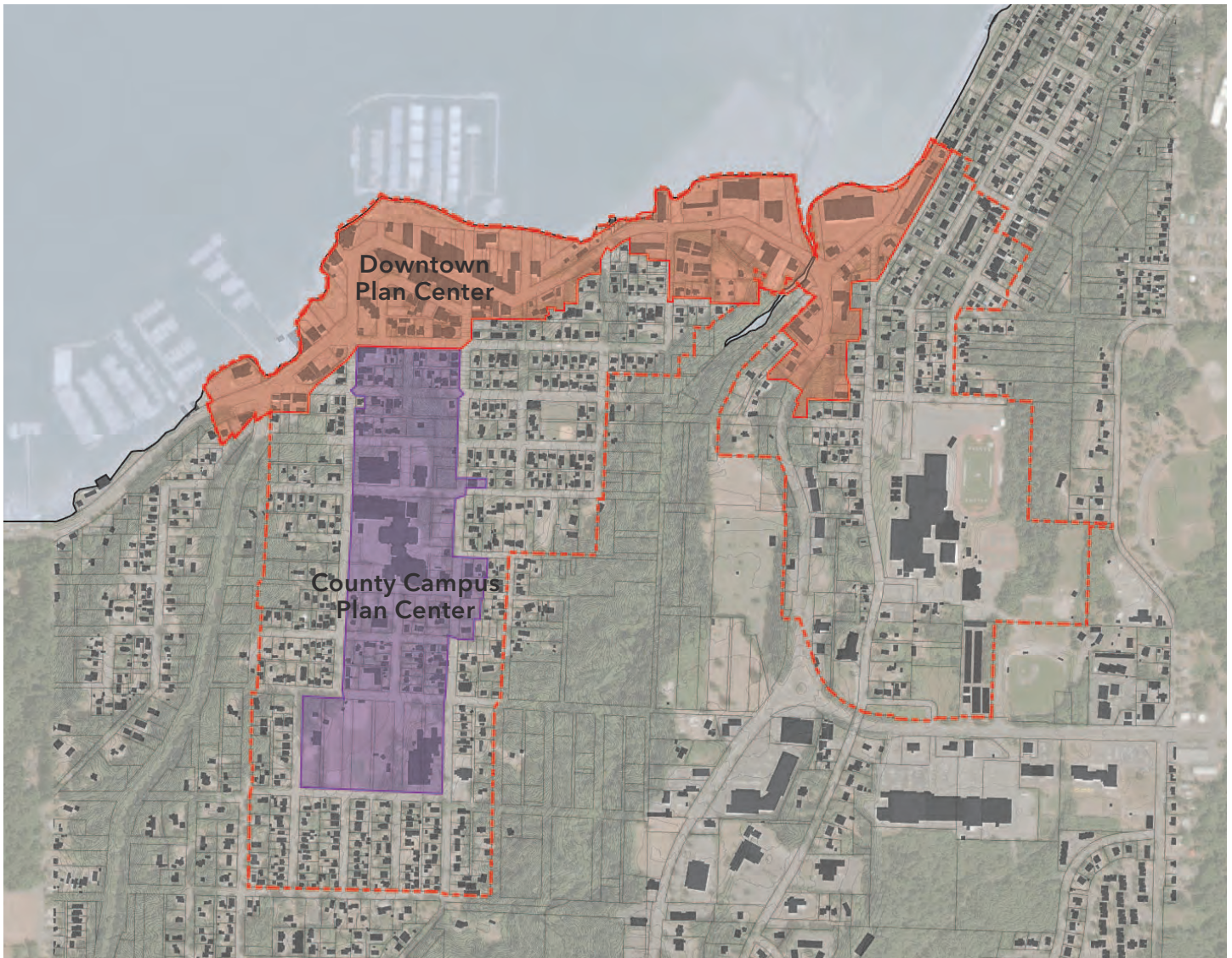
- Bay Street & Bethel Ave
- Port Orchard and Mitchell Streets
- Sidney Ave and Cline Ave

Existing Land Use

- Neighborhoods - Residential
- Private Property / Commercial Uses
- Government - City / Kitsap County
- South Kitsap High School
- Marina Waterfront

Targeted Redevelopment Areas

- West Downtown Waterfront
- East Downtown Waterfront
- County Campus



STUDY AREA MAP AND PREVIOUS COMPREHENSIVE PLAN CENTERS

SCALE: 1" = 1000'



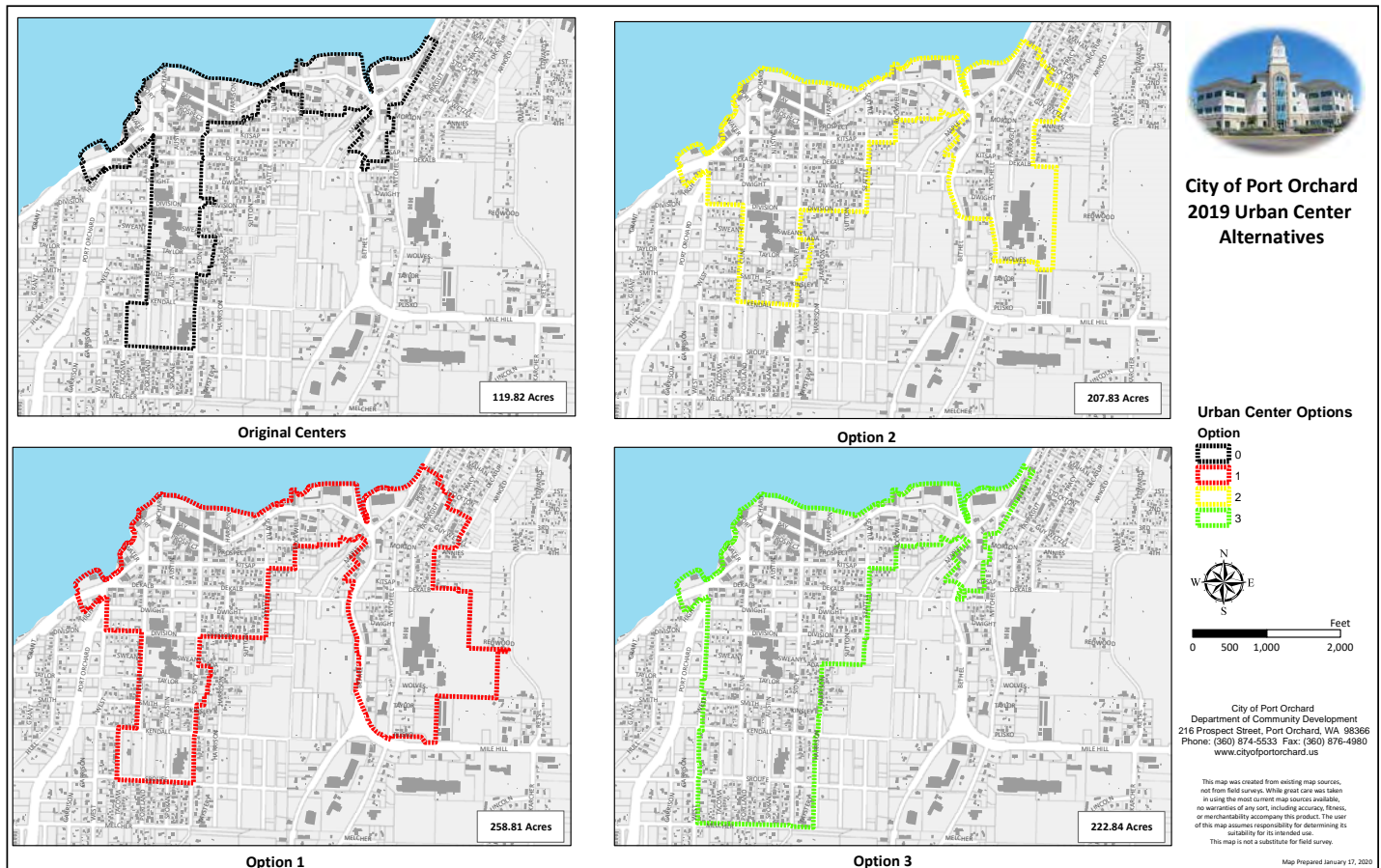
DEFINING THE SUBAREA BOUNDARY

The original Subarea Boundary consisted of the Downtown and the County Government Campus Centers as delineated in the Comprehensive Plan. After initial evaluation and consultation with the City and PSRC three additional study area boundaries were developed for consideration. The goals of the study area boundary evaluations included:

- Include sufficient context to allow the plan to include a holistic approach.
- Preference for boundaries to cross streets such that planning can encompass a corridor approach.
- Provide sufficient developable land inventory.
- Provide a strong basis for a future PSRC Regional Centers Application.

The selected subarea boundary is a combination of option 1 and option 3. The selected boundary

Guidance from PSRC suggested that it would be easier to reduce the boundary for a centers application than it would be to propose a large application boundary than what was previously studied. While the study area is extensive (329 acres), changes will not be proposed in all areas. Planned development is envisioned to primarily occur in or near the existing urban centers, along existing principle Arterials, and at currently underutilized parcels (see *Section 2 and enclosed Appendix B*).



STUDY AREA OPTIONS

SCALE: N.T.S.

1.3 PSRC Regional Centers Framework

SUBAREA BOUNDARY POPULATION AND EMPLOYMENT

The City has no designated Regional Growth centers at this time, but the Downtown and County Government Campus Centers are being considered as a candidate for a future combined regional growth center. The selected subarea boundary does not meet the PSRC existing activity unit requirements, but it will identify the location of potential future capacity.

URBAN GROWTH COUNTYWIDE CRITERIA

- **Existing density** - 18 activity units per acre minimum
- **Planned target density** - 45 activity units per acre minimum
- **Mix of uses** - Regional growth centers should have a goal for a minimum mix of at least 15% planned residential and employment activity in the center.
- **Size** - 200 acres minimum - 640 acres maximum
- **Transit** - Existing or planned fixed route bus, regional bus, Bus Rapid Transit, or other frequent and all-day bus service. May substitute high-capacity transit mode for fixed route bus. Service quality is defined as either frequent (< 15-minute headways) and all-day (operates at least 16 hours per day on weekdays) -or- high capacity
- **Market potential** - Evidence of future market potential to support planning target
- **Role** - Evidence of regional role
 - Clear regional role for center (serves as important destination for the county)
 - Jurisdiction is planning to accommodate significant residential and employment growth under Regional Growth Strategy

COUNTYWIDE CENTER CRITERIA

- Identified as a countywide center in the countywide planning policies
- Located within a city or unincorporated urban area
- Demonstration that the center is a local planning and investment priority:
 - Identified as a countywide center in a local comprehensive plan; subarea plan recommended
 - Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure
- The center is a location for compact, mixed-use development; including:
 - A minimum existing activity unit density of 10 activity units per acre
 - Planning and zoning for a minimum mix of uses of 20 percent residential and 20 percent employment unless unique circumstances make these percentages not possible to achieve.
 - Capacity and planning for additional growth
- The center supports multi-modal transportation, including:
 - Transit service
 - Pedestrian infrastructure and amenities
 - Street pattern that supports walkability
 - Bicycle infrastructure and amenities
 - Compact, walkable size of one-quarter mile squared (160 acres), up to half-mile transit walkshed (500 acres)

Alternate Subarea Study Boundaries (PSRC Existing Conditions Analysis)	Total Population	Covered Employment	Total Acres*	Activity Units/Acres
Option 0 - Current Comp Plan	733	1,607	120	20
Option 1	1,275	2,113	259	13
Option 2	1,163	2,018	208	15
Option 3	1,424	1,697	223	14
Option 4 - Selected Subarea Study Boundary	1,806	2,150	329	12

Source: PSRC, 2020

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

INTENTIONALLY LEFT BLANK

INTENTIONALLY LEFT BLANK

Existing Conditions

INTENTIONALLY LEFT BLANK

2.1 History

2.1. HISTORY OF PORT ORCHARD

The City acknowledges that the Port Orchard and the broader Kitsap Peninsula is home to two Native American tribes, the Suquamish Tribe and the Port Gamble S'Klallam Tribe. The City of Port Orchard and Sinclair Inlet are within the Tribe's adjudicated Usual and Accustomed (U&A) fishing, hunting and gathering area. The Tribe has a strong historical and present connection in Sinclair Inlet that is significant and well documented. Ethnographic and archaeological evidence demonstrates that the Suquamish Tribe inhabited the area in and around Port Orchard and Sinclair Inlet and has utilized its natural resources (including fish and shellfish) for thousands of years. Sinclair Inlet has been and continues to be an important cultural, historical, economical, and a place of well-being of the Suquamish Tribe. Significant tribal salmon fisheries exist in the inlet.

Port Orchard, located in south Kitsap County, was platted as Sidney in 1886 by Frederick Stevens who wanted to name the future town after his father, Sidney Merrill Stevens. He chose a site on the southern shore of the Sinclair Inlet, part of Port Orchard Bay. Sidney quickly became known for its lumber industry, pottery works, small businesses, and agricultural opportunities.

In 1890 it became the first town to incorporate in Kitsap County. Sidney residents took an active role in bringing the Puget Sound Naval Station (later Puget Sound Naval Shipyard) to Kitsap County. The navy employed many residents of Port Orchard and greater Kitsap County from the turn of the century onwards, and became the most important employer in the county. In 1893, after building a courthouse and donating it to the county, Sidney was chosen as county seat. After 1903, Port Orchard continued to grow due to the expansion of the naval yard during the Great Depression,

World War II, the Korean War, and the 1960s, and due to Port Orchard's reputation as a quiet waterfront community located in a beautiful environment and close to Seattle.



1950's Street in Port Orchard, WA



1940's Kitsap County Courthouse

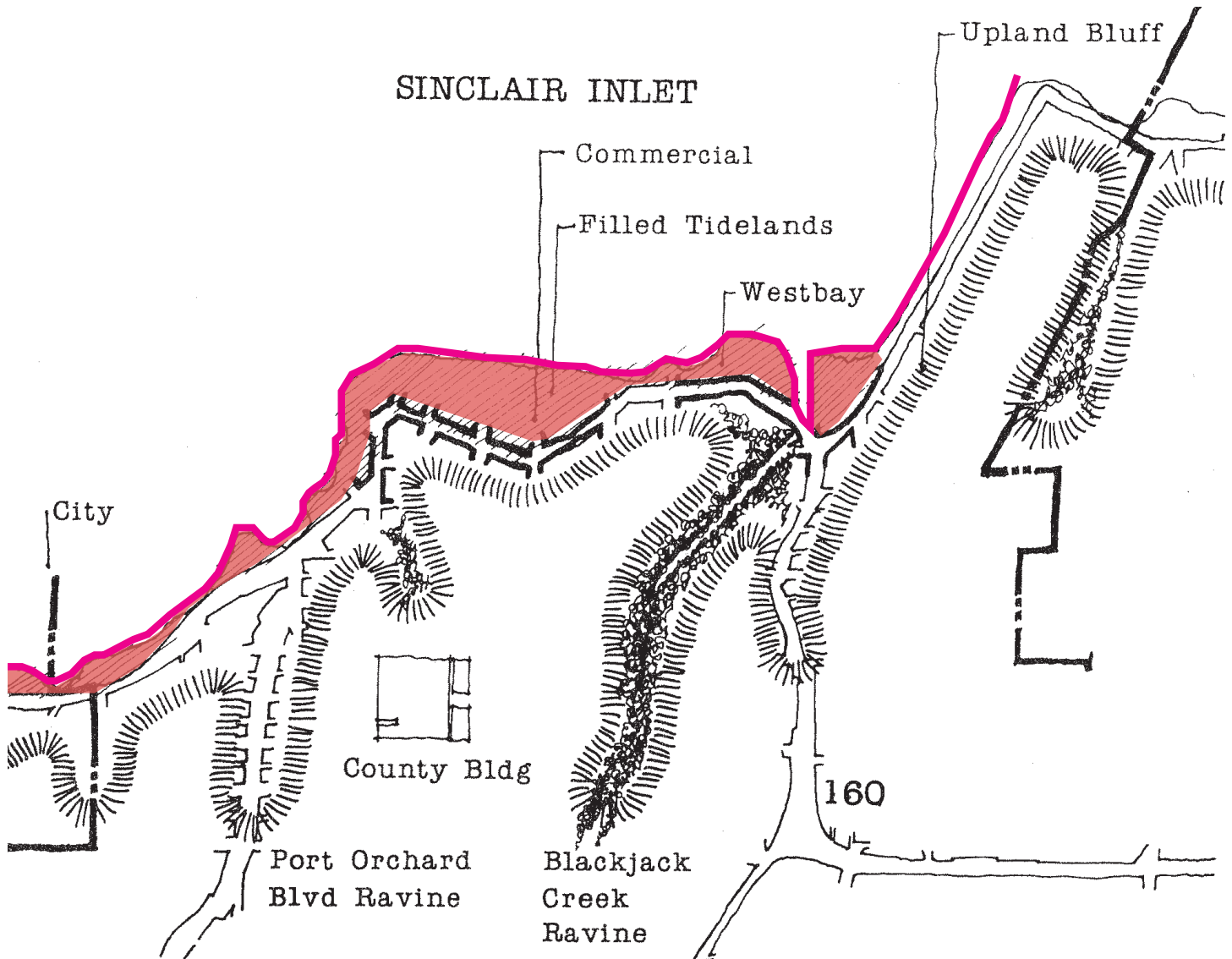


1908 Ferry Docks



1970's Port Orchard Marina

2.1 History

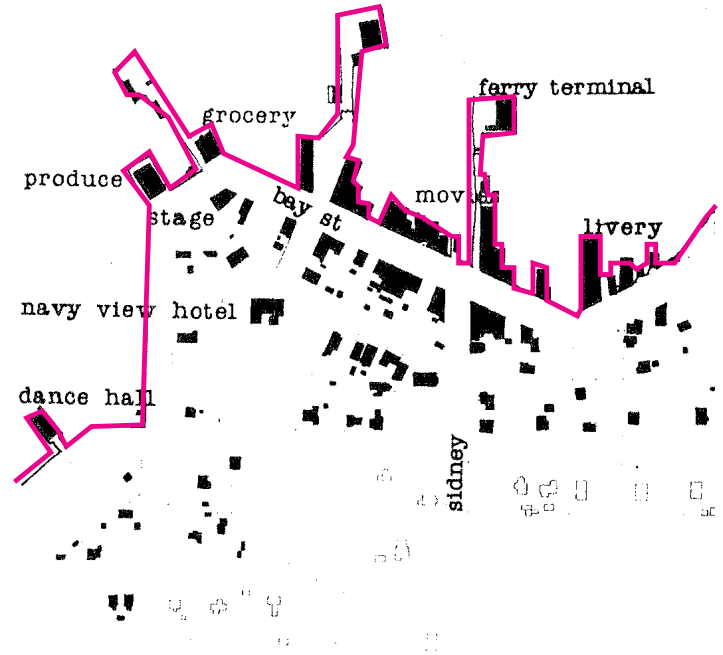


Historic Geographic Influenced Development Pattern

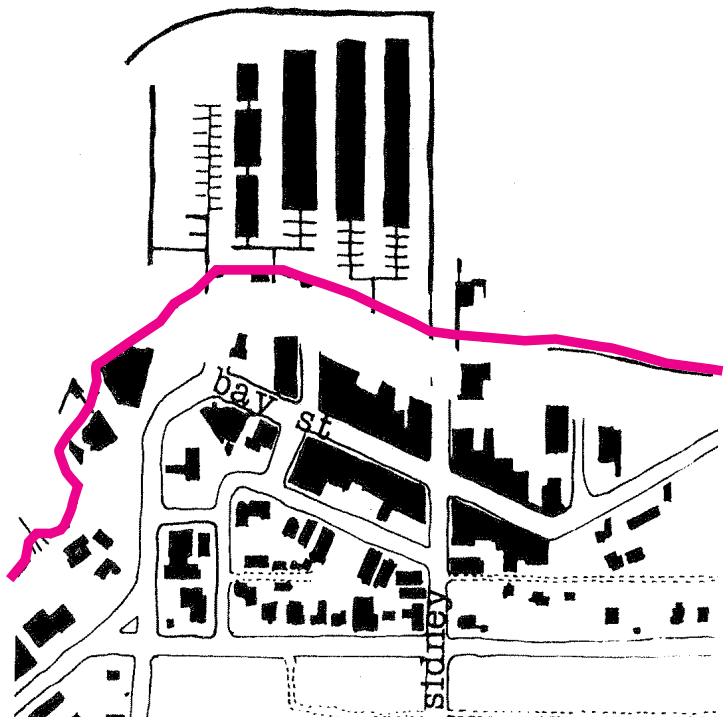


NATURAL FEATURES AND GEOGRAPHY

The geography and natural landscape of Port Orchard is defined by its waterfront on Sinclair inlet, the multiple stream ravines, and the steep topography that divides them. Just as these stream valleys bring rains to Sinclair Inlet, the valleys at Port Orchard Boulevard and Bethel Avenue now discharge residents and visitors into the West and East Downtown as they travel from the uphill and inland neighborhoods. The original waterfront shoreline was generally located at the current site of Bay Street prior to the infill of historic waterfront tidelands. These filled lands present a challenge potential redevelopment due to flood risks, poor soil conditions, and a high water table



Historic Waterfront Figure-Ground - 1914



Historic Waterfront Figure-Ground - 1982

2.1 History



1908 - Port Orchard - Ferry Docks



1950's - Port Orchard - Bay Street

2020



2020 - Port Orchard - Ferry Docks



2020 - Port Orchard - Bay Street

2.2 Existing Built form and Context

The analysis has identified three distinct areas within the broader study area, the West Downtown, the East Downtown and the County Government Campus. All three areas have a different built-form and character. They areas are divided by the geographic barriers including the change in topography between West Downtown and the County Campus, and the Blackjack Creek Ravine between the County Campus and Bethel Corridor.

The West Downtown Neighborhood

The West Downtown Neighborhood is the current and historical cultural and civic hub of the community. Its is also the recreational hub with ferry connections to the neighboring cities. The area includes a mix of land uses like the City Hall and public library, the Kitsap Bank and



Single Family Homes Around Mitchell Corridor

County Campus

The Kitsap County Government campus is both the heart of the Center and the City's largest employer. The Port Orchard Blvd and Black Jack Creek valley's along with the historic steep shoreline isolates the Center from the Downtown. The County Campus is surrounded by single family houses separated from the campus by Sidney and Cline Ave which are also the neighborhood arterials providing vehicle and transit access to downtown.



Single Family Homes Around County Campus



restaurants and retail services.

Restaurant and Retail along Bay Street

The East Downtown Neighborhood

The East Downtown is geographically separated from the West Downtown and was developed later with a more auto-centric development pattern. The neighborhood includes a mix of commercial uses from the junction of Bay Street and Bethel Ave and the waterfront. Further it extends in south to Mitchell Corridor which is higher in density with a mixture of single-family homes surrounding South Kitsap High School.



Geographic Districts Map



2.3 Recent Achievement and Current Planning

BAY STREET PEDESTRIAN PATHWAY



The City of Port Orchard is constructing a new 1.0 mile long multi-purpose path/trail, broken into 11 segments beginning at the downtown Port Orchard ferry facility and ending at the Annapolis ferry facility. The completed multi-purpose trail will become a part of the Mosquito Fleet Trail. A future extension is also being planned from downtown to east of Port Orchard blvd.

This portion of the Mosquito Fleet Trail along Bay Street, also known as the Bay Street Pedestrian Pathway, will be a significant segment of the off-road link in the Mosquito Fleet Trail, which eventually will connect Kingston to Southworth along the eastern shore of Kitsap County. It will also provide a much needed recreational facility within downtown Port Orchard, and a safe alternative transportation mode for its citizens and workforce. Users are expected to include lunchtime walkers, bicycle commuters, families with children, and recreational cyclists on both organized and independent tours. The trail is also likely to experience heavy multiple use during special events organized and hosted by the City of Port Orchard.

BAY/ BETHEL STREET INTERSECTION REDESIGN

Roundabouts are safer than traditional traffic signals or stop sign controlled intersections, and they accommodate vehicles of various sizes, including emergency vehicles, buses, semi-trucks with trailers, farm and logging equipment. Studies show roundabouts reduce injury crashes by 75% at intersections where stop signs or traffic signals previously existed. Roundabouts improve the flow of traffic because users don't have to wait for a green light to get through the intersection. Other benefits of a roundabout include vehicles moving in the same direction which helps improve traffic flow. Roundabouts reduce maintenance and repair costs when

compared to traffic signals.



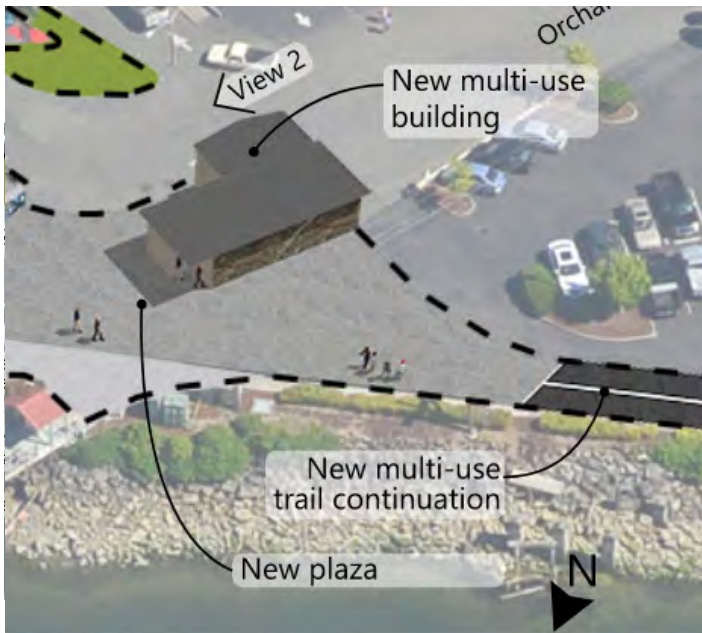
SOUTH KITSAP COMMUNITY EVENTS CENTER



The South Kitsap Community Events Center (SKCEC) is a collaboration between the City of Port Orchard, and the Kitsap Regional library. Concepts suggested a 24,000-square-foot multi-use facility that includes 9,000 square feet for the new Library. In 2019, the Kitsap Public Funding District allocated up to \$12 million in phased funding to support the project.

Under Rice Fergus Miller's guidance, a site has been selected at the corner of Bay Street between Port Street and Orchard Ave. Initial concepts placed the new facility in downtown Port Orchard with a project scope that would include shoreline restoration, public open space, and parking solutions.

WATERFRONT LIFT STATION AND PLAZA



include a framework for fiscally sound decision-making over a multi-year planning period. The Parks Plan functions in coordination with the City's Comprehensive Plan and Shoreline Master Program.



The City of Port Orchard (City) uses its Marina Pump Station to collect all the City's wastewater and discharges it to the West Sound Utility District's (District) Wastewater Treatment Facility (WWTF). With the City's rapidly growing development, the Marina Pump Station must remain reliable and capable of handling the expected increased flow rates through projected build-out. The existing station is a critical piece of the City's sewer system and must remain effective during high flow events. Currently, the Marina waterfront is used frequently by the City's residents and visitors. When proposing alternatives to upgrade the Marina Pump Station, the City stressed the importance of maintaining the aesthetics of the waterfront environment for generations to come. This Predesign Report analyzes alternative pump station improvements based on current, future, and build-out peak hour flow rates, reliability, expected resiliency, and cost.

PARKS PLAN UPDATE

The City currently has approximately 70 acres of park area, as well as trails and other open space. However, the Parks Plan has not been substantively updated since 2011. Once updated, the Parks Plan will provide a 20-year vision for the City's parks, recreation, open space, and trails, as well as a 6-year action plan for implementing short- and medium-term steps to succeed in this vision. Steps in development of the Parks Plan update will include research, public involvement, and the creation of recommendations for all aspects of Port Orchard's park system, including a community demand, supply and needs analysis. The Parks Plan will also

2.4 Previous Planning Efforts

SUMMARY

As the team prepares to draft a subarea plan for the City of Port Orchard we reviewed the previous planning efforts done by the city. We found a lot of similarities in the recommendations of these planning efforts and we plan on addressing them in the Sub-area plan.

Following are the planning efforts:

1. Comprehensive Plan of 1966
2. Port Orchard Waterfront Revitalization Plan Kasprisin Plan - 1983
3. Downtown Port Orchard: Suggestion for Revitalization - 1999
4. Port Orchard: Economic Development Plan - 2004



2004 Port Orchard Economic Development Plan - Streetscape and Pedestrian Connections Concept Plan

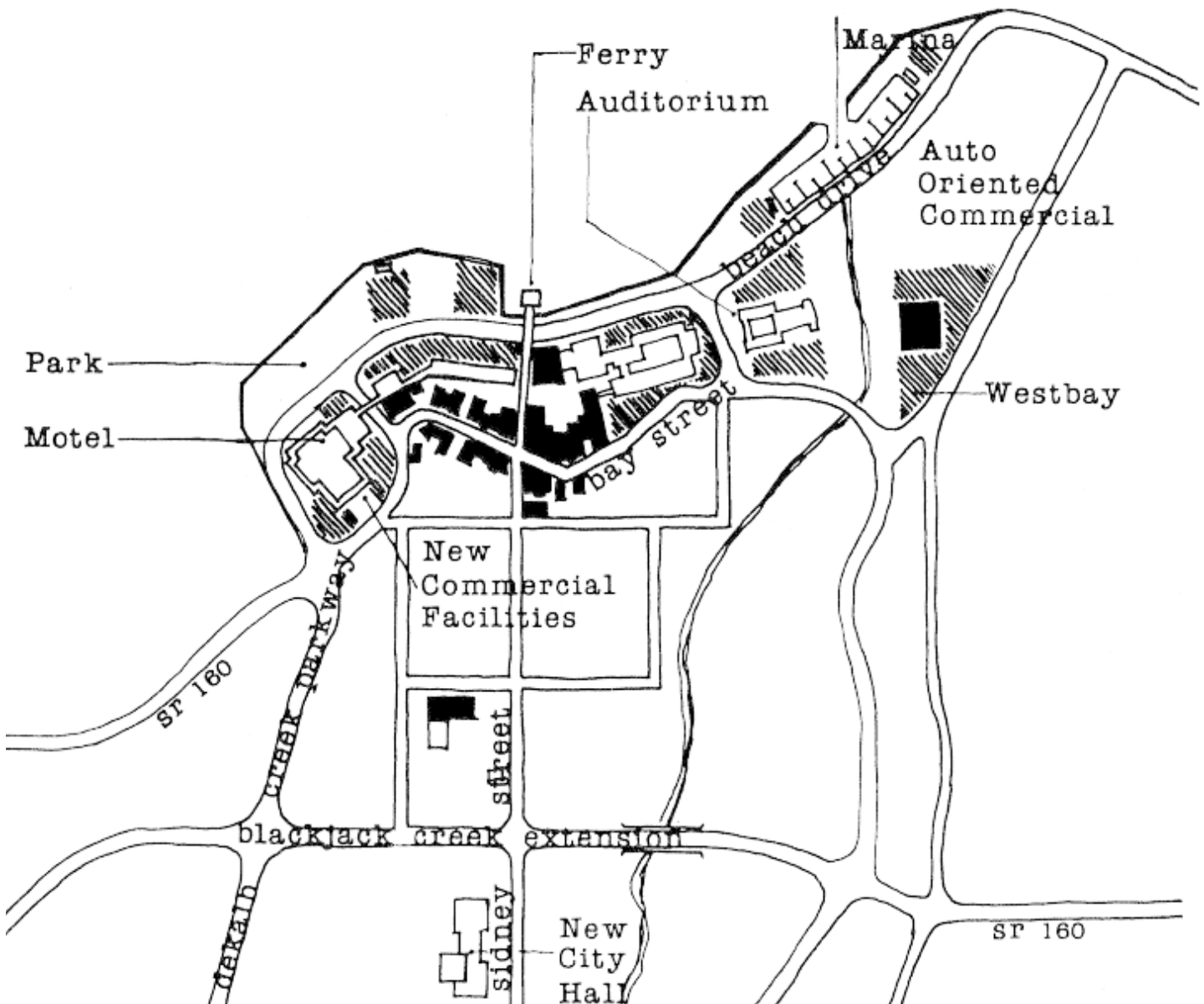
2.1. PREVIOUS PLANNING EFFORTS

COMPREHENSIVE PLAN - 1966

In 1966, Port Orchard completed a comprehensive plan for the city and downtown area. As a point of reference, the redevelopment recommendations for the downtown and waterfront area are summarized below.

Key recommendations include:

- A scenic waterfront beach drive, from the De Kalb Street right-of-way connecting to Bay Avenue East of the West Bay Commercial area.
- A substantial fill of the tidelands along the waterfront from the De Kalb Street waterway to include Blackjack Creek and West Bay.
- A waterfront park and restaurant on the newly filled tidelands
- A new yacht club marina, boat sale are on filled tidelands at the north of Blackjack Creek
- And an expanded, east-west commercial wall to the north side of the existing Bay Street complex, a civic center / auditorium was included in the development.
- A relocation of city hall to Sidney Street and the Blackjack Creek extension (present by-pass proposal)
- A new waterfront motel.



Comprehensive Plan - 1966

2.4 Previous Planning Efforts

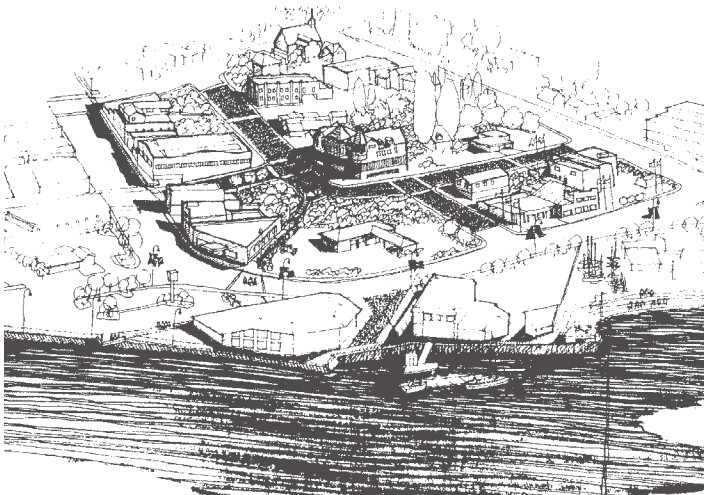
2.1. PREVIOUS PLANNING EFFORTS

KASPRISIN PLAN - 1983

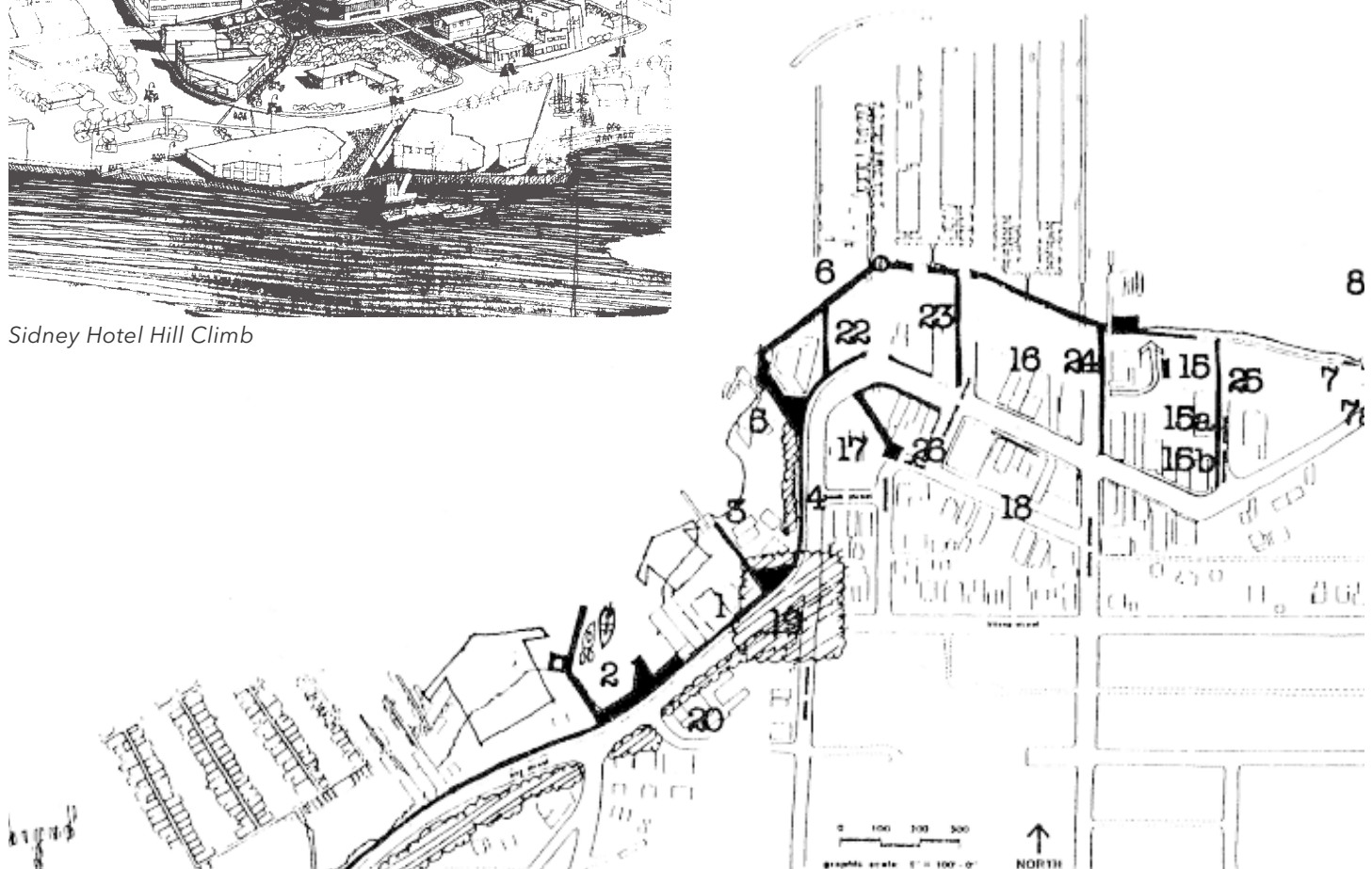
The objectives of this study are to develop recommendations for revitalization the downtown and waterfront areas of the City of Port Orchard.

Key Recommendations:

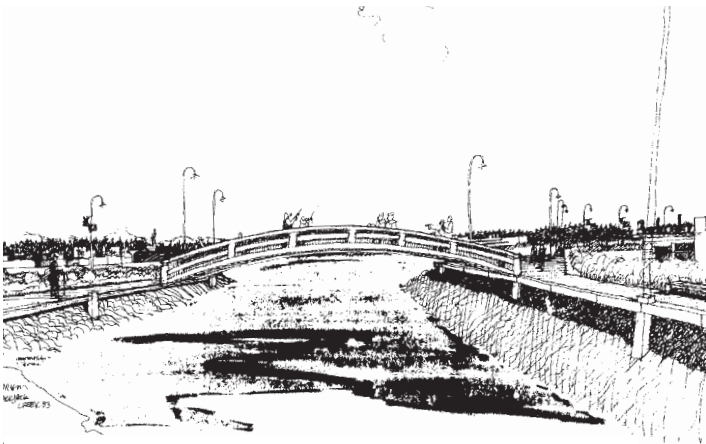
- Waterfront Drive
- Substantial tidelands infill
- Waterfront Park
- Yacht Club and Marina
- Expanded east-west commercial corridor
- Relocate City Hall to Sidney and new highway bypass SR 160
- New waterfront motel
- Building and landscape improvements
- Return waterfront and stream right-of-ways to public use
- Downtown as a historic marine center
- Integrate plans with Kitsap transit
- Prioritize by-pass
- Waterfront pedestrian walkway
- Visual access to the waterfront from upland areas
- Prioritize water dependent / related uses on th waterfront
- Improve connections to uphill neighborhoods through possible hill-climb and lookout at "Fort Hill"



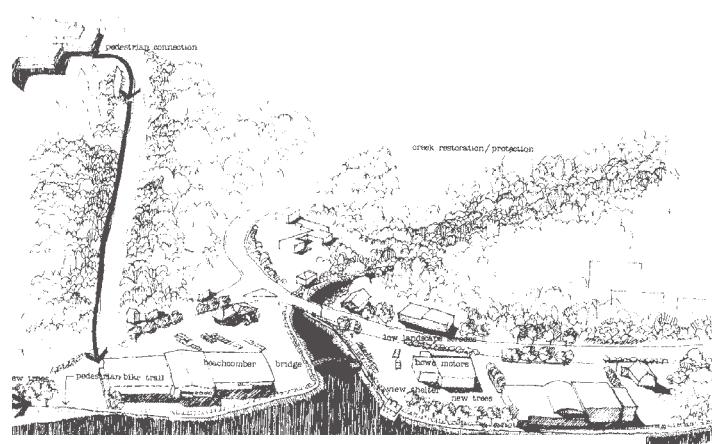
Sidney Hotel Hill Climb



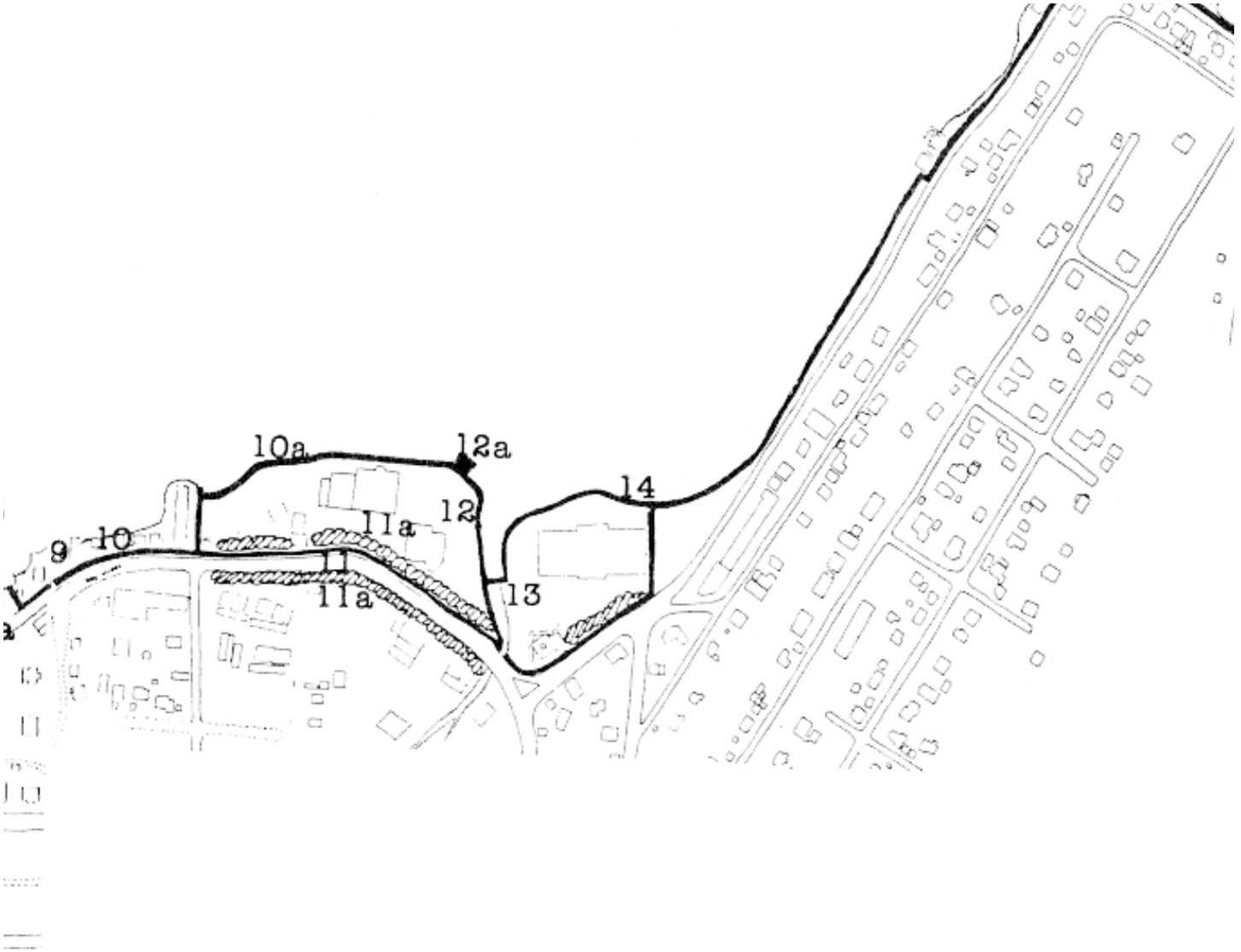
Kasperian Plan - 1983



Blackjack Creek Pedestrian Bridge



Blackjack Creek "West Bay"



2.4 Previous Planning Efforts

2.1. PREVIOUS PLANNING EFFORTS

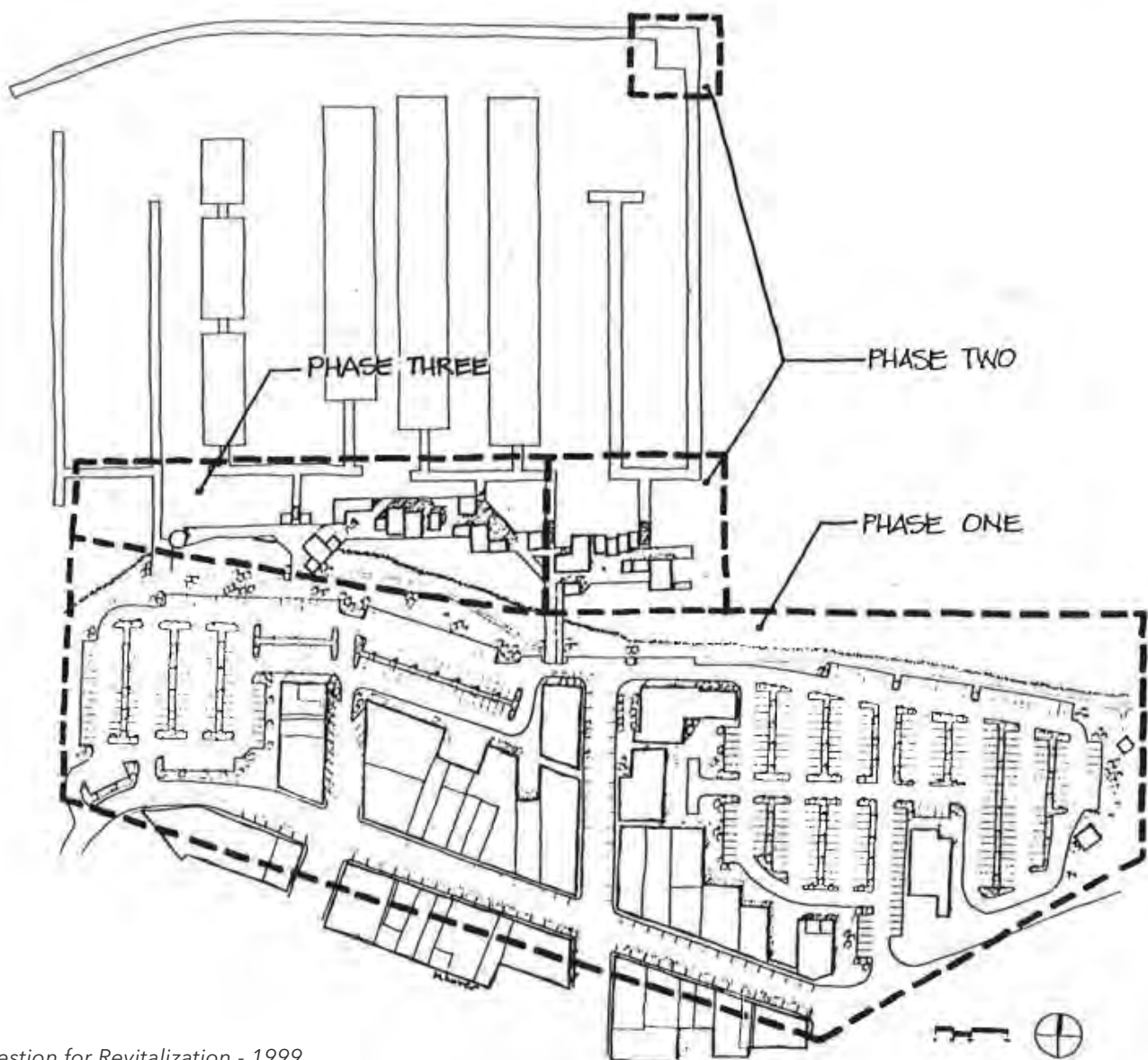
REVITALIZATION PLAN - 1999

In 1999, the University of Washington Department of Urban Design and Planning, prepared a revitalization strategy for downtown. This planning process included an opinion survey focused on the transportation and buying habits/preferences of individuals living in and passing through downtown Port Orchard.

Key Recommendations:

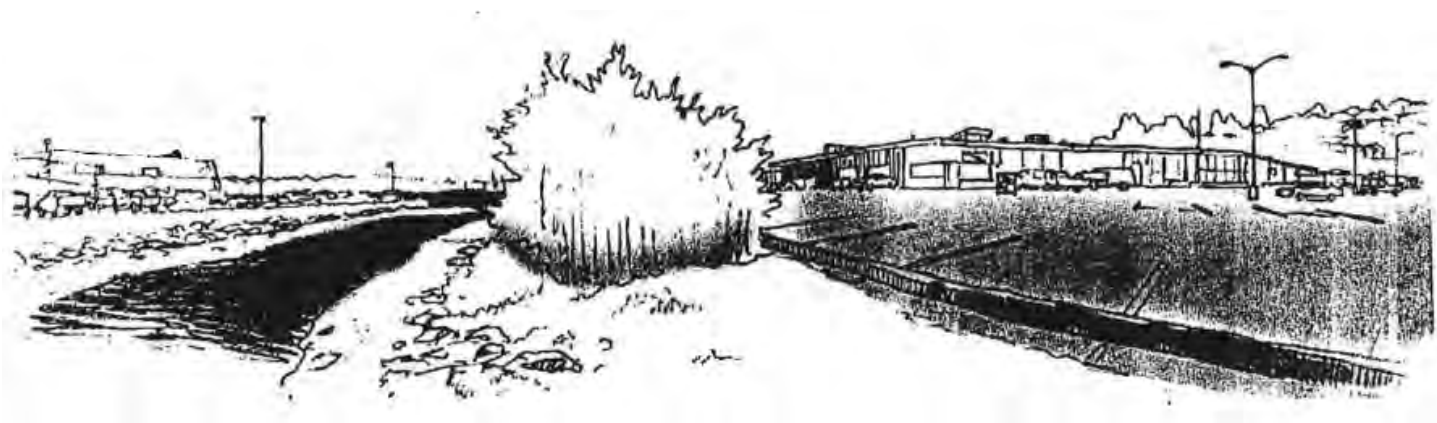
- Add strategic anchors
- Up-zone to allow 24-30 dwelling units / acre
- Increase height limits to 55' measured from Bay Street
- Improve pedestrian connectivity

- Develop mixed-use commercial pier along the waterfront



Suggestion for Revitalization - 1999

Final: May 18, 2021



Mouth of Blackjack Creek



Mouth of Blackjack Creek

2.4 Previous Planning Efforts

2.1. PREVIOUS PLANNING EFFORTS

EDAW PLAN - 2004

The City selected a team of consultants led by EDAW, Inc. (urban design and planning) and including Property Counselors (market analysis) for these studies.

Key Recommendations:











- Frame the District.
- Enhance the Streetscape
- Strengthen the Sense of Place in the Core
- Emphasize Port Orchard's Rich History
- Activate the Area
- Preserve and Reinforce View Corridors

- Better Connections with the Waterfront
- Enhance Streetscape from Bethel to Port Orchard Boulevard
- Strengthen Connections with the County
- Create a Pedestrian Corridor for the Downtown Core
- Tie Waterfront Park with an Expanded Waterfront Greenway



Final: May 18, 2021

OPPORTUNITIES

-  **City Center** - Specialty Retail Core
Retain active on street uses
-  **Underutilized** - infill or redevelop; Encourage mix of uses, emphasis on residential ner core
-  **Marquee** - Explore alternatives for Downtown identity
Encourage authenticity in architecture
-  **Enhance Streetscape** - improve experience of pedestrians
- visual enhancement of street corridor
-  **View Corridors** - preserve views to water
terminate views at Land mark features
-  **Activity Generators** - Link and encourage development of added active uses
-  **Parks & Greenways** - Extend, enhance, maximize pedestrian linkages and water access
-  **Identity** - Storytelling elements - add focus on art, history, architecture
-  **Key Intersection** - Enhance intersection to provide focus and sense of place
-  **Downtown Gateway** - Enhance landscaping to highlight entrance



2.5 Existing Land Use and Zoning

CURRENT LAND USE CHARACTERISTICS

Updated in 2019, Port Orchard's adopted land use code takes a form based approach to establish standard procedures for all land use and development. The code attempts to foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Because the code does not include density limits such as maximum floor-area-ratios, we used assumed residential densities included in the City Comprehensive plan amendment to establish assumed residential densities.

The primary land use designations within the study area is medium density residential and Mixed-use commercial, however the study area include nearly all land use designation. The study are also includes two large public facilities campuses, the Kitsap County Campus and South Kitsap High School.

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.

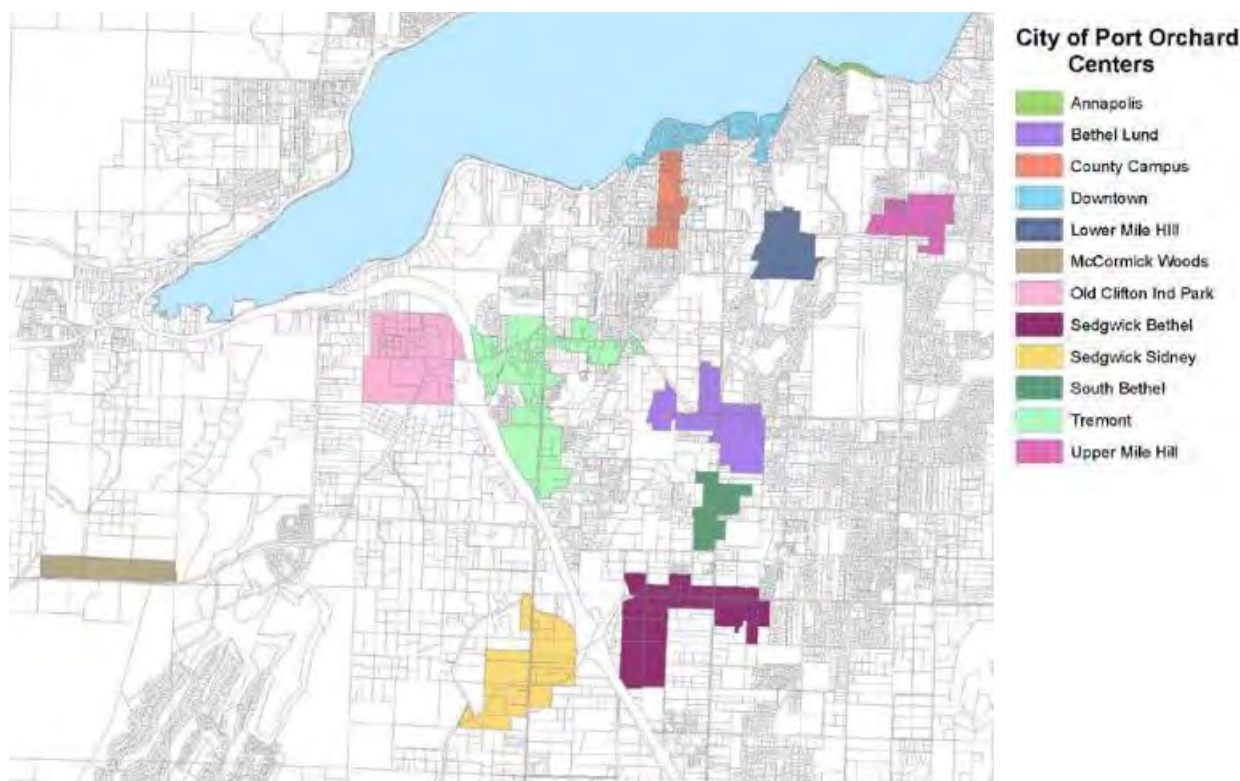
The Land Use element establishes goals and policies that seek to:

- 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 multi-modal transportation system
- Protect open spaces and the natural environment
- Promote physical activity
- Support a range of employment opportunities

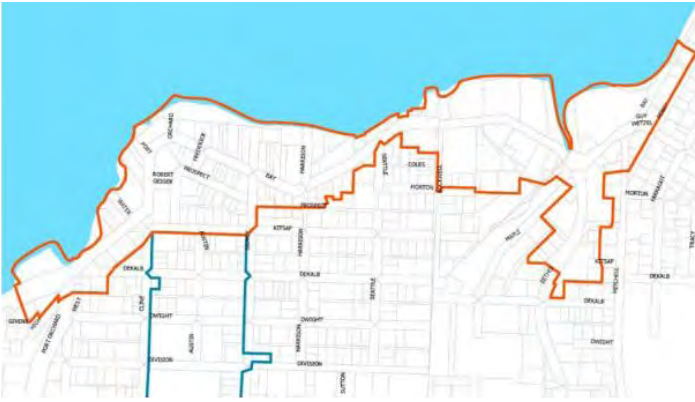
OVERLAY DISTRICT

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
- Government/Civic Center District
- View Protection Overlay District



Port Orchard Comp Plan Centers



DOWNTOWN PORT ORCHARD CENTER

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


















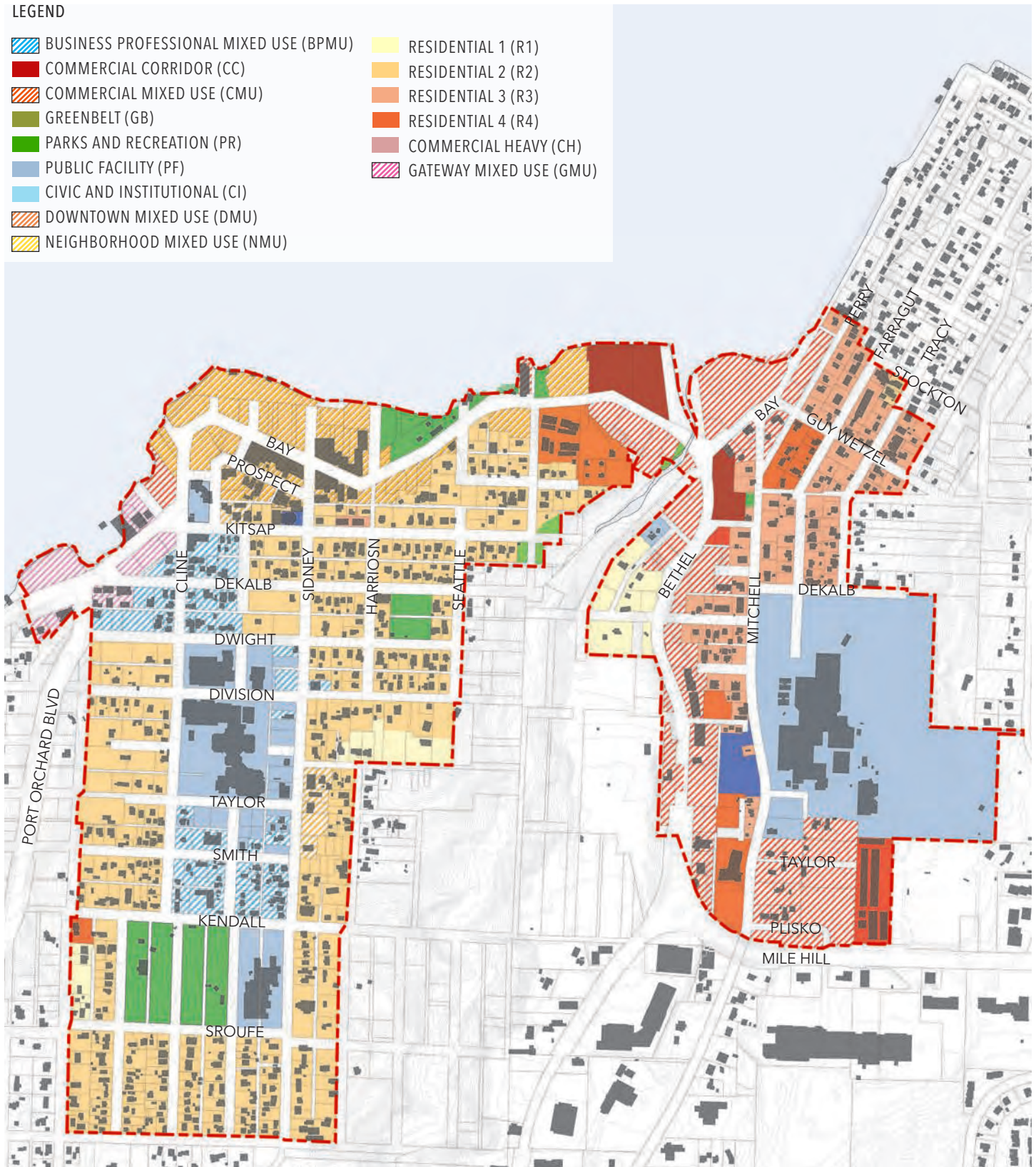
COUNTY CAMPUS CENTER

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

2.5 Existing Land Use and Zoning

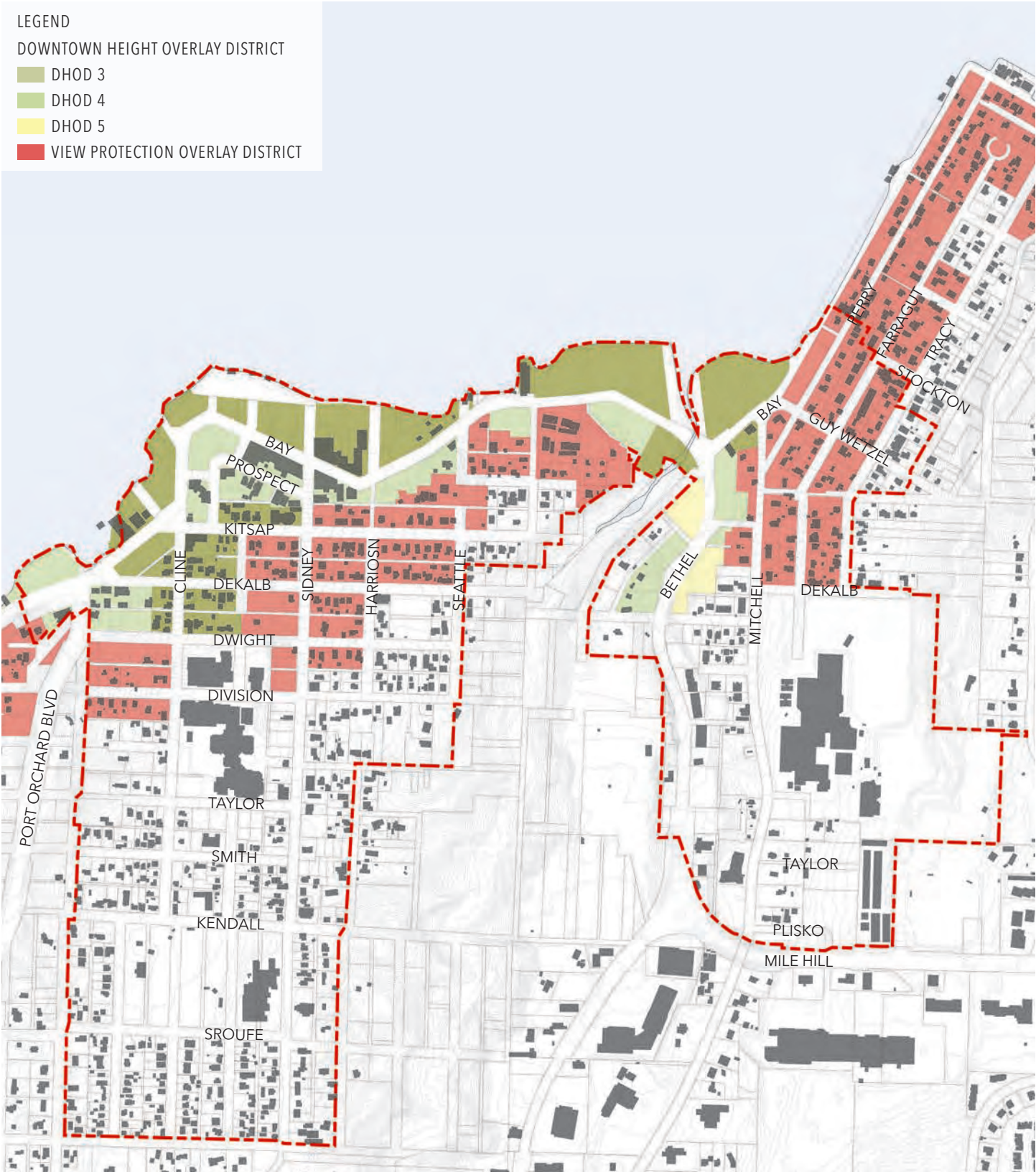
LEGEND

	BUSINESS PROFESSIONAL MIXED USE (BPMU)		RESIDENTIAL 1 (R1)
	COMMERCIAL CORRIDOR (CC)		RESIDENTIAL 2 (R2)
	COMMERCIAL MIXED USE (CMU)		RESIDENTIAL 3 (R3)
	GREENBELT (GB)		RESIDENTIAL 4 (R4)
	PARKS AND RECREATION (PR)		COMMERCIAL HEAVY (CH)
	PUBLIC FACILITY (PF)		GATEWAY MIXED USE (GMU)
	CIVIC AND INSTITUTIONAL (CI)		
	DOWNTOWN MIXED USE (DMU)		
	NEIGHBORHOOD MIXED USE (NMU)		



Existing Zoning Map

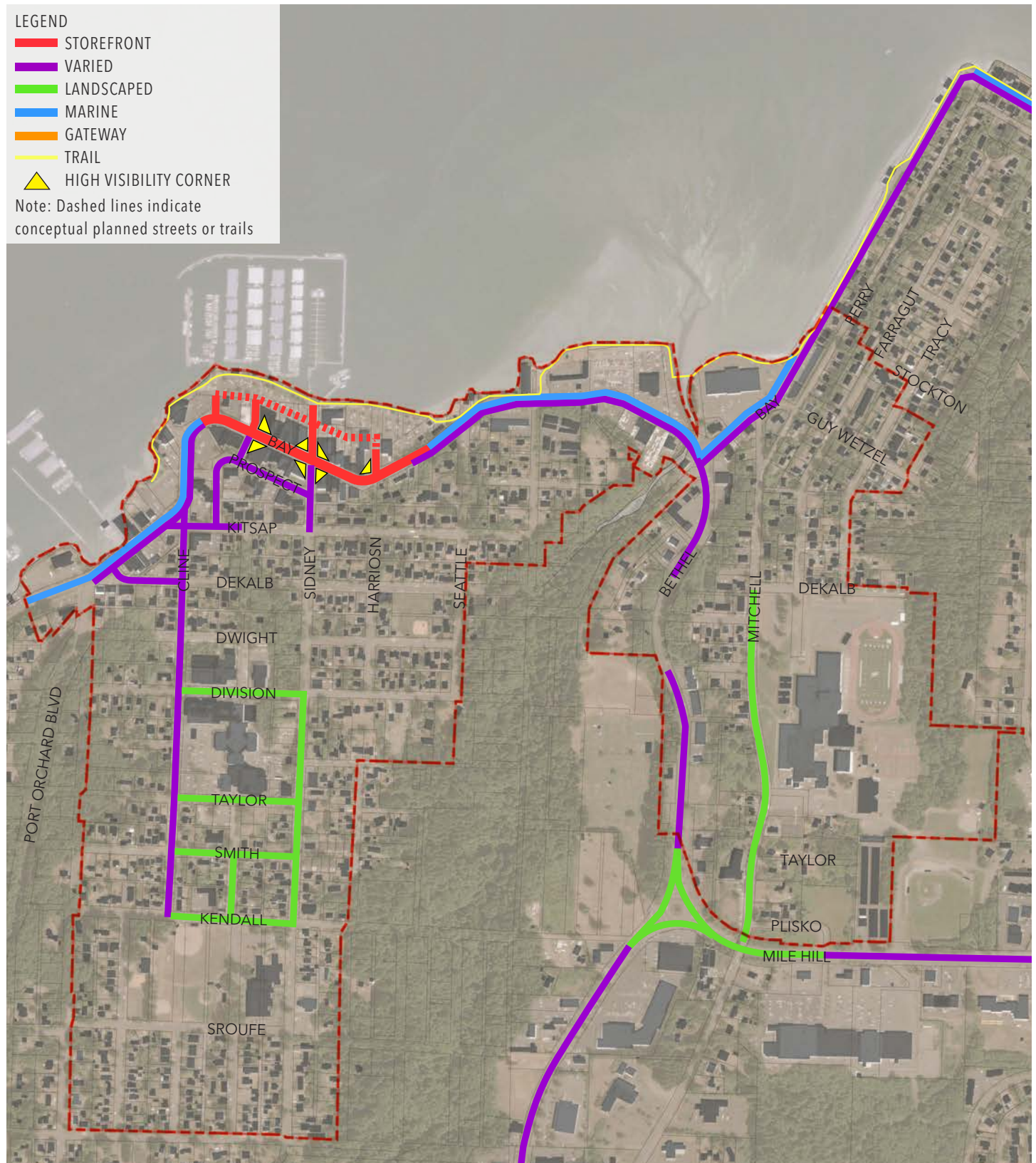




Existing Height Overlay Map



2.5 Existing Land Use and Zoning



Existing Block frontages Plan



2.6 Circulation, Access and Parking

VEHICULAR CIRCULATION AND ACCESS

Minor arterial roads serve as key elements in the county transportation system. These minor arterial roads link together state routes or connect the state route system to Port Orchard, to other major centers, and to the ferry system. For example, Bethel Road is a two lane north/south road located in eastern Port Orchard. As a north/south road, Bethel Road connects and intersects with Sedgwick Road, Lund Avenue, and SR 166. Bethel Road terminates in Port Orchard at Bay Street. Bay Street is the East-West connector for downtown waterfront. Cline Ave and Sydney Ave are the primary vehicle connectors for county campus and downtown Port Orchard.

PEDESTRIAN CIRCULATION AND ACCESS

There are an assortment of pedestrian facilities located throughout Port Orchard and its UGA. Pedestrian facilities include sidewalks, trails and designated crosswalks. The majority of sidewalks are located along commercial corridors and in some neighborhoods. However there are some breaks in the sidewalks, continuous sidewalks would improve the safety and utility of the pedestrian environment.

TRANSPORTATION STUDY

See existing conditions summary and EIS development analysis provided by TSI Traffic Engineers to be incorporated into the EIS and enclosed in the document appendix.

2.6 Circulation, Access and Parking



Vehicle Circulation and Access

*Reference TSI existing transportation conditions analysis for the Port Orchard Subarea Plan.



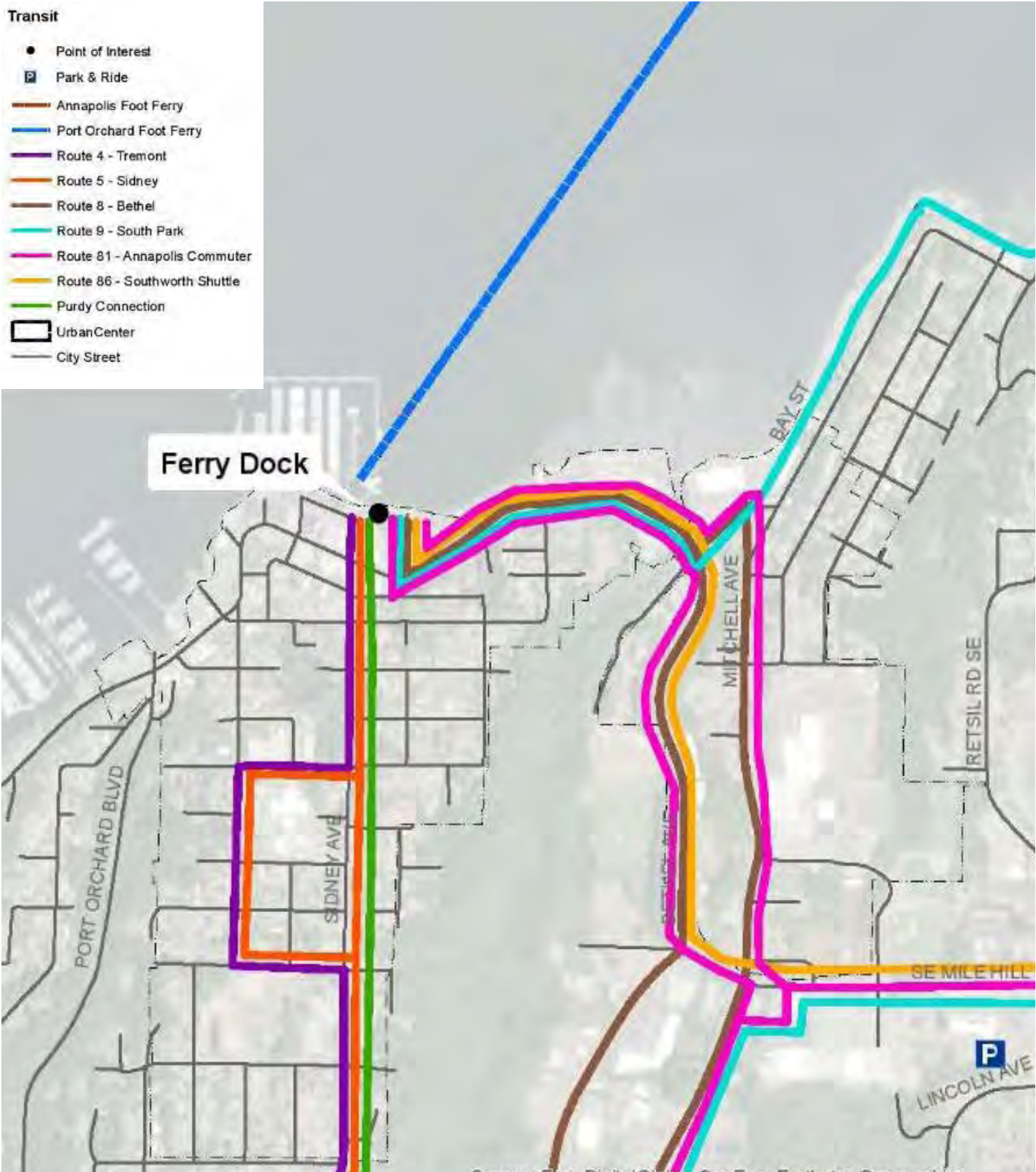


Pedestrian Circulation and Access

*Reference TSI existing transportation conditions analysis for the Port Orchard Subarea Plan.



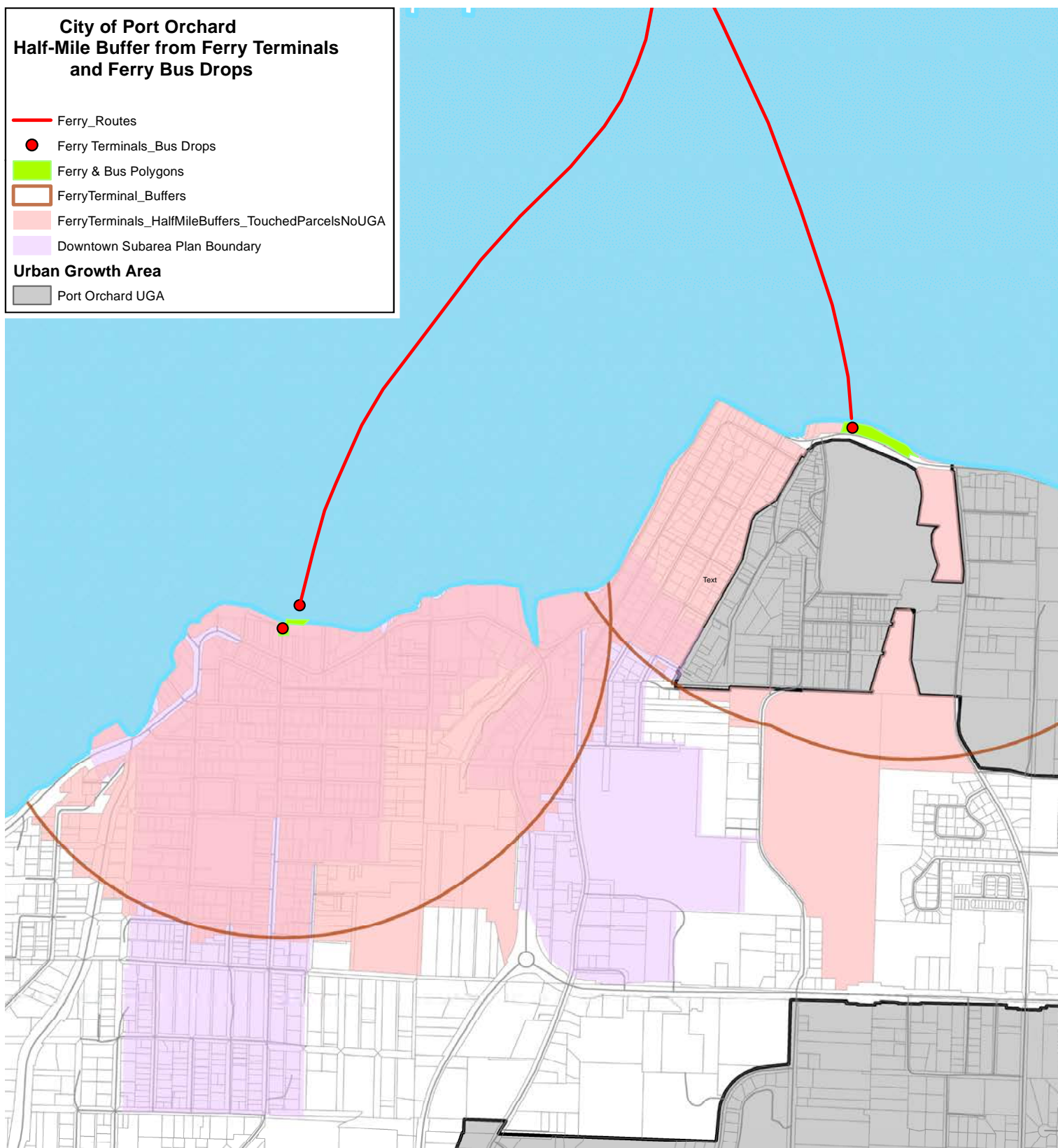
2.6 Circulation, Access and Parking



Transit Service Plan

*Reference TSI existing transportation conditions analysis for the Port Orchard Subarea Plan.





High Speed Transit (Ferry Terminals) 1/2 Mile Buffer Map



Final: May 18, 2021

INTENTIONALLY LEFT BLANK

2.7 Utilities and Capital Facilities

TRANSPORTATION

See existing conditions summary and EIS development analysis provided by TSI Engineers to be incorporated into the Downtown Subarea EIS.

STORM WATER

See existing conditions summary and EIS development analysis provided by Reid Middleton Civil Engineers to be incorporated into the Downtown Subarea EIS.

WATER SERVICE

See existing conditions summary and EIS development analysis provided by BHC Civil Engineers to be incorporated into the Downtown Subarea EIS.

SEWER SERVICE

See existing conditions summary and EIS development analysis provided by BHC Civil Engineers to be incorporated into the Downtown Subarea EIS.

2.8 Environment and Open Spaces

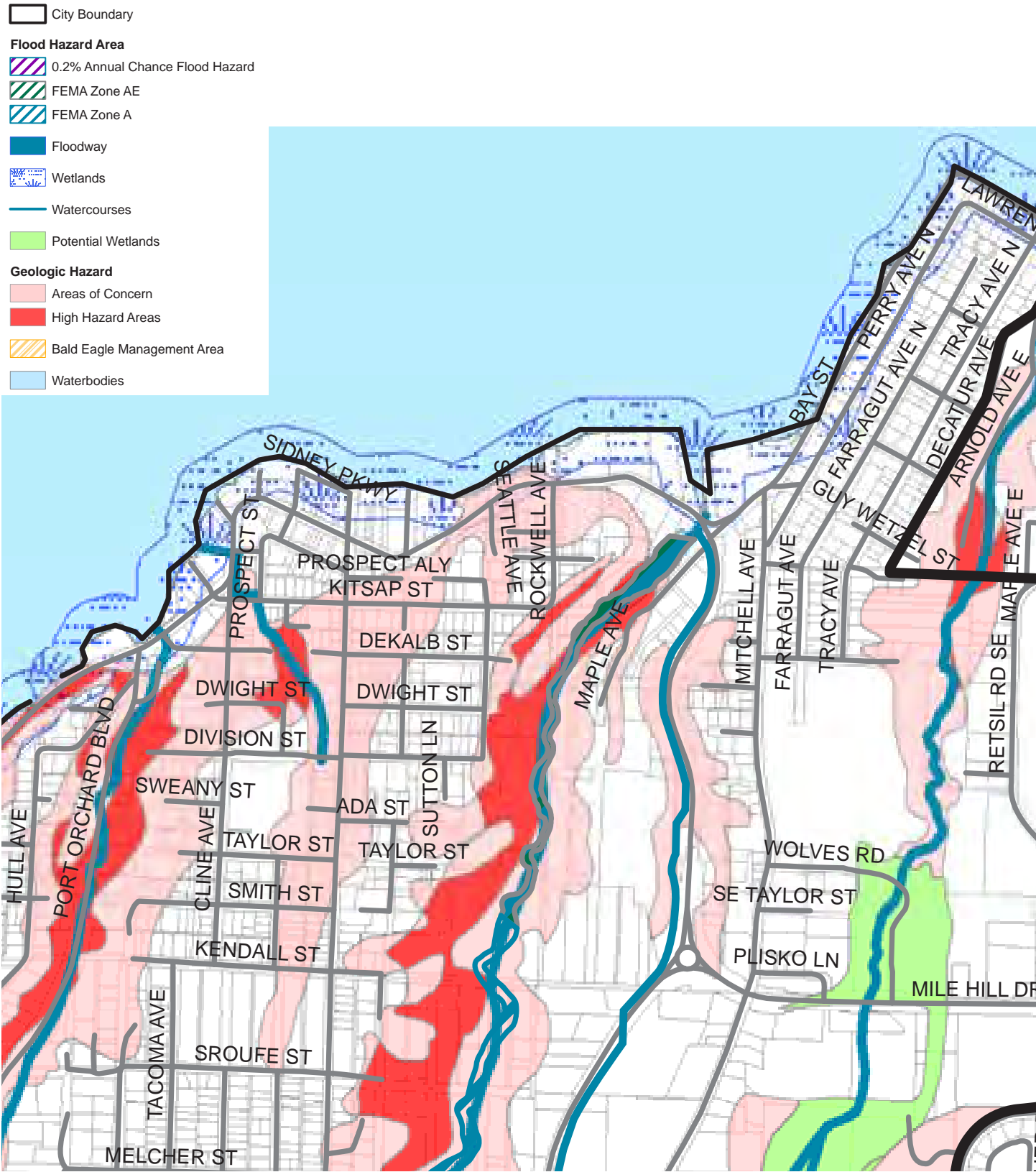
EXISTING CONDITIONS

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.

EXISTING COMPREHENSIVE PLAN - PARK VISION

The City of Port Orchard 2016 Comprehensive Plan Update identifies twelve (12) Centers. The vision of the Parks Element and Comprehensive Parks Plan is to ensure that every center contains and/or is connected to a 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 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.



Port Orchard Environmental Map

2.8 Environment and Open Spaces



Parks and Natural Open Space Corridors
n.t.s.

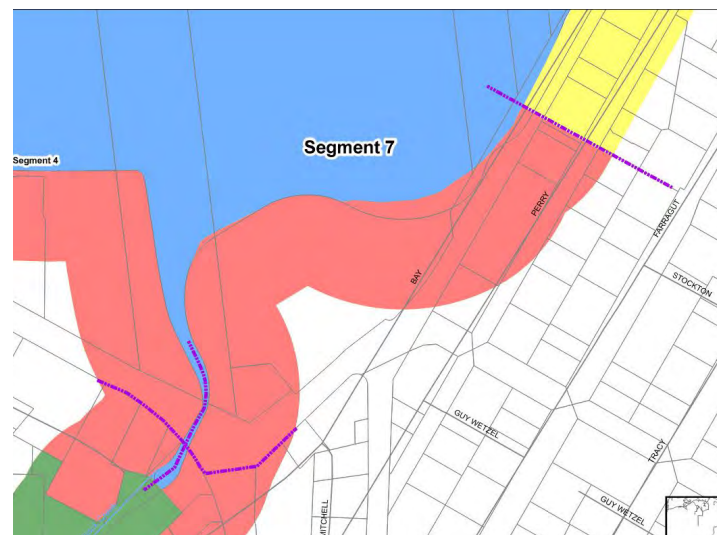
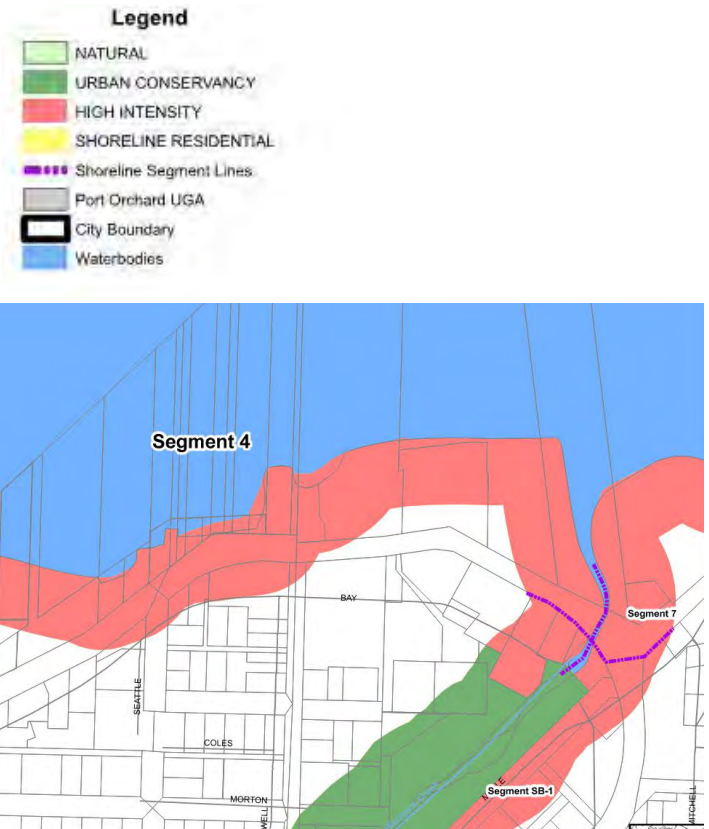
SHORELINE MASTER PROGRAM

The City of Port Orchard classification system consists of five shoreline environments that are contained in the recommended classification system identified in WAC 173-26-211(5). The State's Shoreline Master Program Guidelines describe the purpose of environment designations in WAC 173-26-191(1(d)). Shoreline management must address a wide range of physical conditions and development settings along shoreline areas. Effective shoreline management requires that the Shoreline Master Program prescribe different sets of environmental protection measures, allowable use provisions, and development regulations for each shoreline segment. Assigning shoreline designations, each with different policies and regulatory measures, provides a regulatory framework for environmental protection and development depending on the development and resources present in specific areas. Please note, shoreline use and development determined by the Department and classified by the Administrator is regulated under one or more of the following applicable sections.



SHORELINE DESIGNATION AND FLOOD ZONE

The study area includes High Intensity and Urban Conservancy shoreline designations. In addition to the shoreline designations the study area has a history of flooding during high tides, king tides, and storm events. The prevalence of flooding events is expected to increase due to anticipated sea level rise.



INTENTIONALLY LEFT BLANK

2.9 Market Conditions Assessment

A detailed study of Economic Profile and Capacity Analysis can be found in the Section 06 - Appendix under B - Heartland Economic Profile and Build-able Lands Analysis dated 6th June 2020.

2.9.1 Economic Profile

POPULATION GROWTH

- Current and Historical (Source: Washington OFM) *flag years with annexations
- Foretasted (PSRC Forecasts)
- Overall Port Orchard has added over 3,613 residents since 2010
- The City's growth rates was higher than other Kitsap County communities and the County in part due to annexations.

that of neighboring Bremerton.

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

FORETASTED POPULATION GROWTH

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

HOUSING INVENTORY IN THE STUDY AREA (ASSESSOR)

- Housing growth in the City
- Number of housing units by Type (single, multifamily, mobile, group quarters)
- Port orchard has added 1,379 housing units inclusive of annexations, since 2010, an average of over 150 units per year

DEMOGRAPHICS

- Composition (family households vs non-family)
- Housing tenure
- Age
- Gender
- Race and ethnicity
 - Port Orchard's population is more racially diverse than Kitsap County
 - Port Orchard, Bremerton and Silverdale share similar levels of racial diversity.
- Household income
 - Port Orchard has a median household income of over \$70,000
 - Port Orchard's median income is slightly lower than the median income for Kitsap County, but exceeds

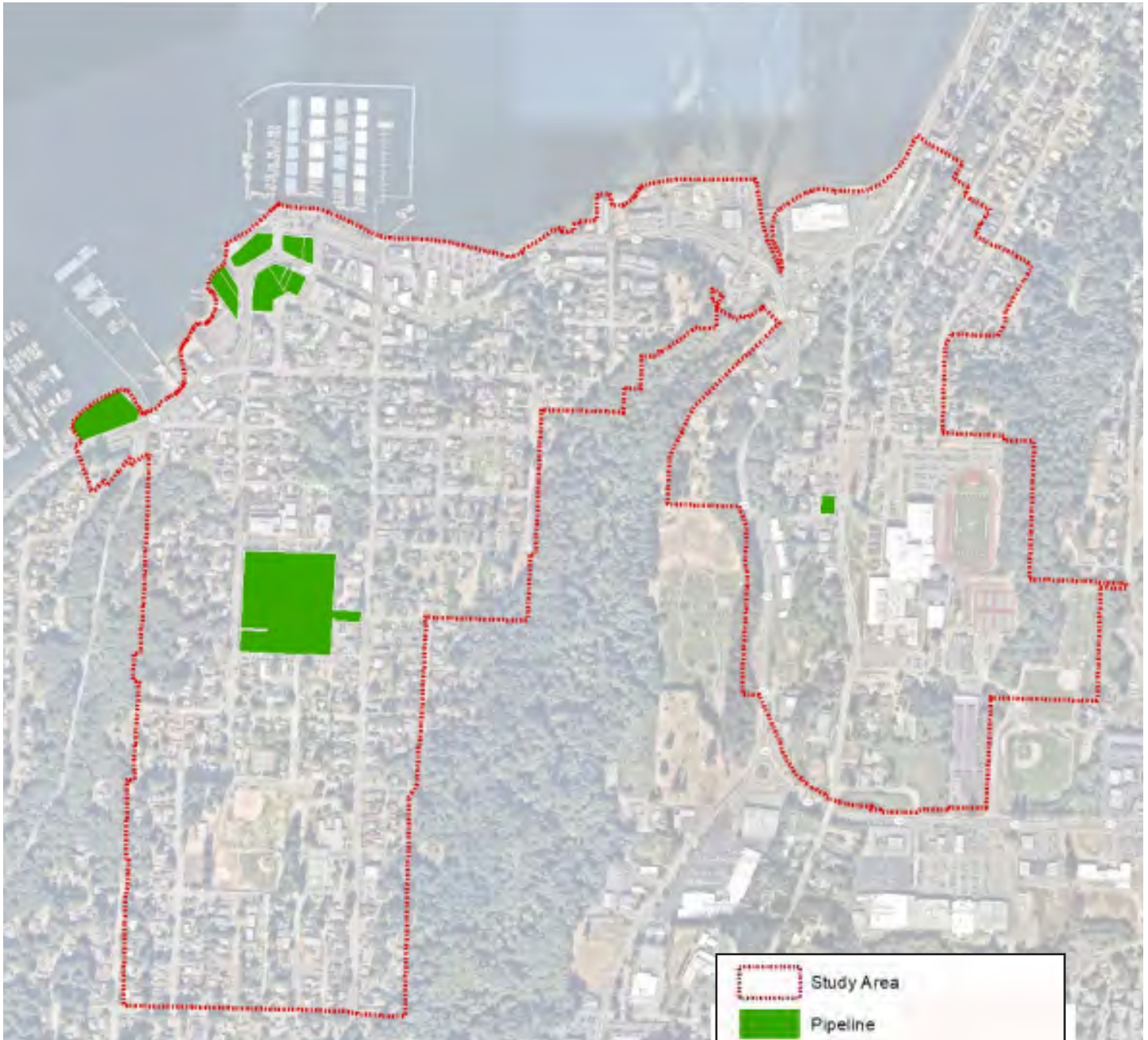
HOUSEHOLD COMPOSITION

- Port Orchard has the highest percentage of family households of the comparison geographies.
- Family households make up to 68% of households in Port Orchard, which is slightly higher than Kitsap County
- Non-family make up almost half of Bremerton household composition.
- Single family housing is the predominant existing land use in the study area (38% of land)
- Single family housing represents 62% of total housing inventory (by unit)
- There are 742 housing units in the study area

2.4.2 Development Pipeline

DEVELOPMENT PIPELINE

The Map Below illustrate the development pipeline, representing projects that are known to be in planning or permitting stages of development. All parcels in the development pipeline were excluded in the gross build-able land area calculations in Step 1.



Development Pipeline

KITSAP BANK CAMPUS MASTER PLAN

Planning for the redevelopment of the existing Kitsap Bank Campus, to revitalize and create a sense of place on the Port Orchard waterfront. Design of the waterfront will capture beautiful views of the surrounding Puget Sound and Olympics. Elements of the redevelopment include a blend of public and private spaces; residential over commercial, office and community centers surrounded by parks and open waterfront spaces. Organic themes are drawn from the natural beauty of the site, incorporating warm woods, stone and natural materials into the architecture and landscape. Mitigation of stormwater is integral to landscape planning and incorporated into the overall site plan in functional and aesthetically pleasing design. The entire project is planned for phased redevelopment.



COUNTY COURTHOUSE

The purpose of the Kitsap County Campus Master Plan is to provide for the expansion of County facilities on the Port Orchard Campus over the next 40+ years. This Plan provides phased development scenarios to en-sure that the County has options for expansion and includes recommended zoning changes to facilitate this expansion. This Plan offers suggestions for design guidelines that the City and community may want to pursue in order to further shape future public and private development.

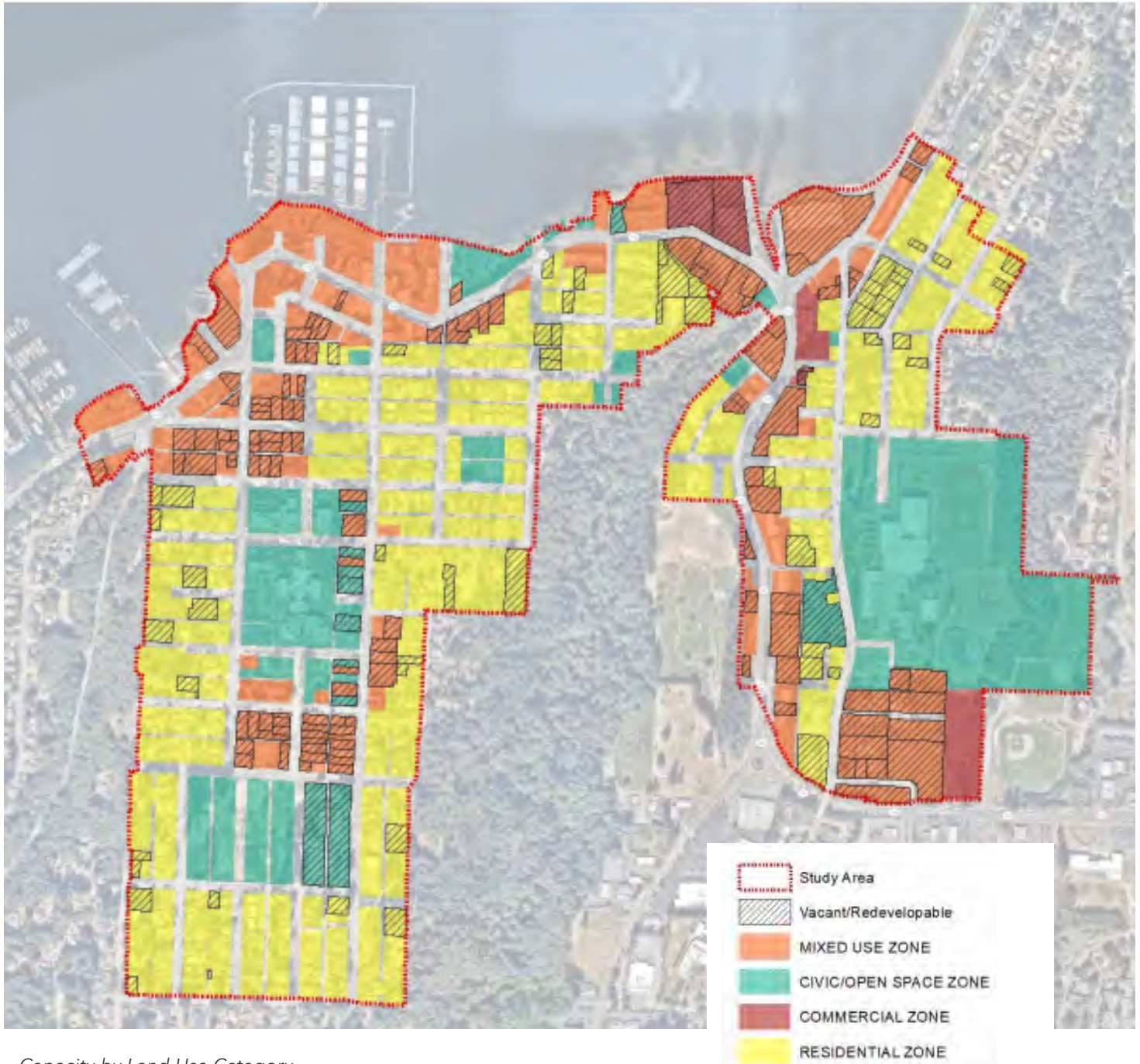


429 BAY STREET

The development of a mixed-use building located at 429 Bay Street consisting of 39 residential units, 500 square feet of commercial space with enclosed parking provided on the ground.

2.4.3 Exiting Buildable Lands

The map below, highlight both the net vacant and redevelopable lands along with the planned development pipeline. These maps indicate where future development capacity is located within the Study Area.



Capacity by Land Use Category



2.4.3 Build-able Lands

BUILDABLE LAND AREA

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

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

PARCEL EXCLUSIONS

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

Examples of Exclusions:

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

GROSS BUILDABLE LANDS CRITERIA

VACANT

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

UNDERUTILIZED

Using Kitsap County Assessor data, this analysis calculates an improvement ratio by dividing the assessed improvement value by the total assessed value. This ratio of assessed improvement value to total assessed value is a commonly

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

SINGLE-FAMILY

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

2.4.4 Market Yield Assessment

FUTURE CAPACITY SCENARIO ANALYSIS

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

- > The impact of surface versus structured parking on capacity -- serving as a reflection of different market conditions (for example, structured parking would require more favorable market conditions).
- > The concentration of commercial development as a standalone product as well as a share of mixed-used developments.
- > The overall range of capacity within the subarea.

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

Scenario 1: Baseline Capacity

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

Scenario 2: High Capacity, Residential Heavy

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

Scenario 3: High Capacity Commercial Heavy

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

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

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

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

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

Exhibit 51. Commercial Use & Res Uses permitted

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

Final: May 18, 2021

2.4.5 Baseline Assessment

SCENARIO 1 - BASELINE CAPACITY

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

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

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

Scenario 1 Table

SCENARIO 2 - RESIDENTIAL FOCUS

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

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

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

Scenario 2 Table

SCENARIO 3 - MIXED-USE FOCUS

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

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

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

Scenario 3 Table

EXISTING CONDITIONS

Development Scenarios with Subarea Plan Recommendations	Study Area (acres)	Commercial (square footage)	Residential (square footage)	Residential (units)
Existing	329	761,645	n/a	742

*Note: All scenarios include assumed development pipeline projects.

EXISTING ACTIVITY UNITS

Development Scenarios	Total Population	Covered Employment	Residential Units	Activity Units / Acre	Activity Units Dedicated to Housing	Activity Units Dedicated to Employment
Existing	1,806	2,150	742	12	46%	54%

- Population, employment and existing activity units provided by PSRC.
- Activity units calculated as total population + employment / 329 acres

INTENTIONALLY LEFT BLANK

Subarea Plan Goals and Vision and Alternatives

INTENTIONALLY LEFT BLANK

3.1 Proposed Alternatives

Approach

The proposed design concepts are a single vision for achieving the broader goals outlined in this subarea plan. In the downtown areas, this includes promoting a vibrant walkable community that showcases the City's waterfront. In the County Government Campus planning area and the uphill neighborhood the plan incorporates planned expansion at the county campus, provides development flexibility along the Sidney and Cline arterials, and preserves residential areas throughout most of the neighborhood. Due to existing neighborhood constraints and the absence of large tracts of developable land the alternatives are based on a single concept plan. The distinction between each alternative is whether the assumed program of future development will consist primarily residential and standalone commercial or if it will have greater vertical mixed-use development.

Alternatives

Alternative 1 - No Action

No action would be taken to adopt new development policies. The existing Downtown and County Campus Centers would each be retained in their present configurations; no combination or expansion of these subareas would take place; no changes to zoning or other land use regulations would be made. The capacity assumed in this alternative assumes that development will still occur, but at a density similar to existing conditions with very limited structured or below-grade parking.

Alternative 2 - Residential Focus

This alternative assumes a mostly residential development with commercial development only occurring in standalone buildings in nonresidential zones. The maximum building height and densities would see limited increases in locations with minimal view impacts. The alternative assumes a greater mix of structured parking to achieve greater density than the existing baseline development patterns. Potential zoning changes would focus on increasing residential capacity in existing commercial zones.

Alternative 3 - Mixed-Use Focus

This alternative assumes an increase in mixed-use residential, commercial retail, and office development. The maximum building height and densities would see limited increases in locations with minimal view impacts. The alternative assumes greater mix of structured parking to achieve greater density than the existing baseline development patterns. Potential zoning changes would focus on increasing residential capacity in both existing commercial and residential zones.

ALTERNATIVE 1 - NO ACTION BASELINE

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

ALTERNATIVE 2 - RESIDENTIAL FOCUS

CATEGORY/ZONE	Net Developable Area (Acre)	Commercial Capacity (SF)	Residential Capacity (SF)	Residential Capacity (Units)
CIVIC AND OPEN SPACE	3.5	362,900	0	0
RESIDENTIAL ZONES	7.0	0	UKN	102
COMMERCIAL ZONES	0.0	0	0	0
MIXED USE	24.8	310,600	1,010,100	1,509
TOTAL with Pipeline	35.4	673,500	1,010,100	1,610
Pipeline	11.2	347,000	NA	246
Total without Pipeline	24.2	326,500	1,010,100	1,364

ALTERNATIVE 3 - MIXED-USE FOCUS

CATEGORY/ZONE	Net Developable Area (Acre)	Commercial Capacity (SF)	Residential Capacity (SF)	Residential Capacity (Units)
CIVIC AND OPEN SPACE	3.5	361,800	0	0
RESIDENTIAL ZONES	7.0	0	UKN	102
COMMERCIAL ZONES	0.0	0	0	0
MIXED USE	24.8	486,800	752,283	1,186
TOTAL with Pipeline	35.4	848,600	752,283	1,288
Pipeline	11.2	347,000	NA	246
Total without Pipeline	24.2	501,600	752,283	1,042

Summary of Changes from Buildable Lands Baseline Capacity Analysis

- Proposed land use changes including: proposed zoning changes and height increases.
- Additional buildable land assumptions due to zoning changes and assume redevelopment areas. See updated buildable lands map in section 3.3.
- Proposed required parking modifications.

Ref: Document of City of Port Orchard Downtown Subarea Plan - Economic Profile and Capacity Analysis prepared by Heartland Group, May 14th, 2020

ALTERNATIVE COMPARISON

Development Scenarios with Subarea Plan Recommendations	Net Developable Area (acres)	Commercial Capacity (square feet)	Residential Capacity (square feet)	Residential Capacity (units)
Existing	-	761,645	n/a	742
Alternative 1 - No Action	34.5	622,800	566,200	1,074
Alternative 2 - Residential Focus	35.4	673,800	1,010,100	1,610
Alternative 3 - Mixed-Use Focus	35.4	848,600	752,283	1,288

*Note:

All scenarios include assumed development pipeline projects.

Alternatives show new proposed development

ACTIVITY UNITS SUMMARY

Development Scenarios	Total Population	Covered Employment	Residential Units	Activity Units / Acre	Activity Units Dedicated to Housing	Activity Units Dedicated to Employment
Existing	1,806	2,150	742	12	46%	54%
Alternative 1	4,051	3,396	1,074	23	54%	46%
Alternative 2	4,663	3,617	1,610	26	60%	40%
Alternative 3	4,128	3,889	1,288	25	54%	46%

- Total Population assumes 2.09 persons per unit per Washington's Office Financial Management 2020.
- Employment assumed 1 employee per 500 sf of commercial development.
- Activity units calculated as total population + employment / 329 acres

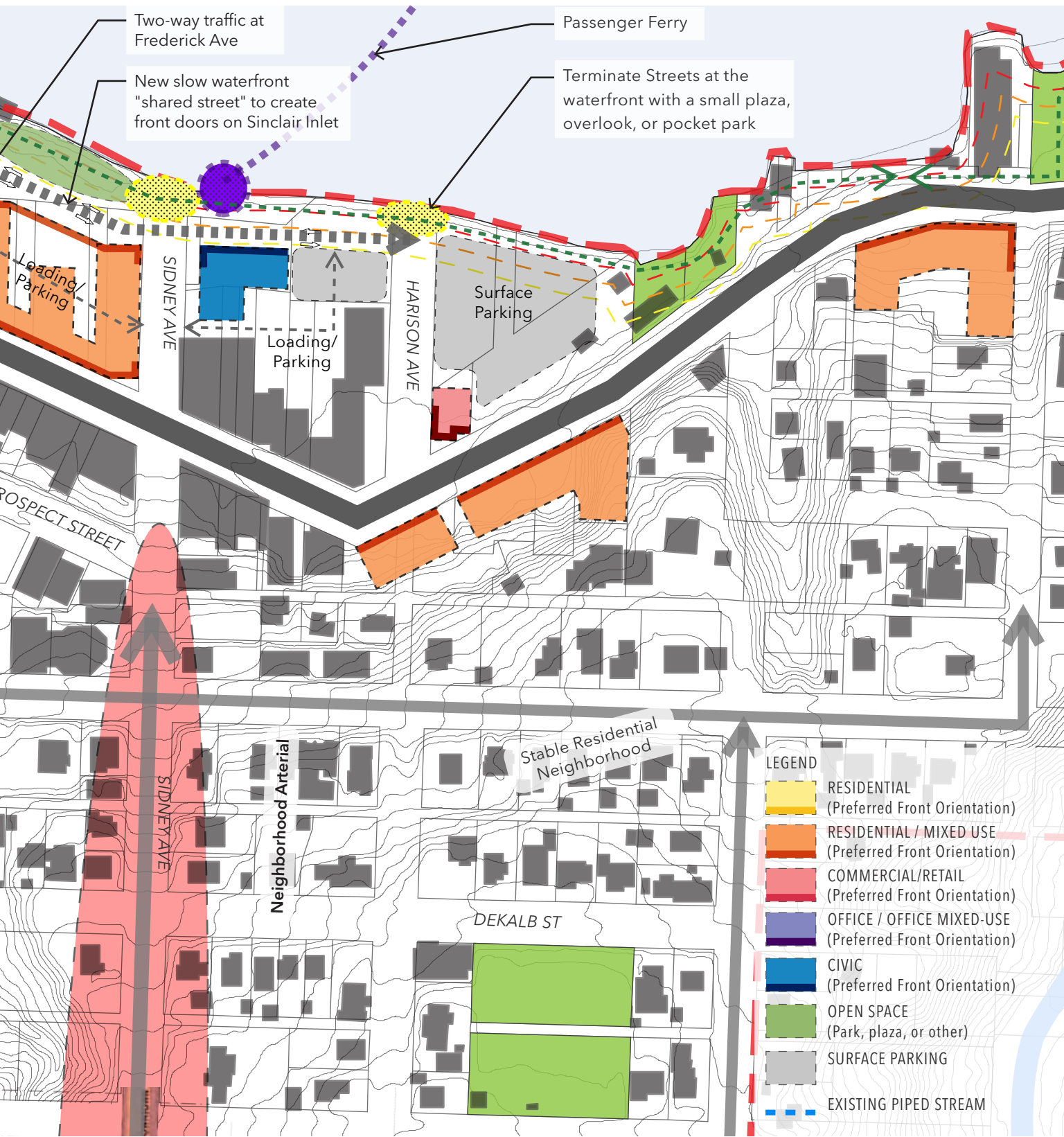
3.2.1 West Downtown Planning Area

PLANNED ACTION REDEVELOPMENT AREA

West Downtown is Port Orchard's current and historical cultural, civic, and recreational hub of the community. The area includes a mix of land uses, including Port Orchard's City Hall and public library, numerous retail and service businesses, a marina and ferry dock, public parking, and a waterfront park and trail. With access from the water and from state highways 3 and 16, it remains the City's primary center for community events and activities. Anticipated future development includes the South Kitsap Community Events Center and a new Kitsap Bank headquarters as part of a larger mixed-use development. The concept plan works to balance historic preservation, environmental restoration, and economic improvement.

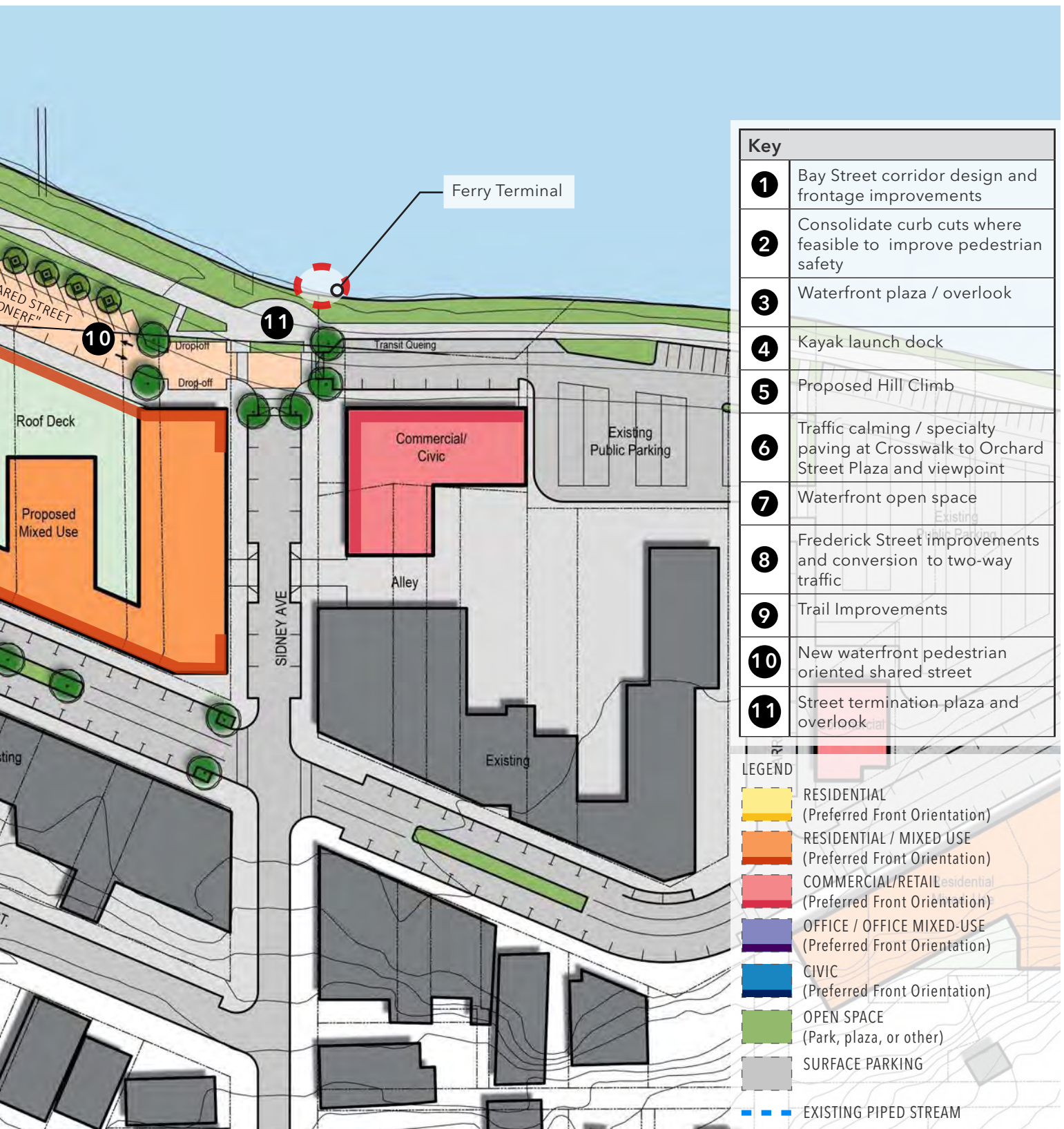


East Downtown - Redevelopment Concept Plan Diagram





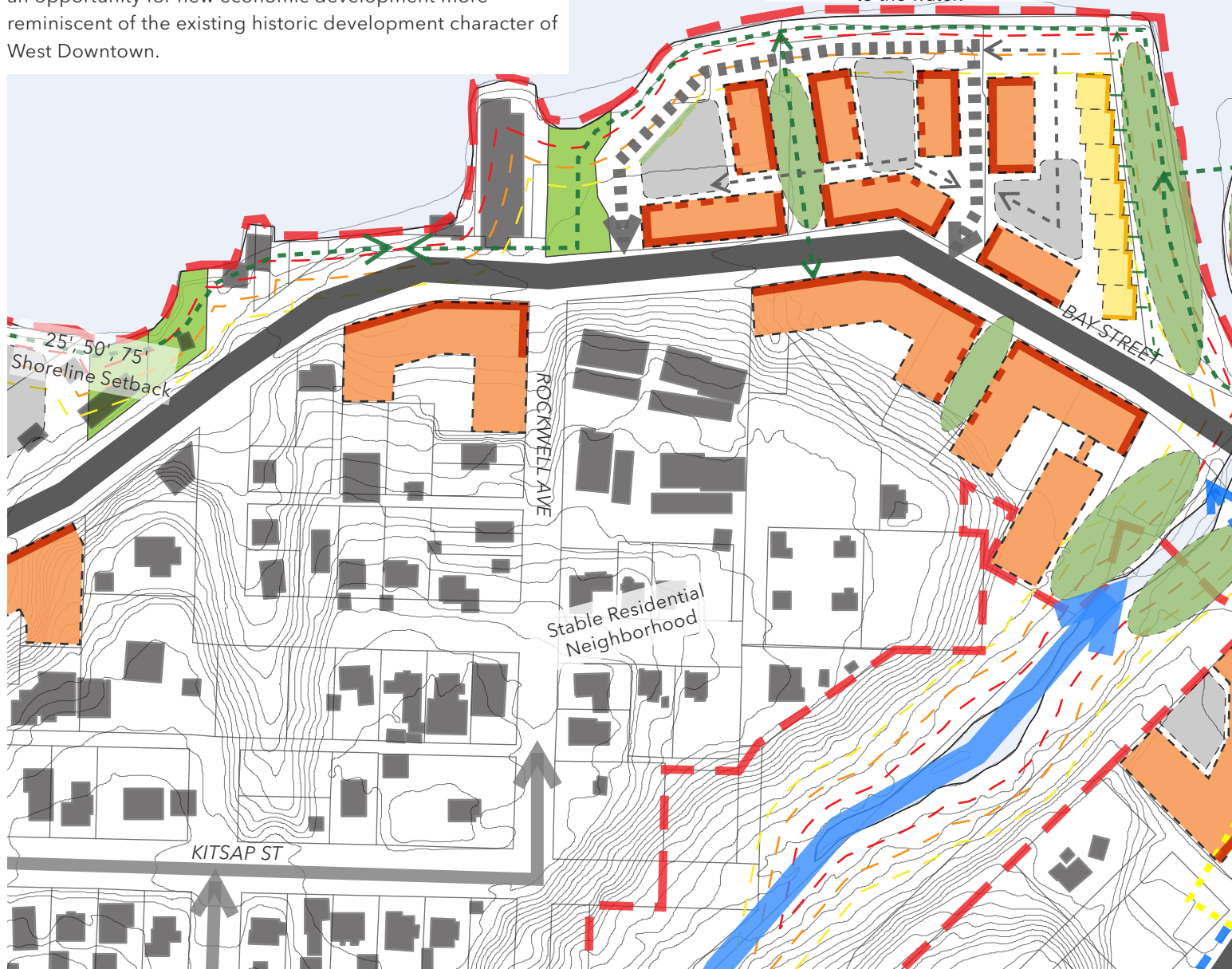
East Downtown - Redevelopment Concept Plan



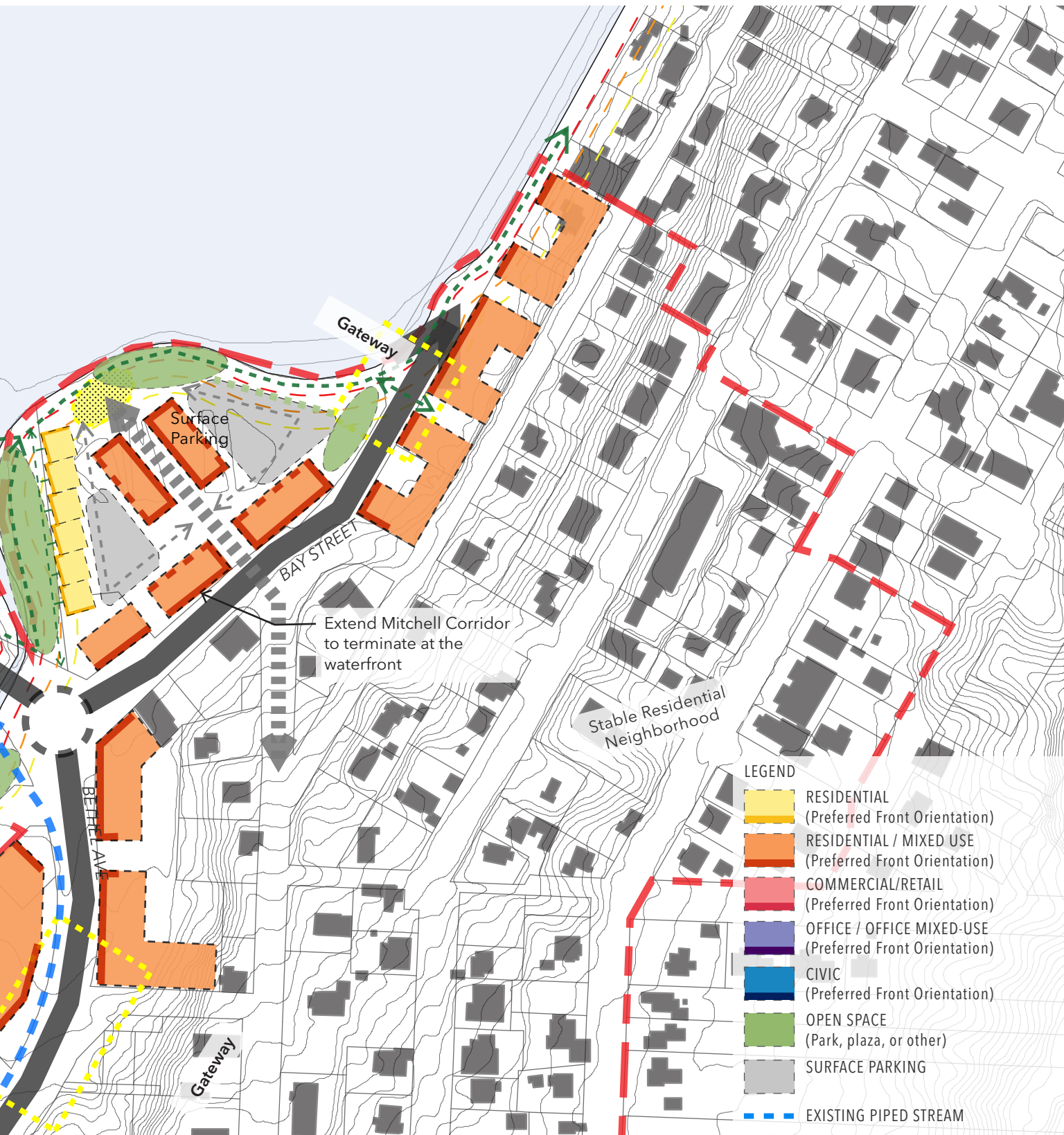
3.2.2 East Downtown Planning Area

PLANNED ACTION REDEVELOPMENT AREA

The East Downtown is geographically separated from the West Downtown and was developed later with a more auto-centric development pattern. This area includes a mix of commercial uses primarily on larger parcels fronting Bay Street or Bethel Ave. WSDOT is currently in the process of redesigning the Bay and Bethel intersection to replace the current signal with a new round-about. The concept plan strives to break-down the scale of existing large sites to provide a more walkable land-use pattern. Large surface parking lots and many vacant properties provide an opportunity for new economic development more reminiscent of the existing historic development character of West Downtown.



East Downtown - Redevelopment Concept Plan Diagram



1" = 200'

Final: May 18, 2021

3.2.3 County Government Campus Planning Area

PLANNED ACTION REDEVELOPMENT AREA

The Kitsap County Government campus is Port Orchard's largest employer. The Port Orchard Blvd and Blackjack Creek valleys, along with the historic steep shoreline isolates this part of the Center from Downtown and inhibits accessible pedestrian connections. Sidney and Cline Ave act as neighborhood arterials providing vehicle and transit access between Highway 16 and the downtown.

Kitsap County is currently developing a phased development for the expansion of County facilities within the City of Port Orchard over the next 40 years. The County Campus expansion is currently anticipated to occur over five phases. The anticipated scope of development was included within the pipeline projects analyzed as part of this plan.

The subarea plan encourages development to occur along the existing Sidney and Cline arterial corridors. Neighborhood mixed-use zoning is proposed to be expanded across the street from the County Campus to provide a buffer or transition between the County Government Campus and established single-family neighborhoods. Note that neighborhood mixed-use allows for both single family and small-scale or less intense commercial uses.



Existing County Government Campus



Kitsap County Government Campus Planning Area - Redevelopment Concept Plan Diagram



3.3 Land Use and Housing

LAND USE INTRODUCTION

The primary land use designations within the study area is medium-density residential and Commercial Mixed-use, however the study area includes nearly all zoning designations. The study area also includes two large public facilities campuses, the Kitsap County Campus and South Kitsap High School. Within the individual study areas the West Downtown contains the historic City main-street.

LAND USE AND HOUSING GOALS

Goal LUH - 01

Develop a land use pattern that is environmentally sustainable and economically vibrant and accommodates additional housing and businesses.

Goal LUH - 02

Encourage increased development in the center and along existing primary circulation corridors to create vibrant walkable neighborhoods.

Goal LUH - 03

Ensure that proposed new development largely maintains existing views.

Goal LUH - 04

Transform the existing East Downtown from a largely car dominant development pattern to an extension of the existing walkable downtown West Downtown area.

Goal LUH - 05

Ensure that future residential development protects and restores natural ecosystems and critical areas, including wetlands, streams and wildlife habitats.

LAND USE POLICIES

Policy LUH - 01

Revise the existing Comprehensive Plan Center boundaries to establish a new Downtown Center that reflects this subarea plan boundary.

Policy LUH - 02

Rezone parcels along Cline and Sidney Avenue from R2 to Neighborhood Mixed-use to provide a moderate increase in development and provide a transition to the residential zones.

Policy LUH - 03

Extend the varied block frontage designation along Cline Street from Kitsap Street to Kendall Street.

Policy LUH - 04

Revise frontage requirements along the new waterfront street and in the East Downtown to reflect the proposed concept design plan.

Policy LUH - 05

Rezone the Commercial Heavy Parcels in the East Downtown to Commercial Mixed-use (CMU).

Policy LUH - 06

Rezone the Commercial Mixed-use Parcels on the east side of Bethel between Dekalb Street to Mile Hill Drive from Commercial Mixed-use (CMU) Corridor to Gateway Mixed-use (GMU).

Policy LUH - 07

Allow for buildings up to 5-stories on the east side of Bethel between Dekalb Street to Mile Hill Drive.

Policy LUH - 08

Modify the Downtown Height Overlay District as follows:

- Allow the building height for new development along Bay Street to be measured from the future road elevation consistent with Sea level rise contemplated in the Shoreline Master Plan.
- Amend 20.38.640 (1) as follows:
(1) DHOD Height Zones Established. Within the DHOD as shown on the zoning map, there are three different DHOD height zones with height limits established as follows:
(a) DHOD 3: 48 feet – three stories.
(b) DHOD 4: 58 feet – four stories.
(c) DHOD 5: 68 feet – five stories.
- Amend the height along the block south of Bay Street between Robert Geiger and Frederick to allow 5 stories except within 50 feet of Robert Geiger Street which shall be limited to 4 stories.

Policy LUH - 09

Add an exemption to 20.35.040 to allow the minimum build-to percentage to be decreased (1) if a public pedestrian-oriented open space is provided, if the reduction is no more than what is needed to accommodate the open space, or (2) for public civic buildings (such as a community center or library).

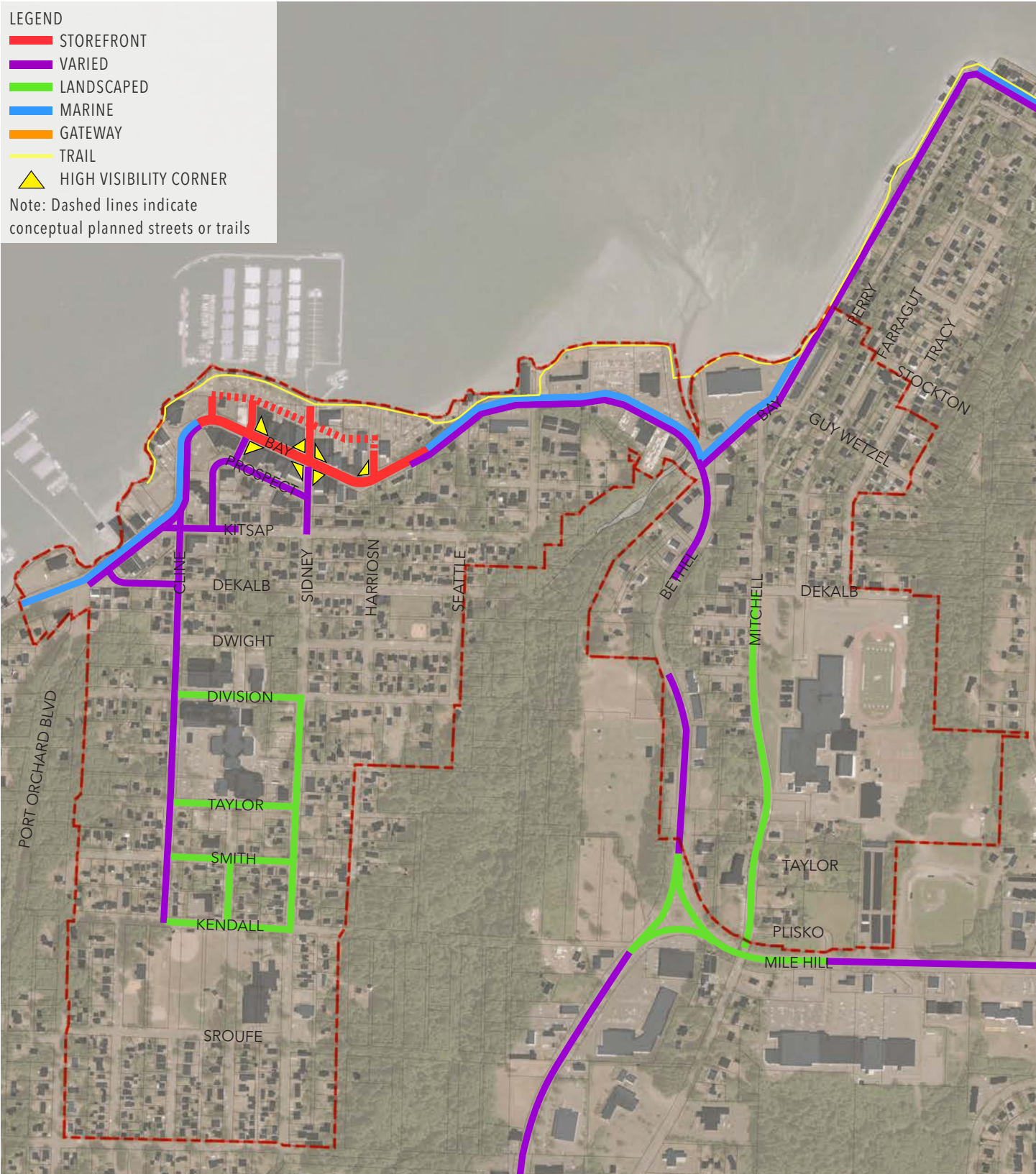
Policy LUH - 10

Support the acquisitions by the County of the needed parcels to implement the county campus expansion plan.



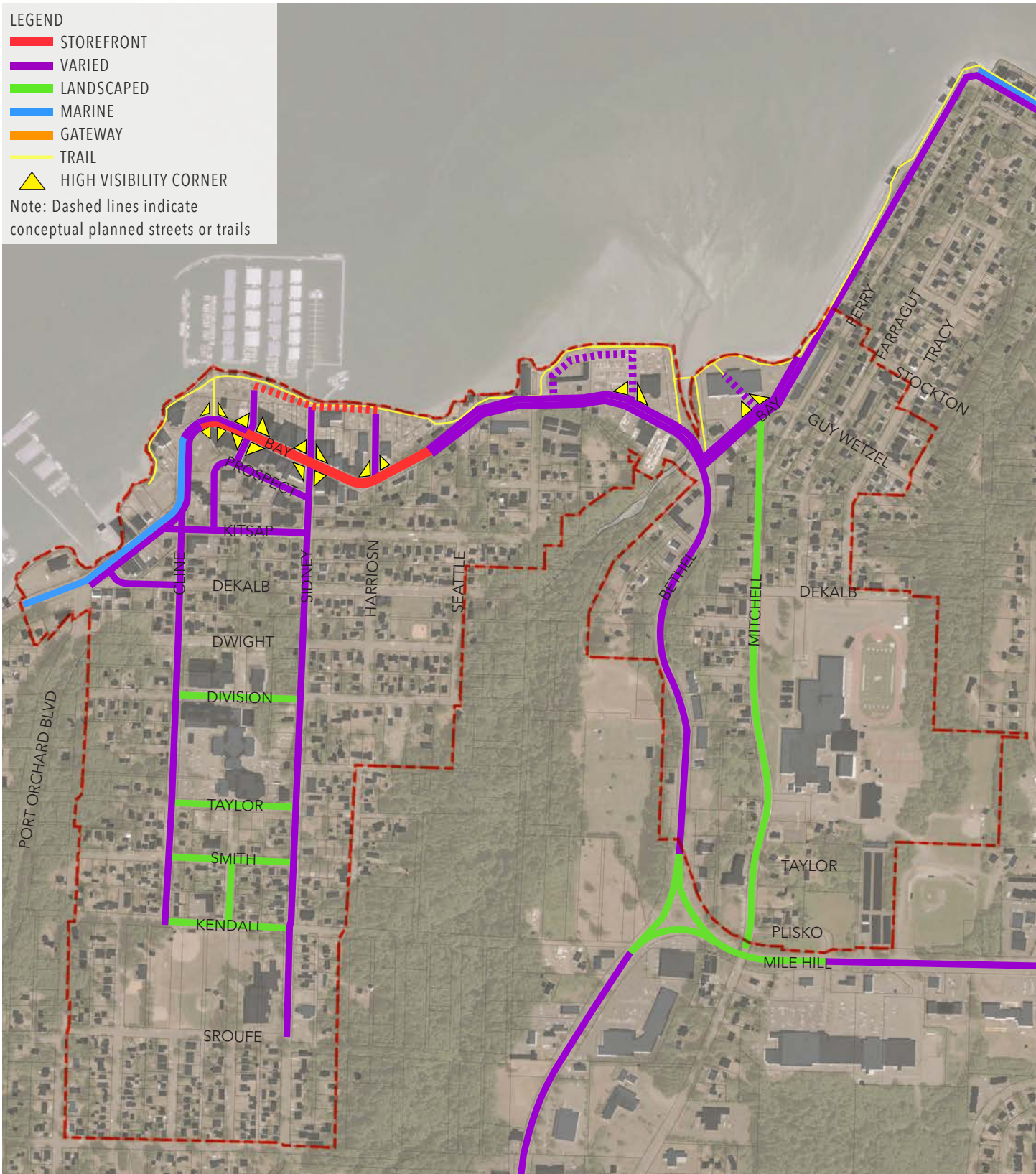
Subarea Plan Boundary





Existing Block Frontage Plan


















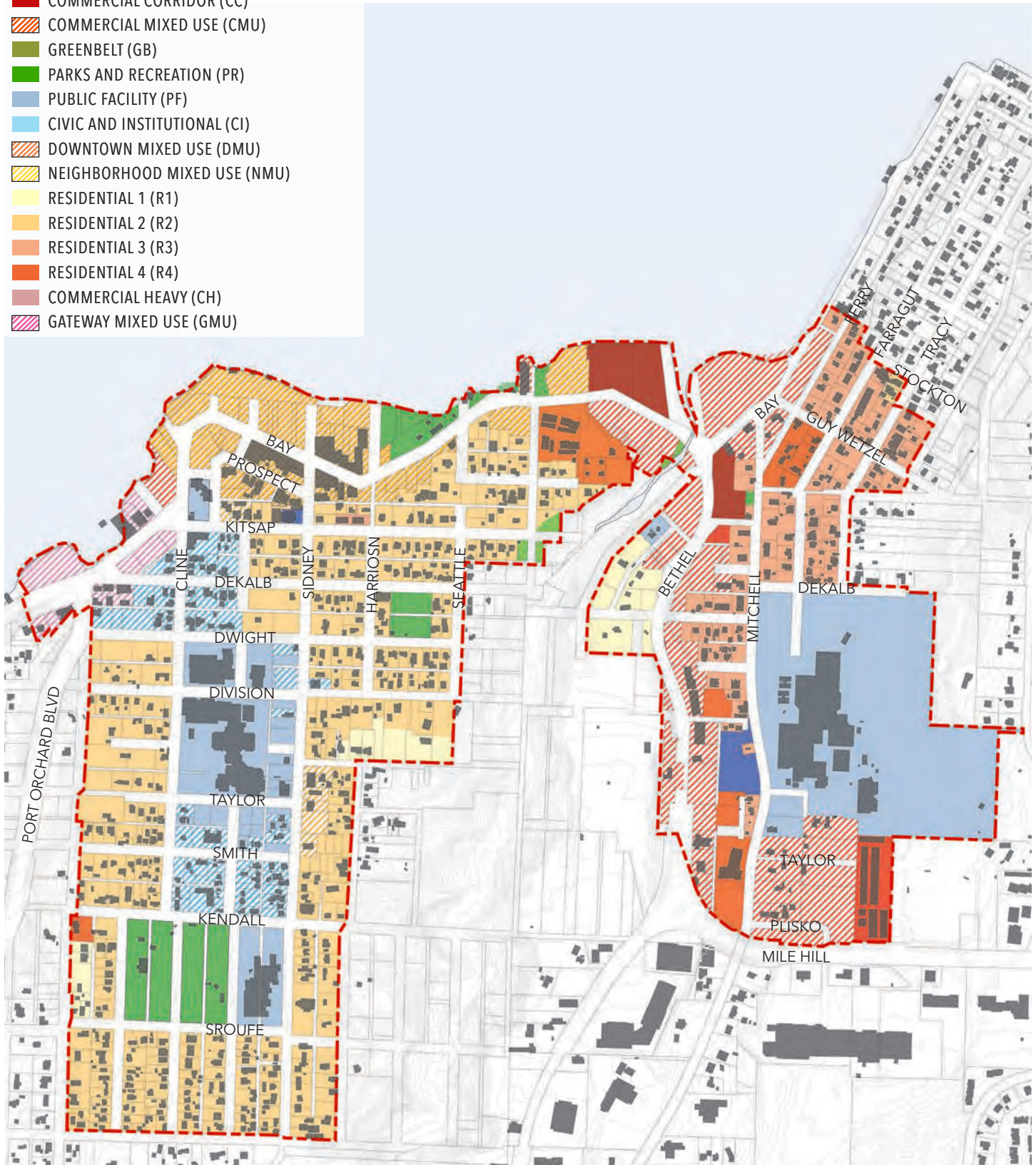


Proposed Block Frontage Plan

SECTION 03 | SUBAREA PLAN

LEGEND

-  BUSINESS PROFESSIONAL MIXED USE (BPMU)
-  COMMERCIAL CORRIDOR (CC)
-  COMMERCIAL MIXED USE (CMU)
-  GREENBELT (GB)
-  PARKS AND RECREATION (PR)
-  PUBLIC FACILITY (PF)
-  CIVIC AND INSTITUTIONAL (CI)
-  DOWNTOWN MIXED USE (DMU)
-  NEIGHBORHOOD MIXED USE (NMU)
-  RESIDENTIAL 1 (R1)
-  RESIDENTIAL 2 (R2)
-  RESIDENTIAL 3 (R3)
-  RESIDENTIAL 4 (R4)
-  COMMERCIAL HEAVY (CH)
-  GATEWAY MIXED USE (GMU)



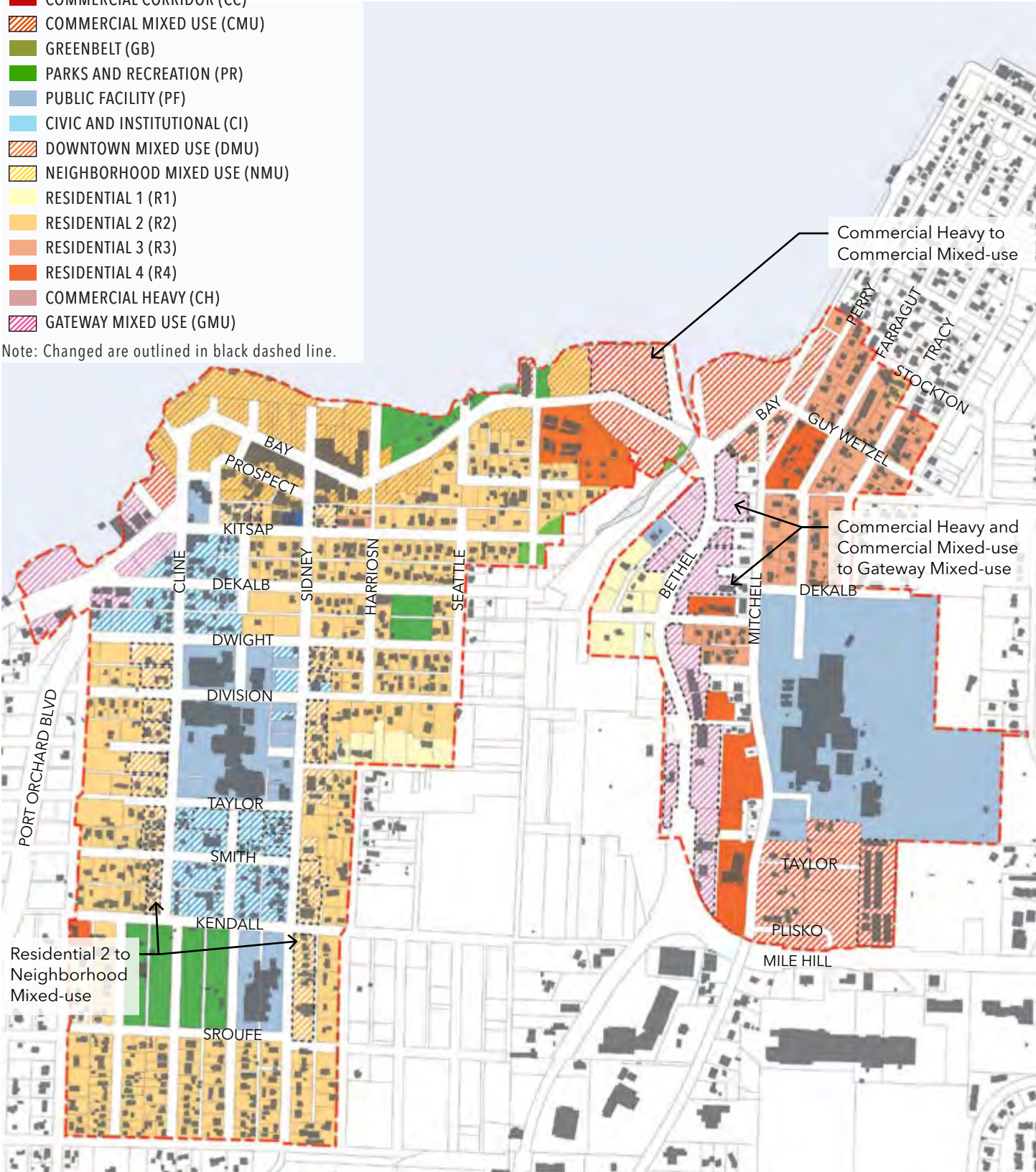
Existing Zoning Map



LEGEND

- BUSINESS PROFESSIONAL MIXED USE (BPMU)
- COMMERCIAL CORRIDOR (CC)
- COMMERCIAL MIXED USE (CMU)
- GREENBELT (GB)
- PARKS AND RECREATION (PR)
- PUBLIC FACILITY (PF)
- CIVIC AND INSTITUTIONAL (CI)
- DOWNTOWN MIXED USE (DMU)
- NEIGHBORHOOD MIXED USE (NMU)
- RESIDENTIAL 1 (R1)
- RESIDENTIAL 2 (R2)
- RESIDENTIAL 3 (R3)
- RESIDENTIAL 4 (R4)
- COMMERCIAL HEAVY (CH)
- GATEWAY MIXED USE (GMU)

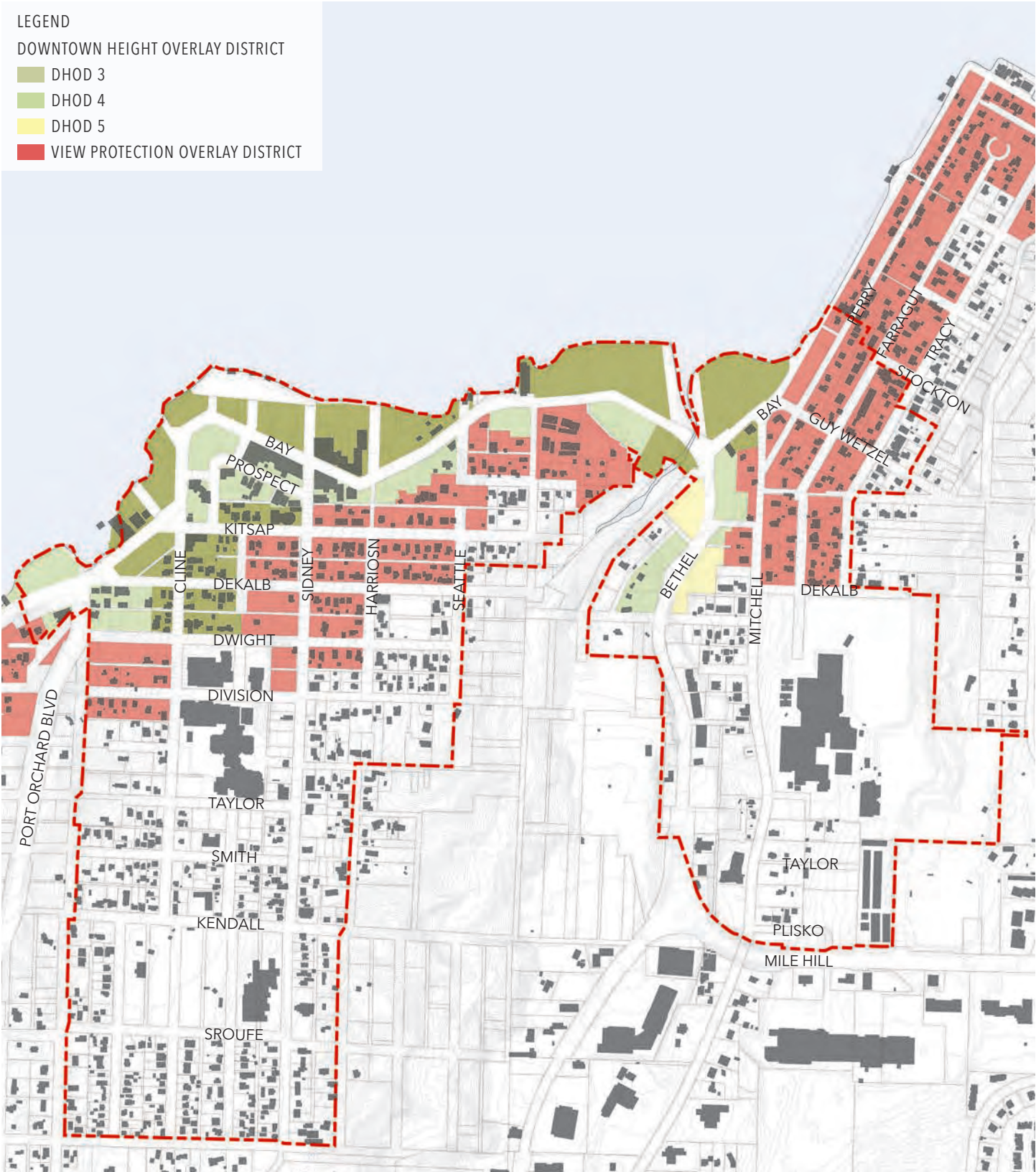
Note: Changed are outlined in black dashed line.



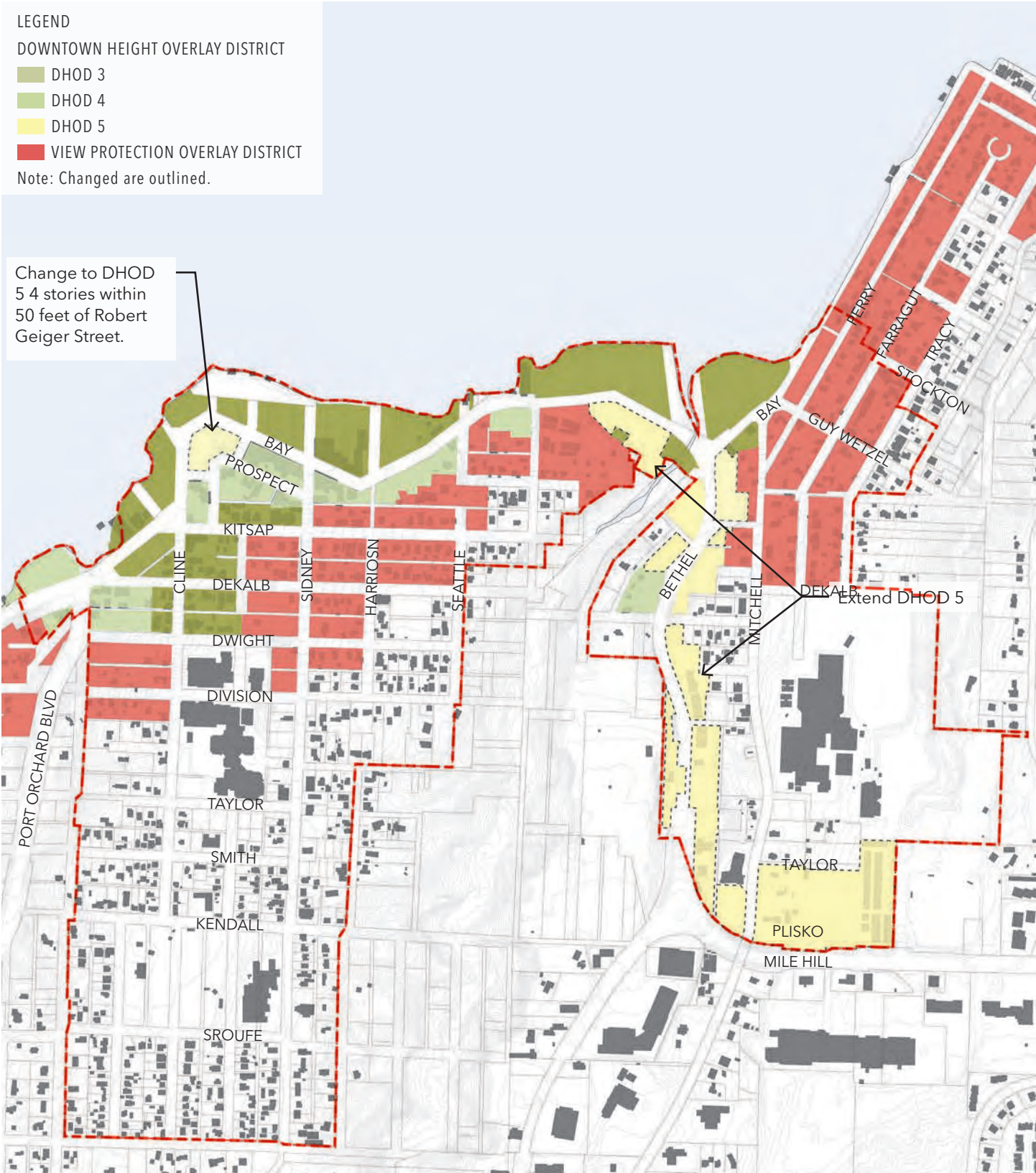
Proposed Zoning Map Adjustments

Encourage development along existing neighborhood arterial corridors. Provide a buffer from commercial to residential areas and preserve established single family neighborhoods.





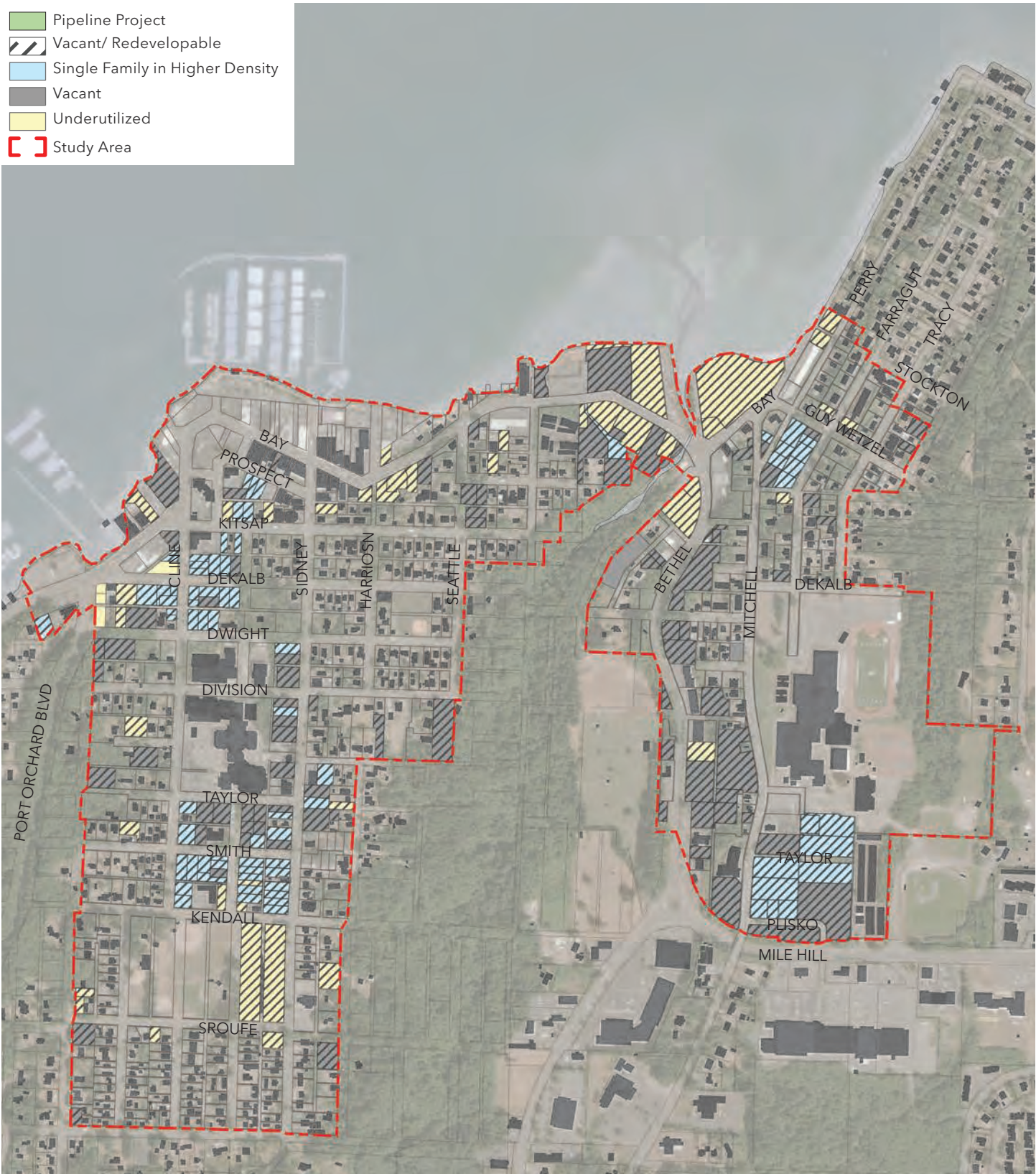
Existing Height Overlay Map



Proposed Height Overlay Map Adjustments

Encourage development height increases in locations that do not impact existing protected views.





Existing Buildable Lands or Potential Infill Development Map



Updated Build-able Lands or Potential Infill Development Map that incorporates additional lands that were added due to zoning changes or anticipated development included in the subarea plan.



3.4 Environment and Open Space

ENVIRONMENT AND OPEN SPACE OVERVIEW

In addition to multiple public parks the defining Environment and Open Space features in the study area includes the shoreline along Sinclair inlet and numerous historic creek valleys. The existing waterfront includes large tracts of surface parking developed prior to the adoption of the Shoreline Management Act. Environment and Open Space goals strive to both enhance the environment and the public realm for City residents and guests.

ENVIRONMENT AND OPEN SPACE GOALS

Goal EOS - 01

Provide improved public shoreline access and recreational opportunities at the waterfront. The Port Orchard waterfront offers excellent recreational opportunities for fishing, beach walking, wildlife viewing, kayaking and paddle boarding, and more.

Goal EOS - 02

Plan for resiliency and to mitigate flooding during high-tides and as a result of sea-level rise identified in, "PO SMP Sea Level Rise Advisement Report 10-2-2020."

Goal EOS - 03

Consider opportunities to incorporate new open space within required shoreline buffers such that they can serve dual-purposes. (For example refer to *Stormwater buffer with pedestrian boardwalk Concept for existing Blackjack Creek Outlet*)

Goal EOS - 04

Improve safety and security along existing open spaces and around Blackjack Creek.

Goal EOS - 05

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

Goal EOS - 06

Consider and support opportunities for restoration including but not limited to shoreline riparian areas, barrier culverts, storm water, etc.

Goal EOS - 07

In redevelopment of parking areas encourage the use LID and innovative approaches, such as raingardens and bioswales, where site conditions allow to reduce runoff and protect water quality, including consideration of underground parking areas (including under new

or redeveloped buildings) where feasible to reduce impervious footprint.

Goal EOS - 08

Support the restoration of existing streams including Blackjack Creek, a high priority salmon and steelhead watershed in the West Sound region and consider options for removal of artificial fill to improve estuarine habitat at the mouth of Blackjack Creek.



Conceptual Waterfront Plaza and kayak launch at Port Street



Stormwater buffer with pedestrian boardwalk Concept for existing Blackjack Creek Outlet

ENVIRONMENT AND OPEN SPACE POLICIES

Policy EOS - 01

Encourage the future replacement of existing shoreline armoring that allows for pedestrians access to the water. (For example refer to *Shoreline Armor with Water Access*)

Final: May 18, 2021

Concept for the West Downtown waterfront)

Policy EOS - 02

Encourage the creation of a public kayak launch dock.

Policy EOS - 03

Where road ends terminate at the waterfront, they should incorporate a public plaza, overlook, or pocket park. Improvements should also consider shoreline habitat improvements and enhancements, including potential removal of hard armor and fill to establish "pocket beach" parks.

Policy EOS - 04

Convert Orchard and Port Streets to pedestrian plazas with limited vehicle access.

Policy EOS - 05

To enhance shoreline ecological functions in the subarea, the City shall emphasize the importance of the following actions: planting riparian vegetation, especially trees, that naturally stabilize banks and shade the intertidal zone; removing hard armor where feasible; replacing hard armor with soft bank protection where feasible; reducing the footprint of hard armor (like revetments) and replacing with lower footprint alternatives (like vertical bulkheads pulled landward) where feasible; improving stormwater and wastewater treatment; daylighting piped stream channels; and restoring buffers for both marine and freshwater habitats. Pulling armor landward will improve access to beaches at higher tides.

Policy EOS - 06

Support the expansion of Etta Turner Park to include a riparian buffer with bio-retention from adjacent development.

Policy EOS - 07

Support shoreline restoration and consider the creation of new open space at the Blackjack Creek Estuary and Etta Turner Park. Restoration shall study the removal of artificial fill to improve estuarine habitat. Design shall work with Etta Turner Park to frame the Blackjack Creek corridor from Bay Street to the Sinclair Inlet and should focus on estuary restoration.

Policy EOS - 08

Support efforts to acquire property for conservation and provide mitigation in and around the Blackjack Creek estuary.

Policy EOS - 09

As development occurs the City will issue a notice to the local tribe on a project by project basis to allow for review and comment regarding significant developments with potential impacts to cultural and Tribal treaty natural resources.



Dry season



Flood season

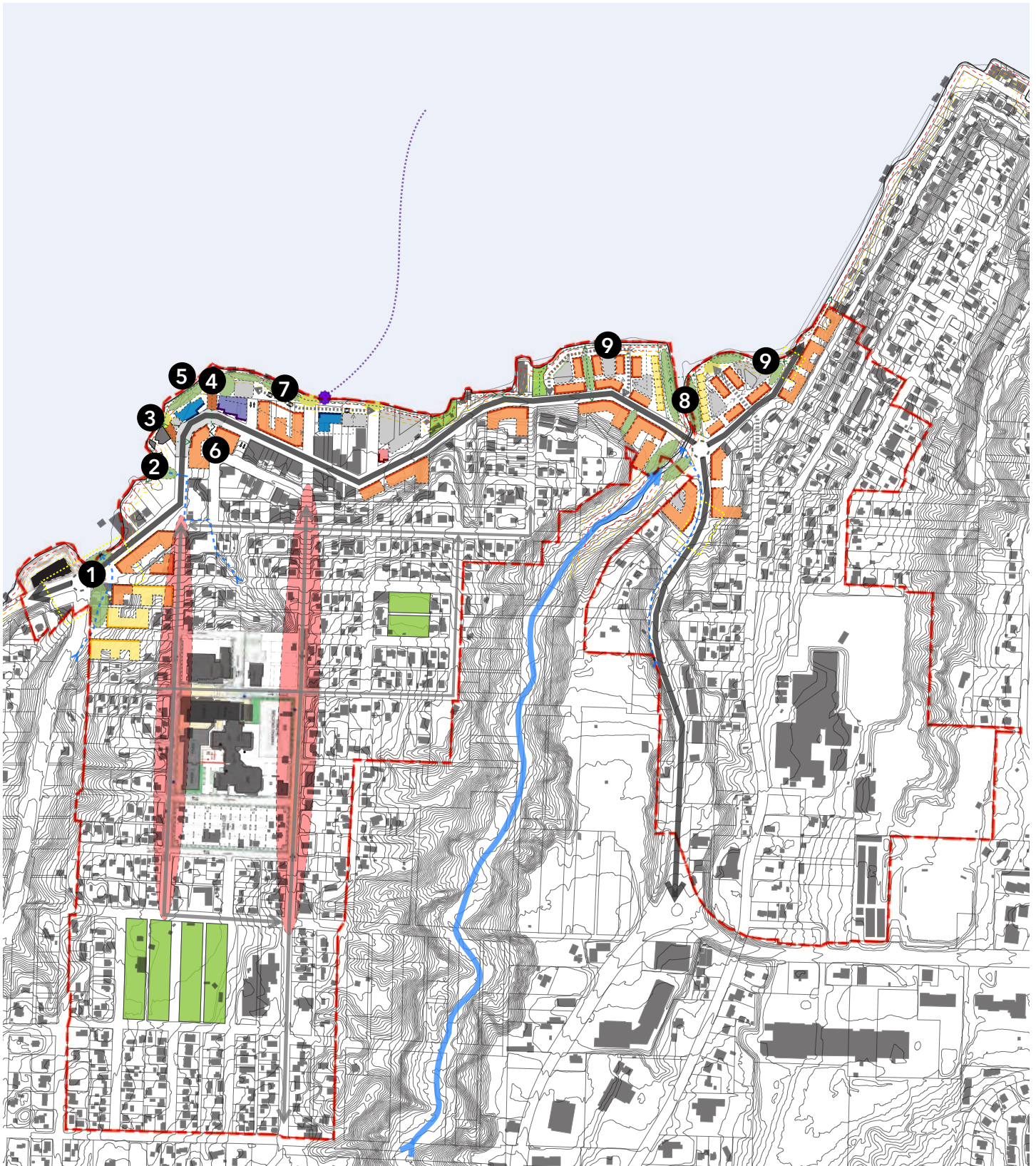
Stormwater buffer with pedestrian boardwalk



Urban waterfront parkscape.

ENVIRONMENT AND OPEN SPACE PROPOSED PROJECT LIST

No.	Project Name	Description	Agency	Cost	Funding Source
1	Port Orchard Blvd Creek Estuary Restoration	The historic creek that previously existing at the location of Port Orchard Blvd is now piped to its terminus at Sinclair Inlet. The plan encourages estuary restoration at the outflow of this creek.	t.b.d.	t.b.d.	t.b.d.
2	Port Orchard Boat Launch Estuary Restoration	The historic creek that originates near the County Government Campus is currently piped from approximately Austin Ave to its outfall east of the boat launch. The plan encourages the creek to be daylit west of intersection of Bay and Robert Geiger Streets with estuary restoration at Sinclair inlet.	t.b.d.	t.b.d.	t.b.d.
3	Port Street Shared Plaza, Viewpoint, and Shoreline Restoration	Port Street is proposed to be transformed to a pedestrian plaza or shared street to provide pedestrian access and views to Sinclair Inlet. The plaza should terminate with a viewing plaza with potential access to the water.	t.b.d.	t.b.d.	t.b.d.
4	Orchard Street Plaza and viewpoint	Orchard Street is proposed to be transformed to a pedestrian plaza or shared street to provide pedestrian access and views to Sinclair Inlet. The existing elevated viewing deck and pump station at the terminus of this corridor will be replaced with an at grade viewing plaza.	t.b.d.	t.b.d.	t.b.d.
5	Kayak Launch	A publicly accessibly kayak launch dock is proposed near the location of the former pier north of Port Street.	t.b.d.	t.b.d.	t.b.d.
6	Prospect Street Hill Climb	The redevelopment of the parcels located at the corner of Bay Street are encouraged to include a publicly accessibly hill climb from Prospect Street to Bay Street. The hill climb should align with either Port Street or Orchard Street.	n/a	t.b.d.	t.b.d.
7	Bay Street Pedestrian Path Enhancements	Widen the existing Bay Street Pedestrian Path from Port Orchard BLVD to the Downtown Port Orchard Ferry Terminal to provide multi-modal access and meet existing design standards. Improvements may include viewpoints and street terminations and new landscape amenities and furniture.	t.b.d.	t.b.d.	t.b.d.
8	Blackjack Creek Estuary Park and Etta Turner Park expansion and enhancements	Provide a new waterfront park on the City parcel along the west side of Blackjack Creek and expand Etta Turner Park to provide an expanded riparian buffer. These parks should include natural features and wildlife habitat. Incorporate wetland boardwalks, provided that they can comply with shoreline mitigation requirements.	t.b.d.	t.b.d.	t.b.d.
9	Waterfront shoreline enhancement	New development should provide waterfront shoreline restoration at the current auto dealership and the Westbay center sites in compliance with requirements contained within the City SMP and the State SMA.	t.b.d.	t.b.d.	t.b.d.



Environment and open space Proposed Project List



Final: May 18, 2021

3.5 Circulation, Access, and Parking

CIRCULATION, ACCESS, AND PARKING OVERVIEW

Downtown Port Orchard contains a well established transportation network centered on Bay Street, and Bethel Ave. Mitchell Street, Cline Ave, and Sidney Ave. These are primary minor arterials from uphill neighborhoods to the waterfront. The Downtown walk-on ferry terminal provides service to Bremerton with connections to Seattle. Improvements envisioned as part of the development include orienting new development toward the water and improving pedestrian access throughout the area.

CIRCULATION, ACCESS, AND PARKING GOALS

Goal CAP - 01

Improve Bay and Bethel corridors such that they are safer for all users and that they define a place rather than act as just a highway.

Goal CAP - 02

Ensure that adequate parking is available to support the marina and allow for downtown businesses to thrive while promoting a walkable main-street character.

Goal CAP - 03

Encourage development in the West downtown to face the waterfront and Bay Street

Goal CAP - 04

Provide improved pedestrian circulation within the West Downtown between the waterfront and Prospect Street.

Goal CAP - 05

Transform the existing East Downtown from a largely car dominant development pattern to an extension of the existing walkable downtown West Downtown area.

Goal CAP - 06

Discourage new development from locating parking between new development and the waterfront.

Goal CAP - 07

Encourage the replacement of the existing Bay Street sidewalk marquee.

Goal CAP - 08

Encourage new development to be oriented perpendicular to Sinclair Inlet to frame views toward the waterfront.

CIRCULATION, ACCESS, AND PARKING POLICIES

Policy CAP - 01

Develop a corridor design plan for Bay Street between Port Orchard Blvd and the eastern terminus of the Study area, and for Bethel Ave between Bay Street and SE Mill Hill Dr. The corridor plan shall address elements such as multi-modal circulation, frontage design and improvements, and bike and pedestrian safety improvements. The plan shall accommodate raising the elevation of Bay Street in response to the City's Sea Level Rise Study referenced in the 2021 SMP Update. Work with WSDOT to explore opportunities for potential traffic calming measures.

Policy CAP - 02

Where appropriate, encourage urban low impact development stormwater management features in the roadway design, such as bio-swales between the on-street parking lanes and sidewalks.

Policy CAP - 03

Phase out all-day commuter parking in the West Downtown to support parking for downtown businesses.

Policy CAP - 04

Support Kitsap Transit to study the feasibility and need of adding additional park and ride facilities away from the downtown waterfront to serves ferry riders.

Policy CAP - 05

Create a new waterfront street from Harrison Ave to Fredrick Ave that includes parking, sidewalks, and landscape improvements and accommodates ferry transit drop-offs.

Policy CAP - 06

Support the reconfiguration of the marina parking lot to increase parking and improve multi-modal circulation from Bay Street to the waterfront.

Policy CAP - 07

Include a hill-climb from Bay Street to Prospect Street aligned with either Orchard Ave or Port Street.

Policy CAP - 08

Redesign Orchard and Port Street to pedestrian plazas with limited vehicle access.

Policy CAP - 09

Convert Fredrick Ave to a two-way street with parallel

parking on each side or widen street for angled parking.

Policy CAP - 10

Encourage the creation of a loop street or private access drive to break down the scale of the auto-dealership site, provide waterfront access, and provide additional on-street parking.

Policy CAP - 11

Extend Mitchell Ave north across Bay Street as a new private access drive to terminate at the waterfront.

Policy CAP - 12

Provide new frontage improvements, including parallel parking and sidewalks on both sides of Harrison Ave. At least one of the sidewalks should extend to the waterfront.

Policy CAP - 13

Modify residential parking requirements in all zones to be consistent with the current DMU parking requirements of one stall per unit regardless of the number of bedrooms. Consider establishing a maximum number of parking stalls allowed and allowing for further reductions when located near transit.

Policy CAP - 14

Vacate Harrison Street R.O.W. between Bay Street and Prospect Alley.

Policy CAP - 15

The Bay Street corridor plan frontage design standards shall include design standards for the removal of the existing sidewalk marquee. The marquee should be replaced with new overhead protection weather protection that is incorporated with the structure of new development.

Policy CAP - 16

Revise the Shoreline Master Program to discourage parking along the waterfront.

Policy CAP - 17

Expand POMC 20.124.130(1) to apply to all DMU zones in the in the east and west downtown.

Policy CAP - 18

Revise POMC 20.124.130(3) to exempt public civic buildings (such as a community center or library).

Policy CAP - 19

Allow for required parking to be met with an off-site shared parking agreement.

Policy CAP - 20

Require that any new development or Level III improvements as defined in POMC 20.127.020, shall provide street frontage improvements consistent with City design requirements.



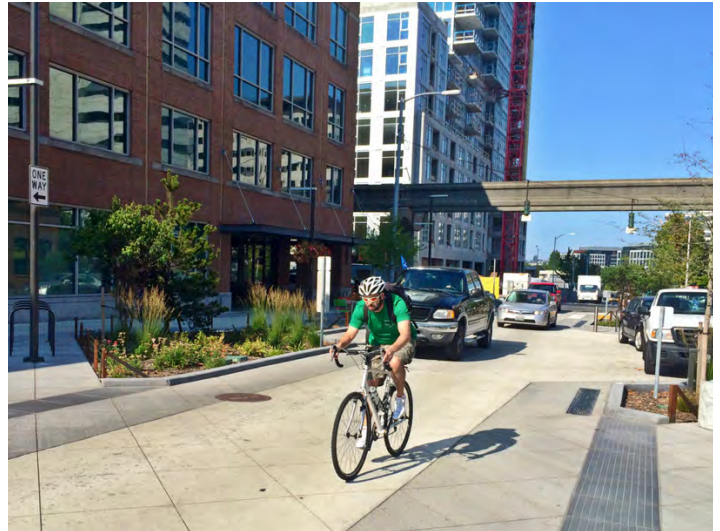
Encouraged Low-impact Stormwater management such as street front bioswales.



Conceptual Woonerf or shared Street Concept Image



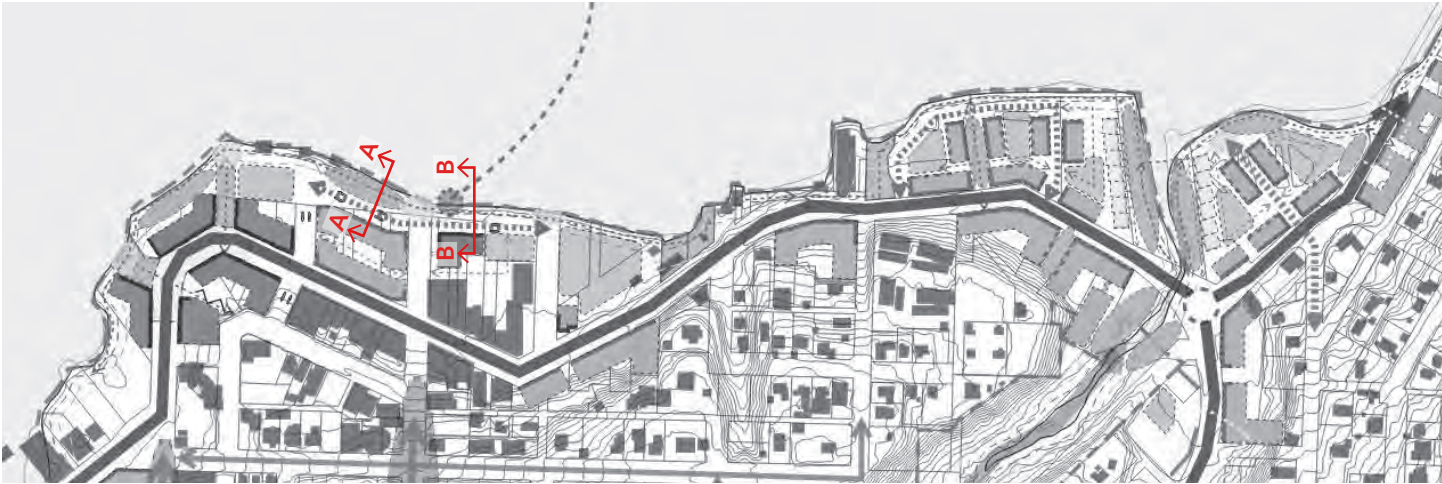
Conceptual Urban Waterfront Street



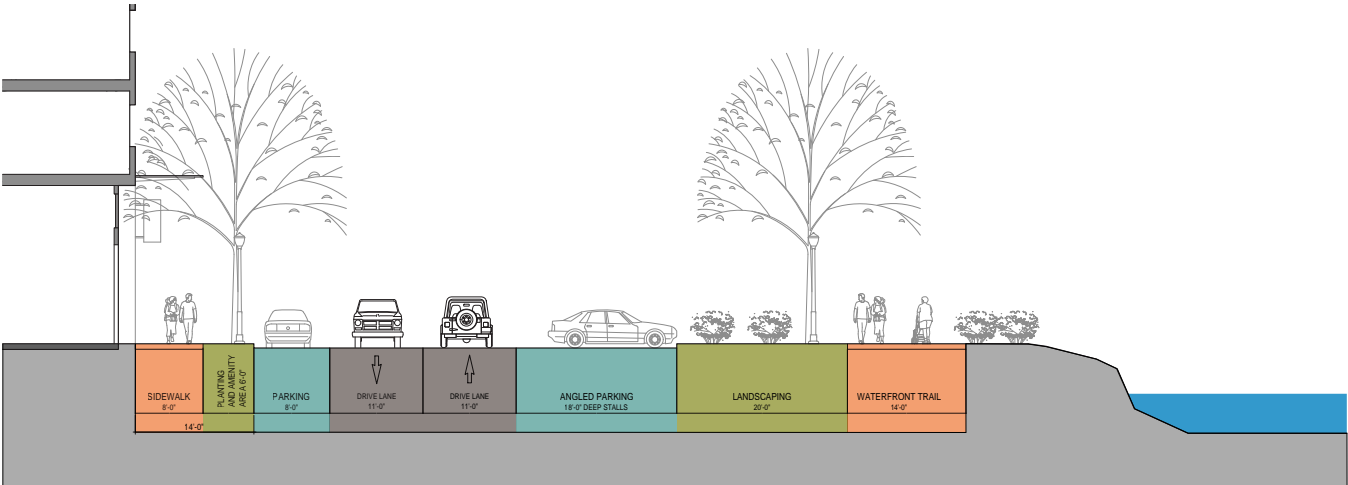
Conceptual Woonerf or shared Street Concept Image



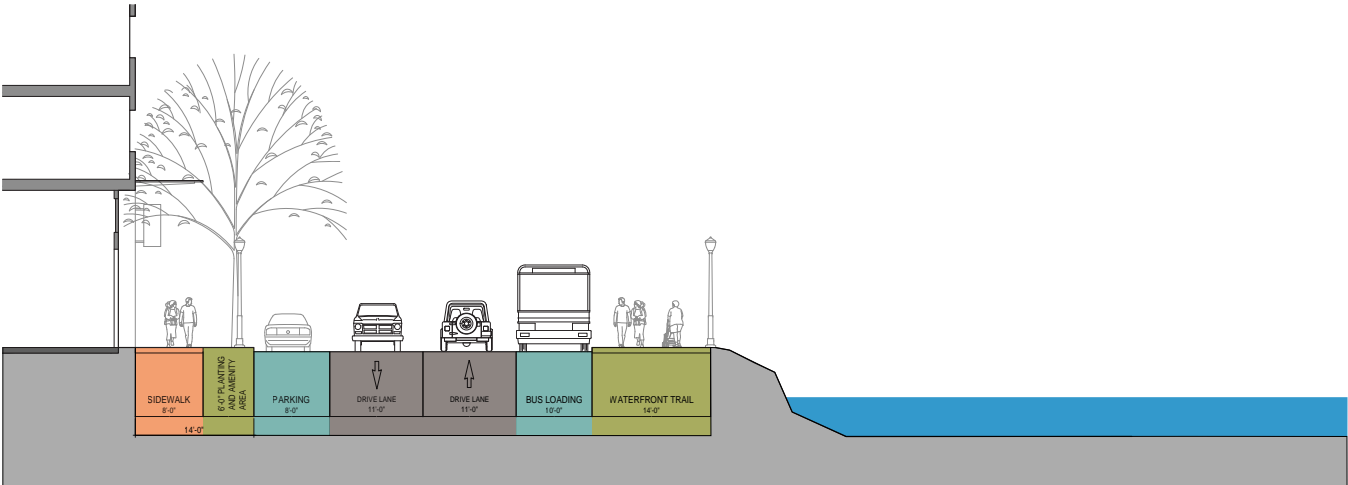
Street Concept Image | Mitchell Street Extension from Bay Street to the Waterfront (Looking North)



Conceptual Street Section Key Plan



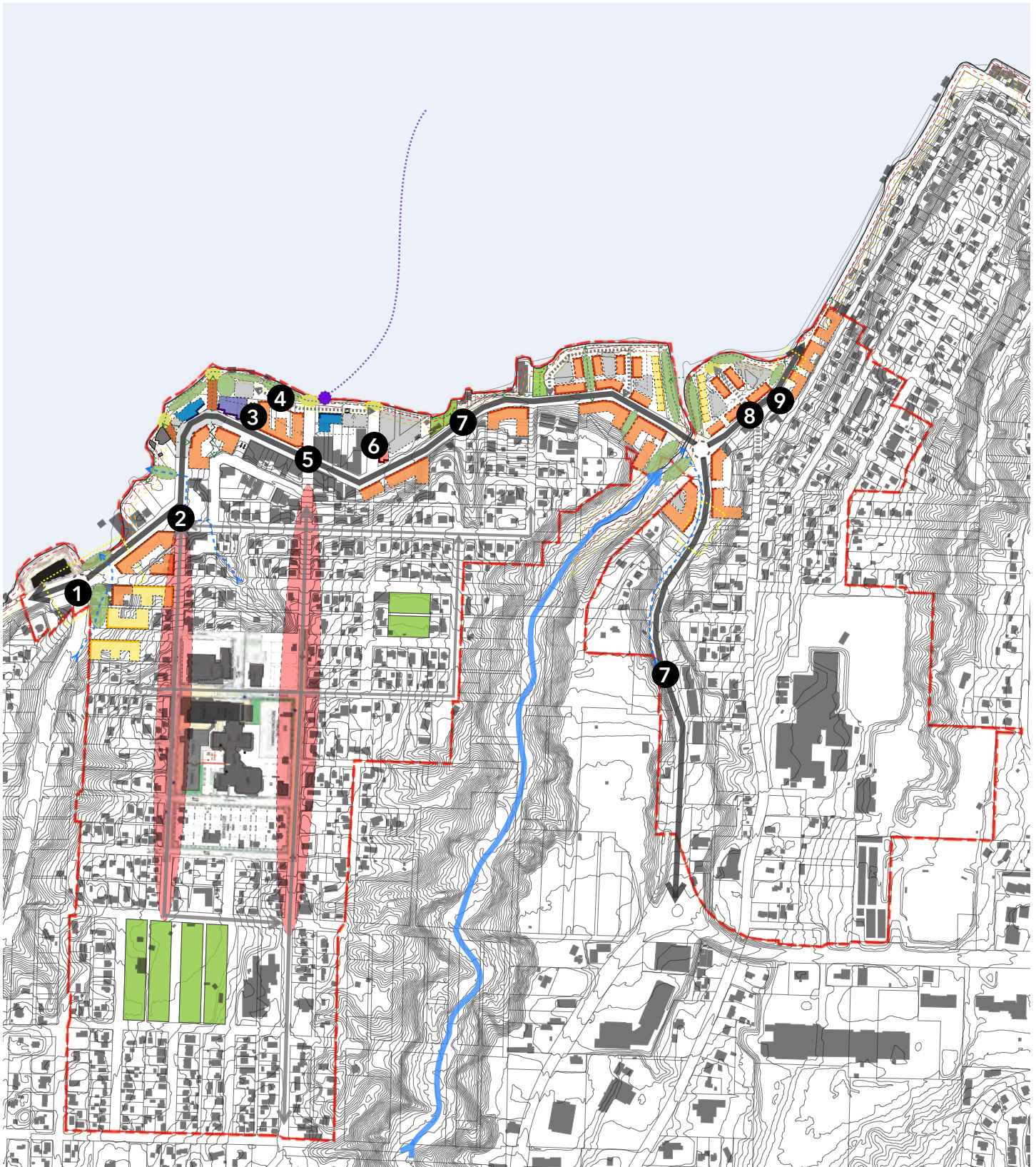
Street Cross-Section A-A | New Waterfront Street Between Frederick and Sidney Ave
(Looking West)



Street Cross-Section B-B | New Waterfront Street Between Sidney and Harrison Ave
(Looking West)

ENVIRONMENT AND OPEN SPACE PROPOSED PROJECT LIST

No.	Project Name	Description	Agency	Cost	Funding Source
1	Bay St /Port Orchard Blvd Intersection	Reconfigure intersection alignment to improve visibility and pedestrian circulation and safety.	t.b.d.	t.b.d.	t.b.d.
2	Bay St / Cline Ave Intersection	Reconfigure intersection alignment to improve visibility and pedestrian circulation and safety.	t.b.d.	t.b.d.	t.b.d.
3	Fredrick Ave Improvements	Convert Fredrick Ave to two-way traffic to serve the marina and the new waterfront street. Include frontage improvements and explore street expansion to maintain angled parking.	t.b.d.	t.b.d.	t.b.d.
4	New Waterfront Street	Provide a new waterfront "shared" street between Frederick and Harrison Ave.	t.b.d.	t.b.d.	t.b.d.
5	Sidney Ave. Frontage Improvements	Provide frontage improvements including Street Trees/landscaping, sidewalk expansion, and street furniture from Prospect St to the waterfront.	t.b.d.	t.b.d.	t.b.d.
6	Harrison Ave Frontage Improvements	Provide frontage improvements including Street Trees/landscaping, curb and sidewalks and street furniture from Bay St to the waterfront.	n/a	t.b.d.	t.b.d.
7	Bay Street and Bethel Ave Corridor	Develop a corridor plan for Bay Street between Port Orchard Ave and the eastern terminus of the Study area, and for Bethel Ave between Bay Street and SE Mill Hill Dr. The corridor design shall address elements such as multi-modal circulation, frontage design and improvements, and bike and ped safety improvements. The plan shall accommodate raising the elevation of Bay Street in response to the City's Sea Level Rise Study referenced in the 2021 SMP Update.	t.b.d.	t.b.d.	t.b.d.
8	Bay St / Mitchell Ave Intersection	Reconfigure intersection alignment to improve visibility and pedestrian circulation and safety. Design will incorporate the extension of the Mitchell Street across Bay Street as a new private access drive.	t.b.d.	t.b.d.	t.b.d.
9	Bay St / Guy Wetzel Rd Intersection	Reconfigure intersection alignment to improve visibility and pedestrian circulation and safety.	t.b.d.	t.b.d.	t.b.d.



Environment and open space Proposed Project List

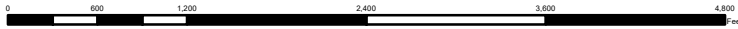






CITY OF PORT ORCHARD
Zoning Map
June 2021

- Greenbelt (GB)
- Residential 1 (R1)
- Residential 2 (R2)
- Residential 3 (R3)
- Residential 4 (R4)
- Residential 6 (R6)
- Neighborhood Mixed Use (NMU)
- Business Professional Mixed Use (BPMU)
- Downtown Mixed Use (DMU)
- Gateway Mixed Use (GMU)
- Commercial Mixed Use (CMU)
- Commercial Corridor (CC)
- Commercial Heavy (CH)
- Light Industrial (LI)
- Civic and Institutional (CI)
- Public Facilities (PF)
- Parks and Recreation (PR)



City of Port Orchard Department of Community Development
216 Prospect Street, Port Orchard, WA 98366
Phone: (360) 874-5533 Fax: (360) 876-4980
www.cityofportorchard.us

This map was created from existing map sources, not from field surveys. While great care was taken in using the most current map sources available, no warranties of any sort, including accuracy, fitness, or merchantability accompany this product. The user of this map assumes responsibility for determining its suitability for its intended use. This map is not a substitute for field survey.

City of Port Orchard Official Zoning Map as adopted by Ordinance 07-20 on 7/17/2020.

Robert Putnam, Mayor

ATTEST:

Brandy Renshaw, MMC, City Clerk

APPROVED AS TO FORM:

Charlotte A. Archer, City Attorney

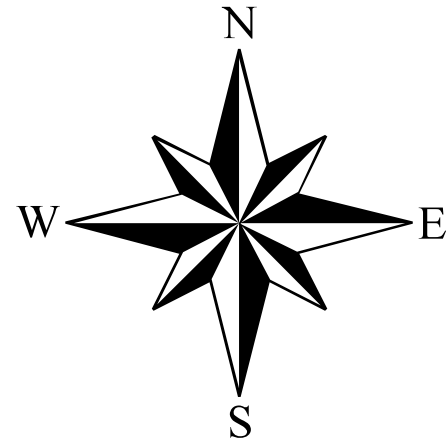
Sponsored by:

Scott Diener, Councilmember

PUBLISHED: 7/17/2020

EFFECTIVE DATE: 7/17/2020

The official signed Zoning Map may be viewed at the City Clerk's office.



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.

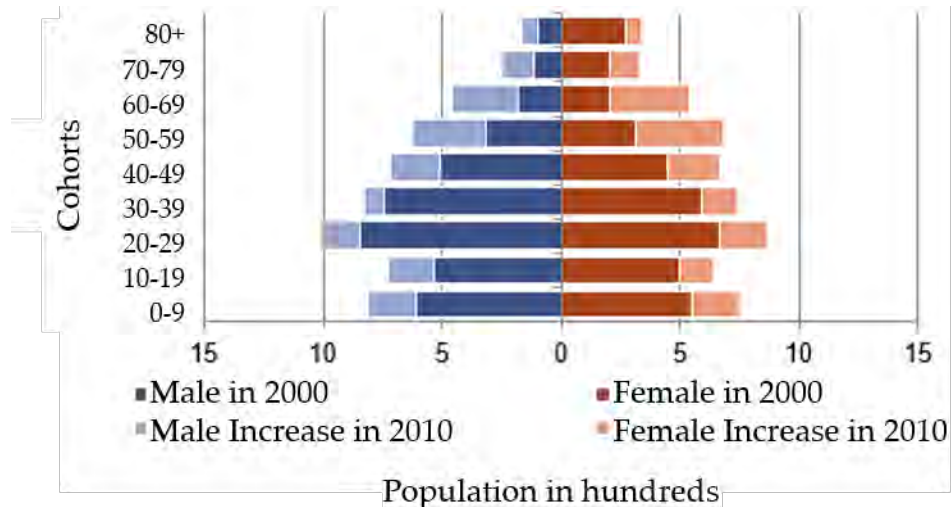


Figure 1

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.

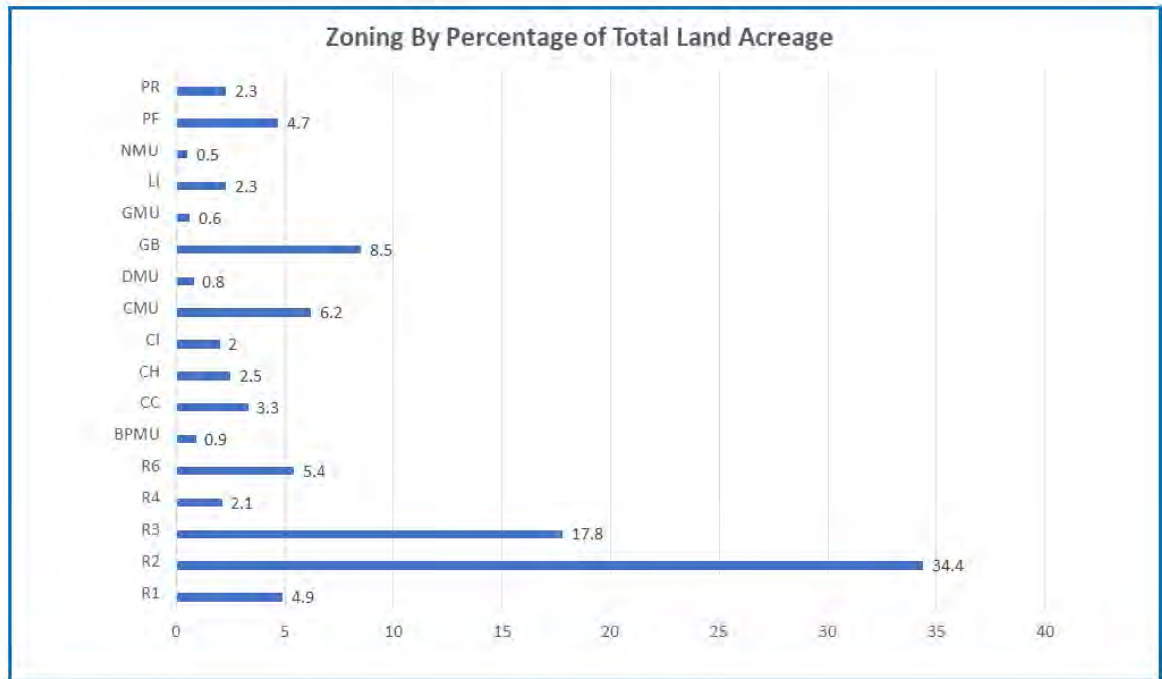


Figure 2

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)	7.25-9.8	7 Units Per Acre
Medium Density Residential	Single-family detached and attached housing, apartment buildings	Residential 1 (R1) Residential 2 (R2) Residential 3 (R3) Residential 6 (R6)	7.9-9.8 9.8-21.7 9.8-26 9.8-17.4	7 Units Per Acre 10 Units Per Acre 16 Units Per Acre 8 Units Per Acre
High Density Residential	Single Family Attached Housing, Apartment Buildings	Residential 4 (R4), Residential 5 (R5)	9.8-44	24 Units Per Acre
Civic and Open Space	Government services, utilities, parks, schools and related community facilities	Civic and Institutional (CI) Parks and Recreation (PR) Public Facilities (PF)	NA NA NA	NA NA NA
Commercial	Retail, office, mixed-use commercial/residential, and professional services	Residential Mixed Use (RMU) Neighborhood Mixed Use (NMU) Business Professional Mixed Use (BPMU) Commercial Mixed Use (CMU) Downtown Mixed Use (DMU) Gateway Mixed Use (GMU) Commercial Corridor (CC) Commercial Heavy (CH) Industrial Flex (IF)	8-54 9.8-54 14.5-45 17-26 0-44 0-54 0-44 NA 0-45	16 Units Per Acre 16 Units Per Acre 8 Units Per Acre 16 Units Per Acre 24 Units Per Acre 20 Units Per Acre 4 Units Per Acre NA 4 Units Per Acre
Urban Industrial	Manufacturing and assembly, bulk storage and warehousing, transfer and trucking services.	Light Industrial (LI) Heavy Industrial (HI)	NA NA	NA NA

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

Table 1

2.5 Overlay Districts

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

- Downtown 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, enhance downtown Port Orchard's role as the center of the South Kitsap region, reflecting the following principles in development standards and land use plans:

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

Policy LU-29 Consider conducting a downtown parking study to assess current and future parking needs and develop solutions and strategies to address identified constraints or oversupply.

Policy LU-30 Ensure land use designations and development support existing maritime industries, promote creative uses of the waterfront, and facilitate the planning and construction of waterfront parks and gathering places.

2.7 The Centers Strategy

2.7.1 Introduction

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

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

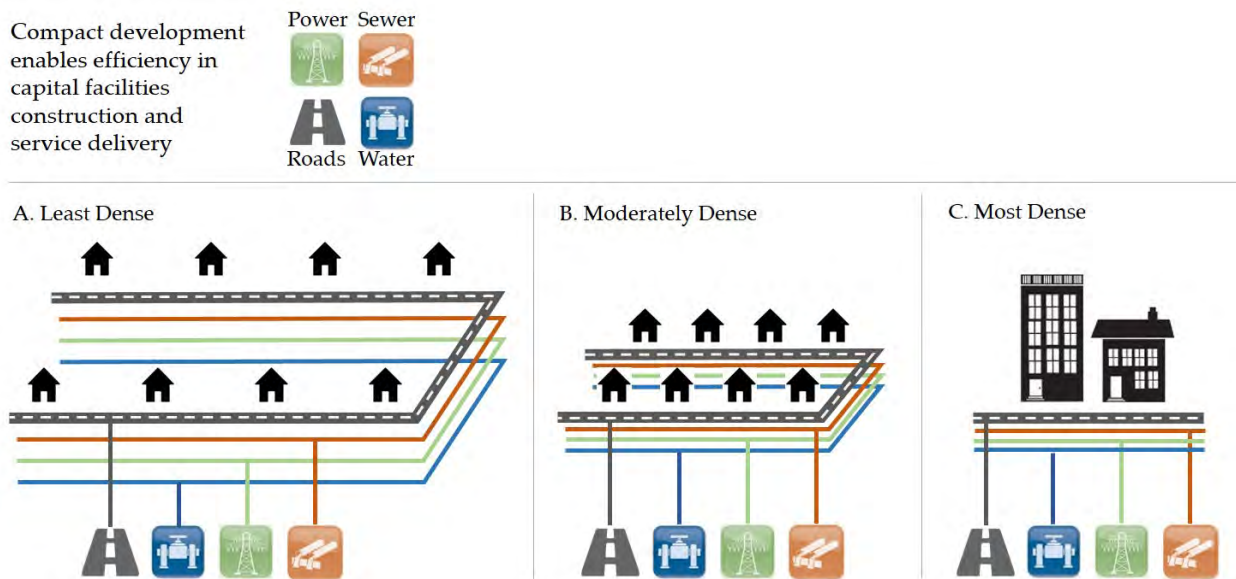


Figure 3 – The advantages of infrastructure and land use concurrency

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 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. Upper Mile Hill
5. Sedgwick Bethel
6. Bethel Lund
7. Sedgwick Sidney (Ruby Creek Neighborhood)

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

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

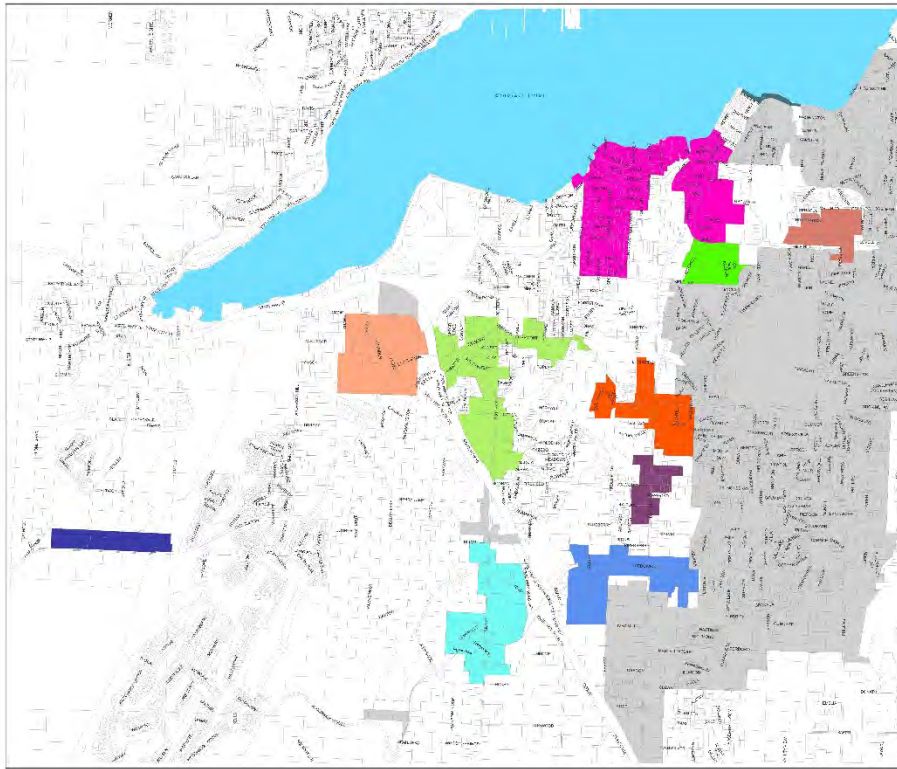
Military Installations. The City has no military installations within the City Limits.

Name_1

- Ruby Creek
- Annapolis
- Bethel Lund
- Downtown
- Lower Mile Hill
- McCormick Woods
- Old Clinton Ind Park
- Swedwick Bethel
- South Bethel
- Tremont
- Upper Mile Hill

Urban Growth Area

- Port Orchard UGA



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:

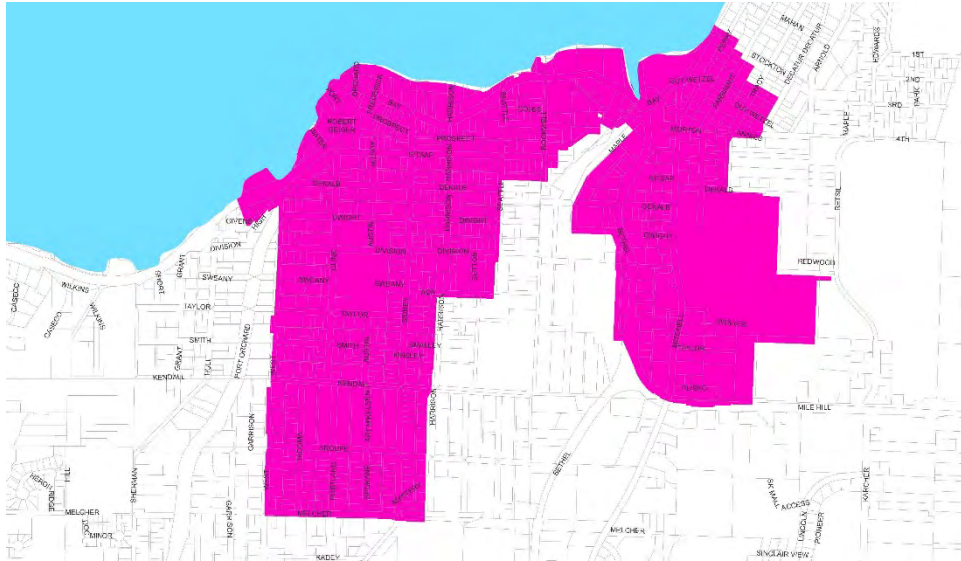
- | | |
|-------------|--|
| Policy CN-1 | Prioritize the City's residential, commercial and light industrial growth and infrastructure investments within designated Centers, in accordance with VISION 2040 and the Countywide Planning Policies. |
| Policy CN-2 | Focus future growth in designated, higher 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

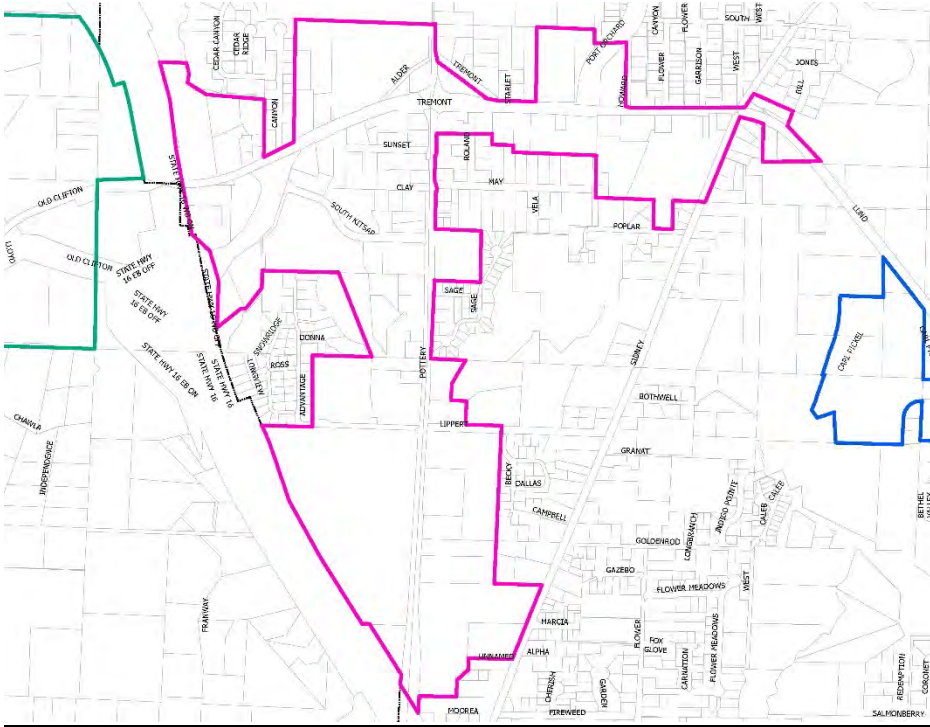
2.7.5.1 Downtown Port Orchard (Countywide Center)

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:



2.7.5.2 Tremont (Countywide Center)

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



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

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

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

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

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

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

4. Tremont Center Goals

Goal 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.

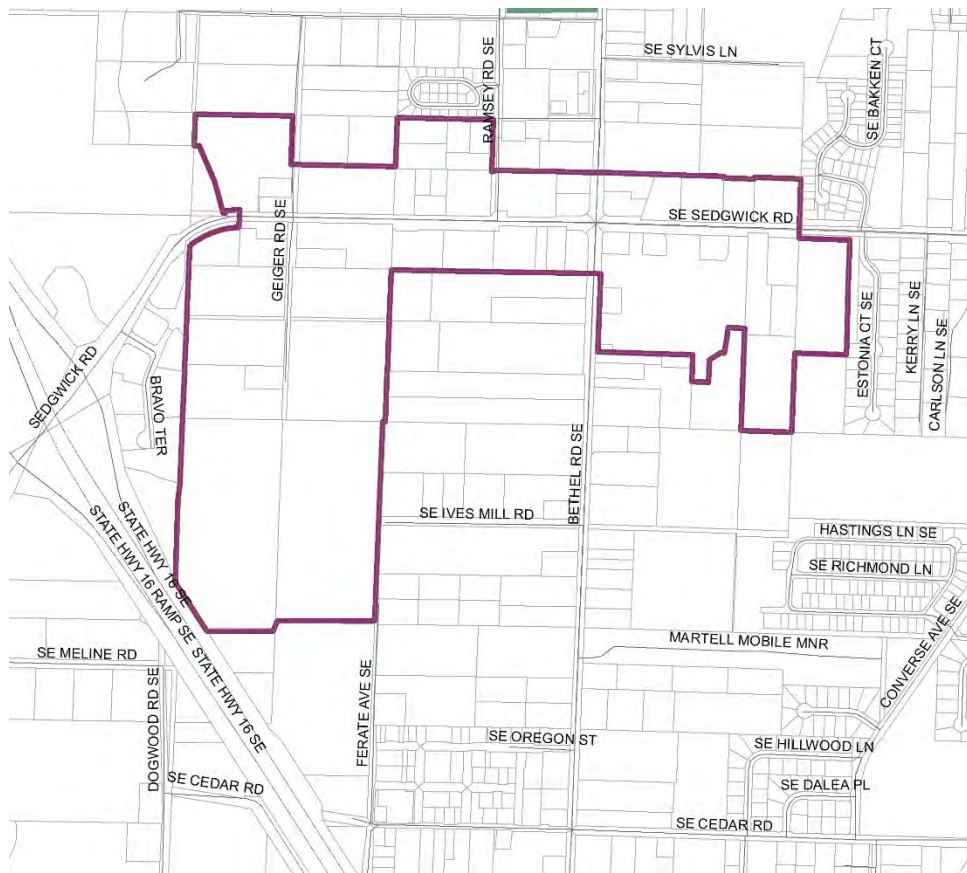
2.7.5.4 Upper Mile Hill Countywide Center

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.



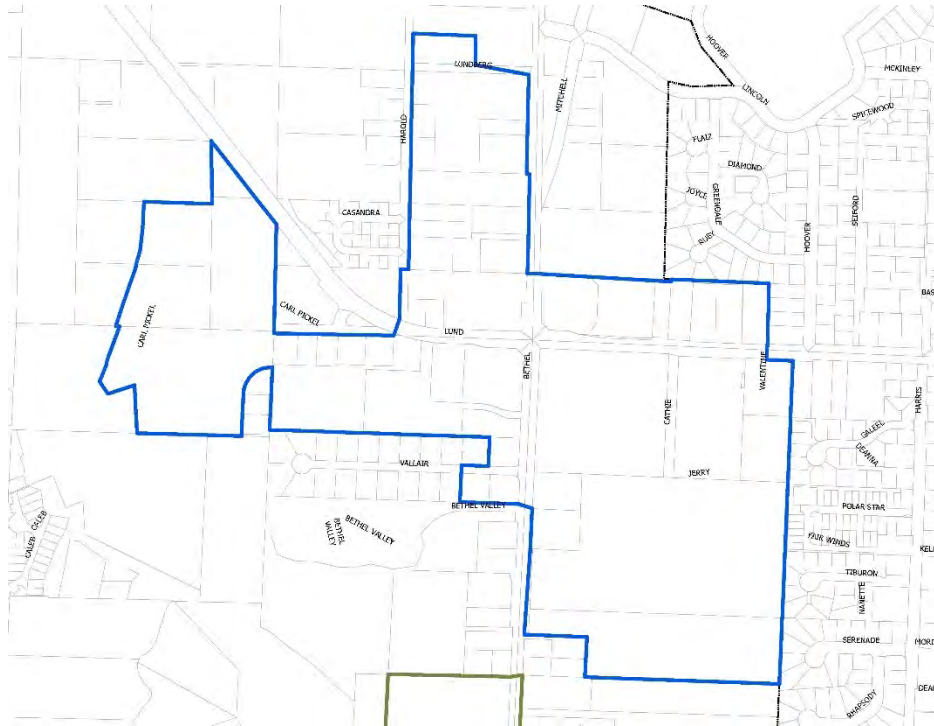
2.7.5.5 Sedgwick/Bethel Countywide Center

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.



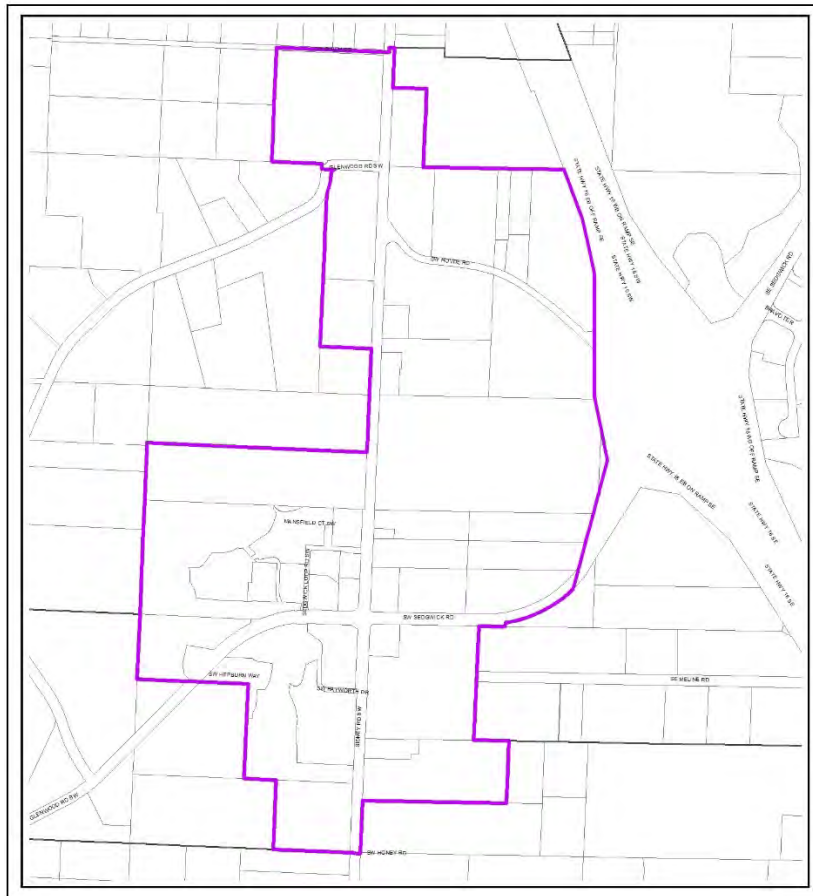
2.7.5.6 Bethel Lund Countywide Center

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.



2.7.5.8 **Sedgwick/Sidney (Ruby Creek Neighborhood) Countywide Center**

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



2.7.5.8 Old Clifton Industrial Park Local Center

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



2.7.5.9 **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.



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.



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.

EXHIBIT 4

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards
All group living (9 or more residents)	--	--	--	C	C	--	--	P	C	P	C	--	P	P	--	--	--	--	--	--	--	20.39.610
Social services facilities	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	P	--	--	--	--	20.39.615
Secured high risk social services facilities	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	C	C	--	--	--	--	
Public Uses																						
All civic uses, as listed below:																						
Community college, university, trade or tech school (8,000 square feet or less)	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	P	--	--	--	--	20.39.240
Community college, university, trade or tech school (more than 8,000 square feet)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	C	--	C	--	C	20.39.240
Club or lodge	--	--	--	--	--	--	--	--	--	P	--	P	P	P	--	--	--	--	P	--	--	20.39.240
Public use	--	--	--	--	--	--	--	--	P	P	P	P	P	P	P	P	P	P	P	P	P	20.39.240
Museum, library	--	--	--	--	--	--	--	--	--	P	P	P	P	P	--	--	--	--	--	--	P	20.39.240
Place of worship	C	C	C	C	C	--	--	--	--	P	--	P	P	P	--	--	--	--	P	--	--	20.39.240
School (K-12)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	--	--	20.39.240
Jail or detention center	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	C	--	C	20.39.240
Transit park and ride lot	--	--	C	C	C	--	--	C	C	P	C	C	--	P	P	P	P	P	P	--	P	
Transfer station	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	--	--	P	20.39.230
Transit bus base	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	--	P	20.39.210
All open space and park uses, as listed below:																						
Cemetery	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	--	--	20.39.410
Golf course	C	C	C	--	--	C	--	--	--	--	--	--	--	C	--	--	--	--	--	P	P	20.39.410
Park, recreation field	--	--	--	--	--	--	--	--	--	P	P	P	P	--	--	--	--	--	--	P	P	20.39.410
Animal shelter or adoption center	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	C	C	C	C	--	C	20.39.200

EXHIBIT 4

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards
All utilities, as listed below:																						
Minor utilities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	20.39.415
Major utilities	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	P	--	P	20.39.415
Wireless telecommunication facilities, as listed below:																						
Amateur radio operator tower	P	P	P	--	--	--	P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	20.39.270
Small cell wireless telecommunication facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	20.39.270
Wireless telecommunication tower (excluding cell facilities)	C	C	C	C	C	C	--	C	C	C	C	C	C	C	C	C	C	C	C	--	C	20.39.270
Commercial Uses																						
All day care, as listed below:																						
Family day care (6 children or fewer)	P	P	P	--	--	P	P	--	--	--	--	--	P	--	--	--	--	--	--	--	--	20.39.505
Group day care (mini day care) (7 to 12)	C	C	C	--	--	C	C	C	P	P	--	P	P	P	--	--	--	--	--	--	--	20.39.505
Day care center (13 or more)	--	--	--	--	--	--	--	C	C	C	--	P	C	P	P	--	--	--	--	--	--	20.39.505
All indoor recreation, except as listed below:	--	--	--	--	--	--	--	--	C	P	C	P	--	P	P	--	--	--	--	C	--	
Shooting range	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	--	--	C	20.39.510
Special event facility	--	--	--	--	--	--	--	--	--	C	C	C	C	C	C	C	C	--	C	C	C	20.39.510
Commercial entertainment, except as follows:	--	--	--	--	--	--	--	--	--	P	P	P	P	P	P	P	--	--	--	--	--	
Adult entertainment	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	--	--	--	20.39.515
All outdoor recreation, except as listed below:	--	--	--	--	--	--	--	--	C	C	C	P	--	P	P	--	--	--	--	C	C	
Campground, travel trailer park, RV park (does not include mobile home park)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	20.39.530
Horse stable, riding academy, equestrian center	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	20.39.530

EXHIBIT 4

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards
Shooting range	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	20.39.530
Marina (upland areas)	--	--	--	--	--	--	--	--	--	--	C	C	--	C	C	C	C	C	C	C	C	20.39.575
All overnight lodging, as listed below:																						
Level 1: Vacation rentals or similar short-term house/room rentals	P	P	P	P	P	P	P	P	P	P	P	P	P	--	--	--	--	--	--	--	--	20.39.535
Level 2: Bed and breakfast (up to 7 rooms)	C	C	C	--	--	C	C	--	P	--	--	--	P	--	--	--	--	--	--	--	--	20.39.535
Level 3: Motel	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	--	--	--	--	--	20.39.535
Level 4: Hotel	--	--	--	--	--	--	--	--	--	P	P	P	--	P	P	--	--	--	--	--	--	20.39.535
All medical, except as listed below:	--	--	--	--	--	--	--	--	--	C	C	P	P	P	P	P	--	--	--	--	P	
Hospital	--	--	--	--	--	--	--	--	--	--	--	--	C	C	C	C	--	--	--	--	C	20.39.520
All office, except as listed below:	--	--	--	--	--	--	--	C	C	P	P	P	P	P	P	P	--	--	--	--	--	
Bail bonds	--	--	--	--	--	--	--	--	--	C	C	C	C	P	P	--	--	--	--	--	--	20.39.525
Surface parking: commercial parking, commercial lease parking or park and ride, remote parking	--	--	--	--	--	--	--	--	--	C	C	P	P	P	P	P	P	--	P	--	C	20.39.350
Commercial parking garage – standalone	--	--	--	--	--	--	--	--	--	C	C	C	C	P	P	P	--	--	--	--	C	20.39.350
Electric vehicle charging stations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	20.12
All personal service, except as listed below:	--	--	--	--	--	--	--	C	C	P	C	P	P	P	P	C	--	--	--	--	--	
Funeral home	--	--	--	--	--	--	--	--	--	P	--	P	P	P	P	--	--	--	--	--	--	20.39.545
Crematorium	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	P	P	--	--	20.39.545
Indoor animal care	--	--	--	--	--	--	--	--	C	P	--	P	--	P	P	P	--	--	--	--	--	20.39.550
Outdoor animal care	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	C	C	--	--	--	--	20.39.555
Business services	--	--	--	--	--	--	--	C	P	P	P	P	P	P	P	P	--	--	C	--	--	20.39.570
Conference center	--	--	--	--	--	--	--	--	--	--	C	C	C	C	C	--	--	--	C	--	C	20.39.310

EXHIBIT 4

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards
All restaurants except as listed below:	--	--	--	--	--	--	--	P	P	P	P	P	P	P	P	--	--	--	--	--	--	
Food truck	--	--	--	--	--	--	--	P	P	P	P	P	P	P	P	P	--	--	P	--	--	20.39.562
All retail sales, as listed below:																						
Retail establishment (up to 5,000 gross floor area)	--	--	--	--	--	--	--	P	P	P	P	P	P	P	P	P	--	--	P	--	--	20.39.565
Retail establishment (5,001 – 15,000 gross floor area)	--	--	--	--	--	--	--	--	--	P	P	P	--	P	P	P	--	--	--	--	--	20.39.565
Retail establishment (15,001 – 50,000 gross floor area)	--	--	--	--	--	--	--	--	--	--	--	P	--	P	P	P	--	--	--	--	--	20.39.565
Retail establishment (over 50,000 gross floor area)	--	--	--	--	--	--	--	--	--	--	--	--	--	C	P	P	--	--	--	--	--	20.39.565
Fireworks sales in accordance with Chapter 5.60 POMC	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	--	--	--	--	
Recreational marijuana sales	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	P	--	--	--	--	20.64
Convenience store with fuel pumps	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	--	--	--	--	--	--	20.39.565
Convenience store without fuel pumps	--	--	--	--	--	--	--	--	C	C	C	--	--	P	P	P	--	--	--	--	--	20.39.565
Fuel station, including fuel pumps and fuel sales without convenience store	--	--	--	--	--	--	--	--	--		--	--	--	--	C	--	P	--	--	--	--	
Automobile service station	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	--	P	--	--	--	--	20.39.300
All vehicle and tool/construction equipment sales and rental, as listed below:																						
Light vehicle and light tool or construction equipment sales and rental	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	--	--	--	--	20.39.565
Heavy vehicle and heavy tool or construction equipment sales and rental	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	--	--	--	20.39.565
All vehicle service and repair, as listed below:																						
Car wash	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	--	--	--	--	--	20.39.625

EXHIBIT 4

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards	
Vehicle service and repair, minor	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	--	--	--	--	20.39.640	
Vehicle service and repair, major	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	--	--	--	--	20.39.645
Vehicle service and repair, commercial vehicle	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	--	--	--	--	20.39.650
Industrial Uses																							
All heavy industrial	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	--	--	--	--	20.39.605
All light manufacturing, except as listed below	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	--	--	--	--	
Commercial laundry, dry cleaning or carpet cleaning facility	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	--	--	--	--	20.39.610
Brewery, distillery under 5,000 square feet	--	--	--	--	--	--	--	--	--	--	P	P	--	--	P	--	--	--	--	--	--	--	
Brewery, distillery 5,001 – 15,000 square feet	--	--	--	--	--	--	--	--	--	--	C	C	--	C	P	P	--	--	--	--	--	--	
Brewery, distillery over 15,000 square feet	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	--	--	--	
Craft shop	--	--	--	--	--	--	--	P	P	P	P	P	--	P	P	P	P	P	--	--	--	--	20.39.610
Food and beverage processing, boutique (artisan) used for processing less than 3,000 square feet	--	--	--	--	--	--	--	P	P	P	P	P	--	P	P	P	P	P	--	--	--	--	20.39.610
Food and beverage processing, industrial	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	--	--	--	--	20.39.610
Recreational marijuana production	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	--	--	--	20.64
All research and development	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	P	P	--	--	--	--	20.39.615
Resource extraction – mining, dredging, raw mineral processing, except:	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	--	--	--	--	20.39.620
Timber harvesting in the absence of concurrent development	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Sand and gravel mining	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	--	--	--	--	
Stockpiling of sand, gravel or other aggregate materials	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		C	P	--	--	P	--	20.39.620

EXHIBIT 4

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards
Sheet metal, welding, machine shop, tool and equipment manufacturing, vehicle painting	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	P	P	P	--	--	P	20.39.610
All warehouse, storage and distribution, as listed below:	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	C	C	C	--	--	--	
Enclosed storage	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	P	--	--	20.39.655
Self-service storage, mini-warehouse	--	--	--	--	--	--	--	--	--	C	--	--	--	C	C	C	--	--	--	--	--	20.39.655
Storage yard	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	C	P	P	--	--	P	20.39.470
All waste-related service, including wastewater treatment facilities, decant facilities and recycling centers	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	--	--	P	20.39.660
Recreational marijuana processing	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	--	--	--	20.64
Agricultural Uses																						
All agriculture, as listed below:																						
Agricultural processing, excluding marijuana processing	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	C	P	P	--	--	--	20.39.500
Community garden	P	P	P	P	P	P	--	P	P	P	--	--	--	--	--	--	--	--	--	P	P	20.39.500
Nursery	--	--	--	--	--	--	P	--	--	--	--	--	--	P	P	P	P	--	--	--	--	20.39.500
Winery	--	--	--	--	--	--	C	--	--	C	C	C	--	P	P	P	P	--	--	--	--	20.39.500
Accessory Uses																						
Accessory uses not otherwise listed below, as determined by the administrator:																						
Accessory dwelling units, as listed below:																						
Accessory apartment (attached dwelling)	P	P	P	--	--	P	P	--	--	--	--	--	P	--	--	--	--	--	--	--	--	20.39.600 , 20.68
Backyard cottage dwelling	P	P	P	--	--	P	P	--	--	--	--	--	P	--	--	--	--	--	--	--	--	20.39.600
Drive-through facility	--	--	--	--	--	--	--	--	--	C	--	--	--	P	P	P	P	--	--	--	--	20.39.610

EXHIBIT 4

Use Category Specific Use	R1	R2	R3	R4	R5	R6	GB	RMU	NMU	CMU	DMU	GMU	BPMU	CC	CH	IF	LI	HI	CI	PR	PF	Definition/Standards
Home occupation	P	P	P	P	P	P	P	P	P	--	--	--	P	--	--	--	--	--	--	--	--	20.39.615
Home business	P	P	P	--	--	P	P	--	--	--	--	--	P	--	--	--	--	--	--	--	--	20.39.620
Livestock keeping	P	P	P	--	--	--	P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	20.39.625
Outdoor display	--	--	--	--	--	--	--	--	--	P	P	P	P	P	P	P	P	P	--	--	--	20.39.630
Outdoor storage as listed below:																						
Low-impact	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	P	P	--	--	--	20.39.635
High-impact	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	P	P	P	--	--	--	20.39.635
Self-storage as accessory use to apartment building	--	--	--	P	P	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	20.39.640
Vehicle service and repair, accessory to a residential use	P	P	--	--	--	P	P	--	--	--	--	--	--	P	P	--	--	--	--	--	--	20.39.645
Park as accessory use to residential develop	P	P	P	P	P	P	--	P	P	P	P	P	P	--	--	--	--	--	--	--	--	
Medical marijuana cooperative	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	--	--	--	--	20.64

Key:

P = Permitted Use

C = Conditional Use

-- = Use Not Permitted

EXHIBIT 5

20.127.130 Community design framework maps.

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

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

Figure 20.127.130
Port Orchard Community Design Framework Maps Index

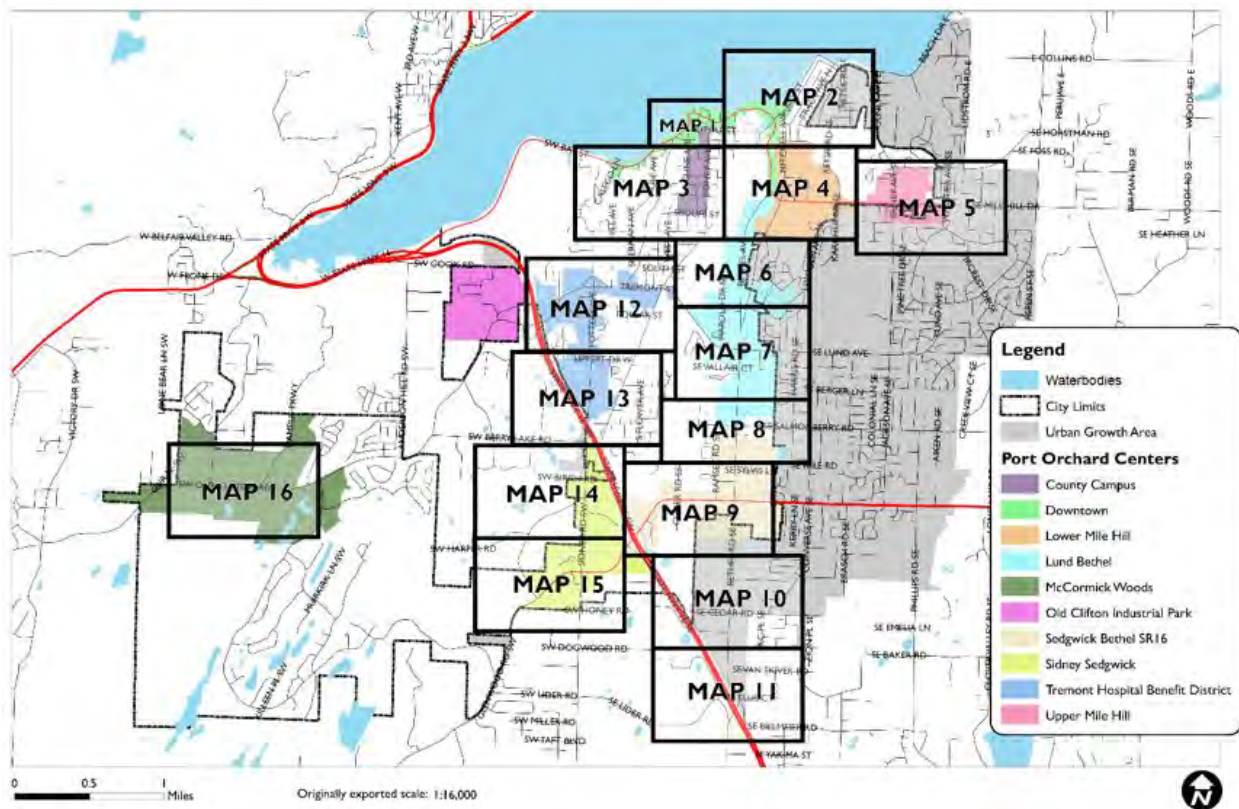


EXHIBIT 5

Figure 20.127.130(1)
Map #1 - Downtown West

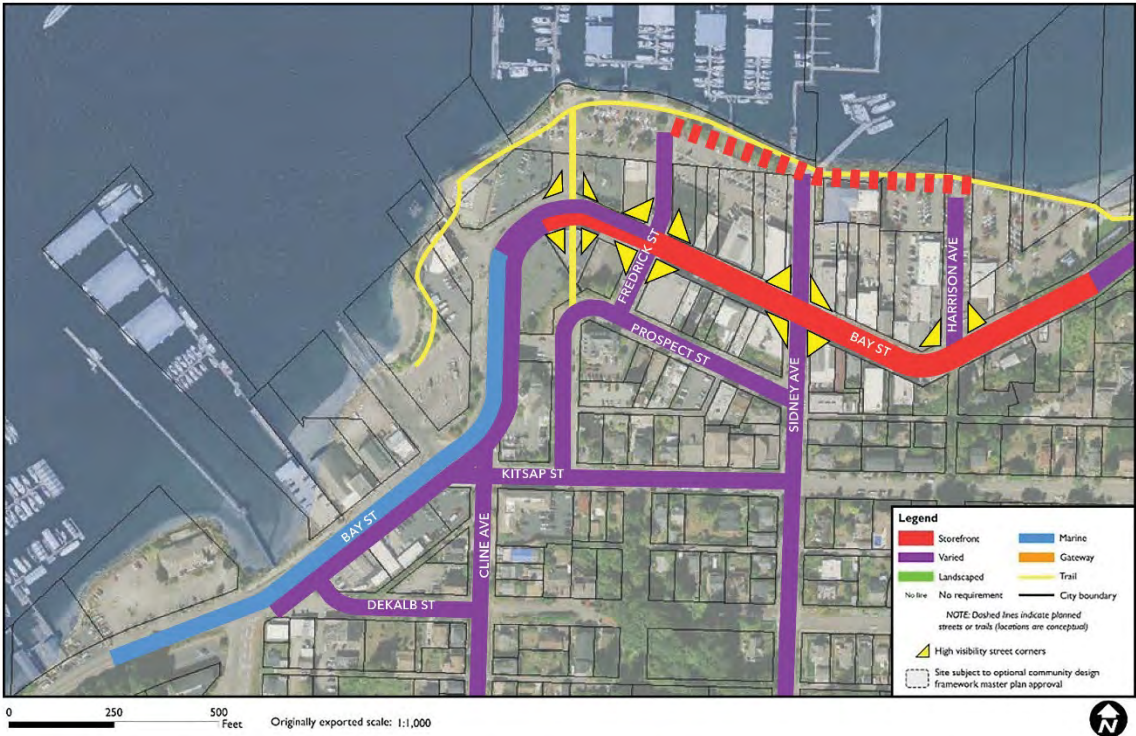


EXHIBIT 5

Figure 20.127.130(2)
Map #2 – Downtown East

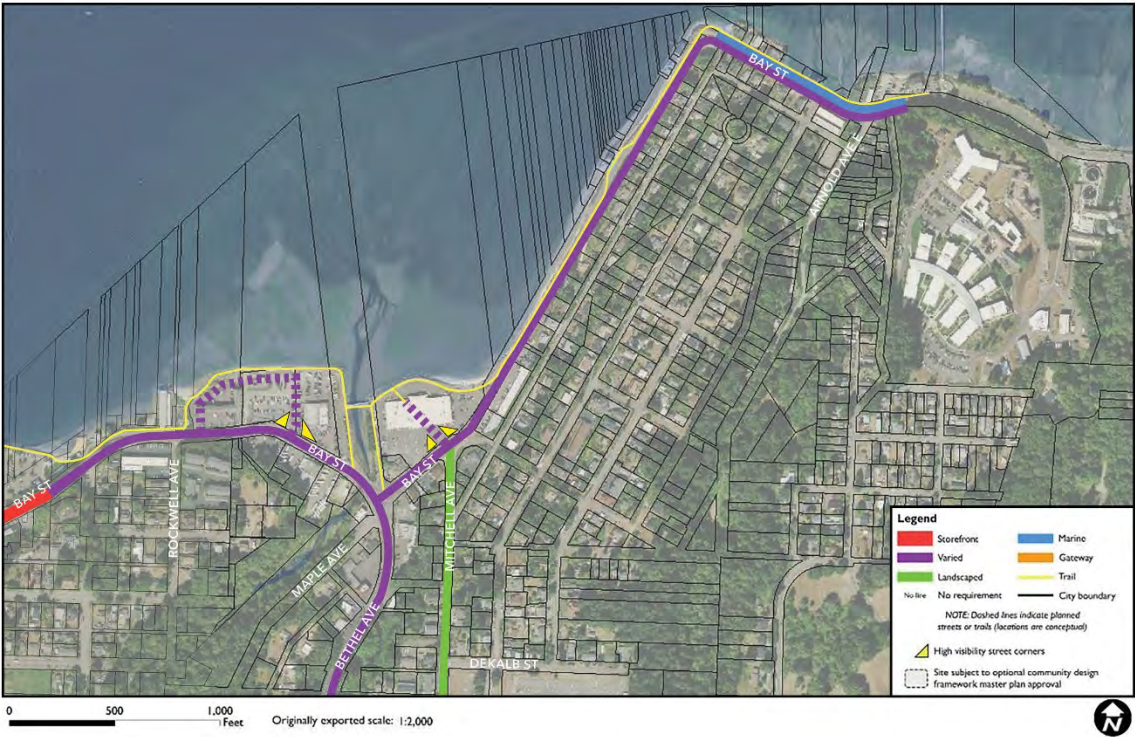


EXHIBIT 5

Figure 20.127.130(3)
Map #3 – County Campus

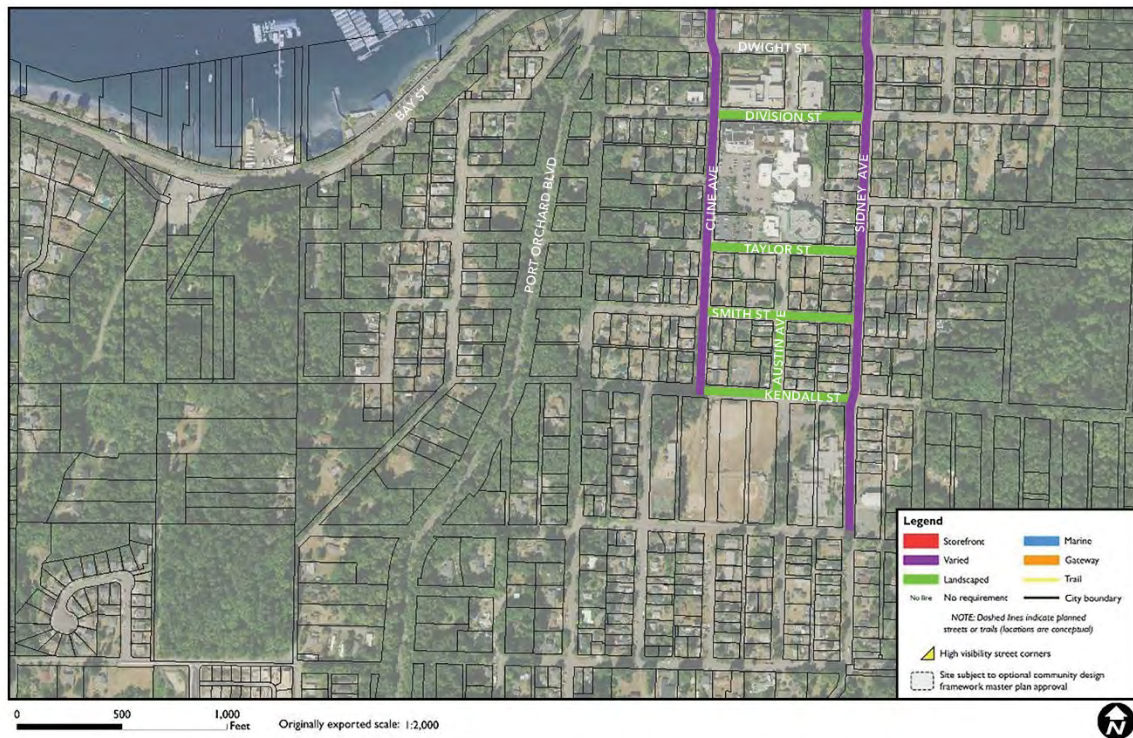


Figure 20.127.130(4)
Map #4 – Lower Mile Hill

EXHIBIT 5

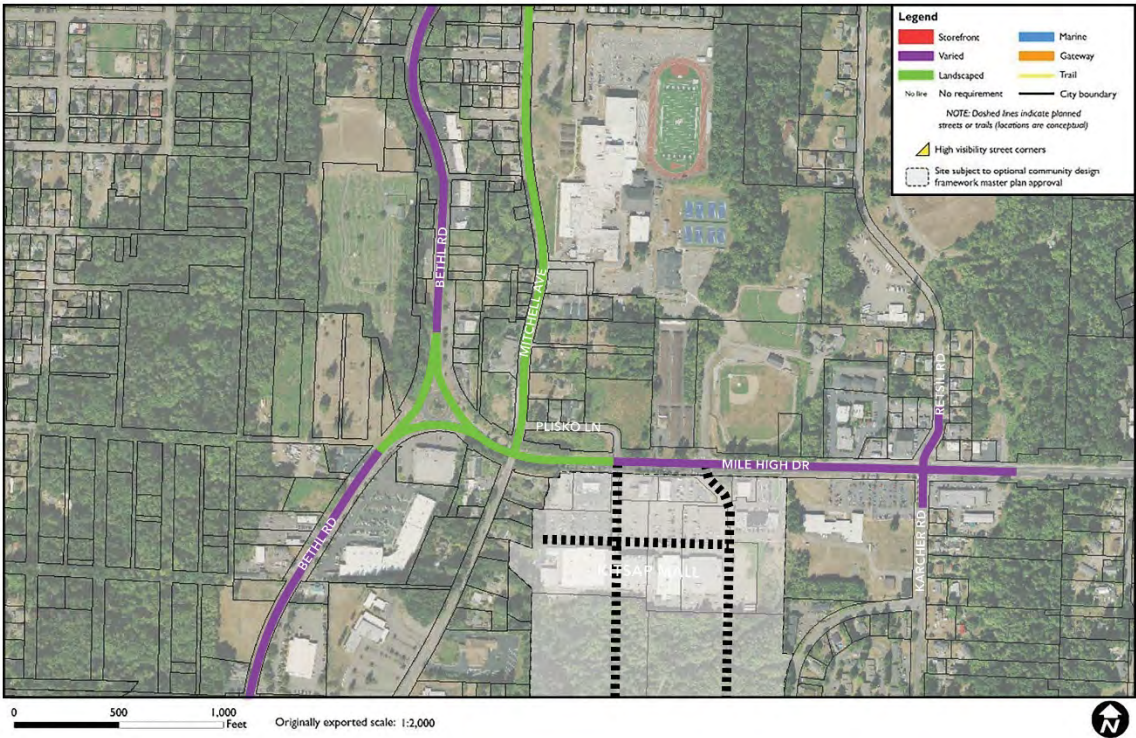


EXHIBIT 5

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

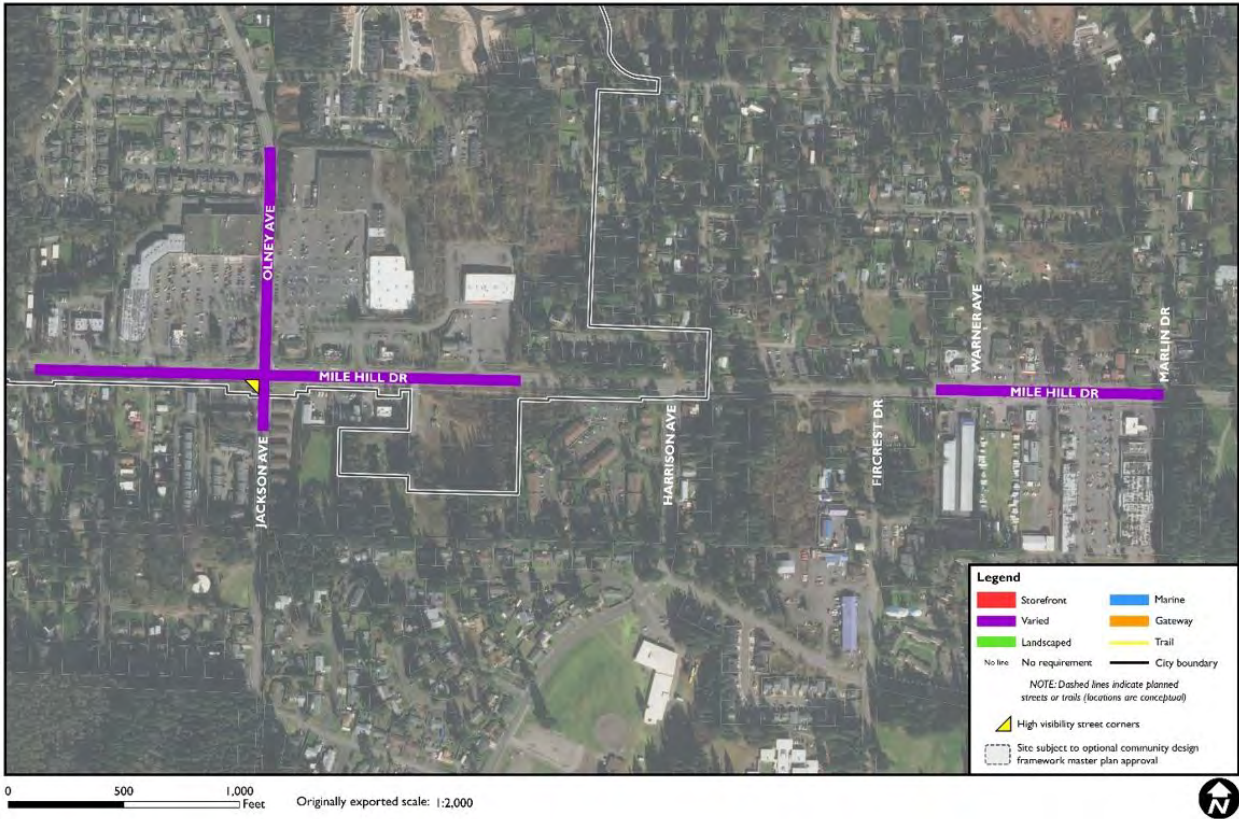


EXHIBIT 5

Figure 20.127.130(6)
Map #6 – Bethel North

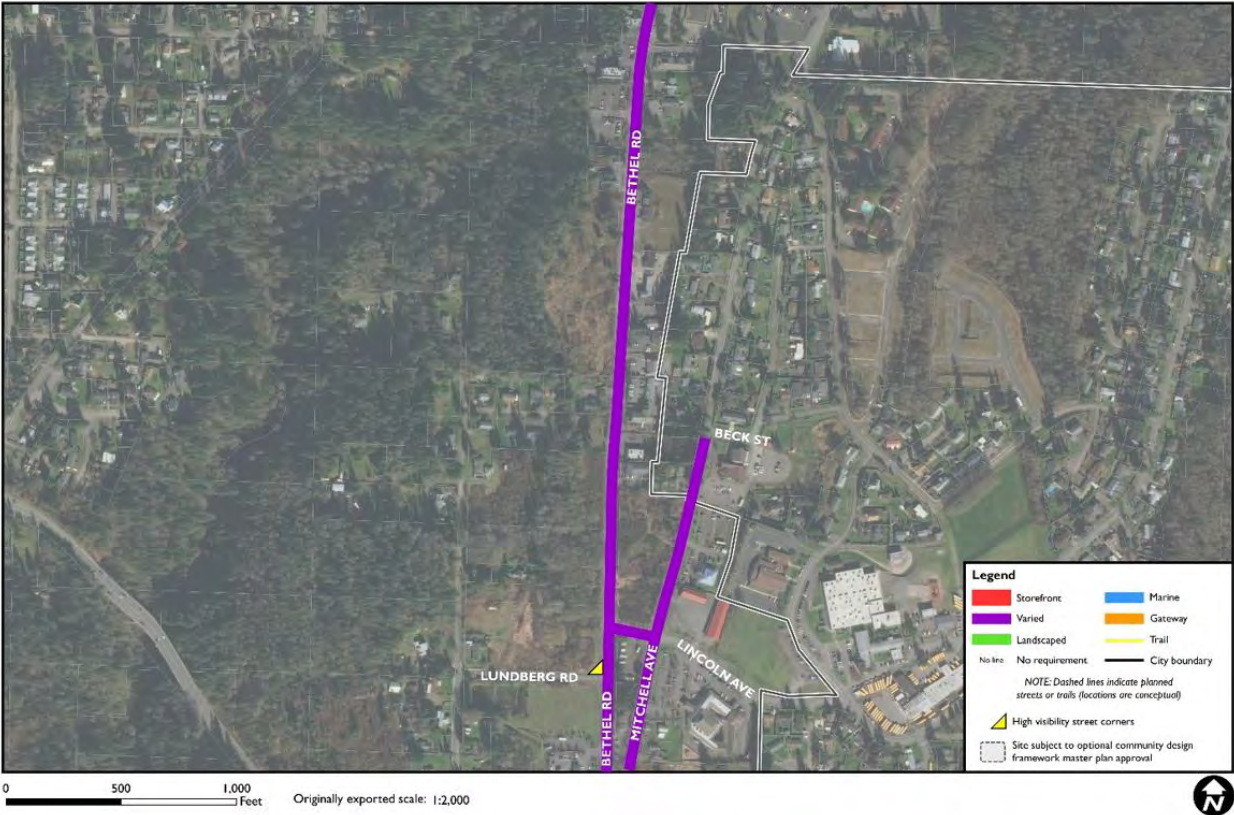


EXHIBIT 5

Figure 20.127.130(7)
Map #7 – Lund Bethel

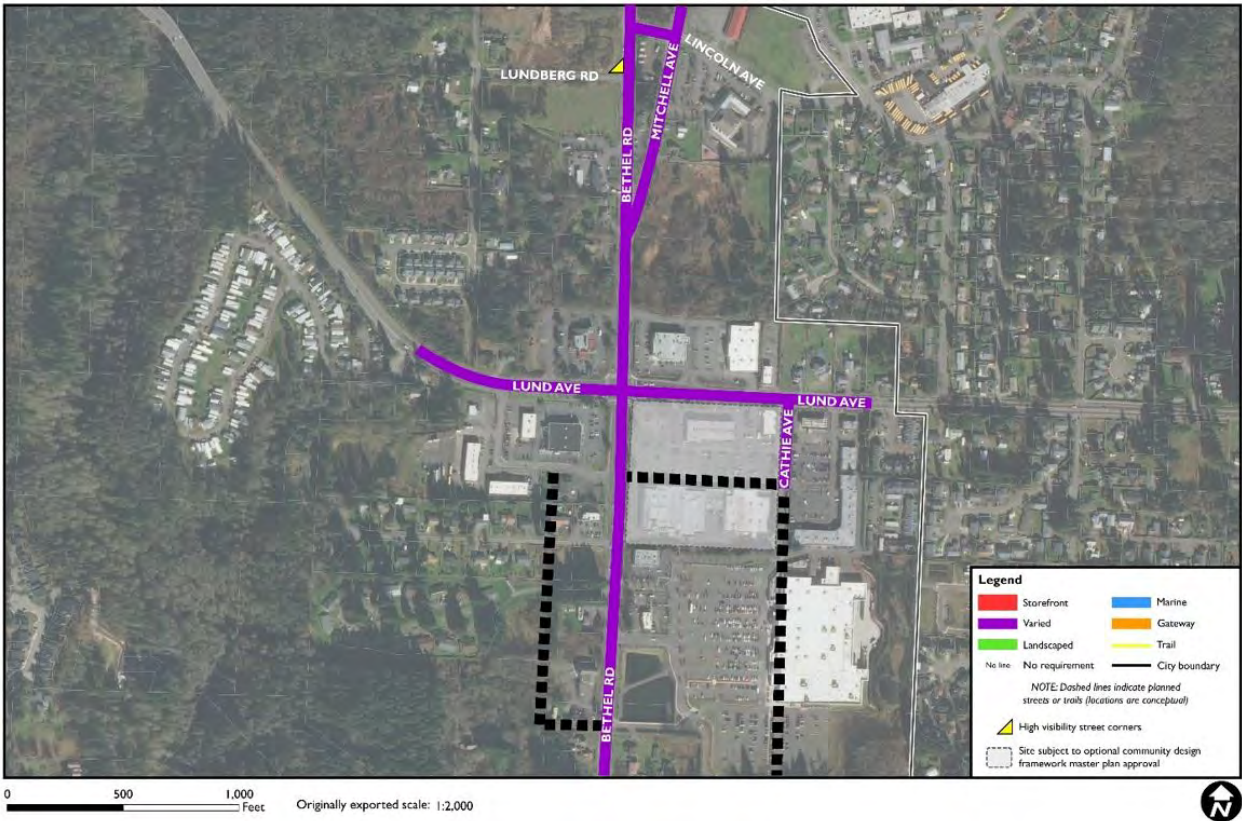


EXHIBIT 5

Figure 20.127.130(8)
Map #8 – Bethel South

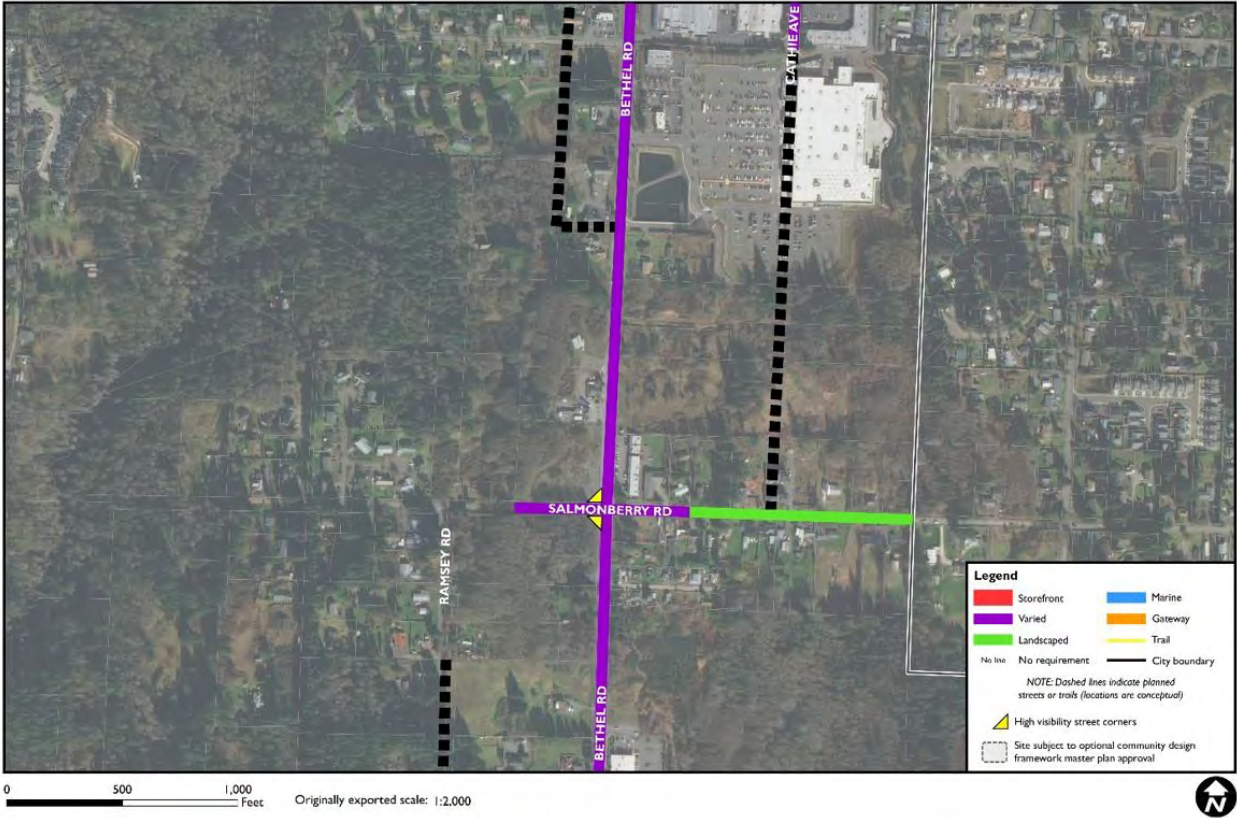


EXHIBIT 5

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

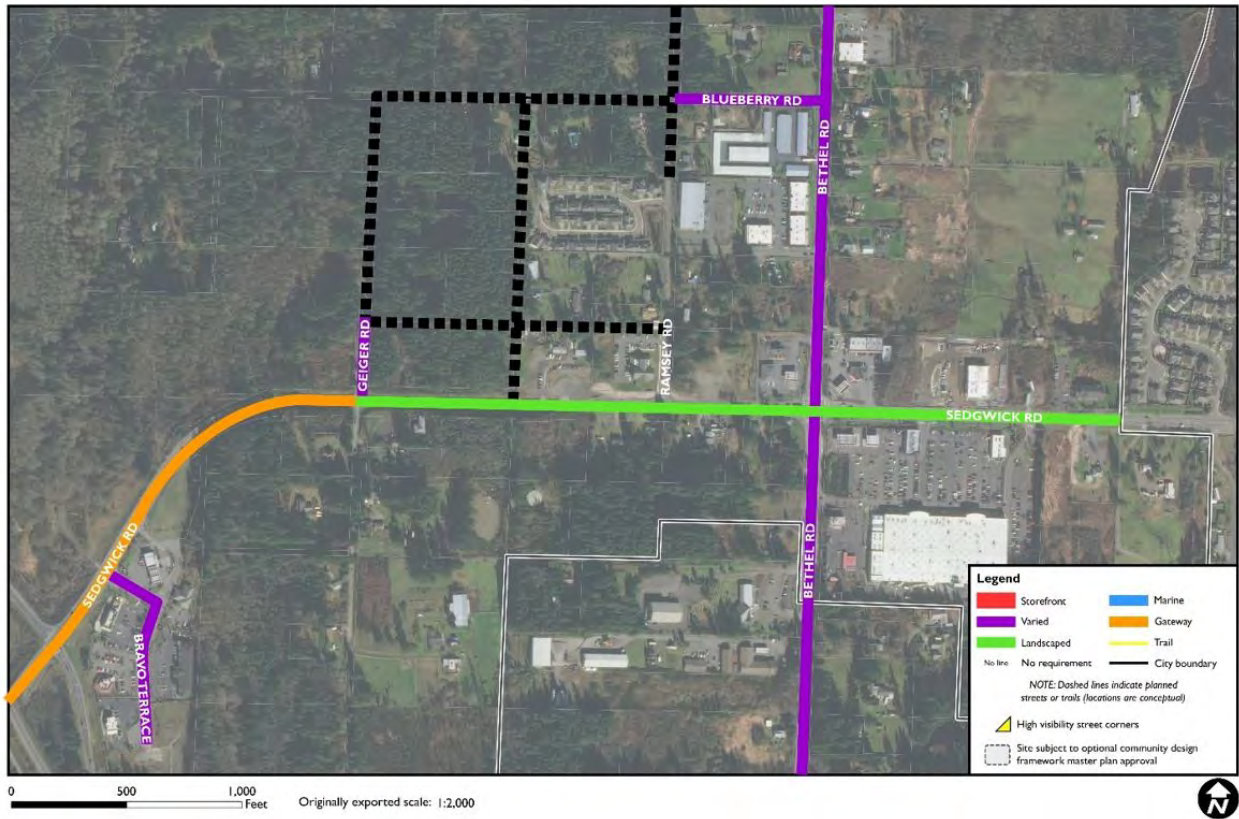


EXHIBIT 5

Figure 20.127.130(10)
Map #10 – Bethel Cedar



EXHIBIT 5

Figure 20.127.130(11)
Map #11 – Bethel Lider



EXHIBIT 5

Figure 20.127.130(12)
Map #12 - Tremont



Figure 20.127.130(13)
Map #13 – Cedar Heights



EXHIBIT 5

Figure 20.127.130(14)
Map #14 – Sidney Glen

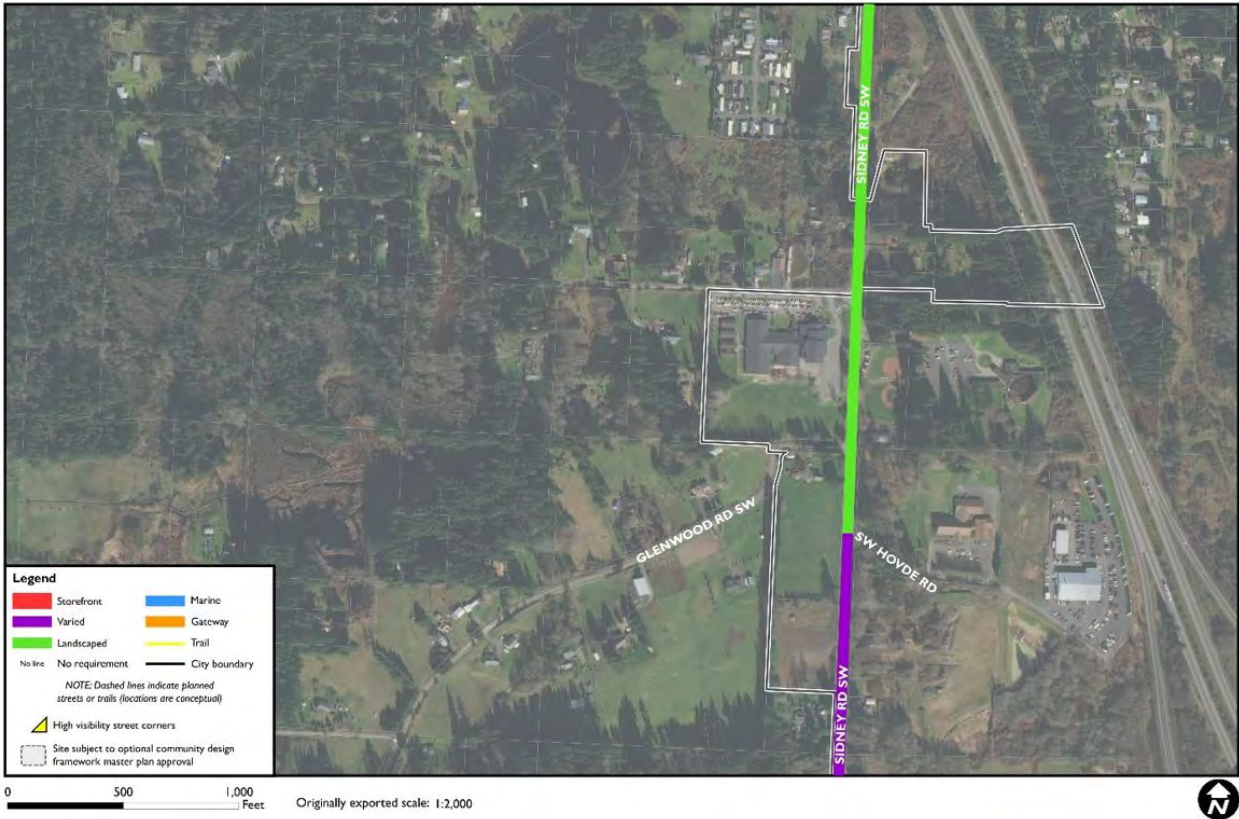


EXHIBIT 5

Figure 20.127.130(15)
Map #15 – Sidney Sedgwick



EXHIBIT 5

Figure 20.127.130(16)
Map #16 – McCormick Woods

