

JUST HOW MANY FIRE STATIONS DOES SKFR NEED!



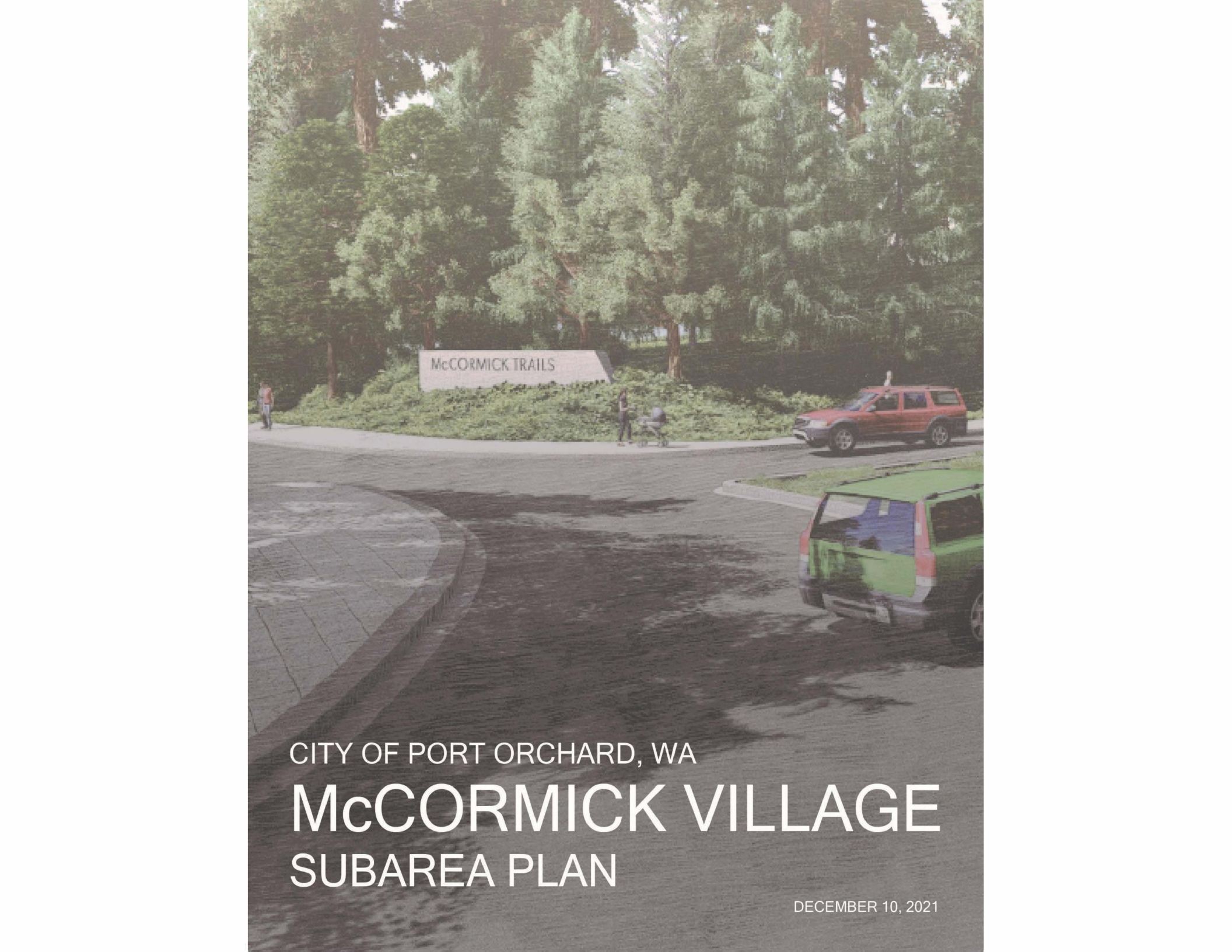
An approved plan by the city and count will bring "Restaurant Alley" to the McCormick Woods community. Where? Off of Figley Road, which just happens to be the road that the SKSD owns nearly 80 acres. You know the property, the site that SKSD has been pushing for decades to build a second high school.

And by golly, Figley Road just also happens to be where South Kitsap Fire and Rescue recently purchased 3.5 acres property with a house. SKFR wrote the purchase and sale contract, contingent on the landowner evicting the folks living there as a condition of the sale. No eviction by such and such date (which has now passed) then the entire deal would be off! Just one more property taken off the tax roles by SKFR, one more future family denied the opportunity to live in an affordable home.

SKFR will bulldoze the existing structures off the property effectively kicking a family out of their home and denying any future family from ever living in an affordable home.. One more property they have taken off the tax roles for yet another fire station we don't need. SKFR continue to ignore the professional demographer's predictions that the mass of people moving to SK is just not going to happen.

Does it make you wonder just how SKFR discovered that there would be a mini-strip mall built right on Figley road? This new strip mall will be a few blocks away from SKSD property and also within blocks of SKFR'S new property. Property SKFR purchased with cash without any thought by SKFR giving public notice of the planned purchase. We only found about this latest purchase by SKFR by filing a formal request for public information.

This is the sixth property that SKFR has taken off the tax roles. To date they have spent more than \$2.2 million. Properties they tell us they need to build more and more fire stations on for all the people that are coming. Yup, yet another ill advised and unneeded property acquisition (without any prior public notice) to build another hope for a fire station.



CITY OF PORT ORCHARD, WA

McCORMICK VILLAGE SUBAREA PLAN

DECEMBER 10, 2021

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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.

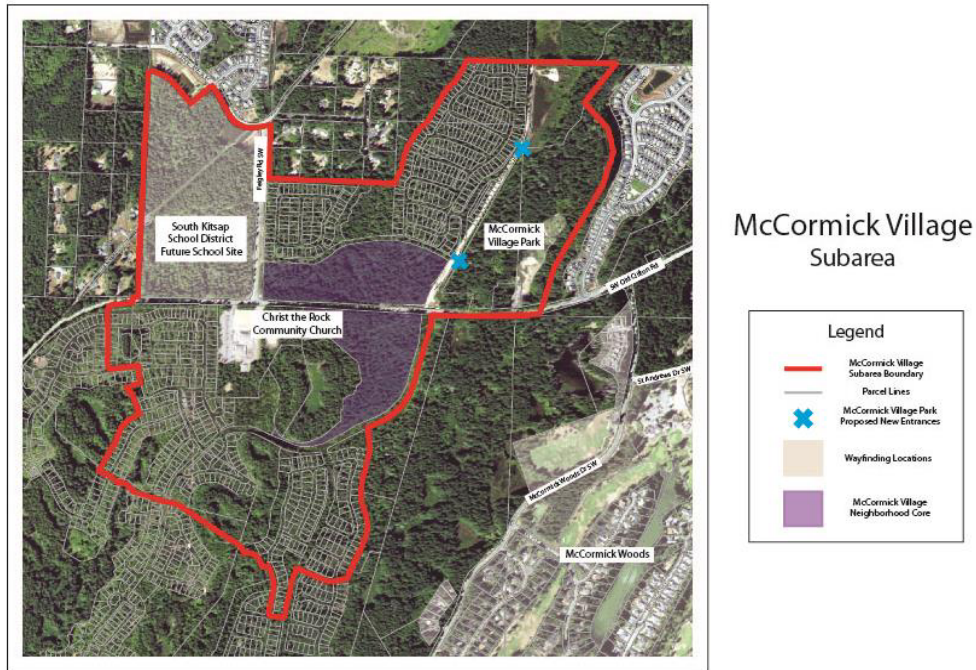


Figure 1 (above): The McCormick Village Subarea. The area outlined in red is the boundary of the subarea plan and the McCormick Village Center. The area shown in purple is the McCormick Village Neighborhood Core. Previously entitled but not yet recorded single family lots are shown in areas of McCormick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

1.2 Local Center. This plan is intended to show how the center will comply with the PSRC requirements for a local center. The center includes some existing development and entitlements in addition to the smaller neighborhood core which is unentitled. The neighborhood core (boundary shown on Figure 1 in purple) is a smaller portion of the center and is what is being "planned," meaning that aside from a few existing development agreements, this area must go through a land use (subdivision) entitlement process. The areas outside of the subarea but within the center are within walking distance (approximately .25-.75 miles) of the commercial core and support the viability of the commercial core. These areas are not being "planned" at this time as the areas are not intended to change because of previously approved entitlements.

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.

2.2 Preferred Alternative. The preferred alternative (see Figure 2) visually depicts development that is consistent with the vision described in Section 2.1.

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.



2.3 Center Designation: Local Center.

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.

A McCormick Village Overlay District is proposed for adoption in conjunction with this subarea plan. This overlay district seeks to allow several deviations to the City’s current standards and includes the following:

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.

Planning Area	Jobs	Housing Units
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
Total	375	1271
Percent Job/Housing	23%	77%

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 21st 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.

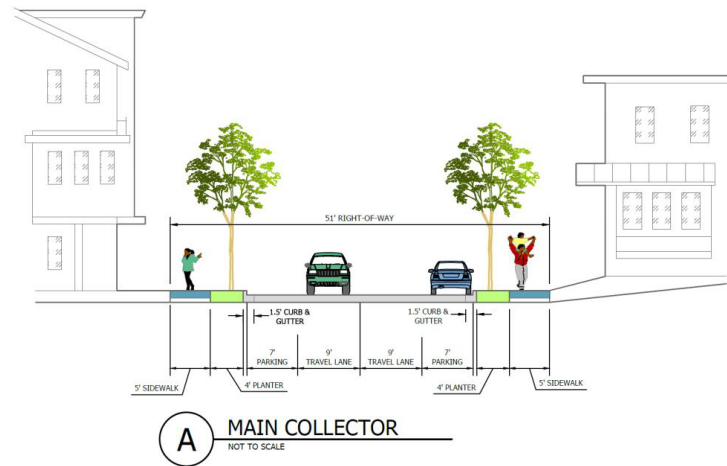
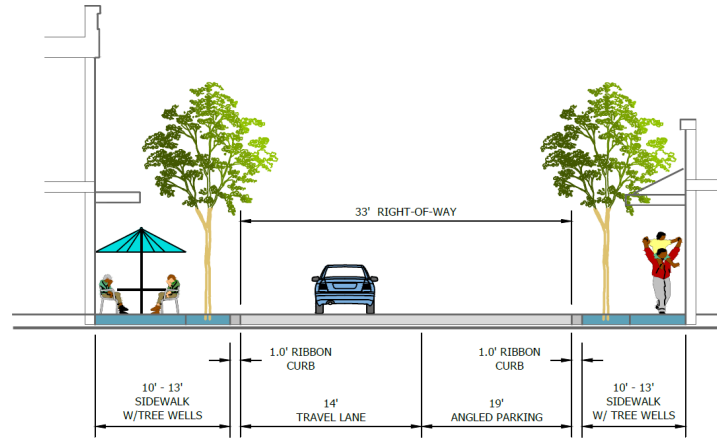
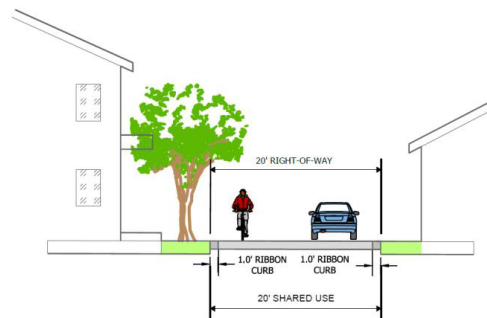


Figure 10: Village Lane.



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

Figure 11: Woonerf (residential).



C WOONERF (ONE-WAY)
NOT TO SCALE

Figure 12: Alley

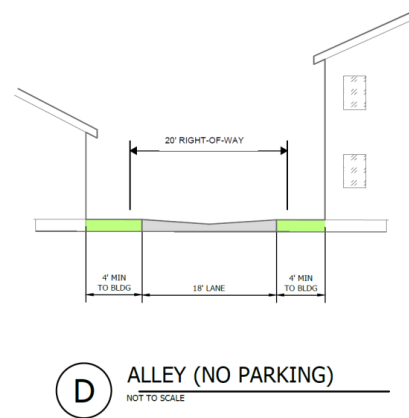


Figure 13: Proposed Location of Road Sections



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.

