

Development Standards

Introduction

The development standards will set the zoning regulations for the East Park development. This section will illustrate lot standards, approximate open space locations and road standards. The intention of the standards is to provide a framework that guides this development into a successful neighborhood that will provide a mixture of compatible housing types. It becomes essential for all design elements such as; uses, setbacks, height, bulk, open spaces, and circulation to coexist and complement each other.

Each sub area development zone; low, medium, high and mixed use will allow a variety of product types. The development standards illustrate multiple design examples within each zone. The variation within a zone is driven by topography, relationship to open space, emergency vehicle access, and building scale. In short, one lot standard for each zone is not enough to allow diversity and meet the Comprehensive Planning goals.

General Development Standards

Building Separation

Where building separation requirements exist, the separation shall be the average, however in no case shall it be less than the required side yards combined.

Accessory Dwelling Units (ADUs)

- Entrance may be on any facade including that of the principal structure.
- No parking requirement for 1 bedroom or less
- One off street parking stall required for two or more bedrooms.
- Not included in maximum density requirements.
- Carriage units maximum garage structure

shall be limited to 1,100 sq ft when serving a remote residential unit.

- The maximum area of all accessory structures exclude attached and detached garages.
- Maximum height of attached or detached carriage units shall not exceed the height limit of the zone.

Open Space

- Where use easements exist, required open space may include the area on the adjacent lot covered by the use easement.
- The open spaces shall be maintained by a homeowners association
- All landscape features and bioswales within the public ways shall be maintained by a homeowners association.
- Prior to construction, all significant trees within the 'open space' designation affected by construction activities shall be evaluated by a certified arborist. The arborist shall prepare a report and clearly outline necessary steps to ensure survival of healthy significant trees during and after construction.
- Wildlife corridors shall be planted and maintained appropriately for wildlife habitat in accordance with a wildlife biologist or the best available scientific evidence supporting the actions taken.

Signage

Per section BMC 20.52 with the following exceptions:

- Mixed Use areas shall comply with Commercial District Requirements BMC 20.52.100
- All other areas shall comply with residential requirements BMC 20.52.120

Fencing

Per BMC 20.46.020 with the following exceptions:

- Cyclone fencing not allowed except for dog runs of a maximum of 72 sq ft

Development Standards

- and screened from adjoining property.
- Front yard fencing a maximum height of 42 inches with a minimum of 25% open.
- 6 ft. high fence allowed in secondary frontage with 50% open above 42 inches.

Accessory Structures

Per BMC 20.44.060

Parking

Per East Park Development Standards

- Loading space is not required for non-residential uses under 2500 sq ft.
- Maximum allowed garage structure limited to 1100 sq ft.

Trash and Recycling Collection

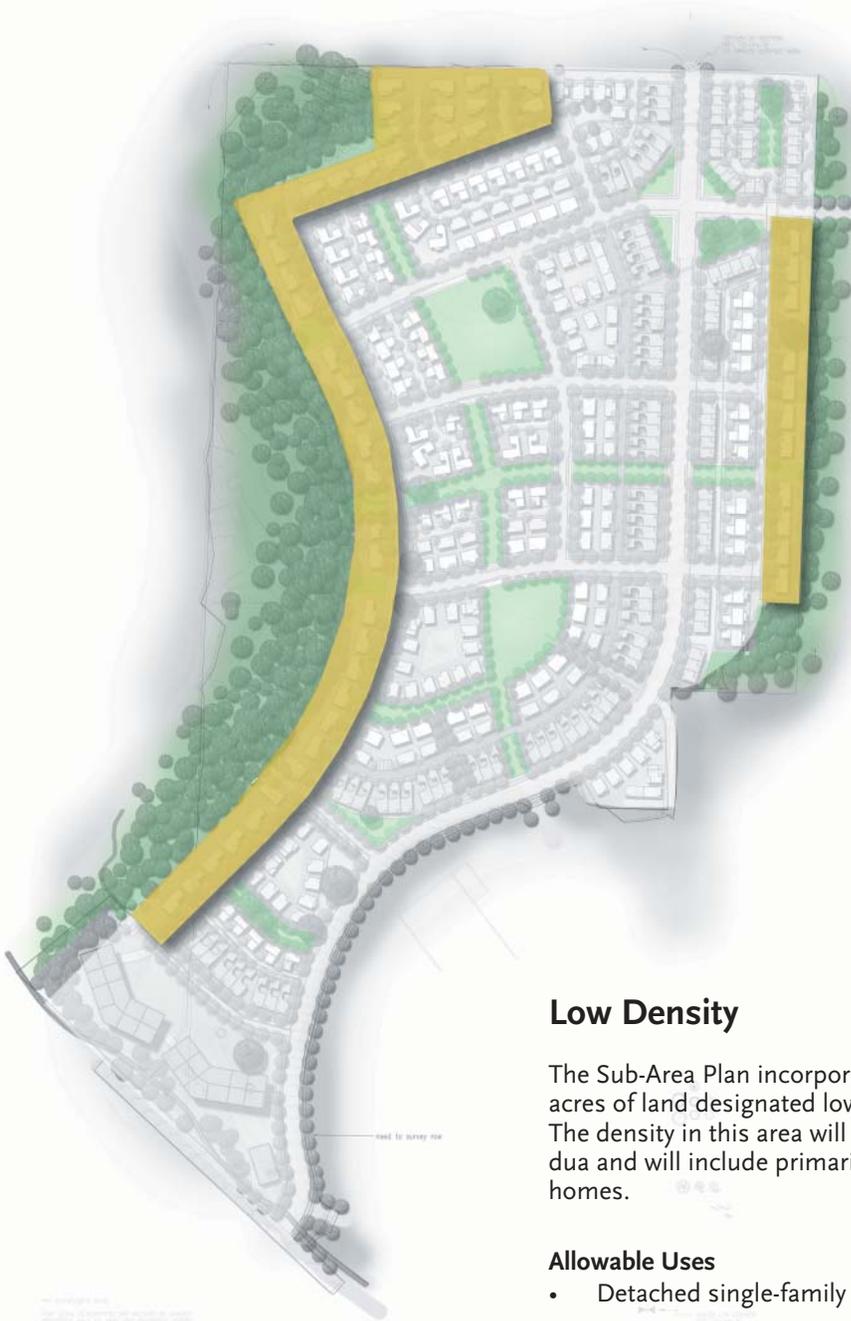
- Residential curb side collection for all attached and detached single family housing.
- If collection area is established it shall be screened from the public realm by a minimum 5 ft wide landscape buffer.

Mailboxes

- Individual “door slot” delivery is preferred, which is the common delivery method for Manette. If delivered mail box kiosks are used, they shall conform to architectural character of neighborhood structures.

Fire Systems

- Some of the road width standards presented in the plan are reductions in that required by the International Fire Code and the BMC. All residential structures that are accessed from reduced width fire apparatus access roadways in the project area shall be equipped through out with a fire sprinkler system.



Low Density

The Sub-Area Plan incorporates approximately 7 acres of land designated low density single family. The density in this area will be a maximum of 12 du/a and will include primarily larger single family homes.

Allowable Uses

- Detached single-family residences

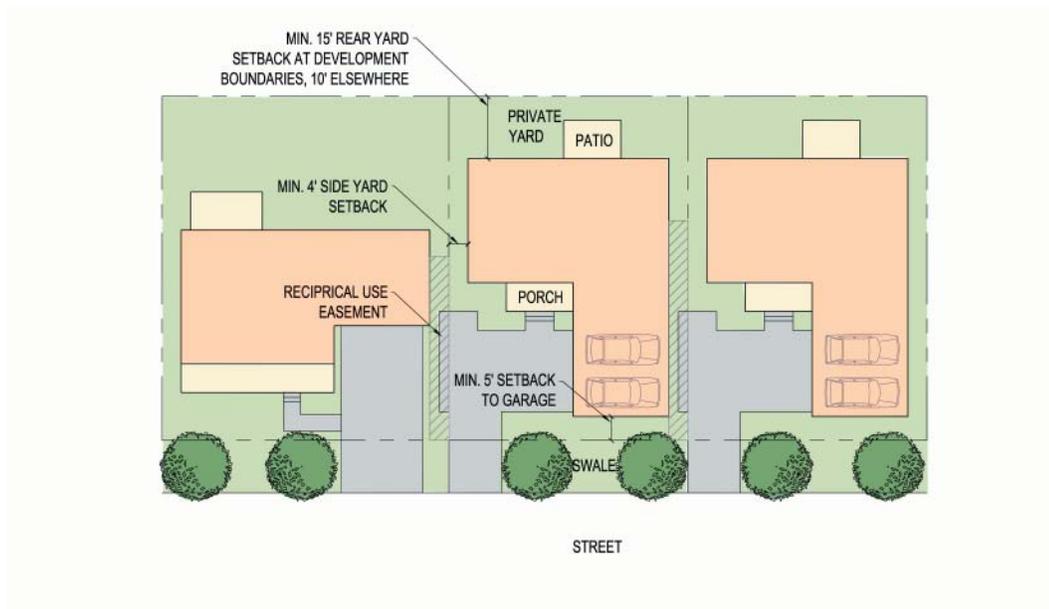
Low Density

Traditional Single Family Lot



maximum building mass	lot requirements	additional standards
<p>building height - 35' measured from average finished grade to average roof height</p> <p>building coverage - 60%</p> <p>development coverage - 70%</p>	<p>minimum lot size - 3600 sq ft</p> <p>minimum lot width - 50'</p> <p>minimum lot depth - 60'</p> <p>street setback - 5' minimum</p> <p>side setback - 4' minimum</p> <p>rear setback - 10' minimum</p> <p>open space - 400 sq ft</p> <p>parking - 2 stalls</p>	<ul style="list-style-type: none"> - Street facing garage limited to 50% of building width. - Minimum 18' setback to garage doors.

Traditional Single Family Lot-Side Load Garage



Development Standards

maximum building mass	lot requirements	additional standards
<p>building height - 35' measured from average finished grade to average roof height</p> <p>building coverage - 60%</p> <p>development coverage - 70%</p>	<p>minimum lot size - 3600 sq ft</p> <p>minimum lot width - 50'</p> <p>minimum lot depth - 60'</p> <p>street setback - 5' minimum</p> <p>side setback - 4' minimum</p> <p>rear setback - 10' minimum</p> <p>open space - 400 sq ft</p> <p>parking - 2 stalls</p>	<ul style="list-style-type: none"> - Street facing garage limited to 50% of building width. - Minimum 18' setback to garage doors.

Medium Density



Medium Density

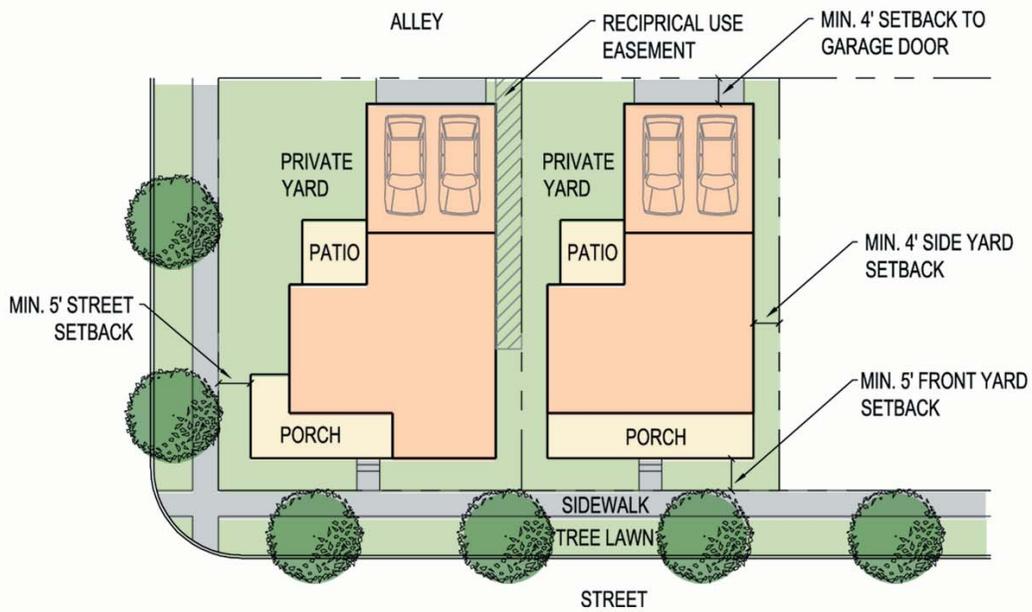
The Sub-Area Plan incorporates approximately 14 acres of land designated medium density single family. The density in this area will be a maximum of 25 du/a and will include primarily compatible unit types ranging from smaller single family homes to mid-size single family homes.

Allowable Uses

- Detached single-family residences
- Accessory dwelling units
- Cluster developments
- Carriage units

Medium Density

Single Family Alley Lot



Development Standards

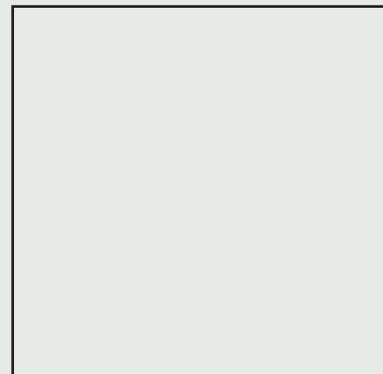
maximum building mass

building height - 35' measured from average finished grade to average roof height
building coverage - 70%
development coverage - 75 %

lot requirements

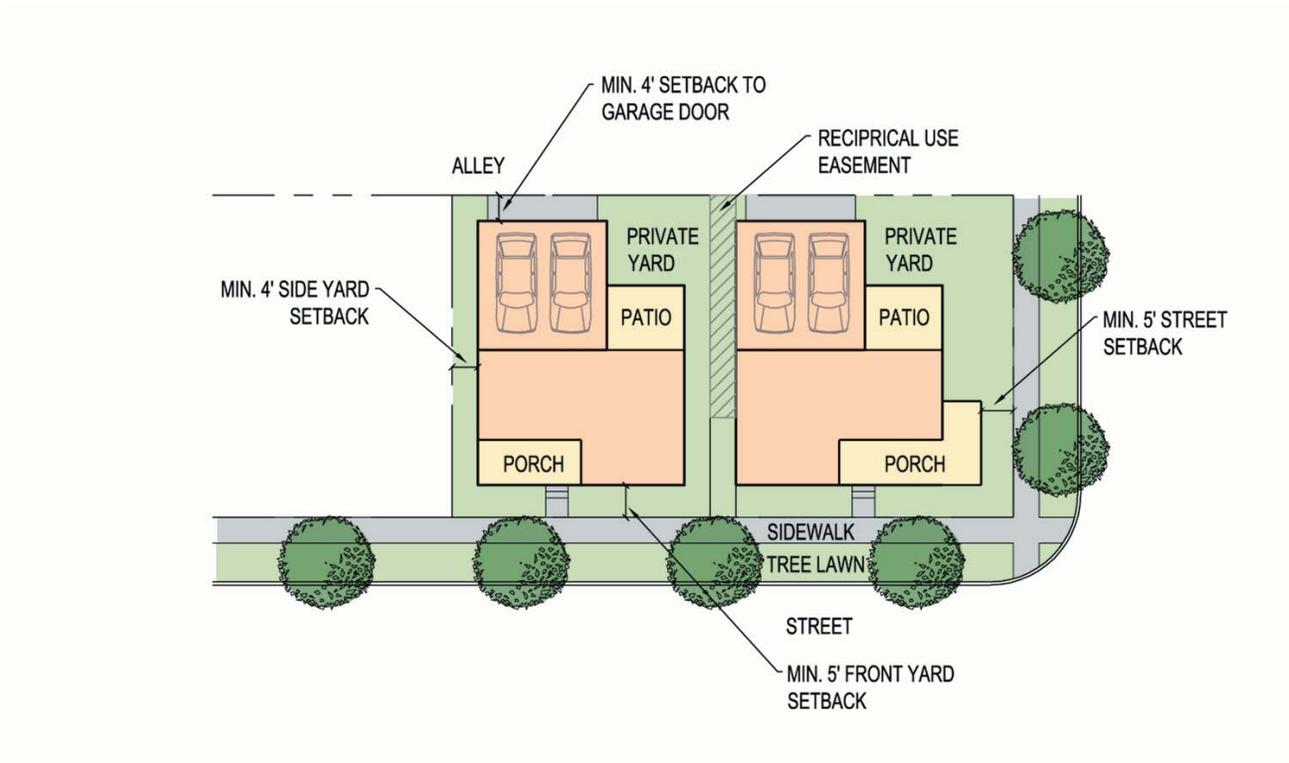
minimum lot size - 2000 sq ft
minimum lot width - 34'
minimum lot depth - 60'
 open space- 300 sq ft
street setback- 5' minimum
rear setback- 0' minimum at alley and 4' minimum to garage door
side setback - 4' minimum
parking - 2 stalls

additional standards



Medium Density

Single Family Lot with Basement Garage

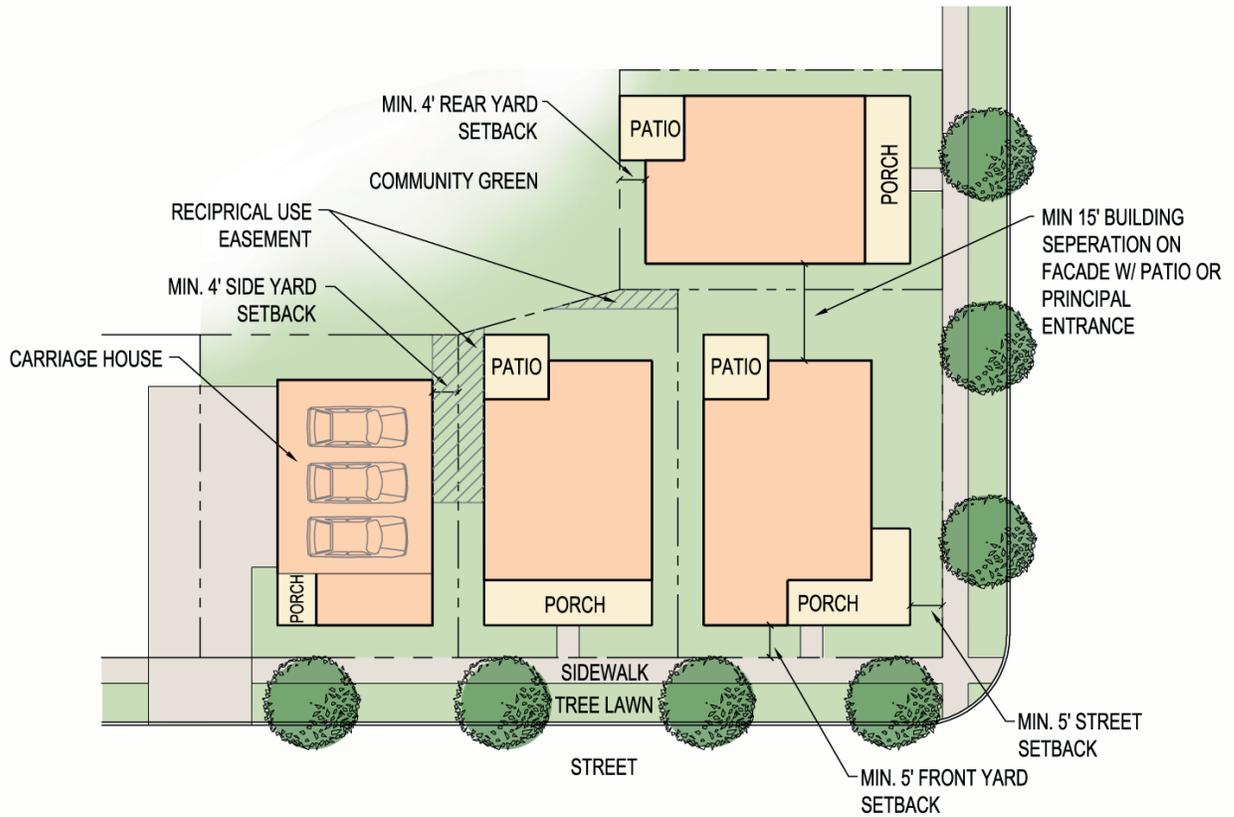


building mass	lot requirements	additional standards
<p>building height - 35' measured from average finished grade to average roof height</p> <p>building coverage - 70%</p> <p>development coverage - 75%</p>	<p>minimum lot size - 1700 sq ft</p> <p>minimum lot width - 34'</p> <p>minimum lot depth - 50'</p> <p>street setback - 5' minimum</p> <p>side setback - 4' minimum</p> <p>rear setback - 0' minimum at alley and 4' to garage door</p> <p>open space - 300 sq ft</p> <p>parking - 2 spaces</p>	

Development Standards

Medium Density

Cluster Development Lot



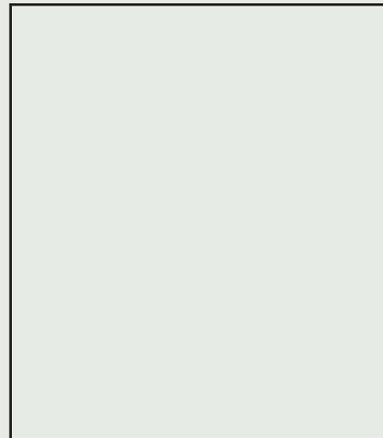
building mass

building height - 35' measured from average finished grade to average roof height
building coverage - 70%
development coverage - 75%

lot requirements

minimum lot size - 1700 sq ft
minimum lot width - 34'
minimum lot depth - 50'
street setback - 5' minimum
side setback - 4' minimum
rear setback - 4' minimum
open space - 200 sq ft on lot and or common green
parking - one off street space no more than 150' from the dwelling it serves.

additional standards



High Density



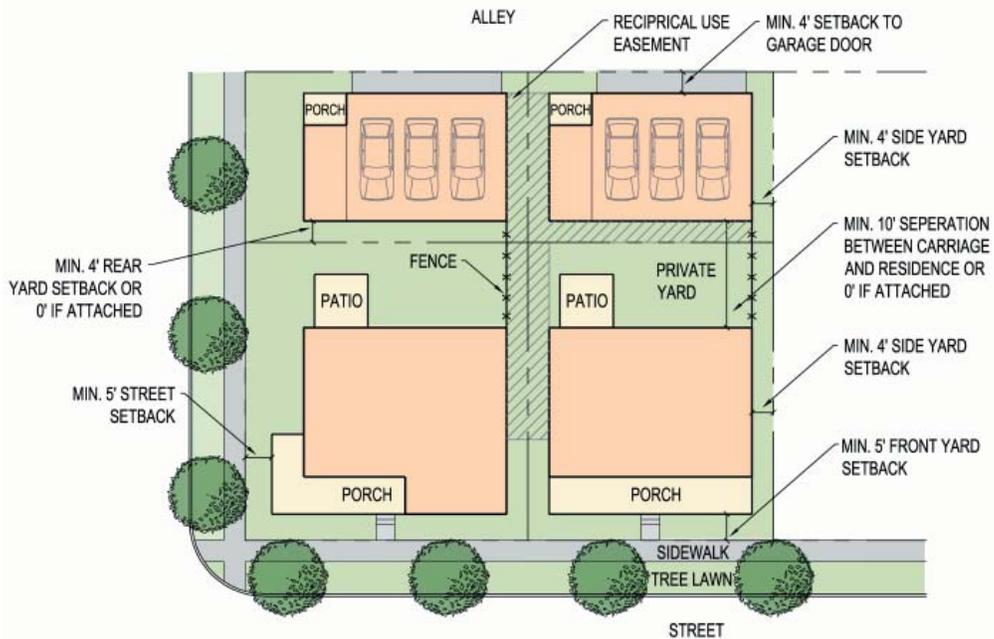
High Density

The Sub-Area Plan incorporates approximately 10 acres of land designated high density single family density. The density in this land use designation will be a maximum of 50 du/a and will allow for a variety of compatible unit types ranging from carriage units to townhomes and residences with live/work capabilities.

Allowable Uses

- Detached single-family residences
- Accessory dwelling units
- Cluster developments
- Carriage units
- Attached single-family residences
- Live/work units

Single Family Lot with Carriage Garage



building mass

lot requirements

additional standards

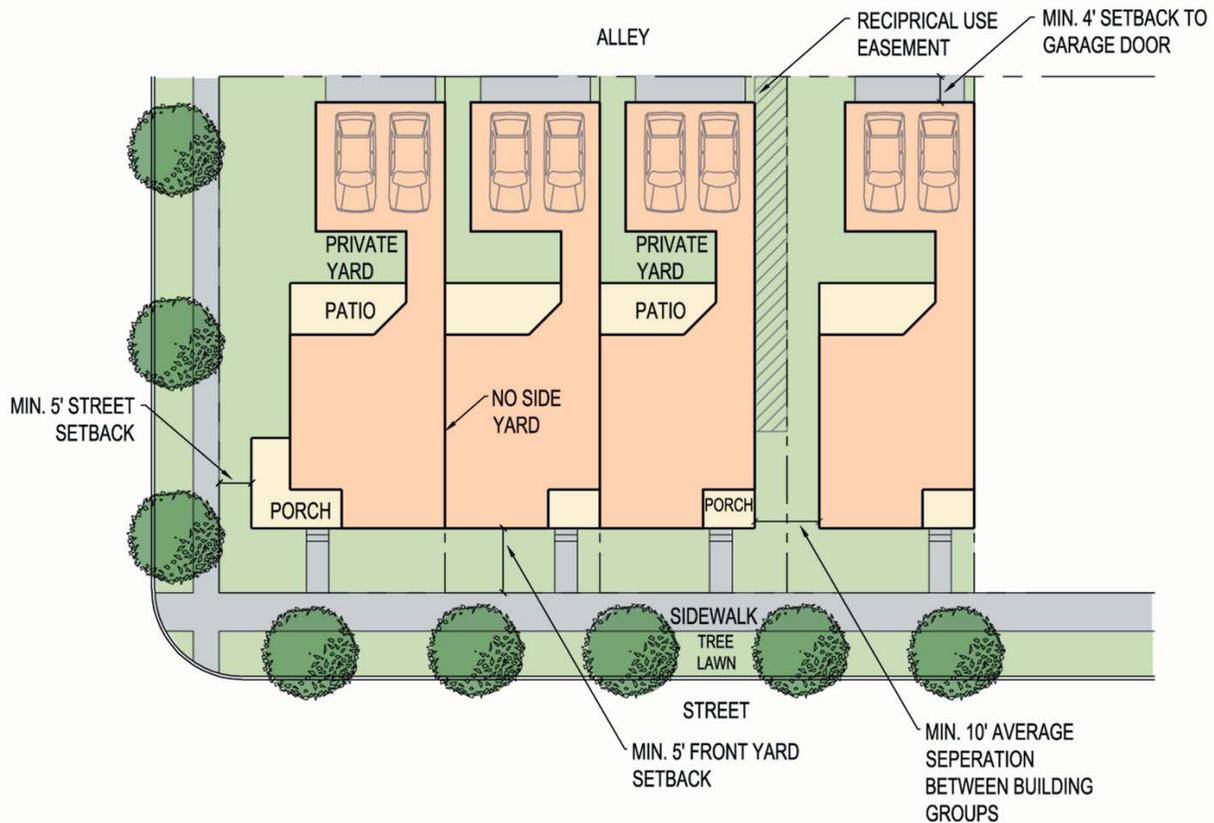
- residential lot
 - building height** - 35' measured from average finished grade to average roof height
 - building coverage** - 75%
 - development coverage**- 85%
- carriage lot
 - building height** - 35' measured from average finished grade to average roof height
 - building coverage**- 80%
 - development coverage**- 90%

- residential lot
 - minimum lot size** - 2,500 sq ft
 - minimum lot width** - 46'
 - minimum lot depth** - 56'
 - street setback** - 5' minimum
 - side setback**- 4' minimum
 - rear setback**- 0' minimum to alley and 4' to garage door
 - parking** - 2 stalls
 - open space** - 300 sq ft
- carriage lot:
 - minimum lot size** - 850 sq ft
 - minimum lot width** - 32'
 - minimum lot depth** - 28'
 - street setback** - 5' min
 - side setback** - 4' minimum or 0' if attached
 - rear setback** - 0' minimum to alley and 4' to garage door
 - parking**- 1 stall
 - open space** - 0 sq ft

Development Standards

High Density

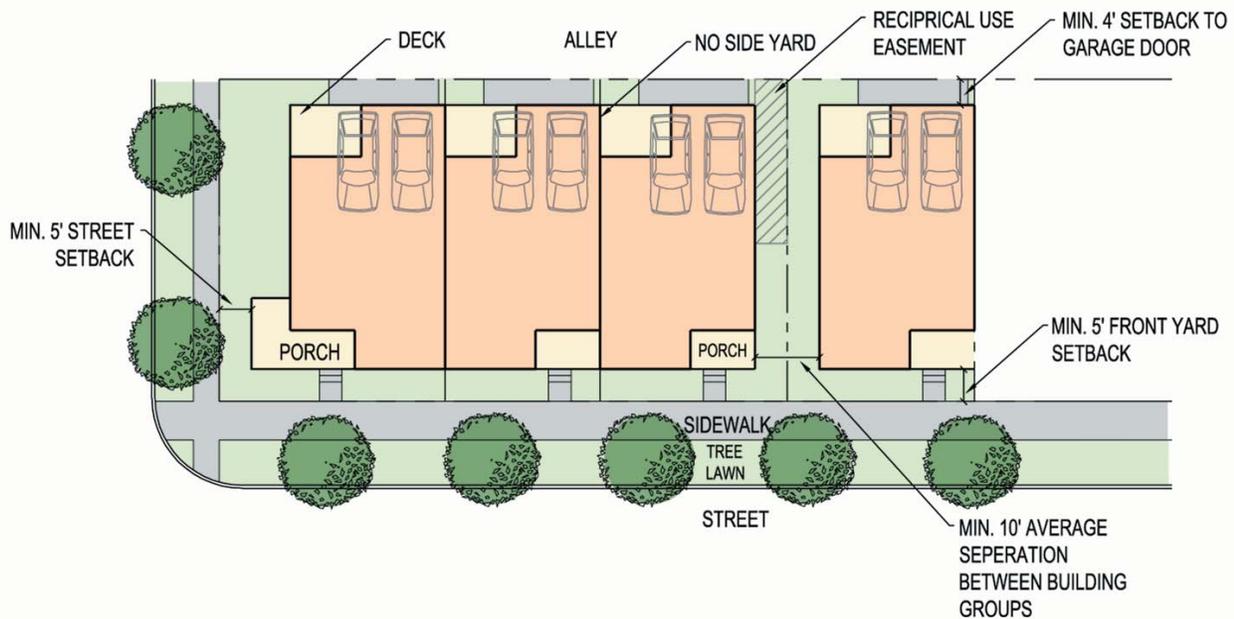
Townhome Lot



building mass	lot requirements	additional standards
<p>building height - 40' measured from average finished grade to average roof height</p> <p>building coverage - 80%</p> <p>development coverage - 90%</p>	<p>minimum lot size - 1500 sq ft</p> <p>minimum lot width - 20'</p> <p>minimum lot depth - 78'</p> <p>street setback- 5' minimum</p> <p>side setback- 4' minimum or attached</p> <p>rear setback- 0' minimum to alley and 4' to garage door</p> <p>open space - 200 sq ft</p> <p>parking - 2 stalls</p>	

Development Standards

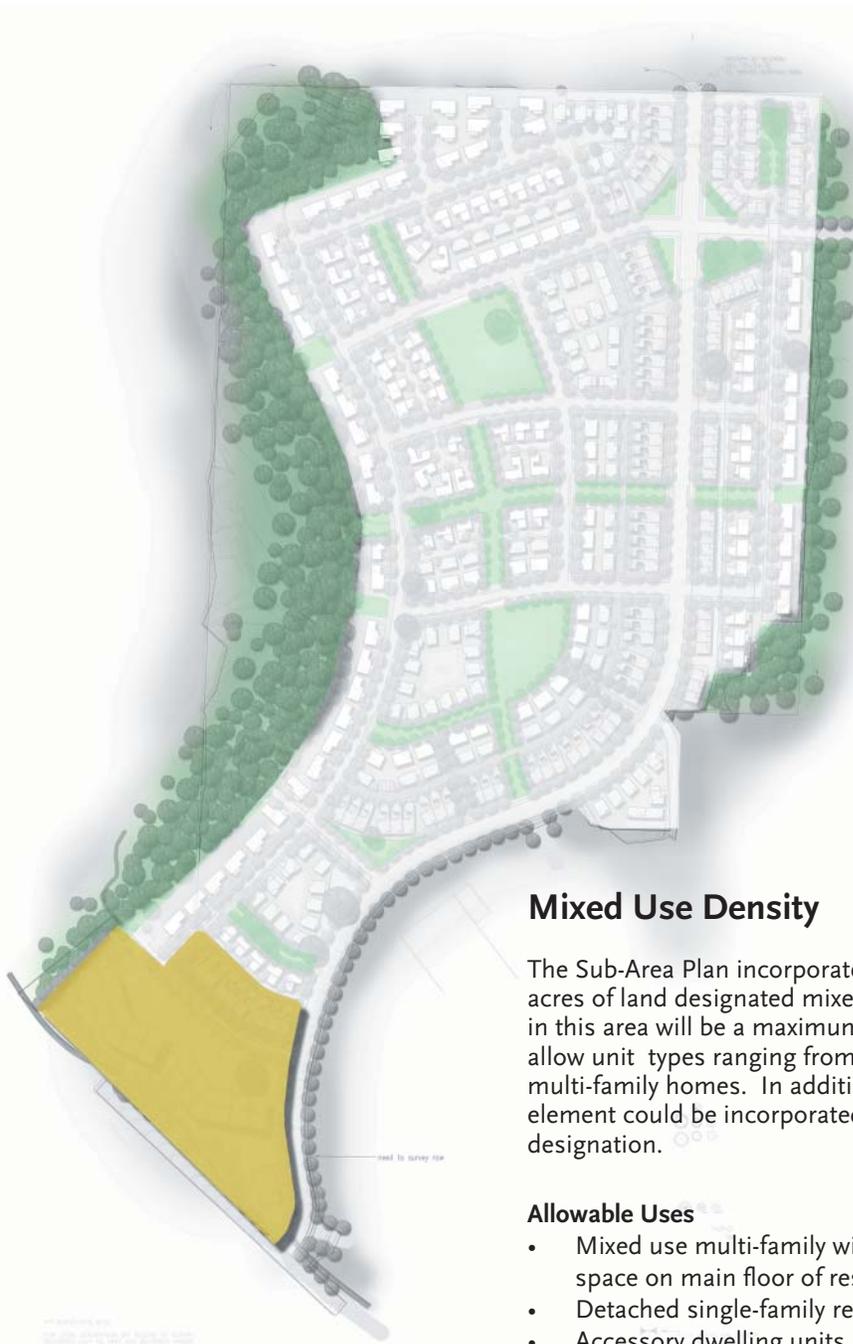
Townhome with Basement Garage Lot



Development Standards

building mass	lot requirements	additional standards
<p>building height - 40' measured from average finished grade to average roof height</p> <p>building coverage - 95%</p> <p>development coverage - 100%</p>	<p>minimum lot size - 600 sq ft</p> <p>minimum lot width - 14'</p> <p>minimum lot depth - 44'</p> <p>street setback - 5' minimum</p> <p>side setback- 4' minimum or attached</p> <p>rear setback- 0' minimum to alley and 4' to garage door</p> <p>open space - 60 sq ft deck or porch</p> <p>parking - 1 stall per unit with 2 stalls for 2 or more bedroom units</p>	

Mixed Use Density



Mixed Use Density

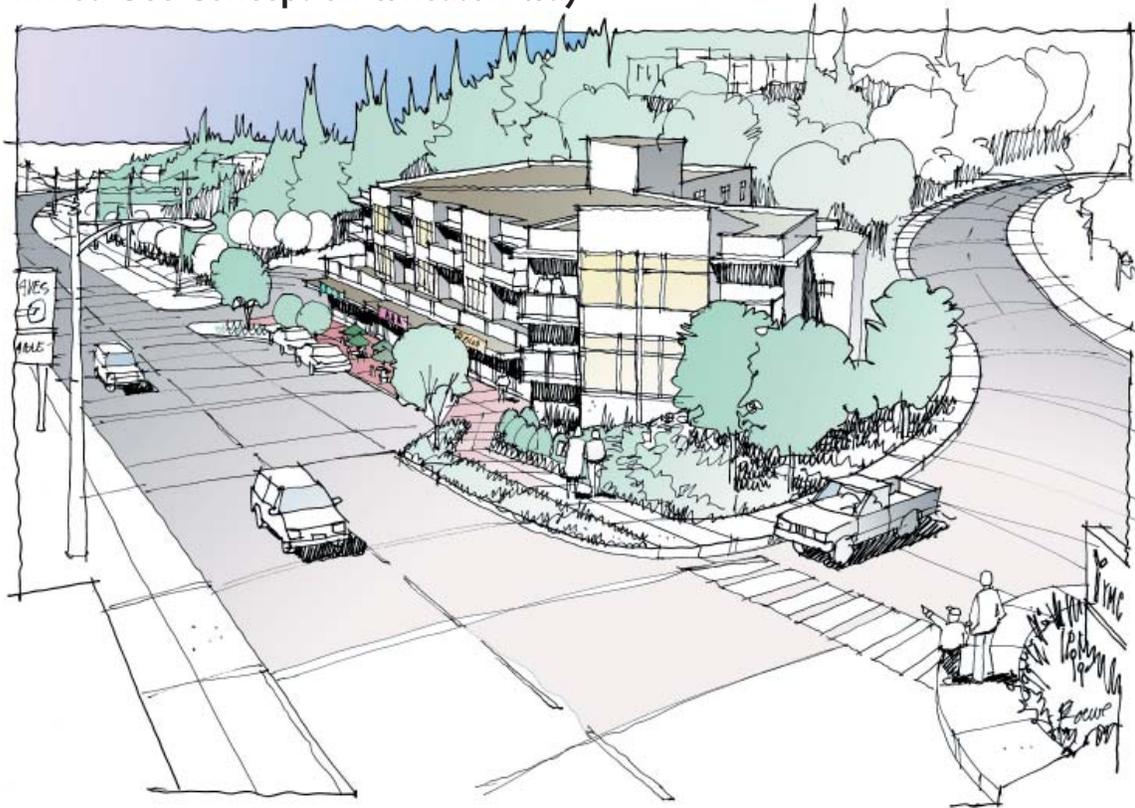
The Sub-Area Plan incorporates approximately 4 acres of land designated mixed use. The density in this area will be a maximum of 50 du/a and will allow unit types ranging from apartment to luxury multi-family homes. In addition, a commercial element could be incorporated into the mixed use designation.

Allowable Uses

- Mixed use multi-family with retail or office space on main floor of residential building
- Detached single-family residences
- Accessory dwelling units
- Cluster developments
- Carriage units
- Attached single-family residences
- Live/work units

Mixed Use Density

Mixed Use Concept on Wheaton Way



Development Standards

building mass

building height - 60' measured from average finished grade to average roof height
building coverage - 90%
development coverage - 100%

lot requirements

street setback - 0' minimum
other setback - 10' minimum
residential parking-
 1 per one bedroom unit
 2 per 2 or more bedroom unit
open space- 10% of site usable
general retail and office and business services parking- 2500 sq ft exempt from parking and off street loading spaces

additional standards

Retail, commercial or office space is allowed at ground level with residential uses above. Stand alone buildings of retail, commercial or office buildings are not permitted.

Open Space



Open Space

The City of Bremerton has identified the need to increase the City's supply of parks and open space. Currently, the level of service for "local park" space is 1.48 acres per 1000 residents and an additional 2.21 acres of "open space" for a total of 3.69 acres per 1000 residents (this does not include "regional" open space). The design of the East Park Sub-Area Plan will house approximately 1100 new residents and provide approximately 25% of the entire site as open space. This will exceed Bremerton's current level of park and open space service for this neighborhood by over 270%.

Goals and Strategies:

- Create a more livable and beautiful community through park and open space design. Parks will be designed to encourage and support social interaction.
- Establish a hierarchy and variety of parks and open spaces for a variety of age groups such as conservation areas, neighborhood parks, active parks, trails and sitting areas under trees to meet the diverse needs of all residents.
- Design active parks to maximize use by locating areas for easy supervision – e.g. within close proximity of homes, maximizing supervision from homes and the community at large and by providing appropriate lighting.
- Build durable parks and reduce maintenance costs, using low maintenance and sustainable landscaping.
- Include porches adjacent parks to increase community interaction.
- Provide adequate sized trash and recycling bins in park areas.
- Create open spaces easily accessible to residents.
- Create public viewing areas.
- Use open spaces for water quality.
- Provide for the Urban Trail along the south portion of the site.
- Provide a functional wildlife corridor linking the Madrona Forest on the west to the Riparian Corridor on the east.

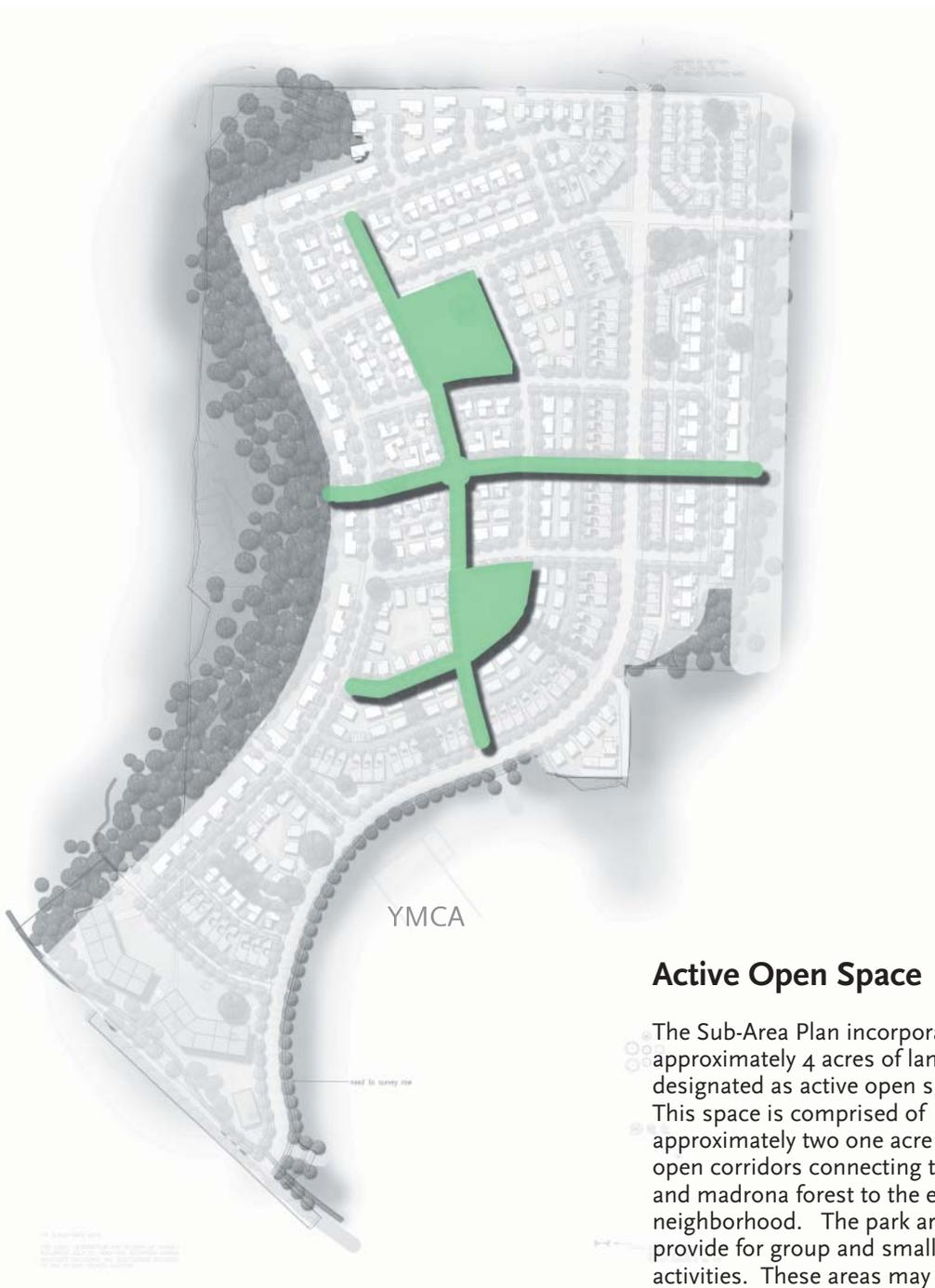
Conservation Open Space



Conservation Open Space

The Sub-Area Plan incorporates approximately 7 acres of land designated conservation open space. This space includes the madrona forest to the west and an area adjacent to the riparian corridor southeast of the site.

Active Open Space

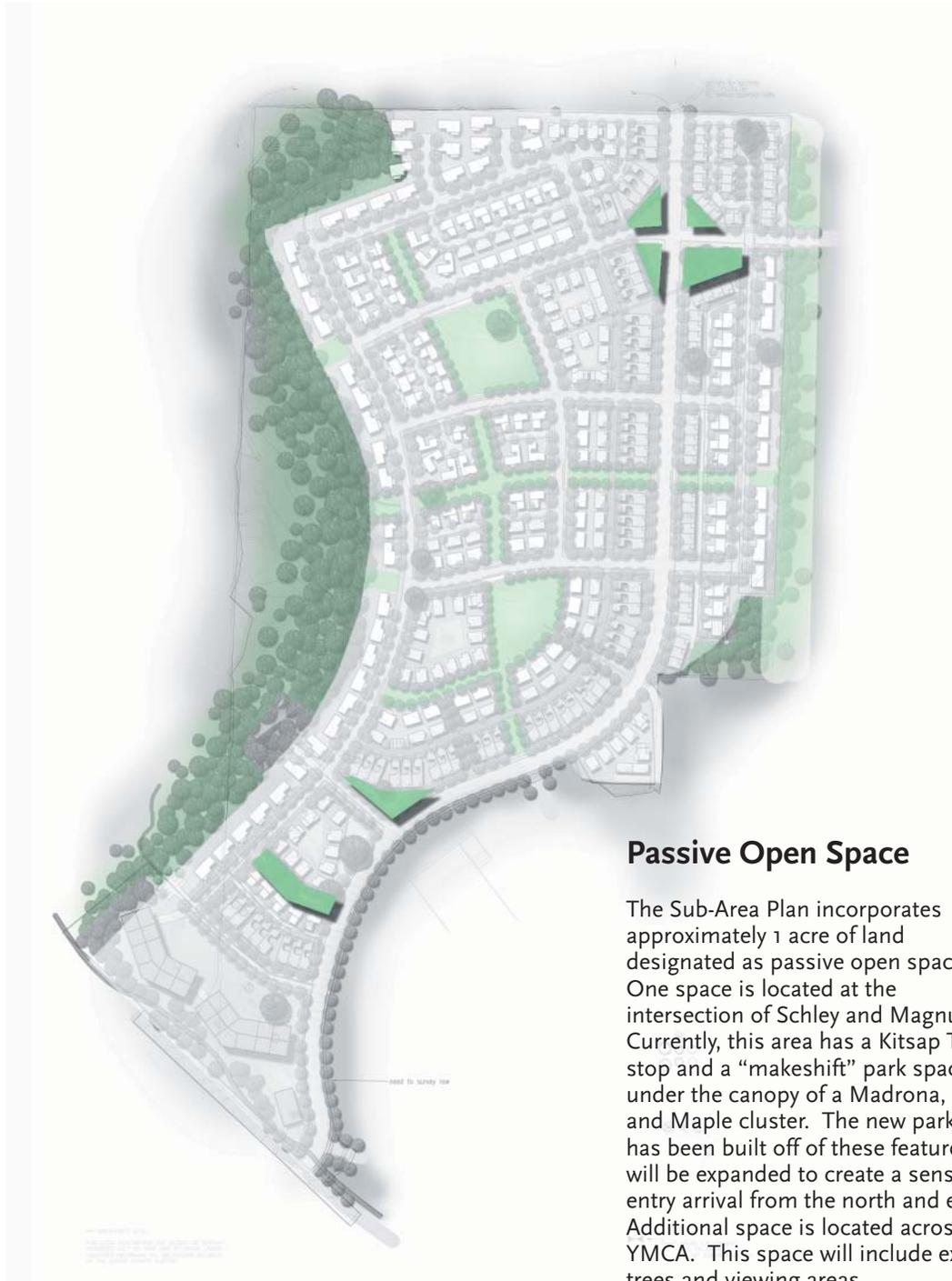


Active Open Space

The Sub-Area Plan incorporates approximately 4 acres of land designated as active open space. This space is comprised of approximately two one acre parks and open corridors connecting the YMCA and madrona forest to the entire neighborhood. The park areas should provide for group and small athletic activities. These areas may include play structures , or other recreational features.

Development Standards

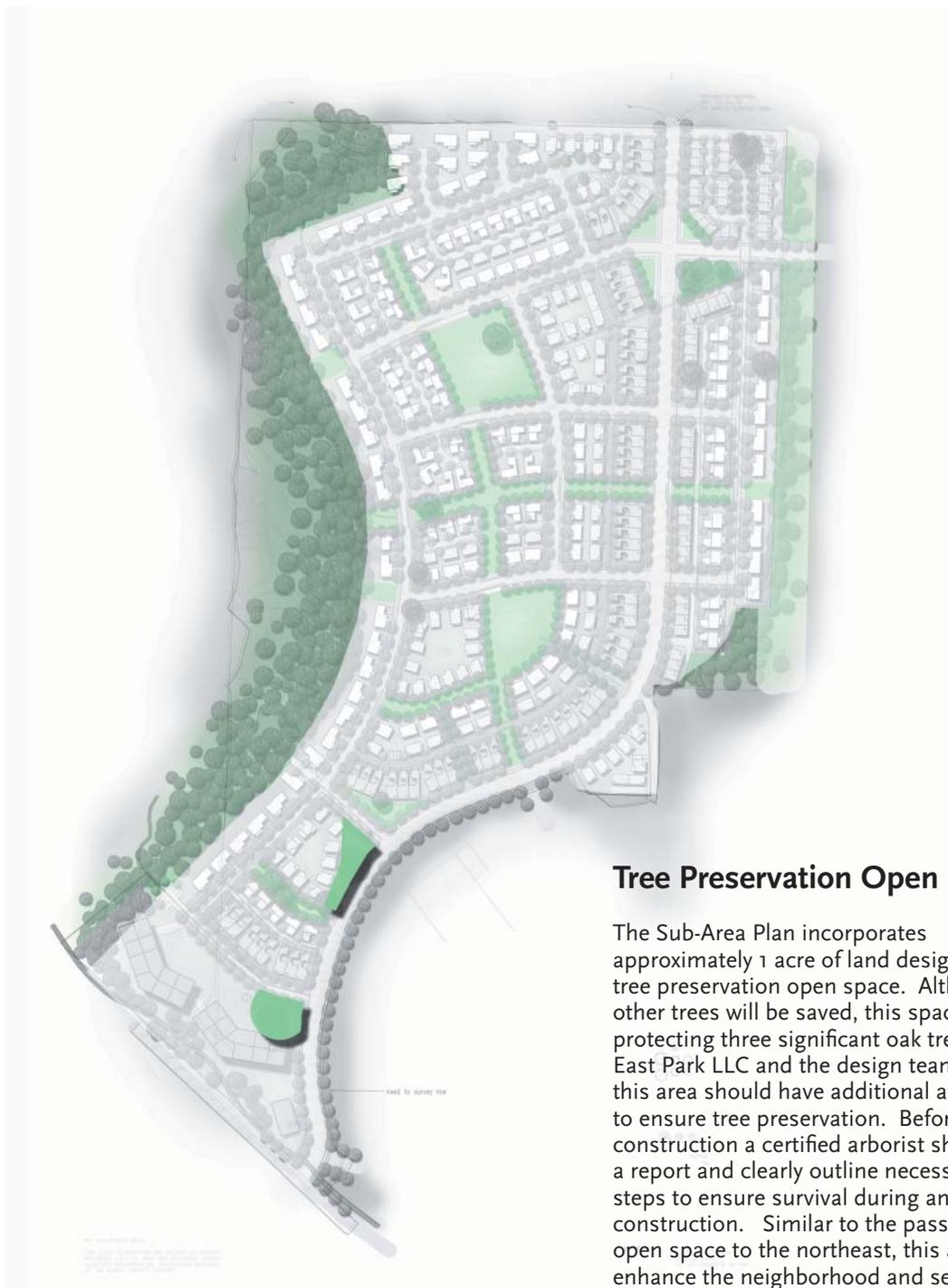
Passive Open Space



Passive Open Space

The Sub-Area Plan incorporates approximately 1 acre of land designated as passive open space. One space is located at the intersection of Schley and Magnuson. Currently, this area has a Kitsap Transit stop and a “makeshift” park space under the canopy of a Madrona, Fir, and Maple cluster. The new park space has been built off of these features and will be expanded to create a sense of entry arrival from the north and east. Additional space is located across YMCA. This space will include existing trees and viewing areas.

Tree Preservation Open Space



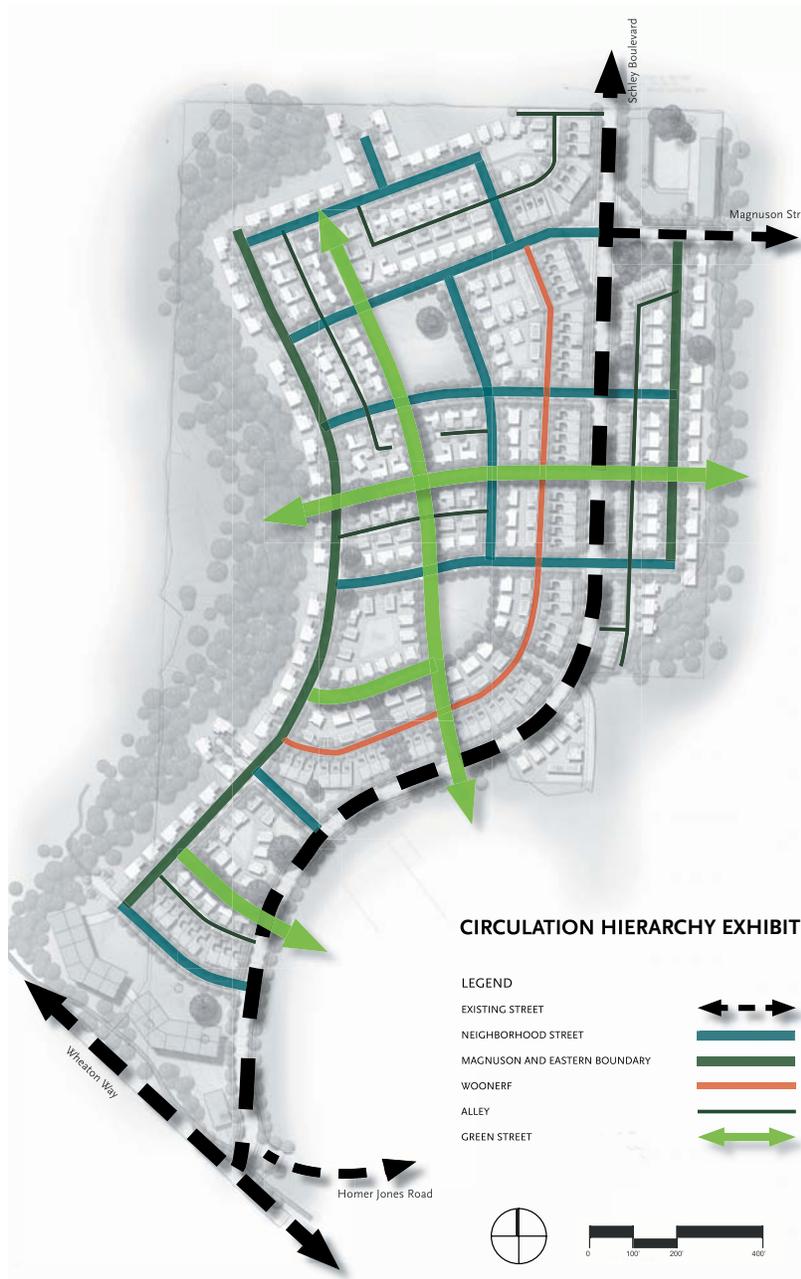
Tree Preservation Open Space

The Sub-Area Plan incorporates approximately 1 acre of land designated as tree preservation open space. Although other trees will be saved, this space is protecting three significant oak trees. East Park LLC and the design team feel this area should have additional attention to ensure tree preservation. Before construction a certified arborist shall write a report and clearly outline necessary steps to ensure survival during and after construction. Similar to the passive open space to the northeast, this area will enhance the neighborhood and serve as an arrival element from Wheaton Way.

Public Ways

Public Ways

The circulation system and street design was created to provide neighborhood connectivity while emphasizing pedestrian and low speed auto access. Schley Boulevard was left in its original alignment to conserve existing utilities. It is proposed to be widened to include parking and curb returns to both sides as traffic calming measures. A grid system was designed to provide multiple routes to each home. Neighborhood streets are one lane two way tree lined roads with sidewalks. A variation of this street is the Country Lane that forms a transition to the edge homes and conservation areas. Alleys and the woonerf separate garages and services from the pedestrian friendly neighborhood streets.



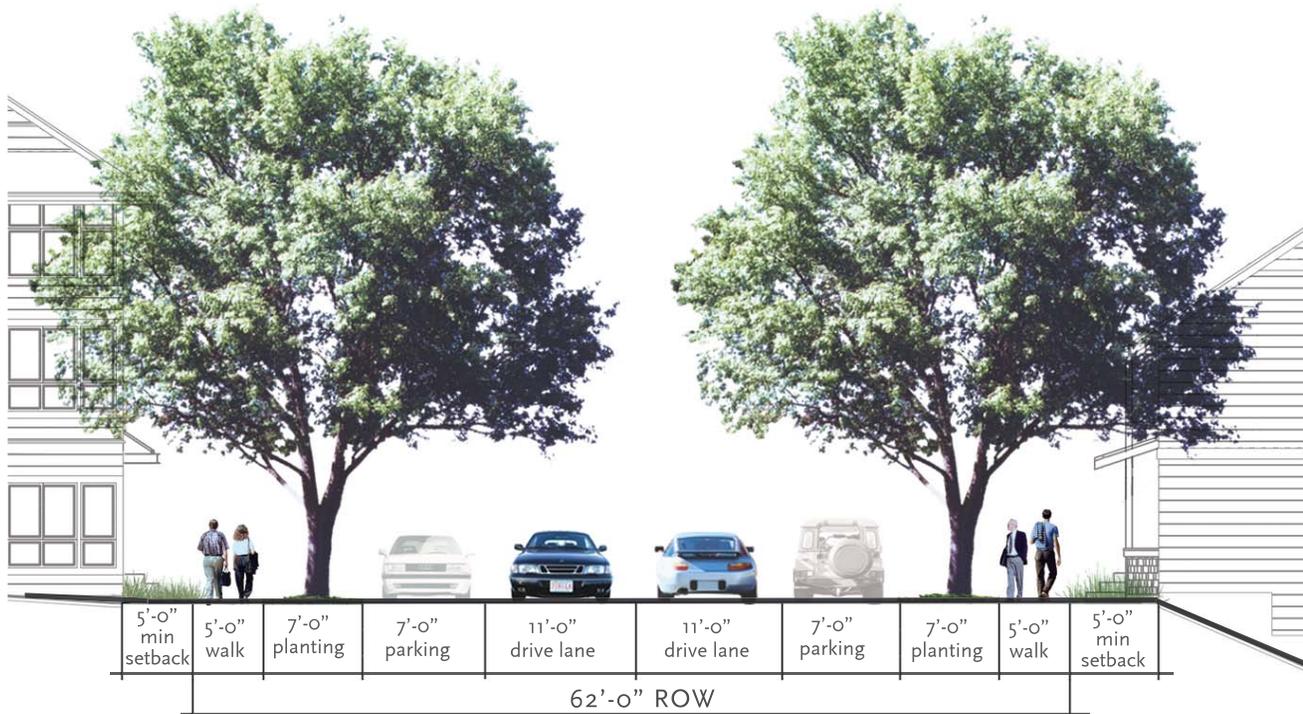
Development Standards

Public Ways



Schley Boulevard

Schley Boulevard will remain in the same location and serve as the north-south arterial through the site connecting Sylvan and Wheaton Way. Schley Boulevard will have two travel lanes with on street parking on both sides. Two large planting areas will buffer the sidewalks providing a pedestrian friendly environment. Auto access to homes on Schley will be served from alleys or the woonerf.



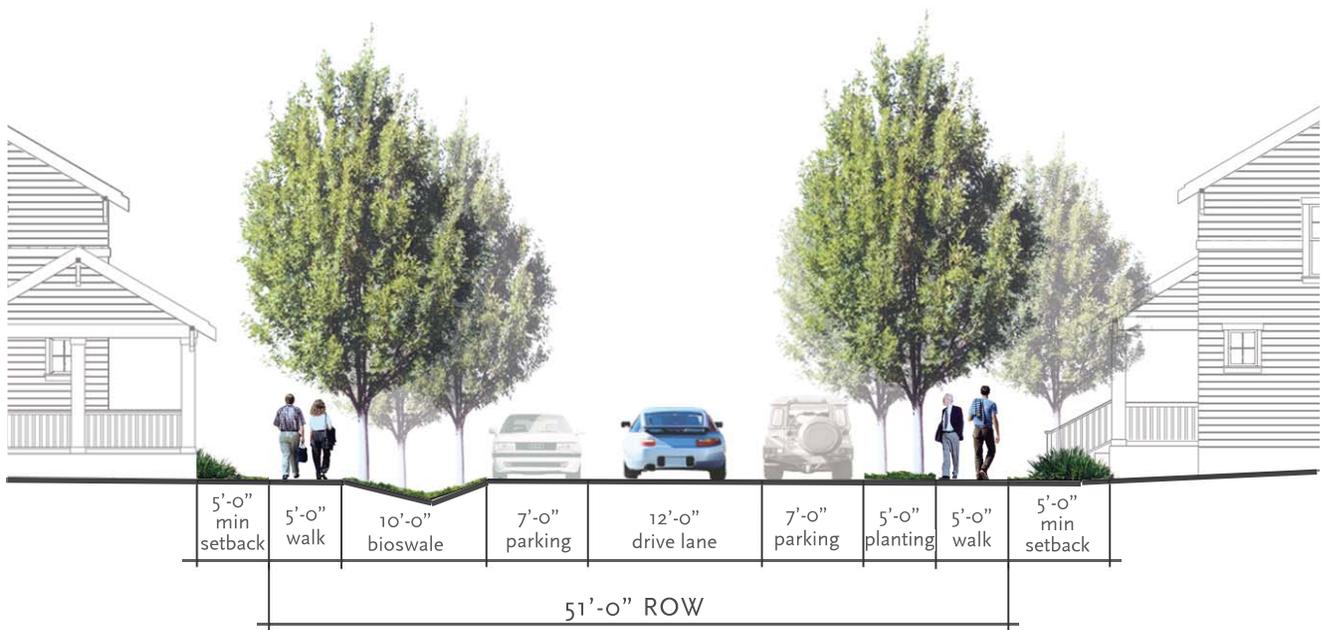
Development Standards

Neighborhood Street

The neighborhood street is designed to serve as an urban residential access street. The neighborhood street will have a traveling lane and street parking on both sides. Queuing lanes will provide emergency vehicle staging areas and passing opportunities. The uphill side of the neighborhood street will have a planting area and sidewalk. The downhill side of the road will have bioswales that will serve as a part of East Park's natural storm water system. Behind the swale will be a sidewalk.



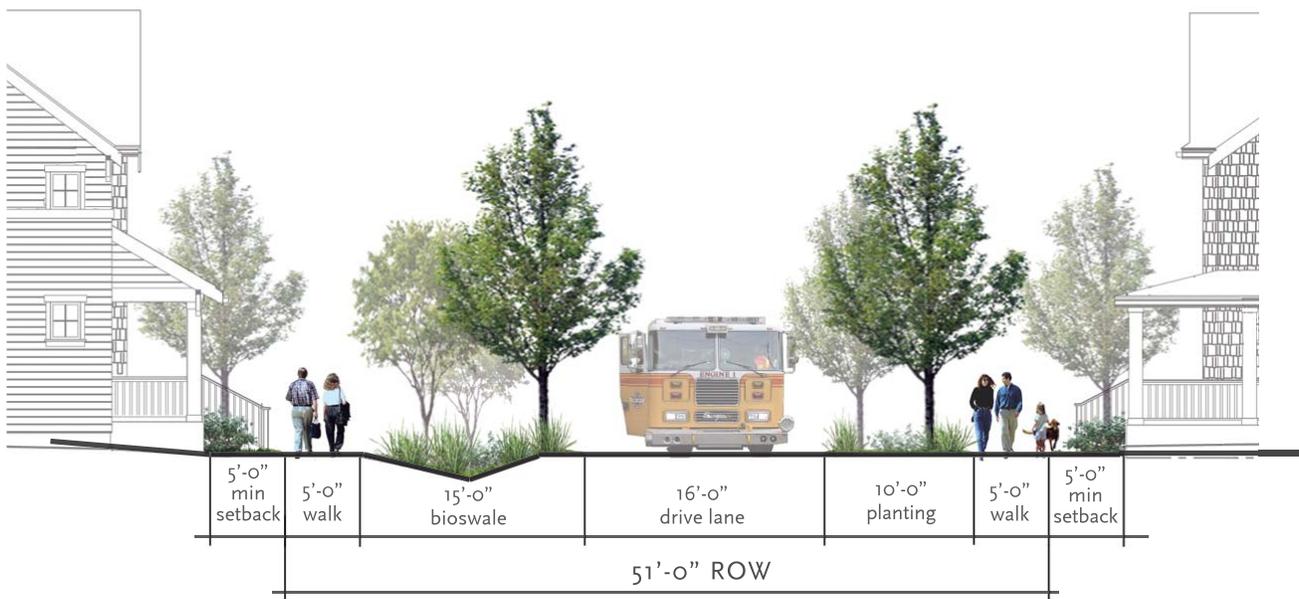
Development Standards



Public Ways

Queuing Lane

This section is a service area for emergency vehicles. By incorporating a grid circulation pattern and 16' x 60' queuing lanes throughout the neighborhood, each house can be served from multiple routes and locations.



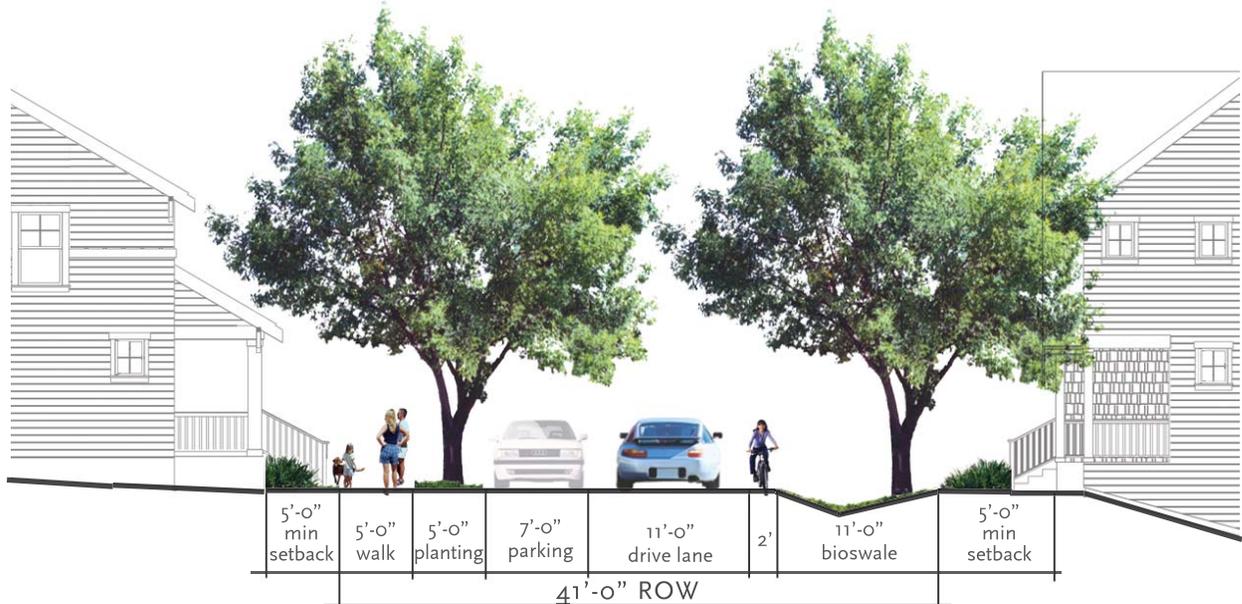
Development Standards

Country Lane

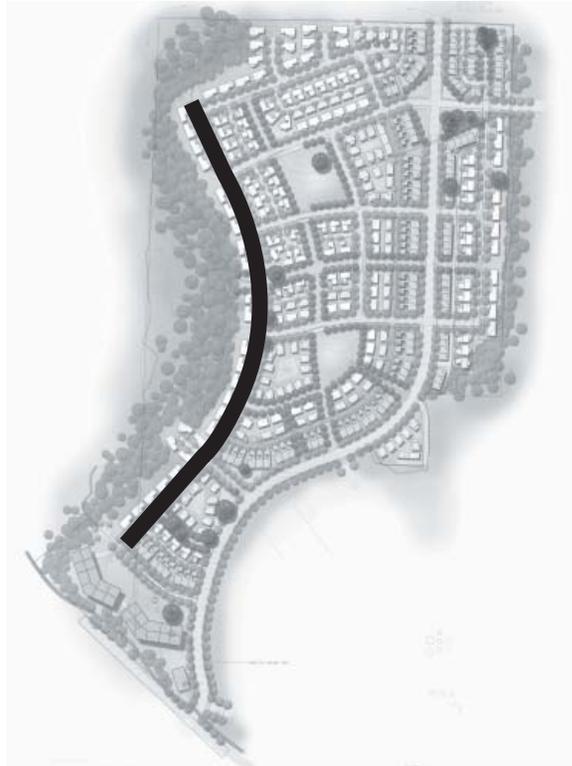
Magnuson Street and the Country Lane are designed to serve the east and west edge neighborhoods. This section is very similar to the neighborhood street however, guest parking will be provided on each individual lot. This allows the removal of parking on one side to minimize pavement and incorporate a bioswale in its place as part of East Park's natural storm water system. This road section would resemble a typical country road without curb, gutter and sidewalk on one side. In place of a typical sidewalk will be a 2' ribbon of concrete between the bioswale and driving lane to serve as a pedestrian pathway. The uphill side of the country lane will have a planting area and a sidewalk to match the neighborhood street.



Development Standards

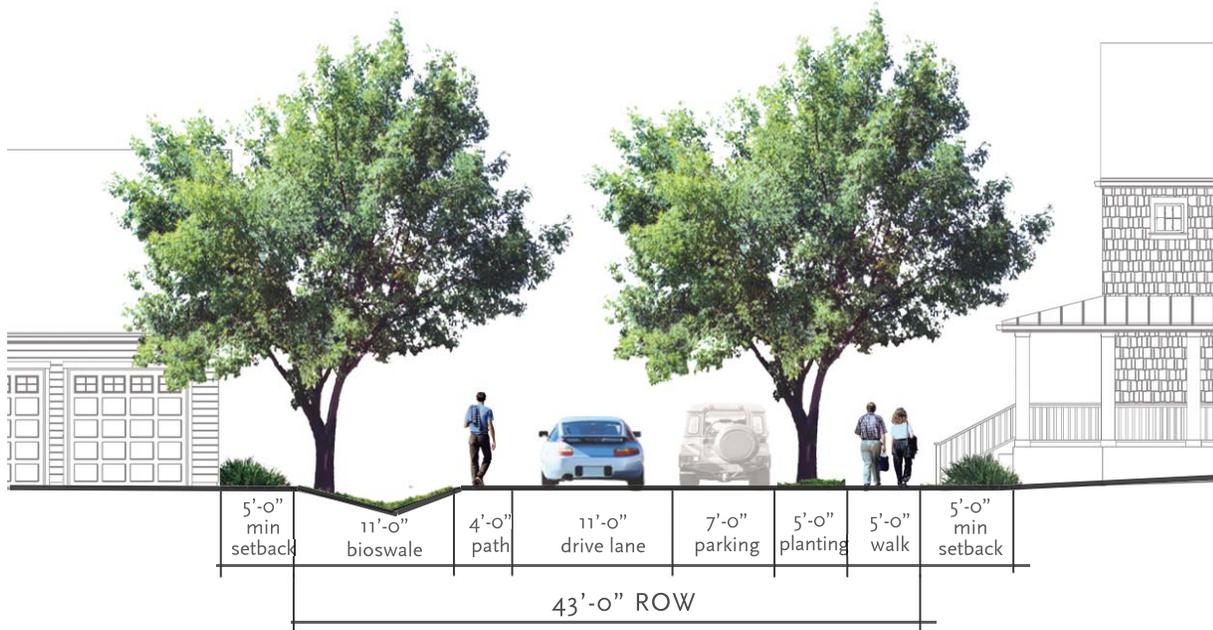


Public Ways



Magnuson

Magnuson Street and the Country Lane are designed to serve the east and west edge neighborhoods. This section is very similar to the neighborhood street however, guest parking will be provided on each individual lot. This allows the removal of parking on one side to minimize pavement and incorporate a bioswale in its place as part of East Park's natural storm water system. This road section would resemble a typical country road without curb, gutter and sidewalk on one side. In place of a typical sidewalk will be a 4' ribbon of concrete between the bioswale and driving lane to serve as a pedestrian pathway. The uphill side of the country lane will have a planting area and a sidewalk to match the neighborhood street.



Development Standards

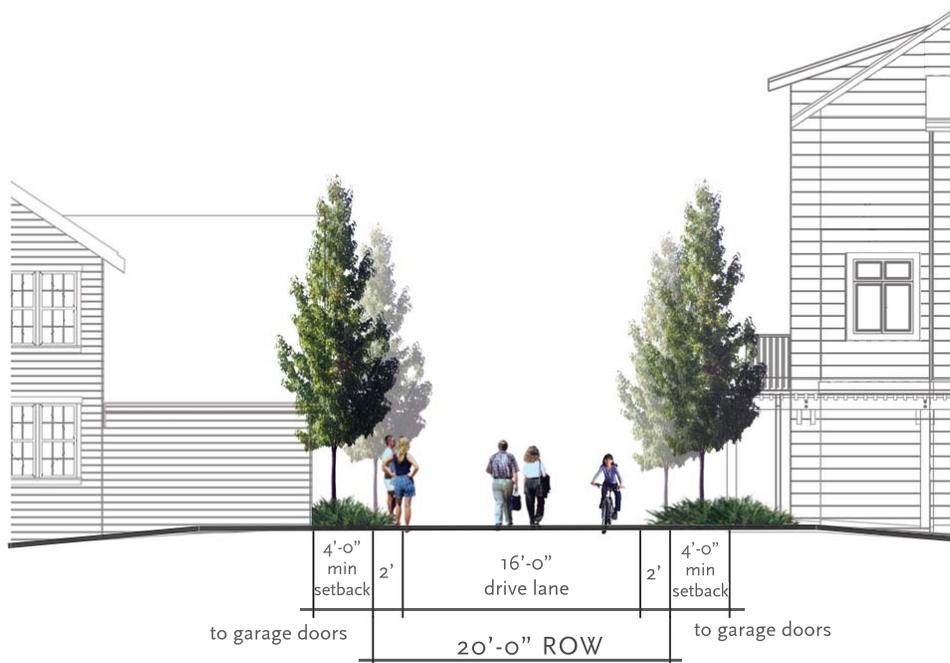
Public Ways



Woonerf Fire Lane Section

“Woonerf” is a Dutch term for a common space to be shared by pedestrians, bicyclists, and low-speed motor vehicles. They are typically narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street. Motorists become the intruders and must travel at very low speeds below 10 mph. This makes a street available for public use that is essentially only intended for local residents, pedestrians and guests. The woonerf will be designed to a 16’ section (clear) to accommodate emergency vehicles and will serve as a fire lane.

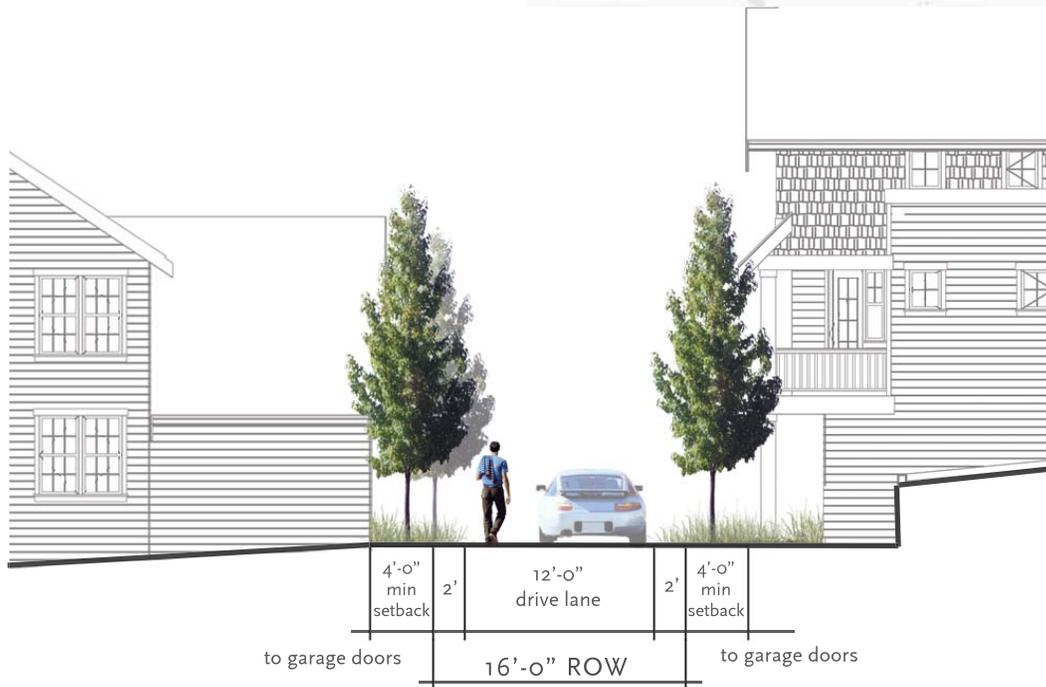
Development Standards



Public Ways

Alley Section

Alleys are an essential element for a successful pedestrian oriented community. By providing alleys, the automobile accesses the home from the back allowing porches and architectural details to dominate the public realm.

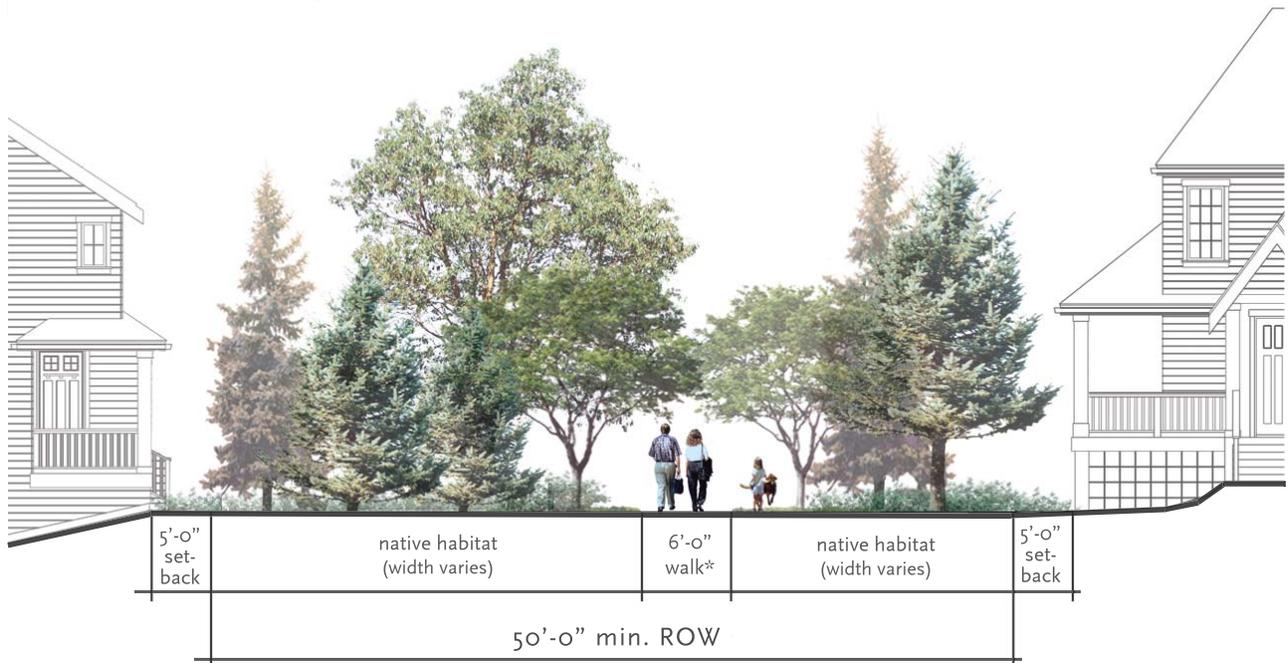




Wildlife Corridor Street Section

The Wildlife Corridor is a minimum 50' wide public right of way that runs where a street would typically exist. This corridor connects the Madrona Forest on the western edge of the site to the Riparian Corridor to the east. The wildlife corridor is planted with native vegetation allowing wildlife to safely travel between natural habitat areas within the region. This public way section also incorporates bioswales and infiltration space and serves as a part of East Park's natural storm water system.

Development Standards

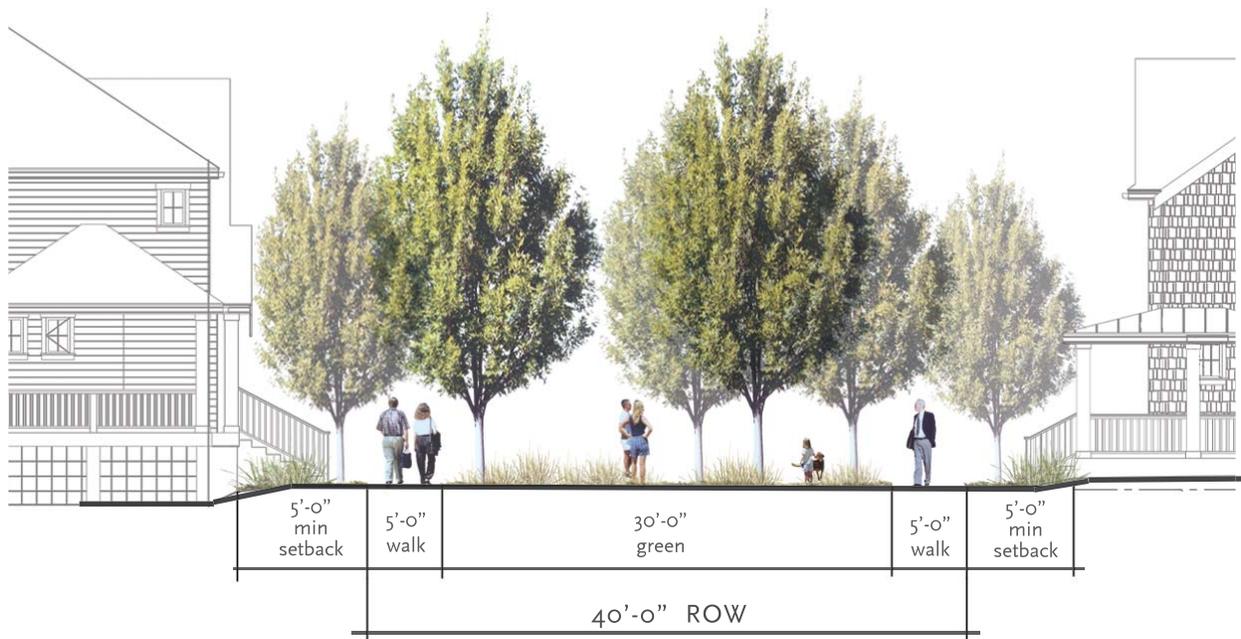


* walk meanders through habitat corridor.

Public Ways

Pedestrian Green Street Section

Green streets are 40' wide "pedestrian" public right of ways that run where streets would typically exist. These green streets lead to parks, the YMCA, and all areas of the neighborhood forming an open space network. They will have homes fronting the greens and will provide access to porches and to front doors. Green streets also provide a safe area where neighbors can gather together as well as a place for children to play in close proximity to their homes while parents keep a watchful eye. This public way section also incorporates bioswales and infiltration space and serves as a part of East Park's natural storm water system.



Development Standards



Pedestrian Lane Section

The pedestrian lane section helps create a network of sidewalks and other public paths throughout the neighborhood for pedestrian connectivity. They provide access to land-locked lots in cluster developments and provide opportunities for interaction and activity. A pedestrian lane will be provided to all homes that do not front on a neighborhood street, green street, park or common green. Pedestrian lanes shall be a minimum of 15 feet wide with a minimum 5-foot sidewalk.

Development Standards



Conceptual Site Plan





East Park Sub Area Plan

SEPA checklist



Appendix A

East Park Sub Area Plan



East Park Sub Area Plan

Bald Eagle Report



Appendix B

East Park Sub Area Plan



East Park Sub Area Plan

Traffic Impact Analysis



Appendix C

East Park Sub Area Plan



East Park Sub Area Plan