



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

## **PLANNING COMMISSION MEETING AGENDA**

Tuesday, December 7, 2021  
6:00 pm

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

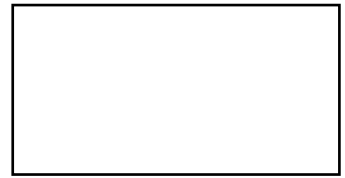
**Public Zoom Link (Planning Commissioners please use individual webinar links):**

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

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

**Webinar ID: 874 4427 6232**

- 1. Call to Order: 6:00 p.m.**  
Pledge of allegiance
- 2. Audience Comments – Topics not on Tonight's Agenda**  
Please limit comments to **3 minutes**.
- 3. Approval of Minutes from November 2, 2021**
- 4. Business Items**
  - (a) Public Hearing: 2021 Comp Plan Amendments
  - (b) Discussion and Recommendation: 2021 Comp Plan Amendments
  - (c) Public Hearing: McCormick Village Subarea Plan and Regulations (cont'd from Nov)
  - (d) Discussion and Recommendation: McCormick Village Subarea Plan and Regulations
- 5. Adjourn**



**Planning Commission Meeting Minutes**  
**November 2, 2021**  
**Zoom Teleconference**

**COMMISSIONERS:**

**Present:** Annette Stewart (Chair), Joe Morrison, Mark Trenary, Trish Tierney, Phil King.

**Absent:** Dave Bernstein, Stephanie Bailey.

**STAFF:**

Community Development Director Nick Bond, Long Range Planner Keri Sallee, Assistant Planner Josie Rademacher.

**1. CALL TO ORDER:** Chair Stewart called the meeting to order at 6:01 p.m. and led the Pledge of Allegiance.

**2. PUBLIC COMMENTS:** There were no comments from the public regarding issues not on the agenda.

**3. APPROVAL OF MINUTES FROM NOVEMBER 2, 2021:** Chair Stewart made a motion to review the minutes from the November 2<sup>nd</sup>'s meeting at the December 7<sup>th</sup> meeting.

**4. BUSINESS ITEMS:**

**A. PUBLIC HEARING: MCCORMICK URBAN VILLAGE SUBAREA PLAN.** Community Development Director Bond gave a brief overview of the McCormick Urban Village Subarea Plan before opening the public hearing. The updated site plan for the project includes an update to the wetland buffer and minor reconfiguration of the overall layout of the site plan. Bond proposes that the public hearing be open through to the next meeting in order to allow the public ample time to make testimony and review the final draft plan.

Eric Campbell, developer with McCormick, commented that he is available for to answer any questions that may come up during the public hearing.

Carlos, a resident in McCormick Woods posed questions about the proposed plan asking when the proposed project is intended to be completed, and when it comes to investment in and apart of the retail center, who is the group to speak to. Bond said that the project intends to break ground on this project in 2022. The construction window will probably last for 2-3+ years, and additional time to lease the spaces to businesses. Eric Campbell, developer with McCormick Communities, LLC further explained that the project plans to break ground as early as Summer 2022, or as late as Fall 2022. Additionally, Campbell states that the retail spaces will be available to lease.

Kelly and Wayne Wright posed three areas of concern with this project. The first being access to transit, specifically Kitsap Transit to the McCormick Urban Village. The second being the impact

of this development on South Kitsap School system. Kelly Wright stated that she feel strongly that the number of homes being built and the families that will occupy them will exceed what the current school system can handle. Lastly, Kelly Wright stated that mitigation and protection of trees and wetlands is continued through construction and development of the site. Wright expresses the need for ample tree buffers (25'-40' buffers) in order to protect homes from storms. Bond states that transit is included in the plan and there are several goals associated with extending transit to the urban village (Goal MVT 5 and Policy MVT 10) with Kitsap Transit. Bond states that the South Kitsap School district does own the property west of the Urban Village off of Feigley Rd. and have concept plans for two new schools on that site but is something that is acted on by the school board and not the city. Bond further states that the city supports the school districts efforts to provide adequate capacity for students. The city helps this development through impact fees that are charged to new development to help with adequate school capacity. Additionally, the city is working on an interlocal agreement to better manage the school impact fee program. Bond states that the city is looking to preserve trees where it is possible and promote long-term tree canopy creation (30% threshold) and buffers where it is possible. Bond said that land is designated as urban land and under the growth management act is required to develop for urban densities. The city has protections for wetlands and streams that exist on the property.

Greg Gililand, a resident in McCormick Meadows, wanted to express his hopes for the project being walkable and pedestrian oriented as well as along Old Clifton Rd. Gilliland also agreed with the earlier stated interest in extending transit to the Urban Village. Bond said that project will have pedestrian travel routes across Old Clifton Rd and across the project up to Anderson Hill and across Feigley Rd. as well. Additionally, Bond states that pedestrian access will exist along Old Clifton Rd, except for the area in between Campus Parkway and Feigley Rd. due to steep banks. Pedestrian and bicycle traffic will be routed through the urban village.

Linda Brune, a resident of McCormick Woods, said she agrees with making sure there are adequate school facilities to accommodate the new homes in this project. Brune expressed concern about clearing and wildlife displacement becoming a growing concern in her neighborhood and wanted to know if wildlife protection was a part of the project plan. Bond said that the land is designated as urban land and under the growth management act is required to develop for urban densities. Bond said that the city, and under his knowledge is unaware of any wildlife displacement programs that cities have to help in the adaptation of new habitats for wildlife.

**B. PUBLIC HEARING: UPDATES TO POMC 20.170, FLOOD DAMAGE PREVENTION CODE.**

Long Range Planner Sallee introduces the updates to the flood damage prevention code. The current code was last updated 5 years ago, and new FEMA maps have been created since, requiring an update to the code. The report was created with technical assistance from experts from the state at the Department of Ecology (DOE) and are asked by the state to adopt the new ordinance with updated information. This makes our code consistent with the most updated FEMA maps.

Chair Stewart opened the public hearing. No comments were made. Chair Stewart closed the public hearing.

**C. DISCUSSION AND RECOMMENDATION: UPDATES TO POMC 20.170, FLOOD DAMAGE PREVENTION CODE.**

Commissioner Tierney made a motion to recommend that the City Council approve the proposed revisions to POMC 20.170, the Flood Damage Prevention Code. Commissioner Stewart seconded the motion. The motion passed unanimously.

**D. PUBLIC HEARING: 2021 POMC TITLE 20 “HOUSEKEEPING” AMENDMENTS.**

Long Range Planner Sallee gave a summary of the items included in DCD’s annual “housekeeping” amendment to Title 20 POMC, which resolves minor omissions, errors, out of date information and redundancies that have been noted throughout the year.

Chair Stewart opened the public hearing. No comments were made. Chair Stewart closed the public hearing.

**E. DISCUSSION AND RECOMMENDATION: 2021 TITLE 20 “HOUSEKEEPING” AMENDMENTS.**

Commissioner King made a motion to recommend that the City Council approve the proposed housekeeping amendments to Title 20 POMC. Commissioner Trenary seconded the motion. The motion passed unanimously.

**ADJOURN:** Chair Stewart adjourned the meeting at 6:50 pm.

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Annette Stewart, Chair

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Nick Bond, Community Development Director





**CITY OF PORT ORCHARD**  
**DEPARTMENT OF COMMUNITY DEVELOPMENT**

216 Prospect Street, Port Orchard, WA 98366  
Ph.: (360) 874-5533 • FAX: (360) 876-4980

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**PLANNING COMMISSION STAFF REPORT**

<b>Agenda Item No:</b> <u>4(a)(b)</u>	<b>Meeting Date:</b> <u>12/7/2021</u>
<b>Subject:</b> <u>2021 Comprehensive Plan Amendments</u>	<b>Prepared by:</b> <u>Nick Bond, Development Director</u>

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**Issue:** The City initiated and received several amendments to the Comprehensive Plan by the deadline of January 31, 2021. The following amendments were approved to be placed on the docket by the City Council:

City-Initiated Text Amendments

- Capital Facilities Element. This element has been amended to include information about the City Hall space analysis prepared by Rice Fergus Miller in 2016, and to include a new policy regarding the development of the South Kitsap Community Events Center (SKCEC).
- Utilities Element. This element has been amended with updated tables for the Sewer System Capital Improvement Plan and the Water System Capital Improvement Plan.
- Appendix B (Plans Adopted by Reference). Appendix B has been updated to include the 2016 City Hall Space Analysis, as well as updates to the City’s Capital Facilities Plan, Water System Plan, Sanitary Sewer Plan, and 6 Year/20 Year Transportation Improvement Plan (TIP). The 2017 Blackjack Creek Watershed Assessment and Protection & Restoration Plan has replaced the 1987 Blackjack Creek Comprehensive Management Plan.
- 6-Year TIP. The updated 2021 TIP will extend 6-year funded transportation projects on the TIP to 2022-2027, and adopt a long-range (2028-2041) unfunded TIP.

He Site-Specific (Land Use Map) Amendment

- A private-party amendment to the Comprehensive Plan land use map was submitted by He Development LLC, to request that a 1.94-acre parcel located at 1932 SE Salmonberry Rd be redesignated/rezoned from Residential Low Density/R1 to Residential Medium Density/R3. The intent of the request is to provide a driveway access and parking for a proposed multifamily development on an adjoining Commercial Corridor-zoned property to the south.

Parks Plan/Element

- Initially, the City intended to adopt a revised Parks Plan by the end of 2021, however the plan will not be completed by the end of the year. Work on a Parks plan will continue in 2022.

The Planning Commission is requested to hold a public hearing on the proposed amendments, review the amendments and any public testimony, and provide a recommendation to City Council.

**Recommendation:** The Planning Commission is requested to recommend that the City Council approve an ordinance adopting the 2021 Comprehensive Plan amendments, as presented.

**Suggested Motion:** “I move to recommend that the City Council approve an ordinance adopting the 2021 Comprehensive Plan amendments, as presented.”

- Attachments:**
1. Ordinance
  2. Amended Capital Facilities Element
  3. Amended Utilities Element
  4. Amended Appendix B
  5. Amended TIP
  6. He Site-Specific Amendment Application

**ORDINANCE NO. \*\*\***

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

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

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

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

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

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

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

**WHEREAS**, on July 13, 2021, notice of the proposed amendments to the City's Comprehensive Plan was sent to the Washington State Department of Community, Trade, and Economic Development at least sixty days before the amendments were adopted, in accordance with RCW 36.70A.106; and

**WHEREAS**, on October 20, 2021, a SEPA Determination of Non-Significance was issued, and



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

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

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

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

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

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

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

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

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

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

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

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

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

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

\_\_\_\_\_  
Robert Putaansuu, Mayor

ATTEST:

\_\_\_\_\_  
Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM:

Sponsored by:

\_\_\_\_\_  
Charlotte A. Archer, City Attorney

\_\_\_\_\_  
Scott Diener, Councilmember

PUBLISHED:  
EFFECTIVE DATE:

ATTACHMENTS: 2021 Amendments to the Comprehensive Plan

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Robert Putaansuu, Mayor

ATTEST:

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Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM:

Sponsored by:

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Charlotte A. Archer, City Attorney

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Scott Diener, Councilmember

PUBLISHED:  
EFFECTIVE DATE:

ATTACHMENTS: 2021 Amendments to the Comprehensive Plan

# Chapter 9. Capital Facilities – Amended Redline 2021

## 9.1. Introduction

This Capital Facilities Element of the 2016 Comprehensive Plan provides information about the City's existing public facilities, and the need for future facilities to address the requirements of a growing population. The Capital Facilities Element, in conjunction with the City's Capital Facilities Plan (CFP) and

Capital Improvements Program (CIP), provide guidance for the City to achieve its goals of providing the appropriate public facilities and desirable levels of public services to its residents and businesses.

### **Capital Facilities Vision**

***Provide outstanding community facilities that serve the needs of a growing and changing city. Maintain existing community facilities and develop additional facilities to address the city's growth and evolving needs. New facilities should address multiple objectives, such as creating new open space and enhancing neighborhood character, even as they serve basic functional requirements.***

Ensuring that public facilities are available when growth occurs is critical to the quality of life for Port Orchard's residents. The implementation of the Capital Facilities Element and related plans will help realize the community's vision for outstanding community facilities, as well as the vision and goals of the Land Use Element. This Element also functions in coordination with the Comprehensive Plan's Utilities, Parks and Transportation elements and functional system plans for water, wastewater and stormwater. These are discussed in more detail in Section 9.3.

The state requires the City to demonstrate that all capital facilities serving its population have been considered and that planning is done in a coordinated and comprehensive fashion. The Public Facilities and Services Goal of the Growth Management Act (GMA) requires that the level of service ("LOS") of public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, without decreasing current service levels below locally established minimum standards ("the concurrency requirement"). Kitsap County's Countywide Planning Policies also require the City to ensure that its growth plans are consistent with the CIP and that adequate public facilities and services are or will be available to serve the City's population allocation through the planning period. If limited funding or other circumstances would prevent the city from providing adequate facilities and services, the Growth Management Act requires the city to re-evaluate the Land Use Element and make sure that capital facilities plans and land use plans are consistent.

The City of Port Orchard owns and manages a variety of capital facilities, including roads, parks, utility systems, police facilities, and administrative buildings. In addition to the facilities owned and managed by the City, there are publicly-owned capital facilities managed by other entities which meet some of Port Orchard's capital facility needs. These include, but are not limited to, schools, library, sewage treatment, and public transit. Privately owned utilities (electrical, natural gas, and telecommunications) conduct

their own planning processes and maintain their own system plans. The City influences private system planning through its authority to regulate land uses and its obligation to develop and maintain a Comprehensive Plan.

The City uses its capital facilities and functional plans, with guidance from the Comprehensive Plan, to make planning and budgetary decisions about the need and timing for construction of new facilities, improvements to existing facilities, the levels of service provided by those facilities, and how to fund and maintain these needs. Planning decisions should also address the evolving and adaptive role of technology in the provision of capital facilities.

The complete list of capital facility improvements planned in the next seven years is provided in the City's Capital Improvements Program (CIP), which is described in Section 9.3. The CIP and the functional plans provide a complete facility inventory, as well as needs, projected costs, and funding sources.

## 9.2. Inventory and Identified Needs

### 9.2.1 Administration and Service Facilities

Facility	Location	Size (sq ft)
City Hall (includes Police Station and Municipal Court)	216 Prospect Street	28,370
Public Works Shop	1535 Vivian Court	6,000
South Shed	2051 Sidney Avenue	3,811
Active Club	1026 Tacoma Avenue	7,500
Police Shooting Range	1278 Lloyd Parkway	N/A
Library	87 Sidney Avenue	8,586
Community Development Department Building	720 Prospect Street	2,925

The City's Capital Facilities Plan provides a detailed description and analysis of the City's current capital facilities, as summarized below:

#### City Hall

The primary municipal building is the City Hall, which was built in 1999. It contains all of the City's departments and staff, except for the Public Works crew.

The CFP established the level of service for administrative space (including police and courts) at 2,408 sq ft per 1,000 residents. The state's Office of



Financial Management estimated the City's 2015 population at 9,950. The City's 2036 target population allocation is 20,558. City Hall also requires some maintenance and improvements, as identified in the CFP. ~~Therefore, the City should assess the current conditions, adequacy and capacity of the existing City Hall building square footage and its internal configuration, make interim or short-term changes as appropriate, and plan for approximately 25,500 additional square feet of administrative space to be provided by the end of the 2036 20-year planning period.~~ In 2016, the City contracted with Rice Fergus Miller, Inc to prepare a facilities space analysis for the City Hall. This analysis, which has been included in Appendix B of the City's Comprehensive Plan (Plans Adopted by Reference), found that the Port Orchard City Hall's net usable area was approximately 64% of the area provided in the city halls for Gig Harbor and Poulsbo, which are smaller cities. The analysis recommended that approximately 10,592 gross square feet be added to City Hall through 2025, based on the City's projected population growth, in order to maintain and improve work space and customer service. Parking should also be provided for an expansion.

The Police Department currently occupies approximately 5,500 sq ft on the ground floor of City Hall. The Police Department has indicated that it requires approximately 10,000-15,000 additional square feet of office space with 3,000-5,000 sq ft of storage to meet its needs for the next 20 years. The City should review options for providing the additional space needed to maintain an appropriate level of police services.

### **Public Works – Shop and South Shed**

The Public Works shop houses this department's foreman and crew and a majority of the City's maintenance vehicles and equipment.

The shop has sufficient capacity to support staff throughout the capital facilities planning period. There is a current level of service for enclosed maintenance facilities of 833 sq ft per 1,000 residents. However, there is not enough covered parking for City vehicles and equipment, and the City has identified the need for a second four-bay carport to cover and protect City vehicles and equipment from the elements.

The south shed is anticipated to continue being used as a storage facility and staging area through the planning period. No construction, remodeling or expansion need is anticipated.



### **Active Club**

The Active Club is the only community recreational building owned by the City. It provides space for a number of recreational, sports and civic organizations to conduct activities.

### **Police Shooting Range**

The police shooting range provides a convenient and safe location for officers to train and practice with firearms.



## Library

The library building is owned by the City and houses the local branch of the Kitsap Public Library.

### **9.2.2 Parks and Recreational Facilities**

The City has a number of parks and recreational facilities, listed below.

#### **Current Parks Facilities**

Park Name	Size	Facilities
Van Zee	8.3 Acres	Picnic Areas and shelters, trails, two baseball diamonds, playground, sports field, lighted tennis courts, horseshoe court, restroom
Clayton Park	1.4 Acres	Picnic tables, playground, sports field, basketball court, picnic shelter
Givens Field	6.7 Acres	2 Baseball Diamonds (under lease, not available for public use), lighted tennis courts, lighted horseshoe courts, restrooms, picnic area, playground, Active Club
Lundberg Park	4.8 Acres	Not open to the public, no facilities
Paul Powers, Jr. Park	3.75 Acres	Field, playground, basketball court
Boat Ramp	0.3 Acres	Municipal boat ramp, restroom, parking
DeKalb Pedestrian Pier	4.1 Acres	169 feet of pier, 359 feet of floats, picnic tables
Etta Turner Park	0.6 Acres	Gazebo, benches, view of Sinclair Inlet, trail connection
McCormick Village Park	28.6 Acres	Trails, restrooms
Seattle Ave Waterway Property	1.88 Acres *tidelands included	Trail connection
Waterfront Park	1.9 Acres	Sidewalks, picnic table, bench, viewing platform
Westbay Easements	N/A	Trail connection, beach access
Bethel South Property	5.3 Acres	Not open to the public, no facilities; a portion planned for construction of dog park

In addition to the properties in the above table, which are owned and operated by the City, Port Orchard residents also have a number of non-City parks and private facilities that are available for public recreational use.

The City's Parks Plan provides a comparison of current recreational facilities and services within the City against the recommended levels of service used by the state's Interagency Council for Outdoor Recreation and by Kitsap County. This comparison is used to establish the LOS for recreational needs of



Comprehensive Plan.

the City's existing and future population. City-owned, non-City publicly owned, and private recreational facilities are all considered by the City when determining levels of service.

In general, the City has adequate park and recreational facilities to serve the population during the planning period, with existing deficits in bike paths, boat launches and pedestrian trails, and projected deficits in community and neighborhood parks. Additional information on the City's parks and more detailed planning strategies can be found in the City's Parks Plan and in the Parks Element of this

### **9.2.3 Utilities and Transportation**

The City owns, maintains and manages its water system and wastewater collection system. It is also responsible for City roads and other aspects of the City's transportation system. More information on these facilities is provided in the City's functional plans and other Elements of the Comprehensive Plan (Utilities, Transportation).

## **9.3. Planning and Policy Connections**

A complete list of capital facility improvements planned in the next seven years is included in the city's Capital Improvements Program (CIP), which is described in this section. The CIP and the functional plans listed in the following table identify facility inventories, needs, projected costs, and funding sources.

Capital improvement recommendations are drawn primarily from functional plans specific to each capital facility or City department. Utilities such as water, sewer, and stormwater have specific requirements according to state and federal law. Each City department forecasts needed improvements for at least a twenty-year. Each plan contains an inventory of the system and a forecast of system demand and capacity based on population and regulatory mandates. The functional plans identify capital investments required to meet future demand and to replace or maintain existing facilities for continued service. The plans also define the customer service level for each facility provide and system-specific operating policies.



The CIP uses many revenue sources to fund the capital improvement projects identified in the plan, including sales tax, business and occupation tax, utility rates, state revenues, bonds, and grants. Impact fees<sup>1</sup> and other specific revenues allowed under the Growth Management Act also offer potential funding sources.

### Coordinating City Functional Plans and Capital Improvements Program

<p><b><u>Capital Improvements Program</u></b></p> <p>This is the city’s seven-year financing and implementation plan in which needed capital improvements to the city’s public facilities and infrastructure are identified and prioritized.</p>	<p><b>Funding:</b> plan updated biennially.</p>
<p><b><u>Water System Plan</u></b></p> <p>This plan provides a basis for capital improvement planning for six years and forecasts anticipated needs to a 20-year planning horizon.</p>	<p><b>Functional Plan:</b> updated on a 6-10 year cycle, as needed.</p>
<p><b><u>Wastewater System Plan</u></b></p> <p>This plan addresses aging infrastructure, system expansion to accommodate development, revised policies and practices, data, finances, revised growth forecasting, and recommended improvements.</p>	<p><b>Functional Plan:</b> updated on a 6-10 year cycle, as needed.</p>
<p><b><u>Storm and Surface Water System Plan</u></b></p> <p>This plan establishes the city’s storm and surface water policy.</p>	<p><b>Functional Plan:</b> updated on a 6-10 year cycle, as needed.</p>
<p><b><u>Parks Plan</u></b></p> <p>This plan is the primary tool to guide the long-term growth and development of Bellevue’s parks and open space system. The core of the plan is a set of 20-year capital project recommendations, which are reviewed and updated approximately every six years.</p>	<p><b>Functional Plan:</b> updated on a 6-10 year cycle, as needed.</p>
<p><b><u>Transportation Plan</u></b></p> <p>This six-year plan indicates needs for maintenance and improvement of the City’s transportation network.</p>	<p><b>Functional Plan:</b> updated every two years.</p>

## 9.4. Future Needs

A key feature of the capital facilities planning process is asset management, which continually monitors the condition of existing facilities and infrastructure, identifies the levels of maintenance needed, and determines when facilities need to be replaced. The city’s capital facilities policies ensure that the city plans in advance for maintenance and infrastructure replacement to maintain levels of service. These policies also tie capital facilities planning to land use, making sure that assumptions about future growth are consistent.

The City of Port Orchard owns, operates, and maintains over \$3.5 billion of infrastructure to provide drinking water, wastewater, and stormwater and surface water services to its residents and businesses. Continued investment in this infrastructure is necessary for continued delivery of utility services that are critical for human health and safety, economic development, as well as supporting a sustainable, healthy

environment. Capital facility investment helps to ensure that the City can continue to deliver the high quality municipal utility services customers expect.

The City of Port Orchard has a rapidly growing population. To provide adequate capital facilities, the City is working to address substandard infrastructure and comply with new regulations.

While there are unique challenges to specific capital facility services, several issues apply broadly to Port Orchard:

**Accommodating Increased Demand.** Increased demand will require investment for building and maintaining facilities for services like water, wastewater, stormwater, parks, fire, police, transportation, and municipal buildings. Non-city providers, such as school districts, libraries and solid waste processors, will also experience increased demand for services and will need to plan for new or improved facilities.

**Aging Infrastructure.** Some of Port Orchard’s capital facilities are aging or inadequate for current service needs, and will require repairs and replacement over the next twenty years. The costs of replacing utility infrastructure and roads are substantial and take years for planning and implementation. Likewise, facilities such as parks and municipal buildings require ongoing maintenance, improvements, or replacement. City departments maintain plans and strategies for funding and building necessary improvements, which are scheduled and assigned funding in the city’s seven-year CIP.

**Compliance with New Laws and Regulations.** Changing state and federal mandates governing capital facilities systems require the city to monitor and review its systems to ensure compliance. For example, compliance with the city’s National Pollutant Discharge Elimination System Municipal Stormwater Permit (NPDES), a Federal Clean Water Act mandate that affects programs citywide, will have significant long-term impacts on the way the city does business, on city expenses, and on private development costs. In February 2010, stormwater regulations were significantly expanded under the NPDES Phase II permit. These new regulations, along with associated stormwater requirements that must be incorporated into City code by 2017, places significant additional requirements on the City’s planning and regulatory functions.

The City of Port Orchard benefits from its proximity to centers for recreation, open space, and sports fields outside City Limits and/or held by other agencies or groups, such as the South Kitsap School District and Kitsap County. Creating and strengthening regional partnerships will enable Port Orchard and its partners to provide greater facilities and opportunities than would be possible alone. The City of Port Orchard is already working with Kitsap County and other nearby jurisdiction to create and expand a regional water trail including shoreline access with launch points, rest areas, parking facilities.

## 9.5. Goals and Policies

**Goal I. Provide an efficient distribution and mixture of public facilities, including parks, parking areas, non-motorized transportation connections, and other facilities and services.**

Policy CF-1 The City should explore opportunities for acquisition of surface parking areas within the downtown core to serve the general public and municipal purposes.

- Policy CF-2 The City should consider development of multi-use facilities that can serve more than one public need. The City should coordinate with other jurisdictions and agencies that also provide public facilities, such as Kitsap County, Kitsap Transit and the Port of Bremerton, to encourage cooperative planning of future facilities and reduce redundancy. The City should also explore opportunities for public/private partnerships and funding sources that could provide a mix of public facilities and other uses such as commercial and residential within the same development, where appropriate.
- Policy CF-3 Encourage public awareness and consider public input when considering the need for and proposed locations of new public facilities. Develop public facilities according to the specific needs, locations and levels of service identified in the City's functional plans and capital improvements program.
- Policy CF-4 Encourage the joint use of utility corridors for open space and non-motorized pathways and trails, provided that such joint use is consistent with limitations prescribed by applicable law and prudent utility practice.
- Policy CF-5 Encourage private property owners and developers to donate public trail access and parcels for park development in areas identified for future municipal parks and trail connections.

**Goal 2. The City shall establish minimum levels of service for provision of urban services (i.e. fire, police, garbage disposal, parks, library, and other appropriate services).**

- Policy CF-6 It is the City's intent that adequate school facilities be provided for the community. Individual school levels of service should be maintained as adopted and funded by the South Kitsap School District School Board.

**Goal 3. Ensure that infrastructure, facilities, and services are adequate to serve new projects at the time buildings are available for occupancy and use, without decreasing service levels below locally established minimum standards.**

- Policy CF-7 Require that urban level facilities and services are provided prior to or concurrent with development. These services include, but are not limited to, transportation infrastructure, parks, potable water supply, sewage disposal, stormwater and surface water management, and solid waste management.
- Policy CF-8 Facilitate adequate planning for services and facilities by coordinating with utility providers on annual updates of population, employment and development projections.

- Policy CF-9 Regularly monitor and update LOS standards for public facilities to reflect community preferences for quality of service delivery.
- Policy CF-10 Encourage providers to improve accessibility to public services by making information available, convenient and complete.
- Policy CF-11 Maintain an inventory of existing capital facilities owned by public entities.
- Policy CF-12 The City should acquire property sufficient to provide capital facility services at established levels of service, according to the identified deficiencies and future needs for such services as provided in the City's functional plans.

**Goal 4. Ensure that the provision of capital facilities meets the needs of the present without compromising the ability of future generations to meet their own needs.**

- Policy CF-13 Provide public facilities and services conveniently and equitably throughout the community and do not unduly affect any one group of people or geographic area by the siting or expansion of essential public facilities.
- Policy CF-14 Ensure that the provision of capital facilities is environmentally sensitive, safe and reliable, aesthetically compatible with surrounding land uses, and economical to consumers.
- Policy CF-15 Ensure that new growth and development pay a fair, proportionate share of the cost of new facilities needed to serve such growth and development.
- Policy CF-16 Direct growth within the community where adequate public facilities exist or can be efficiently provided.
- Policy CF-17 Seek to reduce the per unit cost of public facilities and services by encouraging urban intensity development within the City and adjacent Urban Growth Areas.
- Policy CF-18 Coordinate the construction of public facility improvements such as utility and road improvements to help minimize project costs.
- Policy CF-19 Ensure the efficient and equitable siting of capital facilities through cooperative and coordinated planning.
- Policy CF-20 Coordinate and cooperate with other jurisdictions in the implementation of multijurisdictional utility facility expansions and improvements.

Policy CF-21 Provide meaningful opportunities for community involvement in the planning of capital facilities.

**Goal 5: Support provision of adequate, timely and efficient fire protection and emergency medical service within the City.**

Policy CF-22 Coordinate with South Kitsap Fire and Rescue on planning for the location of new fire stations to ensure that they are dispersed throughout the City and located near areas of high population concentration.

Policy CF-23 Encourage consolidation of duplicate services between Fire Districts to use resources more effectively.

**Goal 6: Reduce crime risks within the City.**

Policy CF-24 Design and locate capital facility improvements to optimize public safety through increased visibility at joint use facilities (e.g., streets, public buildings, etc.)

Policy CF-25 Ensure that there are enough commissioned officers and support staff to support the established LOS in the City.

**Goal 7. Coordinate land use and school district capital facilities planning.**

Policy CF-26 Recognize that schools provide a unifying social and physical amenity that are key foci for successful neighborhoods. Encourage elementary schools to be located in or near neighborhood centers and middle schools, junior high schools and senior high schools to be located near community centers.

Policy CF-27 Coordinate with the South Kitsap School District to develop strategies to ensure that students are not forced to attend a school outside their neighborhood.

Policy CF-28 Coordinate with the South Kitsap School District to develop strategies to provide and enhance safe multi-modal access to the schools.

Policy CF-29 Review and update school impact fees at least every 4 years.

Policy CF-30 Explore opportunities to develop joint use facilities with the South Kitsap School District, such as recreational and community center facilities.

**Goal 8: Develop and maintain adequate and convenient parks, recreation, and open space areas and facilities for all age groups to serve both the**

**existing and future population of Port Orchard and surrounding areas.**

- Policy CF-31 Preserve open space considered scenic in value by :
- a. enhancing and expanding park facilities.
  - b. discouraging obstructions of scenic views.
- Policy CF-32 Increase the size and number of parks and open spaces by:
- a. establishing partnerships with other agencies to jointly utilize public facilities.
  - b. promoting through public and private investments, the acquisition of open space facilities and assuring proper maintenance thereof.
  - c. providing for public input when developing plans for public parks.
  - d. providing for a mixture of active and passive open spaces within residential and commercial areas with consideration of nearby public facilities.
  - e. providing input on development plans for public parks within Port Orchard's Urban Growth Boundary.
- Policy CF-33 Monitor and maintain the LOS for park facilities as established in the City's comprehensive Parks Plan.
- Policy CF-34 The Active Club should continue to be maintained and improved.
- Policy CF-35 Reevaluate the City's established park impact fee at least every four years to ensure that the fee is appropriate based on the City's LOS for parks acquisition, improvement and maintenance.
- Policy CF-36 Correct LOS deficiencies in park facilities through capital improvements.
- Policy CF-37 Collaborate with Kitsap County to explore formation of a Municipal Parks District to help fund and develop community and neighborhood scale parks throughout the city and the Urban Growth Area.
- Policy CF-38 Develop neighborhood parks adjacent to school sites whenever possible in order to promote facility sharing. Facilities on the neighborhood park site should supplement uses that the school does not provide such as trails, open space, picnic areas, playground equipment, and multi-purpose paved sport courts.



- Policy CF-39 Encourage implementation of the County’s Greenways Plan that outlines a citywide system of trails that will serve park, recreation, and open space needs. Link a system of trails between neighborhoods and parks, school sites, and other public property. Utilize public lands and existing rights-of-way for trail purposes whenever feasible.
- Policy CF-40 Place interpretive signs along trails to encourage community, historical, and environmental awareness and place distance markers along the trail for walkers and runners.
- Policy CF-41 The City should maximize the use of state and federal grants for future parks improvements whenever possible.
- Policy CF-42 Create new parks in recently annexed areas or update existing parks within newly annexed portions of the City.
- Policy CF-43 In conjunction with partners, develop the South Kitsap Community Events Center as a recreational and civic amenities hub for Port Orchard and the South Kitsap region.

**Goal 9. Ensure that an adequate water supply is available to support the level of population growth and land development projected within the City.**

- Policy CF-44 Maintain drinking water quality in accordance with State and Federal standards to ensure the quality of drinking water delivered to customers of the water system.
- Policy CF-45 Provide high quality domestic and fire protection service to all areas within the retail service area.
- Policy CF-46 Utilize City-owned and operated sources of supply to maximize efficiency and cost effectiveness of the water system.
- Policy CF-47 Maintain water system facilities to ensure a high level of service is provided to all customers and maximize the life of facilities to protect the investment of ratepayers.
- Policy CF-48 Construct new facilities as required to serve the existing and future populations of the established water service area and South Kitsap Urban Growth Area.
- Policy CF-49 Interconnect the City’s main water system with the independent facilities serving the City’s 580 and 660 Pressure Zones (McCormick Woods System). This will allow for combining the two existing systems under one water system identification number.

- Policy CF-50** Implement and maintain water use efficiency and conservation programs to discourage water waste, promote the prudent use of water resources and support protection of habitat and the environment.
- Policy CF-51** Work with neighboring water utilities, participate in regional water planning efforts to establish common goals of uniform water system standards and facilitate coordination of efforts toward the adequate provision of water service throughout the region.
- Policy CF-52** Conduct water system operations in a manner that insures high quality service in accordance with all applicable rules and regulations, at the lowest reasonable cost.
- Policy CF-53** Encourage land uses and programs that promote water conservation.
- Policy CF-54** Revise water service boundaries in cases where the designated water service provider cannot provide timely or reasonable service.
- Policy CF-55** Ensure that land uses permitted in aquifer recharge areas do not lead to contamination of water resources.
- Policy CF-56** Encourage new developments adjacent to properties with private wells or existing septic systems to connect to the City's water system or, if not feasible, ensure that adverse impacts to existing wells or septic systems from new development is avoided or mitigated.

**Goal 10. Provide safe, reliable and timely sewer service to consumers at a fair and reasonable price.**

- Policy CF-57** Coordinate construction of sewage improvements with other utilities.

The City shall require all new development to connect to public sewer and water systems, unless physically or financially infeasible.

**Goal 11. Ensure that all utility infrastructure expansion provides an adequate level of public service to support new development consistent with the City's policies, criteria, and standards. In addition, utility expansion should also be consistent with current land use plans and development regulations of the State of Washington, Kitsap County, and appropriate local planning agencies.**

- Policy CF-58** Utilize best construction methods and practices and innovative techniques in the design and construction of utilities.
- Policy CF-59** Whenever possible, utility construction should be scheduled to minimize disruption of access to area residences and businesses.

**Policy CF-60** Schedule utility construction activities to avoid sensitive times in the lifecycle of fish and wildlife, such as spawning, nesting, and migration.

**Goal 12. Minimize development related impacts to existing hydrologic conditions and functions, and strive to correct current deficiencies resulting from past development practices such as stormwater-related flooding.**

**Policy CF-61** Identify areas within and adjacent to the City and its UGA which are highly sensitive to changes in hydrologic conditions and functions. Within these highly sensitive areas, establish standards that provide for near zero change in hydraulic and hydrologic function on a property, such as no net increase in the peak flow or volume of runoff or erosion products leaving a site post- development.

**Policy CF-62** Ensure development regulations adequately prevent new development from increasing flooding and minimize the possibility of damage from flooding events.

**Policy CF-63** Encourage Low Impact Development (LID) strategies for stormwater management through incentives and flexibility in application of regulatory requirements.

**Policy CF-64** Utilize new inventories of flood hazard-prone properties in the decision making process to prioritize stormwater system improvements.

**Policy CF-65** Coordinate the basin planning process with the community planning process to address surface water runoff and flooding issues.

**Policy CF-66** Integrate public regional stormwater detention and retention facilities into the natural environment.

**Policy CF-67** Recognize that regional facilities can provide aesthetics, recreation, and fish and wildlife habitat in a community park-like or open space setting.

**Policy CF-68** Implement planned activities and continue current activities in the 2014 Stormwater Management Plan.

# Chapter 7. Utilities

## 7.1. Introduction

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

### **Utilities Vision**

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

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

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

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

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

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

## 7.2. City-Managed Utilities

### Sewer

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

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

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



### Water

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

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

### Stormwater

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

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

## 7.3. Non-City Managed Utilities

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

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



### Solid Waste and Recycling

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

### Electrical Service

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

### Natural Gas Service

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

### Telecommunications

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

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



## 7.4. Existing Conditions

### Sewer

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

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

### Water

The City's water supply and distribution system is examined on a regular basis, as required by State and Federal requirements. The current Water System Plan, which is in progress, indicates that the water system capably meets the City's domestic drinking water requirements. Water supply is reliant on a combination of both City wells and the low-pressure intertie with the City of Bremerton water supply. Additional wells will be necessary for the City to become self-reliant, which would allow the higher-cost Bremerton supply to be used on a standby basis.

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

### Stormwater

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

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

## **7.5 Relationship to Centers of Local Importance**

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



One purpose of local centers is to enable the City to deliver services more cost-efficiently and equitably, within a development pattern that is environmentally and economically sound. Through subarea planning, the City will designate desired development types, locations and patterns within each Center. Provision of utilities and improvements to utility services within Centers should be a City priority.

## 7.6 Future Needs

### Sewer

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



In the near-term future (0-6 years), the focus of the CIP for the sewer collection system is the replacement and/or retrofitting of key components for several pump stations. Long-term improvements (7-20 years) will be required for conveyance pipelines throughout the City, including the McCormick Woods Drive SW, Bay Street and Port Orchard Boulevard gravity sewer lines. These issues are discussed in the City's sewer plan in greater detail. Table 7-1, which was prepared by the City's consultant, provides an overview of the near-term future improvements.

**Table 7-1**

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

\*\* Dependent on the scope of the upgrade \_\_\_\_\_

City of Port Orchard				
Sewer System Capital Improvement Plan				
Project	Description	Cost Estimate	% CFC	Financing
1	Marina Pump Station	813,000,000	50	CFC / rates
2	Bay Street Pump Station	1,300,000	25	CFC/ rates
3	McCormick Pump Station 2	4,500,000	100	CFC
4	Eagle Crest Generator Set	300,000	0	rates
5	Albertson's Pump Station Upgrade	*	0	developer
SA	Bravo Terrace Lift Station and Force Main	5,000,000	75	CFC
SB	South Sidney Lift Station	2,500,000	100	CFC
SC	North Sidney Lift Station	2,500,000	100	CFC
SD	Sidney 2nd Force Main	1,537,500	100	CFC
6	McCormick Woods Pump Station 3	1,000,000	100	CFC
<b>Total CIP</b>		3126,637, 500		

## Water

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

**Table 7-2**

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

CITY OF PORT ORCHARD				
Water System Capital Improvement Plan				
CIP No.	Project	Estimated Project Cost	Percent CFC	CFC Future Improvements
<u>1</u>	<u>580 Zone Storage</u>	<u>\$2,100,000</u>	<u>100%</u>	<u>\$2,100,000</u>
<u>2</u>	<u>CIP No. 2 Combined</u>	<u>\$7,138,595</u>	<u>75%</u>	<u>\$5,353,946</u>
<u>2A</u>	<u>Well 13 Development &amp; Treatment</u>	<u>n/a</u>		
<u>2B</u>	<u>Maple Ave Improvements and Water Main Replacement</u>	<u>n/a</u>		
<u>2C</u>	<u>390 to 260 Rezone PRVs (4 each)</u>	<u>n/a</u>		
<u>3</u>	<u>Well 11 Development, Treatment, and Booster Pump</u>	<u>\$8,000,000</u>	<u>25%</u>	<u>\$2,000,000</u>
<u>4</u>	<u>580 Zone Transmission &amp; Distribution Main</u>	<u>\$1,235,000</u>	<u>100%</u>	<u>\$1,235,000</u>
<u>5</u>	<u>390 Zone Storage</u>	<u>\$3,000,000</u>	<u>100%</u>	<u>\$3,000,000</u>
<u>6</u>	<u>Telemetry Upgrades</u>	<u>\$100,000</u>	<u>25%</u>	<u>\$25,000</u>
<u>7</u>	<u>390 to 580 Zone Booster Station (Old Clifton)</u>	<u>\$525,000</u>	<u>75%</u>	<u>\$393,750</u>
<u>8</u>	<u>580 to 390 Zone Transmission Main (580/390 PRV)</u>	<u>\$1,325,000</u>	<u>75%</u>	<u>\$993,750</u>

<u>9</u>	<u>Well 12 Development, Treatment, and Booster Pump</u>	<u>\$7,000,000</u>	<u>100%</u>	<u>\$7,000,000</u>
<u>10</u>	<u>Melcher Pump Station Upgrade</u>	<u>\$500,000</u>	<u>25%</u>	<u>\$125,000</u>
<u>11</u>	<u>PRV Improvements per Hydraulic Model</u>	<u>\$350,000</u>	<u>50%</u>	<u>\$175,000</u>
<u>12</u>	<u>390 to 580 Zone Booster Station (Glenwood – 1<sup>st</sup> Lift)</u>	<u>\$525,000</u>	<u>100%</u>	<u>\$525,000</u>
<u>13</u>	<u>390 to 580 Zone Booster Station (Glenwood – 2<sup>nd</sup> Lift)</u>	<u>\$500,000</u>	<u>0%</u>	<u>\$0</u>
<u>14</u>	<u>390 to 580 Zone Transmission Main (to Glenwood PS)</u>	<u>\$2,750,000</u>	<u>75%</u>	<u>\$2,062,500</u>
<u>15</u>	<u>580 to 660 Zone Booster Station</u>	<u>\$500,000</u>	<u>100%</u>	<u>\$500,000</u>
<u>16</u>	<u>660 Zone Storage</u>	<u>\$2,200,000</u>	<u>100%</u>	<u>\$2,200,000</u>
<u>17</u>	<u>Well 7 Treatment/Pump Station Upgrades</u>	<u>\$750,000</u>	<u>0%</u>	<u>\$0</u>
<u>18</u>	<u>Main Replacements per Hydraulic Model</u>	<u>\$2,000,000</u>	<u>25%</u>	<u>\$500,000</u>
<u>19</u>	<u>Annual Main Replacement Program (Upsize 1”-4”)</u>	<u>\$250,000</u>	<u>0%</u>	<u>\$0</u>
<u>20</u>	<u>Annual Valve Replacement Program</u>	<u>\$80,000</u>	<u>0%</u>	<u>\$0</u>
<u>21</u>	<u>Annual Hydrant Replacement Program</u>	<u>\$50,000</u>	<u>0%</u>	<u>\$0</u>
<u>22</u>	<u>Foster Pilot Mitigation Projects</u>	<u>\$1,000,000</u>	<u>100%</u>	<u>\$1,000,000</u>
<u>23</u>	<u>390 Zone Low Pressure Booster Pumps for Existing Water Services</u>	<u>\$600,000</u>	<u>100%</u>	<u>\$600,000</u>
<u>24</u>	<u>Blackjack Creek Crossing at Kendall St</u>	<u>\$750,000</u>	<u>\$0</u>	<u>\$0</u>
<u>25</u>	<u>Well 10 Rehab, Activation, and Water Main</u>	<u>\$3,092,000</u>	<u>100%</u>	<u>\$3,092,000</u>
	<b>Total Six-Year Water Improvements:</b>	<b>\$46,320,595</b>		<b>\$32,880,946</b>

### Stormwater

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

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

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

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

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

## 7.5. Goals and Policies

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

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

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

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

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

**Goal 2. Maintain and enhance utility service quality.**

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

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



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

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

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

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



**Goal 4. Support and promote energy conservation.**

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

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

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

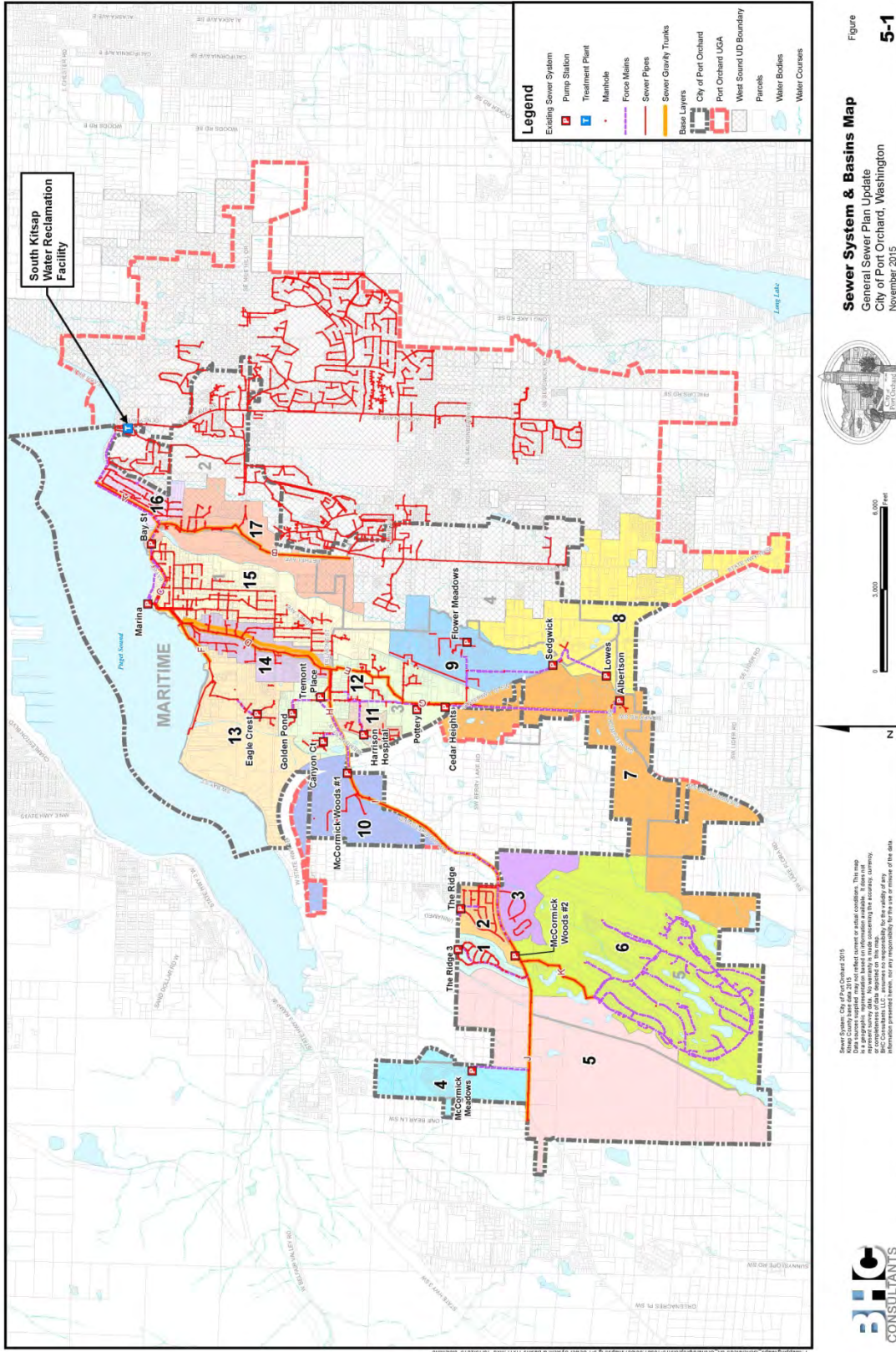
Policy UT-28 Encourage programs to educate utility users on the benefits and means of conservation.

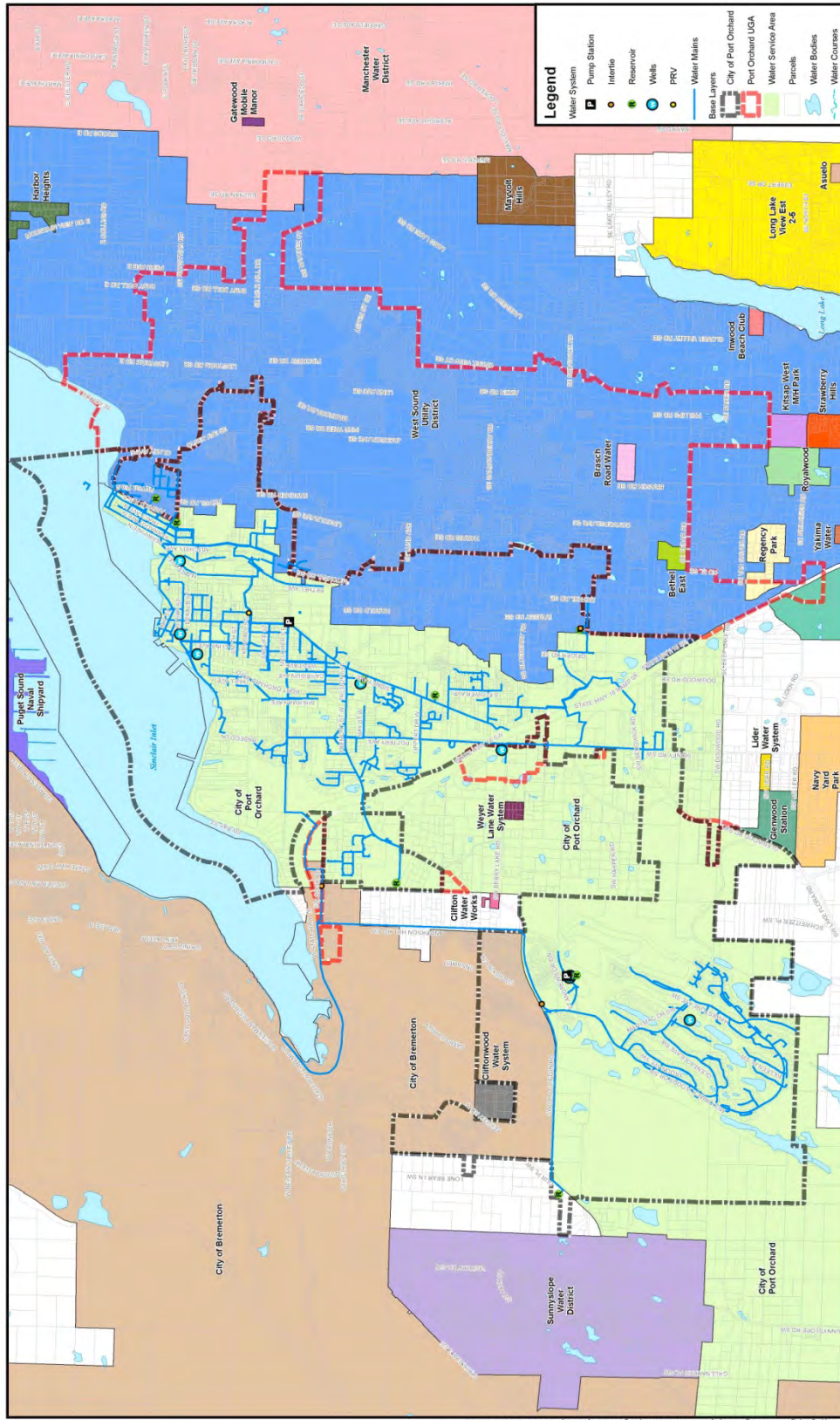
**Goal 5. Support the extension of fiber optic cable in the City of Port Orchard.**

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

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







**Figure 3-5**  
**Water System Map**  
 General Sewer Plan Update  
 City of Port Orchard, Washington  
 November 2015



Water System Map, City of Port Orchard 2015  
 Water Company June of 2014  
 This map is a geographic representation based on information available to date and is not a contract. Information is subject to change without notice. The City of Port Orchard and BHC Consultants, LLC are not responsible for the use of the data.

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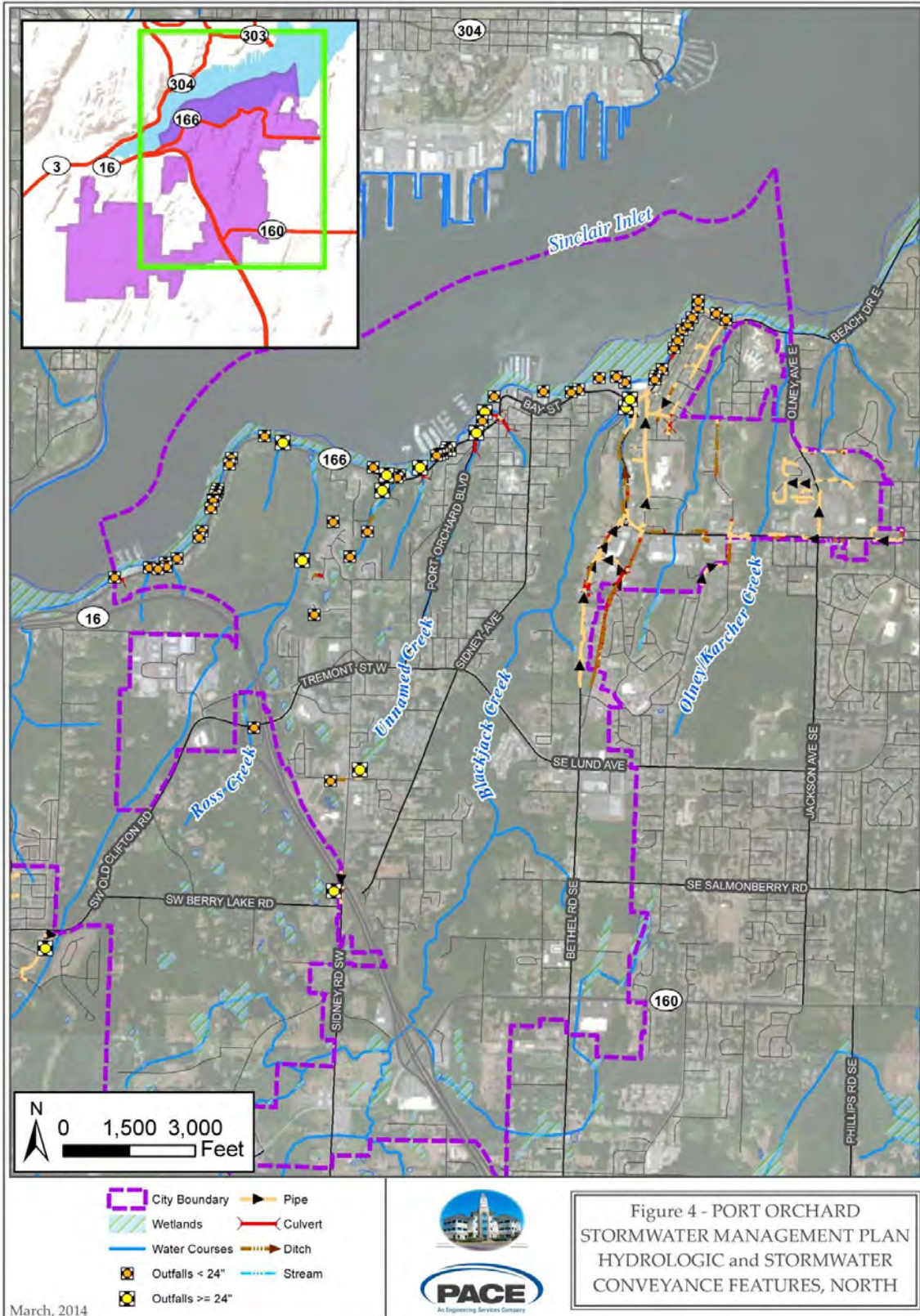


Figure 4 - PORT ORCHARD  
STORMWATER MANAGEMENT PLAN  
HYDROLOGIC and STORMWATER  
CONVEYANCE FEATURES, NORTH

March, 2014

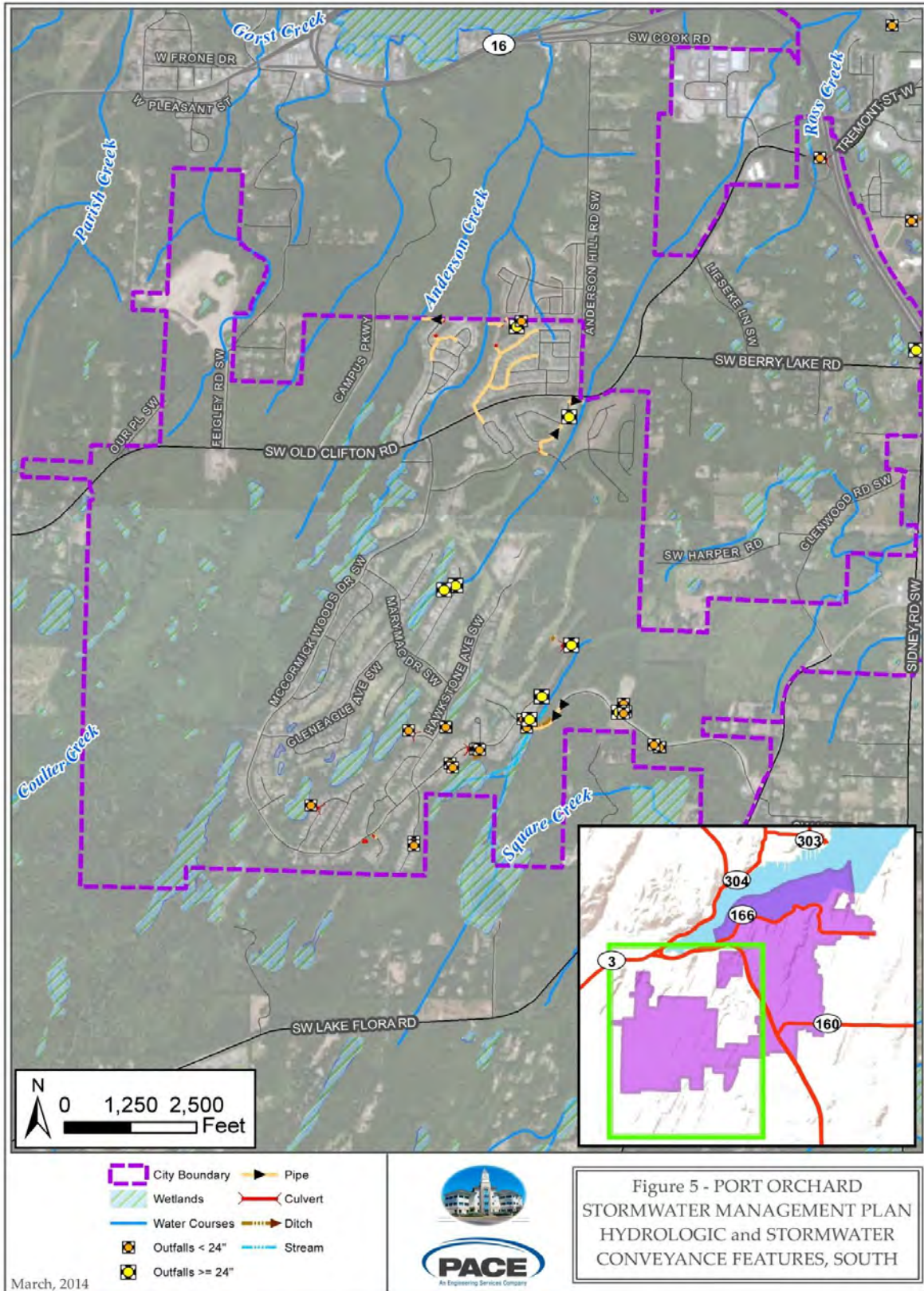
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7-18

PORT ORCHARD COMPREHENSIVE PLAN  
2016

Revised: July 2018, July 2020, August 2021

ADAPTED: JUNE



March, 2014

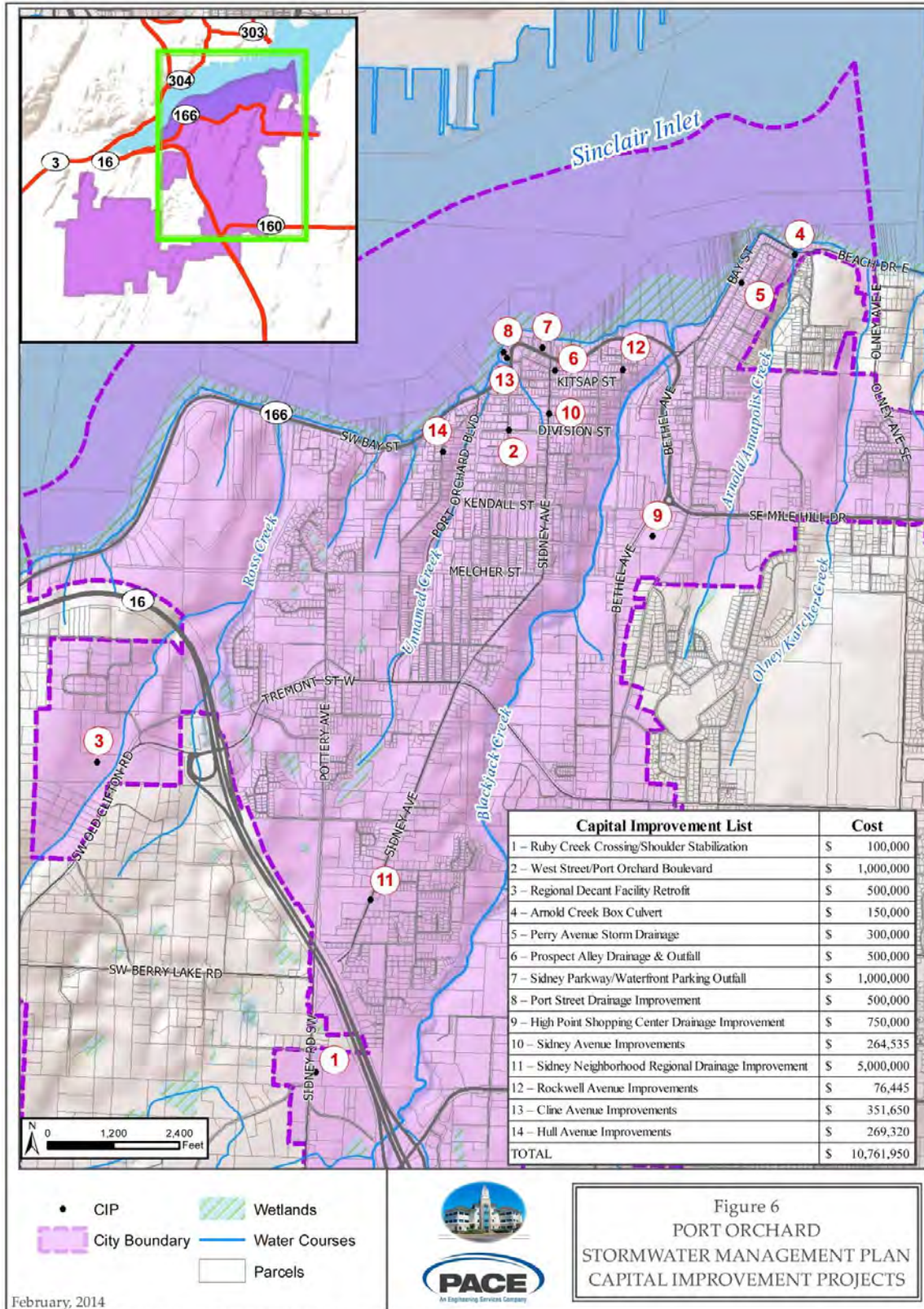
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 Page 7-19

2016

Revised: July 2018, July 2020, August 2021

Adopted: June





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## Appendix B: Plans Adopted by Reference

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

**City of Port Orchard Six-Year Transportation Improvement Program  
For 2022-2027 TIER 1 (Reasonably Constrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	Spent Prior to 2021	2021	Future Expenditures 2022	2023	2024	2025	2026	2027	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds
<b>Capital Projects</b>																				
<b>1.1</b>	<b>Bay Street Ped. Pathway ROW Phase</b>	PO Shoreline: Sidney Ave. Foot Ferry to Annapolis Foot Ferry	1.2	2,220,000	1,140,000	540,000	540,000	540,000	0	0	0	0	2013	S	ROW	STP(U)	1,923,590		0	300,212
	Add 14-ft Multi-Modal (bikes & pedestrians) waterfront pathway & cantilevered retaining wall following historic Mosquito Fleet trail and pedestrian bridge across Black Jack Creek.			500,000		250,000	250,000	250,000	0	0	0	0	2018	P	ROW				0	581,000
<b>1.2</b>	<b>Bay Street Pedestrian Pathway Construction (S#1, S#6-11)</b>	The CN phase for the 14-ft Multi-Modal (bike & ped) waterfront pathway/cantilevered retaining wall following the historic Mosquito Fleet trail. Includes the demolition/removal of (5) overwater structures. Includes Seg #3 Ad Ready Doc Prep.	1.2	650,000	650,000	0	0	0	0	0	0	0	2018	S	CN					
				3,000,000	0	0	3,000,000	0	1,500,000	1500000	0	0	2021	S	CN					
<b>1.3</b>	<b>Bay Street Pedestrian Pathway West</b>	Port Orchard Blvd and Bay St: Ft Ferry to Tremont	1.5	566,474	0	0	566,474	0	566,474	0	0	0	2022	P	PL		490,000		0	76,474
<b>1.4</b>	<b>Old Clifton/ Anderson Hill Intersection Improvements</b>	Old Clifton Rd / Anderson Hill Rd. Intersection	0	258,000	200,000	0	58,000	58,000	0	0	0	0	2016	S	PE				0	258,000
	Intersection Improvements (roundabout) as identified in the McCormick Urban Village Trans Plan and partially funded by Bayside Mit Funds.			1,680,000	0	0	1,680,000	840,000	840,000	0	0	0	2021	P	CN			TIB	1,213,000	525,000
<b>1.5</b>	<b>Old Clifton Rd Design - 60%</b>	Old Clifton Road: Campus PKWY to Anderson Hill Rd.	0.75	450,000	0	225,000	225,000	225,000	0	0	0	0	2021	P	PE				0	450,000
	Rodway Improvements identified in the McCormick Urban Village Trans Plan. Design to 60% level. Includes RAB design at McC Woods Dr. intersection.						2,000,000						2025	P	CN	STP(U), RCO		TIB/CS		
<b>1.7</b>	<b>Bethel/Sedgwick Phase 5a - Bethel/Lincoln RAB</b>	Bethel/Lincoln/Lunberg/ Mitchell	0	4,000,000	0	800,000	3,200,000	3200000	0				2021	S	PE					800,000
	Safety and capacity improvements to intersection and reconfiguration of approaches.				0								2022	S/P	CN	HSP	1,500,000	TIB UAP	1,100,000	700,000
<b>1.8</b>	<b>Bethel/ Sedgwick Corridor Phase 1a - Blueberry RAB</b>	Bethel Road: blueberry Intersection	0	2,746,000	0	0	570,000	420,000				150,000	2022	S	PE		0		344,374	74,626
	Phase 1a. Bethel/ Blueberry RAB 60% DN in 2022						268,000	268,000					2023	S	ROW				220,238	47,732
							1,908,000					1908000	2025	P	CN			TIB/ UAP/CS	1,568,178	307,051
<b>1.9</b>	<b>Bethel/ Sedgwick Corridor Phase 1b - Salmonberry RAB</b>	Bethel Road: Salmonberry intersection	0	5,056,750	0	0	800,000	280,000	320,000			200,000	2025	P	PE		0		328,058	57,893
	Phase 1b. Bethel/ Salmonberry RAB Round and roadway segment design from Blueberry to Salmonberry. 30% DN in 2022.						1,328,450					1,328,450	2024	p	ROW				1,129,183	199,238
							2,928,300					2,928,300	2026	P	CN			TIB/UAP/ CS	2,489,055	439,245
<b>1.10</b>	<b>Vallair Ct Connector</b>	Bethel Road / Walmart Drive Intersection	0.25	1,000,000	0	0	1,000,000	0	0	0	1000000	0	2024	P	PE & ROW		0		0	1,000,000
	Road extension and intersection improvements previously included in the Bethel Road Corridor ROW & Construction project.			1,000,000	0	0	1,000,000	0	0	0	0	1000000	2025	P	CN		0	TIB	0	1,000,000
<b>1.11</b>	<b>Sidney Road SW Design - 60%</b>	Sedgwick Rd. to Berry Lake Rd.	0.95	500,000	0	0	500,000	0	0	0	0	500,000	2027	P	PL		0		0	500,000
	Sidney Avenue is currently two lanes wide, it needs to be widened to three lanes (additional TWTL) including bike lanes, sidewalks, traffic calming, and stormwater system improvements. (COMPLETE STREET).																	TIB		

**City of Port Orchard Six-Year Transportation Improvement Program  
For 2022-2027 TIER 1 (Reasonably Constrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	Spent Prior to 2021	2021	Future Expenditures 2022	2023	2024	2025	2026	2027	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	
1.12	<b>Sedgwick Road West Study - 30% Design</b> Establish alignments and cross sections. Develop mitigation alternatives and identify right-of-way needs for roadway and identify potential sites to accommodate stormwater run off and mitigation for filling wetlands. Include stormwater element for	SR16 to Sidney Rd.		300,000	0	0	300,000	0	300,000				2023	P	Study						
1.13	<b>Lippert Sidewalk Retrofit and Pavement Repair</b> ADA ramp and driveway retrofits, sidewalk repairs, pavement repairs, stormwater retrofit. In house des with consulted survey & basemap	Sidney Rd. S. to Pottery	0.95	35,000 778,000	0	35,000	0 778,000						2021 2022	P P	PE CN		100,000			678,000	
1.14	<b>Pottery Avenue Sidewalk Improvements</b> Address gap in sidewalk. Design in house. Survey and basemap by others.	Sunset Ln. to Clay Ln.	0.95	35,000 778,000	0	0	35,000 155,000	35,000	0	155,000			2022 2024	P P	PE CN					250,000	
1.15	<b>Pottery Avenue Non Motorized Improvements</b> Road diet and non-motorized improvements. Safety enhancement at Pottery Lippert Intersection. Safe Routes to Schools Grant application.	SR16 to Lippert Dr.	0.95	35,000 750,000	0	35,000	0 750,000		35,000				2024 2025	P P	PE CN		648,750			101,250	
1.16	<b>Bay Street Reconstruction - Study</b> Raise street to address sea level rise and improve to current standard in accordance with redevelopment plans	SR160 from Geiger to Frederick		200,000	0	0	200,000	100,000	100,000				2022	S	PE						
<b>Total Capital Projects</b>				<b>23927224</b>	<b>1,990,000</b>	<b>1815000</b>	<b>22,122,224</b>	<b>4915000</b>	<b>3,852,474</b>	<b>3668450</b>	<b>5058000</b>	<b>4128300</b>	<b>500000</b>				<b>3,913,590</b>		<b>8,392,086</b>	<b>7,316,471</b>	
<b>Maintenance Projects</b>				<b>Total</b>		<b>2,021</b>		<b>Future Exp</b>		<b>2022</b>		<b>2023</b>		<b>2024</b>		<b>2025</b>		<b>2026</b>		<b>2027</b>	
1.51	<b>Annual Pavement Maintenance</b> Includes patching, crack-sealing, striping, and other activities			509,500	0	53,000	456,500	56,500	100,000	100,000	100,000	100,000	0	2020	S	CN				456,500	
1.52	<b>Annual Sidewalk &amp; ADA Upgrade Program</b> Repair and replace concrete sidewalks and curb ramps as identified in the program			796,000	0	38,000	758,000	38,000	180,000	180,000	180,000	180,000	0	2020	S	CN				758,000	
1.53	<b>Annual Pavement Management System Paving Projects</b> Pavement replacement projects as identified in the pavement management system program			2,335,000	0	300,000	2,035,000	535,000	0	500,000	500,000	500,000	0	2020	S	CN				2,035,000	
1.55	<b>Tremont Overlay</b> Pavement resurfacing to complete the surfacing of Tremont from SR-16 to the eastern city limits	Tremont St: Port Orchard Blvd to Lund bridge	0.5	500,000	0	0	500,000	0	500,000	0	0	0	0	2021	P	PE,CN				500,000	
<b>Total Maintenance Projects</b>				<b>4,140,500</b>	<b>0</b>	<b>391,000</b>	<b>3,749,500</b>	<b>629,500</b>	<b>780,000</b>	<b>780,000</b>	<b>780,000</b>	<b>780,000</b>	<b>0</b>				<b>0</b>		<b>0</b>	<b>3,749,500</b>	

\* Per 2016 ADA transition plan: \$180,000 annually over 20 years to comply on arterial streets.  
 \*\* Per 2016 Pavement Management Analysis Report: \$1.45 million annually to maintain network condition (PCI of 70), \$500k to keep network PCI above 65 after 5 years.

**City of Port Orchard Transportation Improvement Program (TIP)  
For 2026-2039 TIER 2 (Unconstrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	2028-2033	2034-2041	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds
<b>Capital Projects</b>														
<b>2.01</b>	<b>Sidney Avenue (North of SR 16)</b> The design, permitting, right-of-way acquisition and construction for this project with bike lanes, storm drainage and sidewalks. (COMPLETE STREET)	Tremont Street to Fireweed	1	3,750,000 6,750,000	3,750,000 6,750,000	0 0	2028 2030	P P	PE/RW CN	STP(U) STP(U)	0 0		0 0	3,750,000 6,750,000
<b>2.02A</b>	<b>Sedgwick Road West - Design, Permitting &amp; ROW</b> The design, permitting and right-of-way acquisition phase for this widening project with 3 lanes (continuous TWTL), bike lanes, sidewalks and box culvert across Blackjack Creek.)	SR 16 Interchange to Sidney Avenue	0.4	462,428 693,642	462,428 693,642	0 0	2028 2029	P P	PE RW	STP(U) STP(U)	400,000 600,000		0 0	62,428 93,642
<b>2.02B</b>	<b>Sedgwick Road West - Construction</b> The construction phase for this widening project with 3 lanes (continuous TWTL), bike lanes, sidewalks and box culvert across Blackjack Creek.)	SR 16 Interchange to Sidney Avenue	0.4	3,468,208	3,468,208	0	2030	P	CN	STP(U)	3,000,000		0	468,208
<b>2.04A.1</b>	<b>Bethel/Sedgwick Corridor Phase 1 - ROW and Construction</b> ROW acquisition and construction of the first phase of the street improvements per the Bethel/Sedgwick Corridor Plan (2018). Includes improvements to Ramsey Road for detour per 2.04A.2 below.	Bethel Road: Salmonberry to Blueberry.	0.75	2,056,000 9,124,000	2,056,000 9,124,000	0 0	2028 2030	P P	RW CN		0 9,124,000		0 0	2,056,000 0
<b>2.04A.2</b>	<b>Ramsey Road Widening</b> Widen road to two travel lanes with bike lanes, sidewalks and stormwater system improvements.	Sedgwick Road to Salmonberry Road	0.5	2,500,000	0	2,500,000	2028	P	ALL		0		0	0
<b>2.04B</b>	<b>Bethel/Sedgwick Corridor Phase 2 - ROW and Construction</b> Design, ROW acquisition and construction of the second phase of the street improvements per the Bethel/Sedgwick Corridor Plan (2018).	Sedgwick Road: SR-16 interchange to Bethel	0.7	1,110,000 2,802,000 12,757,000	1,110,000 2,802,000 12,757,000	0 0 0	2030 2031 2032	P P P	PE RW CN		0 0 12,725,000		0 0 0	1,110,000 2,802,000 0
<b>2.04C</b>	<b>Bethel/Sedgwick Corridor Phase 3 - ROW and Construction</b> Design, ROW acquisition and construction of the third phase of the street improvements per the Bethel/Sedgwick Corridor Plan (2018).	Bethel Road: Blueberry to Sedgwick	0.25	422,000 541,000 4,859,000	422,000 541,000 4,859,000	0 0 0	2032 2033 2034	P P P	PE RW CN		0 0 4,859,000		0 0 0	422,000 541,000 0
<b>2.04D</b>	<b>Bethel/Sedgwick Corridor Phase 4 - ROW and Construction</b> Design, ROW acquisition and construction of the fourth phase of the street improvements per the Bethel/Sedgwick Corridor Plan (2018).	Bethel Road: Lund to Salmonberry	0.5	616,000 1,041,000 7,087,000	0 0 0	616,000 1,041,000 7,087,000	2034 2035 2036	P P P	PE RW CN		0 0 7,087,000		0 0 0	616,000 1,041,000 0

**City of Port Orchard Transportation Improvement Program (TIP)  
For 2026-2039 TIER 2 (Unconstrained)**

Priority Number	Project Title/Project Description	Road Name	Total Project Length	Total Est. Cost	2028-2033	2034-2041	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds
		Begin Termini End Termini												
2.04E	<b>Bethel/Sedgwick Corridor Phase 5 - ROW and Construction</b> Design, ROW acquisition and construction of the fifth phase of the street improvements per the Bethel/Sedgwick Corridor Plan (2018).	<b>Design,</b> Bethel Road: Mile Hill		720,000	0	720,000	2036	P	PE		0		0	720,000
		Drive to Lund	1.1	1,532,000	0	1,532,000	2037	P	RW		0		0	1,532,000
				8,283,000	0	8,283,000	2038	P	CN		8,283,000		0	0

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**City of Port Orchard Transportation Improvement Program (TIP)  
For 2026-2039 TIER 2 (Unconstrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost			Phase Start Year	Funding Status	Phase	Federal		State Fund		Local Funds
				2028-2033	2034-2041					Fund Code	Federal Funds	Code	State Funds	
<b>2.05</b>	<b>Sidney Road SW Widening</b> Sidney Avenue is currently two lanes wide, it needs to be widened to three lanes (additional TWTL) including bike lanes, sidewalks, traffic calming, and stormwater system improvements. (COMPLETE STREET).	Sidney Road SW: SR 16 Overpass to Sedgwick Road	0.95	500,000	500,000	0	2028	P	PE		0		0	500,000
				5,761,850	5,761,850	0	2029	P	CN	STP(U)	3,600,000	TIB	1,600,000	561,850
<b>2.06</b>	<b>Pottery Avenue Widening</b> Widen road to two travel lanes with bike lanes, sidewalks and stormwater system improvements.	Pottery Avenue: Tremont Place to Melcher Street	0.22	1,600,000	1,600,000	0	2029	P	ALL		0		0	1,600,000
<b>2.07</b>	<b>Old Clifton Rd Shoulder &amp; Pedestrian Improvements</b> Design and construction of shoulder widening, street lighting, watermain extension and grade-separated Pedestrian Path as identified in the McCormick Urban Village Trans Plan.	Old Clifton Road: Anderson Hill to Westerly City Limits	1.35	2,700,000	2,700,000	0	2028	P	CN		0		0	2,000,000
<b>2.08</b>	<b>O. Clifton Rd &amp; McC. Woods Dr. Intersection</b> Design and construction of intersecion (roundabout) improvements including street lighting, as identified in the McCormick Urban Village Trans Plan.	Old Clifton Rd/ McCormick Woods Dr. Intersection	0	250,000	0	250,000	2032	P	PE		0		0	250,000
				750,000	0	750,000	2033	P	CN		0		0	750,000
<b>2.09</b>	<b>Melcher Street Widening</b> Melcher Street West is currently a narrow two-lane road. The reconstruction would widen the road to allow two safe travel lanes, bike lanes, sidewalks and a stormwater system.	Melcher Street: Pottery Avenue to Sherman Avenue	0.4	600,000	0	600,000	2032	P	ALL		0		0	750,000
<b>2.10</b>	<b>Fireweed Road Widening</b> Fireweed is currently a narrow two lane road. The reconstruction would widen the road to allow for safe travel lanes, bike lanes, sidewalks and a stormwater system.	Fireweed Road: Sidney Avenue to South Flower Avenue	0.25	375,000	0	375,000	2035	P	ALL		0		0	750,000
<b>2.11</b>	<b>Sherman Avenue Widening</b> Sherman Avenue is currently a narrow two-lane road. The reconstruction would widen the road to allow two safe travel lanes, bike lanes, sidewalks and a stormwater system.	Sherman Avenue: Fireweed Road to Terminus at SR 16	0.35	525,000	0	525,000	2032	P	ALL		0		0	750,000
<b>2.12</b>	<b>Tremont St Widening - Port Orchard Blvd (Ph. 2)</b> Construct roundabouts at Tremont Street/PO Blvd. and Bay Street (SR166)/PO Blvd. and curb, gutter, bike lanes, sidewalks, street lighting, storm drainage and Schedule 74 Undergrounding.	Port Orchard Blvd. Tremont Street to Bay Street (SR166)	1.1	809,250	0	809,250	2033	P	PE	STP(U)	700,000		0	109,250
				520,231	0	520,231	2035	P	RW	STP(U)	450,000		0	70,231
				7,225,434	0	7,225,434	2037	P	CN	STP(U)	6,250,000		0	975,434
<b>2.13</b>	<b>Pottery Avenue Widening Tremont to SR16</b> Pottery is currently a two-lane road, it needs to be widened to a four-lane road, with sidewalks, traffic calming and upgrades to the stormwater system.	Pottery Avenue Tremont Street SR 16 Overpass	0.95	500,000	500,000	0	2030	P	PE	STP(U)	432,500		0	67,500
				750,000	750,000	0	2031	P	RW	STP(U)	648,750		0	101,250
				2,950,000	2,950,000	0	2033	P	CN	STP(U)	2,292,250		0	657,750

**City of Port Orchard Transportation Improvement Program (TIP)  
For 2026-2039 TIER 2 (Unconstrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	2028-2033		2034-2041		Phase Start Year	Funding Status	Phase	Federal		State Fund	
					Total Est. Cost	2028-2033	Total Est. Cost	2034-2041				Fund Code	Federal Funds	Code	State Funds
2.14	<b>Old Clifton Berry Lake Road Intersection</b> Intersection Improvement by Kitsap County		0	0	0	0	0	0					0	0	0
2.15	<b>Blueberry Road Widening</b> Widen road to two travel lanes with bike lanes, sidewalks and stormwater system improvements.	Geiger Road to Bethel Road	0.4	600,000	0	600,000	2036	P	ALL			0	0	0	0
2.16	<b>Geiger Road Widening</b> Widen road to two travel lanes with bike lanes, sidewalks and stormwater system improvements.	Sedgwick Road to Blueberry Road	0.25	375,000	0	375,000	2034	P	ALL			0	0	0	0
2.17	<b>Salmonberry Road Widening</b> Widen road to two travel lanes with bike lanes, sidewalks and stormwater system improvements.	Ramsey Road to Bethel Road	0.15	225,000	0	225,000	2028	P	ALL			0	0	0	0
2.18	<b>Piperberry Way Extention</b> Provide an extention of Piperberry from Ramsey to Geiger and a new street connection to the proposed round about on Sedgwick.	Geiger Road to Ramsey Road	0.25	575,000	0	575,000	2034	P	ALL			0	0	0	0
2.19	<b>Old Clifton &amp; Feigly Intersection</b> Complete streets improvemets indentified in the McCormicks Urban Village Transportation Plan. Continuation of 1.5A	Feigly intersection	0	2,800,000	0	2,800,000	2040	P	ALL			0	0	0	0
2.20	<b>Bay Street Pathway - West</b> Continuation of project following study in 1.8	Tremont to Footferry	0	4,000,000	4,000,000	0	2030	P	ALL			0	0	0	0
2.21	<b>Walmart to Salmonberry Connector</b> Complete roadway connection	Salmonberry	0	800,000	0	800,000	2040	P	ALL			0	0	0	0
2.22	<b>Downtown Bay Street Study</b> Study main street in downtown port orchard for complete streets with bikelanes and streetscape for pedestrians and storefronts. Study to address traffic cirulcation and raising streets for seal level rise and associated stormwater and other utility improvements.	Port Orchard Blvd to Mile Hill Dr intersection with Bay Street.	0	1,000,000	0	1,000,000	2033	P	ALL			0	0	0	0
2.23	<b>Bay Street Improvements</b> Complete Street and utlitiy improvements. Refer to Study.	Port Orchard Blvd to Mile Hill Dr intersection with Bay Street.	0	10,000,000	0	10,000,000	2040	P	ALL			0	0	0	0
2.24	<b>Bay St. &amp; Port Orchard Blvd Intersection</b>	Bay Street at Port													

**City of Port Orchard Transportation Improvement Program (TIP)  
For 2026-2039 TIER 2 (Unconstrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	2028-2033	2034-2041	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds
	Single Lane Round About to address safety and capacity. Bay Street Pathway crossing. Assumed creek is not impacted by project/ no major mitigation.	Orchard Bulivard	0	3,000,000	0	3,000,000	2040	P	ALL		0		0	0
<b>2.25</b>	<b>Bay St. &amp; Kitsap Street Intersection Improvement</b> Re-align Kitsap intersection to addres safety and capacity. Cline to end at Kitsap. Relocate flag pole. Signalized Intersection?	Bay Street at Kitsap Street	0	2,000,000	0	2,000,000	2040	P	ALL		0		0	0
<b>2.26</b>	<b>Bay St. &amp; Mitchell and Wetzil</b> Reconfigure intersections to address safety and capacity.	Bay Street at Mitchell Avenue and Guy Wetzil Rd.	0	2,500,000	0	2,500,000	2040	P	ALL		0		0	0
<b>2.27</b>	<b>Sidney Avenue Improvements</b> Sidewalk and streetscape improvements. Developer Imprvements?	Prospect St. to the Waterfront	0	1,500,000	0	1,500,000	2040	P	ALL		0		0	0
<b>2.28</b>	<b>Harrison Avenue Improvements</b> Sidewalk and streetscape improvements. Signal replacement? Developer Project?	Bay Street to the Waterfront	0	1,000,000	0	1,000,000	2040	P	ALL		0		0	0
<b>2.28</b>	<b>Fredrickson Ave Impr.</b> Convert to two way street with angled parking. Provide sidewalk and streetscape impr.	Cline St. to Sidney Ave.	0	1,500,000	0	1,500,000	2040	P	ALL		0		0	0
<b>2.29</b>	<b>New Waterfront Street</b> Sidewalk and streetscape improvements. "Shared Street" concept. Developer Improvement?	Cline Street to Harrson Avenue	0	2,500,000	0	2,500,000	2040	P	ALL		0		0	0

<b>Total Tier 2 Capital Projects</b>				<b>98,166,043</b>	<b>63,557,128</b>	<b>34,608,915</b>					<b>60,451,500</b>		<b>1,600,000</b>	<b>31,857,543</b>
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<b>Maintenance Project</b>														
<b>2.51</b>	<b>Cline Avenue Repairs</b> Replace sidewalk and parking strip.	Cline Avenue: Kitsap Street to Dwight Street	0.13	200,000	0	0		P	ALL					200,000



**City of Port Orchard Transportation Improvement Program (TIP)  
For 2026-2039 TIER 2 (Unconstrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	2028-2033	2034-2041	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds
<b>Total Tier 2 Maintenance Projects</b>														
				<b>200,000</b>	<b>0</b>	<b>0</b>					<b>0</b>		<b>0</b>	<b>200,000</b>



**CITY OF PORT ORCHARD**  
Permit Center

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PERMIT CENTER  
JAN 29 2021  
CITY OF PORT ORCHARD  
COMMUNITY DEVELOPMENT

**MASTER PERMIT APPLICATION FORM**

For Title 20 permit types. Check the boxes on page 2 for all permits applied for at this time.

AN INCOMPLETE APPLICATION WILL NOT BE ACCEPTED

<b>1. PROJECT INFORMATION:</b>	
Project Name: <b>He Development LLC</b>	Parcel Size: <b>1.94</b>
Site Address/ Location: <b>1932 SE Salmonberry Rd. Port Orchard, WA 98366</b>	
Tax Parcel Number(s): <b>012301-3-017-2002</b>	
Existing Use of Property: <b>111 Single Family Residence</b>	
Project Description / Scope of Work: <b>Potentially to construct 30 units, in 2, 3 story garden style apartments with parking.</b>	
List any permits or decisions previously obtained for this project: <b>None</b>	
Is your project served by public water and/or public sanitary sewer systems? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes: Sewer Provider: <b>West Sound Utility District</b> Water Provider: <b>West Sound Utility District</b> If no: Kitsap Public Health District approval documentation must be submitted with this application.	
Is the project within the floodplain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Is the project within 200' of the shoreline? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Zoning Designation: <b>R1</b>	Overlay District Designation: <b>Not in an overlay district</b>
These surface waterbodies are on or adjacent to the property: (check all that apply) <input type="checkbox"/> Saltwater <input type="checkbox"/> Creek <input type="checkbox"/> Pond <input type="checkbox"/> Wetland <input checked="" type="checkbox"/> None	
Does the project include new construction within 200' of a geologically hazardous area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Was there a Pre-Application meeting with Staff for this project? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes: date _____	
<b>2. WATER, SEWER, AND TRANSPORTATION CAPACITY VERIFICATION.</b>	
Check the box below that applies:	
<input type="checkbox"/> Concurrency is not required. This permit type is exempt per POMC 20.180.004(1)(a – t). List the code reference letter (a – t) and the permit type: _____	
<input type="checkbox"/> Concurrency is not required: No increased impacts on road facilities and/or the City's water/sewer systems.	
<input type="checkbox"/> An application for a Capacity Reservation Certificate (CRC) was previously submitted for: <input type="checkbox"/> water <input type="checkbox"/> sewer <input type="checkbox"/> transportation	
<input type="checkbox"/> An application for a Capacity Reservation Certificate (CRC) is included with this submission for: <input type="checkbox"/> water <input type="checkbox"/> sewer <input type="checkbox"/> transportation	
<input type="checkbox"/> A previously issued and unexpired city-issued CRC for Water, Sewer, and Transportation is included with this submission. (Provide two copies.)	
<input type="checkbox"/> A combination of documents which in total verifies and/or is an application for water, sewer, and transportation capacity is included with this submission: (Check all document types that are included with this submission) <input type="checkbox"/> City document(s) <input type="checkbox"/> from other Utility District(s) <input type="checkbox"/> from the Health District	
<input type="checkbox"/> Demolition of an existing building or termination of previous use was within the last five years. There is no net impact increase by the proposed new structure or land use on city's water, sewer, or road facilities. (A copy of the Demolition permit or prior use records are required.)	

<b>3. PERMIT TYPES.</b> Check all types that you are applying for <u>at this time.</u>		
<b>Land Use / Planning:</b>		
<input type="checkbox"/> Accessory Dwelling Unit	<input type="checkbox"/> Final Plat	<input type="checkbox"/> Shoreline (check all that apply):
<input type="checkbox"/> Administrative Interpretation	<input type="checkbox"/> Final Plat, Alteration	<input type="checkbox"/> Substantial Development, Hearing
<input type="checkbox"/> Binding Site Plan, Preliminary	<input type="checkbox"/> Final Plat, Vacation	<input type="checkbox"/> Substantial Development, Admin.
<input type="checkbox"/> Binding Site Plan, Alteration of Prelim.	<input type="checkbox"/> Non-conforming Use	<input type="checkbox"/> Conditional Use Permit, Hearing
<input type="checkbox"/> Binding Site Plan, Final	<input type="checkbox"/> Preliminary Plat	<input type="checkbox"/> Conditional Use Permit, Admin.
<input type="checkbox"/> Binding Site Plan, Alteration of Final	<input type="checkbox"/> Preliminary Plat, Minor Modifications	<input type="checkbox"/> Variance, Hearing
<input type="checkbox"/> Binding Site Plan, Vacation of Final	<input type="checkbox"/> Preliminary Plat, Major Modifications	<input type="checkbox"/> Short Plat, Preliminary
<input type="checkbox"/> Boundary Line Adjustment	<input type="checkbox"/> Pre-submittal Design Review	<input type="checkbox"/> Short Plat, Alteration to Preliminary
<input type="checkbox"/> Comprehensive Plan Map Amend.	<input checked="" type="checkbox"/> Rezone	<input type="checkbox"/> Short Plat, Final
<input type="checkbox"/> Comprehensive Plan Text Amend.	<input type="checkbox"/> SEPA	<input type="checkbox"/> Short Plat, Alteration of Final
<input type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> Shoreline Exemption	<input type="checkbox"/> Short Plat, Vacation of Final
<input type="checkbox"/> Critical Areas Review	<input type="checkbox"/> Sign (Land Use regulations)	<input type="checkbox"/> Temporary Use Permit
<input type="checkbox"/> Design Review Board Project Review	<input type="checkbox"/> Sign, Master Sign Plan	<input type="checkbox"/> Temporary Use Permit Extension
<input type="checkbox"/> Development Agreement	<input type="checkbox"/> Sign Variance	<input type="checkbox"/> Variance, Administrative
	<input type="checkbox"/> Statement of Restrictions	<input type="checkbox"/> Variance, Hearing
<b>Public Works:</b>		
<input type="checkbox"/> Capacity Reservation Certificate	<input type="checkbox"/> Right-of-Way Permit	<input type="checkbox"/> Tree Cutting Permit (Minor LDAP)
<input type="checkbox"/> Land Disturbing Activity Permit, Major	<input type="checkbox"/> Stormwater Drainage Permit	<input type="checkbox"/> Variation from Engineering Standards
<input type="checkbox"/> Land Disturbing Activity Permit, Minor	<input type="checkbox"/> Street Use Permit	<input type="checkbox"/> Water and/or Sewer Connection
<b>Building:</b>		
<input type="checkbox"/> Commercial, New building / Addition	<input type="checkbox"/> Demolition	<input type="checkbox"/> Residential Plumbing
<input type="checkbox"/> Commercial, Alteration / Repairs	<input type="checkbox"/> Manufactured Home	<input type="checkbox"/> Residential Mechanical
<input type="checkbox"/> Commercial Tenant Improvement	<input type="checkbox"/> Multi-family (3 units or more)	<input type="checkbox"/> Re-roof
<input type="checkbox"/> Commercial Plumbing	<input type="checkbox"/> Residential, New	<input type="checkbox"/> Sign (Construction of)
<input type="checkbox"/> Commercial Mechanical	<input type="checkbox"/> Residential, Addition / Alteration	<input type="checkbox"/> Siding, Windows and/or Doors
<b>Fire Code:</b>		
<input type="checkbox"/> Fire Sprinkler	<input type="checkbox"/> Fireworks Display	<input type="checkbox"/> Standpipe System
<input type="checkbox"/> Fire Alarm	<input type="checkbox"/> Fireworks Sales	<input type="checkbox"/> Temporary Tent / Membrane Structure
<input type="checkbox"/> Fire Suppression System	<input type="checkbox"/> High Pile Storage	<input type="checkbox"/> Tank Install / Decommission
<b>Other:</b>		
<input type="checkbox"/> Address Request	<input type="checkbox"/> Floodplain Development Permit	<input type="checkbox"/> Site Plan Checklist
<input type="checkbox"/> Design Standards Departure Request	<input type="checkbox"/> Road Name Request	
<input type="checkbox"/> Other: (list)		

**4. CONTACT INFORMATION.** Use additional sheets if needed to list more contacts.

Applicant Name (Name of person to contact): Robert Baglio

Applicant Company Name: BJC Group Inc.

Mailing Address (street, city, state, zip): 3780 SE Mile Hill Dr. Port Orchard, WA 98366

Phone: 360-895-0896 E-mail: rbaglio@bjcgroup.com

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Property Owner (if different than Applicant): Zhi He (He Development LLC)

Mailing Address (street, city, state, zip): 4331 Bethel Rd. SE Port Orchard, WA 98366

Phone: 360-874-9966 E-mail: zhilhe@gmail.com

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Engineer (Company and contact name): \_\_\_\_\_

Mailing Address (street, city, state, zip): \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

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*Note: Both the Surveyor and the Engineer must be listed for plats.*

Surveyor (Company and contact name): \_\_\_\_\_

Mailing Address (street, city, state, zip): \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

---

Contractor: BJC Group Inc. Contact Name: Robert Baglio

Phone: 360-895-0896 E-mail: rbaglio@bjcgroup.com

Contractor's Mailing Address: 3780 SE Mile Hill Dr. Port Orchard, WA 98366

Contractor's License/Registration #: BJCGRI\*033BZ Expiration Date: June 18, 2021

City Business License:  Yes  No (Apply online at: [bls.dor.wa.gov](http://bls.dor.wa.gov)) Revenue Tax# (UBI): 601-643-692

I certify that the contractor(s) (general or specially) who will perform any of the services for which this permit is issued, is registered with the State of Washington, Department of Labor & Industries, in compliance with chapter 18.27 RCW (law of 1963) under certificate number. R.E.  
Applicant initial here

**Authorized Agent Signature:** The Authorized Agent ("Agent"), either the Property Owner or the Applicant listed above, is the primary contact for all project-related questions and correspondence. The Permit Center will email or call the Agent with requests and/or information about the application. The Agent is responsible for communicating information to all parties involved with the application. The Agent must ensure their contact information is accurate and that their email account accepts Permit Center email.

*I affirm that all answers, statements, and information submitted with this application are correct to the best of my knowledge.*

AUTHORIZED AGENT: Robert Baglio DATE: January 29, 2021

PRINT NAME: Robert Baglio

**Property Owner Signature (select one):**

- The legal owner of the property is submitting this application, acting as the Agent/Contact for this Project. Sign and date below.
- The legal owner of the property authorizes the Applicant to act on his/her behalf as the Agent/Contact for this Project. Sign and date below, or submit a signed and dated authorization letter with this application. The text below must be included.

*By signing this application and applying for approvals under Port Orchard Municipal Code Title 20, the property owner hereby permits free access to the land subject to the application to all agencies with jurisdiction considering the proposal for the period of time extending from the date of application to the time of final action.*

*The information on this form is considered a public record and is subject to public disclosure laws in Chapter 42.56 RCW.*

OWNER: Zhi He DATE: January 29, 2021

PRINT NAME: Zhi He



# CITY OF PORT ORCHARD

## Permit Center

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

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JAN 29 2021  
CITY OF PORT ORCHARD  
COMMUNITY DEVELOPMENT

### SITE-SPECIFIC REZONE APPLICATION

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

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

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

Total Pd  
\$ 2,475.00

### INCOMPLETE APPLICATION WILL NOT BE ACCEPTED

#### SUBMITTAL REQUIREMENTS

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

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

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

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

**Tax Parcel #:** 012301-3-017-2002

**Legal Description of Subject Property:**

01231E

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

**Current Comprehensive Plan Map Designation:**

Residential 1 (R1)

**List of Other Permits Known by Applicant:**

None

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

See Attached

**Description of Proposed Development:**

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

**Explanation of Rationale:**

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

**Conformity to Surrounding Area:**

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

**Summary Table of Project Stats:**

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

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

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

**OWNER: (select the appropriate statement)**

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

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

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

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

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

[Signature]  
Signature of Owner (Must be notarized)


Zhi Lin He  
Print Name of Owner

01/29/2021  
Date

STATE OF WASHINGTON     )  
  ) SS  
COUNTY OF KITSAP        )

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

WITNESS MY HAND AND OFFICIAL SEAL this 29<sup>th</sup> day of January, 2021.



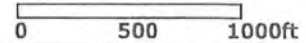
Dawn Hinthorn  
NOTARY PUBLIC in and for the  
State of Washington, residing at  
Gig Harbor WA 98329  
My appointment expires:  
09.05.24

Map Scale: 1 : 10,000

Printed: Friday, Jan 29, 2021



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



Comments



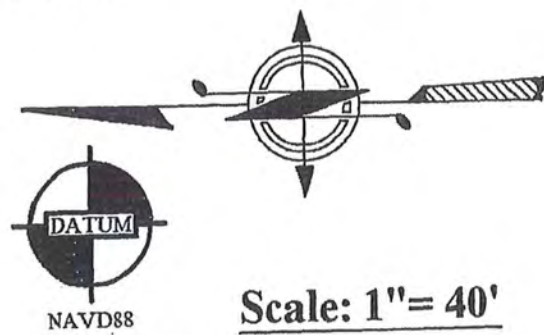
RECEIVED  
 PERMIT CENTER  
 JAN 29 2021  
 CITY OF PORT ORCHARD  
 COMMUNITY DEVELOPMENT



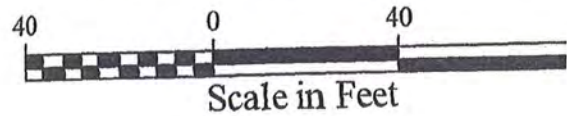
UNDERGROUND UTILITIES.

HOURS  
YOU DIG

1

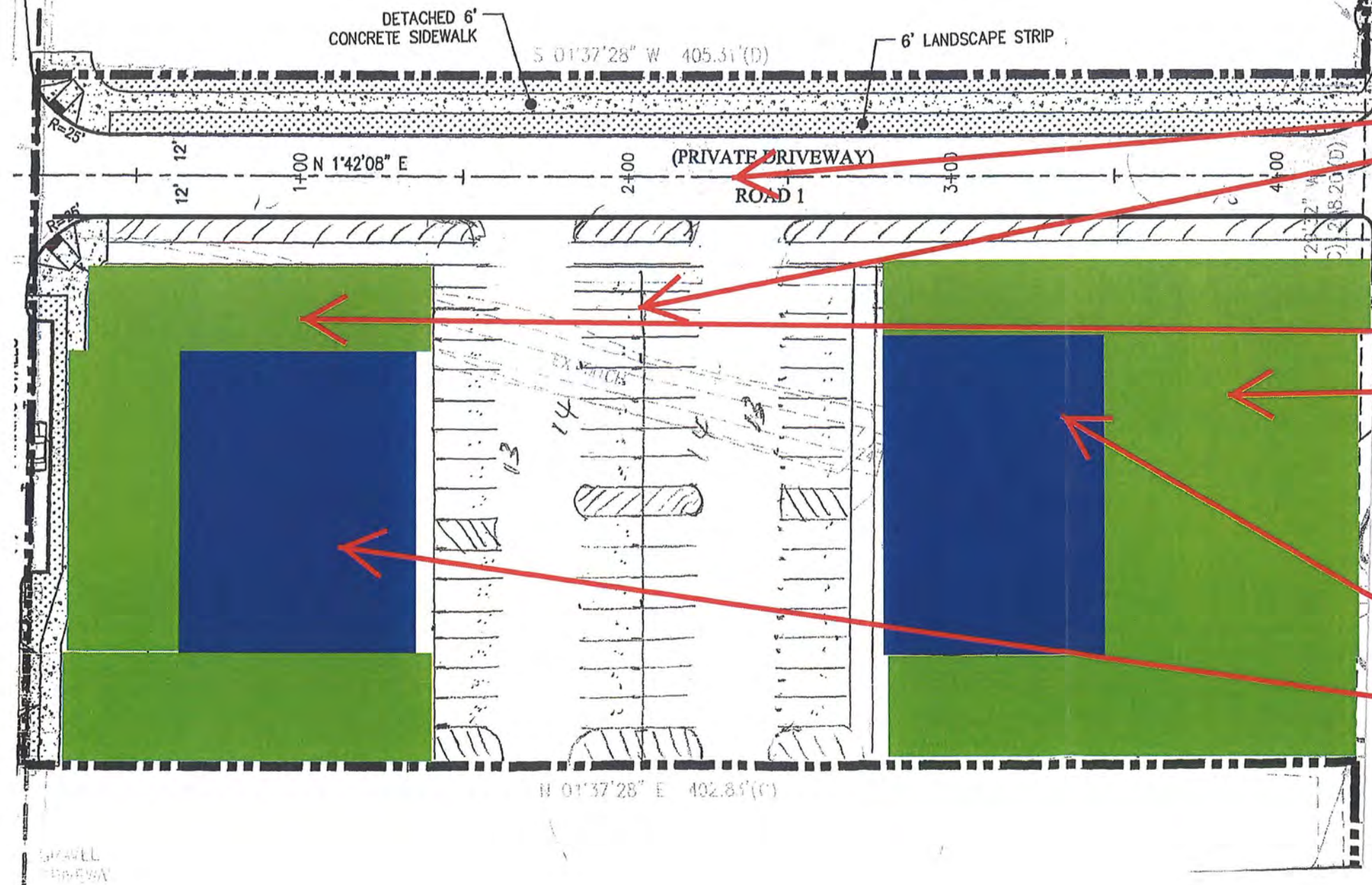


Scale: 1" = 40'



1932 SE Salmonberry Rd.  
Port Orchard, WA 98366

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PERMIT CENTER  
JAN 29 2021  
CITY OF PORT ORCHARD  
COMMUNITY DEVELOPMENT



Parking/  
Street

Pervious  
Area

Buildings



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

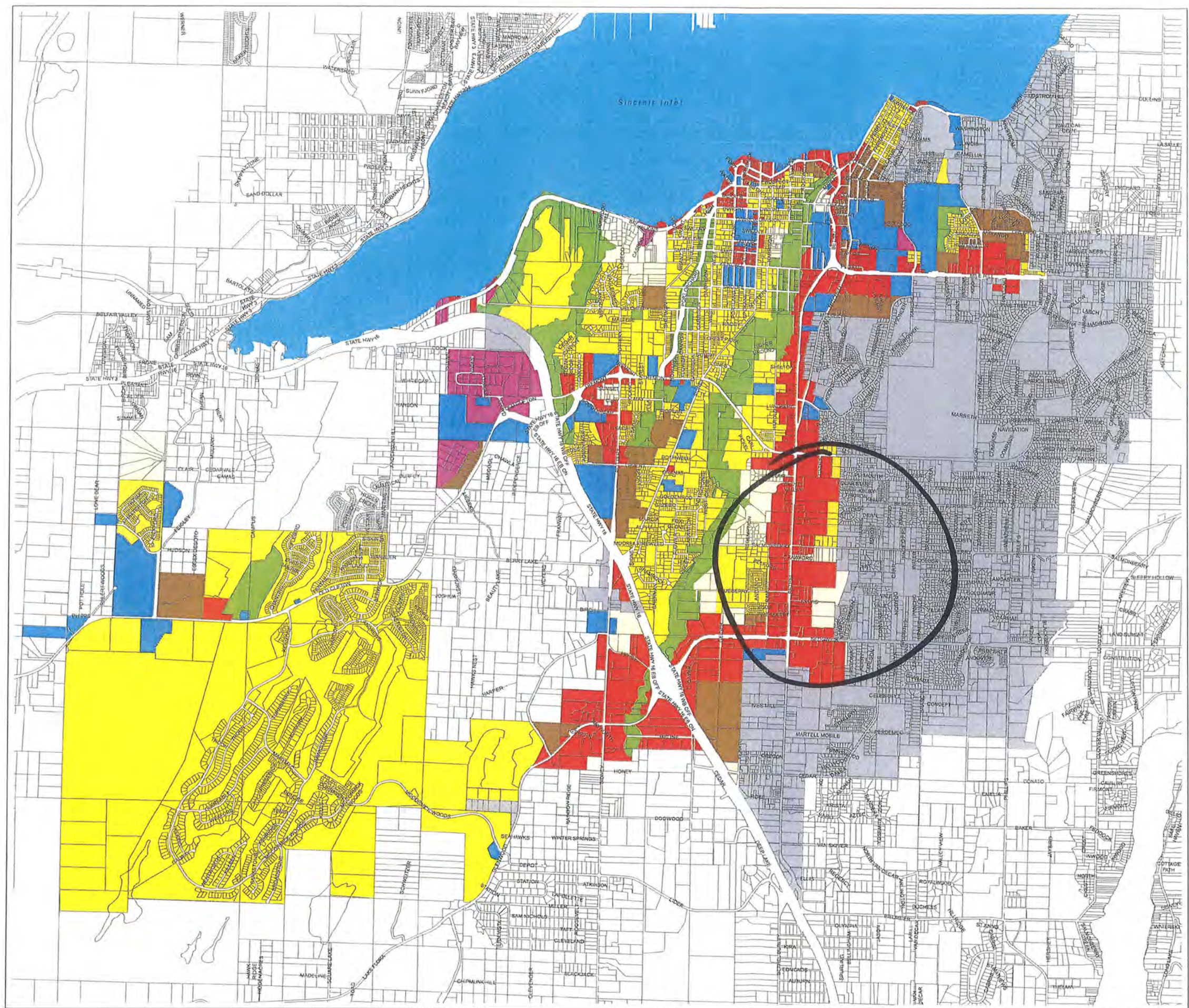
### CITY OF PORT ORCHARD 2020 COMPREHENSIVE PLAN MAP

#### Comprehensive Plan Designations

- Commercial
- Greenbelt
- High Density Residential
- Urban Industrial
- Low Density Residential
- Medium Density Residential
- Public and Community Spaces

#### Urban Growth Area

- Port Orchard UGA



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 Amended by Ordinance 2019-04-0001

DATE: 12/11/2019

PROJECT: Comprehensive Plan

DESIGNED BY: City of Port Orchard

DRAWN BY: City of Port Orchard

CHECKED BY: City of Port Orchard

DATE: 12/11/2019

SCALE: 1" = 100'

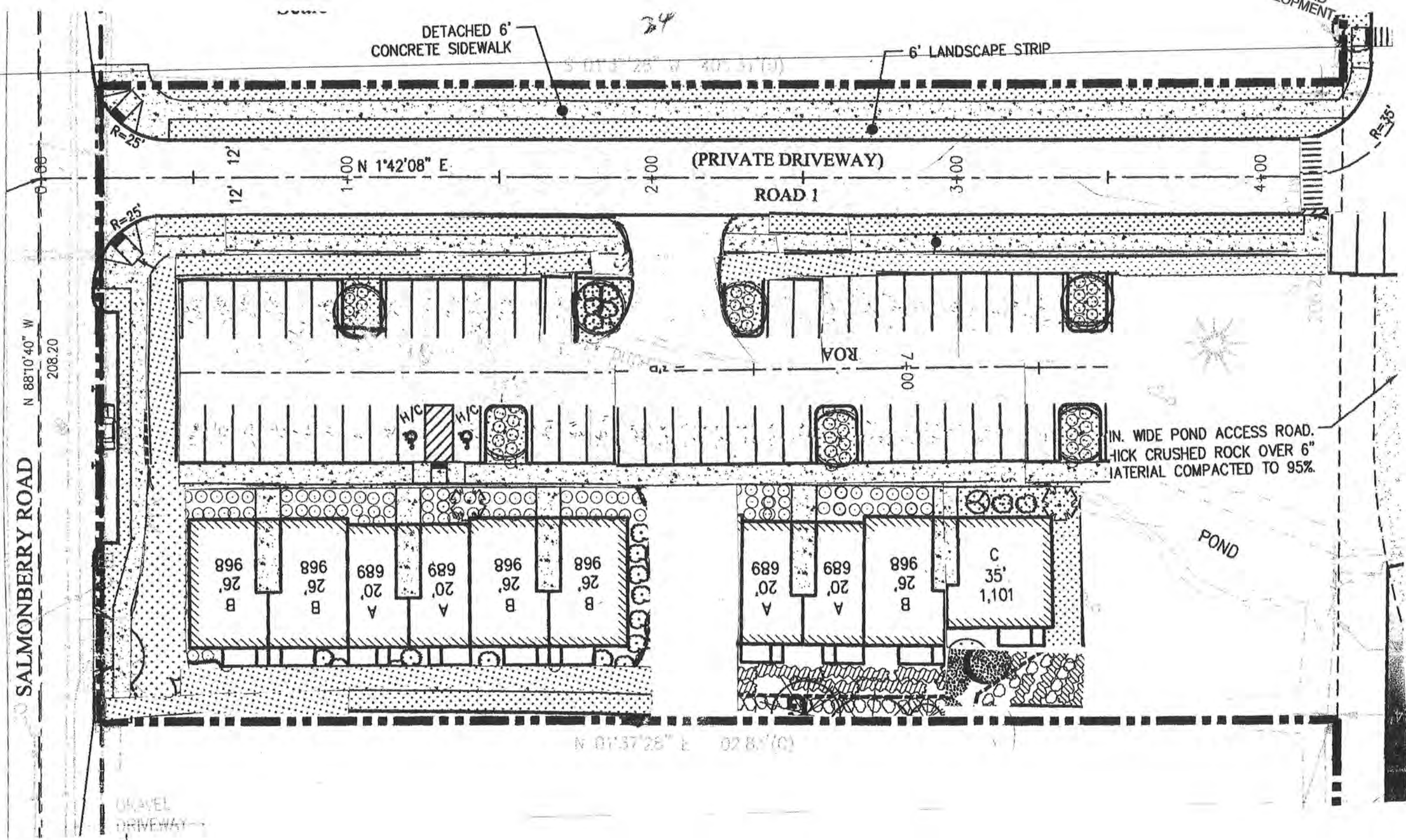
DATE: 12/11/2019

The Official Zoning Map may be viewed at the City Clerk's Office.



Date Saved: 12/4/2020 2:31:34 PM

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COMMUNITY DEVELOPMENT



LU21-CPA map-01  
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# Chapter 9. Capital Facilities

## 9.1. Introduction

This Capital Facilities Element of the 2016 Comprehensive Plan provides information about the City's existing public facilities, and the need for future facilities to address the requirements of a growing population. The Capital Facilities Element, in conjunction with the City's Capital Facilities Plan (CFP) and Capital Improvements Program (CIP), provide guidance for the City to achieve its goals of providing the appropriate public facilities and desirable levels of public services to its residents and businesses.

### **Capital Facilities Vision**

***Provide outstanding community facilities that serve the needs of a growing and changing city. Maintain existing community facilities and develop additional facilities to address the city's growth and evolving needs. New facilities should address multiple objectives, such as creating new open space and enhancing neighborhood character, even as they serve basic functional requirements.***

Ensuring that public facilities are available when growth occurs is critical to the quality of life for Port Orchard's residents. The implementation of the Capital Facilities Element and related plans will help realize the community's vision for outstanding community facilities, as well as the vision and goals of the Land Use Element. This Element also functions in coordination with the Comprehensive Plan's Utilities, Parks and Transportation elements and functional system plans for water, wastewater and stormwater. These are discussed in more detail in Section 9.3.

The state requires the City to demonstrate that all capital facilities serving its population have been considered and that planning is done in a coordinated and comprehensive fashion. The Public Facilities and

Services Goal of the Growth Management Act (GMA) requires that the level of service ("LOS") of public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use, without decreasing current service levels below locally established minimum standards ("the concurrency requirement"). Kitsap County's Countywide Planning Policies also require the City to ensure that its growth plans are consistent with the CIP and that adequate public facilities and services are or will be available to serve the City's population allocation through the planning period. If limited funding or other circumstances would prevent the city from providing adequate facilities and services, the Growth Management Act requires the city to re-evaluate the Land Use Element and make sure that capital facilities plans and land use plans are consistent.

The City of Port Orchard owns and manages a variety of capital facilities, including roads, parks, utility systems, police facilities, and administrative buildings. In addition to the facilities owned and managed by the City, there are publicly-owned capital facilities managed by other entities which meet some of Port Orchard's capital facility needs. These include, but are not limited to, schools, library, sewage treatment, and public transit. Privately owned utilities (electrical, natural gas, and telecommunications) conduct their own planning processes and maintain their own system plans. The City influences private system

planning through its authority to regulate land uses and its obligation to develop and maintain a Comprehensive Plan.

The City uses its capital facilities and functional plans, with guidance from the Comprehensive Plan, to make planning and budgetary decisions about the need and timing for construction of new facilities, improvements to existing facilities, the levels of service provided by those facilities, and how to fund and maintain these needs. Planning decisions should also address the evolving and adaptive role of technology in the provision of capital facilities.

The complete list of capital facility improvements planned in the next seven years is provided in the City's Capital Improvements Program (CIP), which is described in Section 9.3. The CIP and the functional plans provide a complete facility inventory, as well as needs, projected costs, and funding sources.

## 9.2. Inventory and Identified Needs

### 9.2.1 Administration and Service Facilities

Facility	Location	Size (sq ft)
City Hall (includes Police Station and Municipal Court)	216 Prospect Street	28,370
Public Works Shop	1535 Vivian Court	6,000
South Shed	2051 Sidney Avenue	3,811
Active Club	1026 Tacoma Avenue	7,500
Police Shooting Range	1278 Lloyd Parkway	N/A
Library	87 Sidney Avenue	8,586
Community Development Department Building	720 Prospect Street	2,925

The City's Capital Facilities Plan provides a detailed description and analysis of the City's current capital facilities, as summarized below:

#### City Hall

The primary municipal building is the City Hall, which was built in 1999. It contains all of the City's departments and staff, except for the Public Works crew.

The CFP established the level of service for administrative space (including police and courts) at 2,408 sq ft per 1,000 residents. The state's Office of Financial Management estimated the City's 2015 population at 9,950. The City's 2036 target population



allocation is 20,558. City Hall also requires some maintenance and improvements, as identified in the CFP. In 2016, the City contracted with Rice Fergus Miller, Inc to prepare a facilities space analysis for the City Hall. This analysis, which has been included in Appendix B of the City's Comprehensive Plan (Plans Adopted by Reference), found that the Port Orchard City Hall's net usable area was approximately 64% of the area provided in the city halls for Gig Harbor and Poulsbo, which are smaller cities. The analysis recommended that approximately 10,592 gross square feet be added to City Hall through 2025, based on the City's projected population growth, in order to maintain and improve work space and customer service. Parking should also be provided for an expansion.

The Police Department currently occupies approximately 5,500 sq ft on the ground floor of City Hall. The Police Department has indicated that it requires approximately 10,000-15,000 additional square feet of office space with 3,000-5,000 sq ft of storage to meet its needs for the next 20 years. The City should review options for providing the additional space needed to maintain an appropriate level of police services.

### **Public Works – Shop and South Shed**

The Public Works shop houses this department's foreman and crew and a majority of the City's maintenance vehicles and equipment.

The shop has sufficient capacity to support staff throughout the capital facilities planning period. There is a current level of service for enclosed maintenance facilities of 833 sq ft per 1,000 residents. However, there is not enough covered parking for City vehicles and equipment, and the City has identified the need for a second four-bay carport to cover and protect City vehicles and equipment from the elements.

The south shed is anticipated to continue being used as a storage facility and staging area through the planning period. No construction, remodeling or expansion need is anticipated.



### **Active Club**

The Active Club is the only community recreational building owned by the City. It provides space for a number of recreational, sports and civic organizations to conduct activities.

### **Police Shooting Range**

The police shooting range provides a convenient and safe location for officers to train and practice with firearms.

### **Library**

The library building is owned by the City and houses the local branch of the Kitsap Public Library.

## **9.2.2 Parks and Recreational Facilities**

The City has a number of parks and recreational facilities, listed below.

### Current Parks Facilities

Park Name	Size	Facilities
Van Zee	8.3 Acres	Picnic Areas and shelters, trails, two baseball diamonds, playground, sports field, lighted tennis courts, horseshoe court, restroom
Clayton Park	1.4 Acres	Picnic tables, playground, sports field, basketball court, picnic shelter
Givens Field	6.7 Acres	2 Baseball Diamonds (under lease, not available for public use), lighted tennis courts, lighted horseshoe courts, restrooms, picnic area, playground, Active Club
Lundberg Park	4.8 Acres	Not open to the public, no facilities
Paul Powers, Jr. Park	3.75 Acres	Field, playground, basketball court
Boat Ramp	0.3 Acres	Municipal boat ramp, restroom, parking
DeKalb Pedestrian Pier	4.1 Acres	169 feet of pier, 359 feet of floats, picnic tables
Etta Turner Park	0.6 Acres	Gazebo, benches, view of Sinclair Inlet, trail connection
McCormick Village Park	28.6 Acres	Trails, restrooms
Seattle Ave Waterway Property	1.88 Acres *tidelands included	Trail connection
Waterfront Park	1.9 Acres	Sidewalks, picnic table, bench, viewing platform
Westbay Easements	N/A	Trail connection, beach access
Bethel South Property	5.3 Acres	Not open to the public, no facilities; a portion planned for construction of dog park

In addition to the properties in the above table, which are owned and operated by the City, Port Orchard residents also have a number of non-City parks and private facilities that are available for public recreational use.

The City's Parks Plan provides a comparison of current recreational facilities and services within the City against the recommended levels of service used by the state's Interagency Council for Outdoor Recreation and by Kitsap County. This comparison is used to establish the LOS for recreational needs of the City's existing and future population. City-owned, non-City publicly owned, and private recreational facilities are all considered by the City when determining levels of service.



In general, the City has adequate park and recreational facilities to serve the population during the planning period, with existing deficits in bike paths, boat launches and pedestrian trails, and projected deficits in community and neighborhood parks. Additional information on the City's parks and more detailed planning strategies can be found in the City's Parks Plan and in the Parks Element of this Comprehensive Plan.

### **9.2.3 Utilities and Transportation**

The City owns, maintains and manages its water system and wastewater collection system. It is also responsible for City roads and other aspects of the City's transportation system. More information on these facilities is provided in the City's functional plans and other Elements of the Comprehensive Plan (Utilities, Transportation).

## **9.3. Planning and Policy Connections**

A complete list of capital facility improvements planned in the next seven years is included in the city's Capital Improvements Program (CIP), which is described in this section. The CIP and the functional plans listed in the following table identify facility inventories, needs, projected costs, and funding sources.

Capital improvement recommendations are drawn primarily from functional plans specific to each capital facility or City department. Utilities such as water, sewer, and stormwater have specific requirements according to state and federal law. Each City department forecasts needed improvements for at least a twenty-year. Each plan contains an inventory of the system and a forecast of system demand and capacity based on population and regulatory mandates. The functional plans identify capital investments required to meet future demand and to replace or maintain existing facilities for continued service. The plans also define the customer service level for each facility provide and system-specific operating policies.



The CIP uses many revenue sources to fund the capital improvement projects identified in the plan, including sales tax, business and occupation tax, utility rates, state revenues, bonds, and grants. Impact fees<sup>1</sup> and other specific revenues allowed under the Growth Management Act also offer potential funding sources.

### **Coordinating City Functional Plans and Capital Improvements Program**



<p><b><u>Capital Improvements Program</u></b></p> <p>This is the city's seven-year financing and implementation plan in which needed capital improvements to the city's public facilities and infrastructure are identified and prioritized.</p>	<p><b>Funding:</b> plan updated biennially.</p>
<p><b><u>Water System Plan</u></b></p> <p>This plan provides a basis for capital improvement planning for six years and forecasts anticipated needs to a 20-year planning horizon.</p>	<p><b>Functional Plan:</b> updated on a 6-10 year cycle, as needed.</p>
<p><b><u>Wastewater System Plan</u></b></p> <p>This plan addresses aging infrastructure, system expansion to accommodate development, revised policies and practices, data, finances, revised growth forecasting, and recommended improvements.</p>	<p><b>Functional Plan:</b> updated on a 6-10 year cycle, as needed.</p>
<p><b><u>Storm and Surface Water System Plan</u></b></p> <p>This plan establishes the city's storm and surface water policy.</p>	<p><b>Functional Plan:</b> updated on a 6-10 year cycle, as needed.</p>
<p><b><u>Parks Plan</u></b></p> <p>This plan is the primary tool to guide the long-term growth and development of Bellevue's parks and open space system. The core of the plan is a set of 20-year capital project recommendations, which are reviewed and updated approximately every six years.</p>	<p><b>Functional Plan:</b> updated on a 6-10 year cycle, as needed.</p>
<p><b><u>Transportation Plan</u></b></p> <p>This six-year plan indicates needs for maintenance and improvement of the City's transportation network.</p>	<p><b>Functional Plan:</b> updated every two years.</p>

## 9.4. Future Needs

A key feature of the capital facilities planning process is asset management, which continually monitors the condition of existing facilities and infrastructure, identifies the levels of maintenance needed, and determines when facilities need to be replaced. The city's capital facilities policies ensure that the city plans in advance for maintenance and infrastructure replacement to maintain levels of service. These policies also tie capital facilities planning to land use, making sure that assumptions about future growth are consistent.

The City of Port Orchard owns, operates, and maintains over \$3.5 billion of infrastructure to provide drinking water, wastewater, and stormwater and surface water services to its residents and businesses. Continued investment in this infrastructure is necessary for continued delivery of utility services that are critical for human health and safety, economic development, as well as supporting a sustainable, healthy environment. Capital facility investment helps to ensure that the City can continue to deliver the high quality municipal utility services customers expect.

The City of Port Orchard has a rapidly growing population. To provide adequate capital facilities, the City is working to address substandard infrastructure and comply with new regulations.

While there are unique challenges to specific capital facility services, several issues apply broadly to Port Orchard:

**Accommodating Increased Demand.** Increased demand will require investment for building and maintaining facilities for services like water, wastewater, stormwater, parks, fire, police, transportation, and municipal buildings. Non-city providers, such as school districts, libraries and solid waste processors, will also experience increased demand for services and will need to plan for new or improved facilities.

**Aging Infrastructure.** Some of Port Orchard’s capital facilities are aging or inadequate for current service needs, and will require repairs and replacement over the next twenty years. The costs of replacing utility infrastructure and roads are substantial and take years for planning and implementation. Likewise, facilities such as parks and municipal buildings require ongoing maintenance, improvements, or replacement. City departments maintain plans and strategies for funding and building necessary improvements, which are scheduled and assigned funding in the city’s seven-year CIP.

**Compliance with New Laws and Regulations.** Changing state and federal mandates governing capital facilities systems require the city to monitor and review its systems to ensure compliance. For example, compliance with the city’s National Pollutant Discharge Elimination System Municipal Stormwater Permit (NPDES), a Federal Clean Water Act mandate that affects programs citywide, will have significant long-term impacts on the way the city does business, on city expenses, and on private development costs. In February 2010, stormwater regulations were significantly expanded under the NPDES Phase II permit. These new regulations, along with associated stormwater requirements that must be incorporated into City code by 2017, places significant additional requirements on the City’s planning and regulatory functions.

The City of Port Orchard benefits from its proximity to centers for recreation, open space, and sports fields outside City Limits and/or held by other agencies or groups, such as the South Kitsap School District and Kitsap County. Creating and strengthening regional partnerships will enable Port Orchard and its partners to provide greater facilities and opportunities than would be possible alone. The City of Port Orchard is already working with Kitsap County and other nearby jurisdiction to create and expand a regional water trail including shoreline access with launch points, rest areas, parking facilities.

## 9.5. Goals and Policies

**Goal I. Provide an efficient distribution and mixture of public facilities, including parks, parking areas, non-motorized transportation connections, and other facilities and services.**

Policy CF-1 The City should explore opportunities for acquisition of surface parking areas within the downtown core to serve the general public and municipal purposes.

Policy CF-2 The City should consider development of multi-use facilities that can serve more than one public need. The City should coordinate with other jurisdictions and agencies that also provide public facilities, such as Kitsap County, Kitsap Transit and the Port of

Bremerton, to encourage cooperative planning of future facilities and reduce redundancy. The City should also explore opportunities for public/private partnerships and funding sources that could provide a mix of public facilities and other uses such as commercial and residential within the same development, where appropriate.

- Policy CF-3 Encourage public awareness and consider public input when considering the need for and proposed locations of new public facilities. Develop public facilities according to the specific needs, locations and levels of service identified in the City's functional plans and capital improvements program.
- Policy CF-4 Encourage the joint use of utility corridors for open space and non-motorized pathways and trails, provided that such joint use is consistent with limitations prescribed by applicable law and prudent utility practice.
- Policy CF-5 Encourage private property owners and developers to donate public trail access and parcels for park development in areas identified for future municipal parks and trail connections.

**Goal 2. The City shall establish minimum levels of service for provision of urban services (i.e. fire, police, garbage disposal, parks, library, and other appropriate services).**

- Policy CF-6 It is the City's intent that adequate school facilities be provided for the community. Individual school levels of service should be maintained as adopted and funded by the South Kitsap School District School Board.

**Goal 3. Ensure that infrastructure, facilities, and services are adequate to serve new projects at the time buildings are available for occupancy and use, without decreasing service levels below locally established minimum standards.**

- Policy CF-7 Require that urban level facilities and services are provided prior to or concurrent with development. These services include, but are not limited to, transportation infrastructure, parks, potable water supply, sewage disposal, stormwater and surface water management, and solid waste management.
- Policy CF-8 Facilitate adequate planning for services and facilities by coordinating with utility providers on annual updates of population, employment and development projections.
- Policy CF-9 Regularly monitor and update LOS standards for public facilities to reflect community preferences for quality of service delivery.

- Policy CF-10 Encourage providers to improve accessibility to public services by making information available, convenient and complete.
- Policy CF-11 Maintain an inventory of existing capital facilities owned by public entities.
- Policy CF-12 The City should acquire property sufficient to provide capital facility services at established levels of service, according to the identified deficiencies and future needs for such services as provided in the City's functional plans.

**Goal 4. Ensure that the provision of capital facilities meets the needs of the present without compromising the ability of future generations to meet their own needs.**

- Policy CF-13 Provide public facilities and services conveniently and equitably throughout the community and do not unduly affect any one group of people or geographic area by the siting or expansion of essential public facilities.
- Policy CF-14 Ensure that the provision of capital facilities is environmentally sensitive, safe and reliable, aesthetically compatible with surrounding land uses, and economical to consumers.
- Policy CF-15 Ensure that new growth and development pay a fair, proportionate share of the cost of new facilities needed to serve such growth and development.
- Policy CF-16 Direct growth within the community where adequate public facilities exist or can be efficiently provided.
- Policy CF-17 Seek to reduce the per unit cost of public facilities and services by encouraging urban intensity development within the City and adjacent Urban Growth Areas.
- Policy CF-18 Coordinate the construction of public facility improvements such as utility and road improvements to help minimize project costs.
- Policy CF-19 Ensure the efficient and equitable siting of capital facilities through cooperative and coordinated planning.
- Policy CF-20 Coordinate and cooperate with other jurisdictions in the implementation of multijurisdictional utility facility expansions and improvements.
- Policy CF-21 Provide meaningful opportunities for community involvement in the planning of capital facilities.

**Goal 5: Support provision of adequate, timely and efficient fire protection and emergency medical service within the City.**

Policy CF-22 Coordinate with South Kitsap Fire and Rescue on planning for the location of new fire stations to ensure that they are dispersed throughout the City and located near areas of high population concentration.

Policy CF-23 Encourage consolidation of duplicate services between Fire Districts to use resources more effectively.

**Goal 6: Reduce crime risks within the City.**

Policy CF-24 Design and locate capital facility improvements to optimize public safety through increased visibility at joint use facilities (e.g., streets, public buildings, etc.)

Policy CF-25 Ensure that there are enough commissioned officers and support staff to support the established LOS in the City.

**Goal 7. Coordinate land use and school district capital facilities planning.**

Policy CF-26 Recognize that schools provide a unifying social and physical amenity that are key foci for successful neighborhoods. Encourage elementary schools to be located in or near neighborhood centers and middle schools, junior high schools and senior high schools to be located near community centers.

Policy CF-27 Coordinate with the South Kitsap School District to develop strategies to ensure that students are not forced to attend a school outside their neighborhood.

Policy CF-28 Coordinate with the South Kitsap School District to develop strategies to provide and enhance safe multi-modal access to the schools.

Policy CF-29 Review and update school impact fees at least every 4 years.

Policy CF-30 Explore opportunities to develop joint use facilities with the South Kitsap School District, such as recreational and community center facilities.

**Goal 8: Develop and maintain adequate and convenient parks, recreation, and open space areas and facilities for all age groups to serve both the existing and future population of Port Orchard and surrounding areas.**

Policy CF-31 Preserve open space considered scenic in value by :

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

Policy CF-32 Increase the size and number of parks and open spaces by:

- a. establishing partnerships with other agencies to jointly utilize public facilities.
- b. promoting through public and private investments, the acquisition of open space facilities and assuring proper maintenance thereof.
- c. providing for public input when developing plans for public parks.
- d. providing for a mixture of active and passive open spaces within residential and commercial areas with consideration of nearby public facilities.
- e. providing input on development plans for public parks within Port Orchard's Urban Growth Boundary.

Policy CF-33 Monitor and maintain the LOS for park facilities as established in the City's comprehensive Parks Plan.

Policy CF-34 The Active Club should continue to be maintained and improved.

Policy CF-35 Reevaluate the City's established park impact fee at least every four years to ensure that the fee is appropriate based on the City's LOS for parks acquisition, improvement and maintenance.

Policy CF-36 Correct LOS deficiencies in park facilities through capital improvements.

Policy CF-37 Collaborate with Kitsap County to explore formation of a Municipal Parks District to help fund and develop community and neighborhood scale parks throughout the city and the Urban Growth Area.

Policy CF-38 Develop neighborhood parks adjacent to school sites whenever possible in order to promote facility sharing. Facilities on the neighborhood park site should supplement uses that the school does not provide such as trails, open space, picnic areas, playground equipment, and multi-purpose paved sport courts.

Policy CF-39 Encourage implementation of the County's Greenways Plan that outlines a citywide system of trails that will serve park, recreation, and open space needs. Link a system of trails between neighborhoods and parks, school sites, and other public property. Utilize public lands and existing rights-of-way for trail purposes whenever feasible.

- Policy CF-40 Place interpretive signs along trails to encourage community, historical, and environmental awareness and place distance markers along the trail for walkers and runners.
- Policy CF-41 The City should maximize the use of state and federal grants for future parks improvements whenever possible.
- Policy CF-42 Create new parks in recently annexed areas or update existing parks within newly annexed portions of the City.
- Policy CF-43 In conjunction with partners, develop the South Kitsap Community Events Center as a recreational and civic amenities hub for Port Orchard and the South Kitsap region.

**Goal 9. Ensure that an adequate water supply is available to support the level of population growth and land development projected within the City.**

- Policy CF-44 Maintain drinking water quality in accordance with State and Federal standards to ensure the quality of drinking water delivered to customers of the water system.
- Policy CF-45 Provide high quality domestic and fire protection service to all areas within the retail service area.
- Policy CF-46 Utilize City-owned and operated sources of supply to maximize efficiency and cost effectiveness of the water system.
- Policy CF-47 Maintain water system facilities to ensure a high level of service is provided to all customers and maximize the life of facilities to protect the investment of ratepayers.
- Policy CF-48 Construct new facilities as required to serve the existing and future populations of the established water service area and South Kitsap Urban Growth Area.
- Policy CF-49 Interconnect the City's main water system with the independent facilities serving the City's 580 and 660 Pressure Zones (McCormick Woods System). This will allow for combining the two existing systems under one water system identification number.
- Policy CF-50 Implement and maintain water use efficiency and conservation programs to discourage water waste, promote the prudent use of water resources and support protection of habitat and the environment.
- Policy CF-51 Work with neighboring water utilities, participate in regional water planning efforts to establish common goals of uniform water system standards and facilitate coordination of efforts toward the adequate provision of water service throughout the region.

- Policy CF-52 Conduct water system operations in a manner that insures high quality service in accordance with all applicable rules and regulations, at the lowest reasonable cost.
- Policy CF-53 Encourage land uses and programs that promote water conservation.
- Policy CF-54 Revise water service boundaries in cases where the designated water service provider cannot provide timely or reasonable service.
- Policy CF-55 Ensure that land uses permitted in aquifer recharge areas do not lead to contamination of water resources.
- Policy CF-56 Encourage new developments adjacent to properties with private wells or existing septic systems to connect to the City's water system or, if not feasible, ensure that adverse impacts to existing wells or septic systems from new development is avoided or mitigated.

**Goal 10. Provide safe, reliable and timely sewer service to consumers at a fair and reasonable price.**

- Policy CF-57 Coordinate construction of sewage improvements with other utilities.

The City shall require all new development to connect to public sewer and water systems, unless physically or financially infeasible.

**Goal 11. Ensure that all utility infrastructure expansion provides an adequate level of public service to support new development consistent with the City's policies, criteria, and standards. In addition, utility expansion should also be consistent with current land use plans and development regulations of the State of Washington, Kitsap County, and appropriate local planning agencies.**

- Policy CF-58 Utilize best construction methods and practices and innovative techniques in the design and construction of utilities.
- Policy CF-59 Whenever possible, utility construction should be scheduled to minimize disruption of access to area residences and businesses.
- Policy CF-60 Schedule utility construction activities to avoid sensitive times in the lifecycle of fish and wildlife, such as spawning, nesting, and migration.

**Goal 12. Minimize development related impacts to existing hydrologic conditions and functions, and strive to correct current deficiencies**



**resulting from past development practices such as stormwater-related flooding.**

- Policy CF-61 Identify areas within and adjacent to the City and its UGA which are highly sensitive to changes in hydrologic conditions and functions. Within these highly sensitive areas, establish standards that provide for near zero change in hydraulic and hydrologic function on a property, such as no net increase in the peak flow or volume of runoff or erosion products leaving a site post- development.
- Policy CF-62 Ensure development regulations adequately prevent new development from increasing flooding and minimize the possibility of damage from flooding events.
- Policy CF-63 Encourage Low Impact Development (LID) strategies for stormwater management through incentives and flexibility in application of regulatory requirements.
- Policy CF-64 Utilize new inventories of flood hazard-prone properties in the decision making process to prioritize stormwater system improvements.
- Policy CF-65 Coordinate the basin planning process with the community planning process to address surface water runoff and flooding issues.
- Policy CF-66 Integrate public regional stormwater detention and retention facilities into the natural environment.
- Policy CF-67 Recognize that regional facilities can provide aesthetics, recreation, and fish and wildlife habitat in a community park-like or open space setting.
- Policy CF-68 Implement planned activities and continue current activities in the 2014 Stormwater Management Plan.

# Chapter 7. Utilities

## 7.1. Introduction

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

### **Utilities Vision**

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

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

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

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

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

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

## 7.2. City-Managed Utilities

### Sewer

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

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

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



### Water

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

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

### Stormwater

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

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

### 7.3. Non-City Managed Utilities

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

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



#### Solid Waste and Recycling

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

#### Electrical Service

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

#### Natural Gas Service

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

## Telecommunications

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

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



## 7.4. Existing Conditions

### Sewer

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

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

### Water

The City's water supply and distribution system is examined on a regular basis, as required by State and Federal requirements. The current Water System Plan, which is in progress, indicates that the water system capably meets the City's domestic drinking water requirements. Water supply is reliant on a combination of both City wells and the low-pressure intertie with the City of Bremerton water supply. Additional wells will be necessary

for the City to become self-reliant, which would allow the higher-cost Bremerton supply to be used on a standby basis.

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

### Stormwater

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

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

## 7.5 Relationship to Centers

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

One purpose of centers is to enable the City to deliver services more cost-efficiently and equitably, within a development pattern that is environmentally and economically sound. Through subarea planning, the City will designate desired development types, locations and

patterns within each Center. Provision of utilities and improvements to utility services within Centers should be a City priority.

## 7.6 Future Needs

### Sewer

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



In the near-term future (0-6 years), the focus of the CIP for the sewer collection system is the replacement and/or retrofitting of key components for several pump stations. Long-term improvements (7-20 years) will be required for conveyance pipelines throughout the City, including the McCormick Woods Drive SW, Bay Street and Port Orchard Boulevard gravity sewer lines. These issues are discussed in the City's sewer plan in greater detail. Table 7-1, which was prepared by the City's consultant, provides an overview of the near-term future improvements.

**Table 7-1**

\*\* Dependent on the scope of the upgrade

City of Port Orchard				
Sewer System Capital Improvement Plan				
Project	Description	Cost Estimate	% CFC	Financing
1	Marina Pump Station	13,000,000	50	CFC / rates
2	Bay Street Pump Station	1,300,000	25	CFC/ rates
3	McCormick Pump Station 2	4,500,000	100	CFC
4	Eagle Crest Generator Set	300,000	0	rates
5	Albertson's Pump Station Upgrade	•	0	developer
SA	Bravo Terrace Lift Station and Force Main	5,000,000	75	CFC
SB	South Sidney Lift Station	2,500,000	100	CFC
SC	North Sidney Lift Station	2,500,000	100	CFC
SD	Sidney 2nd Force Main	1,600,000	100	CFC
6	McCormick Woods Pump Station 3	1,000,000	100	CFC
<b>Total CIP</b>		<b>31,700,000</b>		

Water

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

Table 7-2

<b>CITY OF PORT ORCHARD</b>				
<b>Water System Capital Improvement Plan</b>				
<b>CIP No.</b>	<b>Project</b>	<b>Estimated Project Cost</b>	<b>Percent CFC</b>	<b>CFC Future Improvements</b>
<u>1</u>	<u>580 Zone Storage</u>	<u>2,850,000</u>	<u>100%</u>	<u>\$2,850,000</u>
<u>2</u>	<u>CIP No. 2 Combined</u>	<u>11,200,000</u>	<u>75%</u>	<u>\$8,400,000</u>
<u>2A</u>	<u>Well 13 Development &amp; Treatment</u>	<u>n/a</u>		
<u>2B</u>	<u>Maple Ave Improvements and Water Main Replacement</u>	<u>n/a</u>		
<u>2C</u>	<u>390 to 260 Rezone PRVs (4 each)</u>	<u>n/a</u>		
<u>3</u>	<u>Well 11 Development, Treatment, and Booster Pump</u>	<u>\$8,000,000</u>	<u>25%</u>	<u>\$2,000,000</u>
<u>4</u>	<u>580 Zone Transmission &amp; Distribution Main</u>	<u>\$1,235,000</u>	<u>100%</u>	<u>\$1,235,000</u>
<u>5</u>	<u>390 Zone Storage</u>	<u>\$3,000,000</u>	<u>100%</u>	<u>\$3,000,000</u>
<u>6</u>	<u>Telemetry Upgrades</u>	<u>\$100,000</u>	<u>25%</u>	<u>\$25,000</u>
<u>7</u>	<u>390 to 580 Zone Booster Station (Old Clifton)</u>	<u>750,000</u>	<u>75%</u>	<u>\$562,500</u>
<u>8</u>	<u>580 to 390 Zone Transmission Main (580/390 PRV)</u>	<u>\$1,325,000</u>	<u>75%</u>	<u>\$993,750</u>
<u>9</u>	<u>Well 12 Development, Treatment, and Booster Pump</u>	<u>\$7,000,000</u>	<u>100%</u>	<u>\$7,000,000</u>
<u>10</u>	<u>Melcher Pump Station Upgrade</u>	<u>\$500,000</u>	<u>25%</u>	<u>\$125,000</u>
<u>11</u>	<u>PRV Improvements per Hydraulic Model</u>	<u>\$350,000</u>	<u>50%</u>	<u>\$175,000</u>
<u>12</u>	<u>390 to 580 Zone Booster Station (Glenwood – 1<sup>st</sup> Lift)</u>	<u>\$900,000</u>	<u>100%</u>	<u>\$900,000</u>
<u>13</u>	<u>390 to 580 Zone Booster Station (Glenwood – 2<sup>nd</sup> Lift)</u>	<u>\$725,000</u>	<u>0%</u>	<u>\$0</u>
<u>14</u>	<u>390 to 580 Zone Transmission Main (to Glenwood PS)</u>	<u>\$2,750,000</u>	<u>75%</u>	<u>\$2,062,500</u>
<u>15</u>	<u>580 to 660 Zone Booster Station</u>	<u>\$750,000</u>	<u>100%</u>	<u>\$750,000</u>
<u>16</u>	<u>660 Zone Storage</u>	<u>\$2,850,000</u>	<u>100%</u>	<u>\$2,850,000</u>



<u>17</u>	<u>Well 7 Treatment/Pump Station Upgrades</u>	<u>\$750,000</u>	<u>0%</u>	<u>\$0</u>
<u>18</u>	<u>Main Replacements per Hydraulic Model</u>	<u>\$2,000,000</u>	<u>25%</u>	<u>\$500,000</u>
<u>19</u>	<u>Annual Main Replacement Program (Upsize 1"-4")</u>	<u>\$250,000</u>	<u>0%</u>	<u>\$0</u>
<u>20</u>	<u>Annual Valve Replacement Program</u>	<u>\$80,000</u>	<u>0%</u>	<u>\$0</u>
<u>21</u>	<u>Annual Hydrant Replacement Program</u>	<u>\$50,000</u>	<u>0%</u>	<u>\$0</u>
<u>22</u>	<u>Foster Pilot Mitigation Projects</u>	<u>\$1,000,000</u>	<u>100%</u>	<u>\$1,000,000</u>
<u>23</u>	<u>390 Zone Low Pressure Booster Pumps for Existing Water Services</u>	<u>\$600,000</u>	<u>100%</u>	<u>\$600,000</u>
<u>24</u>	<u>Blackjack Creek Crossing at Kendall St</u>	<u>\$750,000</u>	<u>\$0</u>	<u>\$0</u>
<u>25</u>	<u>Well 10 Rehab, Activation, and Water Main</u>	<u>\$3,092,000</u>	<u>100%</u>	<u>\$3,092,000</u>
	<b>Total Six-Year Water Improvements:</b>	<b>\$52,857,000</b>		<b>\$38,120,750</b>

### Stormwater

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

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

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

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

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

## 7.5. Goals and Policies

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

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

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

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

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

**Goal 2. Maintain and enhance utility service quality.**

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

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



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

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

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

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

**Goal 4. Support and promote energy conservation.**

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

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

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

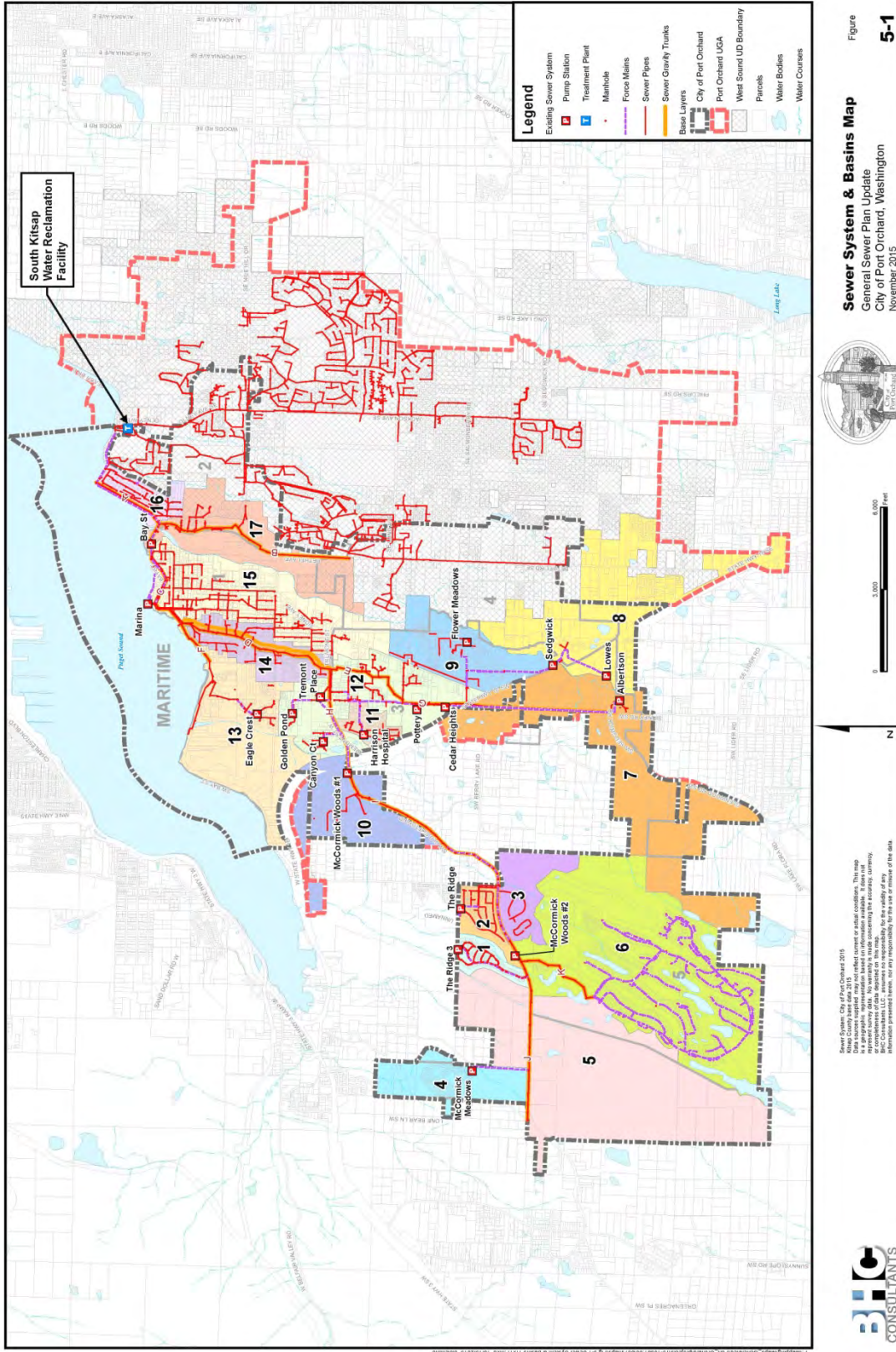
Policy UT-28 Encourage programs to educate utility users on the benefits and means of conservation.

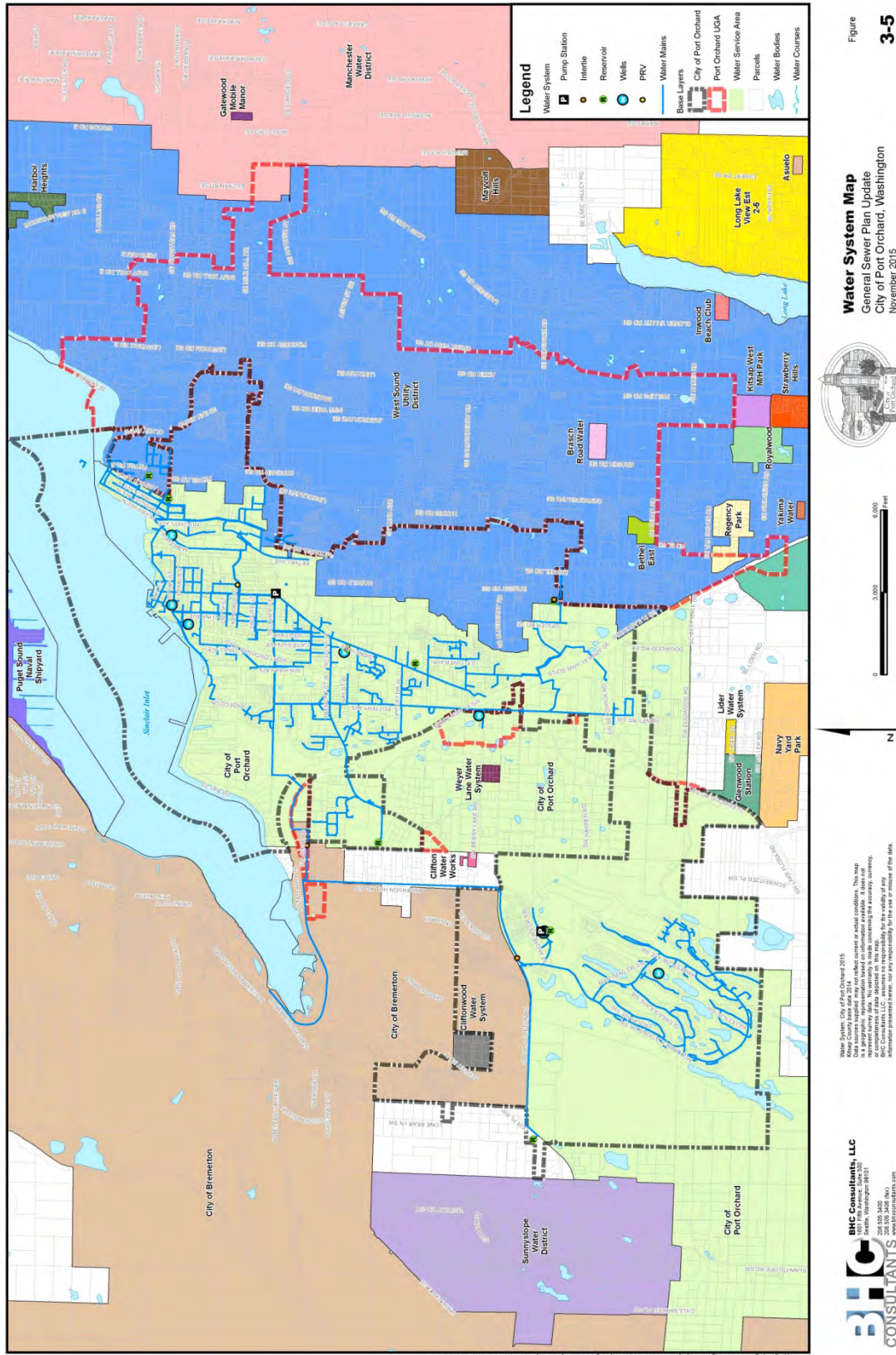
**Goal 5. Support the extension of fiber optic cable in the City of Port Orchard.**

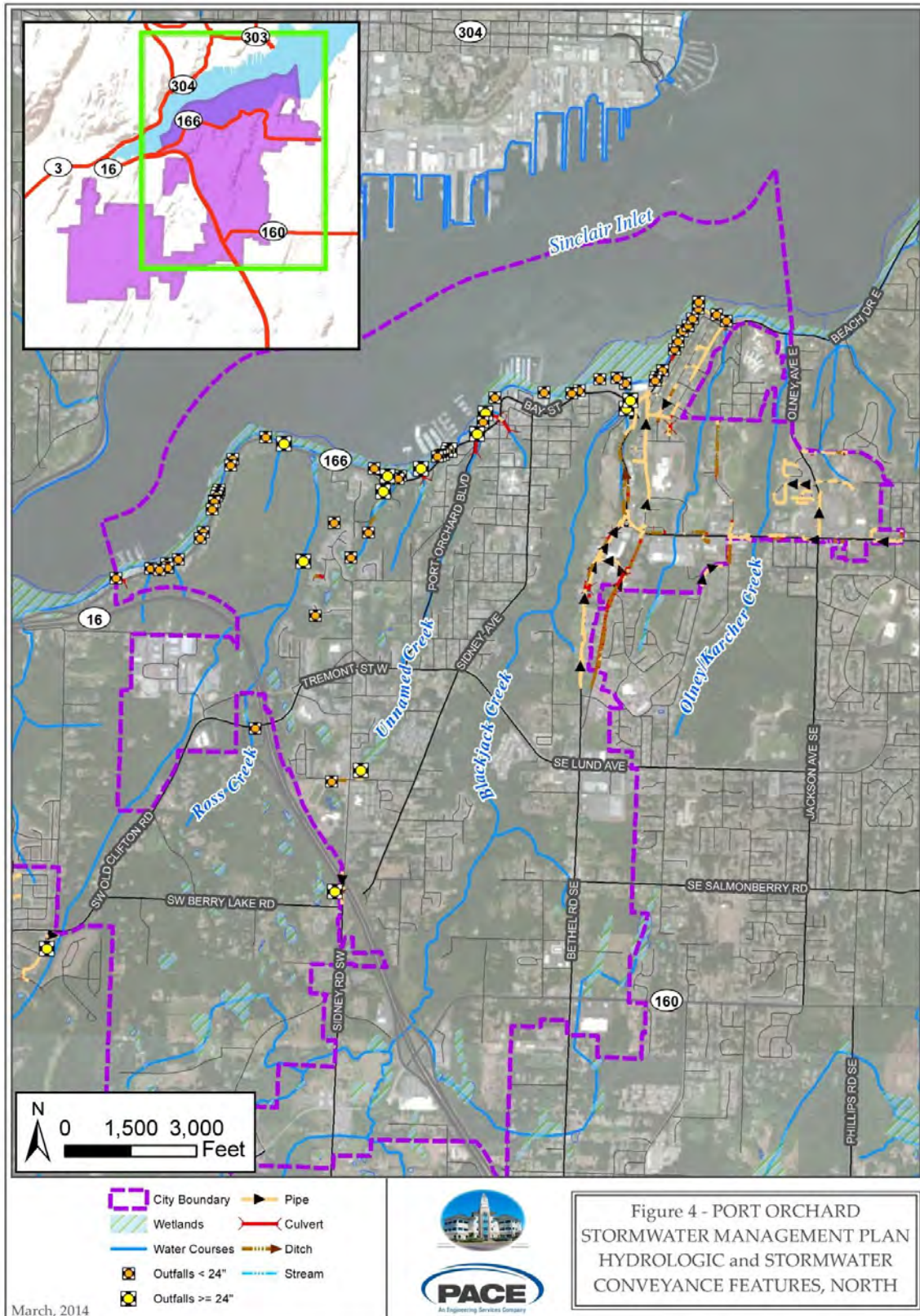
Policy UT-29 Recognize broadband’s influence and importance to economic diversification in Port Orchard.

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

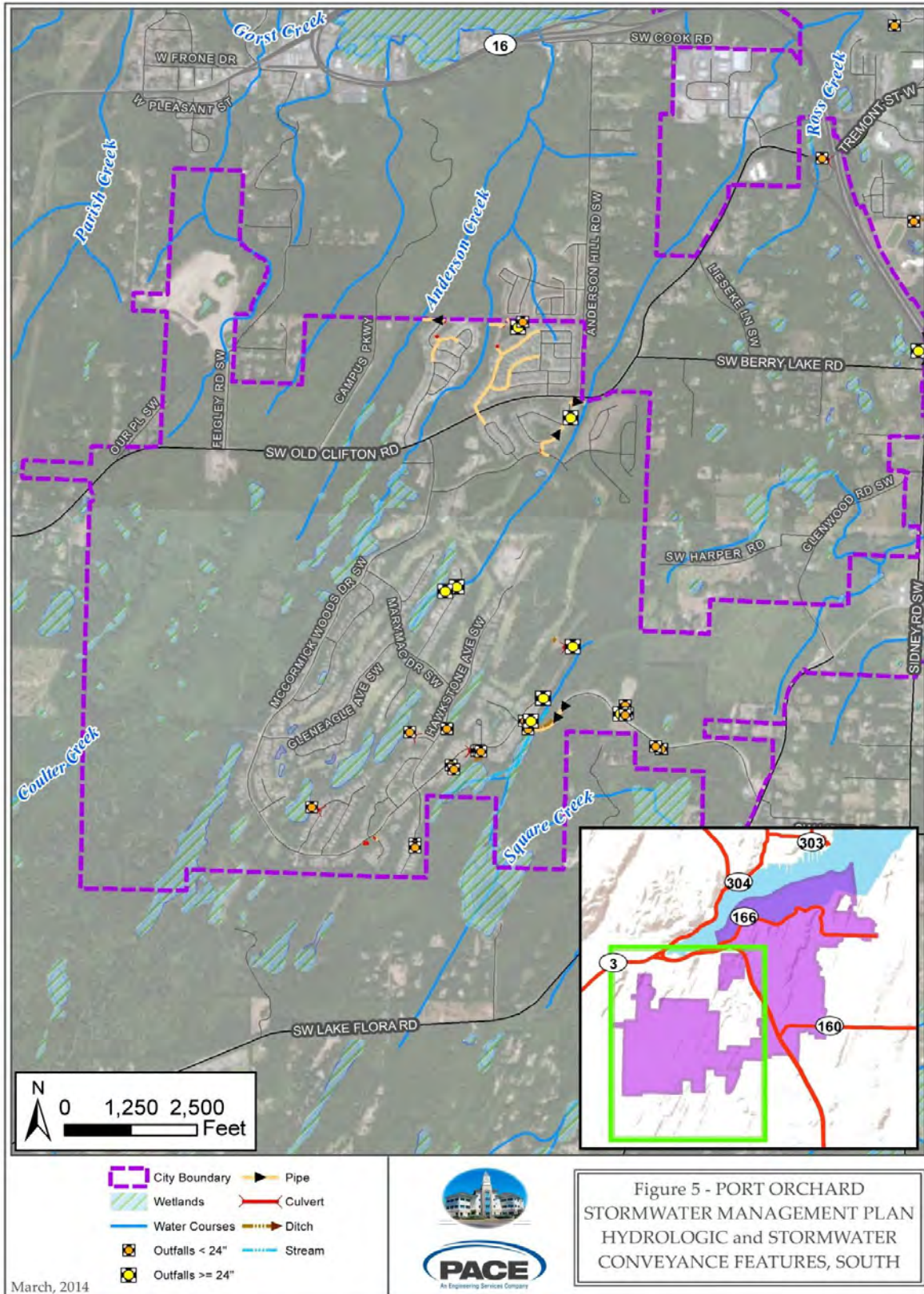






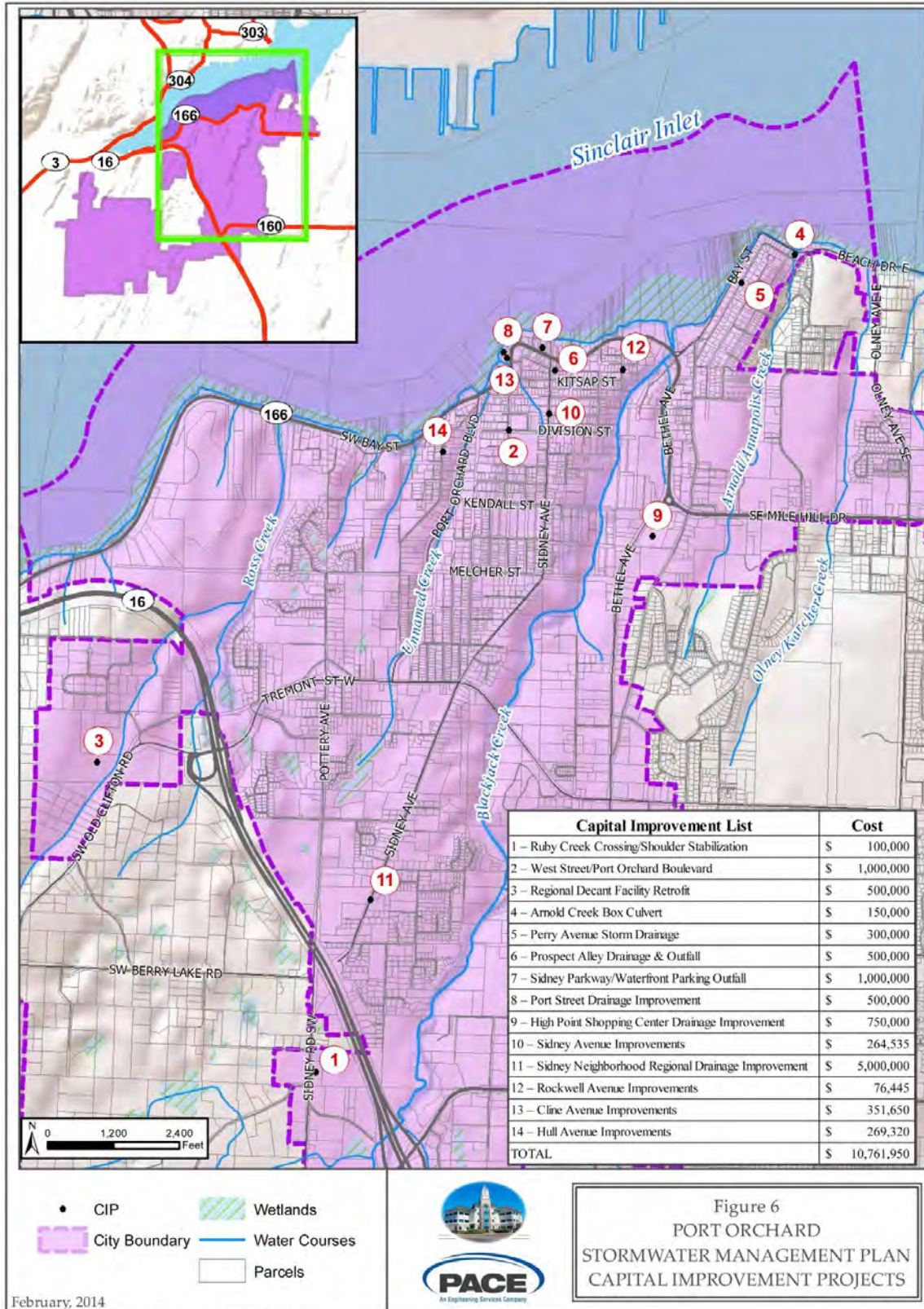






March, 2014  
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February, 2014

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## Appendix B: Plans Adopted by Reference

<b>PLAN OR DOCUMENT</b>
<b>South Kitsap School District 2014-2019 Capital Facilities Plan</b>
<b>West Sound Utility District / Joint Wastewater Treatment Facility 2009 Capital Facilities Plan</b>
<b>West Sound Utility District 2007 Sewer Plan</b>
<b>West Sound Utility District 2013 Water Plan</b>
<b>Kitsap County 2003 South Kitsap UGA/ULID#6 Sub-Area Plan &amp; EIS</b>
<b>Kitsap County 2012 Port Orchard/South Kitsap Sub-Area Plan</b>
<b>2016 Kitsap County Comprehensive Plan 10-Year Update</b>
<b>Blackjack Creek Watershed Assessment and Protection &amp; Restoration Plan (2017)</b>
<b>City of Port Orchard 1994 Ross Creek Comprehensive Management Plan</b>
<b>City of Port Orchard 2005 Economic Development Plan</b>
<b>City of Port Orchard 2010 McCormick Village Park Plan</b>
<b>City of Port Orchard 2012 Shoreline Master Program</b>
<b>City of Port Orchard 2013 Public Art Program</b>
<b>City of Port Orchard 2014 – 2021 Capital Facilities Plan</b>
<b>City of Port Orchard 2020 Water System Plan</b>
<b>City of Port Orchard 2020 Comprehensive Sanitary Sewer Plan Update</b>
<b>City of Port Orchard 2016 Transportation Plan Update</b>
<b>City of Port Orchard 2016 Comprehensive Parks Plan</b>
<b>City of Port Orchard 2016 Transportation Impact Fee Project List</b>
<b>City of Port Orchard 2022-2027/2028-2041 – 6 Year/20 Year Transportation Improvement Plan</b>
<b>City of Port Orchard Bethel/Sedgwick Corridor Plan and Appendices A-F</b>
<b>City of Port Orchard 2016 City Hall Space Analysis</b>

**City of Port Orchard Six-Year Transportation Improvement Program  
For 2022-2027 TIER 1 (Reasonably Constrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	Spent Prior to 2021	2021	Future Expenditures 2022	2023	2024	2025	2026	2027	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds
<b>Capital Projects</b>																				
<b>1.1</b>	<b>Bay Street Ped. Pathway ROW Phase</b>	PO Shoreline: Sidney Ave. Foot Ferry to Annapolis Foot Ferry	1.2	2,220,000	1,140,000	540,000	540,000	540,000	0	0	0	0	2013	S	ROW	STP(U)	1,923,590		0	300,212
	Add 14-ft Multi-Modal (bikes & pedestrians) waterfront pathway & cantilevered retaining wall following historic Mosquito Fleet trail and pedestrian bridge across Black Jack Creek.			500,000		250,000	250,000	250,000	0	0	0	0	2018	P	ROW				0	581,000
<b>1.2</b>	<b>Bay Street Pedestrian Pathway Construction (S#1, S#6-11)</b>	The CN phase for the 14-ft Multi-Modal (bike & ped) waterfront pathway/cantilevered retaining wall following the historic Mosquito Fleet trail. Includes the demolition/removal of (5) overwater structures. Includes Seg #3 Ad Ready Doc Prep.	1.2	650,000	650,000	0	0	0	0	0	0	0	2018	S	CN					
				3,000,000	0	0	3,000,000	0	1,500,000	1500000	0	0	2021	S	CN					
<b>1.3</b>	<b>Bay Street Pedestrian Pathway West</b>	Port Orchard Blvd and Bay St: Ft Ferry to Tremont	1.5	566,474	0	0	566,474	0	566,474	0	0	0	2022	P	PL		490,000		0	76,474
<b>1.4</b>	<b>Old Clifton/ Anderson Hill Intersection Improvements</b>	Old Clifton Rd / Anderson Hill Rd. Intersection	0	258,000	200,000	0	58,000	58,000	0	0	0	0	2016	S	PE				0	258,000
	Intersection Improvements (roundabout) as identified in the McCormick Urban Village Trans Plan and partially funded by Bayside Mit Funds.			1,680,000	0	0	1,680,000	840,000	840,000	0	0	0	2021	P	CN			TIB	1,213,000	525,000
<b>1.5</b>	<b>Old Clifton Rd Design - 60%</b>	Old Clifton Road: Campus PKWY to Anderson Hill Rd.	0.75	450,000	0	225,000	225,000	225,000	0	0	0	0	2021	P	PE				0	450,000
	Roadway Improvements identified in the McCormick Urban Village Trans Plan. Design to 60% level. Includes RAB design at McC Woods Dr. intersection.						2,000,000						2025	P	CN	STP(U), RCO		TIB/CS		
<b>1.7</b>	<b>Bethel/Sedgwick Phase 5a - Bethel/Lincoln RAB</b>	Bethel/Lincoln/Lunberg/ Mitchell	0	4,000,000	0	800,000	3,200,000	3200000	0				2021	S	PE					800,000
	Safety and capacity improvements to intersection and reconfiguration of approaches.				0								2022	S/P	CN	HSP	1,500,000	TIB UAP	1,100,000	700,000
<b>1.8</b>	<b>Bethel/ Sedgwick Corridor Phase 1a - Blueberry RAB</b>	Bethel Road: blueberry Intersection	0	2,746,000	0	0	570,000	420,000				150,000	2022	S	PE		0		344,374	74,626
	Phase 1a. Bethel/ Blueberry RAB 60% DN in 2022						268,000	268,000					2023	S	ROW				220,238	47,732
							1,908,000					1908000	2025	P	CN			TIB/ UAP/CS	1,568,178	307,051
<b>1.9</b>	<b>Bethel/ Sedgwick Corridor Phase 1b - Salmonberry RAB</b>	Bethel Road: Salmonberry intersection	0	5,056,750	0	0	800,000	280,000	320,000			200,000	2025	P	PE		0		328,058	57,893
	Phase 1b. Bethel/ Salmonberry RAB Round and roadway segment design from Blueberry to Salmonberry. 30% DN in 2022.						1,328,450					1,328,450	2024	p	ROW				1,129,183	199,238
							2,928,300					2,928,300	2026	P	CN			TIB/UAP/ CS	2,489,055	439,245
<b>1.10</b>	<b>Vallair Ct Connector</b>	Bethel Road / Walmart Drive Intersection	0.25	1,000,000	0	0	1,000,000	0	0	0	1000000	0	2024	P	PE & ROW		0		0	1,000,000
	Road extension and intersection improvements previously included in the Bethel Road Corridor ROW & Construction project.			1,000,000	0	0	1,000,000	0	0	0	0	1000000	2025	P	CN		0	TIB	0	1,000,000
<b>1.11</b>	<b>Sidney Road SW Design - 60%</b>	Sedgwick Rd. to Berry Lake Rd.	0.95	500,000	0	0	500,000	0	0	0	0	500,000	2027	P	PL		0		0	500,000
	Sidney Avenue is currently two lanes wide, it needs to be widened to three lanes (additional TWTL) including bike lanes, sidewalks, traffic calming, and stormwater system improvements. (COMPLETE STREET).																	TIB		

**City of Port Orchard Six-Year Transportation Improvement Program  
For 2022-2027 TIER 1 (Reasonably Constrained)**

Priority Number	Project Title/Project Description	Road Name Begin Termini End Termini	Total Project Length	Total Est. Cost	Spent Prior to 2021	2021	Future Expenditures 2022	2023	2024	2025	2026	2027	Phase Start Year	Funding Status	Phase	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	
1.12	<b>Sedgwick Road West Study - 30% Design</b> Establish alignments and cross sections. Develop mitigation alternatives and identify right-of-way needs for roadway and identify potential sites to accommodate stormwater run off and mitigation for filling wetlands. Include stormwater element for	SR16 to Sidney Rd.		300,000	0	0	300,000	0	300,000				2023	P	Study						
1.13	<b>Lippert Sidewalk Retrofit and Pavement Repair</b> ADA ramp and driveway retrofits, sidewalk repairs, pavement repairs, stormwater retrofit. In house des with consulted survey & basemap	Sidney Rd. S. to Pottery	0.95	35,000 778,000	0	35,000	0 778,000						2021 2022	P P	PE CN		100,000			678,000	
1.14	<b>Pottery Avenue Sidewalk Improvements</b> Address gap in sidewalk. Design in house. Survey and basemap by others.	Sunset Ln. to Clay Ln.	0.95	35,000 778,000	0	0	35,000 155,000	35,000	0	155,000			2022 2024	P P	PE CN					250,000	
1.15	<b>Pottery Avenue Non Motorized Improvements</b> Road diet and non-motorized improvements. Safety enhancement at Pottery Lippert Intersection. Safe Routes to Schools Grant application.	SR16 to Lippert Dr.	0.95	35,000 750,000	0	35,000	0 750,000		35,000				2024 2025	P P	PE CN		648,750			101,250	
1.16	<b>Bay Street Reconstruction - Study</b> Raise street to address sea level rise and improve to current standard in accordance with redevelopment plans	SR160 from Geiger to Frederick		200,000	0	0	200,000	100,000	100,000				2022	S	PE						
<b>Total Capital Projects</b>				<b>23927224</b>	<b>1,990,000</b>	<b>1815000</b>	<b>22,122,224</b>	<b>4915000</b>	<b>3,852,474</b>	<b>3668450</b>	<b>5058000</b>	<b>4128300</b>	<b>500000</b>				<b>3,913,590</b>		<b>8,392,086</b>	<b>7,316,471</b>	
<b>Maintenance Projects</b>				<b>Total</b>		<b>2,021</b>		<b>Future Exp</b>		<b>2022</b>		<b>2023</b>		<b>2024</b>		<b>2025</b>		<b>2026</b>		<b>2027</b>	
1.51	<b>Annual Pavement Maintenance</b> Includes patching, crack-sealing, striping, and other activities			509,500	0	53,000	456,500	56,500	100,000	100,000	100,000	100,000	0	2020	S	CN				456,500	
1.52	<b>Annual Sidewalk &amp; ADA Upgrade Program</b> Repair and replace concrete sidewalks and curb ramps as identified in the program			796,000	0	38,000	758,000	38,000	180,000	180,000	180,000	180,000	0	2020	S	CN				758,000	
1.53	<b>Annual Pavement Management System Paving Projects</b> Pavement replacement projects as identified in the pavement management system program			2,335,000	0	300,000	2,035,000	535,000	0	500,000	500,000	500,000	0	2020	S	CN				2,035,000	
1.55	<b>Tremont Overlay</b> Pavement resurfacing to complete the surfacing of Tremont from SR-16 to the eastern city limits	Tremont St: Port Orchard Blvd to Lund bridge	0.5	500,000	0	0	500,000	0	500,000	0	0	0	0	2021	P	PE,CN				500,000	
<b>Total Maintenance Projects</b>				<b>4,140,500</b>	<b>0</b>	<b>391,000</b>	<b>3,749,500</b>	<b>629,500</b>	<b>780,000</b>	<b>780,000</b>	<b>780,000</b>	<b>780,000</b>	<b>0</b>				<b>0</b>		<b>0</b>	<b>3,749,500</b>	

\* Per 2016 ADA transition plan: \$180,000 annually over 20 years to comply on arterial streets.  
 \*\* Per 2016 Pavement Management Analysis Report: \$1.45 million annually to maintain network condition (PCI of 70), \$500k to keep network PCI above 65 after 5 years.



**CITY OF PORT ORCHARD**  
Permit Center

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**MASTER PERMIT APPLICATION FORM**

For Title 20 permit types. Check the boxes on page 2 for all permits applied for at this time.

AN INCOMPLETE APPLICATION WILL NOT BE ACCEPTED

<b>1. PROJECT INFORMATION:</b>	
Project Name: He Development LLC	Parcel Size: 1.94
Site Address/ Location: 1932 SE Salmonberry Rd. Port Orchard, WA 98366	
Tax Parcel Number(s): 012301-3-017-2002	
Existing Use of Property: 111 Single Family Residence	
Project Description / Scope of Work: Potentially to construct 30 units, in 2, 3 story garden style apartments with parking.	
List any permits or decisions previously obtained for this project: None	
Is your project served by public water and/or public sanitary sewer systems? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes: Sewer Provider: <u>West Sound Utility District</u> Water Provider: <u>West Sound Utility District</u> If no: Kitsap Public Health District approval documentation must be submitted with this application.	
Is the project within the floodplain? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Is the project within 200' of the shoreline? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Zoning Designation: RI	Overlay District Designation: Not in an overlay district
These surface waterbodies are on or adjacent to the property: (check all that apply) <input type="checkbox"/> Saltwater <input type="checkbox"/> Creek <input type="checkbox"/> Pond <input type="checkbox"/> Wetland <input checked="" type="checkbox"/> None	
Does the project include new construction within 200' of a geologically hazardous area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Was there a Pre-Application meeting with Staff for this project? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes: date _____	
<b>2. WATER, SEWER, AND TRANSPORTATION CAPACITY VERIFICATION.</b>	
Check the box below that applies:	
<input type="checkbox"/> Concurrency is not required. This permit type is exempt per POMC 20.180.004(1)(a – t). List the code reference letter (a – t) and the permit type: _____	
<input type="checkbox"/> Concurrency is not required: No increased impacts on road facilities and/or the City's water/sewer systems.	
<input type="checkbox"/> An application for a Capacity Reservation Certificate (CRC) was previously submitted for: <input type="checkbox"/> water <input type="checkbox"/> sewer <input type="checkbox"/> transportation	
<input type="checkbox"/> An application for a Capacity Reservation Certificate (CRC) is included with this submission for: <input type="checkbox"/> water <input type="checkbox"/> sewer <input type="checkbox"/> transportation	
<input type="checkbox"/> A previously issued and unexpired city-issued CRC for Water, Sewer, and Transportation is included with this submission. (Provide two copies.)	
<input type="checkbox"/> A combination of documents which in total verifies and/or is an application for water, sewer, and transportation capacity is included with this submission: (Check all document types that are included with this submission) <input type="checkbox"/> City document(s) <input type="checkbox"/> from other Utility District(s) <input type="checkbox"/> from the Health District	
<input type="checkbox"/> Demolition of an existing building or termination of previous use was within the last five years. There is no net impact increase by the proposed new structure or land use on city's water, sewer, or road facilities. (A copy of the Demolition permit or prior use records are required.)	

<b>3. PERMIT TYPES.</b> Check all types that you are applying for <b><u>at this time.</u></b>		
<b>Land Use / Planning:</b>		
<input type="checkbox"/> Accessory Dwelling Unit	<input type="checkbox"/> Final Plat	<input type="checkbox"/> Shoreline (check all that apply):
<input type="checkbox"/> Administrative Interpretation	<input type="checkbox"/> Final Plat, Alteration	<input type="checkbox"/> Substantial Development, Hearing
<input type="checkbox"/> Binding Site Plan, Preliminary	<input type="checkbox"/> Final Plat, Vacation	<input type="checkbox"/> Substantial Development, Admin.
<input type="checkbox"/> Binding Site Plan, Alteration of Prelim.	<input type="checkbox"/> Non-conforming Use	<input type="checkbox"/> Conditional Use Permit, Hearing
<input type="checkbox"/> Binding Site Plan, Final	<input type="checkbox"/> Preliminary Plat	<input type="checkbox"/> Conditional Use Permit, Admin.
<input type="checkbox"/> Binding Site Plan, Alteration of Final	<input type="checkbox"/> Preliminary Plat, Minor Modifications	<input type="checkbox"/> Variance, Hearing
<input type="checkbox"/> Binding Site Plan, Vacation of Final	<input type="checkbox"/> Preliminary Plat, Major Modifications	<input type="checkbox"/> Short Plat, Preliminary
<input type="checkbox"/> Boundary Line Adjustment	<input type="checkbox"/> Pre-submittal Design Review	<input type="checkbox"/> Short Plat, Alteration to Preliminary
<input type="checkbox"/> Comprehensive Plan Map Amend.	<input checked="" type="checkbox"/> Rezone	<input type="checkbox"/> Short Plat, Final
<input type="checkbox"/> Comprehensive Plan Text Amend.	<input type="checkbox"/> SEPA	<input type="checkbox"/> Short Plat, Alteration of Final
<input type="checkbox"/> Conditional Use Permit	<input type="checkbox"/> Shoreline Exemption	<input type="checkbox"/> Short Plat, Vacation of Final
<input type="checkbox"/> Critical Areas Review	<input type="checkbox"/> Sign (Land Use regulations)	<input type="checkbox"/> Temporary Use Permit
<input type="checkbox"/> Design Review Board Project Review	<input type="checkbox"/> Sign, Master Sign Plan	<input type="checkbox"/> Temporary Use Permit Extension
<input type="checkbox"/> Development Agreement	<input type="checkbox"/> Sign Variance	<input type="checkbox"/> Variance, Administrative
	<input type="checkbox"/> Statement of Restrictions	<input type="checkbox"/> Variance, Hearing
<b>Public Works:</b>		
<input type="checkbox"/> Capacity Reservation Certificate	<input type="checkbox"/> Right-of-Way Permit	<input type="checkbox"/> Tree Cutting Permit (Minor LDAP)
<input type="checkbox"/> Land Disturbing Activity Permit, Major	<input type="checkbox"/> Stormwater Drainage Permit	<input type="checkbox"/> Variation from Engineering Standards
<input type="checkbox"/> Land Disturbing Activity Permit, Minor	<input type="checkbox"/> Street Use Permit	<input type="checkbox"/> Water and/or Sewer Connection
<b>Building:</b>		
<input type="checkbox"/> Commercial, New building / Addition	<input type="checkbox"/> Demolition	<input type="checkbox"/> Residential Plumbing
<input type="checkbox"/> Commercial, Alteration / Repairs	<input type="checkbox"/> Manufactured Home	<input type="checkbox"/> Residential Mechanical
<input type="checkbox"/> Commercial Tenant Improvement	<input type="checkbox"/> Multi-family (3 units or more)	<input type="checkbox"/> Re-roof
<input type="checkbox"/> Commercial Plumbing	<input type="checkbox"/> Residential, New	<input type="checkbox"/> Sign (Construction of)
<input type="checkbox"/> Commercial Mechanical	<input type="checkbox"/> Residential, Addition / Alteration	<input type="checkbox"/> Siding, Windows and/or Doors
<b>Fire Code:</b>		
<input type="checkbox"/> Fire Sprinkler	<input type="checkbox"/> Fireworks Display	<input type="checkbox"/> Standpipe System
<input type="checkbox"/> Fire Alarm	<input type="checkbox"/> Fireworks Sales	<input type="checkbox"/> Temporary Tent / Membrane Structure
<input type="checkbox"/> Fire Suppression System	<input type="checkbox"/> High Pile Storage	<input type="checkbox"/> Tank Install / Decommission
<b>Other:</b>		
<input type="checkbox"/> Address Request	<input type="checkbox"/> Floodplain Development Permit	<input type="checkbox"/> Site Plan Checklist
<input type="checkbox"/> Design Standards Departure Request	<input type="checkbox"/> Road Name Request	
<input type="checkbox"/> Other: (list)		

**4. CONTACT INFORMATION.** Use additional sheets if needed to list more contacts.

Applicant Name (Name of person to contact): Robert Baglio  
Applicant Company Name: BJC Group Inc.  
Mailing Address (street, city, state, zip): 3780 SE Mile Hill Dr. Port Orchard, WA 98366  
Phone: 360-895-0896 E-mail: rbaglio@bjcgroup.com

Property Owner (if different than Applicant): Zhi He (He Development LLC)  
Mailing Address (street, city, state, zip): 4331 Bethel Rd. SE Port Orchard, WA 98366  
Phone: 360-874-9966 E-mail: zhilhe@gmail.com

Engineer (Company and contact name): \_\_\_\_\_  
Mailing Address (street, city, state, zip): \_\_\_\_\_  
Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Note: Both the Surveyor and the Engineer must be listed for plats.

Surveyor (Company and contact name): \_\_\_\_\_  
Mailing Address (street, city, state, zip): \_\_\_\_\_  
Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Contractor: BJC Group Inc. Contact Name: Robert Baglio  
Phone: 360-895-0896 E-mail: rbaglio@bjcgroup.com  
Contractor's Mailing Address: 3780 SE Mile Hill Dr. Port Orchard, WA 98366  
Contractor's License/Registration #: BJCGRI\*033BZ Expiration Date: June 18, 2021  
City Business License:  Yes  No (Apply online at: [bls.dor.wa.gov](http://bls.dor.wa.gov)) Revenue Tax# (UBI): 601-643-692

I certify that the contractor(s) (general or specialty) who will perform any of the services for which this permit is issued, is registered with the State of Washington, Department of Labor & Industries, in compliance with chapter 18.27 RCW (law of 1963) under certificate number. R.E.  
Applicant initial here

**Authorized Agent Signature:** The Authorized Agent ("Agent"), either the Property Owner or the Applicant listed above, is the primary contact for all project-related questions and correspondence. The Permit Center will email or call the Agent with requests and/or information about the application. The Agent is responsible for communicating information to all parties involved with the application. The Agent must ensure their contact information is accurate and that their email account accepts Permit Center email.

I affirm that all answers, statements, and information submitted with this application are correct to the best of my knowledge.

AUTHORIZED AGENT: Robert Baglio DATE: January 29, 2021

PRINT NAME: Robert Baglio

**Property Owner Signature (select one):**

- The legal owner of the property is submitting this application, acting as the Agent/Contact for this Project. Sign and date below.
- The legal owner of the property authorizes the Applicant to act on his/her behalf as the Agent/Contact for this Project. Sign and date below, or submit a signed and dated authorization letter with this application. The text below must be included.

By signing this application and applying for approvals under Port Orchard Municipal Code Title 20, the property owner hereby permits free access to the land subject to the application to all agencies with jurisdiction considering the proposal for the period of time extending from the date of application to the time of final action.

The information on this form is considered a public record and is subject to public disclosure laws in Chapter 42.56 RCW.

OWNER: Zhi He DATE: January 29, 2021

PRINT NAME: Zhi He





# CITY OF PORT ORCHARD

## Permit Center

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

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### SITE-SPECIFIC REZONE APPLICATION

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

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

STAFF USE ONLY	
Received by:	<u>Jackie Kerkoff</u>
Receipt #:	<u>R00051831</u>
File #:	<u>LU21-CPA MAP-01</u>

Total Pd  
\$ 2475.20

### INCOMPLETE APPLICATION WILL NOT BE ACCEPTED

#### SUBMITTAL REQUIREMENTS

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

- THE MASTER PERMIT APPLICATION FORM** with original signature(s).  
*One Master covers all applications that are included with this submittal. No additional copies are required.*
- SEVEN** copies of completed Rezone application form: This includes the original plus six (6) copies.
- SEVEN** copies of a narrative which includes:
  - Legal description of the property subject property.
  - The current Comprehensive Plan map designation.
  - A list of other permits that are or may be required for development of the property (issued by the City or by other government agencies), insofar as they are known to the applicant.
  - Identification of all sections of the Comprehensive Plan policies and map addressing the subject property.
  - Description of the proposed development of the property under the proposed zoning designation.
  - An explanation of the rationale for the proposed amendment.
  - A statement addressing how the proposed amendment and associated development conform to, conflict with, or relate to the criteria and general rules set forth in POMC 20.42.030(2).
- SEVEN** copies of a summary table of proposed project statistics, including site area, building coverage, coverage by impervious surface, required and proposed parking, and similar data as required to evaluate conformance of the proposed project with City regulations.
- SEVEN** copies of a vicinity map, 8 1/2" x 11" or larger, with site clearly marked, shown in relation to the nearest major streets, roads and waterways in the area, and identifying the zoning of the surrounding property.
- SEVEN** plan sets total:
  - THREE sets:** 18" x 24" or larger, and **FOUR sets:** 11" x 17", with north arrow and map scale, showing:
    - Existing natural features, including critical areas and buffers.
    - Existing and proposed grades.
    - Existing and proposed uses and improvements, including utilities, easements, structures, access and parking.

**Tax Parcel #:** 012301-3-017-2002

**Legal Description of Subject Property:**

01231E

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

**Current Comprehensive Plan Map Designation:**

Residential 1 (R1)

**List of Other Permits Known by Applicant:**

None

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

See Attached

**Description of Proposed Development:**

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

**Explanation of Rationale:**

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

**Conformity to Surrounding Area:**

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

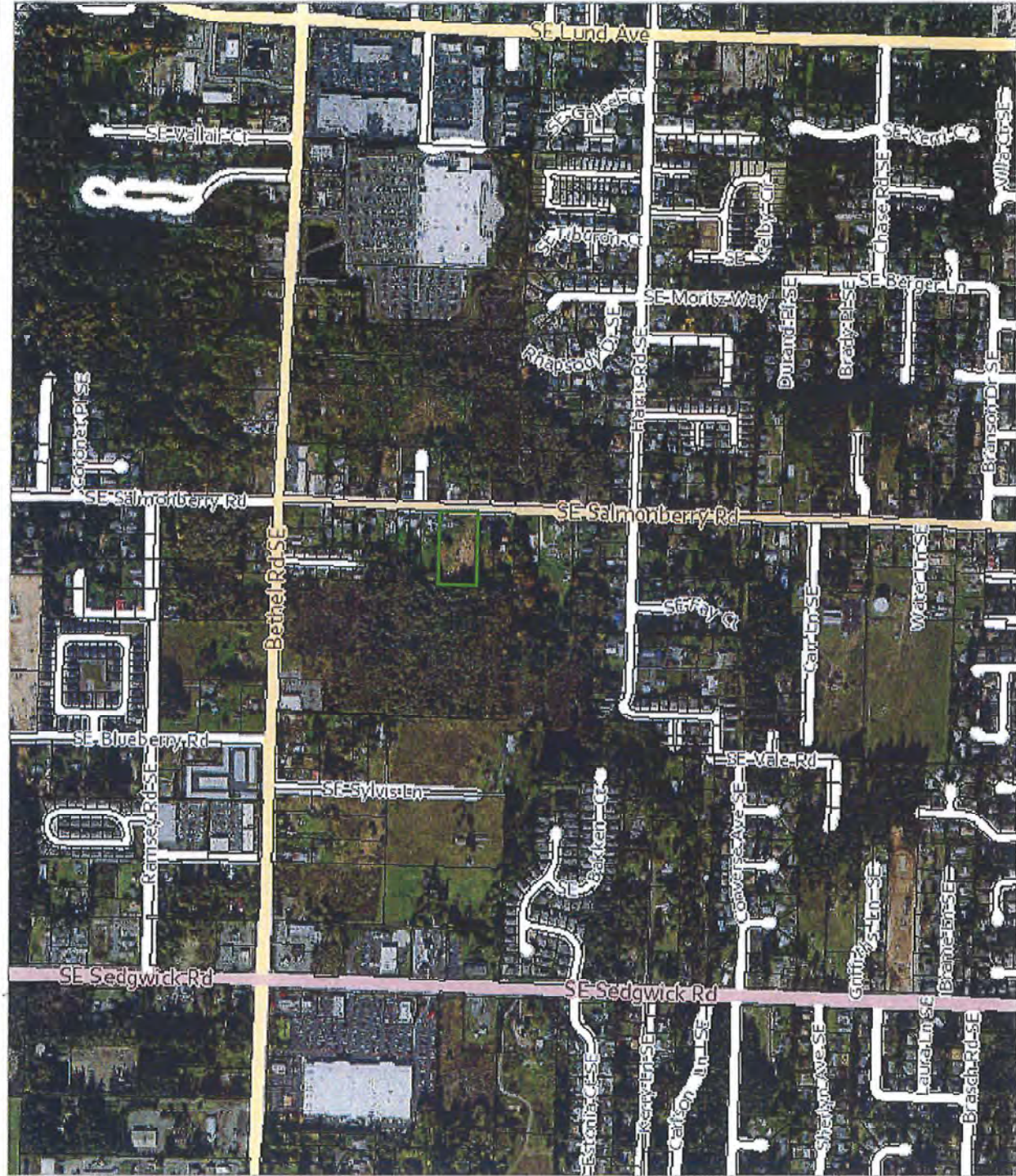
**Summary Table of Project Stats:**

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

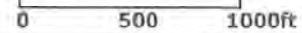


Map Scale: 1 : 10,000

Printed: Friday, Jan 29, 2021



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



Comments



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LU21-CPA map-c

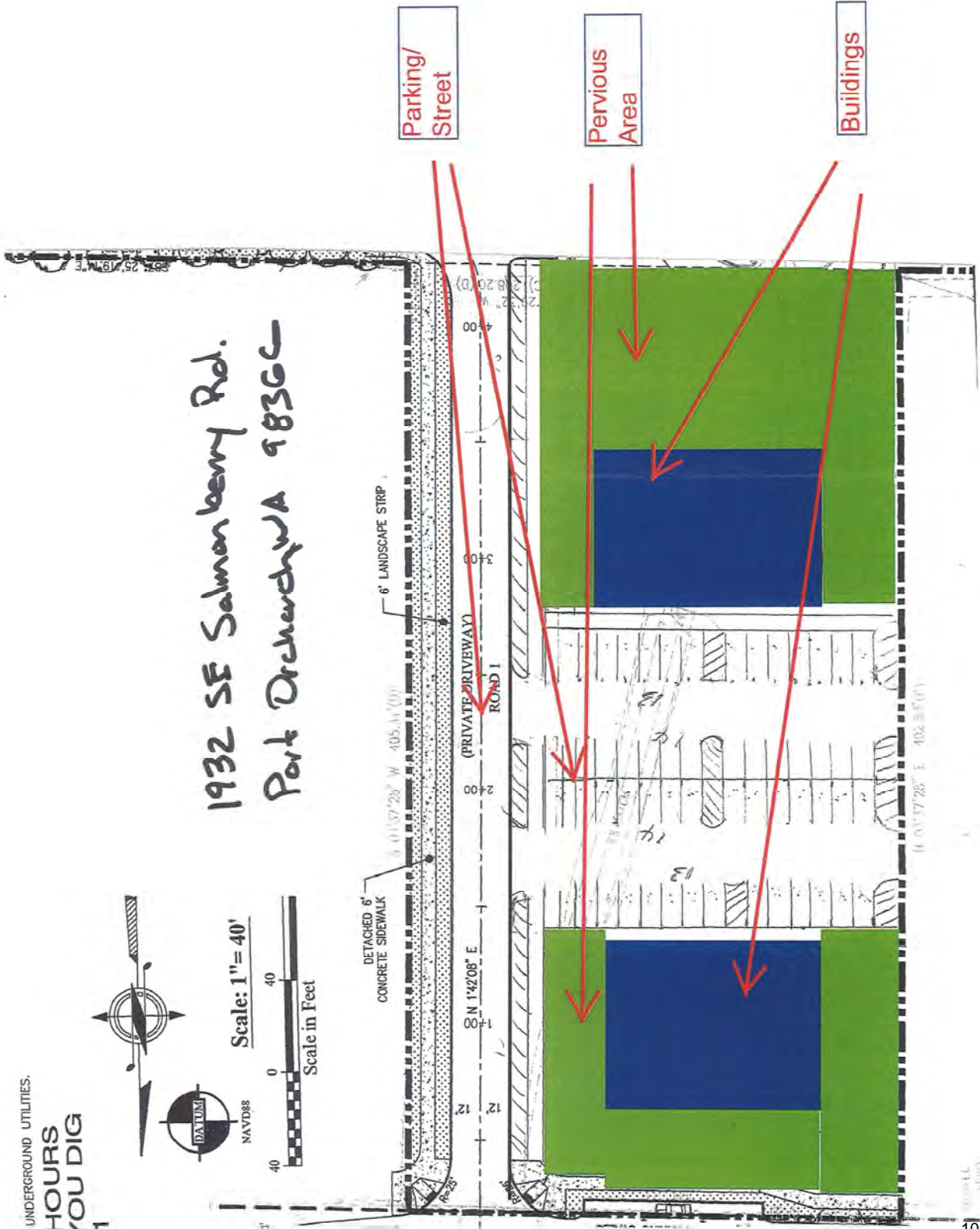
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JAN 29 2021  
CITY OF PORT ORCHARD  
COMMUNITY DEVELOPMENT

UNDERGROUND UTILITIES.  
HOURS  
YOU DIG



Scale: 1" = 40'  
Scale in Feet

1932 SE Salmonberry Rd.  
Port Orchard WA 98366



Parking/  
Street

Pervious  
Area

Buildings

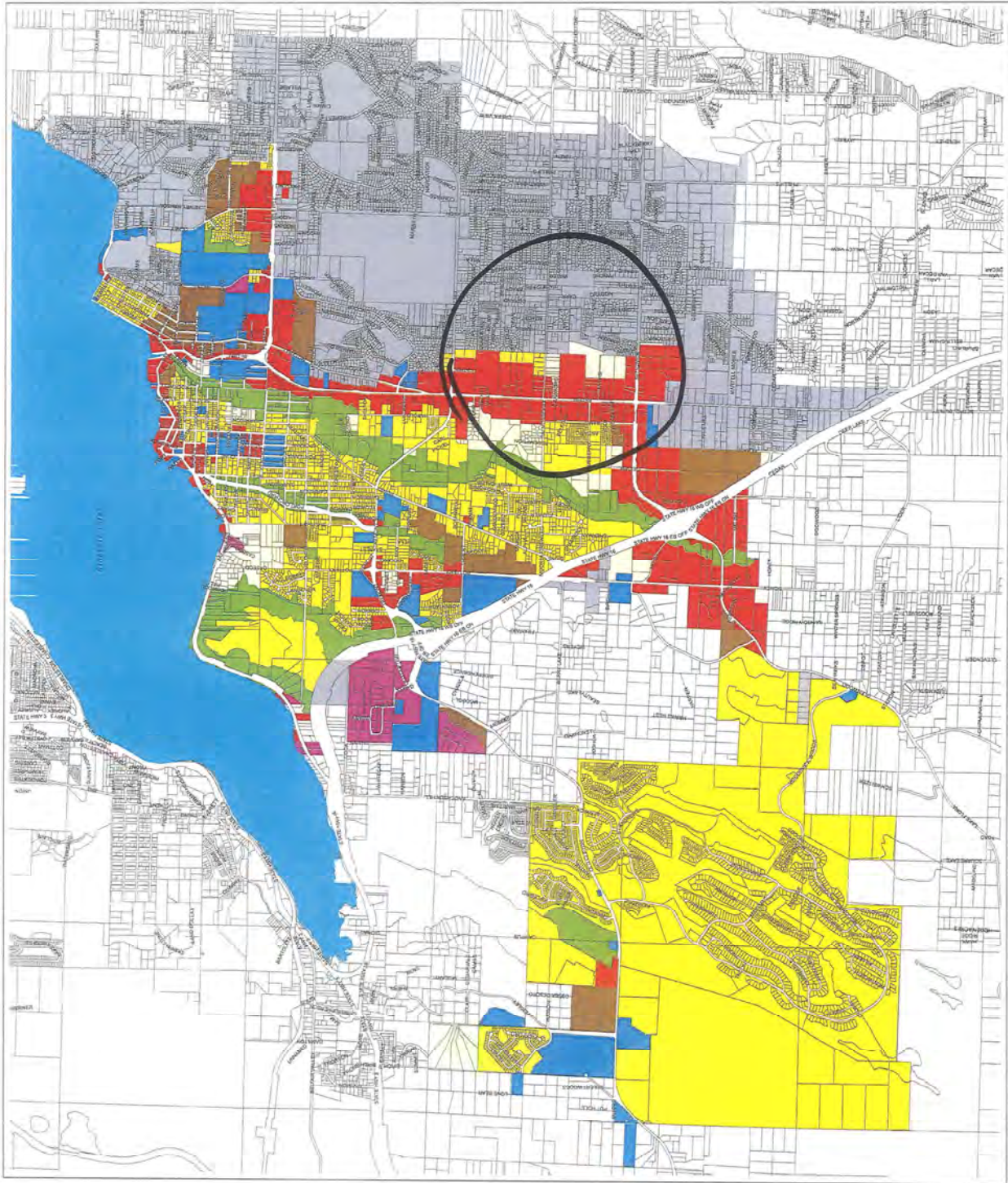


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**CITY OF PORT ORCHARD  
2020 COMPREHENSIVE PLAN MAP**

**Comprehensive Plan Designations**

- Commercial
  - Greenbelt
  - High Density Residential
  - Urban Industrial
  - Low Density Residential
  - Medium Density Residential
  - Public and Community Spaces
  - Urban Growth Area
- Port Orchard UGA



City of Port Orchard Department of Community Development  
2020 Comprehensive Plan Map  
Project No. 142-00000-00-0000  
Date: 1/29/2021

This map is intended to provide a general overview of the City's Comprehensive Plan Designations. It is not intended to be used as a legal document. For more information, please contact the City of Port Orchard Department of Community Development.

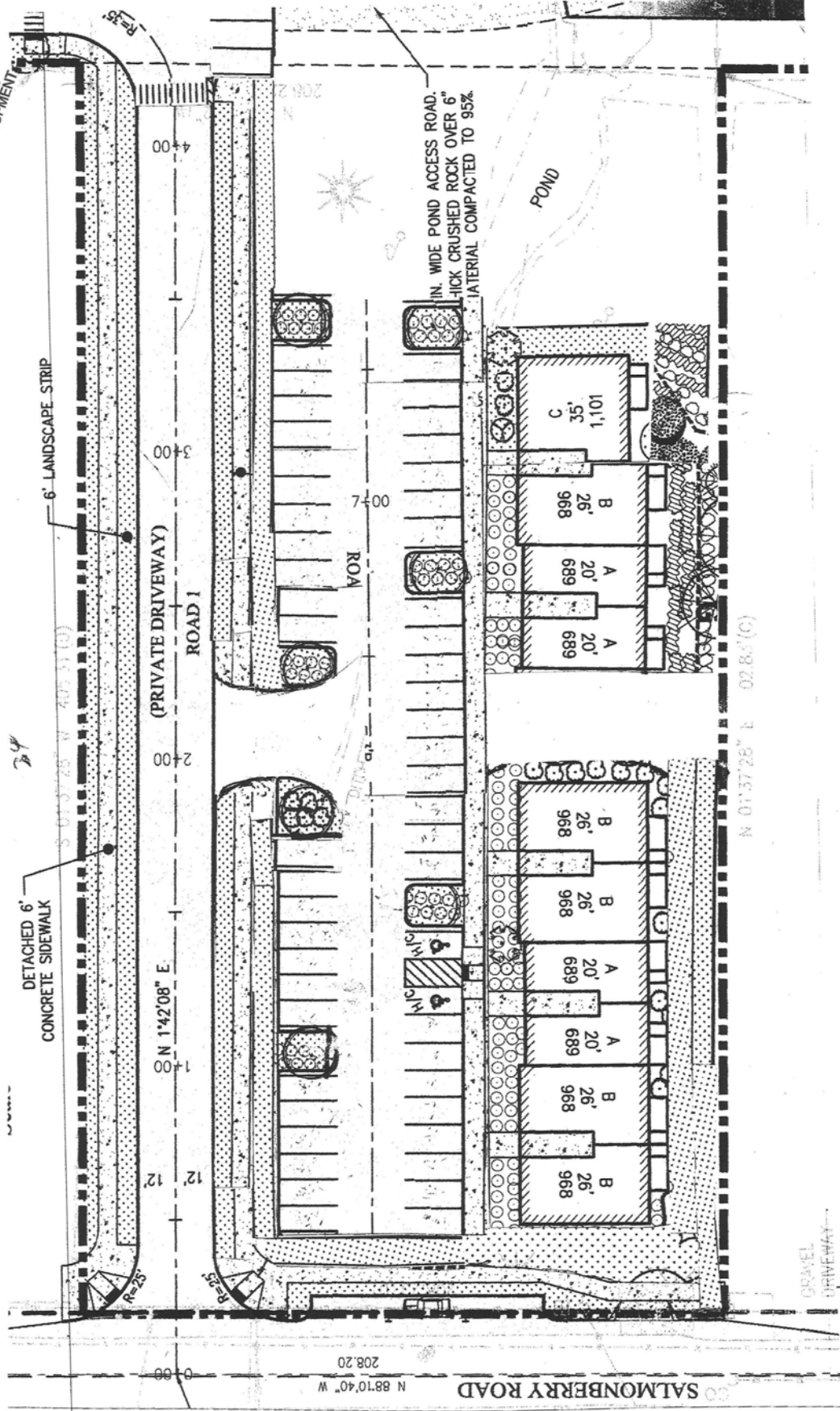
Designation	Color
Commercial	Red
Greenbelt	Green
High Density Residential	Brown
Urban Industrial	Purple
Low Density Residential	Yellow
Medium Density Residential	Light Yellow
Public and Community Spaces	Blue
Urban Growth Area	Light Blue

Scale: 1" = 1000'

LU21-CPA MAP-01

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LU21-CPA map-01



**CITY OF PORT ORCHARD**  
**DEPARTMENT OF COMMUNITY DEVELOPMENT**

216 Prospect Street, Port Orchard, WA 98366  
Ph.: (360) 874-5533 • FAX: (360) 876-4980

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**PLANNING COMMISSION STAFF REPORT**

<b>Agenda Item No:</b> <u>4(c)(d)</u>	<b>Meeting Date:</b> <u>12/7/2021</u>
<b>Subject:</b> <u>McCormick Urban Village</u>	<b>Prepared by:</b> <u>Nick Bond, Development</u>
<u>Subarea Plan</u>	<u>Director</u>

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**Issue:** The City’s Comprehensive Plan Land Use Element directs the City to develop a subarea plan for the portion of the McCormick Woods master planned community known as the McCormick Woods Local Center (of which the Urban Village is a part). The intent of the local center, and the Subarea Plan, is to create a mixed-use area with residential and commercial uses, where residents have convenient and efficient access to goods and services with less reliance on automobile transportation.

To implement the Subarea Plan, the City proposes to create an overlay district with code provisions which promote the development of a compact urban neighborhood with a variety of housing types in a mix of buildings while accommodating a range of land uses within the McCormick Woods Urban Village. Several of the proposed provisions in the McCormick Village Overlay District are specific to this district:

- **Building Types:**

- Paseo Home: A series of small, typically detached, single story single-family residential buildings oriented around a shared courtyard perpendicular to the primary street. The units to the rear of the Lot, oriented perpendicular to the primary street, may be larger and attached. The rear building may accommodate residential uses, off-street parking and shared facilities space normally associated with detached houses such as laundry facilities or storage space.
- Forecourt Apartment: A courtyard apartment is a building type that accommodates at least six (6) multifamily dwellings in the primary building plus up to two (2) optional accessory dwellings above an associated detached garage structure served by an alley. Courtyard Forecourt apartments shall feature a central open forecourt as described in POMC 20.122.040 along the primary street meeting the minimum requirements of pedestrian-oriented space as described in POMC 20.127.350(4).

- **Detached ADUs:** An exemption is proposed from POMC 20.68.100(5), which currently requires that either the primary unit or the ADU be owner-occupied.

- **Development Standards:**

- All residential properties shall be provided vehicular access via an alley.
- Introduce minimum and maximum Lot areas based on individual building types.
- Introduce minimum and maximum Lot widths for specific building types.



- Create minimum and maximum setbacks to encourage structure siting relatively near the street frontage. Reduced setbacks engage pedestrians with surroundings and allows residents to have eyes on the street. Transforms the right-of-way into a social space.
- Height limitations for certain building types create a more pedestrian-oriented scale. In some instances, additional height may be necessary for certain building types to encourage denser development while reducing the required infrastructure to serve the same number of residents.
- Road Standards
  - Provide deviation criteria from the adopted Public Works Engineering Standards and Specifications street sections to allow roadway design which focuses on the pedestrian realm. The deviation process will provide the Public Works Department the ability either to approve or deny an alternative section which is not based solely on engineering judgement but allows quality of life impacts to be a consideration.
  - Provide sidewalks on both sides of street along all primary streets.
  - Provide informal efficient walking paths through the neighborhood which provide pedestrian connectivity between uses.
- Off-street Parking Standards
  - Significantly reduce off-street parking requirements based on building type.
  - Off-street parking will be capped at two off-street stall per residential unit regardless of the form of the residential building. Typically, buildings will need to provide at least one stall off-street.
- Significant Tree Retention
  - Provide alternative method to ensure tree canopy coverage over a given period instead of relying on the retention of existing trees.
- Design Standards
  - The MVOD may utilize additional design standards which are not otherwise required by POMC 20.127. For ease of use by staff and the public these design requirements may be included in the Building Type standard.

At the November 2, 2021 Planning Commission meeting, the Commission opened a public hearing on the draft Subarea Plan and the development regulations for the corresponding McCormick Village Overlay District. The hearing was continued to the December 7, 2021 meeting so that the public would have additional time to review the plan and regulations, and have an additional opportunity to provide testimony to the Planning Commission. Several minor revisions have also been made to the plan and regulations between the versions provided for the November and December meetings, which will be discussed by staff.

At the December 7 meeting, the Planning Commission is asked to provide a recommendation to the City Council on the Subarea Plan and overlay district regulations, after the conclusion of the public hearing and consideration of public testimony.

**Attachments:** Ordinance, Subarea Plan, Zoning Map, Comprehensive Plan Land Use Map

ORDINANCE NO. \_\_ -21

**AN ORDINANCE OF THE CITY OF PORT ORCHARD, WASHINGTON, ADOPTING THE MCCORMICK URBAN VILLAGE SUBAREA PLAN; ADOPTING AN AMENDMENT TO THE CITY COMPREHENSIVE PLAN PURSUANT TO RCW 36.70A.130(2)(a)(i); ADOPTING AMENDMENTS TO THE LAND USE ELEMENT OF THE CITY COMPREHENSIVE PLAN; ADOPTING AN AMENDMENT TO THE CITY'S LAND USE MAP; ADOPTING AN AMENDMENT TO THE CITY ZONING MAP; ADOPTING AMENDMENTS TO CHAPTER 20.38 OF THE PORT ORCHARD MUNICIPAL CODE; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, with the passage of the Washington State Growth Management Act in 1990 (GMA), Chapter 36.70A RCW, local governments are required to adopt 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**, the area known as the McCormick Woods/Old Clifton Mixed Use Center (McCormick Woods Local Center) is a designated Local Center in the comprehensive plan, and Section 2.7.5.9 of the comprehensive plan directs the city to develop a subarea plan for the McCormick Woods Local Center prior to the next periodic update, and the City has prepared the McCormick Urban Village Subarea Plan ("Subarea Plan") to satisfy this requirement; 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 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**, an update to the City Zoning Map has been prepared to provide consistency between the Map and the zoning changes provided in the Subarea Plan, and

**WHEREAS**, amendments to Chapter 20.38 of the Port Orchard Municipal Code (POMC) have been prepared to provide appropriate development regulations for the McCormick Urban Village subarea, to provide consistency between the POMC and the Subarea Plan, and to implement the Subarea Plan, per the requirements of RCW 36.70A.040(3); and

**WHEREAS**, on October 20 and November 5, 2021, the City submitted the Subarea Plan, and the amendments to the Zoning Map and to Chapter 20.38 POMC, to the Department of Commerce along with a 60-day request for review; and

**WHEREAS**, on November 8, 2021, the City's SEPA official issued a determination of non-significance for the Subarea Plan and the amendments to the Zoning Map and to Chapter 20.38 POMC, and there have been no appeals; and

**WHEREAS**, on November 2, 2021 and December 7, 2021, the City's Planning Commission held a duly-noticed public hearing on the Subarea Plan and the proposed amendments to the Zoning Map and to Chapter 20.38, **and the Planning Commission recommended approval of the proposed revisions;**

**WHEREAS**, on **\*\*\*, 2021**, the City Council reviewed the Subarea Plan and the amendments to the Zoning Map and to Chapter 20.38 POMC at its work-study meeting, and recommended that they be forwarded to City Council for approval following the conclusion of the Planning Commission public hearing and receipt of public testimony; 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 Chapter 20.38 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 McCormick Urban Village Subarea Plan.** The McCormick Urban Village Subarea Plan is hereby adopted as Appendix D of the City of Port Orchard Comprehensive Plan. (Exhibit 1)

**SECTION 3. Amendment to Section 2.5 of the Land Use Element of the City Comprehensive Plan.** Section 2.5 (Overlay Districts) is hereby amended to read as follows:

**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)
- McCormick Urban Village Overlay District (MVOD)

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.

**SECTION 4. Amendment to Section 2.7.3 of the Land Use Element of the City Comprehensive Plan.** Section 2.7.3 (Designated Centers – Existing and Planned) is hereby amended to read as follows:

**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.

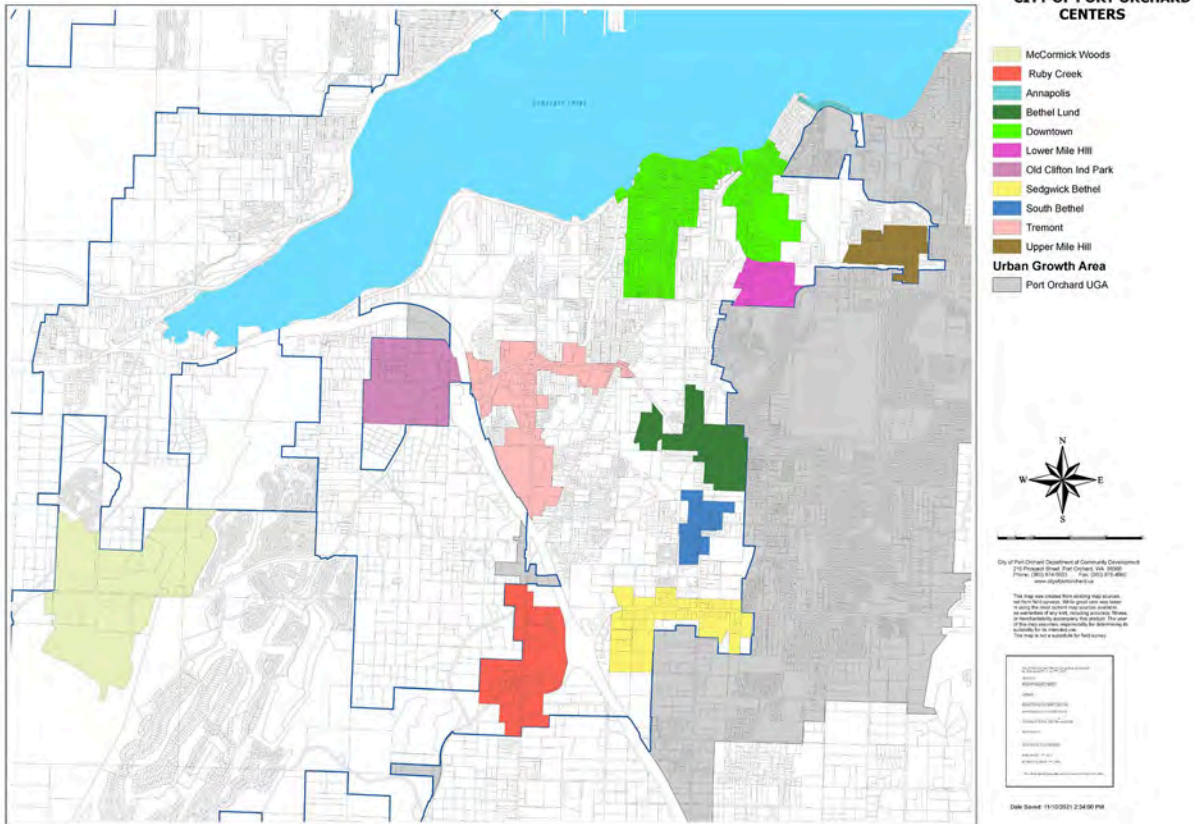
Countywide Centers. The City has 7 designated Countywide Centers. Not all of these Countywide Centers meet the minimum activity units per acre threshold per the PSRC Regional Centers Criteria for Countywide Centers (8 activity units per acre). The City intends that these Countywide Centers which don’t 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:

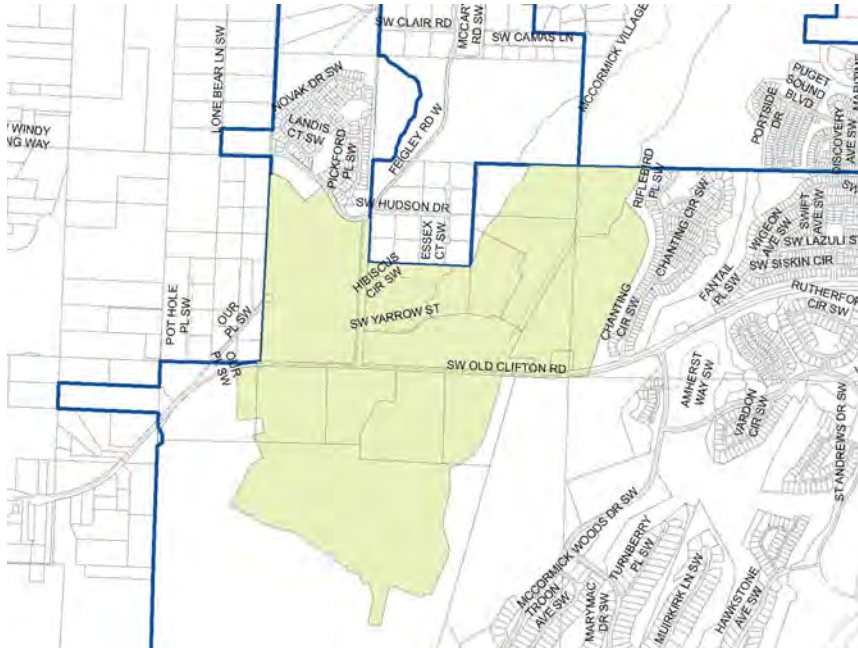
1. Annapolis
2. Old Clifton Industrial Park
3. McCormick Village
4. Bethel South Center (Salmonberry)

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



**SECTION 5. Amendment to Section 2.7.5.9 of the Land Use Element of the City Comprehensive Plan.** Section 2.7.5.9 (McCormick Woods Local Center) is hereby amended to read as follows:

See Appendix D to the Comprehensive Plan – McCormick Urban Village Subarea Plan.



**SECTION 67.** Adoption of Amended City of Port Orchard Land Use Map. The City of Port Orchard Land Use Map is hereby adopted, as amended (Exhibit 2).

**SECTION 73.** Adoption of Amended City of Port Orchard Zoning Map. The City of Port Orchard Zoning Map is hereby adopted, as amended (Exhibit ~~32~~).

**SECTION 84.** Adoption of McCormick Urban Village Overlay District and Development Regulations. The following new sections are hereby added to Chapter 20.38 POMC (Overlay Districts):

**20.38.200 McCormick Village Overlay District (MVOD) boundary.**

A McCormick Village Overlay District (MVOD) is hereby established within the neighborhood core of the McCormick Village subarea as illustrated in Figure 20.38.200.

Figure 20.38.200: The MVOD Boundary



**20.38.205 Purpose.**

The purpose of the McCormick Village Overlay District (MVOD) is to implement the McCormick Urban Village Subarea Plan and enable compact, walkable urban development within the subarea’s neighborhood core.

**20.38.210 Applicability.**

The standards of the MVOD shall apply to lands within the MVOD neighborhood core boundary as shown in POMC Figure 20.38.200.

**20.38.215 Conflicts.**

Where a conflict exists between this chapter and other chapters, this chapter shall control.



**20.38.220 MVOD Land Use**

Use. Properties within the MVOD are subject to the land use regulations described in POMC 20.39 consistent with the property’s zoning designation on the adopted City of Port Orchard Zoning Map.

**20.38.225 MVOD Building Types.**

- 1) No new building may be erected within the MVOD except in conformance with this section.
- 2) Building Types. Building types only as listed below, and as described in POMC 20.38.230, shall be permitted within the MVOD. Additional standards for specific building types within the MVOD as described in POMC 20.38.230 are required. Structures shall comply with the development standards described in the particular building type description and dimensional standards regardless of zoning designation unless otherwise noted.
- 3) MVOD Building Type Zoning Matrix Key.
  - (a) Permitted Building Type (P). Indicates a building type is permitted in the zoning designation.
  - (b) Building Type Not Permitted (--). Indicates a building type is not permitted in the zoning designation.

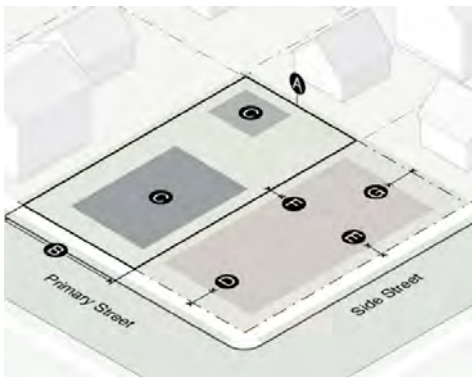
Building Types	Zoning Designation		
	Residential 3	Neighborhood Mixed Use	Commercial Mixed Use
Detached House	P	P	--
Backyard Cottage	P	P	--
Carriage House	P	P	P
Paseo House	P	P	--
Duplex: Side-by Side	P	P	--
Attached House	P	P	--
Townhouse	P	P	P
Apartment	P	P	P
Forecourt Apartment	P	P	P
Live-Work	--	P	P
Single-Story Shopfront	--	--	P
Mixed-use Shopfront	--	--	P
Accessory Building	P	P	P

**20.38.230 MVOD Building Type Standards.**

(1) **Detached House:** A detached house is a building type that accommodates one principal/primary dwelling unit on an individual lot with yards on all sides. Detached houses shall meet the following standards.

(a) Lot and Placement:

Lot and Placement



Height and Form



Lot		
Area (sq. ft.)	2,500. min / 5,000 max.	A
Width (ft.)	25 min / 50 max	B
Detached Houses per lot	1 max	

Height		
Principal Building	35 ft. 25 ft. within 20 ft of alley	A
Accessory Structure	15 feet. Other than carriage house or backyard cottage	B
Ground floor elevation	18 in. min	C

Coverage		
Lot coverage	Set by district	C

Pedestrian Access		
Entrance facing primary street	Required	

Building and Structure Setbacks		
Primary street	5 feet min / 15 ft. max	D
Side street	5 ft. min	E
Side interior	3 ft. min	F
Rear	5 ft. min	G

Building Elements. At least one of the following is required:		
Balcony	See POMC 20.38.240(b)	
Porch	See POMC 20.38.240(e)	
Stoop	See POMC 20.35.240(f)	

Build-to-Zone (BTZ)		
Building façade in primary street	Does not apply	
Building façade in side street	Does not apply	

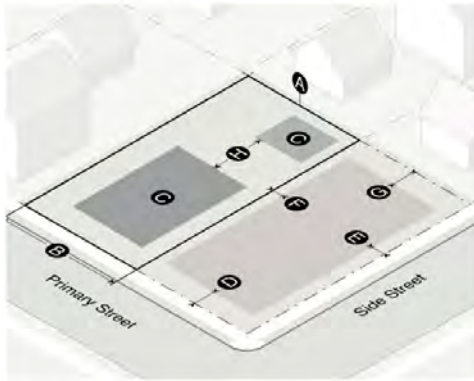
Parking Location		
Front/corner yard	Prohibited	
Vehicular access	Via alley only	

(2) **Backyard Cottage:** A small self-contained accessory dwelling located on the same lot as a detached house or townhouse but physically separated, for use as a complete, independent living facility, with provisions for cooking, sanitation and sleeping. Backyard cottages may accommodate off-street ground floor parking.

(a): A backyard cottage is permitted in conjunction with a detached house. See the standards for detached houses and accessory structures (including backyard cottages) in 20.38.230(1) above.

(b) Lot and Placement:

Lot and Placement



Height and Form



Lot		
Area	Set by principal building type	A
Width	Set by principal building type	B
Accessory Dwelling units per Lot	1 Max	

Coverage	
Lot coverage	Set by district

Building and Structure Setbacks		
Primary street	Behind the front wall of the principal building.	D
Side street	5 ft. min	E
Side interior	0 ft. min	F
Rear	5 ft. min., 0 feet from alley	G
Building Separation	10 ft.	H

Build-to-Zone (BTZ)	
Building façade in primary street	Does not apply

Height		
Backyard Cottage	25 feet max	A

Pedestrian Access	
Entrance facing primary street	See POMC 20.38.270

Building Elements Allowed	
Balcony	See POMC 20.38.240(b)
Porch	See POMC 20.38.240(e)
Stoop	See POMC 20.35.240(f)

Parking Location	
Front/corner yard	Prohibited
Additional on-site parking	See POMC 20.68
Vehicular access	Via alley only

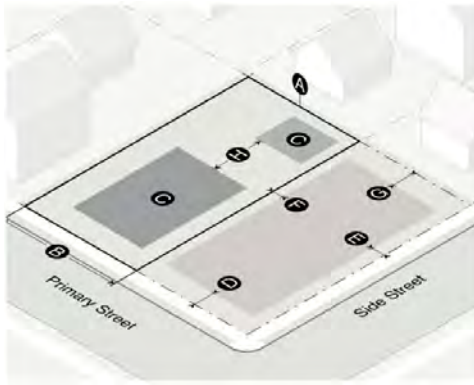
Building façade in side street	Does not apply
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(3) **Carriage House:** An accessory structure self-contained accessory dwelling located on the same site as a paseo house, townhouse, apartment, or forecourt apartment, but physically separated, for use as a complete, independent living facility, with provisions for cooking, sanitation and sleeping. Carriage House dwelling units are located above enclosed ground-level off-street parking facilities, or common facilities including, but not limited to, laundry, recreation space or other uses commonly associated with residential development for the associated on-site dwellings.

(a): A carriage house is permitted in conjunction with a paseo house, townhouse, apartment, or forecourt apartment.

(b) Lot and Placement:

Lot and Placement



Height and Form



Lot		
Area	Set by principal building type	A
Width	Set by principal building type	B
Accessory Dwelling units per Lot	1 min / 2max	

Height		
Carriage House	35 feet max	A

Coverage		
Lot coverage	Set by district C	

Pedestrian Access		
Entrance facing primary street	See POMC 20.68	

Building and Structure Setbacks		
Primary street	Behind the rear wall of the principal building.	D
Side street	5 ft. min	E
Side interior	0 ft. min	F
Rear	5 ft. min., 0 feet from alley	G
Building Separation	10 ft.	H

Building Elements Allowed		
Balcony	See POMC 20.38.240(b)	
Porch	See POMC 20.38.240(e)	
Stoop	See POMC 20.35.240(f)	

Parking Location		
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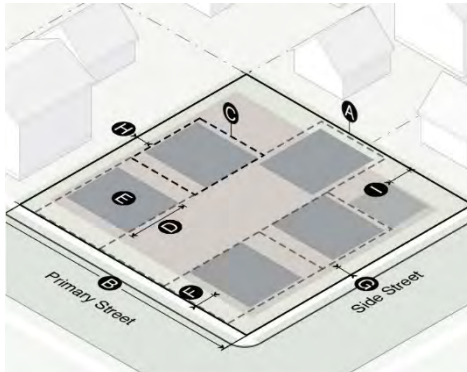
Build-to-Zone (BTZ)	
Building façade in primary street	Does not apply
Building façade in side street	Does not apply

Front/corner yard	Prohibited
Additional on-site parking	See POMC 20.38.270
Vehicular access	Via alley only

(4) **Paseo House:** A series of small, typically detached, single story single-family residential buildings oriented around a small, shared courtyard perpendicular to the primary street. The units to the rear of the Lot, oriented perpendicular to the primary street, may be larger and attached. The rear building may accommodate residential uses, off-street parking and shared facilities space normally associated with detached houses such as laundry facilities or storage space. plus up to two (2) optional dwellings above an associated detached garage structure served by an alley. The units may be on individual lots or clustered on a single site.

(a) Lot and Placement:

Lot and Placement



Height and Form



Site		
Area (sq. ft.)	16,000min	A
Width/depth (ft)	110 min	B
Dwelling units per site	5 min /10 max.	

Height		
Principal Building	30 ft. max	A
Building wall plate height	Does not apply	B
Accessory Structure	30 ft.	C
Ground floor elevation	18 in. min.	D

Lot		
Area	1,200 sq. ft. min	C
Width	20 ft. min	D
Coverage		

Courtyard		
Area	1,000 sq. ft. min	E
Width	15 ft. min	F
Additional Courtyard area per dwelling unit beyond 5 units	500 sq. ft	

Lot coverage	Set by district	
Principal building footprint (sq ft)	600 min / 1,200 max	E
<b>Building and Structure Setbacks</b>		
Primary street	5 ft min	F
Side street	5 ft. min	G
Side interior	5 ft. min	H
Rear / Alley	5 ft. / 0 ft.	I
Minimum separation of Paseo units (ft)	10 min	
<b>Build-to-Zone (BTZ)</b>		
Building façade in primary street	Does not apply	
Building façade in side street	Does not apply	

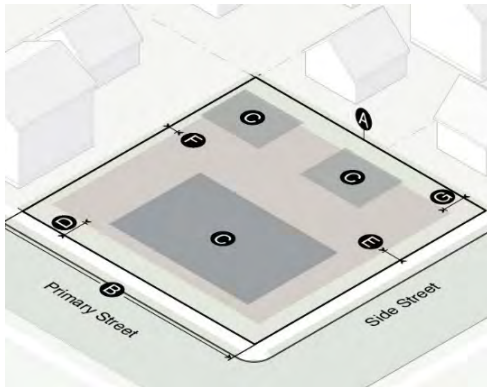
Courtyard cannot be parked or driven upon, except for emergency access and permitted temporary events		
<b>Pedestrian Access</b>		
Entrance facing Courtyard	Required for units abutting courtyard	G
<b>Building Elements. At least one of the following is required:</b>		
Balcony	See POMC 20.38.240(b)	
Porch	See POMC 20.38.240(e)	
Stoop	See POMC 20.35.240(f)	

<b>Parking Location</b>		
Front/corner yard	Prohibited	
Vehicular Access	Via alley only	

(5) **Duplex, Side by side.** A building type that accommodates two dwelling units on an individual lot separated vertically side by side that share a common wall.

(a) Lot and Placement:

Lot and Placement



Height and Form



<b>Lot</b>		
Area (sq. ft.)	5,000 min / 6,500 max	A
Width (ft.)	40 ft. min	B
Dwelling units per site	2 min / 2 max	

<b>Height</b>		
Principal Building	35 ft.	A
Accessory Structure	25 ft.	B
Ground floor elevation	18 in. min	C

<b>Coverage</b>		
Lot coverage	Set by district	C

<b>Pedestrian Access</b>		
Entrance facing primary street	Required	D

Building and Structure Setbacks		
Primary street	5 ft. min / 15 ft. max	D
Side street	5 ft. min	E
Side interior	5 ft. min	F
Rear / Alley	5 ft. min / 0 ft.	G

Building Elements. At least one of the following is required:	
Balcony	See POMC 20.38.240(b)
Porch	See POMC 20.38.240(e)
Stoop	See POMC 20.35.240(f)

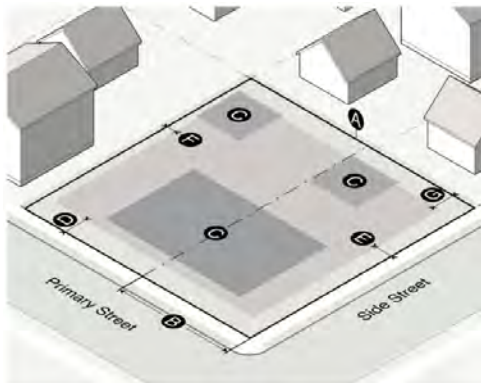
Build-to-Zone (BTZ)	
Building façade in primary street	Does not apply
Building façade in side street	Does not apply

Parking Location	
Front/corner yard	Prohibited
Vehicular Access	Via alley only

(6) **Attached House:** A building type that accommodates two attached dwelling units located on two separate lots that share a common wall along a lot line. An attached house may require a subdivision or short subdivision.

(a) Lot and Placement:

Lot and Placement



Height and Form



Lot		
Area	2,500 min / 3,250 max	A
Width	20 min / 35 ft. max	B
Dwelling units per site	1 min / 1 max. 1 ADU	

Height		
Principal Building	35 ft.	A
Accessory Structure	25 ft.	B
Ground floor elevation	18 in. min	C

Coverage		
Lot coverage	Set by district	C

Pedestrian Access		
Entrance facing primary street	Required	D

Building and Structure Setbacks		
Primary street	5 ft. min / 15 ft. max	D
Side street	5 ft. min	E

Building Elements. At least one of the following is required:	
Balcony	See POMC 20.38.240(b)
Porch	See POMC 20.38.240(e)

Side interior	5 ft	F
Rear / alley	5 ft. min / 0 ft.	G

Stoop	See POMC 20.35.240(f)
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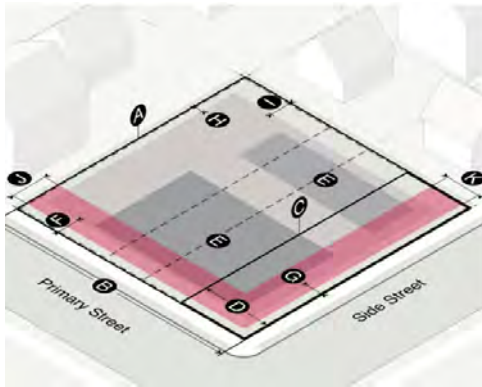
Build-to-Zone (BTZ)		
Building façade in primary street	Does not apply	
Building façade in side street	Does not apply	

Parking Location	
Front/corner yard	Prohibited
Vehicular Access	Via alley only

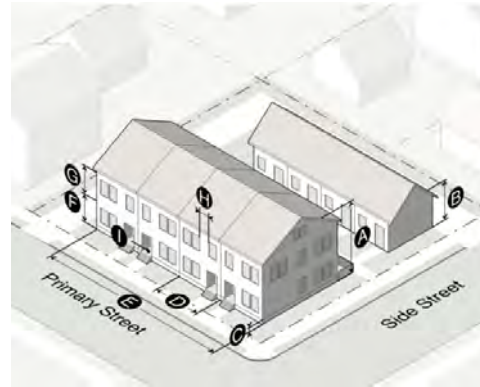
(7) **Townhouse.** A building type that accommodates three or more dwelling units where each unit is separated vertically by a common side wall and located on its own lot. Units cannot be vertically mixed. A subdivision or short subdivision may be required to construct townhome units.

(a) Lot and Placement:

Lot and Placement



Height and Form



Site		
Site area (sf)	Not applicable.	A
Site width (ft)	Not Applicable.	B
Dwelling units per site	3 min, not to exceed 6.	

Height		
Principal Building (Stories)	3	A
Accessory structure (ft)	24	B
Ground floor elevation (in)	18 min	C

Lot		
Area (sq. ft.)	N/A	C
Width (ft)	16 min / 40 max	D
Dwelling units per Lot	1 min / 1 max	

Building Dimensions		
Unit width (ft)	20 min	D
Number of units permitted in a row	6 max	E

Coverage		
Lot coverage	Set by district	E

Transparency		
Ground story	20% min	F
Upper story	20% min	G
Blank wall width	15 ft. max	H

**Building and Structure Setbacks**



Primary street (ft)	5 min	F
Side street (ft)	5 min	G
Side interior (ft)	0 between townhomes, 3 feet from adjacent townhouse sites.	H
Rear / Alley (ft)	5 ft. / 0 ft. min	I

Build-to Zone (BTZ)		
Building façade in primary street	Set by district	J
Building façade in side street	Set by district	K

Pedestrian Access	
Entrance facing primary street (each ground floor unit)	Required

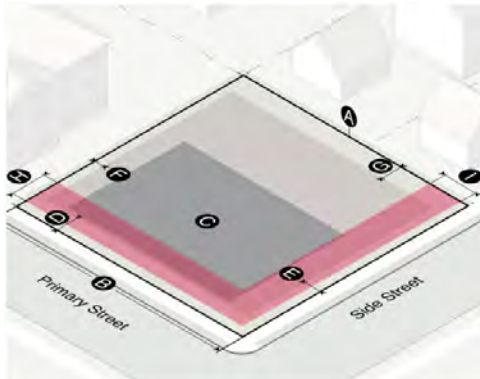
Building Elements. One of the following is required:	
Awning/Canopy	See POMC 20.38.240(a)
Balcony	See POMC 20.38.240(b)
Porch	See POMC 20.38.240(e)
Stoop	See POMC 20.35.240(f)

Parking Location	
Front/corner yard	Prohibited
Vehicular Access	Via alley only

(8) **Apartment.** A building type on its own lot that accommodates five or more dwelling units vertically and/or horizontally integrated.

(a) Lot and Placement:

Lot and Placement



Height and Form



Lot		
Area (sf.)	N/A	A
Width (ft)	N/A	B
Dwelling units per site	5 min / no max	

Coverage		
Lot coverage	Set by district	C

Height		
All buildings and structures (ft)	40 max. 25 max within 20' of alley	A
Ground floor elevation (ft)	0 min	B

Building Dimensions		
Length	120 ft max	C

Building and Structure Setbacks		
Primary street (ft)	3 min / 15 max	D
Side street (ft)	5 min	E
Side interior (ft)	5 min	F
Rear / Alley (ft)	5 / 0 min	G

Build-to-Zone (BTZ)**		
Building façade in primary street	70% min	H
Building façade in side street	30% min	I

\*\*Does not apply to McCormick Village Drive or Old Clifton

Transparency*		
Ground Story	25%	D
Upper Story	25%	E
Blank wall width (ft)	15 max	F

\*Applies to each street and/or plaza-facing façade.

Pedestrian Access		
Entrance facing primary street	Required	G
Entrance spacing along primary street	100 ft. max	H

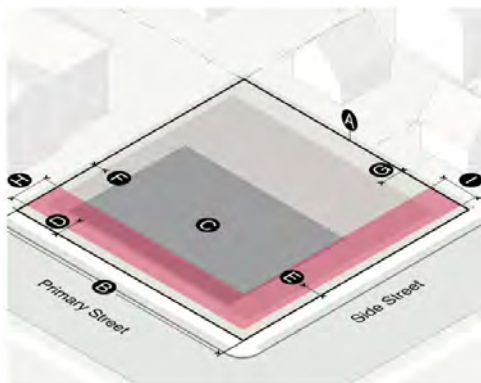
Building Elements. At least one of the following is required:	
Awning/canopy	See POMC 20.38.240(a)
Balcony	See POMC 20.38.240(b)
Forecourt	See POMC 20.38.240(c)
Porch	See POMC 20.38.240(e)
Stoop	See POMC 20.35.240(f)

Parking Location	
Front/corner yard	Prohibited
Vehicular access	Via alley only

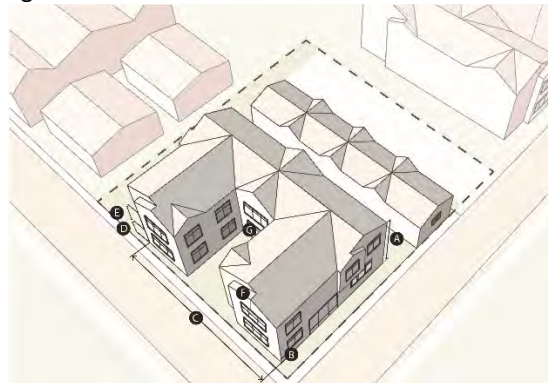
(9) **Forecourt Apartment.** A building type, on its own lot, that accommodates at least five (5) multifamily dwellings in the primary building plus up to two (2) optional dwellings above an associated detached garage structure served by an alley. Forecourt apartments shall feature a forecourt as described in POMC 20.38.240(c) along the primary street.

(a) Lot and Placement:

Lot and Placement



Height and Form



Lot		
Area (sq. ft.)	N/A	A
Width (ft)	N/A	B
Dwelling units per Lot	5 min /10 max.	

Coverage		
Lot coverage	Set by district	

Building and Structure Setbacks		
Primary street (ft)	3 min	D
Side street (ft)	5 min	E
Side interior (ft)	5 min	F
Rear / Alley (ft)	5 / 0 min	G
Separation between structures (ft)	10 min	

Build-to-Zone		
Building façade in primary street	70% min	H
Building façade in side street	30% min	I

Height		
All buildings and structures (ft)	40 max. 25 max within 20' of alley	A
Ground floor elevation (ft)	0 min	

Building Dimensions		
Length (ft)	100 max	C

Transparency*		
Ground Story	25%	D
Upper Story	25%	E
Blank wall width (ft)	15	F

\*Applies to each street and/or plaza-facing façade.

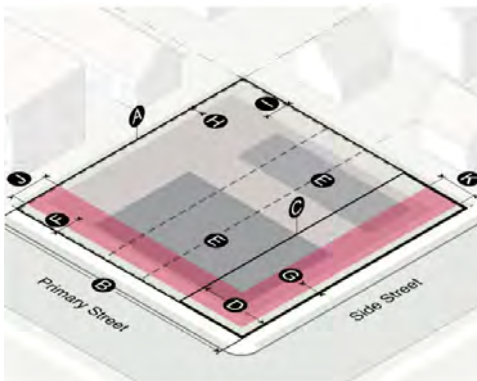
Pedestrian Access		
Entrance facing forecourt	Required	G

Parking Location		
Front/corner yard	Prohibited	
Vehicular access	Via alley only	

(10) **Live-Work.** A building type that allows for residential and nonresidential uses in the same physical space. Units may be vertically or horizontally mixed.

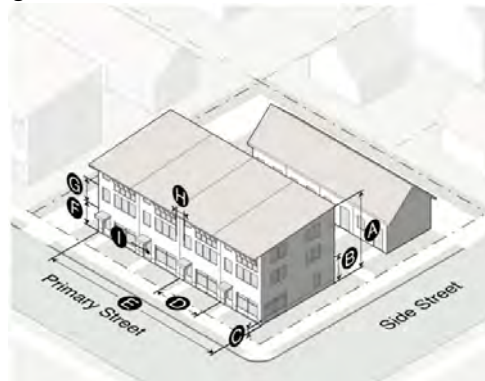
(a) Lot and Placement:

Lot and Placement



Site

Height and Form



Height

Site area (sq. ft.)	3,000 min	A
Site width (ft)	40 min	B
Live/Work units per lot	3 min / no max	

Lot		
Area (sq. ft.)	N/A	C
Width (ft)	N/A	D

Coverage		
Lot coverage	Set by district	E

Building and Structure Setbacks		
Primary street (ft)	0 min / 10 max	F
Side street (ft)	10 min	G
Side interior (ft)	5 min	H
Rear / Alley (ft)	5 / 0 min	I

Build-to Zone (BTZ)		
Building façade in primary street	Set by district	J
Building façade in side street	Set by district	K

All buildings and structures	40 max. 25 max within 20' of alley	A
Ground story height (ft)	12 min	B
Ground floor elevation (ft)	0 min	C

Building Dimensions		
Unit width (ft)	15 min	D
Maximum building width (ft)	120 max	E

Transparency*		
Ground story	25%	F
Upper story	25%	G
Blank wall width (ft)	15 max	H

\*Applies to each street and/or plaza-facing façade.

Pedestrian Access		
Entrance facing primary street (each ground floor unit)	Required	

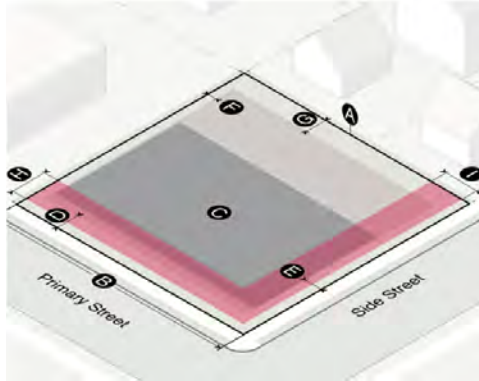
Building Elements; At least one of the following is required:		
Awning/Canopy	See POMC 20.38.240(a)	
Balcony	See POMC 20.38.240(b)	
Porch	See POMC 20.38.240(e)	
Stoop	See POMC 20.35.240(f)	

Parking Location		
Front/corner yard	Prohibited	
Vehicular access	Via alley only	

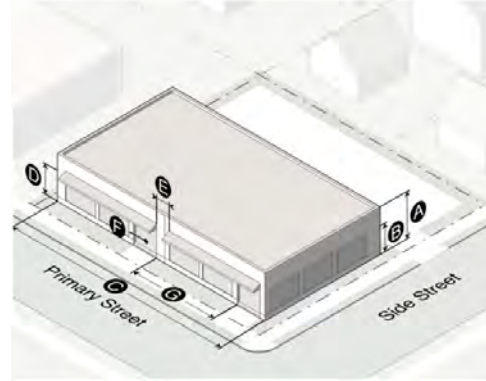
**(11) Single-story Shopfront.** A single-story building type that typically accommodates retail or commercial uses.

(a) Lot and Placement:

Lot and Placement



Height and Form



Lot		
Area (sq. ft.)	N/A	A
Width (ft.)	N/A	B

Coverage		
Lot coverage	Set by district	C

Building and Structure Setbacks		
Primary street (ft.)	0 min	D
Side street (ft.)	0 min	E
Side interior (ft.)	0 min	F
Rear (ft.)	0 min	G

Build-to-Zone (BTZ)		
Building façade in primary street	70%	H
Building façade in side street	30%	I

Height		
All buildings and structures (ft)	24 max	A
Ground story height (ft)	12 min	B

Building Dimensions		
Length (ft)	150 max	C

Transparency*		
Ground story	60%	D
Blank wall width (ft)	15 max	E

\*Applies to each street and/or plaza-facing façade.

Pedestrian Access		
Entrance facing primary street	Required	F
Entrance facing secondary street when present	Required	
Entrance spacing (primary street) (ft)	50 max	G
Building footprint 20,000 + sq. ft. (ft)	75 max	

Building Elements; At least one of the following is required:	
Awning/Canopy	See POMC 20.38.240(a)
Forecourt	See POMC 20.38.240(c)
Gallery	See POMC 20.35.240(d)

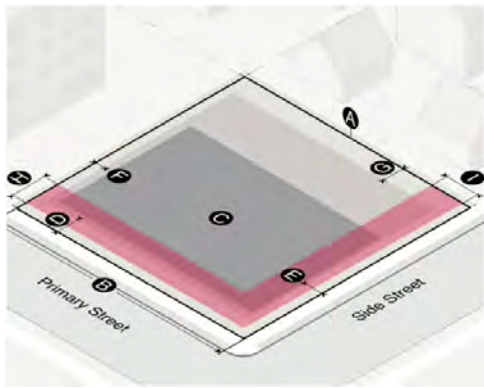
Parking Location		
Front yard	Prohibited	

**(12) Mixed-Use Shopfront**

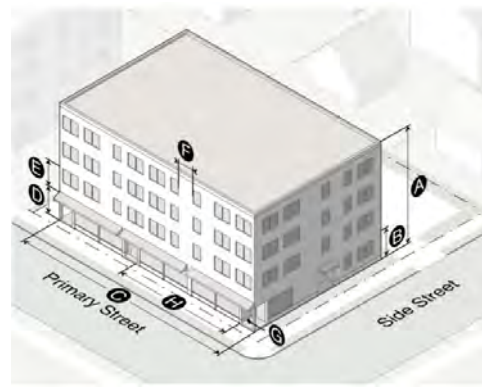
(1) Definition. A building type that typically accommodates ground floor retail, office or commercial uses with upper-story residential or office uses.

(a) Lot and Placement:

Lot and Placement



Height and Form



Lot		
Area (sq. ft.)	N/A	A
Width (ft.)	N/A	B

Height		
All buildings and structures (ft)	40 max	A
Ground story height (ft)	12 min	B

Coverage		
Lot coverage	Set by district	C

Building Dimensions		
Length (ft)	120 max	C

Building and Structure Setbacks		
Primary street (ft)	0 min	D
Side street (ft)	0 min	E
Side interior(ft)	0 min	F
Rear	0 min	G

Transparency*		
Ground story	60% min	D
Upper story	25% min	E
Blank wall width (ft)	15 max	F

\*Applies to each street and/or plaza-facing façade.

Build-to-Zone (BTZ)*		
Building façade in primary street	70% min	H
Building façade in side street	30% min	I

Pedestrian Access		
Entrance facing primary street	Required	G
Entrance spacing along primary street (ft)	50 max	H

Building Elements; At least one of the following is required:		
Awning/Canopy	See POMC 20.38.240(a)	
Forecourt	See POMC 20.38.240(c)	

Gallery	See POMC 20.35.240(d)
---------	-----------------------

Parking Location	
Front/corner yard	Prohibited

**20.38.235 Detached Accessory Dwelling Units**

Accessory Dwelling Units within the MVOD shall comply with the requirements of POMC 20.68 except POMC 20.68.100(5).

**20.38.240 MVOD Building Elements**

(1) The following standards are intended to supplement POMC 20.38.230 and ensure that certain building elements, when added to a street-facing facade, are of sufficient size to be both usable and functional and be architecturally compatible with the building they are attached to. The proposed building shall incorporate at least one of the allowed building elements provided in the specific building type development standards in POMC 20.38.230.

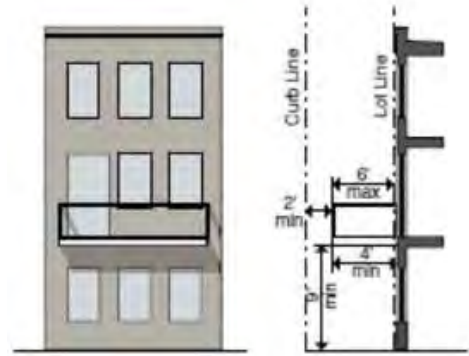
(a) Awning and canopy. A wall-mounted, cantilevered structure providing shade and cover from the weather for a sidewalk.

- (i) An awning/canopy must be a minimum of nine feet clear height above the sidewalk and must have a minimum depth of six feet.
- (ii) An awning/canopy may extend into a primary or side street setback.
- (iii) An awning/canopy may encroach up to six feet into the public right-of-way but must be at least two feet inside the curb line or edge of pavement, whichever is greater.



(b) Balcony. A platform projecting from the wall of an upper story of a building with a railing along its outer edge, often with access from a door or window.

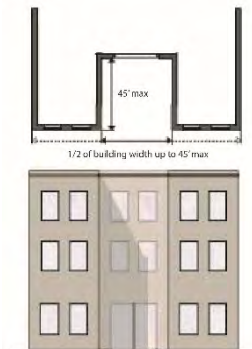
- (i) A balcony must be at least four feet deep.
- (ii) A balcony must have a clear height above the sidewalk of at least nine feet.
- (iii) A balcony may be covered and screened but cannot be fully enclosed.
- (iv) A balcony may extend into a primary or side street setback.
- (v) A balcony may encroach up to six feet into the public right-of-way but must be at least two feet inside the curb line or edge of pavement, whichever is greater.



(c) Forecourt. An open area at grade, or within 30 inches of grade, that serves as an open space, plaza or outdoor dining area.

(i) A forecourt must be no more than one-half of the width of the building face, and in no case more than 45 feet in width.

- (ii) The depth of the forecourt may exceed the general width. A forecourt may be no more than 45 feet in depth.
- (iii) A maximum of one forecourt is permitted per lot.
- (iv) A forecourt meeting the above requirements is considered part of the building for the purpose of measuring the build-to zone.
- (v) A forecourt shall be improved to meet the minimum requirements of pedestrian-oriented space as described in POMC 20.127.350(4).



(d) Gallery. A covered passage extending along the outside wall of a building supported by arches or columns that is open on three sides.

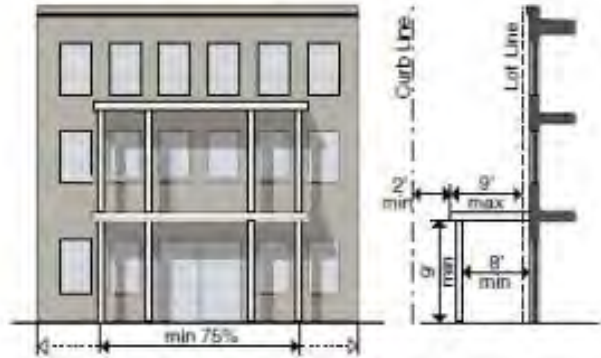


(i) A gallery must have a clear depth from the support columns to the building's facade of at least eight feet and a clear height above the sidewalk of at least nine feet.

(ii) A gallery must be contiguous and extend over at least 75 percent of the width of the building facade from which it projects.

(iii) A gallery may extend into a primary or side street setback.

(iv) A gallery may encroach up to nine feet into the public right-of-way but must be at least two feet inside the curb line or edge of pavement, whichever is greater.



(e) Porch. A raised structure attached to a building, forming a covered entrance to a doorway.

(i) A front porch must be at least six feet deep (not including the steps). A portion of the porch, not to exceed 25% of the porch's width, may be less than six feet deep; provided, that the front door is recessed by at least six feet.

(ii) A front porch must be contiguous, with a width not less than 50 percent of the building facade from which it projects.

(iii) A front porch must be roofed and may be screened, but cannot be fully enclosed.

(iv) A front porch may extend up to nine feet, including the steps, into a required front setback; provided, that such extension is at least three feet from the vertical plane of any lot line.



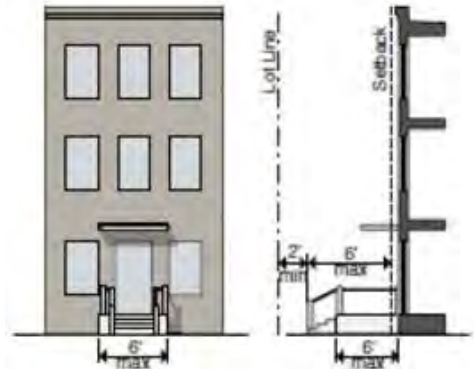
(v) A front porch may not encroach into the public right-of-way.

(f) Stoop. A small raised platform that serves as an entrance to a building.

(i) A stoop must be no more than six feet deep (not including the steps) and six feet wide.

(ii) A stoop may be covered but cannot be fully enclosed.

(iii) A stoop may extend up to six feet, including the steps, into a required setback; provided, that such extension is at least two feet from the vertical plane of any lot line.



(iv) A stoop may not encroach into the public right-of-way.

### 20.38.245 MVOD Sign Code

- 1) Permanent signs within the MVOD shall comply with the requirements of POMC 20.132 except POMC 20.132.040(7).
- 2) Up to two (2) subdivision freestanding entryway monument signs may be permitted in the subarea within 200 feet of the intersection of McCormick Village Drive and Old Clifton Road. Subdivision freestanding entryway monument signs shall not exceed 200 square feet per sign nor 6 feet in height and shall be allowed in addition to other freestanding signs under POMC 20.132.210 and shall be exempt signage for the purposes of calculating aggregate signage allowance limits in POMC 20.132.050 (4) (b) (i).

### 20.38.250 Lot and Road Layout.

- 1) Resultant Lot and Road layouts shall meet the minimum standards described in POMC 20.100 except that the minimum roadway network connectivity index described in POMC 20.100.020 shall be 1.7 or greater.
- 2) All residential uses shall be provided vehicular access via an alley. Residential driveways shall not be permitted via primary streets.
- 3) Sight triangle at intersections shall be preserved subject to review and approval by the City Engineer or designee prior to the issuance of a building permit.

**20.38.260 Road Standards.**

(1) Compact, walkable urban environments require a different road standard than what is typical of historic automobile-oriented development and which may differ than the adopted Public Works Engineering Standards and Specifications (PWESS). The City Engineer may approve deviations to the PWESS provided the applicant adequately demonstrates that the alternative design satisfies the following criteria:

- a) The deviation results in a safe design for all road users;
- b) The deviation provides the same or greater level of functionality;
- c) The deviation does not create an adverse impact to the environment; and,
- d) The deviation results in a design which provides at least the same level of maintainability.

**20.38.270 Off-street Parking Standards.**

- 1) Off-street parking requirements within the MVOD shall meet the minimum standards described in POMC 20.124, except that for residential uses POMC 20.124.140 shall not apply.
  - a) Vehicle parking minimum quantities for residential uses within the MVOD shall be provided in accordance with Table 20.38.270 below.

**Table 20.38.270**

Land Use	Unit of Measure	Minimum Parking Requirement
Single-family detached (including manufactured homes, mobile homes)	Per dwelling	1 available space within 1000 ft of site
Backyard Cottage	Per dwelling	N/A
Carriage House	Per dwelling	1 available space within 1000 ft of site
Two-family	Per dwelling	1 available space within 1000 ft of site
Single-family attached houses (2 units)	Per dwelling	1 available space within 1000 ft of site
Multifamily:		
Studio – Three plus bedroom	Per dwelling	1 on-site space
Multifamily Accessory Dwelling Unit	Per dwelling	1 available space within 1000 ft of site
Boarding house	Per bedroom	0.5
Congregate living facilities	Per bedroom	
Lodging house		
Group home (up to 8 residents), except as follows:	Per bedroom	0.5

Adult family home	Per adult family home	2
All group living (9 or more residents)	Per bed	0.5
All social service	Per bed/per 300 sq ft office	0.5 per bed and 1 per 300 sq ft office

**20.38.280 Tree Canopy Standards**

- 1) Development within the MVOD shall not be subject to the Significant Tree Standards described in POMC 20.129. Development within the MVOD shall be subject to the standards described herein.
- (2) Tree canopy requirements shall apply to new development within the MVOD. The following activities are exempt from the tree canopy requirements of this section:
  - (a) Removal of any hazardous, dead or diseased trees, and as necessary to remedy an immediate threat to person or property as determined by a letter from a qualified arborist;
  - (b) Construction or maintenance of public or private road network elements, and public or private utilities including utility easements not related to development.
  - (c) Construction or maintenance of public parks and trails, and
  - (d) Pruning and maintenance of trees.
- (3) All significant trees within any perimeter landscaping requirement, critical area protection areas and required buffers shall be retained, except for trees exempted by subsection (2) of this section.
- (4) Development shall meet a minimum 25% tree canopy coverage except as provided in subsections (6) and (9) of this section. On sites that do not meet this requirement through existing tree canopy or where an applicant removes the existing tree canopy, new plantings shall be planted pursuant to sections (6) through (8) and subsection (7) of this section. For sites requiring new plantings to attain the required tree canopy percentage, tree canopy coverage requirements shall be calculated according to projected growth at 20 years maturity consistent with Table 1.
  - (a) Tree canopy shall include all evergreen and deciduous trees six feet in height or greater, excluding invasive species or noxious weeds, within the gross site area.

(b) Existing or planted tree canopy may include street trees and may be located within perimeter landscaping, site landscaping, critical area protection areas and required buffers, and open space tracts or easements.

(4) Site tree canopy shall be measured according to Table 20.38.280. Calculation of existing and new tree canopy shall be submitted in writing by a qualified landscape designer or a licensed land surveyor.

**Table 20.38.280 Measuring Tree Canopy**

Existing Canopy		New Canopy
Option 1 Tree Survey	Option 2 Aerial Estimation	20-Year Canopy Calculation
<ul style="list-style-type: none"> <li>• Measure average canopy radius (r) for each tree to be retained</li> <li>• Calculate existing canopy area using the formula: Canopy Area (CA)=<math>\pi r^2</math></li> <li>• Total the sum of tree canopy areas and divide by gross site area to obtain canopy coverage percentage</li> </ul>	<ul style="list-style-type: none"> <li>• Obtain aerial imagery of site</li> <li>• Measure site boundaries</li> <li>• Measure canopies of individual trees or stand area using leading edges as the forest boundary</li> <li>• Divide total canopy measurement by the gross site area to obtain canopy coverage percentage</li> </ul>	<p>For each proposed species:</p> <ul style="list-style-type: none"> <li>• Calculate radius (r) of canopy at 20 years maturity</li> <li>• Calculate canopy coverage using the formula: CA=<math>\pi r^2</math></li> <li>• Multiply by the proposed quantity to be planted to obtain total species canopy area</li> <li>• Total the sum of species canopy area for all proposed species and divide by gross site area to obtain 20-year canopy coverage percentage</li> </ul>

Existing Canopy New Canopy

Option 1 Tree Survey    Option 2 Aerial Estimation    20-Year Canopy Calculation

- Measure average canopy radius (r) for each tree to be retained
- Calculate existing canopy area using the formula: Canopy Area (CA)= $\pi r^2$

- Total the sum of tree canopy areas and divide by gross site area to obtain canopy coverage percentage
- Obtain aerial imagery of site
- Measure site boundaries
- Measure canopies of individual trees or stand area using leading edges as the forest boundary
- Divide total canopy measurement by the gross site area to obtain canopy coverage percentage for each proposed species:
  - Calculate radius (r) of canopy at 20 years maturity
  - Calculate canopy coverage using the formula:  $CA = \pi r^2$
  - Multiply by the proposed quantity to be planted to obtain total species canopy area
  - Total the sum of species canopy area for all proposed species and divide by gross site area to obtain 20-year canopy coverage percentage

(6) To assist in the preservation and retention of significant trees and existing tree canopy outside of critical area protection areas and required buffers and perimeter landscaping, the applicant may utilize the following credits:

(a) Individual significant trees retained on site shall be counted at 125 percent of their actual canopy area.

(b) For clusters or stands of five or more trees, each tree shall be counted at 150 percent of its actual canopy area.

(c) For clusters or stands of five or more significant trees, each tree shall be counted at 200 percent of its actual canopy area.

(d) Retained trees located within no more than 20 feet of a rain garden or a bio-swale on site shall be counted at 150 percent of their actual canopy area.

(7) In addition to the requirements of sections (6) through (8), trees planted to meet tree canopy requirements shall meet the following criteria:

(a) Sites must be planted or replanted with a minimum of 50 percent evergreen species, except:

(i) The evergreen portion of the required planting mix may be reduced to 37.5 percent when the deciduous mix contains exclusively indigenous species to the Puget Sound region, not including Alder; and

(ii) Sites obtaining tree canopy requirements solely through street trees are exempt from the requirement to include evergreen species in the planting mix;

(b) Sites requiring planting or replanting of tree canopy must plant no more than 30 percent of trees from the same species and no more than 60 percent of trees from the same taxonomic family.

(c) Replacement trees shall be planted in locations appropriate to the species' growth habit and horticultural requirements.

(d) When preparing the landscaping plan, applicants are encouraged to meet the tree canopy requirement by conserving existing tree canopy including significant trees and other vegetation located on the site and place new plantings in protected areas (such as street trees, perimeter landscaping, open spaces and critical area protection areas and required buffers) at healthy spacing densities before placing trees within individual lots or yards; and

(e) Replacement trees shall be located in such a manner to minimize damage to trees or structures on the project site and on properties adjoining the project site.

(8) The following tree protection measures shall be taken during clearing or construction:

(a) Tree protective fencing shall be installed along the outer edge of the drip line surrounding the trees retained in order to protect the trees during any land disturbance activities, and fencing shall not be moved to facilitate grading or other construction activity within the protected area;

(b) Tree protective fencing shall be a minimum height of three feet, visible and of durable construction; orange polyethylene laminar fencing is acceptable; and

(c) Signs must be posted on the fence reading "Tree Protection Area."

(9) An applicant may reduce the tree canopy requirements by no more than five percent through a landscape modification when all of the following criteria are met:

(a) The applicant demonstrates in writing that they have made a good faith effort to comply with the tree canopy requirements within the physical constraints of the site by:

(i) Retaining as much of the tree canopy as possible on site consistent with best management practices for maintaining the health of trees; or

(ii) Replanting as much of the tree canopy as possible on site consistent with best management practices for maintaining the health of trees;

(b) The applicant proposes to plant additional understory vegetation or ground cover area, excluding lawn cover, invasive species or noxious weeds, to fulfill the remaining canopy requirement not met by retention or replanting of tree canopy; and

(c) When critical areas protection area buffers exist on site and those buffers are not highly functioning, the applicant proposes to enhance the buffers by removing invasive species and noxious weeds and/or planting vegetation indigenous to the Pacific Northwest, spaced for maximum survivability.

(10) Retained significant trees, trees planted as replacements for significant trees, and trees planted to meet requirements in subsection (3) of this section may not be removed except when determined in writing by a certified arborist to constitute a hazard.

(11) Any significant trees identified in a landscape plan to be retained and subsequently damaged or removed during site development shall be replaced at a rate of three trees for each one damaged or removed significant tree.

**SECTION 95. 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 106. 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 117. Effective Date.** This ordinance shall be published in the official newspaper of the city and shall take full force and effect five (5) days after the date of publication. A summary of this ordinance in the form of the ordinance title may be published in lieu of publishing the ordinance in its entirety.

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



\_\_\_\_\_  
Robert Putaansuu, Mayor

ATTEST:

\_\_\_\_\_  
Brandy Rinearson, MMC, City Clerk

APPROVED AS TO FORM:

Sponsored by:

\_\_\_\_\_  
Charlotte A. Archer, City Attorney

\_\_\_\_\_  
Scott Diener, Council Member

PUBLISHED:

EFFECTIVE DATE:

- EXHIBITS:
1. McCormick Urban Village Subarea Plan
  2. Amended City Land Use Map – TO BE INSERTED
  3. Amended City Zoning Map – TO BE INSERTED



**City of Port Orchard, WA**

# McCormick Village Subarea Plan

**Draft: November 2, 2021**

## **Acknowledgements**

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(Graphics and renderings)

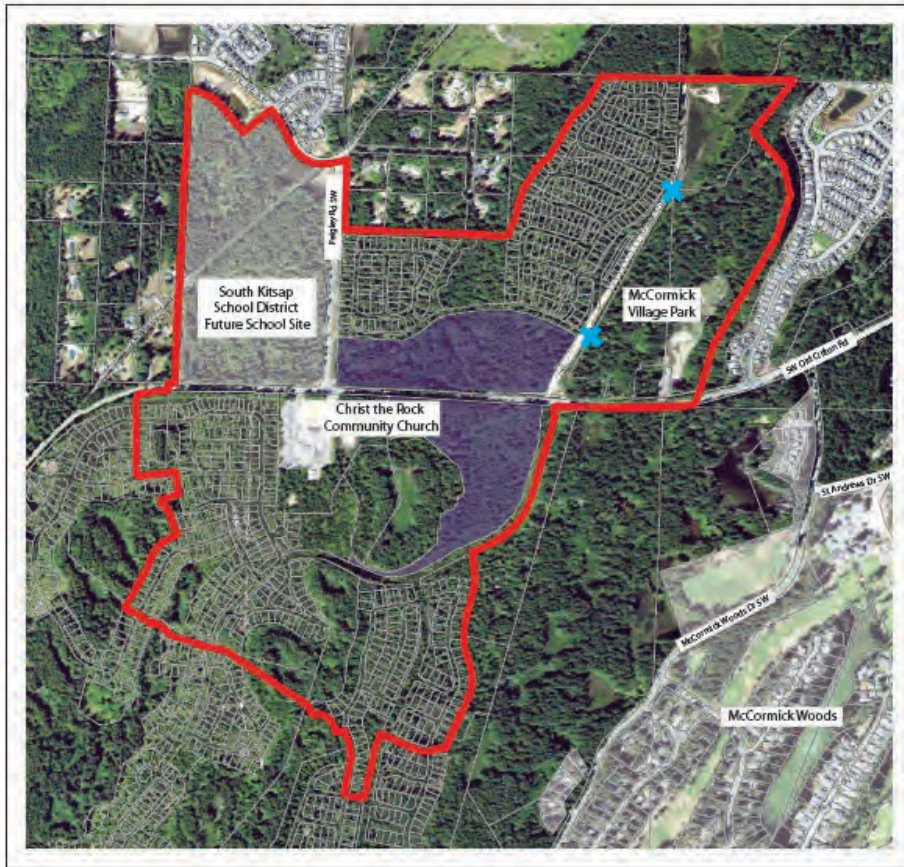
Andy McKay

## Chapter 1. Introduction.

**1.1 Overview.** In 2016, the City of Port Orchard completed its periodic update to the Comprehensive Plan. The 2016 Comprehensive Plan included for the first time, a “centers” approach to planning (See section 2.7 of the Port Orchard Comprehensive Plan). The centers approach to planning is provided in Vision 2050, the regional plan completed by the Puget Sound Regional Council (PSRC), and in the Countywide Planning Policies adopted by all jurisdictions in Kitsap County. In 2016, Port Orchard identified center locations, but did not have the resources to complete subarea plans for each center at that time, and instead identified goals for subarea planning to be completed in the future. This subarea plan is the result of that goal and aims to create a cohesive plan for the subarea plan boundary as depicted in Figure 1.

The greater McCormick area of Port Orchard was based on a master plan that dates to the early 1980s. A series of approvals and plans have been adopted and implemented since that time and numerous project phases have been constructed. In 2003 and prior to annexation into the City of Port Orchard, Kitsap County approved a subarea plan for the McCormick area (ULID6 Subarea Plan) that included a McCormick Village commercial core. In 2009, the City of Port Orchard annexed this area into the City and became responsible for implementing previous plans and approvals, but was not bound by the ULID6 Subarea Plan. The City provided commercial zoning consistent with the County’s 2003 plan but did not prepare any sort of coordinated master plan at that time. In 2015, the land and development approvals in the McCormick area were sold to new owners and those owners resumed development activity after several years of inactivity related to the great recession. The resumed development activity initially focused on single family residential areas. As of the end of 2020, more than 1,000 lots had been created and developed within and in the vicinity of the subarea. Up to this point, the commercial village portion of the project has not been realized. This plan is intended to facilitate the permitting and build-out of the McCormick Village Neighborhood Core, including the commercial village as shown on Figure 2. The plan recognizes and refers to other previous but not yet constructed subdivisions (McCormick Woods, McCormick West, McCormick North); however, due to previous agreements and the vesting associated with those agreements, the plan is not intended to influence new development in those areas. Some previously entitled single family lots are shown in Figure 2.

The creation of this plan was a joint effort between McCormick Communities, LLC (the Developer) and the City of Port Orchard. McCormick Communities hired a consultant to develop conceptual plans for the subarea. After several iterations of this concept plan, the City agreed to consider the creation and adoption of a subarea plan to guide future development in the subarea. Early concepts fell short of the mark in terms of meeting the intent of existing City codes and policies. The preferred alternative met the intent of the City’s plans and policies and was sufficiently innovative to warrant consideration as an amendment to the City’s Comprehensive Plan.



## McCormick Village Subarea



Figure 1 (above): The McCormick Village Subarea. The area outlined in red is the boundary of the subarea plan and the McCormick Village Center. The area shown in purple is the McCormick Village Neighborhood Core. Previously entitled but not yet recorded single family lots are shown in areas of McCormick Trails (McCormick West) and in McCormick Village (McCormick North) in gray outline.



Figure 2 (above). The Neighborhood Core Concept Plan. The preferred concept includes a neighborhood commercial core as was sought by the City’s elected officials consistent with the original concept plans. Neighborhood connectivity and walkability were priorities for the concept as was providing a variety of housing types, especially missing middle housing types, consistent with the City’s Comprehensive Plan.

**1.3 Public Outreach.** In May 2021, the City of Port Orchard collaborated with the Developer to conduct public outreach. Initial outreach consisted of an online (Zoom) meeting with the Developer and the McCormick Woods HOA that was attended by more than 50 neighborhood residents. A similar meeting was held with the Planning Commission on June 1, 2021. At the same time, the City conducted a survey of residents in the McCormick Woods communities that had very high levels of participation. In the community survey, the area residents provided very clear direction (see Appendix A). This feedback has been synthesized into a list of goals for the subarea plan as follows:

1. Provide opportunities to shop, dine, meet, and gather.
2. Support the development of an assortment of businesses with an emphasis on restaurants and bars, coffee shops, retail, and grocery uses.
3. Ensure that the commercial village is small scale, containing approximately 10-20 storefronts and 20,000+/- square feet of commercial space.
4. Connect the commercial village to surrounding neighborhoods with trails, sidewalks, and bike lanes.
5. Ensure that the commercial village is designed and landscaped to fit into its natural surroundings.
6. Utilize green building techniques and materials in the commercial village.
7. Provide small plazas, outdoor gathering spaces, and opportunities for outdoor dining in the commercial village.
8. Ensure that the urban village is pedestrian oriented with streetscape amenities such as pedestrian scale lighting, benches, landscaping, and street trees, and ensure that sidewalk and trail connections are provided to adjacent existing and future neighborhoods.
9. Protect streams and wetlands and their buffers.
10. Preserve existing trees where possible and ensure the establishment of long-term tree canopy throughout the subarea.
11. Provide pocket parks to supplement the amenities provided at McCormick Village Park.
12. Design the commercial village to complement the future western entrance to McCormick Village Park as envisioned in the McCormick Village Park Master Plan.
13. Ensure that Old Clifton Road is improved as a multi-modal corridor, providing connections to McCormick Woods, the Ridge, McCormick Meadows, and McCormick West, accommodating non-motorized users, and improving safety and accessibility.
14. Work with Kitsap Transit to provide transit service to this area.
15. Ensure that adequate parking is provided to serve the commercial core.
16. Continue to support and partner with the South Kitsap School District to develop the schools at the site to the northwest of Feigley Road and Old Clifton Road.

## **Chapter 2. Vision and Preferred Alternative.**

**2.1 Vision.** The McCormick Village subarea is a thriving and attractive walkable neighborhood providing an assortment of goods and services, a variety of housing types, and convenient access to employment via Kitsap Transit and its proximity to SR-16 and SR-160. Residents within the subarea and surrounding neighborhoods can reach a new commercial district containing shops, restaurants, and other businesses, as well the future school sites to the northwest of the intersection of Old Clifton Road and Feigley Road, using a robust network of sidewalks, trails, and bike lanes that connect throughout the subarea and to adjacent neighborhoods.

The McCormick Village Subarea commercial core consists of walkable shopfronts along a new woonerf street, which is a street designed for low vehicle speeds where vehicles and pedestrians share the travel way. The commercial core is located adjacent to a new western entrance to McCormick Village Park which serves as an anchor to the commercial district. Natural environmental features are protected, and parks and recreation amenities are provided in and around the subarea. The landscaping installed within the subarea is extensive and has been designed to be an extension of the surrounding forests and to make extensive use of native trees and plants. This landscape is complemented by a mix of classic and modern Northwest architecture, defined by an extensive use of natural materials and finishes.

Figure 3. An example of a proposed woonerf street.



The residential portion of the subarea is compact and walkable. Primary residential access streets have sidewalks separated by landscape strips while secondary local access streets are shared residential woonerfs. Vehicle access to housing units is via alleys to the maximum extent possible, to ensure continuous uninterrupted on-street parking and attractive facades dominated by windows and front porches.

Figure 4. The following graphic is a rendering of the east portions of the neighborhood core viewed from the north. The commercial areas are located on the left side of the rendering.





The McCormick Village Center is currently designated as a local center as described in the PSRC Regional Centers Framework. As a designated local center, the McCormick Village Center is an active crossroads in Port Orchard that is a gathering place, community hub, and focal point for services. It is likely that this local center will grow to become a countywide center under the Framework. However, the center currently does not have the requirements of an existing activity unit density of 10 units per acre and a minimum mix of uses including at least 20% housing and 20% employment. As planned, the subarea:

1. Will include an estimated 1,646 activity units (jobs plus housing units) at roughly 5 activity units per acre; and
2. Will provide a mix of residential and employment uses. The center is planned to consist of 77% residential and 23% commercial at full buildout; and
3. Has capacity for additional growth. The center has capacity for an estimated 3,200 additional persons and 361 additional permanent jobs at full buildout; and
4. The center is supported by multimodal transportation (including pedestrian, bicycle, transit (planned), and automobile).

## Chapter 3. Land Use

**3.1 Introduction.** The McCormick Village subarea measures 378 acres in land area. This area includes the 40-acre McCormick Village Park, the 57-acre future South Kitsap School District school site, and a 5-acre church property. The remaining 276 areas are public right of way (ROW), and land controlled by McCormick Communities which has previously been approved for development or is intended for development. Additionally, there are several areas of wetlands and the headwaters of Anderson Creek, all of which are protected critical areas and are off limits to development.

To facilitate development of the Neighborhood Core as shown in Figure 2, amendments to the City’s land use map and development regulations are required. These amendments include:

1. Amending the land use map in the Comprehensive Plan.
2. Amending the official City zoning map.
3. Creating an overlay district to allow for deviations from the City’s development regulations and public works road standards.

The Land Use Map in the Comprehensive Plan is being amended to refine the commercial area locations within the subarea to correspond to the development concept shown in Figure 2. The existing and proposed land use map designations are shown in Figure 5 below:

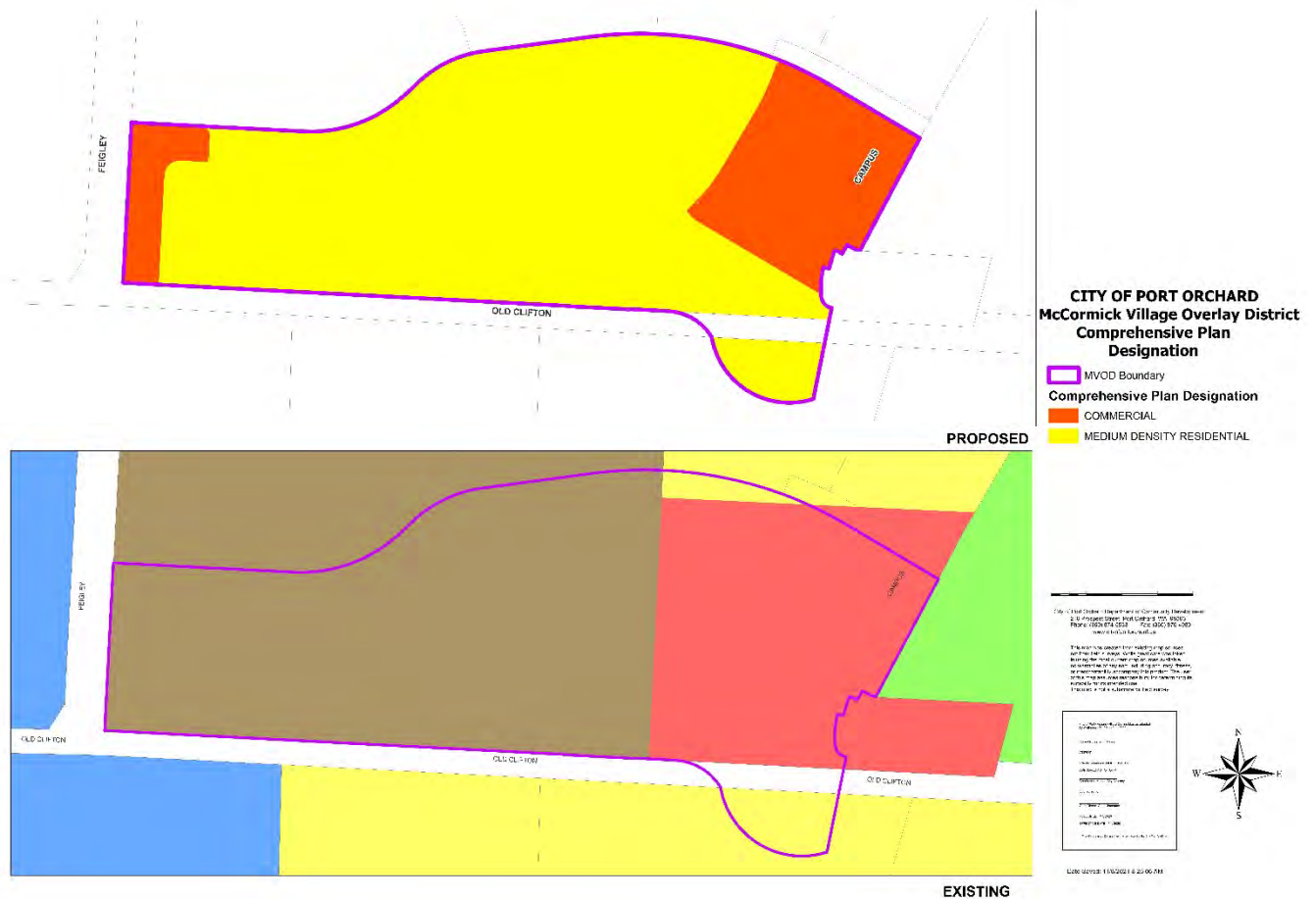


Figure 5. Land use designations before and after subarea plan adoption.

The Zoning Map as adopted in POMC 20.31 is being amended to refine the commercial area locations within the subarea to correspond to the development concept shown in figure 2. The existing and proposed zoning designations are shown in figure 6 below:

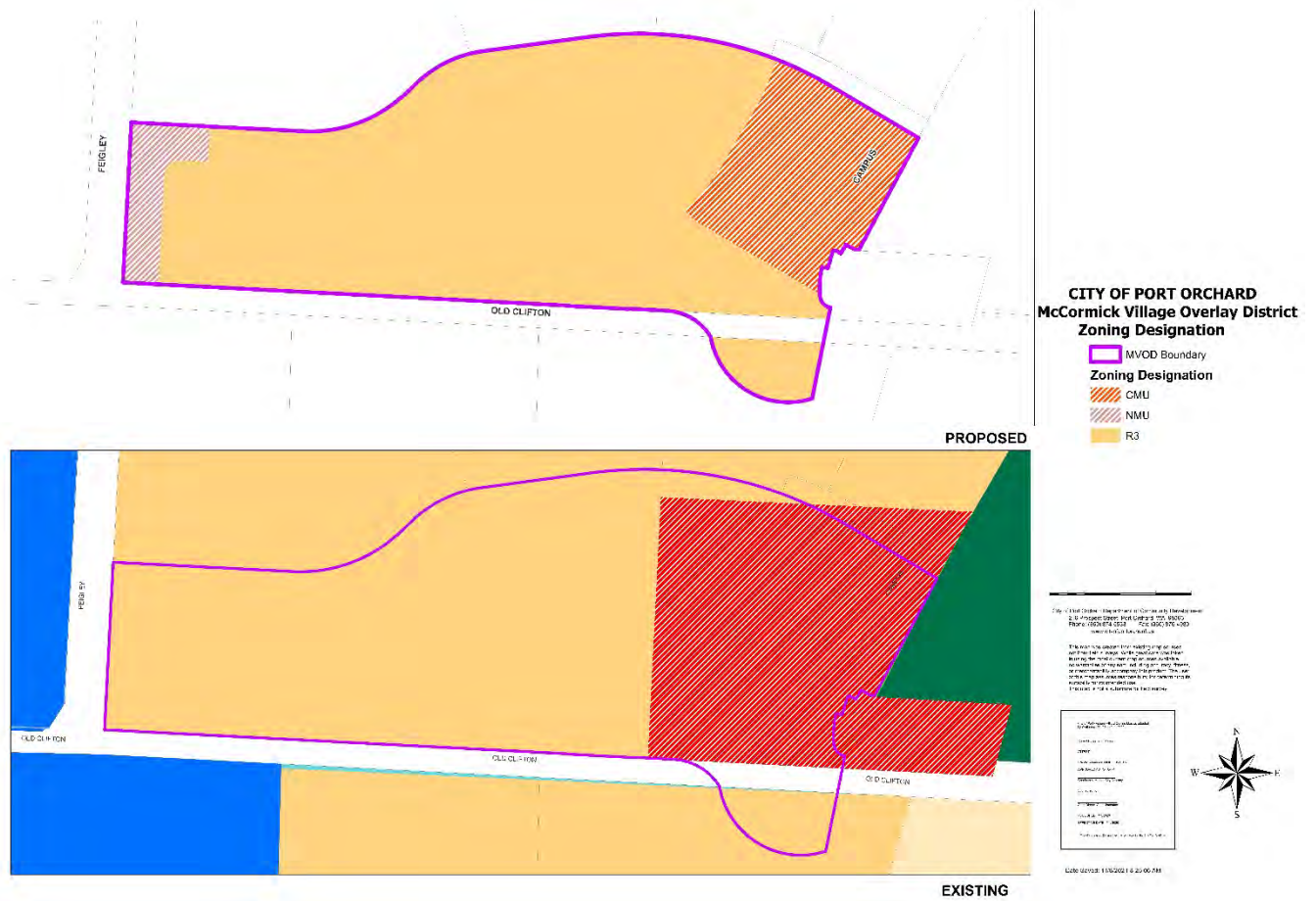


Figure 6. Zoning before and after subarea plan adoption.

1. Land Uses
2. Building Types
3. Accessory Dwelling Unit Standards
4. Building Elements
5. Lot and Road Layout
6. Road Standards.
7. Off-street Parking Standards.

8. Significant Tree/Tree Canopy Standard.

**3.2 Population and Employment.**

As of the end of 2020, the McCormick Urban Village Center contained a regional park and a church, no homes, and only a few jobs. Development of the first housing units in the subarea began in 2021 and is accelerating rapidly. McCormick Communities desires to begin development of the Neighborhood Core in 2022.

Based on existing entitlements and the plans shown in Figure 2, when developed the subarea is expected to contain 1,271 housing units and 375 jobs. Planned jobs and housing are shown in Table 1 below. The actual amount of development may vary from the estimate below.

<b>Planning Area</b>	<b>Jobs</b>	<b>Housing Units</b>
McCormick Village Commercial Core	67	0
McCormick Village Core	0	388
McCormick Village SF Areas (north of SW Yarrow Street)	0	322
McCormick Trails SF Areas	0	361
McCormick Trails MF	3	200
Future School Site	275	0
Fire Station	10	0
Church	20	0
<b>Total</b>	<b>375</b>	<b>1271</b>
<b>Percent Job/Housing</b>	<b>23%</b>	<b>77%</b>

**3.3 Land Use Goals for the Urban Village Subarea** (these goals are in addition to existing goals found in other sections of the Comprehensive Plan):

Goal MVLU-1: Implement the McCormick Urban Village Subarea Concept Plan as shown in Figure 2.

Policy MVLU-1: Allow uses, building types, and site design generally consistent with Figure 2 in the McCormick Urban Village Subarea Overlay District.

Goal MVLU-2: Encourage the development of a McCormick Urban Village Central Business District along a new woonerf street accessed via Campus Parkway.

Policy MVLU-2: Provide storefront uses on the ground floor in the form of a “Main Street” along a woonerf street as shown in Figures 2 and 3. Regulations for the McCormick Urban Village Overlay District shall ensure that buildings line the new woonerf street without landscape setbacks and with pedestrian entrances oriented towards the street.

Figure 7: Block Frontage Map for McCormick Urban Village.



Policy MVLU-3: Require a build-to-zone along the storefront area shown in Figure 7 in accordance with the CMU zoning designations, as shown on the Zoning Map (Figure 5) but provide exceptions for public plazas and significant street corners.

Goal MVLU-4: Ensure that development in the McCormick Urban Village is attractive and provides variety and visual interest.

Policy MVLU-4: Designate high visibility street corners, as defined in the City’s design guidelines (POMC 20.127.250) in strategic locations along the new woonerf street and establish requirements in

these locations to accentuate building or plaza design with special design features.

Policy MVLU-5: Require façade articulation when any proposed building exceeds 120 feet in length.

Policy MVLU-6: Ensure that there is at least 60% facade transparency on the ground floor of single-story shopfront and mixed-use shopfront buildings with a façade facing a woonerf street.

## **Chapter 4. Housing.**

**4.1 Introduction.** Home construction within the subarea plan boundary commenced in 2021 for areas previously entitled. As indicated in the Land Use chapter, the subarea is planned to include 1,271 housing units at full buildout. According to the Washington State Office of Financial Management, multifamily projects containing 5 or more units in Port Orchard contain on average 2.09 persons per household, whereas detached houses contain 2.68 persons per household. Based on these persons per household estimates, the center should house about 3,200 residents at full buildout.

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

Goal MVH-1: Provide for a mix of housing types, including but not limited to detached houses, backyard cottages, carriage houses, paseo houses, duplexes, attached houses, townhomes, apartments, forecourt apartments, and live-work units.

Policy MVH-1: Ensure that the development regulations allow the development of the building types described in Goal MVH-1, pursuant to the Zoning Map in Figure 6.

Goal MVH-2: Provide owner-occupied and/or rental housing serving a mix of income levels.

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

## **Chapter 5 Economic Development.**

**5.1 Introduction.** The McCormick Urban Village subarea is currently mostly undeveloped. Employment opportunities within the subarea will include the existing city park, the McCormick Woods HOA, the existing church, a future fire station, the future school sites, home businesses, and temporary construction jobs related to the buildout of the subarea. The employment assumption for new commercial square footage in the center is one job per 300 square feet, as the expected uses would be retail, restaurant, and bars, which have a higher number of jobs per square foot of space compared other commercial uses. Approximately 20,000 square feet of commercial space is planned within the neighborhood core. It is expected that future schools and a new fire station located in the center would employ approximately 285 people. The total expected employment for the center at buildout is 375 jobs, excluding home businesses.

The McCormick Village Plan envisions the establishment of a new central business district adjacent to Campus Parkway along a new woonerf street. This new central business district is intended to take the form of a “Main Street” with shopfronts on the ground floor abutting this new woonerf, featuring wide sidewalks and a shared street. Parking is to be provided on-street along the woonerf, with supplemental parking behind or below these shopfronts, or as on-street parking in the planned neighborhood. It is critical to the success of a new business district to ensure that there are enough dwellings within walking distance to support these

businesses. This will lower parking demands and increase activity in the area. Ultimately, this commercial district will be supported by a full center buildout of 1,271 housing units containing approximately 3,200 residents. Other residential areas just beyond the center boundary, along with nonmotorized improvements, transit, on- and off-street parking, gathering spaces, McCormick Village Park, and an active streetscape will all contribute to a vibrant business district.

## **5.2 Goals and Policies.**

Goal MVED-1: Provide zoning for ground floor shopfront development and retail, service, restaurant, and other compatible uses along a new woonerf street.

Policy MVED-1. Require ground floor shopfront development along a new woonerf street running perpendicular to Campus Parkway, through either single-story shopfront or mixed-use shopfront building types.

Policy MVED-2. Allow residential uses above shopfront development where shopfront development is required.

Policy MVED-3. Allow urban plazas in areas where shopfront development is required.

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

Policy MVED-4. Prohibit drive through businesses, gas stations, storage facilities, and other commercial uses that are unlikely to contribute to a walkable neighborhood center.

## **Chapter 6 Parks.**

**6.1 Introduction.** It is critical to consider the availability of parks and recreational amenities when planning centers. Parks provide a gathering place for neighborhood residents, and recreational facilities contribute to public health and provide connections within the neighborhood. In 2016, the City completed construction on phase 2 of the McCormick Village Park, a regional park adjacent to the neighborhood core. This park, including phase 3 construction as identified in the McCormick Village Park Master Plan, will continue to function as a centerpiece for the neighborhood and will be complemented by the new neighborhood core.

The preferred alternative includes multiple pocket parks to be constructed within the subarea. These pocket parks and plazas are consistent with existing City code requirements for usable open space associated with multifamily development.

Goal MVP-1: Encourage the development of new pocket parks throughout the neighborhood.

Policy MVP-1: Allow public pocket parks to satisfy the requirements of POMC 20.127.350 for all development in the subarea.

Goal MVP-2: Encourage the development of public plazas and other gathering spaces in the commercial neighborhood core.

Policy MVP-2: Designate significant street corners on the block frontage standard maps as shown in Figure 7, to encourage the development of public gathering spaces in the central business district.

Goal MVP-3: Provide public and private sidewalks, pathways, and bike lanes within the center.

Policy MVP-3: Provide bicycle lanes on Old Clifton Road through the center.

Policy MVP-4: Ensure that sidewalks are constructed along all public and private roads within the center.



## Chapter 7 Utilities.

**7.1 Introduction.** The McCormick Woods subarea and center is served by City of Port Orchard water, City of Bremerton water, City of Port Orchard sanitary sewer and stormwater, Puget Sound Energy (electric and gas), Xfinity, Wave, Century Link, and KPUD (cable, phone, and/or internet). In terms of the utility services provided by the City of Port Orchard, some upgrades to the City of Port Orchard and City of Bremerton water systems are needed in support of subarea development. The Developer should coordinate with the City of Bremerton for water system requirements. In the City of Port Orchard, additional water storage (the 660 reservoir) and wells 11 and 12 are needed to support the buildout of the subarea and center.

Goal MVU-1: Ensure that adequate fire flow is available to support development in the McCormick Urban Village subarea.

Policy MVU-1: Provide employment and population assumptions for the subarea to the City of Bremerton for inclusion in the next Bremerton water system plan update.

Goal MVU-2: Ensure that adequate stormwater facilities exist to serve the public streets and sidewalks in the McCormick Village Center.

Policy MVU-2: Build low impact development (LID) stormwater facilities within the center where practical, to manage stormwater created by new public and private streets.



Figure 8: Low Impact Development Stormwater Management Techniques Incorporated into Street Design. This sort of design is encouraged in the McCormick Village Subarea.

Goal MVU-3: Ensure that telecommunication facilities are adequate to support 21<sup>st</sup> century users.

Policy MVU-3: Ensure that KPUD has access to trenches as roads and utilities are installed.

Policy MVU-4: Provide for integration of 5G wireless facilities in the streetscape in the subarea.

## Chapter 8 Transportation.

**8.1 Introduction.** The McCormick Village Subarea is established along the Old Clifton Road corridor between

Campus Parkway and Feigley Road. The Old Clifton corridor provides an important link between SR-16 and SR-3 and allows some motorists to bypass congestion in Gorst. At the present time, Kitsap Transit does not provide bus service in the area, but with future development this could change. Kitsap Transit plans for future transit service once an area has grown enough to justify deployment of that service.

Old Clifton Road is identified as a Collector A street according to the City’s street classifications. Pursuant to the City’s Public Works and Engineering Standards, Old Clifton Road is planned to be improved as a complete street through the center, although pedestrian connectivity could be rerouted to parallel road networks through some sections, including through the subarea.

To achieve countywide center requirements, several conceptual road sections specific to the subarea have been created to improve walkability. While conceptually approved, the roads are still subject to a road deviation approval process to deviate from the city’s standard road sections. The proposed conceptual sections proposed in the center provide widened sidewalks, bicycle lanes, and low impact development landscape treatments. The woonerf section “Village Lane” in the core of the center is designed to slow traffic, facilitating a safe walking and shopping environment as well as on-street parking. Finally, nearly all residential development in the subarea is served by alleys to ensure an attractive streetscape that encourages walking. The proposed conceptual subarea road section drawings are shown in Figures 9, 10, 11, and 12.

Figure 9: Main Collector.

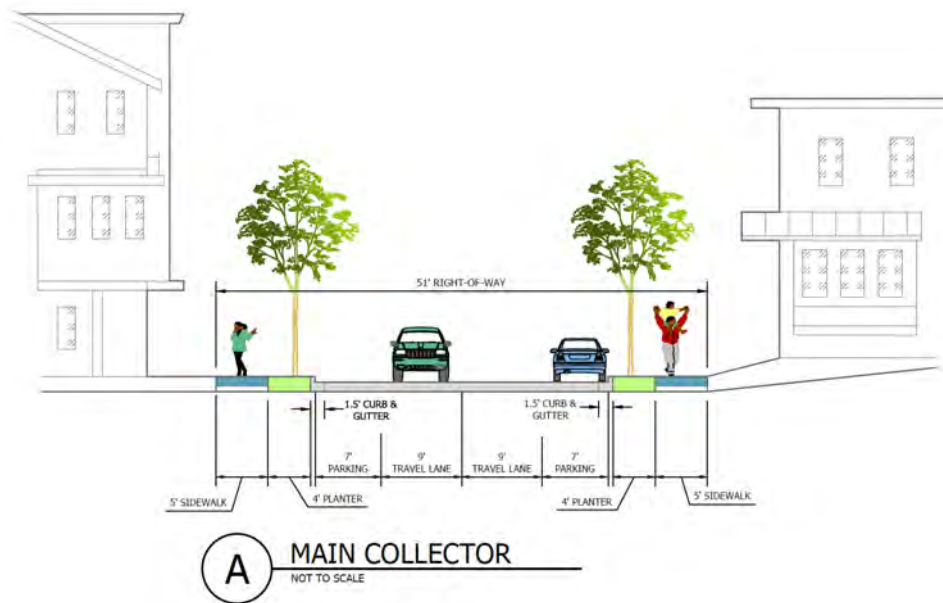
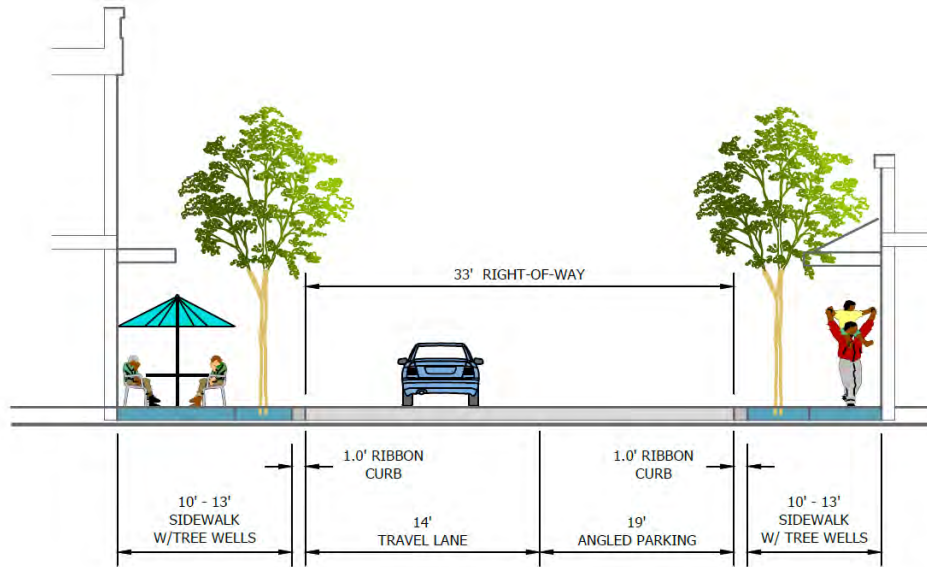
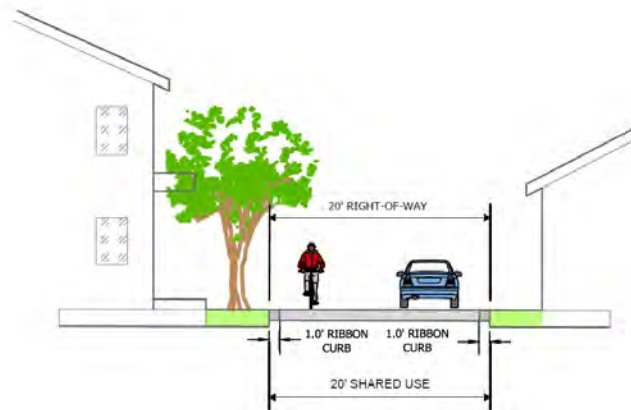


Figure 10: Village Lane.



**B** VILLAGE LANE (ONE-WAY)  
 NOT TO SCALE PRIVATE

Figure 11: Woonerf (residential).



**C** WOONERF (ONE-WAY)  
 NOT TO SCALE

Figure 12: Alley

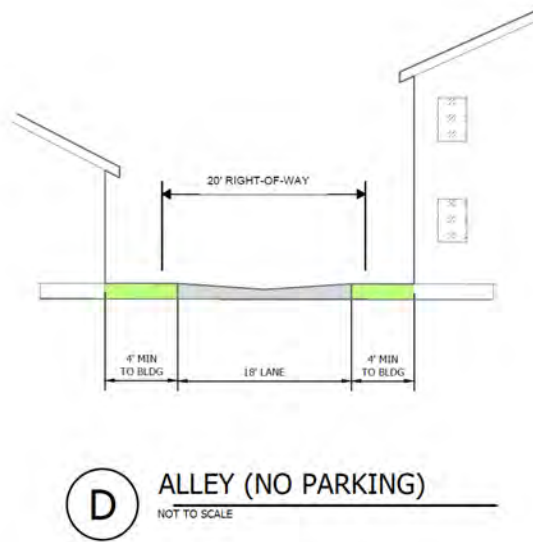


Figure 13: Proposed Location of Road Sections



The development of the McCormick properties is subject to a development agreement for transportation, approved on February 9, 2021. This agreement has provided concurrency approval and limits the extent of any offsite transportation improvements that might be required. However, since some portions of the subarea remain unentitled, the contents of this plan related to onsite transportation improvements would apply to future development.

Goal MVT-1: Develop local access roads in the subarea in accordance with Figures 9-12 above. Serve the central neighborhood core with a woonerf street. Provide vehicular parking for most residential units via alleys.

Policy MVT-1: Provide pedestrian crossings at regular intervals on local access streets through the

subarea.

Policy MVT-2: Provide on street parking on most local access streets within the subarea.

Policy MVT-3: Design roads in the subarea to encourage reduced vehicle speed and increased pedestrian safety.

Policy MVT-4: Integrate urban low impact development stormwater management features in roadway designs, including landscaped infiltration galleries between on-street parking lanes and sidewalks. Ensure that infiltration galleries allow ample opportunities for access between parking areas and sidewalks. (See Figure 8.)

Goal MVT-2: Provide connectivity between the subarea and McCormick West, McCormick Woods, McCormick North, McCormick Village Park, the future school sites on Feigley, and other destinations within the western portions of Port Orchard.

Policy MVT-5: The City should develop a corridor plan for Old Clifton Road from Anderson Hill Road to the western City limits (west of Feigley).

Goal MVT-3: Provide for flexibility in parking quantity standards.

Policy MVT-6: Include alternative parking ratios in the overlay district as it applies to the commercial core to recognize the peak parking demands of all uses, and the ability for on-street parking to be shared between residential and non-residential uses.

Policy MVT-7: Expand the McCormick Woods Golf Cart zone in areas south of Old Clifton Road.

Goal MVT-4: Encourage the development of storefronts along a new woonerf street as shown in Figure 10.

Policy MVT-8: Designate a new woonerf street as “storefront block frontage” in the city’s design standards (POMC 20.127) and require a build-to-zone along this frontage.

Policy MVT-9: Remove block frontage standards in other areas of the subarea.

Goal MVT-5: Support the establishment of transit service in the subarea and center.

Policy MVT-10: Require the installation of transit pads during permitting and construction in consultation with Kitsap Transit.

Goal MVT-6: Support bicycle infrastructure and provide bicycle amenities in the subarea.

Policy MVT-11: Provide bike lanes or grade separated pathways running east/west and north/south through the subarea.

Policy MVT-12: Ensure that bicycle parking is provided in the subarea consistent with POMC 20.124.

Goal MVT-7: Provide pedestrian infrastructure throughout the subarea.

Policy MVT-13: Ensure that existing and proposed streets in the subarea are constructed with sidewalks on both sides of the street except for woonerfs and alleys and include landscape strips to provide pedestrian vehicle separation.

Policy MVT-14: Provide pedestrian connectivity throughout the subarea.

Goal MVT-8: Provide safe multimodal access to the future school site on Feigley Road.

Policy MVT-15: Ensure that sidewalks are provided between the subarea and the future school site on Feigley. Consider adding pedestrian crossings at SW Yarrow Street and Feigley Road when the school develops.

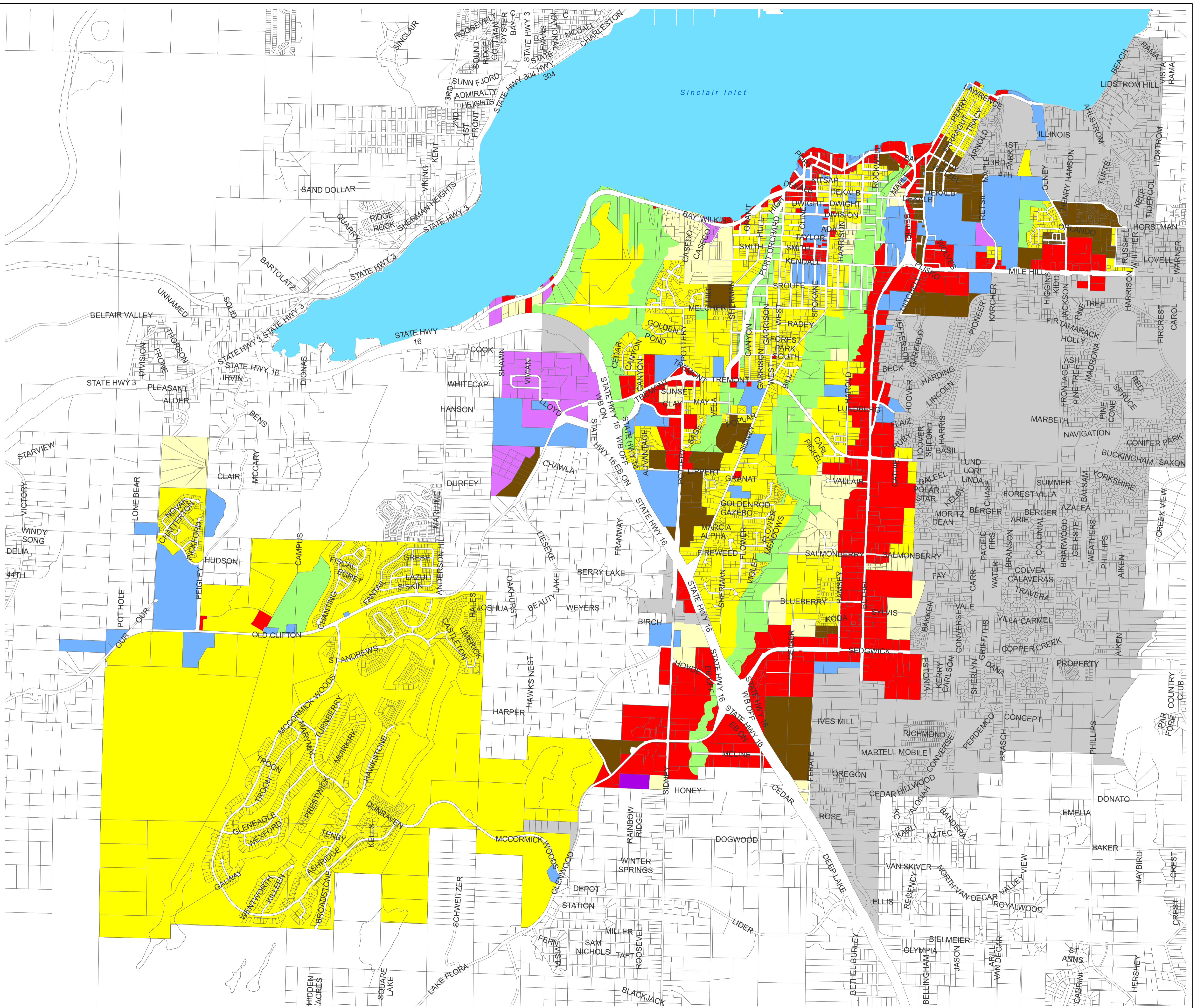
Goal MVT-9: Ensure that new electrical service is installed underground within the subarea.

Policy MVT-16: Undergrounding of powerline distribution and service should be required through the subarea.



# CITY OF PORT ORCHARD 2021 COMPREHENSIVE PLAN MAP

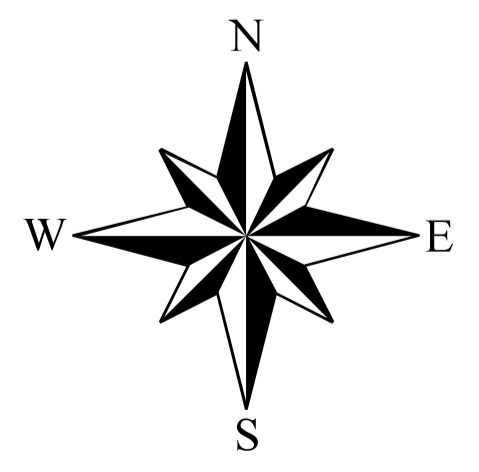
- Greenbelt
- Light Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Urban Industrial
- Public and Community Spaces



City of Port Orchard Department of Community Development  
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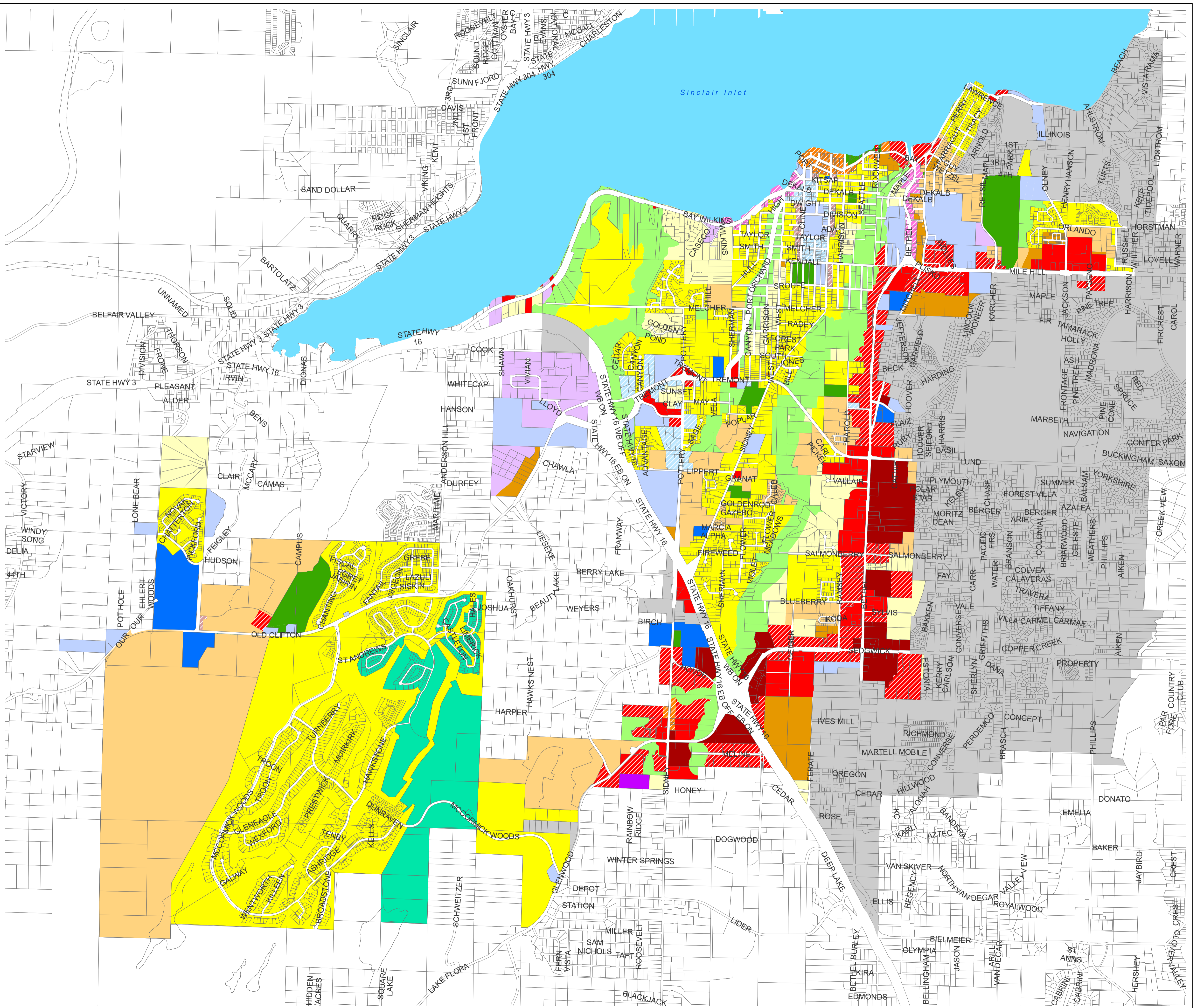
City of Port Orchard Official Zoning Map as adopted by Ordinance 07-20 on 7/20/2007  
 Robert Potansnow, Mayor  
 ATTEST:  
 Brandy Rineason, MMC, City Clerk  
 APPROVED AS TO FORM:  
 Charlotte A. Archer, City Attorney  
 Sponsored by:  
 Scott Danner, Councilmember  
 PUBLISHED: 7/20/2020  
 EFFECTIVE DATE: 7/20/2020  
 The official signed Zoning Map may be viewed at the City Clerk's office.



Date Saved: 11/23/2021 11:09:59 AM



# CITY OF PORT ORCHARD 2021 ZONING MAP



- Zoning Designation
- Greenbelt
  - Residential 1
  - Residential 2
  - Residential 3
  - Residential 4
  - Residential 6
  - 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)
  - Light industrial (LI)
  - Civic and institutional (CI)
  - Parks and recreation (PR)
  - Public facilities (PF)

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

Robert Putnam, Mayor

ATTEST:  
 Brandy Rieanson, MMC, City Clerk  
 APPROVED AS TO FORM

Charlotte A. Archer, City Attorney

Sponsored by:  
 Scott Diener, Councilmember

PUBLISHED: 11/23/2020  
 EFFECTIVE DATE: 11/23/2020

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

