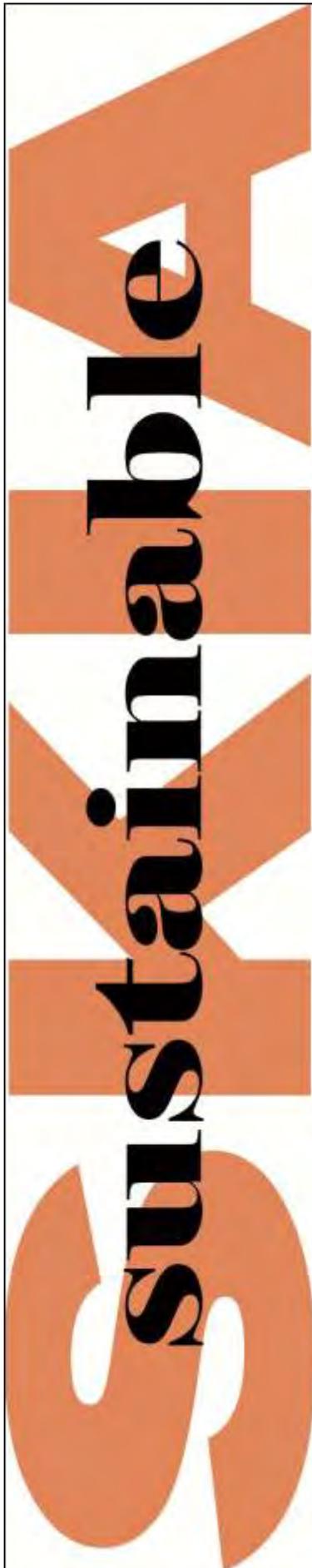


# **APPENDIX A: PUBLIC MEETING RESOURCES**





**City of Bremerton**  
**South Kitsap Industrial Area**  
**(SKIA) Subarea Plan**  
**Public Workshop**

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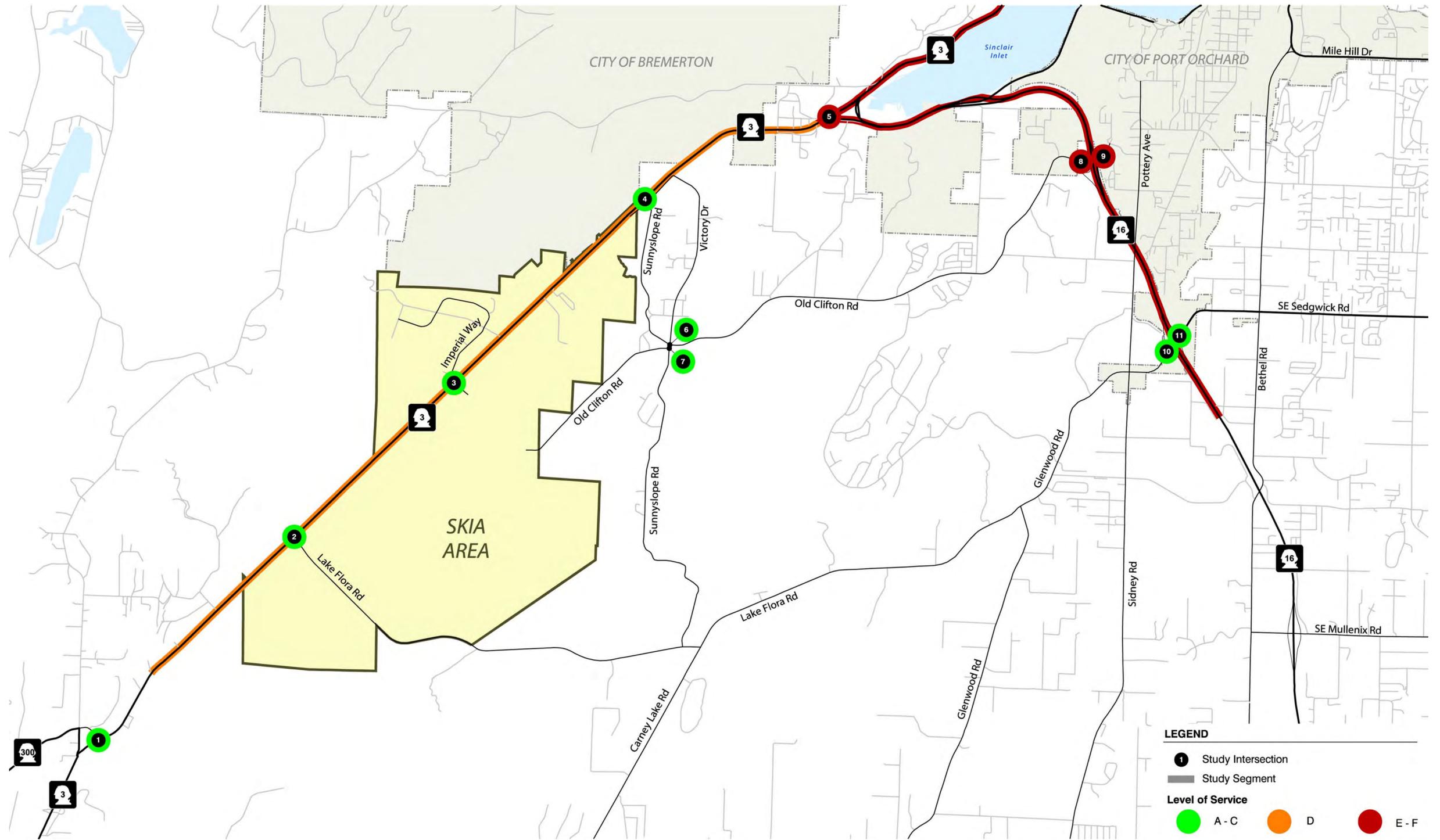
Wednesday, October 13, 2010  
Norm Dicks Government Center  
345 6th Street, Bremerton  
5-7 pm

**AGENDA**

Open House	5:00 – 5:40 pm
Presentation	5:40 – 6:00 pm
Q & A, Open Comment	6:00 – 6 :30 pm
Open House	6:30 – 7:00 pm
Adjourn	7:00 pm

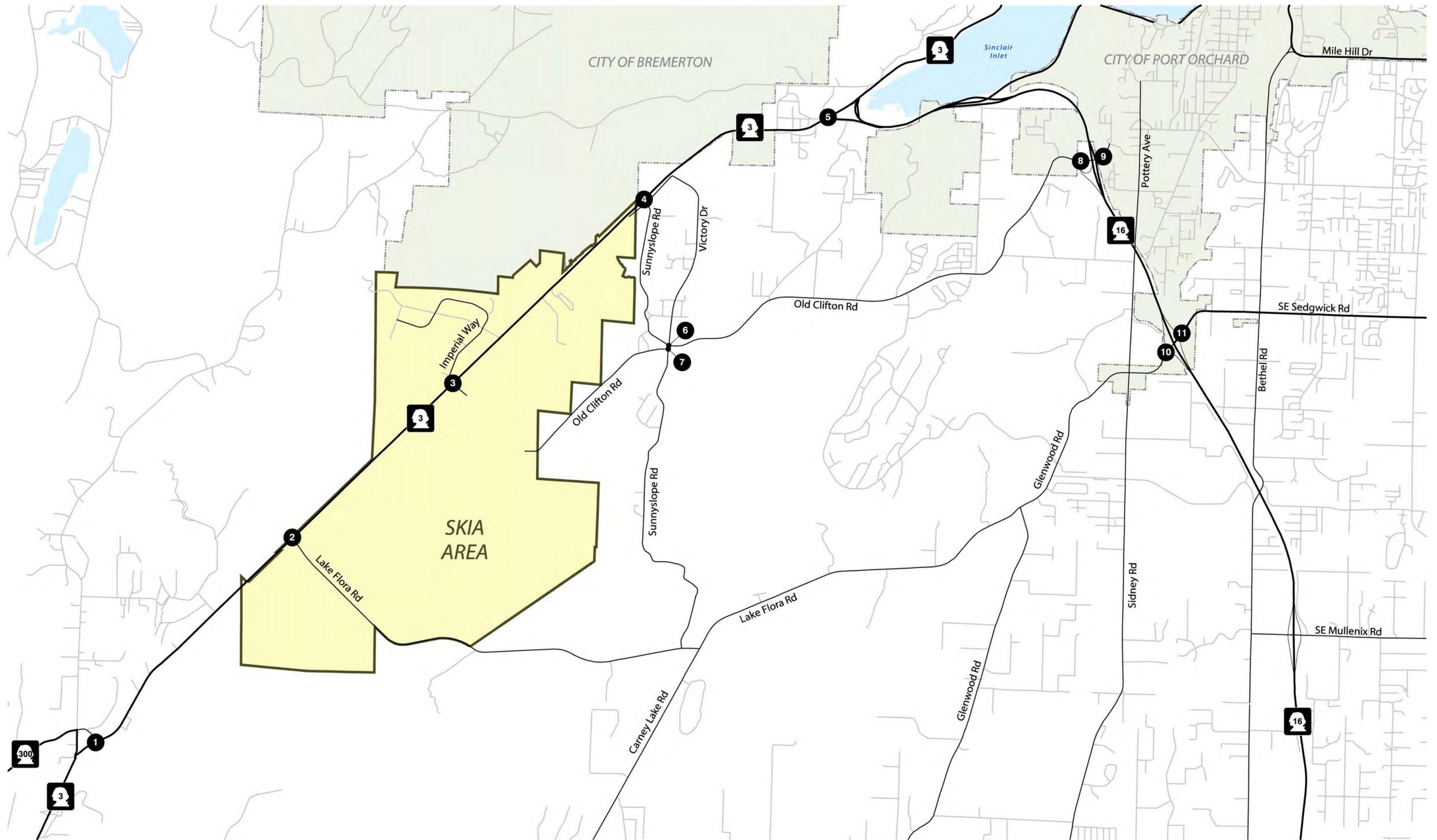
# Sustainable

# TRANSPORTATION



# Sustainable

## STUDY AREA



### Legend

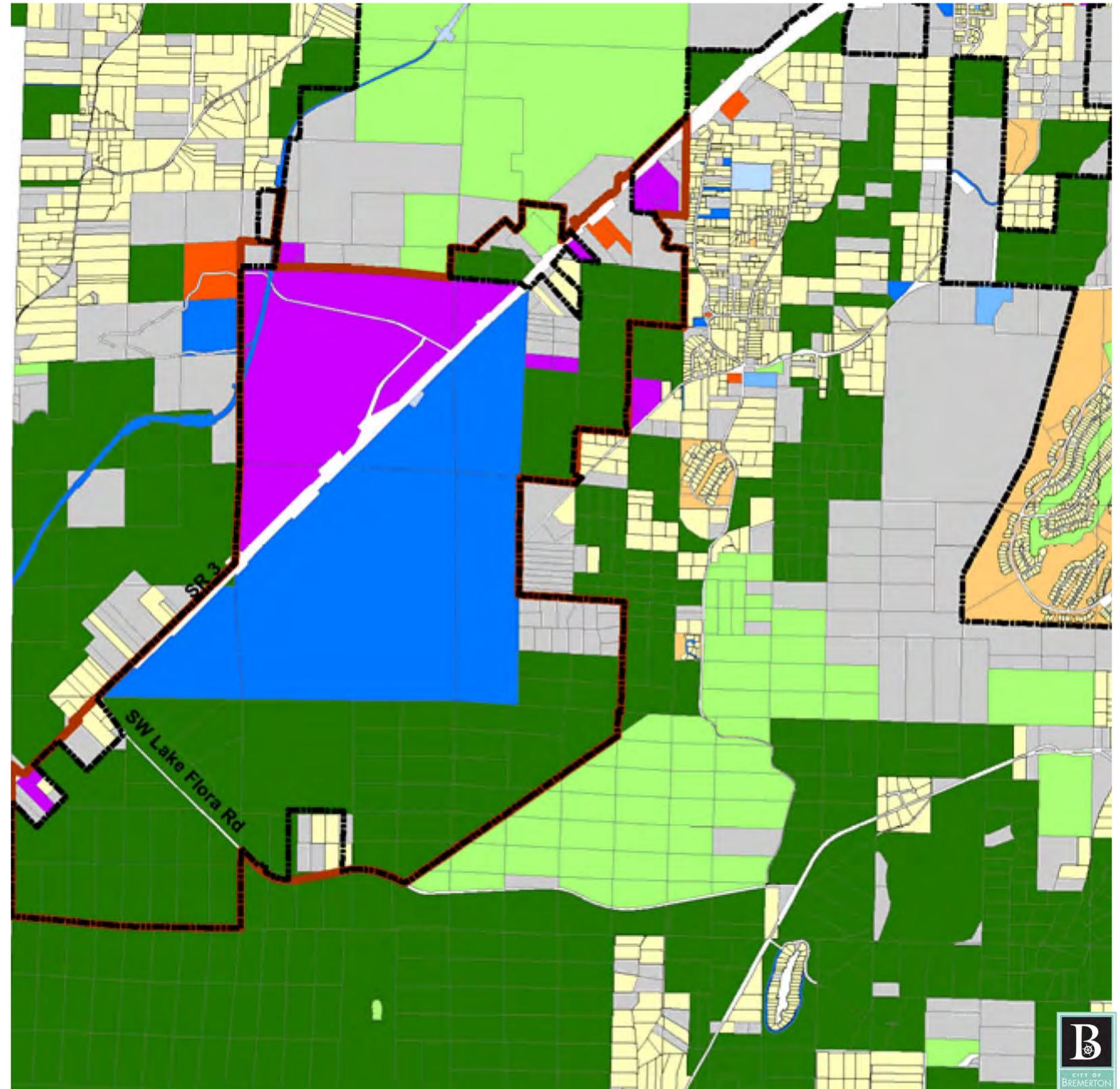
#### Land Use Classification

- Residential
- Commercial
- Industrial
- Institutional
- Public Facility
- Transportation/Utilities
- Park/Recreation
- Undeveloped Land
- Common area
- Forest/Agriculture
- Water Areas
- Incorporated City Boundary
- SKIA



SOURCE: Kitsap County Assessor, August 2010

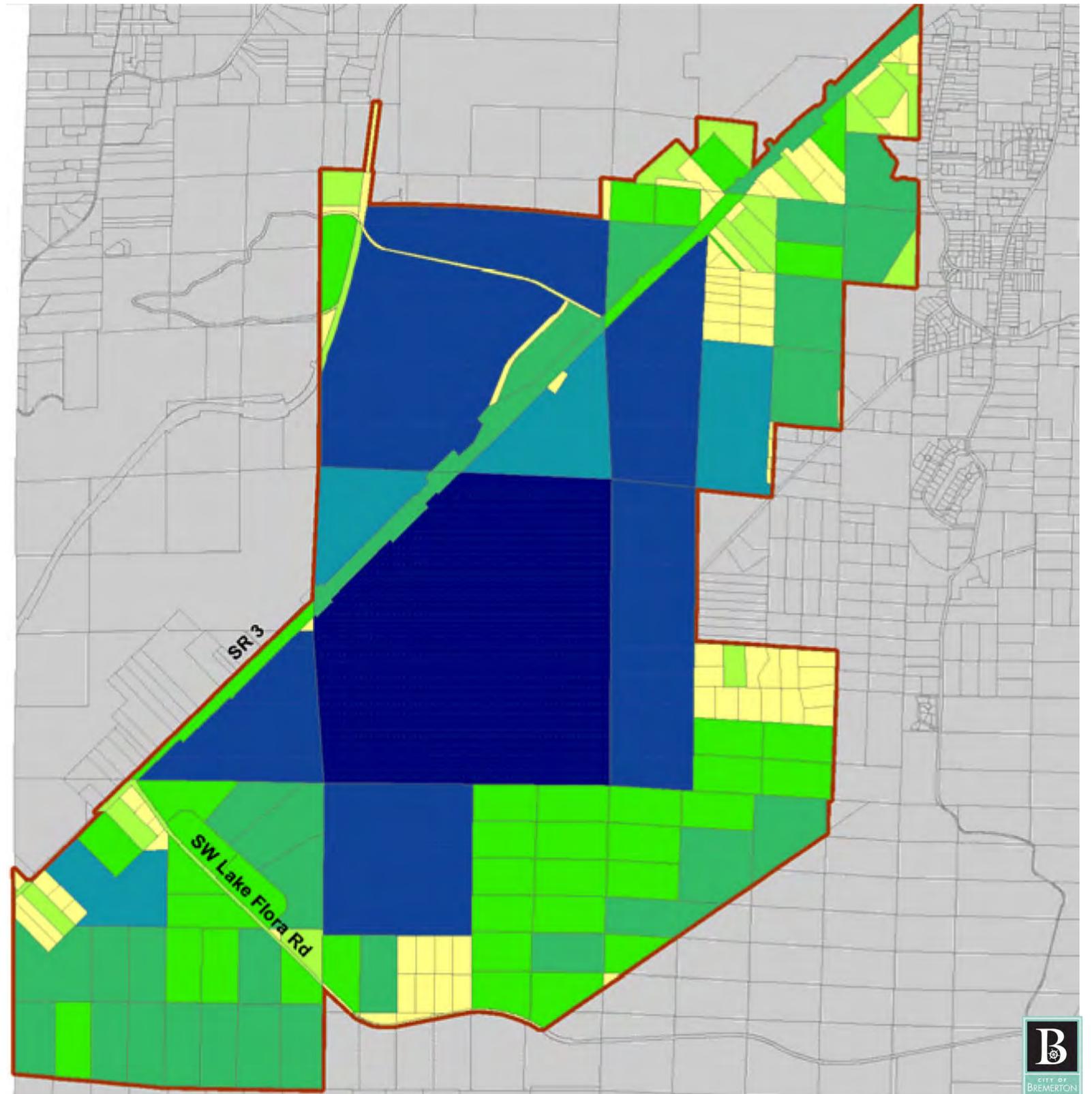
Mason County

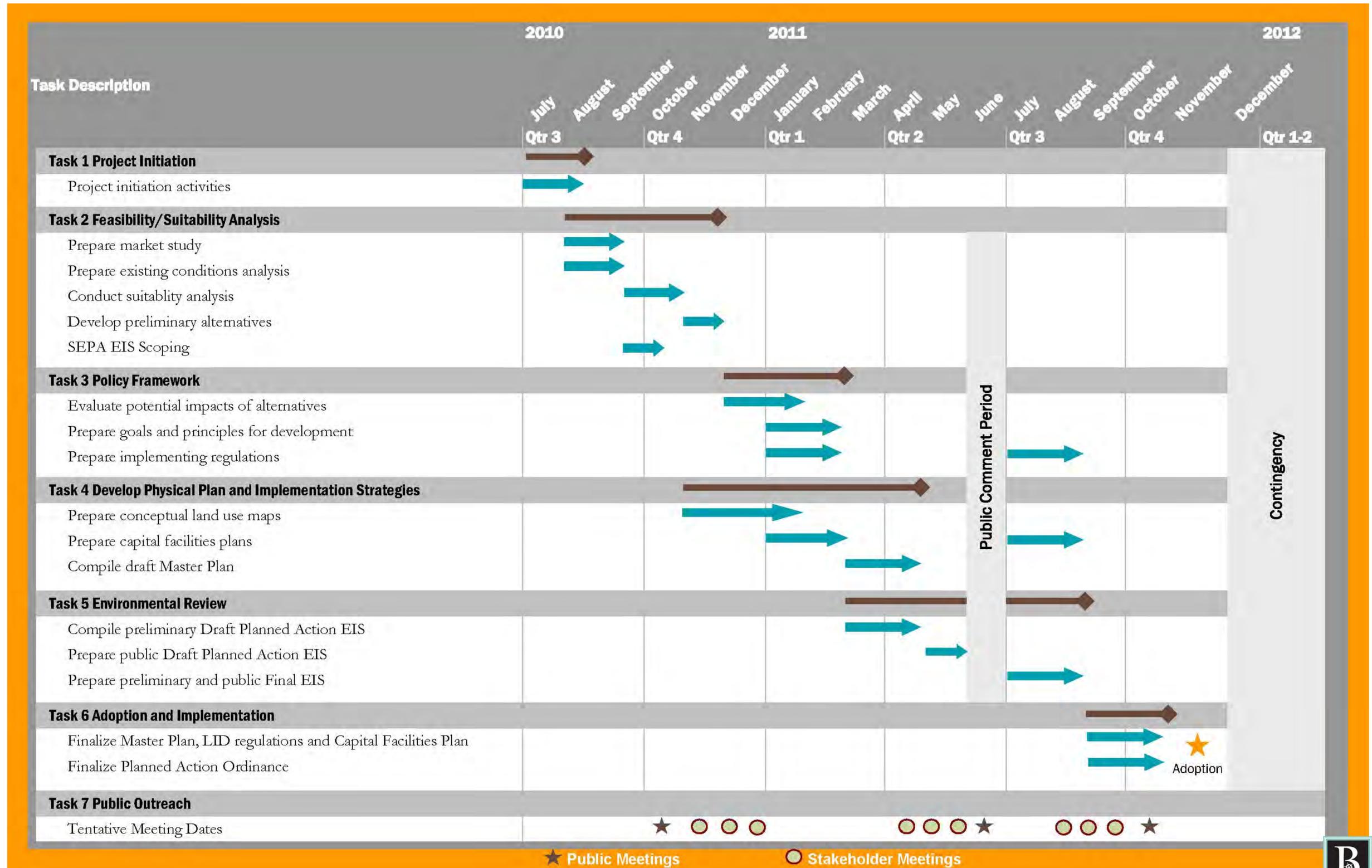


## EXISTING PARCEL SIZE



Mason County





The City of Bremerton is preparing a new subarea plan for the South Kitsap Industrial Area, commonly known as SKIA.

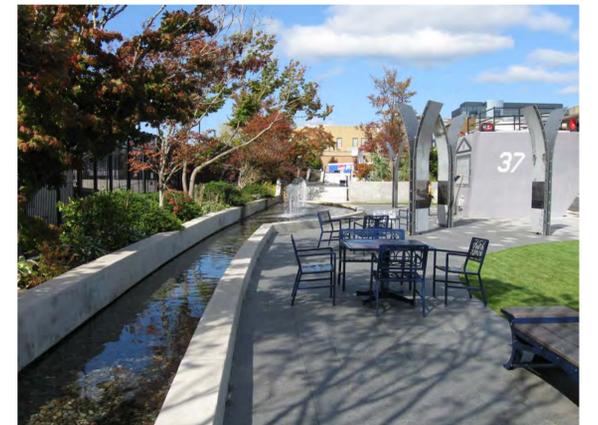
The project will support green economic development, ensure that future development will result in reduced greenhouse gas emissions, promote sustainable low-impact development and environmental stewardship.

Preparation of a Planned Action EIS as part of the project will support future streamlined environmental review for qualified projects.



### **SKIA Project Goals are to:**

- Enhance sustainability and reduce greenhouse gas emissions
- Incorporate low impact development techniques
- Promote job creation for the region
- Explore options for clean technology economic development
- Provide environmental stewardship
- Incorporate green and sustainable infrastructure
- Provide regional leadership in sustainable economic development

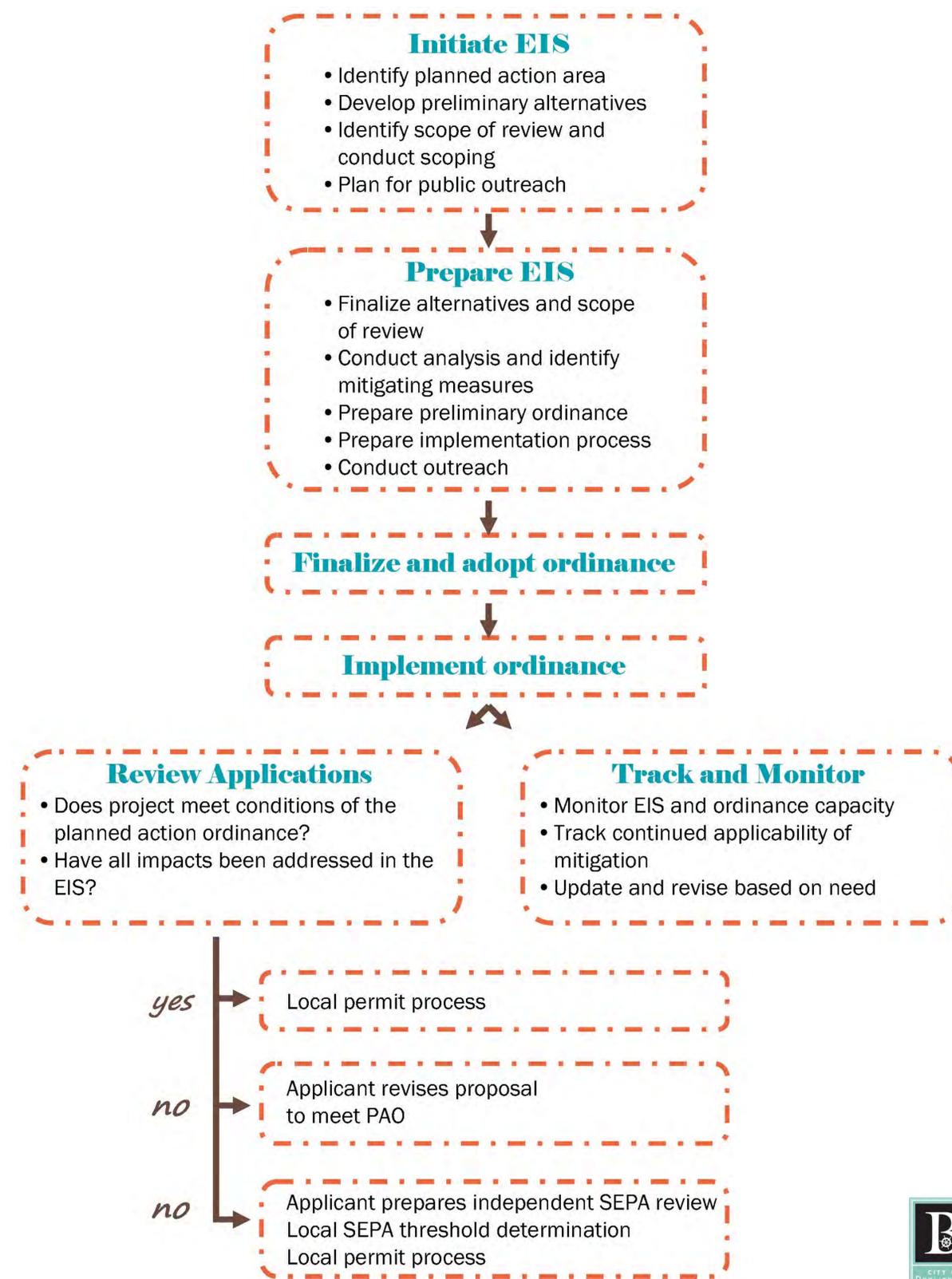


## WHAT IS A PLANNED ACTION EIS?

A Planned Action EIS provides early environmental review of proposed development in an area in order to allow for future streamlined review of specific project proposals.

Following the EIS, a planned action ordinance is adopted outlining the requirements for projects to qualify for streamlined review.

Future projects that are consistent with the ordinance are not required to be reviewed through SEPA.



## PROPOSED SCOPE OF REVIEW

### Natural Environment

- Earth (wetlands, hydric soils, critical areas, geologically hazardous areas)
- Water (water supply and recharge, waterways)
- Plants and Animals (wildlife, fish)
- Air Quality (emissions)



### Built Environment

- Land Use/Plans and Policies
- Cultural Resources
- Aesthetics
- Transportation (automobile, truck and rail)
- Public Services (police, fire)
- Utilities (sewer, domestic water, stormwater)

**Comments on the Scope are Due by:**

5:00 pm on  
October 20, 2010

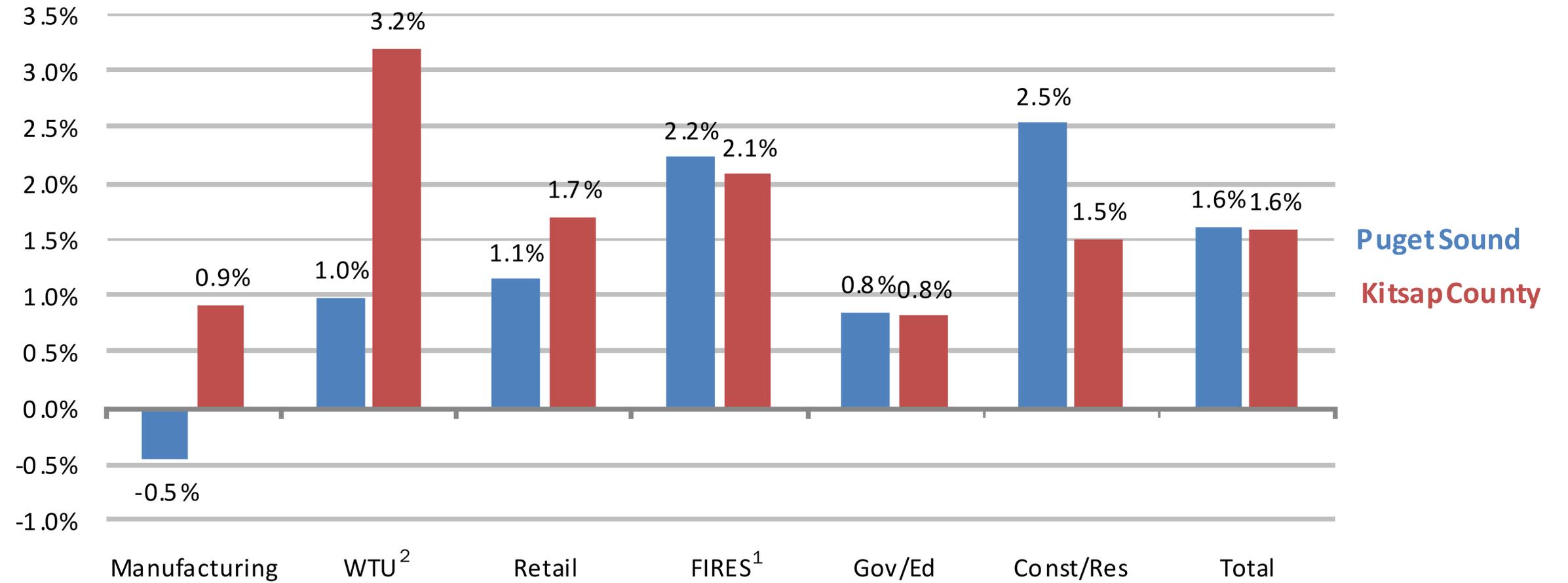
**Send comments to:**

Lindsey Sehmel, Project Manager  
Department of Community  
Development  
City of Bremerton  
Norm Dicks Government Center  
345 6th Street, Suite 600  
Bremerton, WA 98337



## REGIONAL and KITSAP COUNTY EMPLOYMENT FORECASTS

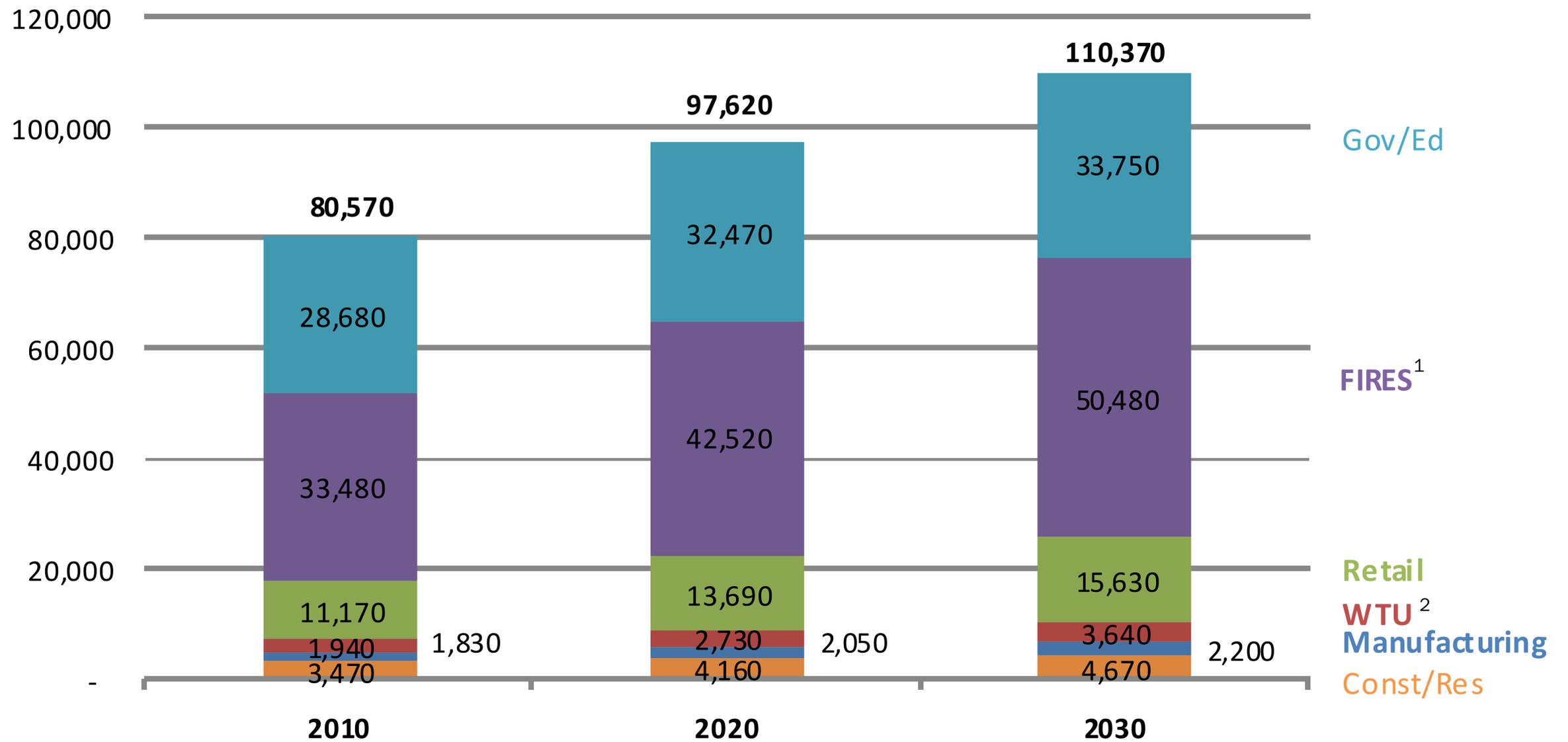
CAGR<sup>3</sup>, 2010 - 2030



1. Finance, Insurance, Real Estate Services  
 2. Wholesale Trade, Transportation, Utilities  
 3. Compound Annual Growth Rate

## KITSAP COUNTY EMPLOYMENT FORECAST by SECTOR

**Total Job Forecasts**  
(Covered employment)



1. Finance, Insurance, Real Estate Services  
2. Wholesale Trade, Transportation, Utilities

## Clean Tech <sup>1</sup>

An economic cluster comprised of six major business activities:

- Clean Energy
- Green Building
- Smart Grid
- Transportation Vehicles and Alternative Fuels
- Advanced Materials and Environmental Products
- Environmental Remediation and Pollution Prevention

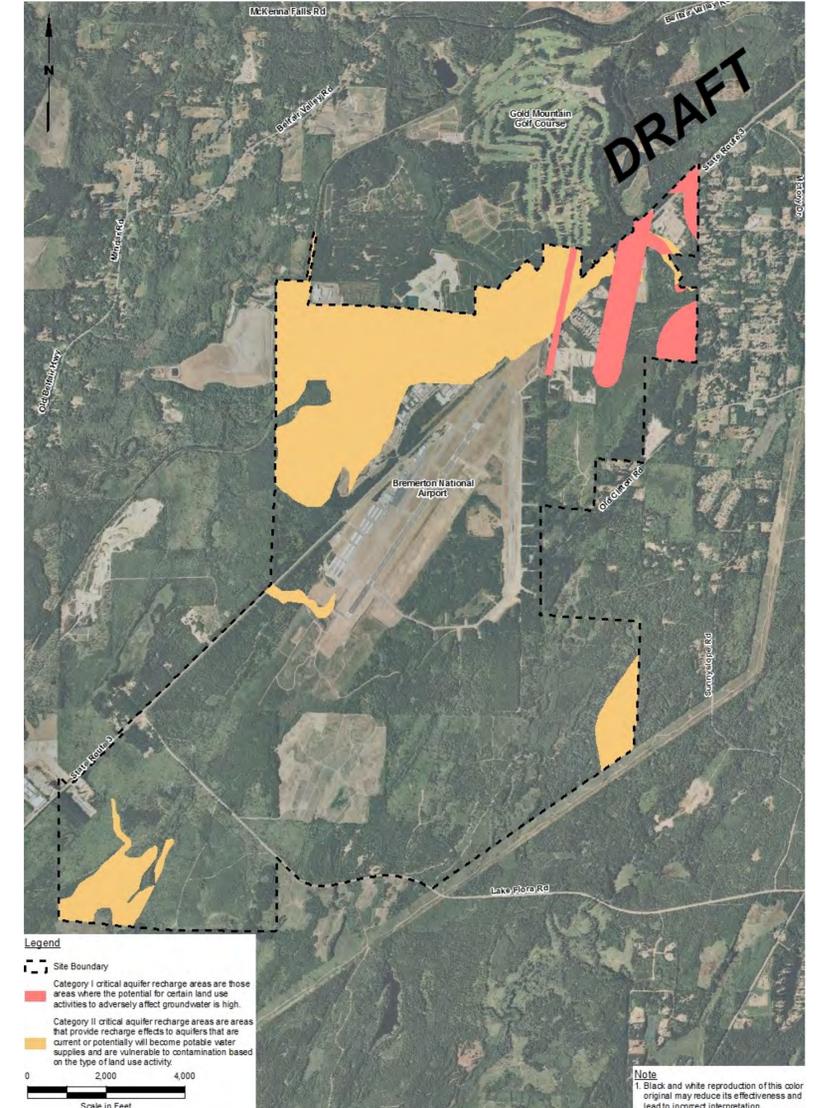
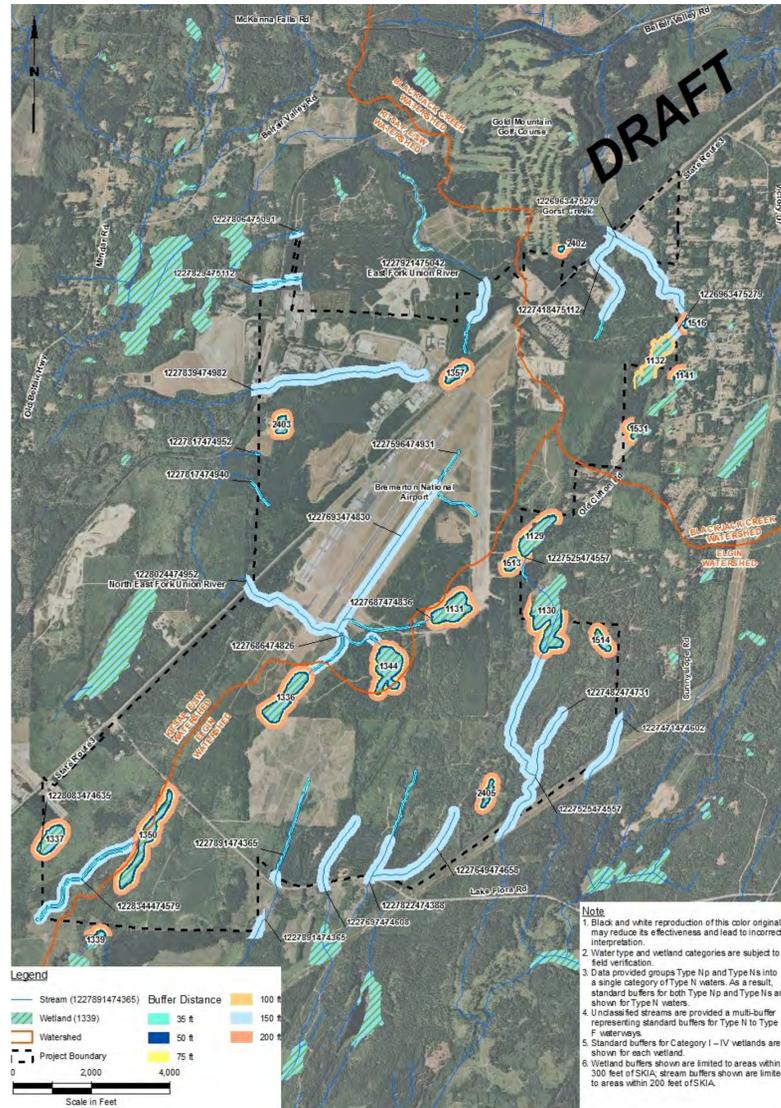
## Green Jobs <sup>2</sup>

Jobs where employees are engaged in at least one of the four following areas:

- Increasing energy efficiency
- Producing renewable energy
- Preventing and reducing environmental pollution
- Providing mitigation or cleanup of environmental pollution.

1. Puget Sound Regional Council Prosperity Partnership

2. Washington State Employment Security Department



# City of Bremerton South Kitsap Industrial Area (SKIA) Subarea Plan & Planned Action EIS

## Executive Committee – Meeting #1

Thursday, December 9, 2010

2:30 - 4:30 p.m.

City of Bremerton, Mayor's Conference Room  
345 6th Street, Suite 600, Bremerton WA 98312-3492

### AGENDA

Topic	Owner	Time
<b>Welcome &amp; Introductions</b> <ul style="list-style-type: none"><li>• Meeting purpose</li><li>• Self-introductions</li></ul>	Melinda Posner, MPC	2:30-2:45
<b>EC Chartering</b> <ul style="list-style-type: none"><li>• Stakeholder interview highlights</li><li>• Process/schedule</li><li>• TWG meeting 1</li><li>• Public input</li><li>• EC member goals</li></ul>	Melinda Posner	2:45-3:00
<b>SKIA Vision &amp; Project Goals Discussion</b> <ul style="list-style-type: none"><li>• City/EPA goals</li><li>• MIC designation</li></ul>	Deborah Munkberg, EA   Blumen	3:00-3:45
<b>EIS Alternatives Discussion</b>	Deborah Munkberg	3:45-4:15
<b>Public Comment</b>	Melinda Posner	4:15-4:25
<b>Adjourn</b>	Melinda Posner	4:30

**NEXT MEETING DATE: APRIL 2011**

# Memo

**To:** SKIA Technical Working Group  
**From:** Deborah Munkberg, SKIA Consultant Team  
Karen Swenson, SKIA Consultant Team  
**CC:** Lindsey Sehmel  
**Date:** 1/13/2012  
**Re:** SKIA Preliminary Alternatives

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This memo describes potential SKIA subarea plan and SEPA Planned Action Environmental Impact Statement (EIS) alternatives for Executive Committee consideration.

The alternatives will include a description of the planning envelope of anticipated development in the study area, building typologies, roadway network, and infrastructure improvements. The alternatives may also establish a phased development schedule or focus on specific opportunity sites or desirables uses. One no-action alternative and two action alternatives will be analyzed in the Planned Action EIS.

The memo contains a brief summary of key issues and preliminary alternative scenarios for discussion at the upcoming meeting.

## I. KEY ISSUES

For initial development of the alternatives, the employment level under each alternative will be identified. Using standard estimates of square footage of development per employee, the employment levels will be used to estimate total development under each alternative. Measures to maximize sustainability will be incorporated into each of the action alternatives, but not the no-action alternative. The following summarizes key issues that the consultant team has considered in developing preliminary alternative scenarios.

1. **Natural Environment.** The study area contains a large amount of forested area, as well as designated critical area, including wetlands, streams, steep slopes and others. Preservation of these features helps define the developable area within SKIA.
2. **Land Use Compatibility.** In particular, compatibility with the Bremerton National Airport, helps define the nature and amount of development that should occur adjacent to and within the vicinity of the airport. It should also be noted that the southwestern portion of the study area adjoins the Belfair UGA in Mason County.
3. **MIC Designation.** It has been assumed that the City intends to retain the MIC designation and develop a subarea plan that this consistent with the Vision 2040 criteria. This means that no more than 20 percent of the area can be developed with non-industrial uses.
4. **Housing.** Based on the presence of the airport, the intention to maintain the MIC designation and corresponding predominance of industrial development, and the perceived lack of demand for residential development that is not already addressed by the cities of Bremerton and Port Orchard or unincorporated Kitsap County, housing was not assumed to be a viable element of any of the alternatives.
5. **Infrastructure.** All infrastructure will be developed using sustainable design techniques. These could include one or more of the following techniques: water re-use, low-impact development (LID), LEED standards, and preservation of native vegetation. Sanitary sewer connection will be made to the City of Bremerton at a threshold of development that will be defined.

Through location of the internal street network and potential identification of access points from SR 3, the transportation network will also help define the developable area and feasibility of phasing of development.

It was recognized that infrastructure costs have been one of the major obstacles to development in SKIA and that phasing may be a key strategy in managing cost and affordability of infrastructure installation.

## II. ALTERNATIVES

Based on this discussion, three ranges of alternatives have been identified. The No Action Alternative assumes a relatively low level of development that follows recent trends in development in SKIA. The two action alternatives assume a mid-level and high-level of development, defined in terms of new jobs in the study area. These new jobs could occur as traditional industrial/manufacturing, clean tech, office and retail jobs. Each of these alternatives is briefly described below.

### No-Action Alternative

**Preliminary Recommendation:** Assume that the SKIA subarea will continue to absorb its proportionate share of countywide employment growth would remain (4.6%), resulting in **1,380** new jobs. These jobs would be primarily industrial jobs, consistent with the current 70% share of SKIA jobs. Use of this alternative will allow a clear difference from existing conditions and may provide a more useful comparison against the action alternatives.

Overall area-wide impacts and infrastructure needs would likely remain relatively low. However, any specific development proposal may require a relatively high level of investment, depending on location. The No Action Alternative should recognize the need to provide urban services to the entire area.

### Action Alternatives

The action alternatives all assume a range of strategies that could help increase employment in SKIA above the No Action trendline, described above.

**Mid-Range Alternative.** Assume 3,600 to 5,000 new jobs, which would mean that the SKIA subarea would absorb additional countywide employment growth, additional regional MIC employment growth and could incorporate new jobs through recruitment of clean tech industries. This alternative could also include a destination center and residential development, as proposed by the Technical Working Group (TWG) on November 9 (see TWG meeting notes and maps).

**Destination Center.** A destination center could include recreational, retail and related uses. Some examples discussed included the Great Wolf Lodge, a mix of uses similar to the Tulalip Casino development, or retail development, such as Cabela's or an outlet mall. In order to retain the MIC designation, the destination center would need to be only a component of the overall SKIA area and compatibility with the MIC designation would need to be carefully considered.

**High-range Alternative.** Assume 9,000 to 10,000 new jobs, which would mean that the SKIA subarea would absorb additional countywide employment growth, additional regional MIC employment growth and incorporate new jobs through recruitment of clean tech industries. Mixed use would not be a component of this alternative.

In addition to the mixed use concept, the primary difference is the degree to which the alternative assumes density of employment, potential for phasing and overall development envelope within the 20-year time horizon. Under either of the action alternatives, active regional support for the SKIA vision and leadership to help bring economic development momentum toward SKIA is essential. Economic development strategies would need to brand SKIA as the region's pre-eminent green industrial park, drawing from other MICs and outside the region. It should be noted that Clean Tech employment growth assumes an overall increase in employment in the region, rather than shifting of jobs from other locations in Kitsap County or the region.

Development assumptions could also include a phased approach, in order to allow for incremental expansion of infrastructure. In order to keep the focus on industrial employment associated with the MIC

designation, further consideration of the destination center or housing development as part of an action alternative is not recommended.

# **City of Bremerton SKIA Subarea Plan**

## **Executive Committee Charter**

**December 1, 2010**

### **Background**

The City of Bremerton is kicking off a Subarea Plan and Planned Action EIS to define the vision and future development of an area currently identified as the South Kitsap Industrial Area (SKIA). Funded in part by a \$400,000 Climate Showcase Communities grant from EPA, the subarea plan is intended to spur economic development and be a model for other communities because of its goal of achieving green house gas reductions. The plan will evaluate the sustainability of different land use scenarios and address economic development, land use, transportation, water and wastewater services, and green building practices in the 3,400 acres of existing industrial property that surrounds and includes the Bremerton National Airport.

Because of its size and job generation capabilities, this project has the potential to bring benefits to all Kitsap County including local cities, the Port and private landowners in SKIA. The City recognizes that development of a subarea plan that supports region-wide economic development, promotes environmental stewardship, and ensures long-term sustainability will depend to a significant degree on meaningful public and stakeholder input. To support such collaboration, the City has created a Technical Working Group (TWG), composed of staff from interested agencies and private property owners, and an Executive Committee (EC), composed of elected and appointed officials, to help consider and review the project at key decision points.

This document directs the work of the Executive Committee (EC), a group of representatives from regional organizations within Kitsap County that have a stake in the project. The EC's efforts will be integrated with outreach with the general public and the TWG, addressed in the SKIA Public & Stakeholder Communication Strategy and the TWG Charter.

### **Executive Committee Membership**

The EC includes representatives from the following organizations:

- Kitsap County Board of County Commissioners
- Pt. Orchard City Council
- City of Bremerton City Council
- City of Bremerton Planning Commission
- Port of Bremerton Port Commission
- Mason County Board of County Commissioners
- Suquamish Tribal Council
- Naval Base Kitsap

## **EC Purpose**

The purpose of the EC is to provide policy-level input to the SKIA Subarea Plan project team and City of Bremerton. Relying on the TWG's technical expertise and review of work products before each EC meeting, the EC's focus will be to provide input about key decision points, address different views shared by TWG members, and bring EC organizations' interests and concerns to the table. A benefit of the TWG/EC process is the review and shaping of the Subarea Plan and Planned Action EIS before it becomes a final document.

## **EC Role**

The EC is expected to perform the following duties:

- Attend all EC meetings
- Review work products and materials developed by the project team
- Provide input and reactions at EC meetings
- Share information with respective agencies and organizations
- Bring forward interests, issues, concerns of respective agencies and organizations
- Help to promote awareness and understanding about the Subarea Plan & Planned Action EIS

## **Project Team Role**

The project team includes the City of Bremerton Department of Community Development staff and the Consultant Team, lead by EA|Blumen Consulting Group. The project team is expected to perform the following duties:

- Develop agendas and technical work products for EC review
- Distribute EC materials one week in advance of EC meetings
- Lead and facilitate EC meetings
- Present information at EC meetings
- Develop and distribute EC meeting summaries
- Inform EC of related issues and/or processes (outreach to general public, coordination/input with TWG, etc.)
- Understand levels of support and bases for objection
- Focus the EC's review on key decision points

## **Operating Guidelines**

The following guidelines are recommended for productive discussion and forward progress of the EC:

- Attend all EC meetings
- Bring a regional, not just local, perspective to the table
- Outside of EC meetings, represent views of your respective agency or organization, not views of entire EC
- Agree to share all pertinent information
- Discuss issues and concerns in a productive manner
  - All members are expected and encouraged to participate
  - All members should have the chance to be heard; no member should dominate
  - Keep an open mind
  - Leave the past behind
  - Actively listen
  - Treat others with respect

- Be honest

### **Decision-Making Process**

The City of Bremerton is the lead agency and responsible for final approval of the Subarea Plan. While not a voting group, the EC will be asked to share their individual and collective reactions to work products presented by the project team. Through leadership and facilitation, the project team will hear input, identify divergent opinions, understand the source of different opinions, and work towards group agreement. While consensus is not required, the group will have more impact on shaping the plan if they are able to reach agreement.

### **Relationship to Technical Working Group**

The TWG is comprised of agencies and organizations that: 1) Are expected to be impacted by or benefit from the project; and 2) Have technical expertise, knowledge and experience that will help develop the Subarea Plan and Planned Action EIS, including:

- Port of Bremerton
- City of Pt. Orchard
- City of Bremerton
- Kitsap County
- Mason County
- Overton & Associates
- McCormick Land Company
- Alpine Evergreen
- Suquamish Tribe
- Skokomish Tribe
- Kitsap Economic Development Alliance
- Sustainable Bremerton
- PSNS/Naval Base Kitsap
- Kitsap Regional Coordinating Council (KRCC)
- Hood Canal Coordinating Council

The role of the TWG is to provide review of technical work products developed by the project team. The EC's role is different from the TWG in that EC members are not expected to provide technical input. EC members are valued for policy input and providing collective direction on divergent opinions that might be expressed at the TWG. Though the EC is comprised of elected and other high-ranking officials, it will not "vote" on Subarea Plan issues. Similar to the TWG, the EC will be consulted for their opinions, and attempts will be made to reach collective agreement. Divergent views will be identified and clarified, and ultimately forwarded to the City of Bremerton for consideration. Ultimately, the City of Bremerton will make final decisions about the Subarea Plan and Planned Action EIS, having the benefit of the TWG and EC collective input.

### **Meeting Schedule**

The schedule below outlines the public and stakeholder communication process through the development of the Subarea Plan and Planned Action EIS. This includes expected Interested Public (IP), Technical Working Group (TWG) and Executive Committee (EC) meetings. Specific dates for meetings in 2011 and 2012 will be identified as the project progresses.

### **Meeting Participation**

EC members hold high level positions and have busy schedules. EC members will meet four times at two-hour meetings. Forward progress and collaboration will be best supported by consistent participation of members. The group will not have time to revisit issue and decisions from earlier meetings. In the event a member cannot participate, they will be responsible for identifying an alternate from their organization and ensuring that they are adequately briefed to participate in the discussion.

### **Communication Protocol**

The following communication protocol will ensure clear and consistent communication about the project:

- Communication about the project, including agendas, work products and other information, will come from the City's Project Manager, Lindsey Sehmel, [Lindsey.sehmel@ci.bremerton.wa.us](mailto:Lindsey.sehmel@ci.bremerton.wa.us), (360) 473-5845.
- Lindsey Sehmel is the official spokesperson for the Subarea Plan and Planned Action EIS. All media inquiries should be directed to Lindsey. She may communicate with other TWG members, as necessary and appropriate, in responding to media requests
- If EC members have additional comments after EC meetings, they can direct these comments to Lindsey Sehmel.
- EC members are encouraged to call Lindsey Sehmel with questions and comments throughout the process. If appropriate, the project team will share these comments with the rest of the EC.

### **Public Input**

EC meetings are open to the public. At each EC meeting, interested members of the public will be identified and afforded the opportunity to share any comments.

### **EC Contact Information**

The following is a roster of EC members and contact information. (to come)

# City of Bremerton South Kitsap Industrial Area (SKIA) Subarea Plan & Planned Action EIS

## Technical Working Group – Meeting #2

Thursday, April 28, 2011

2:00 - 4:00 p.m.

City of Bremerton Public Works, Large Conference Room

100 Oyster Bay Ave N, Bremerton WA 98312-3492

### AGENDA

Topic	Owner	Time
<b>Welcome &amp; Introductions</b> <ul style="list-style-type: none"><li>• Meeting purpose</li><li>• Project status</li></ul>	Melinda Posner, MPC	2:00-2:10
<b>Plan Overview</b> <ul style="list-style-type: none"><li>• Vision and goals</li></ul>	Deborah Munkberg, EA Blumen	2:10-2:20
<b>Subarea Plan Strategies</b> <ul style="list-style-type: none"><li>• Questionnaire responses</li></ul>	Deborah	2:20-2:40
<b>Strategies Discussion</b>	Melinda/All	2:40-3:50
<b>Wrap-up</b> <ul style="list-style-type: none"><li>• Next steps</li><li>• Upcoming meetings</li></ul>	Melinda Posner	3:50-4:00

### UPCOMING MEETINGS

Thursday, May 5, 2-4 p.m. **SKIA Executive Committee**, Bremerton Mayor's Conference Room

Thursday, June 16, 2-4 p.m., **Joint TWG/EC Meeting**, Bremerton City Council Chambers

Thursday, June 16, 5-7 p.m., **Public Meeting**, Bremerton City Council Chambers

## SKIA Technical Working Group Subarea Plan Strategies Questionnaire

The SKIA Subarea plan focuses on creating a sustainable industrial development center in SKIA, with an equal emphasis on industrial economic development and sustainable development measures. Clear and realistic actions to achieve these goals are an important part of developing the preliminary plan. A range of possible actions for both sustainable development measures and economic development are listed below. Prior to the upcoming TWG meeting, please provide your input on the most effective strategies to support these dual goals.

Please reply to the questions below  
and email to Melinda Posner:  
[melinda@mposnerconsulting.com](mailto:melinda@mposnerconsulting.com)

by Tuesday April 26

Your responses will form the basis for  
our discussion on the 28<sup>th</sup>.

### Discussion Questions

1. Please review the following possible sustainable development strategies and rank them according to whether you believe they would be most, moderately or least effective. Please also note whether the measures should be implemented as a requirement or encouraged as a voluntary action. If you would like to propose additional measures, please add them at the bottom of the table.

SUSTAINABLE DEVELOPMENT MEASURES	Effectiveness			Implementation	
	Most 1	2	Least 3	Required	Encouraged
<b>COMPACT CLUSTERED DEVELOPMENT STANDARDS</b> <i>Examples: prioritize development near existing and planned infrastructure, shared facilities/parking, reduced setbacks, shared landscape standards</i>	—	—	—	—	—
<b>LOW IMPACT DEVELOPMENT STANDARDS</b> <i>Examples: clearing limits, protection of native soils, tree canopy preservation, green streets with bioretention/raingardens, narrow roadway sections,</i>	—	—	—	—	—
<b>ENERGY CONSERVATION AND GREEN CONSTRUCTION STANDARDS</b> <i>Examples: International Green Construction Code, establish energy and water conservation standards, energy audits to promote conservation</i>	—	—	—	—	—
<b>LEED CERTIFICATION FOR NEW CONSTRUCTION</b> <i>LEED is a green building certification system, providing third-party verification that a building was designed and built using strategies aimed at improving performance across a range of sustainability metrics.</i>	—	—	—	—	—

SUSTAINABLE DEVELOPMENT MEASURES	Effectiveness			Implementation	
	Most 1	2	Least 3	Required	Encouraged
<b>RECLAIMED WATER AND RAINWATER HARVESTING</b> <i>Examples: dual plumbing in buildings, reclaimed water infrastructure in new streets, MBR wastewater treatment</i>	—	—	—	—	—
<b>MULTI-MODAL TRANSPORTATION SYSTEM</b> <i>Examples: off-street trail system, neighborhood electric vehicles, SKIA transportation management program, mode split goals, complete streets standards (designed to work for all modes)</i>	—	—	—	—	—
<b>LOW MAINTENANCE INFRASTRUCTURE</b> <i>Examples: narrow streets, LOS standards to meet average rather than peak demand, roundabouts, LED lighting, LID street standards</i>	—	—	—	—	—
<b>VEGETATION PRESERVATION MANAGEMENT PROGRAM</b> <i>Examples: preserve tree canopy, native vegetation, area-wide wetland management plan, habitat conservation</i>	—	—	—	—	—
<b>OTHER IDEAS? PLEASE LIST BELOW.</b>	—	—	—	—	—
	—	—	—	—	—
	—	—	—	—	—

2. If sustainability measures are encouraged rather than required, what types of incentives do you think would be most effective in promoting developer participation? For example, incentives could include expedited review, regulatory relief, changes to fee structures or other measures.

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3. Please review the following possible economic development strategies and rank them according to whether you believe they would be most, moderately or least effective. In addition, please add any measures that you propose for consideration.

ECONOMIC DEVELOPMENT MEASURES	Effectiveness		
	Most 1	2	Least 3
<b>ECONOMIC DEVELOPMENT INCENTIVES</b> <i>Identify and implement incentives to encourage new development in SKIA. Examples include regulatory relief, expedited permit review, public/private partnerships for land acquisition or development, capital improvements and public amenities</i>	—	—	—
<b>SKIA MARKETING PLAN</b> <i>Partner with local stakeholders to develop and implement a coordinated SKIA marketing plan.</i>	—	—	—
<b>REGIONAL AND NATIONAL OUTREACH</b> <i>Target national and regional audiences to identify and recruit specific industries</i>	—	—	—
<b>NAVY PARTNERSHIP</b> <i>Foster partnerships with the US Navy to pursue industrial sectors to serve Navy needs</i>	—	—	—
<b>FEDERAL ADVOCACY TEAM</b> <i>Create a federal advocacy team to pursue and respond to federal site searches</i>	—	—	—
<b>LEGISLATIVE OUTREACH</b> <i>Conduct outreach to legislative and congressional delegations to identify possible state/federal incentives or other programs to promote sustainable industrial development</i>	—	—	—
<b>WORKFORCE TRAINING PARTNERSHIPS</b> <i>Partner with educational providers to develop targeted training programs, specialized skills or other needs identified by local businesses</i>	—	—	—
<b>OTHER IDEAS? PLEASE LIST BELOW.</b>	—	—	—
	—	—	—
	—	—	—

4. A major constraint on development in SKIA is the lack of infrastructure – streets, sewer, water. These improvements are unlikely to be funded solely by the City or developers. What is the best way to apportion public/private costs in funding/installing infrastructure? What options do you see for partnerships or other creative approaches?

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5. Additional comments?

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**Please email your responses to  
Melinda Posner:  
[melinda@mposnerconsulting.com](mailto:melinda@mposnerconsulting.com)  
by Tuesday April 26**

Your responses will form the basis for  
our discussion on the 28<sup>th</sup>.

# City of Bremerton South Kitsap Industrial Area (SKIA) Subarea Plan & Planned Action EIS

## Executive Committee – Meeting #2

Thursday, May 5, 2011

2:00 - 4:00 p.m.

City of Bremerton Mayor's Conference Room

345 6<sup>th</sup> Street, Bremerton

### AGENDA

Topic	Owner	Time
<b>Welcome &amp; Introductions</b> <ul style="list-style-type: none"><li>• Meeting purpose</li><li>• Project status</li></ul>	Melinda Posner, MPC	2:00-2:10
<b>Plan Overview</b> <ul style="list-style-type: none"><li>• Vision and goals</li></ul>	Deborah Munkberg, EA Blumen	2:10-2:30
<b>Subarea Plan Strategies</b> <ul style="list-style-type: none"><li>• Strategies Questionnaire</li><li>• Open Discussion</li><li>• TWG Input</li></ul>	Melinda/Deborah/All	2:30-3:50
<b>Wrap-up</b> <ul style="list-style-type: none"><li>• Next steps</li><li>• Upcoming meetings</li></ul>	Melinda Posner	3:50-4:00

### UPCOMING MEETINGS

Thursday, June 16, 2-4 p.m., **Joint TWG/EC Meeting**, Bremerton City Council Chambers

Thursday, June 16, 5-7 p.m., **Public Meeting**, Bremerton City Council Chambers

## SKIA Subarea Plan Strategies Questionnaire

The SKIA Subarea plan focuses on creating a sustainable industrial development center in SKIA, with an equal emphasis on industrial economic development and sustainable development measures. Clear and realistic actions to achieve these goals are an important part of developing the preliminary plan. A range of possible actions for both sustainable development measures and economic development are listed below. Prior to the upcoming TWG meeting, please provide your input on the most effective strategies to support these dual goals.

Please reply to the questions below  
and email to Melinda Posner:  
[melinda@mposnerconsulting.com](mailto:melinda@mposnerconsulting.com)  
by Tuesday May 3

Your responses will form the basis for  
our discussion on May 5<sup>th</sup>.

### Discussion Questions

1. Please review the following possible sustainable development strategies and rank them according to whether you believe they would be most, moderately or least effective. Please also note whether the measures should be implemented as a requirement or encouraged as a voluntary action. If you would like to propose additional measures, please add them at the bottom of the table.

SUSTAINABLE DEVELOPMENT MEASURES	Effectiveness			Implementation	
	Most 1	2	Least 3	Required	Encouraged
<b>COMPACT CLUSTERED DEVELOPMENT STANDARDS</b> <i>Examples: prioritize development near existing and planned infrastructure, shared facilities/parking, reduced setbacks, shared landscape standards</i>	—	—	—	—	—
<b>LOW IMPACT DEVELOPMENT STANDARDS</b> <i>Examples: clearing limits, protection of native soils, tree canopy preservation, green streets with bioretention/raingardens, narrow roadway sections,</i>	—	—	—	—	—
<b>ENERGY CONSERVATION AND GREEN CONSTRUCTION STANDARDS</b> <i>Examples: International Green Construction Code, establish energy and water conservation standards, energy audits to promote conservation</i>	—	—	—	—	—
<b>LEED CERTIFICATION FOR NEW CONSTRUCTION</b> <i>LEED is a green building certification system, providing third-party verification that a building was designed and built using strategies aimed at improving performance across a range of sustainability metrics.</i>	—	—	—	—	—

SUSTAINABLE DEVELOPMENT MEASURES	Effectiveness			Implementation	
	Most 1	2	Least 3	Required	Encouraged
<b>RECLAIMED WATER AND RAINWATER HARVESTING</b> <i>Examples: dual plumbing in buildings, reclaimed water infrastructure in new streets, MBR wastewater treatment</i>	—	—	—	—	—
<b>MULTI-MODAL TRANSPORTATION SYSTEM</b> <i>Examples: off-street trail system, neighborhood electric vehicles, SKIA transportation management program, mode split goals, complete streets standards (designed to work for all modes)</i>	—	—	—	—	—
<b>LOW MAINTENANCE INFRASTRUCTURE</b> <i>Examples: narrow streets, LOS standards to meet average rather than peak demand, roundabouts, LED lighting, LID street standards</i>	—	—	—	—	—
<b>VEGETATION PRESERVATION MANAGEMENT PROGRAM</b> <i>Examples: preserve tree canopy, native vegetation, area-wide wetland management plan, habitat conservation</i>	—	—	—	—	—
<b>OTHER IDEAS? PLEASE LIST BELOW.</b>	—	—	—	—	—
	—	—	—	—	—
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2. If sustainability measures are encouraged rather than required, what types of incentives do you think would be most effective in promoting developer participation? For example, incentives could include expedited review, regulatory relief, changes to fee structures or other measures.

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3. Please review the following possible economic development strategies and rank them according to whether you believe they would be most, moderately or least effective. In addition, please add any measures that you propose for consideration.

ECONOMIC DEVELOPMENT MEASURES	Effectiveness		
	Most 1	2	Least 3
<b>ECONOMIC DEVELOPMENT INCENTIVES</b> <i>Identify and implement incentives to encourage new development in SKIA. Examples include regulatory relief, expedited permit review, public/private partnerships for land acquisition or development, capital improvements and public amenities</i>	—	—	—
<b>SKIA MARKETING PLAN</b> <i>Partner with local stakeholders to develop and implement a coordinated SKIA marketing plan.</i>	—	—	—
<b>REGIONAL AND NATIONAL OUTREACH</b> <i>Target national and regional audiences to identify and recruit specific industries</i>	—	—	—
<b>NAVY PARTNERSHIP</b> <i>Foster partnerships with the US Navy to pursue industrial sectors to serve Navy needs</i>	—	—	—
<b>FEDERAL ADVOCACY TEAM</b> <i>Create a federal advocacy team to pursue and respond to federal site searches</i>	—	—	—
<b>LEGISLATIVE OUTREACH</b> <i>Conduct outreach to legislative and congressional delegations to identify possible state/federal incentives or other programs to promote sustainable industrial development</i>	—	—	—
<b>WORKFORCE TRAINING PARTNERSHIPS</b> <i>Partner with educational providers to develop targeted training programs, specialized skills or other needs identified by local businesses</i>	—	—	—
<b>OTHER IDEAS? PLEASE LIST BELOW.</b>	—	—	—
	—	—	—
	—	—	—

4. A major constraint on development in SKIA is the lack of infrastructure – streets, sewer, water. These improvements are unlikely to be funded solely by the City or developers. What is the best way to apportion public/private costs in funding/installing infrastructure? What options do you see for partnerships or other creative approaches?

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5. Additional comments?

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**Please email your responses to  
Melinda Posner:  
[melinda@mposnerconsulting.com](mailto:melinda@mposnerconsulting.com)  
by Tuesday May 3**

Your responses will form the basis for  
our discussion on May 5<sup>th</sup>.

# SKIA Public Meeting

## Draft Subarea Plan & Planned Action EIS

### Please Share Your Comments!

Join the City of Bremerton at a public meeting on Thursday June 16 to hear Subarea Plan goals and strategies for SKIA and findings of the Planned Action EIS.

**Thursday**  
**June 16, 2011**  
**5-7 pm**

Norm Dicks Government Center  
345 6<sup>th</sup> Street, Bremerton

### Available June 9 SKIA Subarea Plan & Planned Action EIS

On June 9, the draft SKIA Subarea Plan and Planned Action EIS will be ready for your review and comments.

#### How do I find the documents?

Any of these ways!

1. Go to the SKIA website at: [www.SustainableSKIA.com](http://www.SustainableSKIA.com)
2. Call (360) 473-5269
3. Use your mobile phone to scan the barcode on the other side of this postcard
4. Come to the meeting on June 16

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# June 16 SKIA Public Meeting



**Plan to attend!**

SustainableSKIA.com



Join the City at this meeting to hear more about the Subarea Plan and EIS and to share your comments. Public comments will be accepted until July 11, 2011.

If you're unable to attend the meeting, written comments can be provided to SKIA@ci.bremerton.wa.us.

City of Bremerton  
Norm Dicks Government Center  
345 6th Street, Suite 600  
Bremerton, WA 98337

# June 16 SKIA Public Meeting



**Plan to attend!**

SustainableSKIA.com



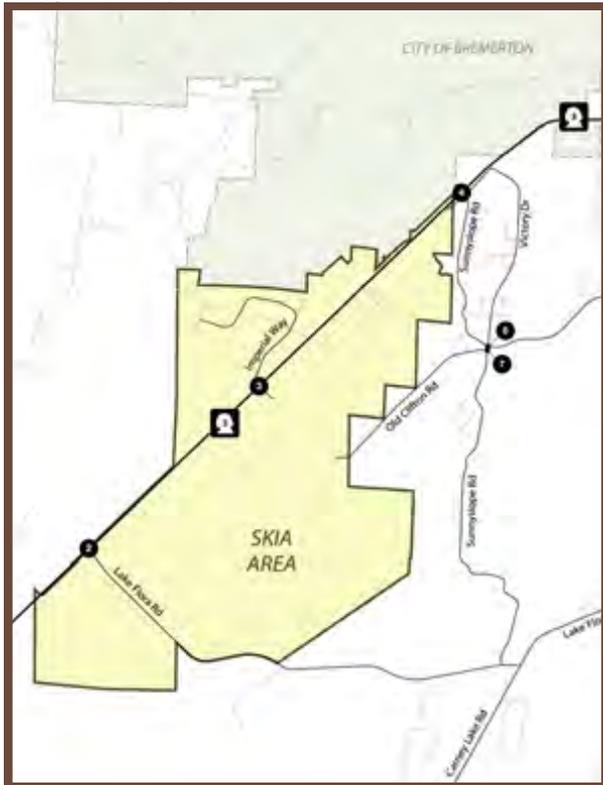
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City of Bremerton  
Norm Dicks Government Center  
345 6th Street, Suite 600  
Bremerton, WA 98337

## What's this all about?

The South Kitsap Industrial Area in southwest Bremerton contains almost 3,600 acres of vacant land and existing industrial resources – including Bremerton National Airport and Olympic View Industrial Park. It is the site of a subarea planning effort by the City of Bremerton, who obtained a \$400,000 *Climate Showcase Communities* grant from the US Environmental Protection Agency to develop a Subarea Plan and Planned Action Environmental Impact Assessment (EIS).



## How can I get more information?

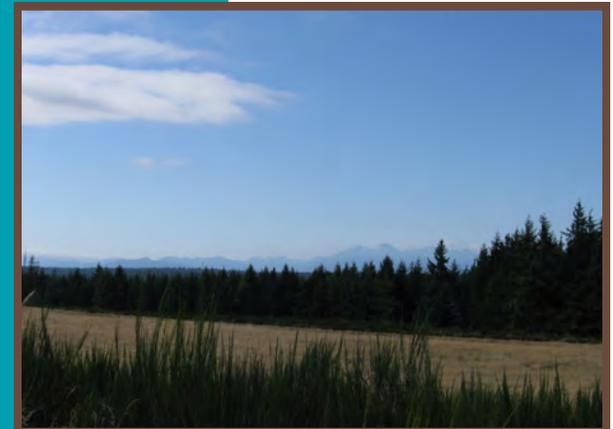
- ✓ Call the Community Development Department at (360) 473-5269
- ✓ Visit the official website at [www.sustainableskia.com](http://www.sustainableskia.com)
- ✓ Send your comments to [SKIA@ci.bremerton.wa.us](mailto:SKIA@ci.bremerton.wa.us)
- ✓ Use your mobile phone to scan this barcode



City of Bremerton  
Norm Dicks  
Government Center  
345 6th Street,  
Suite 600  
Bremerton, WA 98337

SKIA  
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# SKIA Subarea Plan



## Why a Subarea Plan and EIS?

The Subarea Plan is tailored to the vision, needs and unique features of SKIA. The EIS considers the environmental consequences of different land use alternatives and recommends specific measures to mitigate negative effects of development. Many of the mitigation measures have been included as strategies in the Subarea Plan. The EIS also provides for adoption for a planned action ordinance that will streamline future project-level environmental review.

## Who's involved?

In addition to inviting general public input, the City of Bremerton has invited regional partners to help shape the plan and support implementation. Partners include:

- Kitsap County
- Port of Bremerton
- SKIA property owners
- Tribal Governments
- US Navy/PSNS
- Kitsap Economic Development Alliance
- Hood Canal Coordinating Council
- Sustainable Bremerton
- City of Port Orchard

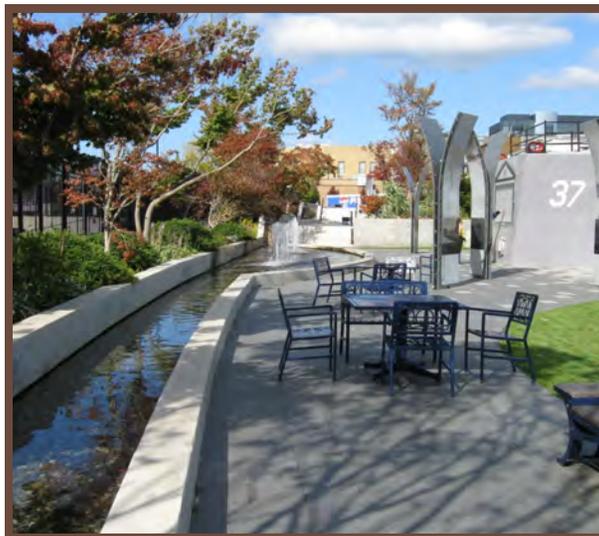


## What's the benefit?

Once adopted, the Subarea Plan will provide clear expectations for future economic development and environmental stewardship, development character, and the timing of water, sewer and transportation improvements. The companion Planned Action Ordinance will streamline future project-level environmental review.

## What about jobs?

Because of its designation as a Manufacturing/Industrial Center, this area is expected to support a large number of industrial and related jobs. The Subarea Plan includes strategies for business recruitment and retention and a streamlined development review process to contribute to achieving economic development goals.



## How does sustainability fit in?

The Plan looks at sustainability from both an environmental and economic perspective. Natural systems like water, air and vegetation will be maintained through plan strategies for greenhouse gas reductions, low impact development, energy conservation and others. Economic sustainability is supported through a vigorous range of strategies to promote jobs growth consistent with the MIC.

## What are the next steps?

With input from the public and regional partners, the City will adopt a final plan, implementing regulations and planned action ordinance by early 2012.



## Economic Development



Economic development is about jobs and economic vitality. A balanced, healthy economy is essential for the well-being of a community and contributes to:

- Quality of life
- Increased quantity and quality of job opportunities
- Business retention
- Economic diversification
- Strong tax base

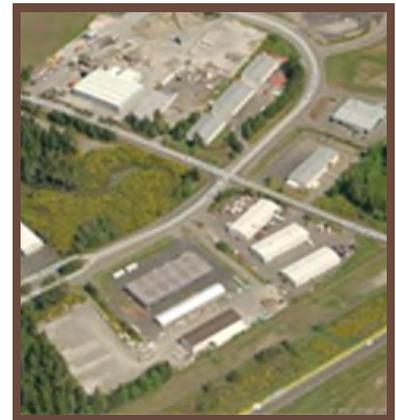
### Why does the SKIA Subarea Plan focus on economic development?

Job creation is fundamental to the success of SKIA, and to the region as a whole. Kitsap County, the Port of Bremerton, Tribes, the City of Port Orchard, SKIA property owners and other stakeholders have identified SKIA as a major employment center for the region. Economic development is an essential goal in the Climate Showcase Communities Grant awarded to the City to develop the SKIA Subarea Plan, and is a requirement of SKIA's designation as one of the region's eight designated Manufacturing Industrial Centers (MICs). The MIC designation requires SKIA to support intensive manufacturing and industrial development and become a regional employment center. The subarea plan will support this goal with an economic development strategy to ensure local and regional economic development goals can be met.

### How does the Subarea Plan promote economic development?

The Subarea Plan identifies specific goals and strategies for job creation including:

- Develop and implement a focused marketing plan that identifies target industries, supports retention and expansion of existing businesses, and includes strategies to attract large and small businesses
- Target national and regional audiences to identify and recruit specific industries
- Foster partnerships with the US Navy to pursue industrial sectors to serve Navy needs
- Create a federal advocacy team to pursue and respond to federal site searches
- Conduct outreach to legislative and congressional delegations to identify possible state/federal incentives or other programs to promote sustainable industrial development
- Partner with educational providers to develop targeted training programs, specialized skills or other needs identified by local businesses



**Want to find out more?**

Call the City's Community Development Department at (360) 473-5269 or visit [sustainableskia.com](http://sustainableskia.com) for more information.

# Planned Action Environmental Impact Statement (EIS)



## What is a Planned Action EIS?

A Planned Action EIS is a form of EIS authorized in 1995 by the Washington State Legislature to streamline the development process. It provides for early environmental review of potential development in a specified area, identifies mitigation measures upfront, and eliminates onerous environmental review requirements for proposed projects that fit the desired intent of the area.

## How does the planned action process work?

The process begins with initiation and preparation of an EIS that identifies the range of possible development that could occur.

### Prepare Planned Action EIS

- Develop alternatives
- Identify scope of review
- Finalize alternatives and scope of review
- Conduct analysis and identify mitigating measures
- Prepare Draft and Final EIS
- Conduct public outreach
- Prepare preliminary ordinance
- Prepare implementation process



After completion of the EIS, the City may adopt a planned action ordinance that defines the location, amount and type of development and specific mitigation measures that must be met.

### Finalize and adopt ordinance



### Implement ordinance

After the ordinance is adopted, future development proposals consistent with the ordinance do not require additional SEPA review. This process does not exempt projects from local, state and federal permitting requirements.

#### Review Applications

- Does project meet conditions of the planned action ordinance?
- Have all impacts been addressed in the EIS?

#### Track and Monitor

- Monitor EIS and ordinance capacity
- Track continued applicability of mitigation
- Update and revise based on need



If a project is not consistent with the ordinance, the applicant may elect to revise the proposal to meet the requirements of the ordinance or conduct additional environmental review.

- YES:** Local permit process
- NO:** Applicant revises proposal to meet PAO **OR** Applicant prepares independent SEPA review

**Want to find out more?**

Call the City's Community Development Department at (360) 473-5269 or visit [sustainablekia.com](http://sustainablekia.com) for more information.

## Sustainability and Greenhouse Gas Emissions



### What do we mean by sustainability?

*Sustainability in planning calls for policies and strategies that meet our current needs without compromising the ability of future generations to meet their own needs.*

Sustainability is often thought of in terms of environmental stewardship, meaning developing in a way that maintains and enhances natural systems like water, air, and vegetation, but a wider definition also includes economic sustainability. This means creating and maintaining a durable, healthy economy. Both economic and environmental sustainability are considered in the draft SKIA Subarea Plan. This fact sheet focuses on sustainability measures related to the natural environment and greenhouse gas emissions. For a discussion of economic development considerations, please see the Economic Development fact sheet.

### How does the draft Plan address environmental sustainability?

Examples include:

- Development standards to promote compact, clustered development, such as reduced setbacks and shared landscape standards, so that larger areas of vegetation and critical areas are preserved
- Low impact development standards, such as clearing limits, protection of native soils, and use of rain gardens
- Energy conservation and green construction standards
- Reclaimed water and rainwater harvesting through dual use plumbing, reclaimed water infrastructure and other measures
- Development of a transportation system that promotes multiple modes of travel
- Low maintenance infrastructure, such as roundabouts and LED lighting
- Preservation of native vegetation



Sustainable Development Saves Money, Improves Water Quality

Installation of pervious concrete bike and pedestrian lanes, gravel shoulders and grass lined water quality swales can help reduce both construction and ongoing stormwater management costs.

As an example, the use of LID measures allows the new SKIA Cross-Connector eliminates the need for costly runoff gutters, pipes and stormwater treatment.

### Why does the draft Plan focus on greenhouse gas emissions?

Through its policies and practices, the City of Bremerton has a demonstrated history of commitment to sustainability and greenhouse gas reduction. Consistent with this commitment, the City proposed to implement carbon emissions reduction techniques as part of the EPA Climate Showcase Communities Grant. Specifically, the City committed to a reduction in greenhouse gas emissions by 30 percent, compared to traditional industrial development. While this may seem like an ambitious goal, it's essential for transitioning to more sustainable development practices, is consistent with the priority that the City places on sustainability and helps meet requirements for future infrastructure and economic development grant funding.

### Want to find out more?

Call the City's Community Development Department at (360) 473-5269 or visit [sustainablekia.com](http://sustainablekia.com) for more information.

## SKIA Subarea Plan Implementation



The draft SKIA Subarea Plan sets ambitious goals for economic and sustainable development that will be achieved over the 20-year life of the plan and beyond. Ultimate success will be based on alignment of many actions by multiple parties that build on one another over time. Key immediate actions that will contribute to achievement of Plan goals are summarized below.

### What will happen in the short term?

Immediate benefits after adoption include:

- **SEPA Review.** Environmental review for development proposals consistent with the Planned Action Ordinance will not require additional SEPA review.
- **Development Regulations.** New development regulations will be tailored to fit specific SKIA conditions, with flexible standards that recognize industrial needs, promote sustainability and greenhouse gas emissions, and support a streamlined development process.
- **Economic Development.** A focused marketing plan will be developed to identify target industries; capitalize on linkages with US Navy, Bremerton National Airport and rail access; and support small businesses, as well as larger uses.
- **Infrastructure.** Planned infrastructure, likely future funding sources, and timeframe for improvements will be identified. Recognizing that infrastructure will be installed over the long-term, the plan will help identify where new development may be the most feasible in the short term and help provide additional predictability for property owners and future businesses.
- **Grant funding.** By adopting greenhouse gas reduction policies and strategies consistent with the regional Manufacturing Industrial Center (MIC) designation, SKIA will be better positioned to pursue future competitive grants for infrastructure and economic development.

### What's the process to get the SKIA Subarea Plan adopted?

The City of Bremerton will develop and adopt the SKIA Subarea Plan and Planned Action Ordinance. Regional partners include Kitsap County, City of Port Orchard, Tribal Governments, US Navy/PSNS, Port of Bremerton, SKIA property owners, and Kitsap Economic Development Alliance, Sustainable Bremerton, and Hood Canal Coordinating Council. The City has convened two groups: a Technical Working Group (TWG) of agency staff and property owners; and an Executive Committee (EC) of elected officials. TWG and EC meeting materials are available at [www.sustainableskia.com](http://www.sustainableskia.com).

### When will the Plan be adopted?

The City will receive comments on the Draft Plan and Planned Action EIS until July 11, 2011. With additional input from the TWG and EC, a final Plan and EIS will be completed. With additional public input and stakeholder review, the City plans to adopt the Plan and implementing ordinances by early 2012.

Want to find  
out more?

Call the City's  
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Department at  
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[sustainableskia.com](http://sustainableskia.com)  
for more information.

# SKIA Subarea Plan



## What is a Subarea Plan?

Subarea plans set specific goals and action steps for focused areas within the City. Similar to the Comprehensive Plan, subarea plans address land use, transportation, utilities, and the natural environment, in addition to other topics. A subarea plan might be developed for a neighborhood or other area with similar uses or characteristics. The City of Bremerton currently has five subarea planning areas including Bay Vista, Downtown, East Park, Manette Neighborhood and Wheaton-Riddell area.

## What are the benefits of a Subarea Plan?

Subarea plans allow for more specific planning, tailored to the individual needs of the subarea. Once adopted, the plans provide clear expectations about the types of land uses that will be developed, and the timing of water, sewer and transportation improvements. When combined with a Planned Action EIS and Ordinance, the plan streamlines the permitting process by identifying environmental mitigation and development standards (for landscaping, buffers, building construction, etc.) upfront. For more information, see the Planned Action EIS fact sheet.



## What is the South Kitsap Industrial Area (SKIA)?

The South Kitsap Industrial Area (SKIA), located in southwest Bremerton, contains almost 3,600 acres planned for industrial development. Existing development includes the Bremerton National Airport, the Olympic View Industrial Park and scattered industrial and commercial uses. About half of the subarea is developed. SKIA is designated as one of eight Manufacturing/Industrial Centers (MICs) in the region. MICs are recognized as important employment locations, require infrastructure and services to serve intensive manufacturing and industrial activity, and get priority for funding.



## What is the City's vision for SKIA?

Because of its physical size and location, and its designation as a Manufacturing/Industrial Center (MIC), this area is expected to receive a significant portion of Kitsap County's employment growth in the manufacturing and industrial sectors and includes strategies for job growth consistent with the MIC designation. The draft Subarea Plan describes SKIA as "...a vibrant and lively industrial employment center, distinguished for its success in recruiting, growth and retaining industrial employment in an attractive and sustainable setting."



**Want to find out more?**

Call the City's Community Development Department at (360) 473-5269 or visit [sustainablekia.com](http://sustainablekia.com) for more information.

# SKIA Subarea Plan

## What makes this Subarea Plan different?

In 2010, the City successfully obtained a \$400,000 Climate Showcase Communities Grant from the US Environmental Protection Agency (EPA) to develop the SKIA Subarea Plan and Planned Action EIS. The plan addresses economic development and job creation; reduction in greenhouse gas emissions and more sustainable development patterns and buildings; and development of innovative and sustainable infrastructure. The project supports economic development for traditional, clean tech and green industrial uses; ensures that future development will result in reduced greenhouse gas emissions, and promotes environmental stewardship. Preparation of a Planned Action EIS as part of the project supports future streamlined environmental review for qualified projects.

## What's the relationship between Subarea Plan and EIS?

The Subarea Plan and EIS are being developed in tandem. As a result, mitigation measures in the EIS that reduce harmful environmental effects are proposed as plan strategies. This supports a more streamlined development review process, as well as planning principles that are most protective of the environment.

## What's the process to get the SKIA Subarea Plan adopted?

The City of Bremerton will adopt the SKIA Subarea Plan and Planned Action Ordinance. Regional partners include Kitsap County, Port of Bremerton, SKIA property owners, Tribal Governments, US Navy/PSNS, Kitsap Economic Development Alliance, Hood Canal Coordinating Council, Sustainable Bremerton, and the City of Port Orchard. The City has convened two groups: a Technical Working Group (TWG) of agency staff and property owners; and an Executive Committee (EC) of elected officials. TWG and EC meeting materials are available at [www.sustainableskia.com](http://www.sustainableskia.com).

## When will it be adopted?

The City will receive comments on the Draft Plan and Planned Action EIS until July 11, 2011. The City plans to adopt the Plan, EIS and implementing ordinance by early 2012.



**Want to find out more?**

Call the City's Community Development Department at (360) 473-5269 or visit [sustainableskia.com](http://sustainableskia.com) for more information.

**Sustainable SKA**

**Overview**  
Draft Subarea Plan and  
Environmental Impact Statement

June 16, 2011

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**Study Area Map**

**Sustainable SKA**

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**Project Overview**

**What's this about?**

- Subarea Plan
- Planned Action EIS

**Why prepare the Plan and EIS?**

- Support economic development
- Help future development reduce greenhouse gas emissions
- Promote sustainable low-impact development
- Provide for future streamlined environmental review

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**Draft Subarea Plan**

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**What's in the Subarea Plan?**

- Vision
- Goals and strategies
- Implementing regulations and zoning map

**What's the benefit?**

- Clear expectations and predictability for land use and future infrastructure improvements
- Set the stage for future economic development
- Support sustainability and environmental stewardship

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**Draft EIS**

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**Planned Action**

Provides future streamlined review for qualified projects

**Elements of the Environment**

Natural Environment	Aesthetics
Climate Change/GHG	Transportation
Land Use	Public Services
Cultural Resources	Utilities

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**Integrated Plan and EIS**

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- Plan and EIS prepared in tandem
- Plan vision drives focus on EIS alternatives and analysis
- EIS supports plan strategies, future implementation
- Joint public outreach

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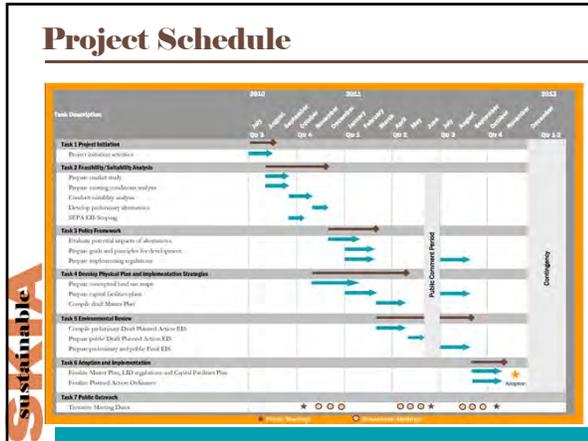
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### Vision Statement

- Set in 2030
- Vibrant, lively industrial employment center
- Diverse range of industrial activity
- Greenhouse gas emissions minimized
- Energy costs reduced
- New model for industrial development

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**Goals/Strategies**

- Natural Environment
- Economic Development
- Land Use
- Transportation
- Greenhouse Gases
- Utilities
- Capital Facilities



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**Economic Development**

- Comprehensive marketing plan
- Coordinated outreach program
- Balanced approach
- Targeted training programs
- Foster partnerships



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**Sustainability**

- Low impact development standards
- Energy efficient infrastructure
- Green building and energy efficiency standards
- Compact development standards



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**Preliminary Regulatory Framework**

- Permit Process
- Zoning Framework
- Permitted Uses
- Development Standards



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**Environmental  
Impact  
Statement**

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**EIS Alternatives**

Alternative 1 (No Action)	Alternative 2	Alternative 3
Existing trends	Reduced MIC/Mixed Use Center	Highest intensity MIC
1,400 new jobs	6,500 new jobs	10,000 new jobs



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**Natural Environment**

- Limited potential for impacts
- Proposed mitigation
  - Existing local, state and federal regulations
  - Site/project specific measures
  - Low Impact Development stormwater standards
  - Landscape maintenance program



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**Land Use**

Potential for land use compatibility impacts

- Sustainable industrial site standards
- Industrial performance standards
- Restriction of incompatible uses
- Buffers and transition areas



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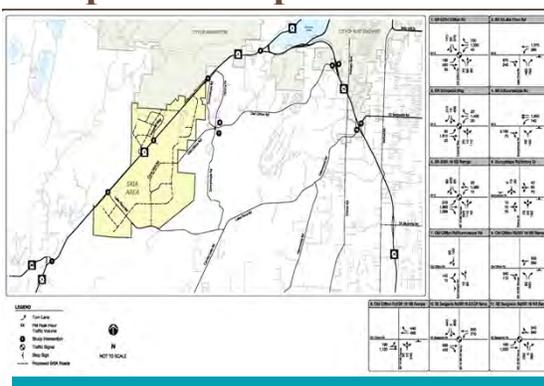
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**Transportation Impacts**



Location	AM Peak	PM Peak	Other
1.01	100	100	100
1.02	100	100	100
1.03	100	100	100
1.04	100	100	100
1.05	100	100	100
1.06	100	100	100
1.07	100	100	100
1.08	100	100	100
1.09	100	100	100
1.10	100	100	100
1.11	100	100	100
1.12	100	100	100
1.13	100	100	100
1.14	100	100	100
1.15	100	100	100
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1.18	100	100	100
1.19	100	100	100
1.20	100	100	100

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**Transportation Mitigation**

- Significant increases in traffic congestion, primarily along State Route (SR) 3
- No impacts for transit, pedestrian, or bicycle travel
- Proposed mitigation
  - Support WSDOT improvements on SR 3 between Belfair and SR 16
  - Support minor intersection improvements at the SR 16/Old Clifton Road and SR 16/Sedgwick Road interchanges
  - Support the extensive transit, pedestrian, and bicycle improvements identified in the subarea plan

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**Climate Change Impacts**

- Alternative 2 highest GHG emissions on a per capita basis
  - Destination retail uses
- Alternative 1 lowest GHG emissions on a per capita basis
  - Lowest intensity land use
  - Lowest infrastructure requirements
- Alternative 3 intermediate level of GHG emissions, relative to other alternatives

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**Climate Change Mitigation**

- Green building standards
- Comprehensive low impact development standards
- Energy efficiency and renewable energy standards
- Compact development standards
- Commute trip reduction program
- Expanded vanpool/transit
- Additional housing near SKIA
- Support retail and services
- Efficient transportation design standards
- Encourage locally serving industries

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**Utilities**

- Significant increases in water, sewer demand
- Increased stormwater runoff
- Proposed mitigation
  - Low impact development stormwater standards
  - Stormwater utility fee structure
  - Green building standards
  - Promote reclaimed water opportunities
  - Phased utility expansion




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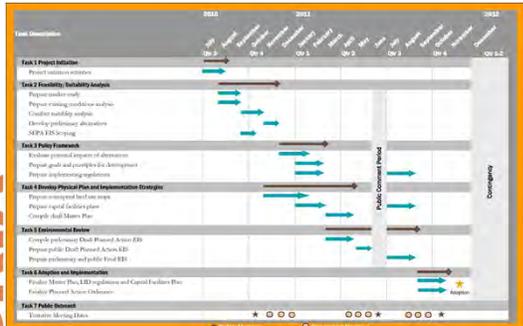
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**Next Steps**




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**Implementation**

**How will the plan be implemented?**

- New development regulations
- Economic development priorities
- Infrastructure schedule
- Planned Action SEPA review
- Grant funding opportunities




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**More information**

- Visit [www.sustainableskia.com](http://www.sustainableskia.com)
- Call Alyce Fierro at 360.473.5269
- Send comments to  
skia@ci.bremerton.wa.us

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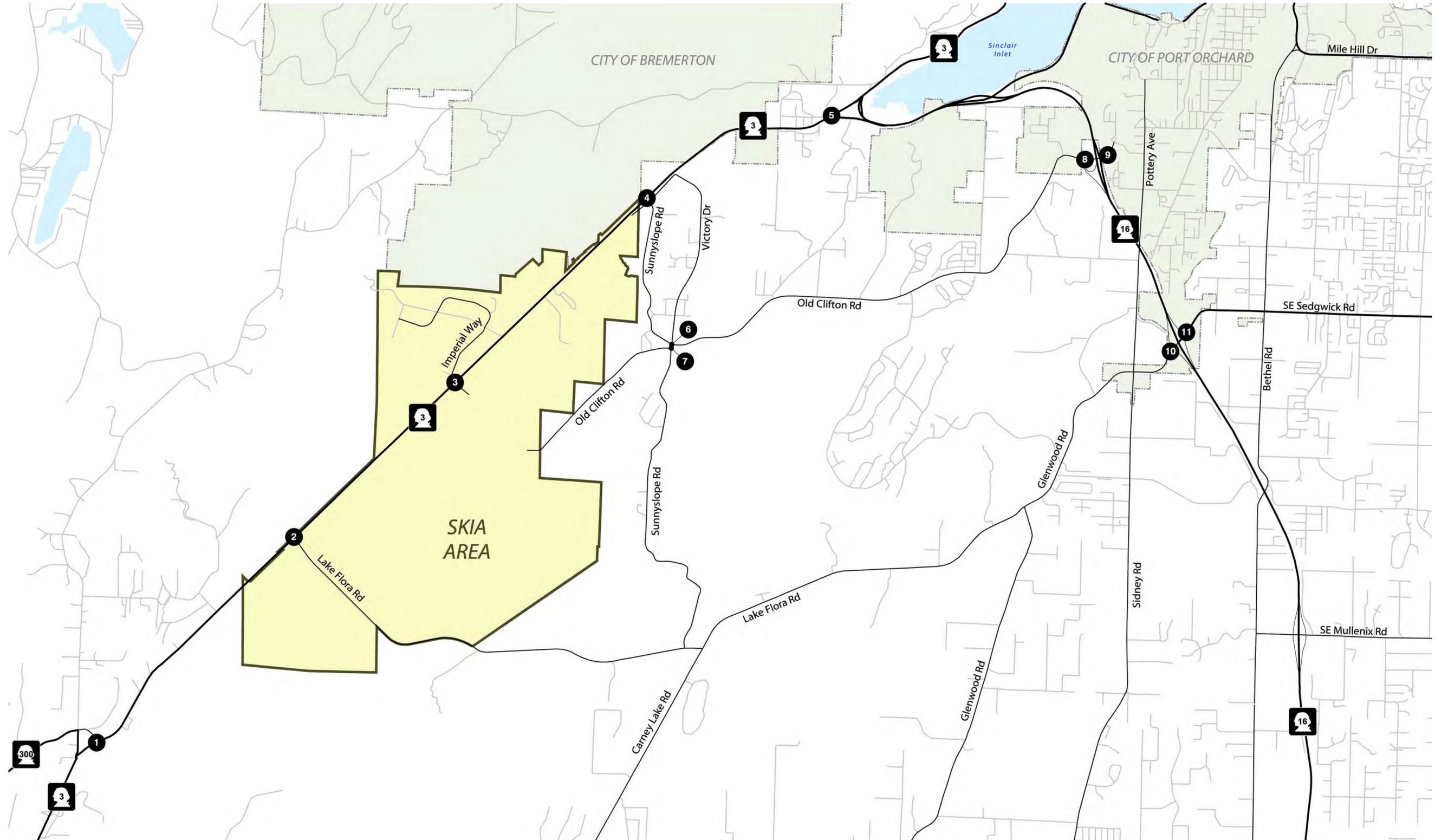
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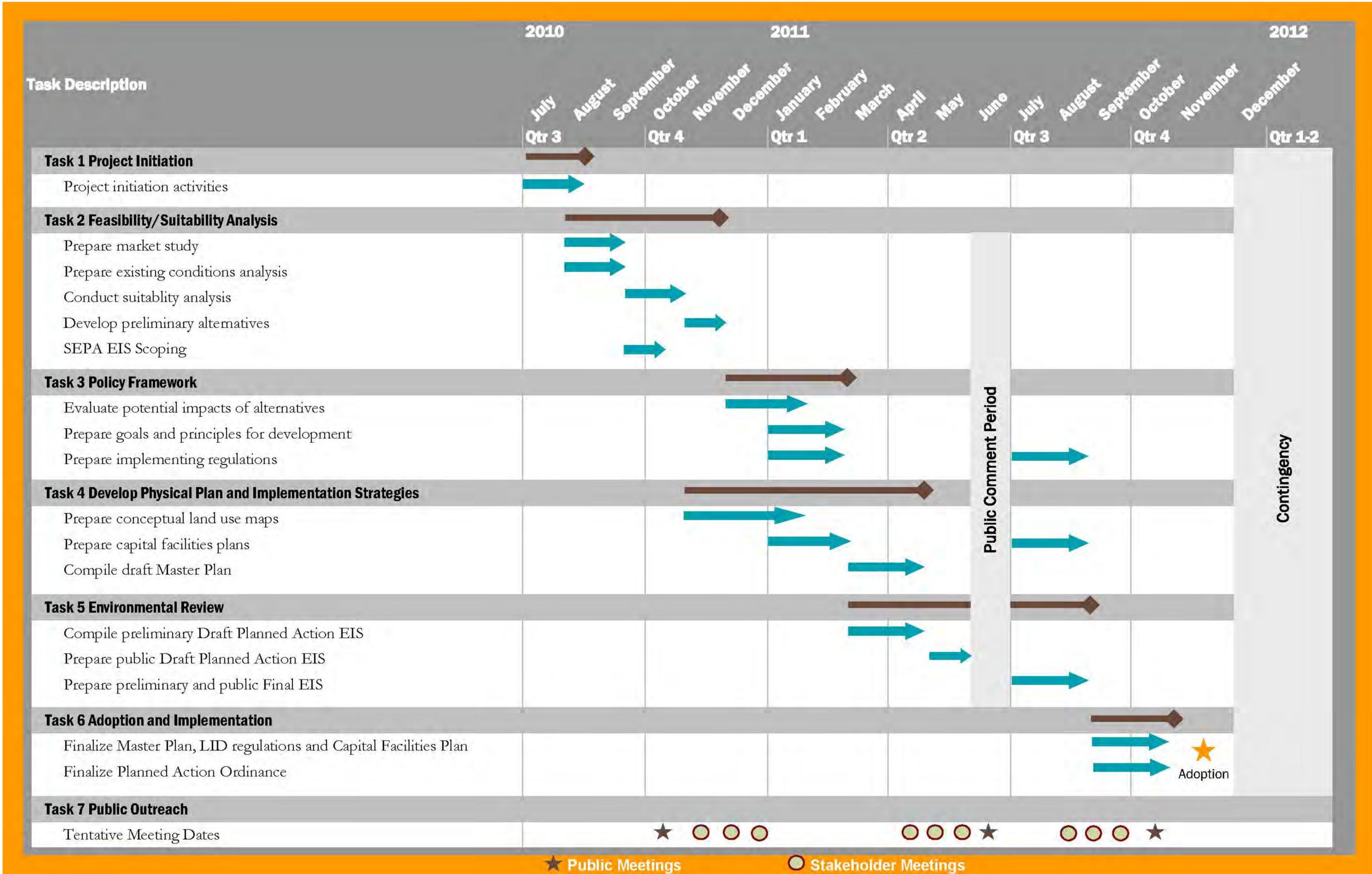
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# Study Area



# Schedule



# Project Overview

The City of Bremerton is preparing a new subarea plan for the South Kitsap Industrial Area, commonly known as SKIA.

The project supports economic development, provides measures to help future development reduce greenhouse gas emissions, promotes sustainable low-impact development and supports environmental stewardship.

Preparation of a Planned Action EIS as part of the project will support future streamlined environmental review for qualified projects.

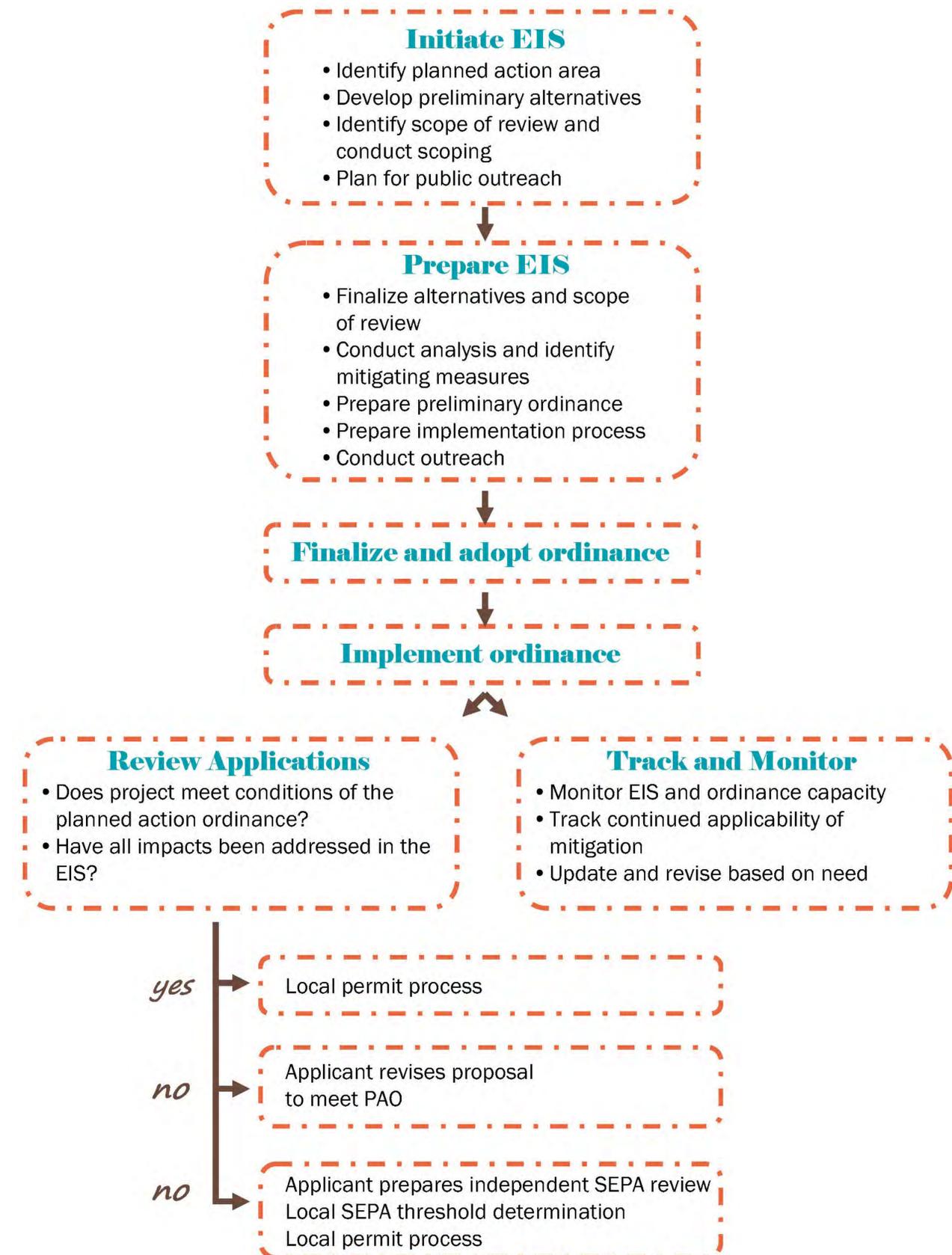


# What is a Planned Action EIS

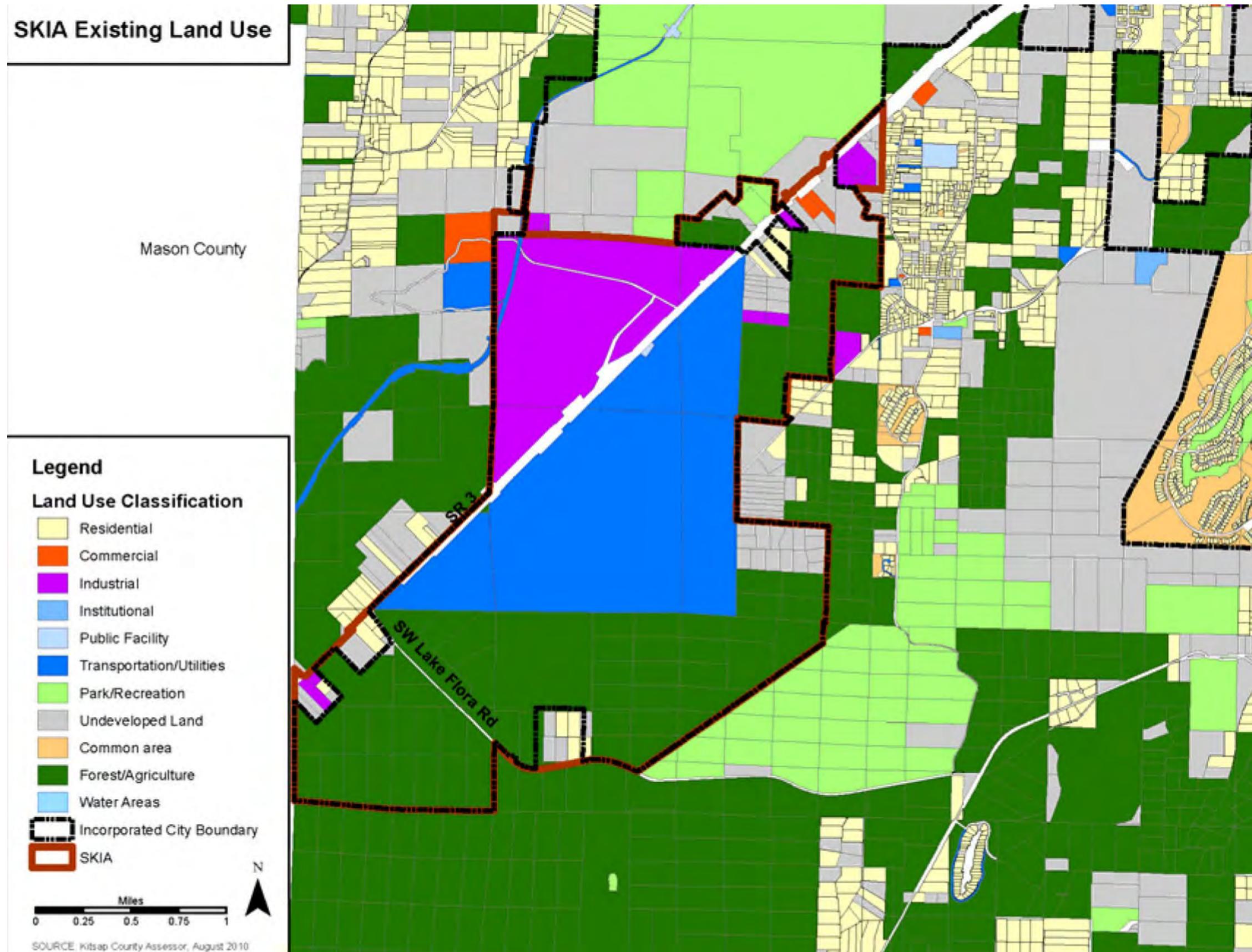
A Planned Action EIS provides early environmental review of proposed development in an area in order to allow for future streamlined review of specific project proposals.

Following the EIS, a planned action ordinance is adopted outlining the requirements for projects to qualify for streamlined review.

Future projects that are consistent with the ordinance are not required to be reviewed through SEPA.



# Existing Land Use



# Vision

In 2030, SKIA is a vibrant and lively industrial employment center, distinguished for success in recruiting, growing, and retaining industrial employment in an attractive and sustainable setting. SKIA's industrial character encompasses traditional industrial uses, clean tech uses and green industrial development. By embracing a diverse range of industrial activity, the SKIA industrial employment center has assured its long-term viability and significantly expanded employment opportunities for residents throughout Kitsap County and beyond.

The City's commitment to environmental stewardship has ensured long-term sustainability as well as an attractive and healthy environment for employees. Critical areas have been retained and enhanced and new development is located and constructed to ensure long-term energy efficiency. Over time, development in SKIA has been successful minimizing greenhouse gas emissions, reducing energy costs to businesses and creating an attractive work environment for employees.

SKIA has distinguished itself as a new model for industrial development, demonstrating that an integrated approach to economic development and environmental sustainability can achieve a successful industrial center that benefits all.



**sustainable**

## Natural Environment

- NE 1.** Promote sustainability of ecosystem functions through protection, restoration, and enhancement of native vegetation, waterways, wetlands, and buffers.
- NE 2.** Promote sustainability of ecosystem functions through protection of aquifer recharge areas.

## Economic Development

- ED 1.** Establish SKIA as the foremost sustainable industrial area in the Puget Sound Region.
- ED 2.** Recruit, grow and retain a wide spectrum of industrial employment opportunities in SKIA.
- ED 3.** In order to attract industry and promote local hiring, expand and develop workforce skills.
- ED 4.** Track performance and celebrate success.

## Land Use

- LU 1.** Promote a compact intensive industrial land use pattern and development phasing to minimize impacts on natural systems, maximize returns on infrastructure investment, and reduce greenhouse gas emissions.
- LU 2.** Restrict uses that are incompatible with intensive industrial development and airport operations, and ensure consistency with regional planning policies and criteria for designated Manufacturing/Industrial Centers.
- LU 3.** Provide clear development standards and a streamlined permitting process for projects that are consistent with the SKIA Subarea Plan.

## Transportation

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- T 1. Develop a complete transportation system that supports all modes of travel and all potential users of the site.
- T 2. Develop a transportation system that is financially feasible.

## Greenhouse Gases

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- GG 1. Manage vegetated areas to promote to reduced greenhouse gas emissions.
- GG 2. Coordinate transportation and land use planning to reduce greenhouse gas emissions from vehicles.
- GG 3. Adopt site and building standards that contribute to reduced greenhouse gas emissions and result in more sustainable development.
- GG 4. Provide public facilities that are sustainable and contribute to greenhouse gas reduction.

## Utilities

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- U 1. Water and wastewater systems should conserve resources and maximize efficiency.
- U 2. Improve surface and ground water quality.
- U 3. Promote innovation, safety, reliability, and cost effectiveness in the delivery of utility services.

## Capital Facilities

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- CF 1. Use capital improvements as an economic development measure that attracts and retains businesses in SKIA.
- CF 2. Provide full funding for public facilities that are needed to support development of SKIA.

## Clean Tech <sup>1</sup>

An economic cluster comprised of six major business activities:

- Clean Energy
- Green Building
- Smart Grid
- Transportation Vehicles and Alternative Fuels
- Advanced Materials and Environmental Products
- Environmental Remediation and Pollution Prevention

## Green Jobs <sup>2</sup>

Jobs where employees are engaged in at least one of the four following areas:

- Increasing energy efficiency
- Producing renewable energy
- Preventing and reducing environmental pollution
- Providing mitigation or cleanup of environmental pollution.

1. Puget Sound Regional Council Prosperity Partnership

2. Washington State Employment Security Department

# Key Land Use Strategies

- Promote compact clustered development with strong pedestrian connections and amenities.
- Promote a business park design with shared parking, loading and storage located to the rear and sides of buildings where possible.
- Prioritize areas served by existing and planned roads for near term development.
- Encourage internal development transfers within SKIA.
- Provide controls on development that is incompatible with airport.
- Reserve areas near the freight rail corridor for industrial uses; encourage shipping by rail.
- Encourage small scale retail, child care and other supporting uses near employment and non-motorized transportation.
- Maintain restrictions on large retail, residential and other non-industrial uses that are incompatible with industrial development.
- Establish an expedited permit process for sustainable development in SKIA.



# Regulatory Framework

## General Industrial

Most industrial uses

## Aviation Business

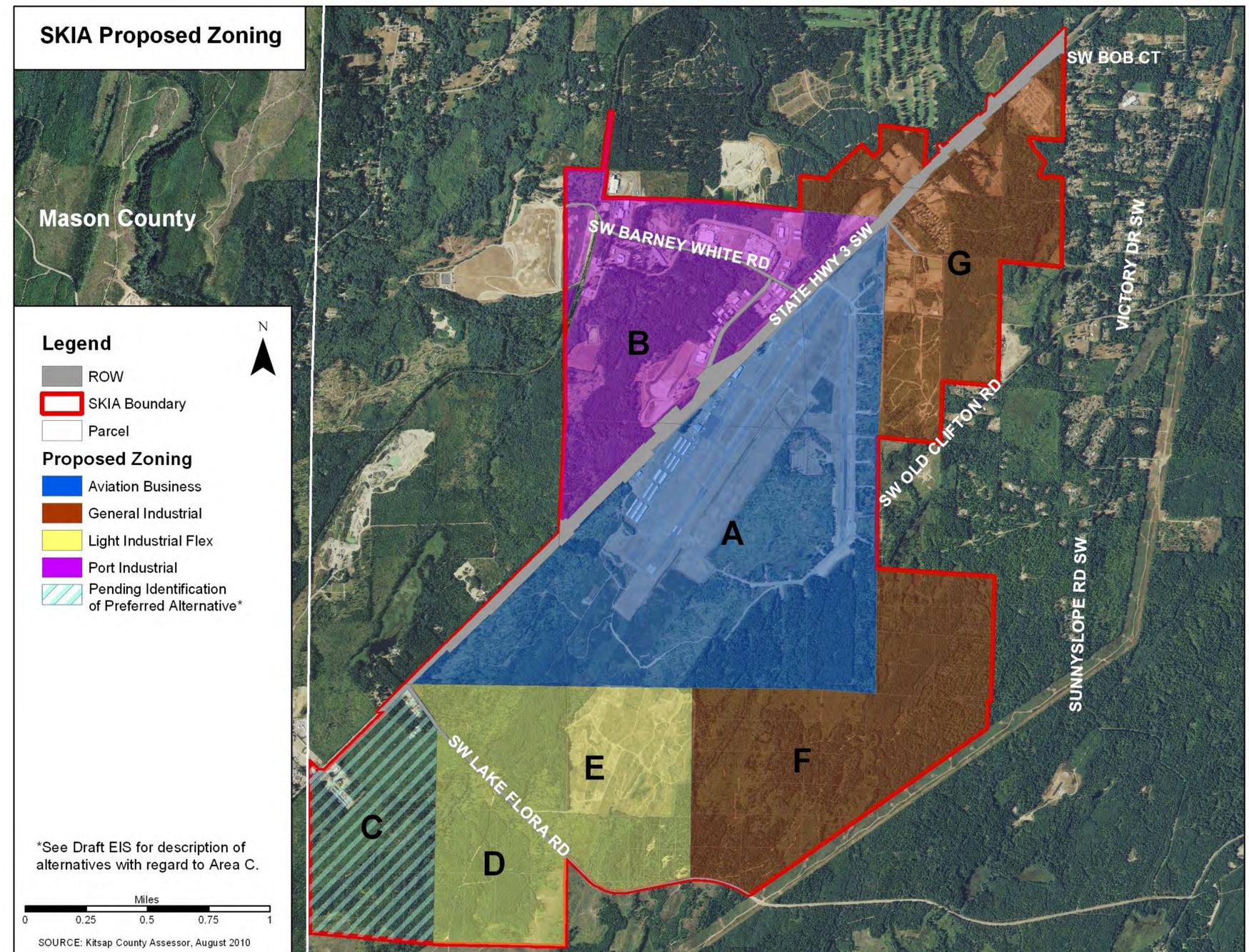
Aviation related business and manufacturing

## Port Industrial

Light industrial, manufacturing, emphasis on business park form

## Light Industrial Flex

Flex-tech and a wide range of light industrial uses



# SKIA Development Standards

- Create unique industrial park identity with gateways, coordinated signage, native landscaping along roads and within sites, and clustered development.
- Maintain current 50 ft. height limit; possible new restrictions near airport.
- Setbacks to buffer adjacent areas, enhance appearance and address internal use conflicts; no internal setbacks between similar uses.
- Site clearing and canopy coverage standards; property owners may buy and sell credits to obtain greater development potential or offset critical areas.
- Low Impact Development techniques, including green streets LID measures
- International Green Construction Code as a voluntary pathway.
- Allow increased site coverage and other incentives for green projects.



# Natural Resources: Potential Impacts

## **Earth** *(soil stability, erosion, seismic events, and settlement)*

- Overall low risk for landslide
- Risk of erosion for slopes greater than 15%
- Seismically active area
- Peat deposits in certain areas could lead to settlement

## **Aquifer Recharge Areas** *(groundwater supply and recharge)*

- Potential impacts in areas designated as Critical Aquifer Recharge Area (CARA).
- Critical areas regulations would help limit impacts

## **Plants and Animals** *(vegetation, fish and other wildlife species and habitats)*

- No significant impacts to plants
- Reduction in habitat area would result in loss of habitat for animals
- Stormwater runoff could impact fish habitat



# Natural Resources: Mitigation

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## Earth

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- Site specific evaluation and design
- Construction Best Management Practices

## Aquifer Recharge Areas

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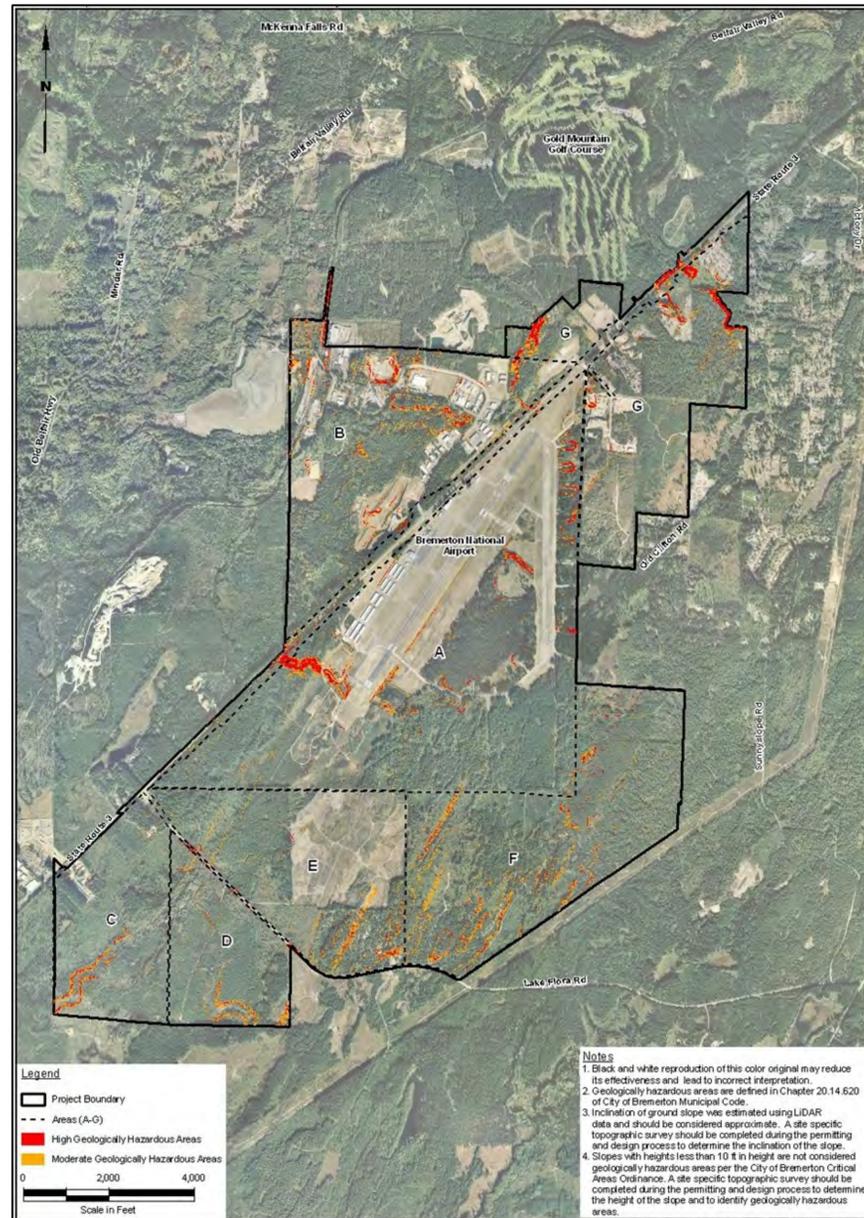
- Site specific evaluation and design
- Construction Best Management Practices
- Low Impact Development measures for stormwater

## Plants and Animals

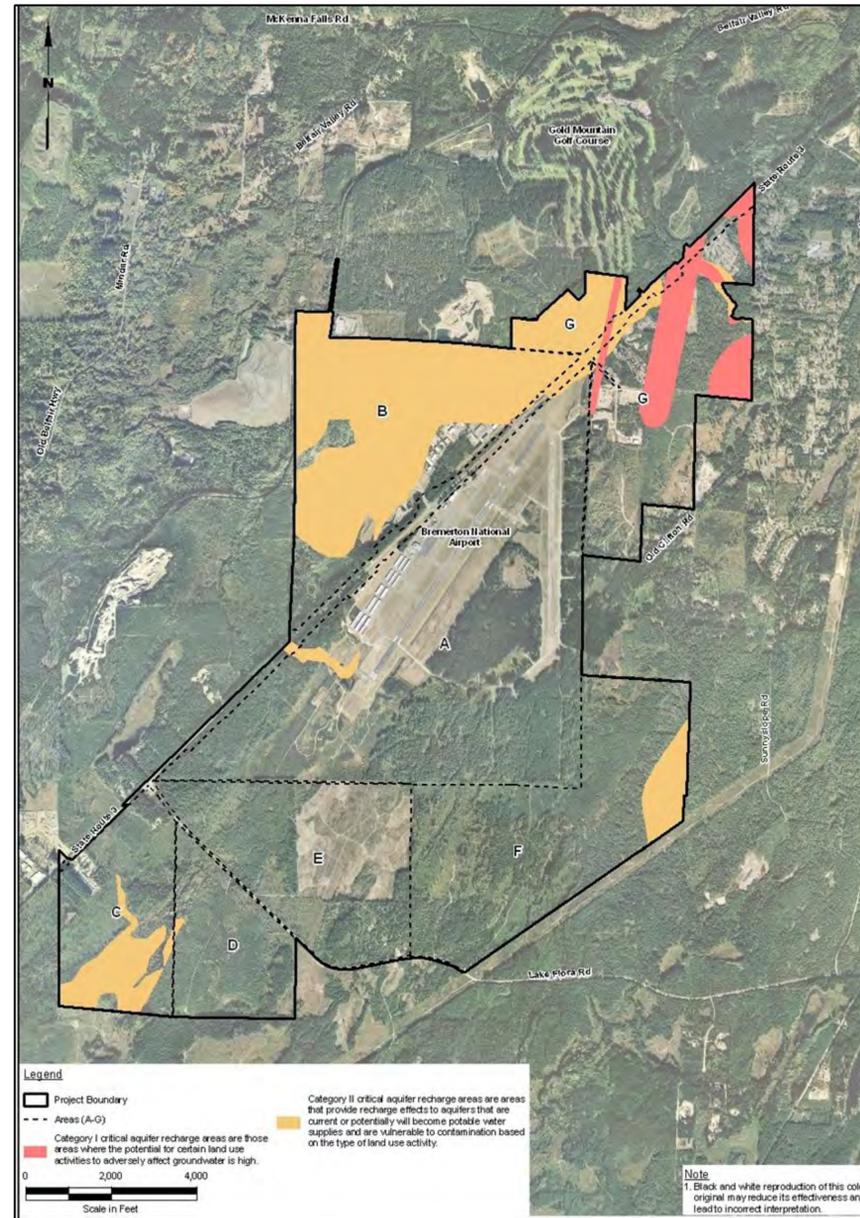
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- Stormwater Best Management Practices
- Critical areas mitigation sequencing
- Landscape protection/maintenance

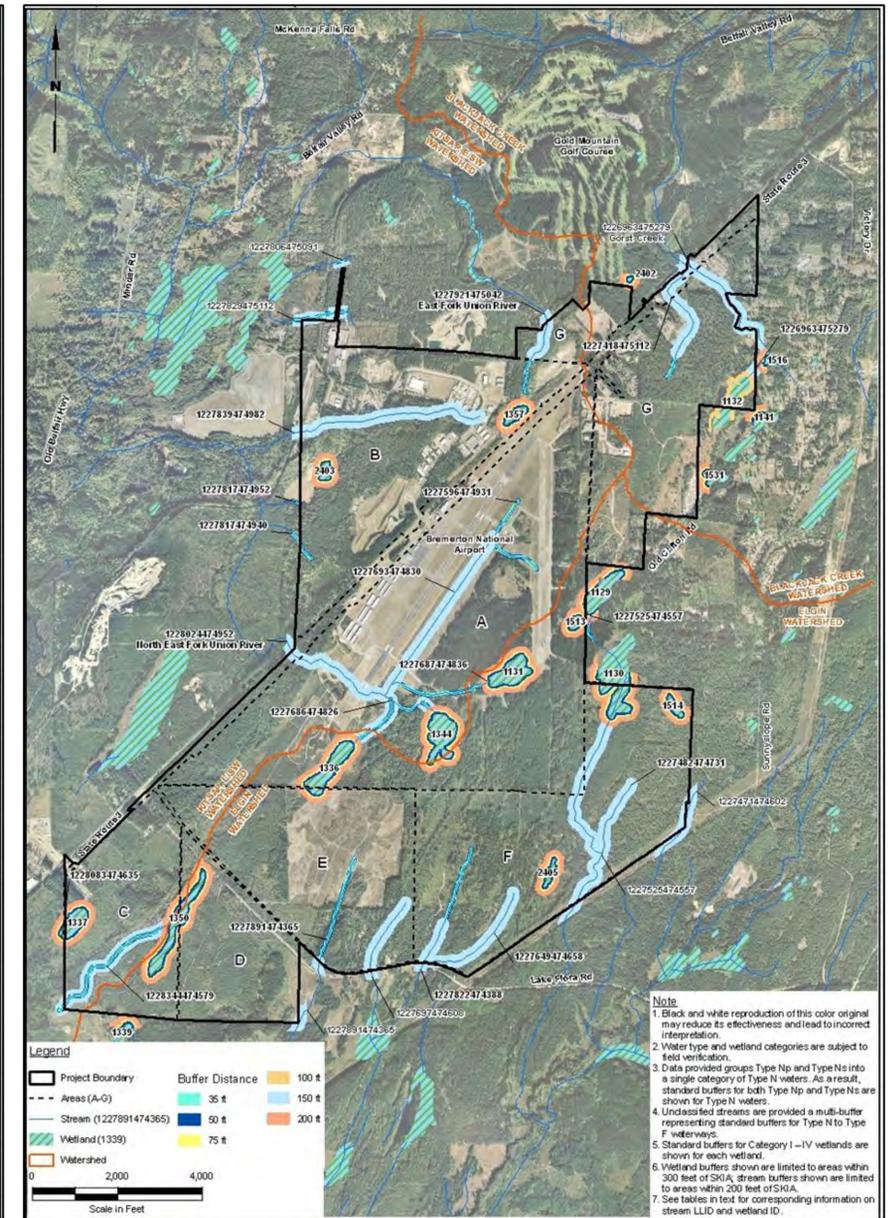




EIS Figure 3.1-2 High and Moderate Geologically Hazardous areas



EIS Figure 3.1-4 Aquifer Recharge Areas



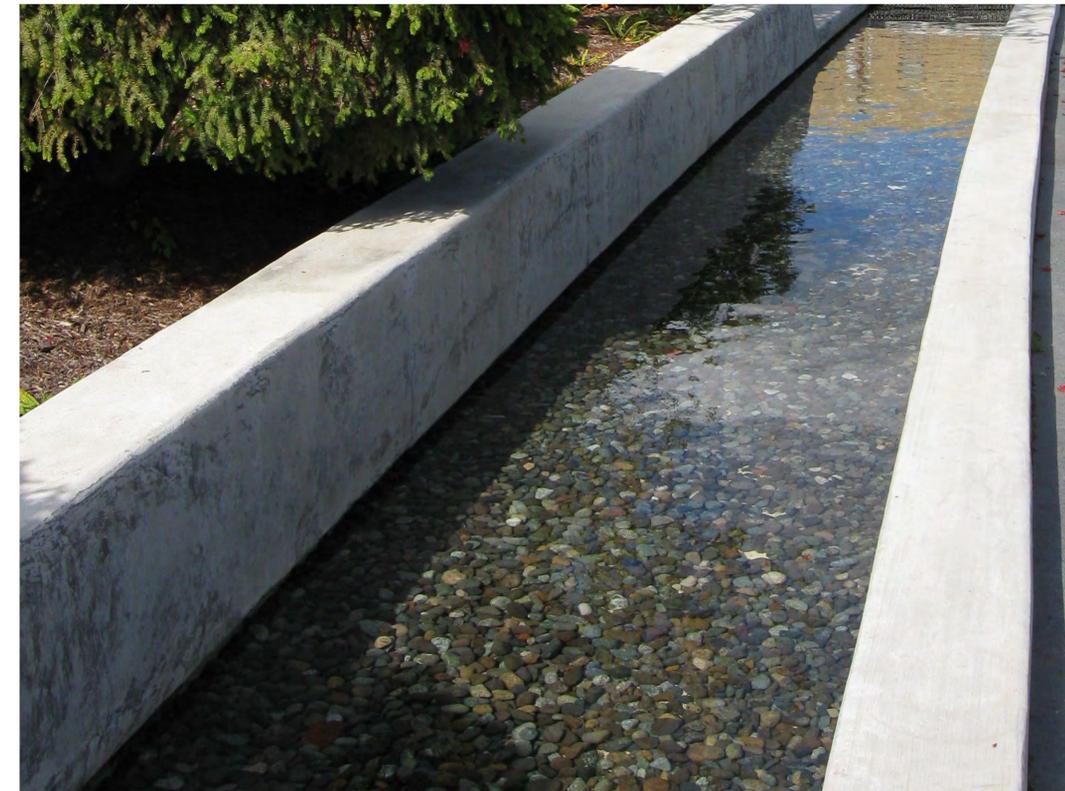
EIS Figure 3.1-6 Wetlands, Waterways and Standard Buffers

# Sustainability Measures

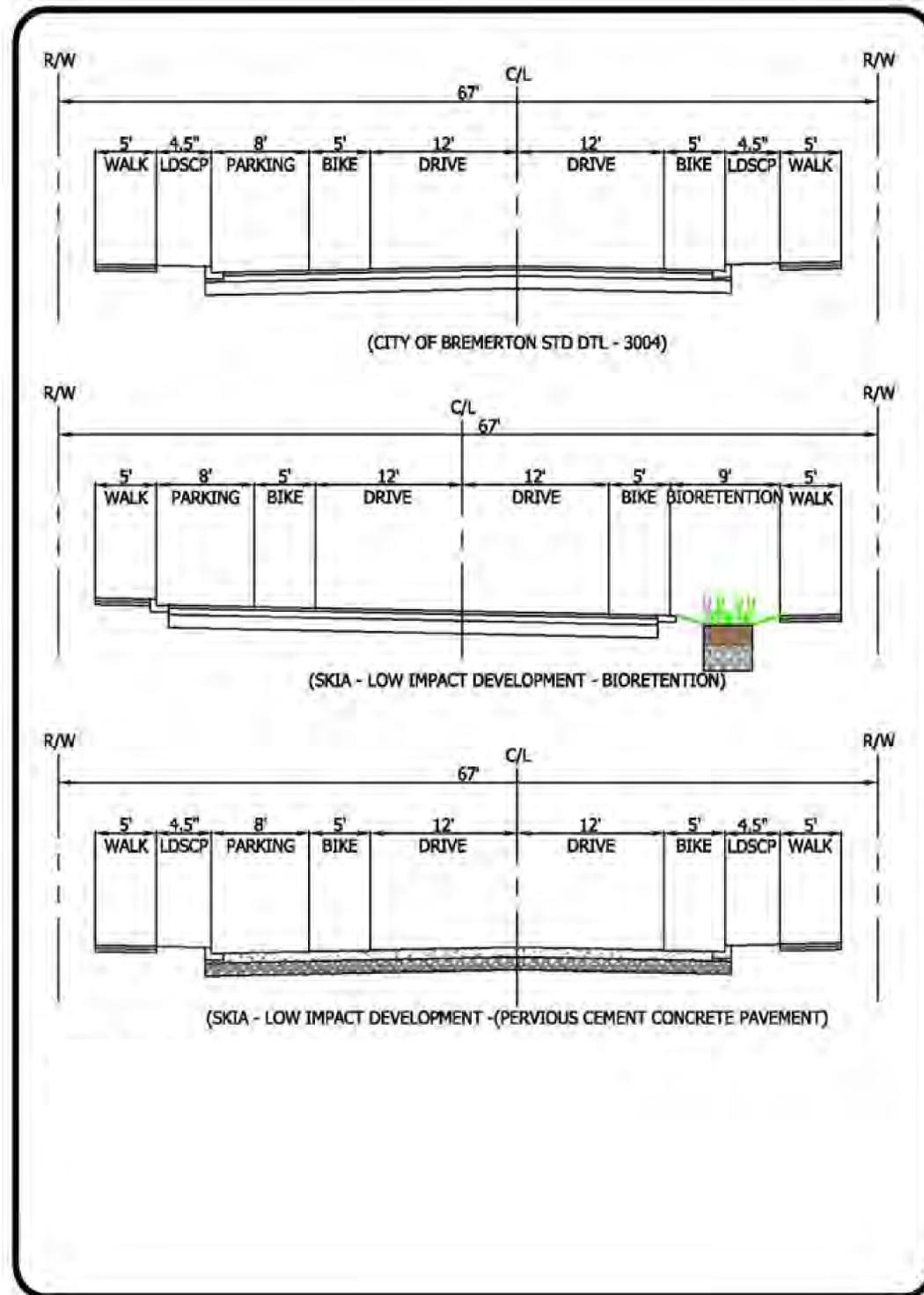
- Green building standards
- Comprehensive low impact development standards
- Energy efficiency and renewable energy standards
- Compact development standards
- Commute trip reduction program
- Expanded vanpool/transit
- Housing near SKIA
- Supporting retail and services in and near SKIA
- Efficient transportation design standards
- Target industries with short shipping distances



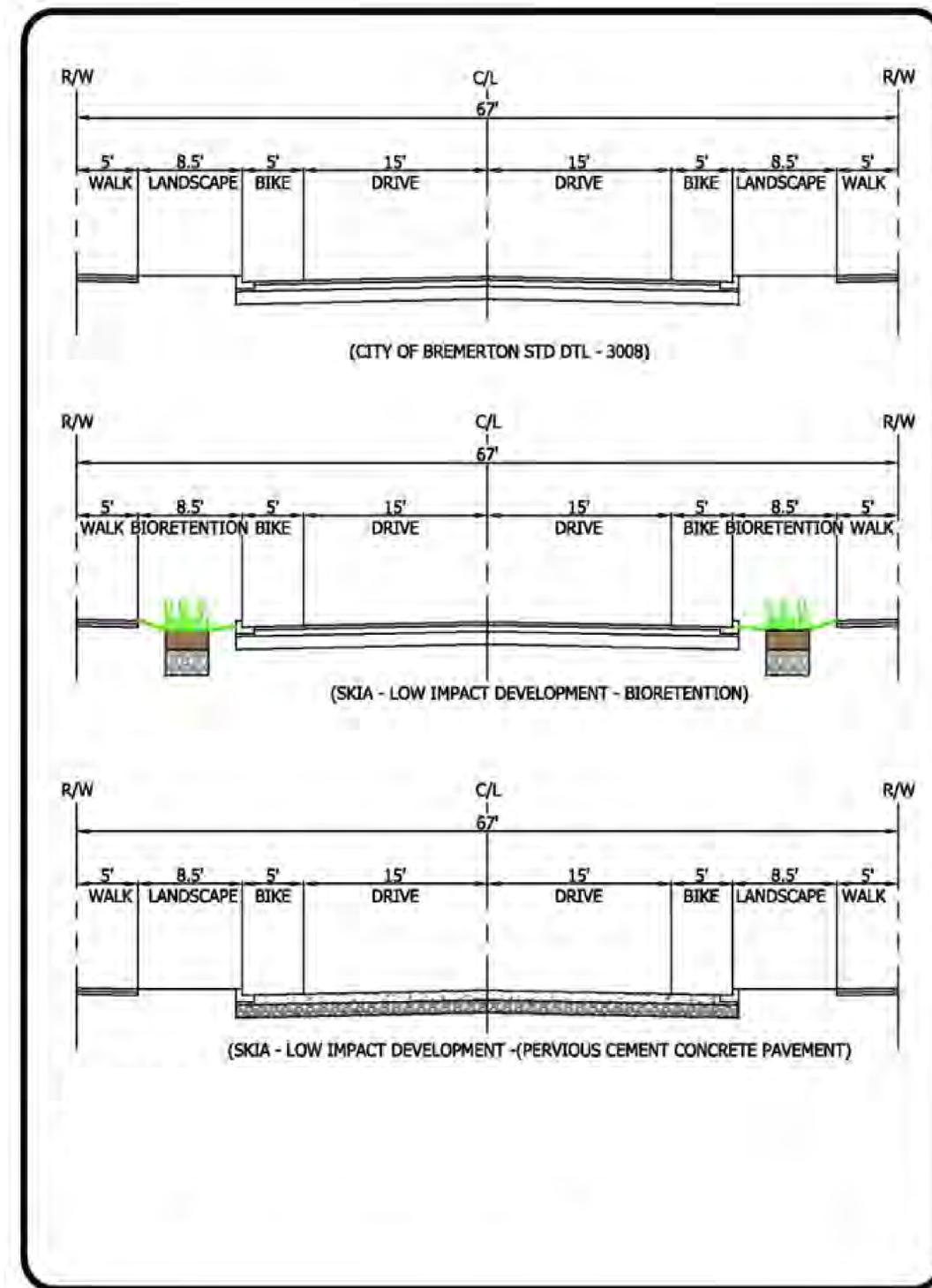
- Low impact development stormwater standards
- Stormwater fee and incentive structure
- Green building standards, including water conservation strategies
- Reclaimed wastewater use
- Phased utility expansion



# Low Impact Development Street Standards



Typical Low Impact Development Street Sections:  
Local Access Streets



Typical Low Impact Development Street Sections:  
Commercial/Industrial Streets

# Economic Development

Comprehensive marketing plan

Coordinated outreach program

Balanced approach

Targeted training programs

Foster partnerships



**City of Bremerton South Kitsap Industrial Area (SKIA) Subarea Plan &  
Planned Action EIS**

**Executive Committee and Technical Working Group  
Joint Meeting**

**Monday, July 25, 2011**

**1:00 - 5:00 p.m.**

**Bremerton City Council Chambers**

**Norm Dicks Government Center, Bremerton**

**AGENDA**

<b>Topic</b>	<b>Owner</b>	<b>Time</b>
<b>Introduction &amp; Meeting Format</b>	Melinda	1:00-1:10
<b>Public Comments &amp; Preferred Alternative</b>	Deborah/All	1:10-1:30
<b>Contradictions Workshop</b>	Melinda/All	1:30-3:00
<b>BREAK</b>		3:00-3:15
<b>Strategic Directions Workshop</b>	Melinda/All	3:15-4:55
<b>Wrap-up</b>	Melinda	4:55-5:00

# Memo

**To:** SKIA Technical Working Group  
SKIA Executive Committee

**From:** Deborah Munkberg, EA|Blumen

**cc:** Andrea Spencer, City of Bremerton  
Alyce Fierro, City of Bremerton

**Date:** July 19, 2011

**Re:** SKIA Subarea Plan: Preferred Alternative Preliminary Considerations

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On June 9, 2011, the Draft SKIA EIS was issued for public review. The Draft EIS considers three subarea plan alternatives, but does not identify a preferred alternative. The next step in the planning process will be to identify the preferred alternative that will be described in the Final EIS and incorporated into the Subarea Plan. The preferred alternative may be one of the alternatives as described in the Draft EIS or some combination of two or more of the alternatives. Key factors that will be considered in identifying the preferred alternative include the Draft EIS analysis of the alternatives, public comment and input, recommendations from the TWG and EC, and City assessment of compatibility of each alternative with project goals and feasibility for implementation.

One of the objectives of the joint TWG/EC meeting on July 25 is to receive feedback from the TWG/EC on the preferred alternative. In order to assist in this consideration, this memo contains a brief overview of the Draft EIS alternatives, together with a preliminary plan concept for your consideration. Because the public comment period on the Draft EIS was extended through July 21, this memo does not contain a summary of public comment. We will present this information at the July 25 meeting.

## I. Overview

### Project Objectives

As described in the Draft EIS, the SKIA Subarea planning process is intended to achieve the following objectives:

- Enhance sustainability and reduce greenhouse gas emissions
- Incorporate low impact development techniques
- Promote job creation for the region
- Explore options for clean technology economic development
- Provide environmental stewardship
- Incorporate green and sustainable infrastructure
- Provide regional leadership in sustainable economic development

These objectives are consistent with broader City of Bremerton sustainability goals and with the objectives of the Climate Showcase Communities grant that was awarded to the City by the EPA for this project.

## Draft EIS Alternatives

Consistent with the City’s objectives, the Draft EIS describes three alternatives for the SKIA Subarea. Each alternative would maintain a continued focus on industrial development in SKIA. The key difference between the alternatives is the amount of new employment that is assumed over 20-year planning period. An overview of the three alternatives is shown in Table 1, below.

Table 1. Alternatives Summary

	Alternative 1 No Action/Trends	Alternative 2 Reduced MIC/Mixed Use Center	Alternative 3 Intensive MIC
<b>Total Development</b>	800,000 sf	3,850,000 sf	5,600,000
<b>Total New Employment</b>	1,400	6,500	10,000
<b>MIC Size</b>	App 3,590 acres	App 3,322 acres; 268 acres removed for a mixed use center	App 3,590 acres

Alternative 1 is the SEPA No Action alternative and anticipates continued incremental development consistent with development trends over the past several years, resulting in total new employment of approximately 1,400 jobs in 800,000 sf of development. At the other end of the spectrum, Alternative 3 assumes a significant increase in growth and development, with 10,000 new employees in 5,600,000 sf of new development over the 20-year planning period. Both Alternatives 1 and 3 would maintain the existing Manufacturing/Industrial Center (MIC) area of approximately 3,590 acres in existing boundaries.

Relative to Alternatives 1 and 3, Alternative 2 would provide for a moderate level of employment growth, with 6,500 new employees in 3,850,000 sf of new development. However, the MIC boundary would be reduced to exclude approximately 270 to 280 acres in the southwest portion of the study area, south of SW Lake Flora Road. This area would be designated for future mixed use (office and retail) development, providing capacity for approximately 1,500 employees and 775,000 sf of development assumed under Alternative 2.

All three alternatives would seek to maximize use of existing infrastructure to serve new development and provide for phased infrastructure expansion in the study area.

The action alternatives would incorporate a range of sustainability measures, including low impact development standards, green streets, energy efficient transportation infrastructure, energy efficient outdoor lighting, consideration of green building standards and other measures described in the Draft EIS.

## II. Preliminary Plan Concept

Based on the project objectives and the analysis in the Draft EIS, the consultant team proposes consideration of Alternative 2 as a starting point for discussion of the preferred alternative. This is based on the following considerations:

- **Project Objectives.** Alternative 1 (No Action) does not meet the City’s objectives, as listed above. Both Alternatives 2 and 3 could meet the City’s objectives and are further considered below.

- **Flexibility.** Inclusion of the mixed use center as part of Alternative 2 provides more flexibility for large retail and offices uses to locate in the study area. In addition, even with the reduction in the area of the MIC, the remaining MIC would continue to have plenty of capacity to achieve short and long-term employment goals. Under Alternative 3, retention of the existing MIC boundaries would limit development of large destination retail uses or non-industrial related office uses within the study area.
- **Achievable Growth Scenario.** Both action alternatives contemplate aggressive growth scenarios that will require active recruitment and economic development initiatives. With a 6,500 proposed new jobs, Alternative 2 represents the approximate mid-point between No Action and Alternative 3 and may be a realistically ambitious target. A refinement of the Alternative 2 employment estimate to plan for slightly higher or lower development levels could also be considered.

It should be noted that the current Puget Sound Regional Council criteria for new candidate MICs call for an employment threshold of 10,000 existing jobs and an employment target of 20,000 jobs. Because SKIA is an existing MIC, these thresholds are not strictly applicable, but do provide an indicator of the regional intent for MICs.

- **Infrastructure Affordability.** As the TWG and EC have discussed, the cost of infrastructure to support future development is a significant challenge for this area. By providing a mid-range estimate for future development, infrastructure funding may be relatively more feasible, compared to the more ambitious Alternative 3 growth scenario.
- **Environmental Impacts.** The Draft EIS considered potential impacts of the alternatives to the natural environment, land use, greenhouse gas emissions, aesthetics, cultural resources, public services, transportation and utilities. For most of the elements of the environment, the anticipated impacts of Alternatives 2 and 3 are relatively similar. For the utilities and transportation elements of the environment, impacts under Alternative 3 are greater than under Alternative 2, resulting in the need for greater mitigation and potential for significant unavoidable adverse impacts.

Based on all of these factors, the consultant team's preliminary recommendation is to consider Alternative 2, with or without refinements, for the preferred alternative. We recognize that public comment and perspectives from the TWG and EC members may lead in a different direction. We will provide a summary of public comment at the meeting on the 25<sup>th</sup> and look forward to continued discussion at the meeting.

# Memo

**To:** SKIA Technical Working Group  
SKIA Executive Committee

**From:** Deborah Munkberg, EA|Blumen

**cc:** Andrea Spencer, City of Bremerton  
Alyce Fierro, City of Bremerton

**Date:** July 25, 2011

**Re:** SKIA Subarea Plan and Draft EIS: Public Comments

The public comment period for the SKIA Draft Planned Action EIS and Subarea Plan closed on July 21, 2011. A total of five comment cards were received at the June 16 public meeting and seven written comment letters were received during the comment period.

This memo provides an overview summary of the comments received during the comment period. Detailed responses to all comments will be provided in the Final EIS. In addition, the Subarea Plan will be revised based on public comment, TWG/EC recommendations and City direction, and will be available for additional public review during the City review and adoption process.

## Comments

Five comment cards and seven comment letters were received during the comment period. The table below lists the comments received and briefly summarizes the comments.

### SKIA Draft EIS and Subarea Plan: Public Comment Summary

Public Comments	Summary	Date Received
<b>Public Meeting</b>		
Adam A. Victor	Interested in green roof tops to grow produce for local restaurants	June 16, 2011
Roger Zabinski	For marketing, provide simple overview of SKIA, include keys stakeholders	June 16, 2011
Roger Zabinski	Identify park n ride lot, need industrial park amenities	June 16, 2011
Tim Thomson	Correct NW boundary of SKIA area (exclude notch west of RR line); greater emphasis on value of the airport; rail access land is limited; acknowledge Bremerton Motorsports Park	June 16, 2011
Name not provided	Build Rt 3 to 4 lanes; go for maximum growth	June 16, 2011
<b>Comment Letters</b>		
Port of Bremerton	<b>Subarea Plan:</b> Provide greater emphasis on importance of airport as an economic driver; balance green strategies with market constraints; discourage gimmicks and onerous requirements (encourage versus require); address funding for marketing and implementation for marketing effort; promote existing Foreign Trade Zone; acknowledge Bremerton Motorsports Park; correct boundary in NW corner (exclude block across RR tracks)	July 11, 2011

Public Comments	Summary	Date Received
	<p><b>Draft EIS:</b> Include Bremerton Motorsports Park; Area C mixed use requires coordination with FAA requirements; address Gorst traffic congestion; address wastewater mitigation in the context of Port agreement with the City of Port Orchard; ensure that green measures do not preclude economic development; cultural resource mitigation onerous</p>	
<p><b>Kitsap County Board of County Commissioners and Transportation Planning Division (Greg Cioc)</b></p>	<p><b>Subarea Plan:</b> Support Alternative 3.  <b>Draft EIS:</b> Recognize that local jurisdictions do not have intersection LOS; ensure FAA compatibility with development near airport; complete streets and extensive bike facilities are suspect; add discussion regarding state access requirements</p>	<p>June 21, 2011</p>
<p><b>The Suquamish Tribe (Alison O'Sullivan)</b></p>	<p><b>Subarea Plan:</b> Zone areas adjacent to the Union River, Coulter Creek, Gorst Creek and vicinity of headwater wetlands to provide protection; identify actions to address Sinclair Inlet TMDL; impacts to aquifer recharge areas and subsequent impacts to streamflow needs to be included  <b>Draft EIS:</b> Mitigation measures not adequate to address environmental impacts from future development; measures too general to ensure that goal of no net loss of wetland functions and values is met; regulatory requirements of ordinance are not fully addressed; Tribe does not support planned action ordinance; cultural resources mitigation not adequate</p>	<p>July 21, 2011</p>
<p><b>WSDOT (Leah Bolotin)</b></p>	<p><b>Draft EIS:</b> Reliance on a planned action EIS may not be enough to address and mitigate traffic impacts as development occurs; mitigation measures must be consistent with regional and state plans; SR 3 analysis and impact corrections; maintain compatibility with airport</p>	<p>July 21, 2011</p>
<p><b>Bremerton Motor Sports Park (Mike Burdick)</b></p>	<p><b>Subarea Plan:</b> Recognize Motorsports Park; Park will include opportunities to test clean technologies and LID stormwater  <b>Draft EIS:</b> Recognize Motorsports Park</p>	<p>July 21, 2011</p>
<p><b>Courtney Flora (representing Overton &amp; Associates)</b></p>	<p><b>Subarea Plan:</b> Balance meaningful greenhouse gas measures with development feasibility, create incentives  <b>Draft EIS:</b> Support Alternative 2 with reduction in MIC</p>	<p>July 21, 2011</p>
<p><b>Doug Skrobut</b></p>	<p><b>Subarea Plan:</b> Plan vision too lofty, should do what is accepted by market and what will attract jobs; sustainability measures should be practical/realistic; rely on existing regulations (CAO, FAA); language about minimizing impacts, restricting clearing, limiting impervious surface, etc not consistent with urban industrial development; language such as "promote, discourage, encourage, etc." is threatening</p>	<p>June 15, 2011</p>

# City of Bremerton South Kitsap Industrial Area (SKIA) Subarea Plan & Planned Action EIS

## Executive Committee and Technical Working Group Joint Meeting

Wednesday, March 28, 2012

2:00 - 4:00 p.m.

Bremerton City Council Chambers  
Norm Dicks Government Center, Bremerton

### MEETING NOTES

The SKIA Executive Committee (EC) and Technical Working Group (TWG) were presented with an overview of the SKIA Subarea Plan Final Environmental Impact Statement (FEIS) and Draft Subarea Plan, including development regulations and Capital Facilities Plan.

### MEETING ATTENDEES

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Greg Jose, City of Bremerton Planning Commission	Eric Baker, Kitsap County Commissioner's Office
Ryan Sandstrom, Alpine Evergreen	Charlotte Garrido, Kitsap County Commissioner
David Overton, Overton & Associates	Kathy Cocus, Kitsap Economic Development Association
Fred Salisbury, Port of Bremerton	John Powers, Kitsap Economic Development Association
Jim McDonald, City of Bremerton City Council	Alyce Fierro, City of Bremerton Community Development
Alison O'Sullivan, Suquamish Tribe	Doug McIntyre, Bremerton Community Development
Ned Lever, City of Bremerton Public Works	Tim Matthes, Mayor of Port Orchard
Mary McClure, Kitsap Regional Coordinating Council	Patty Lent, Mayor of City of Bremerton
Andrea Spencer, City of Bremerton Community Development	Roger Zabinski, Port of Bremerton Commissioner
David Dinkuhn, Sustainable Bremerton	

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Project team member Melinda Posner opened the meeting with a review of the meeting agenda and an update on the project schedule including the following upcoming dates:

- April 10: Developer's Forum, 9-11 a.m., City of Bremerton City Council Chambers
- Week of April 23: EC/TWG Joint Meeting
- May 7: SKIA Public Open House, 4-7 p.m.
- June/July: Bremerton Planning Commission and City Council Review

Project team members Deborah Munkberg and Randy Young, and City of Bremerton Planner Doug McIntyre, presented an overview of the Subarea documents (attached).

The team noted that the documents are now available on the SKIA Website at <http://www.ci.bremerton.wa.us/skia/>. Hard copies of the Subarea Plan and FEIS were available for members after the meeting.

Participants had the following questions and comments:

Q: is there an advantage to changing the status of some large timber parcels to something smaller?

A: There really is no disincentive posed by large timber parcels.

Q: Regarding the three case studies, how did they answer the infrastructure question?

A: The most applicable case study is Silver Bay. From available information, infrastructure did not appear to be a constraint. However, staff will follow-up to confirm.

Q: Are there any current local examples of the Community Facilities District?

A: Not currently in Washington. The law was passed in 2010. Since then, Black Diamond had a proposal for one of these but the project was rescinded.

Q: Can a Community Facilities District be used for all utilities?

A: Yes, as well as libraries, schools and other public facilities.

Q: Is it broad-based or just a pilot program?

A: There are no limits to its use. It's not a pilot program.

Q: Does the project team know any experts in their area?

A: The team will investigate if there is someone to recommend as an expert.

Q: What are the assumptions for wastewater discharge for the Membrane Bioreactor (MBR)?

A: There are two such facilities planned – the one proposed in the north utilizes water reuse; the one in the south proposes an infiltration gallery and/or water reuse.

Q: How do SKIA goals of employment and square footage affect the other seven industrial centers throughout the region? Are the goals developed with the capacities at these other locations in mind?

A: Employment and square footage estimates were developed based on an understanding of PSRC expectations and the capacity of the City and its partners to absorb new employment and development. The market study that was prepared as an early step in the project provided comparative information of development and capacity at the other manufacturing industrial centers.

Q: The implementation plan will require some new monitoring requirements. How will that process work compared to the current process at the City?

A: The proposed Steering Committee will provide guidance and recommendations. When adopted by the City Council, this will outline a clear work plan of the City for the future, and will need to be clearly integrated with City processes.

Q: Can we retain maximum flexibility in planning for capital facilities, especially with regard to phasing in particular?

A: Yes, the plan retains flexibility but at some point funding sources and plans will require decisions at certain points that will narrow flexibility. Currently, the plan includes thresholds for each subarea – what each needs in terms of capital facilities and how much funding is required. There is flexibility, especially for “local” facilities.

Q: How does the capital facilities cost/job compare to other regions? Expect that it will be a lot higher.

A: The plan is based on a specific scenario and assumptions that support that scenario – what’s likely to be developed to serve 6,500 jobs. We may find it makes the area uncompetitive and we’ll need to adjust.

C: If the area is able to attract more jobs sooner, it may trigger a future planning process to adjust the targets.

C: Regarding street standards, there is a huge cost to upgrade existing streets to these new standards. It’s more costly in already-developed areas.

C: City staff noted that there are two questions that need to be answered in the plan:

1. Do we have the right street standards applied in the various Subarea plan locations?
2. Should we develop a “Payment in Lieu of” Program for frontage improvements?

C: For raw land development, consider reserving setbacks for frontage improvements but not requiring them to be constructed in early phases – otherwise it will be very costly.

Q: What is the comment period for the documents?

A: EC and TWG members are encouraged to provide written comments at any time. At the meeting held the week of April 23, the EC and TWG will be asked to provide a recommendation to the Planning Commission. Members can still provide written comments to the City after that time but the opportunity to have them considered for EC/TWG review is before or at the April 23 meeting.

Q: What is the planning horizon for this project?

A: The planning horizon is 20 years, until 2030.

Q: How has our Subarea plan process and documents been received by the EPA, the agency providing the grant for this project?

A: The EPA is happy with the work on the FEIS. The agency acknowledges that this project is different from other grant projects under the same program. They have suggested development of an EIS “users guide,” including some summary tables, to help communicate key concepts to the public.

Q: The Port is building a new road. It will connect to Lake Flora and Old Clifton. Is this in the City and/or County?

A: A part of Lake Flora Road is in the City of Bremerton.

Q: What is the strategy for maintaining existing roads as new roads are developed in SKIA?

A: The City will seek grants, County Preservation Funds, and any new funding programs that come available. This is consistent with the City's current strategy, which is a competitive process to obtain local and regional funds.

C: The local funding picture will only get more difficult. There is great value in communicating the contents and intents of this plan with all of the local jurisdictions. It will go a long way toward bringing together collective support for this project.

# SKA sustainable



## Overview

Final EIS and  
Draft Revised Subarea Plan

March 28, 2012

# Project Status

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## Planned Action EIS

- Draft EIS issued June 9, 2011
- Public meeting June 16, 2011
- Comment period through July 21, 2011
- Final EIS issued March 29, 2012

## Draft Subarea Plan

- Draft Plan issued June 9, 2011
- Revised Draft Plan issued March 29, 2012





**SIXA**  
**sustainable**

# Final Environmental Impact Statement

# Final EIS

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- Fact Sheet
- Description of Proposal and Alternatives
  - Preferred Alternative
- Comments and Responses
- Clarifications



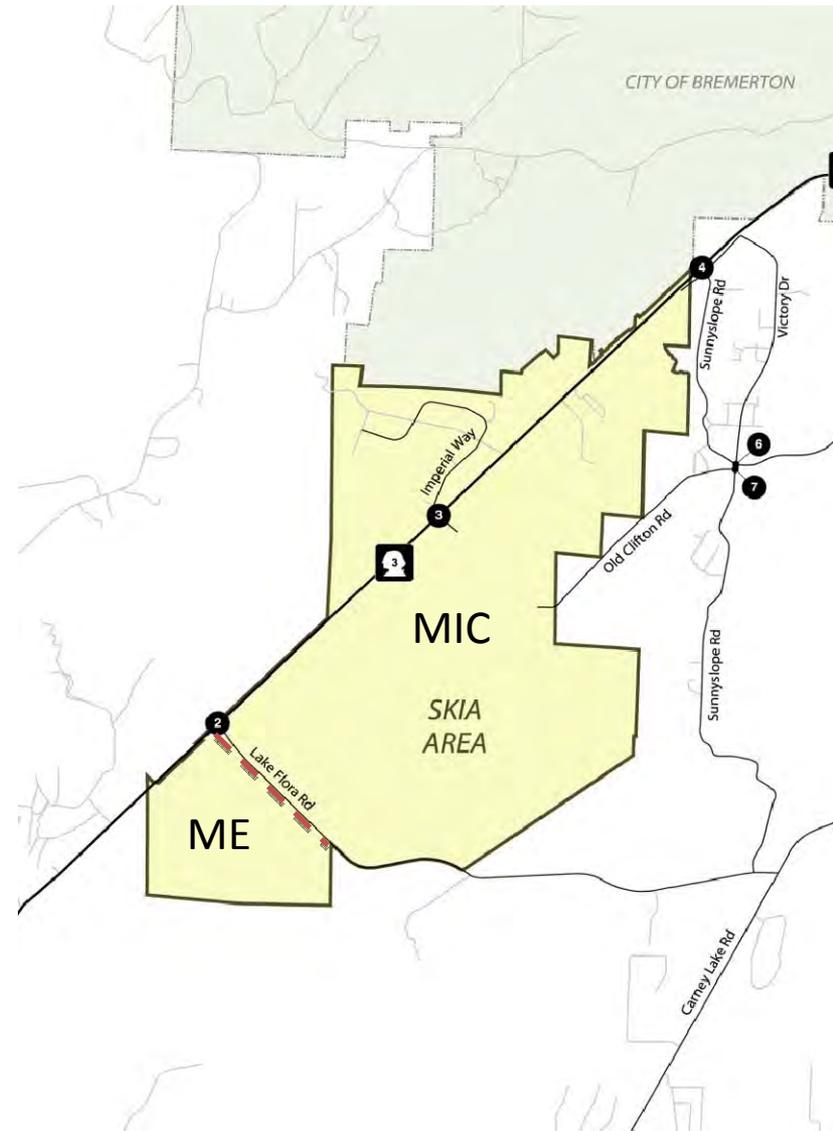
# EIS Alternatives

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<b>Alternative 1 (No Action)</b>	<b>Alternative 2</b>	<b>Alternative 3</b>
Existing trends	Reduced MIC/Mixed Use Center	Highest intensity MIC
1,400 new jobs	6,500 new jobs	10,000 new jobs

# Preferred Alternative

- Draft EIS Alternative 2
- Revised MIC Boundary
- Mixed Employment Area



# Comments and Responses

## Extended DEIS Comment Period

- 12 comment letters
- Transportation mitigation
- Airport compatibility
- Planned action process
- Alternative preferences
- Critical areas protection
- Subarea Plan comments
- Site specific issues



# Draft EIS Revisions

- Scrivener's errors
- Additional information and clarifications
  - Transportation
  - Critical areas
  - Climate change
  - Land use
  - Utilities



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# Subarea Plan

# Draft Subarea Plan Contents

- A. Goals and Strategies
- B. Implementation
- C. SKIA Zoning and Development Standards
- D. Sustainable Design Guidelines and Development Incentives
- E. Capital Facilities Plan



# Section A: Goals and Strategies

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## Revisions to Goals and Strategies

- Natural Environment
- Economic Development
- Land Use
- Transportation
- Greenhouse Gases
- Utilities
- Capital Facilities

## Additional information

- Definitions
- Public outreach



# Section B: Implementation

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- TWG/EC Brainstorm Summary
- Five-Year Implementation Strategies
- Case Studies



# TWG/EC Brainstorm Summary

## Impediments to Success

- Competing interests and unclear benefits
- Green industrial is expensive
- Inflexible traditional zoning
- Undefined market strategy
- Transportation options



## Strategic Directions for Success

- Connect and implement
- Develop effective partnerships
- Inviting business climate
- Develop market strategy
- Demonstrate benefit



# Five Year Implementation Strategies

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1. Create Steering Committee
2. Develop comprehensive outreach and communication strategy
3. Develop specific marketing plan
4. Monitor and implement planning and regulatory review improvements
5. Funding for key infrastructure
6. Assess and adjust

# Case Studies

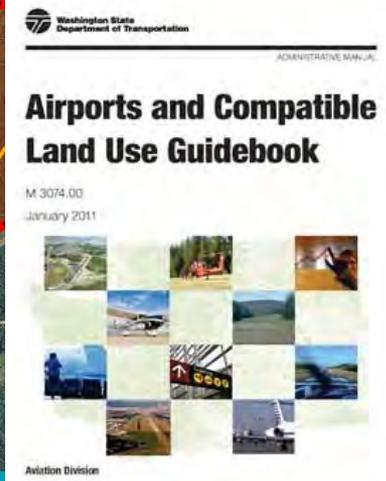
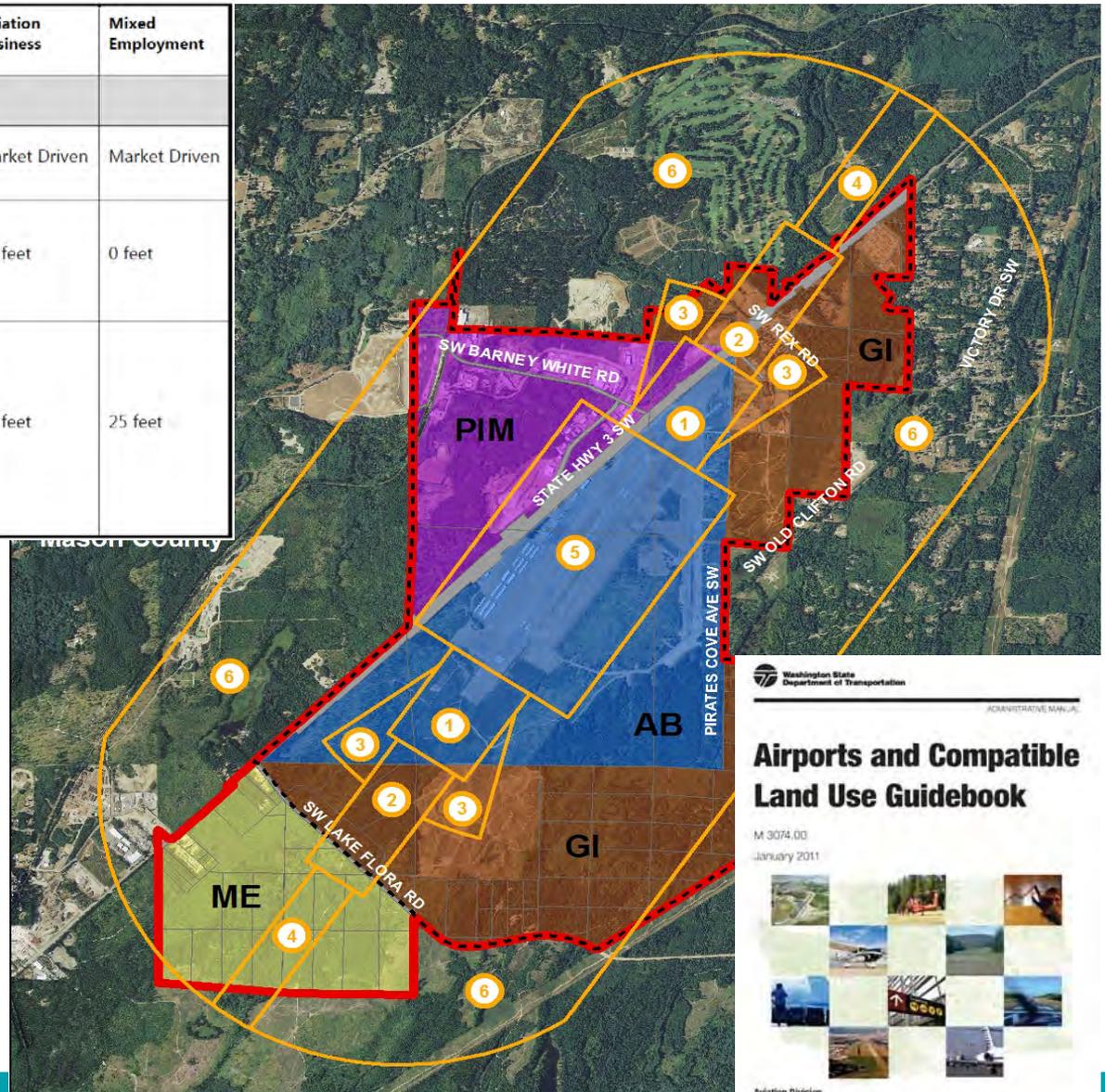
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- San Diego, CA
- Silver Bay, MN
- Kalundborg, Denmark



# Section C: Zoning & Dev. Standards

	General Industrial	Port Industrial Mix	Aviation Business	Mixed Employment
<b>Standards</b>				
Maximum Height <sup>1</sup>	Market Driven	Market Driven	Market Driven	Market Driven
Minimum Internal Setback (Properties within SKIA) <sub>2,3</sub>	20 feet	20 feet	20 feet	0 feet
Minimum External Setbacks when abutting an R-10 Zone or a residential use outside of SKIA boundaries. <sub>2,3</sub>	50 feet	50 feet	50 feet	25 feet



- Flexibility and ease of use
- Underlying emphasis on low-impact development
- Airport compatibility

# Zoning

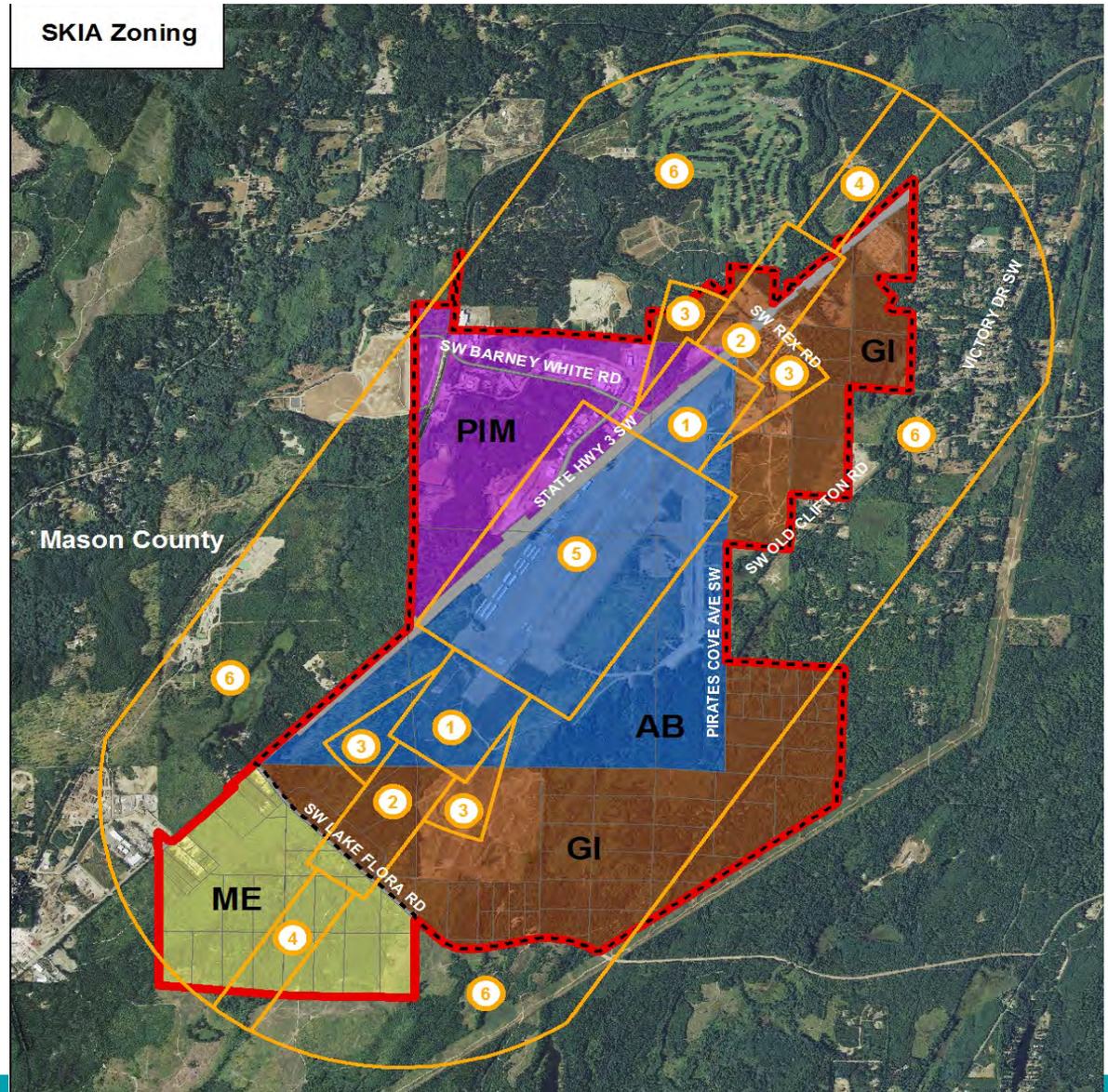
## Zoning

- Aviation Business (AB)
- General Industrial (GI)
- Port Industrial Mix (PIM)
- Mixed Employment (ME)

Airport Compatibility Overlay

Airport Compatibility Zone Number - Assigned per WSDOT Aviation Compatibility Guidebook

- Must meet Zone's intent
- Airport compatibility and consultation with Port of Bremerton



# Development Standards

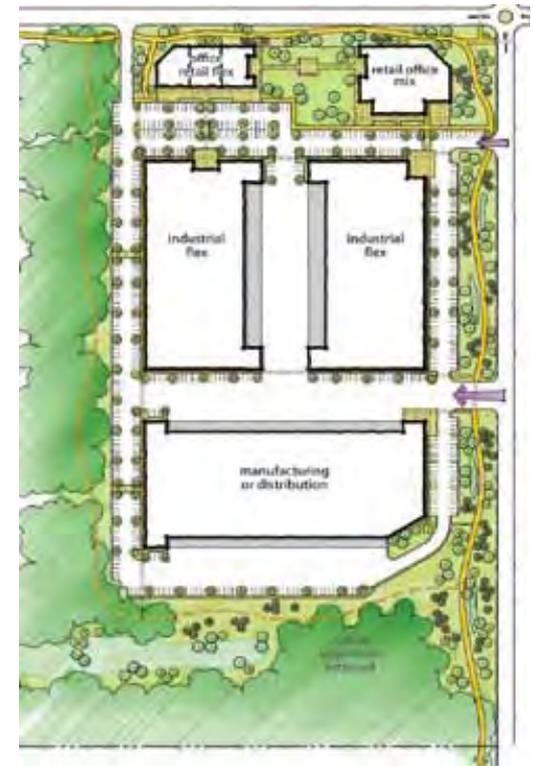
- Flexible regulations
- Ease of use
- Airport compatibility

Site Development Standards

	General Industrial	Port Industrial Mix	Aviation Business	Mixed Employment
Standards				
Maximum Height <sup>1</sup>	Market Driven	Market Driven	Market Driven	Market Driven
Minimum Internal Setback (Properties within SKIA) <sub>2,3</sub>	20 feet	20 feet	20 feet	0 feet
Minimum External Setbacks when abutting an R-10 Zone or a residential use outside of SKIA boundaries. <sub>2,3</sub>	50 feet	50 feet	50 feet	25 feet

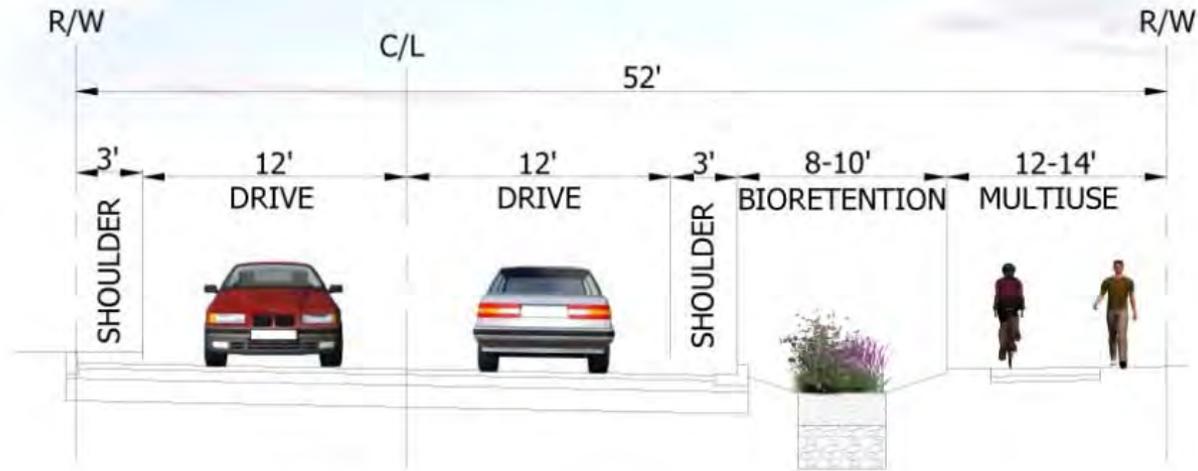
# Development Standards

- Categories:
  - Site clearing and development;
  - Building design;
  - Transportation, parking, circulation, and pedestrian access;
  - Landscaping;
  - Signs;
  - Exterior lighting;
  - Noise and emissions;
  - Low impact development; and
  - Right-of-way standards

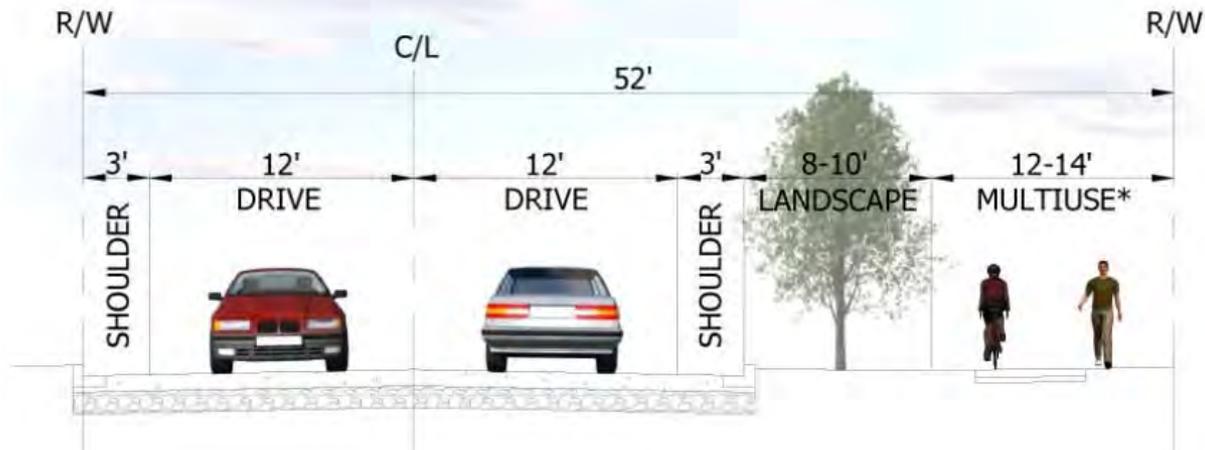


# Right-of-Way Standards

## Business-Serving Street

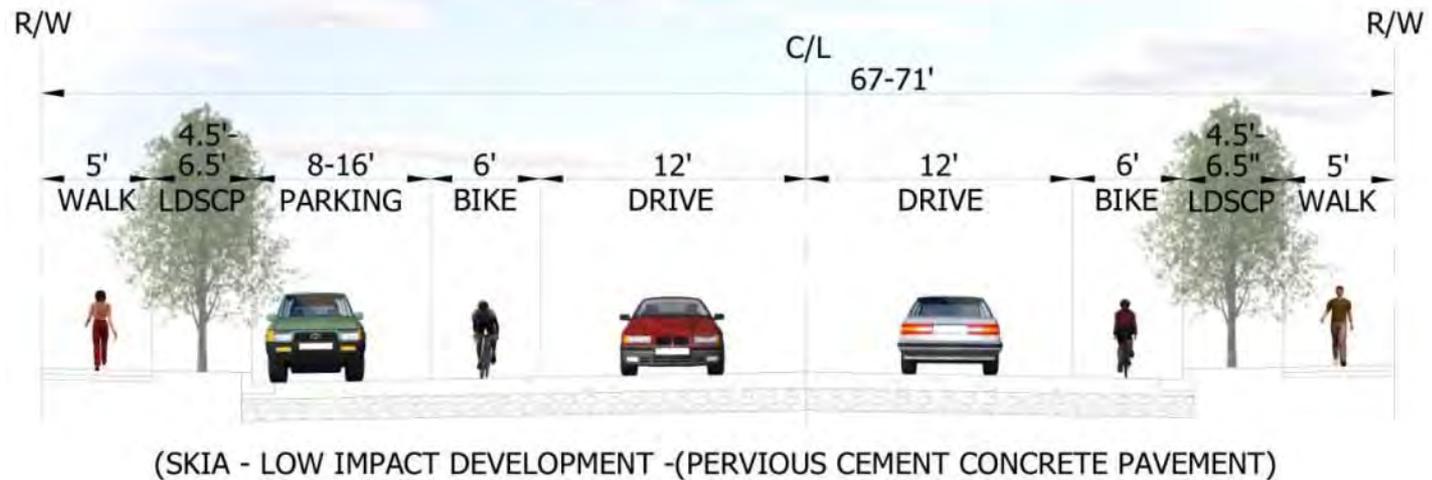
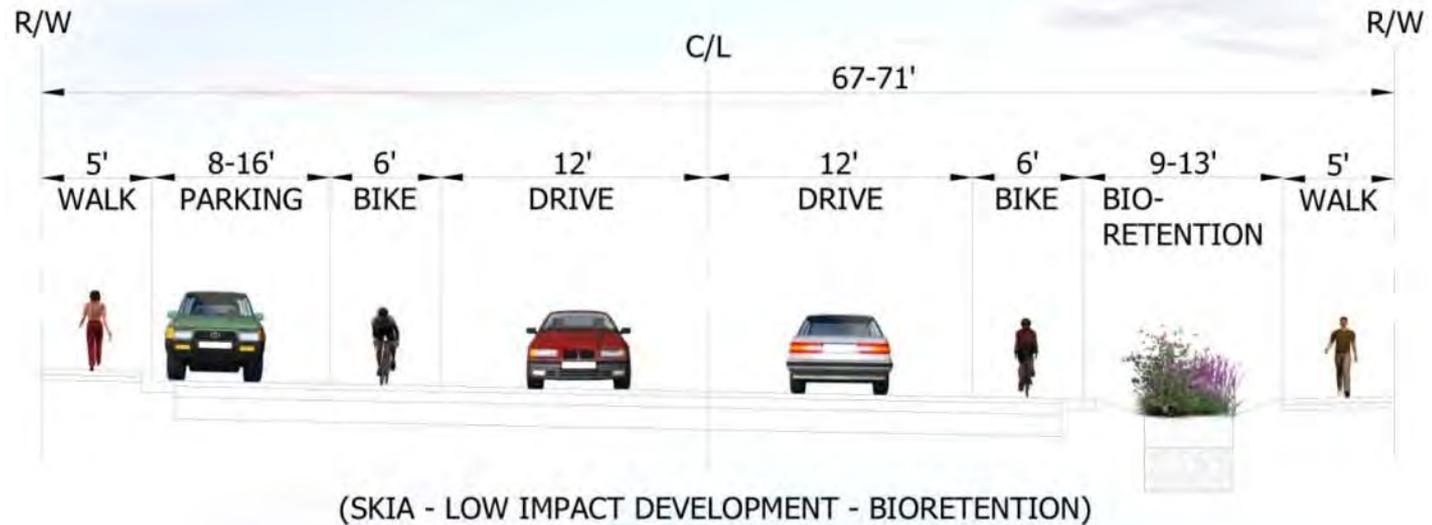


(SKIA - LOW IMPACT DEVELOPMENT - BIORETENTION)



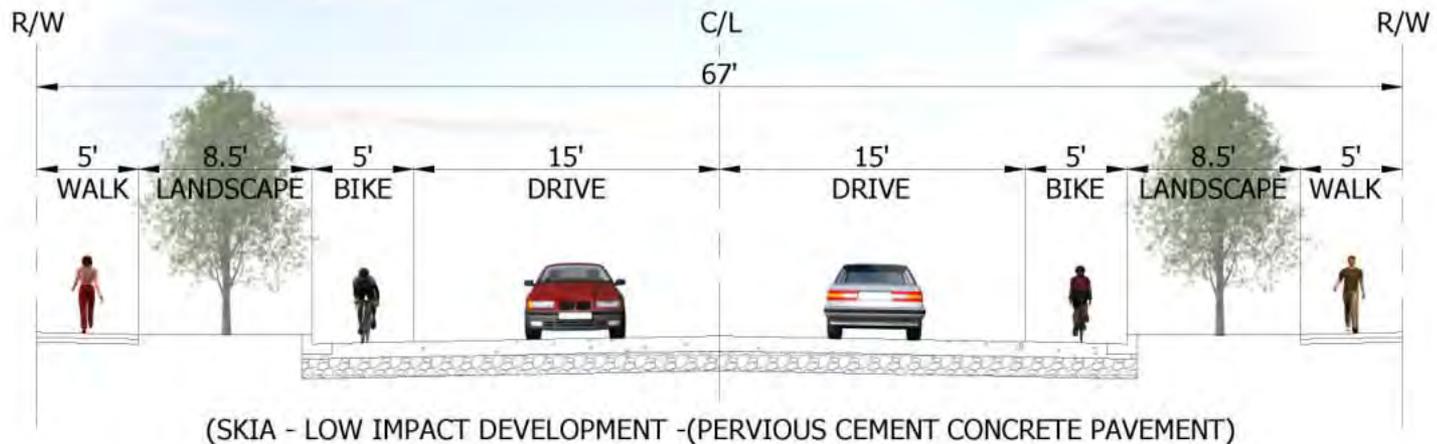
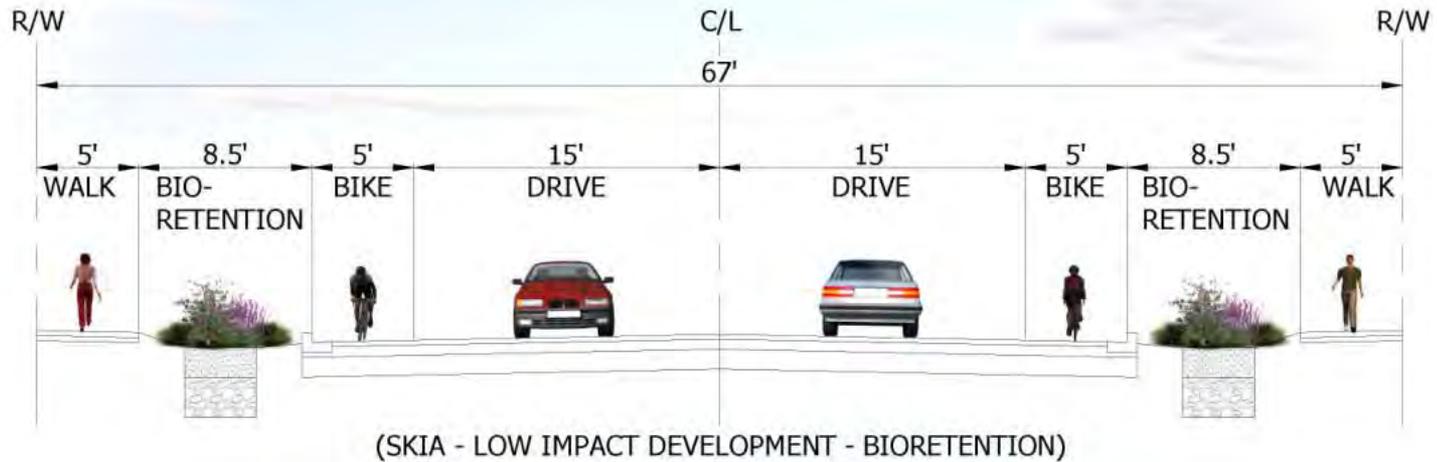
# Right-of-Way Standards

## Local Access Street



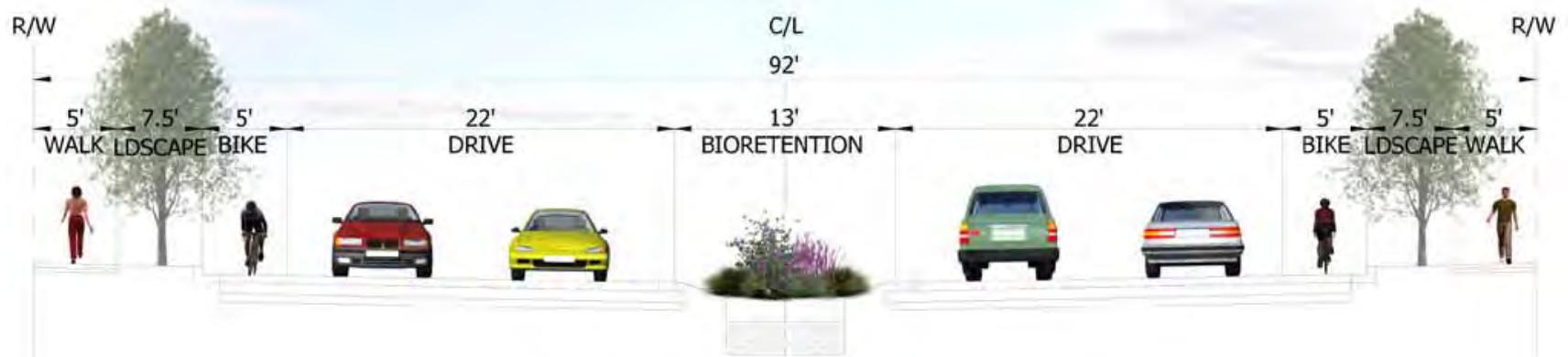
# Right-of-Way Standards

## Commercial/Industrial Street

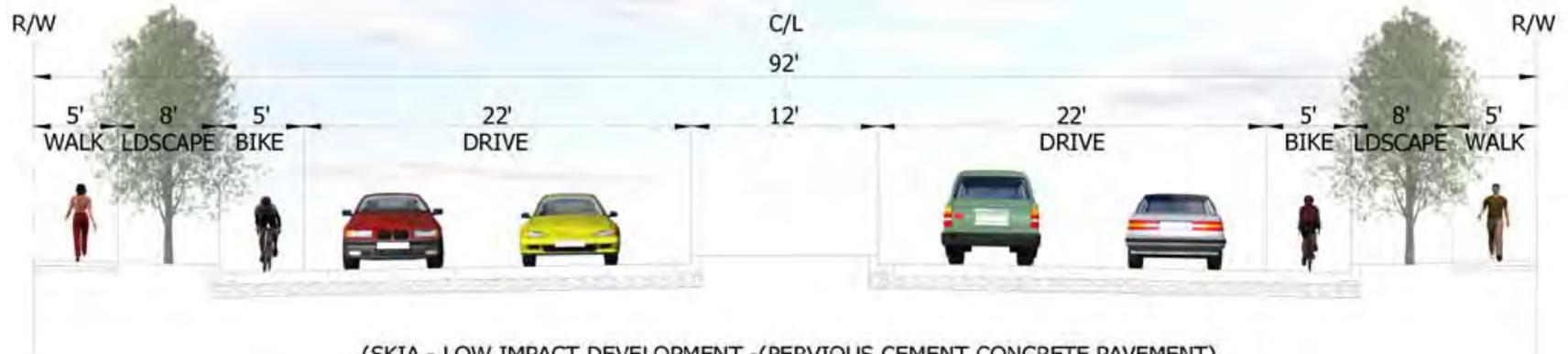


# Right-of-Way Standards

## Arterial Street



(SKIA - LOW IMPACT DEVELOPMENT - BIORETENTION)



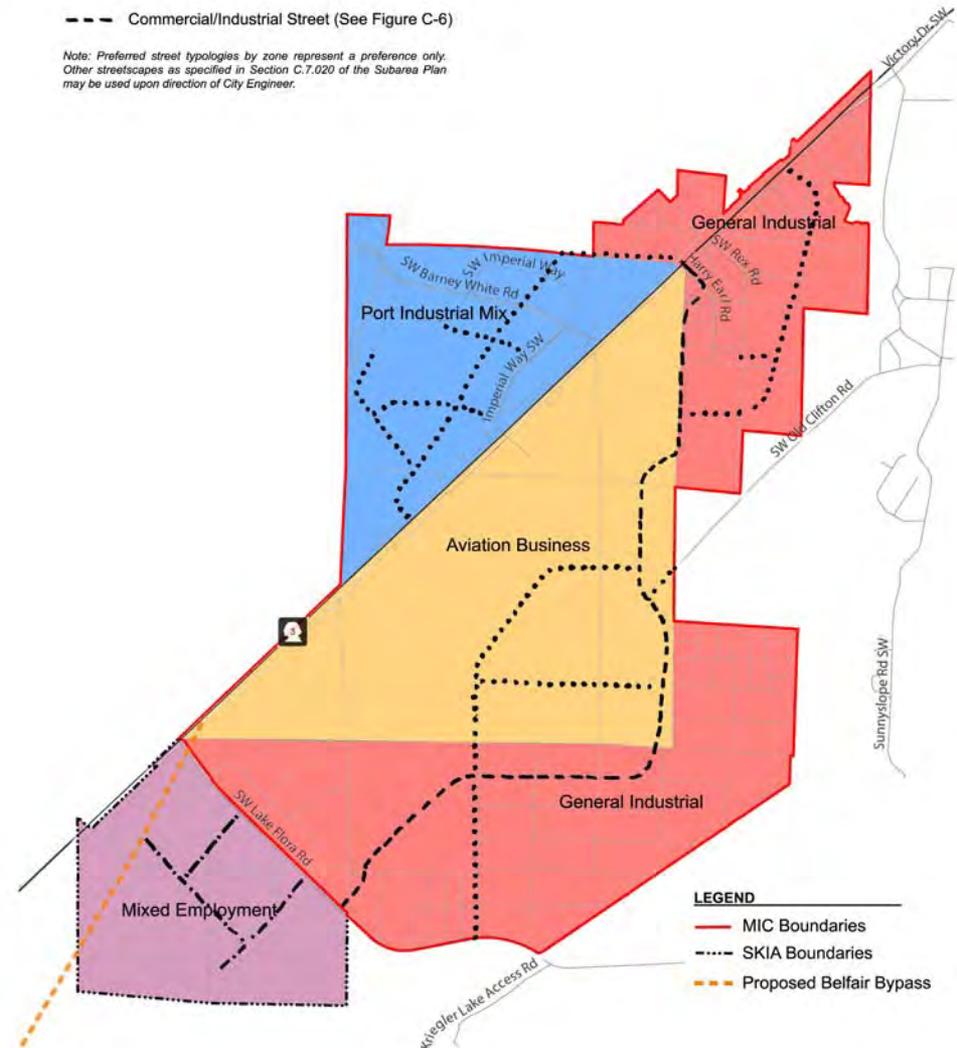
(SKIA - LOW IMPACT DEVELOPMENT - (PERVIOUS CEMENT CONCRETE PAVEMENT))

# Preferred Street Typologies Map

- Identified a conceptual roadway network and applied preferred street typologies to the potential future roads
- Represents a preference
- Will require input of City Engineer

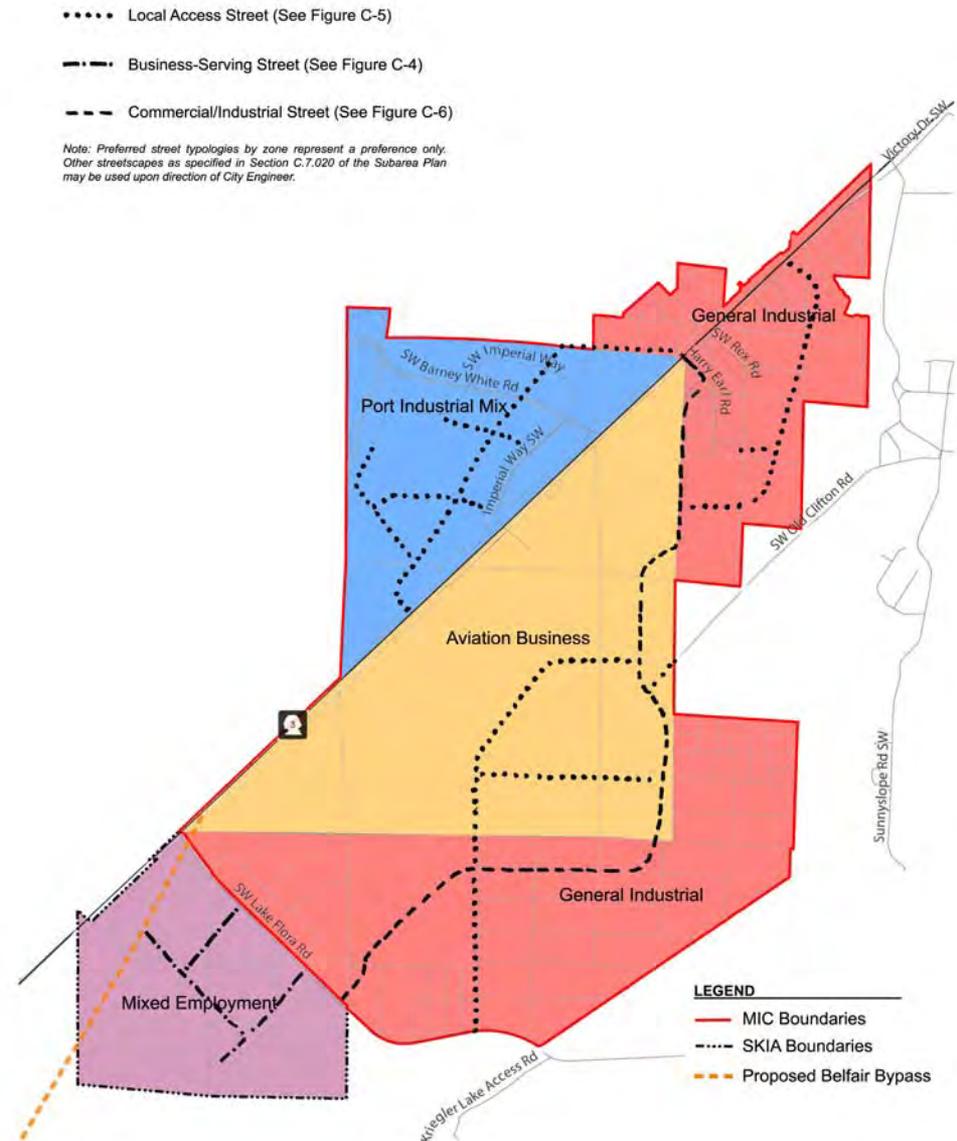
- Local Access Street (See Figure C-5)
- Business-Serving Street (See Figure C-4)
- - - Commercial/Industrial Street (See Figure C-6)

*Note: Preferred street typologies by zone represent a preference only. Other streetscapes as specified in Section C.7.020 of the Subarea Plan may be used upon direction of City Engineer.*



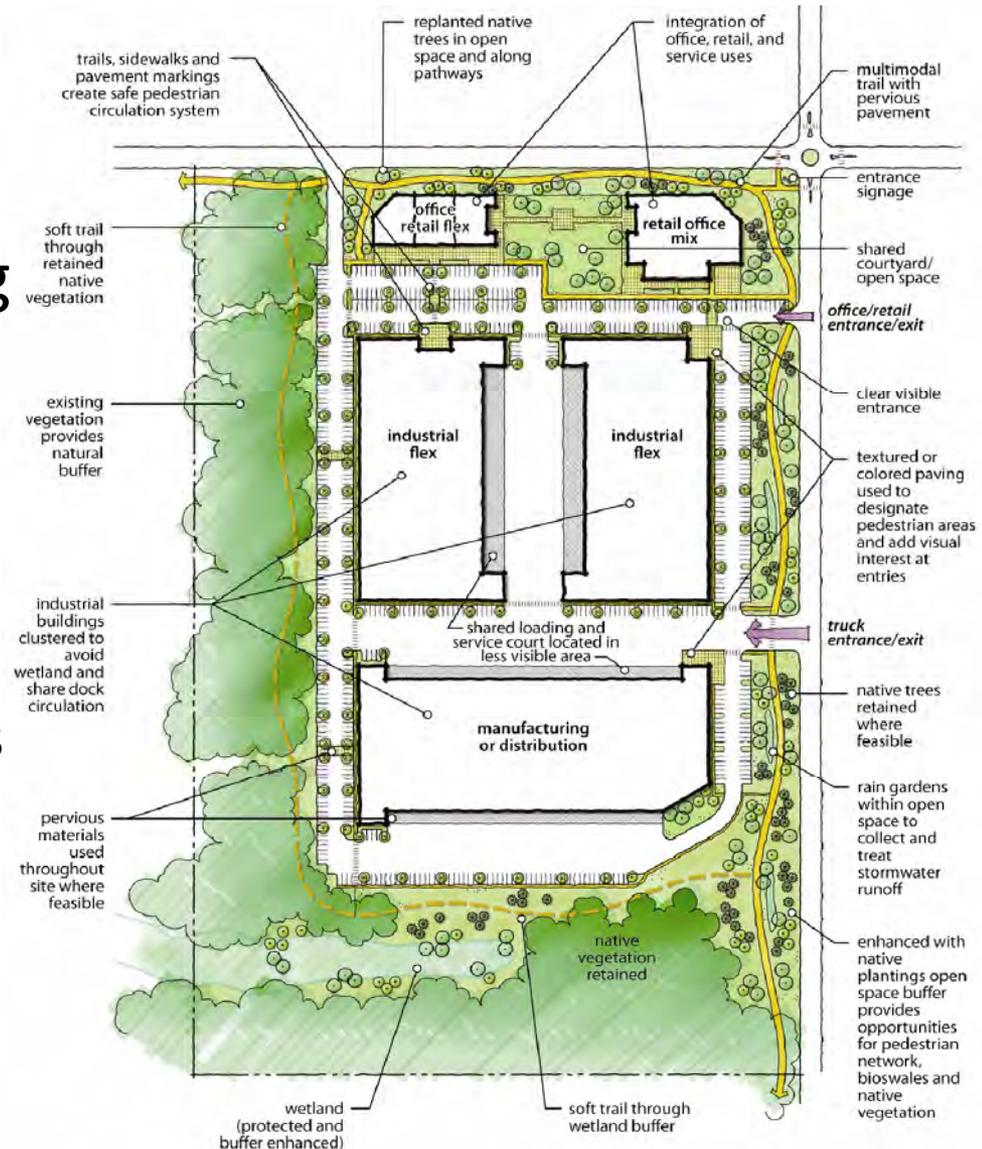
# Payment in Lieu of Street Frontage Improvements

- BMC 11.12.110 requires frontage improvements for redevelopment ( $\geq 25\%$  assessed value) and new development
- Recognition of concerns: not always the best method in industrial areas, 'sidewalks to nowhere'
- Need feedback (after this meeting, by phone, or by email)



# Section D: Sustainable Design Guidelines and Development Incentives

- Recommended guidelines for achieving the vision for SKIA
- Two pieces:
  - sustainable design guidelines
  - development incentives



# Sustainable Design Guidelines

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- Provide specific guidance and examples of how sustainable industrial and commercial development can be achieved
- Two major categories:
  - Site Planning and Building Design
  - Landscape Design



# Development Incentives

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- The incentive-based approach
- *Voluntary* participation can lead to benefits from incentive program
- Three tiers of sustainable development with commensurate benefits
  - Tier I
  - Tier II
  - SKIA Evergreen



# Development Incentives

- Incentives
- Five point categories:
  - Site development and building design
  - Sustainable transportation
  - Environmental stewardship and habitat
  - Low impact development
  - Water conservation
  - Energy efficiency and alternative energy

## Tier I

Total Points Required	Incentive	Relief from Code Section
70	10% increase in hard surface coverage	C.4.020(a)
	10% increase in impervious surface coverage	C.4.020(a)

## Tier II

Total Points Required	Incentive	Relief from Code Section
105	15% increase in hard surface coverage	C.4.020(a)
	15% increase in impervious surface coverage	C.4.020(a)

## SKIA Evergreen

Total Points Required	Incentive	Relief from Code Section
140 in addition to LEED Silver or higher and construction waste management plan for redevelopment projects only	20% increase in hard surface coverage	C.4.020(a)
	20% increase in impervious surface coverage	C.4.020(a)
	City's best efforts to provide a priority permit review	N/A
	Press Release	
	Mayor's Sustainable Development Award	
	Building Permit Fee Rebate Program	

# Building Permit Fee Rebate Program

- Voluntary (pilot) program providing an optional financial incentive of up to 30% on building permit fees only
- Fees collected upfront and then rebated per satisfaction of program requirements, SKIA Evergreen certification, and after certificate of occupancy issued



## SKIA Evergreen

Total Points Required	Incentive	Relief from Code Section
140 in addition to LEED Silver or higher and construction waste management plan for redevelopment projects only	20% increase in hard surface coverage	C. 4.020(a)
	20% increase in impervious surface coverage	C. 4.020(a)
	City's best efforts to provide a priority permit review	N/A
	Press Release	
	Mayor's Sustainable Development Award	
Building Permit Fee Rebate Program		

# Section E: Capital Facilities

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## Types of Capital Facilities

- Transportation
- Water
- Sewer
- Stormwater



# Required Elements

## Includes all elements required by RCW 36.70A

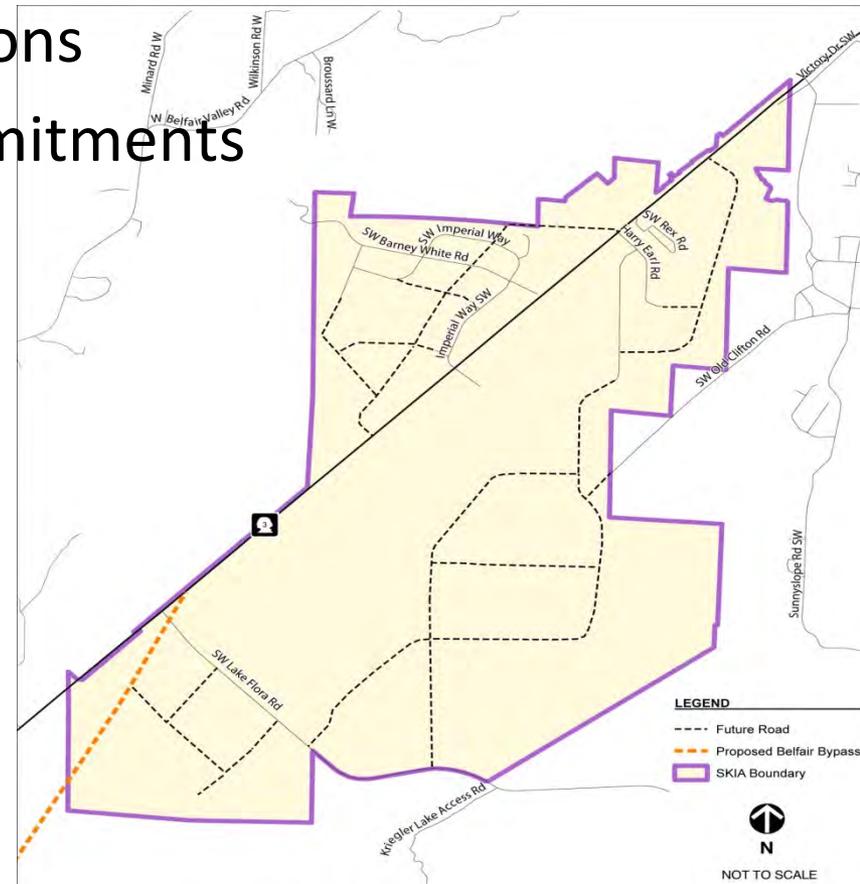
- Inventory
- Needs (based on development assumptions)
- Projects
- Financing plan
- Coordination with land use element



# CFP Overview

## SKIA's CFP compared to traditional CFP

- More conceptual, less specific
- General capacity and locations
- Potential funding, not commitments of specific funding
- Constraints:
  - Large
  - MIC
  - Sponsor interest in environmental aspects



# Capital Facilities Funding

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## Funding Decisions Affect Financing Plan

- Who pays?
- When will facilities be built?

## Potential Funding

- Government sources
- Developer / property owner sources
- Community Facilities Districts = particularly interesting for SKIA
- Also lists other sources that may be infeasible or unsuitable

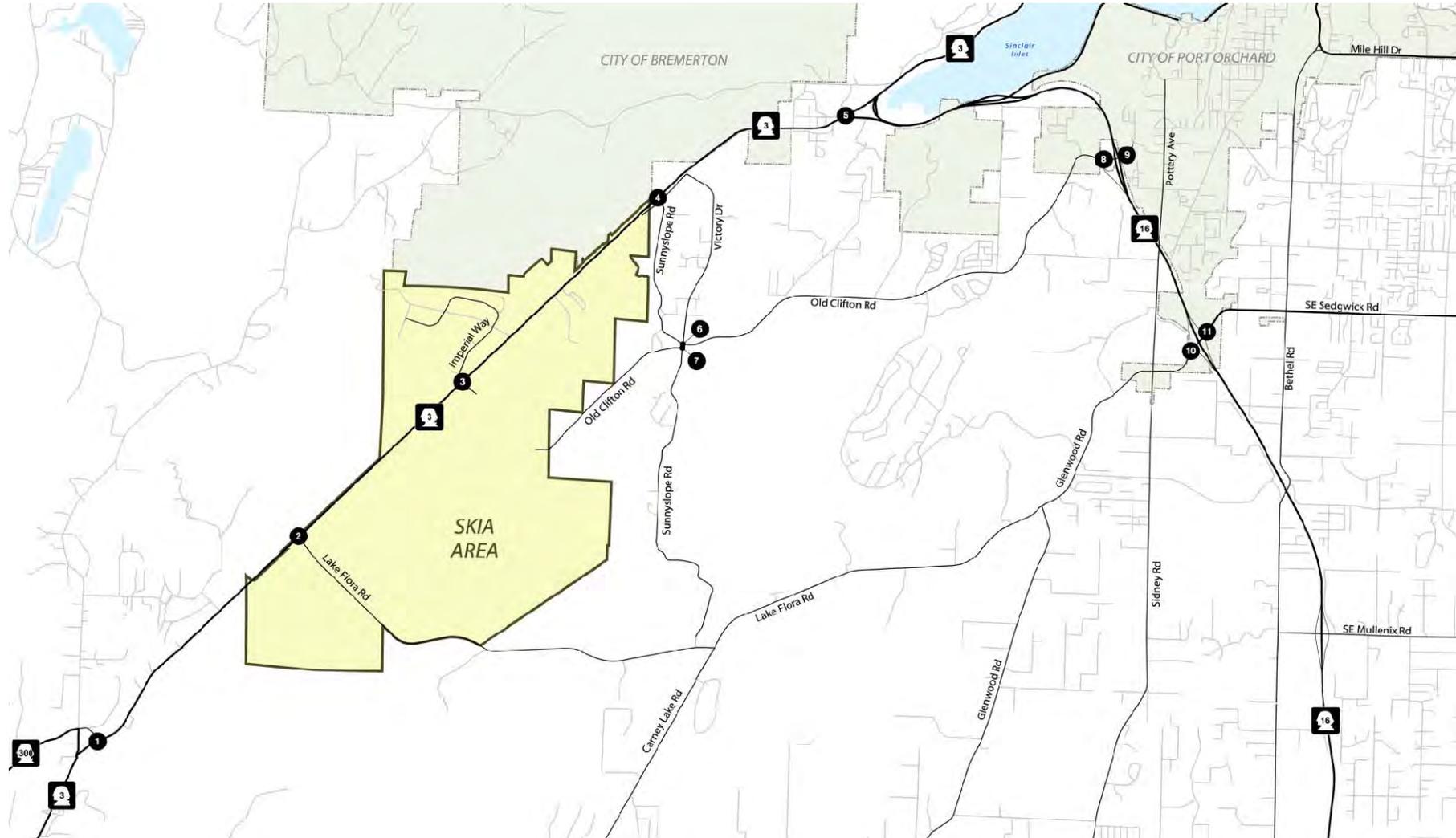
# Capital Facilities Projects

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Type of Capital Facility	# of Projects	Cost of Projects
Local Roads	25	\$ 25,765,000
Water	4	12,333,000
Sewer	5	35,600,000
Stormwater	0	0
<b>Total</b>	<b>34</b>	<b>73,698,000</b>



# Study Area Map





## Draft Subarea Plan Comments

### Technical Working Group/Executive Committee

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#### Introduction

On April 25, 2012, the South Kitsap Industrial Area (SKIA) Executive Committee (EC) and Technical Working Group (TWG) met to discuss collective recommendations for the Bremerton Planning Commission's review of the Subarea Plan. Led by consultant team members Deborah Munkberg and Melinda Posner, members responded with verbal and written comments to several structured questions. The following represents a summarization of the attendee's comments. A complete list of all comments received is contained in an appendix to this report.

#### Overview Questions

EC and TWG members were first asked to respond to the following two questions:

- What are three top strengths about the Subarea Plan?
- What are three top concerns about the Subarea Plan?

Members were asked to write brief responses, which were organized by topic and posted at the front of the room. Questions were asked for clarification and the group discussed the material.

#### *Overview Highlights*

Two key strengths resonated with a significant portion of the group:

- 1) The Subarea Plan and EIS provide permitting certainty and potential for streamlining;
- 2) There is a collaborative framework in place for implementation; and
- 3) Good to focus on incentives to achieve sustainability goals.

Other strengths were focused on the flexibility provided in the plan, significant uses permitting outright, and the Port's existing and future plans for development and infrastructure.

There was also agreement around some of the top concerns:

- 1) Challenge of addressing cost, financing and phasing of infrastructure;
- 2) Marketing strategy needs definition; and
- 3) Momentum for implementation of the Plan needs to be sustained.

Incentives were noted as a concern as well, with some members feeling that the incentives are too easy to attain and other members feeling the return to developers would have to be much greater for them to be attractive.

#### Targeted Comments

Participants were then asked a series of targeted questions about each of the five Subarea Plan sections including:

- *Goals & Strategies*
  - What changes do you recommend in this section?
- *Implementation*
  - What's most important in this section?
  - What's missing?

- *Zoning & Development Standards*
  - What parts of the regulations most support the type of development you want to see in SKIA?
  - What parts create the most barriers?
- *Sustainable Design Guidelines & Development Incentives*
  - Which of the sustainable development measures are most likely to be used?
  - Which are the least likely to be used?
- *Capital Facilities Plan*
  - Knowing this is the most challenging part of the plan, what is one first step that will help move it forward?

The following is a distillation of participant comments into specific suggestions for Planning Commission consideration.

### *Goals & Strategies*

- Make it clear in the plan that the goals are integrated to support a successful outcome. Similar to the Growth Management Act (GMA) goals, they are not prioritized one over the other but work in tandem for success.
- Revise sections relating to the Airport Compatibility Overlay to make it clear that the City retains the authority for the land use approval process. (*Strategy LU 2.3 and introductory text*)
- Reflect SKIA's role as a leader, but not the preeminent leader, for sustainable industrial development in the region. (*Vision statement*)
- Refine sections related to uses that create hazardous waste. As written, the section is too restrictive and doesn't reflect common practices and strategies to limit impacts. (*Strategies U2.2 and U 2.3*)
- Make sure it is clear that SKIA has a long-term job goal of 10,000 employees and how the 6,500 figure fits into this goal. (*Goal LU 2*)

### *Implementation Measures*

- In the future, develop specifics about implementation, including who will be the group that moves this forward, when will they meet, how will they work together, etc. While this isn't recommended for inclusion in the Subarea Plan, laying out clear guidance, including roles of public/private sector for how the next steps will occur is critical to retain momentum and move this forward.
- Marketing, branding and outreach are key requirements; develop a clear plan to initiate these elements and clear definition of roles, decision-making and participation (staff and funding).

### *Zoning & Development Standards*

- Stormwater management and green building practices support goals of the plan. These should be retained.
- Retain flexibility as outlined in the plan including requirements for types of curb/gutter/sidewalk standards. It's important to have pedestrian facilities but might be creative ways to provide and not require standards typically required. For example, a shared path may be the right facility in some areas, rather than a full sidewalk. Consider the scale of each development to identify appropriate level of improvements.
- Consider creative options and flexibility for frontage improvements, not necessarily the standard development code requirements.
- Be extra clear about which standards are required and which are optional (*difference between Sections C and D*). Consider formatting and/or text changes to clarify this difference.

- Regarding the Airport Compatibility Overlay zone, strike language that says “prohibit” and retain “discourage.” (*Section C.3.010.e*)

### *Design Guidelines & Development Incentives*

- Stormwater and other Low Impact Development (LID) practices such as rain gardens, bioretention, and infiltration are good incentives. These practices are frequently used in industrial development, are supportive of plan goals and can be readily incorporated into new industrial development.
- Some of the “higher” level incentives such as LEED design and dual plumbing may be a stretch for this area.
- Review the standards in total and consider revisions that support incentives at lower levels of contribution/higher levels of return.

### *Capital Facilities Plan*

- The overall implementation strategies related to collaboration, having a clear framework and process, outlined roles for private/public sectors are all critical to overcoming the challenge of providing capital facilities.
- There is some support for identifying a “Phase I” project – completing some planning, costing and potentially some upfront development – as a way to model and market a particular area of SKIA. Some note the north end as a possibility for a first start, noting the existing infrastructure and benefit of connecting the north end to the sewer at the Port.

### **Closing Questions**

Meeting participants were asked two last questions, as shown below.

*What is one personal commitment you will make to the process after this?*

- *City:* Will commit to implementing this plan, not leaving it on the shelf
- *Property Owner:* Will commit to participate in infrastructure planning process
- *Port of Bremerton:* Connector; marketing
- *Sustainable Bremerton:* Will provide letters of support for grants

*What is one piece of advice that you would like to give to the City of Bremerton?*

- Work on public works/infrastructure plan
- Push forward infrastructure/marketing
- Keep broad engagement strategy
- Push GHG reduction and pursue related grants for infrastructure and public outreach/marketing

### **Next Steps**

A public meeting will be held on Monday, May 7 from 5:00 p.m. to 7:00 p.m. in the Bremerton City Council Chambers to collect input from the public. This will be included with the EC and TWG feedback that is forward to the Bremerton Planning Commission for review.

## **APPENDIX**

At their April 25 meeting, the Technical Working Group (TWG) and Executive Committee (EC) provided input and comments on the SKIA Draft Subarea Plan. Meeting participants were taken through a structured discussion process that consisted of providing written comments to specific questions, posting the comments and discussing/clarifying comments. This appendix contains the list of meeting attendees, together with the complete list of all comments posted by meeting participants.

### **Meeting Attendees**

#### **Technical Working Group**

- David Overton, Property Owner, TWG
- Ryan Sandstorm, Property Owner, TWG
- David Dinkuhn, Sustainable Bremerton, TWG
- Doug Skrobut, Property Owner, TWG
- Alison O’Sullivan, Suquamish Tribe, TWG
- Fred Salisbury, Port of Bremerton, TWG
- Ned Lever, City of Bremerton Public Works, TWG

#### **Executive Committee**

- Jim McDonald, City of Bremerton, EC
- Greg Jose, City of Bremerton, EC
- Roger Zabinski, Port of Bremerton, EC

#### **Project Team**

- Andrea Spencer, City of Bremerton DCD
- Doug McIntyre, City of Bremerton DCD
- Alyce Fierro, City of Bremerton DCD
- Deborah Munkberg, Consultant Team
- Melinda Posner, Consultant Team

### **SKIA Subarea Plan Top Strengths**

- Permitting certainty
- Getting some environmental review done up front to make permitting easier
- Streamlines EIS and permitting
- Focused collaborative effort & momentum
- Path toward cooperation
- Collaborative group to move forward with implementation
- Framework
- Framework for funding
- Wastewater CFP flexible based on area of development
- Flexibility to respond to opportunity
- Completing a plan helps to position us better for grant funding for infrastructure
- Single jurisdiction oversight
- Majority of uses permitting outright
- Completion is near

- Flexible standards
- Identifies EIS and geography concerns
- Flexibility keeps development options open
- Plan tracks with EC/TWG goals & strategies
- Plan is incentive based for design
- Incentives
- More carrot less stick
- Coordinated infrastructure investment
- Having a high-level infrastructure plan
- Plan not burdened by WSDOT projects
- Port of Bremerton already working on it
  - Master plan
  - Some basic infrastructure
  - Airport
  - Development pads
  - Cross-SKIA Connector road
- “Blank slate” (lots of options)

### **SKIA Subarea Plan Top Concerns**

- Expense of conforming to design standards
- Some design standards need further review
- Trail too wide @ 20'
- Site specific engineering/design plan – implementation
- Incentives Light (weak)
- Economic opportunity vs. planning goals
- Competition with I-5 corridor
- Marketing [needed]
  - Some shared overall branding
  - Some property owner specific
- How will effort be sustained once plan is developed?
- Marketing strategy still vague
- Funding strategy still vague
- Implementation of A.C.O. [Airport Compatibility Overlay]
- Plan needs further evaluation from a business perspective
- 6500 jobs in 20 years too aggressive
- How to keep momentum going to implement plan
- Funding
- Prioritizing infrastructure phasing
- Utility costs (to install)
- Cost of development
- Lack of details in CFP
- CFP is very expensive & overwhelming
- Private sites not pad ready
- Environmental restrictions (pervious pavement)
- Maintenance of LID stormwater facilities
- LID not required

## **Goals & Strategies – What changes do you recommend in this section?**

- No changes recommended
- Emphasize that goals are balanced (like GMA) to achieve economic development and environmental protection [work together to achieve outcome; not prioritize one over the other]
- A-21, A-20: Encourage compatibility with airport. City should retain land use authority. WSDOT Aviation is advisory. Residential is not considered incompatible with an airport. Blanket statements like this do not take into account local conditions or project-specific applications
- A-22: WSDOT guidance not standards
- A-15: Establish SKIA as a leader in sustainable industrial initiatives in the Puget Sound region
- Stress efficient buildings for GHG reduction
- U.2.2 & U.2.3: Limit of industrial processes too restrictive; limits based on hazardous waste; correct reference to stormwater Pollution Prevention Plan
- Clarify 10,000 jobs long-term

## **Implementation**

### **What is most important in this section?**

- Sustaining the effort
- That we actually do it!
- Add cost savings for SKIA connector as a good on-site example of LID improvements
- Branding and regional outreach
- Package benefits of plan for marketing

### **What is missing?**

- Clarity on how effort is sustained
- Define private/public sector roles
- Skill sets/expertise to take specific parcels, go to the next level, need money and landscape architecture/engineering/design property development expertise

## **Zoning & Development Standards**

### **Which parts most support the type of development you want to see in SKIA?**

- Regulations – less is more
- Flexibility of uses
- Stormwater management – purple pipe, water reclamation, LID
- Condensation of green building practices
- Standards fit the goal of industrial for zoning
- Most uses permitting outright

### **Which parts create the most barriers?**

- Need sub site plans; infrastructure cost shared by specific businesses
- Education
- C-8: Airport Compatibility Overlay: Consultation with Port should happen after permit submission and cannot be a pre-submission requirement. Violates vesting doctrine of WA State. Also strike prohibit ; keep discourage
- Frontage improvements
- What is the “right” facility for pedestrians

- Consider scale of project in establishing sidewalk/pedestrian regulations

## **Design Guidelines & Development Incentives**

### **Which of the sustainable development measures are most likely to be used?**

- Rain garden/stormwater
- Bioretention
- Stormwater infiltration
- Cluster development (away from sensitive areas)

### **Which are least likely to be used?**

- Dual plumbing
- Development standards are “two levels too high”
- LEED design

## **Capital Facilities Plan**

### **Knowing this is the most challenging part of the plan, what is one first step that will help move it forward?**

- Secured seed money/first project
- CFP = Water System Plan
- Build partnership and get aggressive to implement
- CFP identify a “Phase 1 and have a clear funding plan
- Port – get policy with private landowners; get SKIA Cross-Connector Road in; costs will have to be reasonable
- Grants
- Connection of north end to sewer at the Port
- Which infrastructure first? Which infrastructure provides Bremerton, Port Orchard, Belfair, Port of Bremerton?

## **Other Comments**

- Regarding “pad-ready” sites
  - Make sure that the plan doesn’t get in the way of pad-ready sites
  - Tie public infrastructure toward pad-ready sites
  - Consider whether it would help development to incentivize clearing for building plans
- Public infrastructure investment, public sector investment follows; factors into cost
- Regarding weak incentives:
  - Need strong fee recapture
  - Use for stormwater
  - Need to increase the percent
  - Permit rebate is too small
  - Look at utility fees
  - Tie to early/late developers
- Regarding expense of design standards
  - “Two levels too high”
- Need to be very clear what is optional and what is required
- Regarding more review of design standards – cost/timeliness will drive

**What is one personal commitment you will make to the process after this?**

- City: Will commit to implementing this plan, not leaving it on the shelf
- David Overton: Will commit to participate in infrastructure planning process
- Port: Connector; marketing
- Sustainable Bremerton: Will provide letters of support for grants

**What is one piece of advice that you would like to give to the City of Bremerton?**

- Work on public works/infrastructure plan
- Push forward infrastructure/marketing
- Keep broad engagement strategy
- Push GHG reduction and pursue related grants for infrastructure and public outreach/marketing

# City of Bremerton South Kitsap Industrial Area (SKIA) Subarea Plan & Planned Action EIS

## Executive Committee and Technical Working Group Joint Meeting

### DEVELOPER FORUM

Tuesday, April 10, 2012

9:00-11:00 a.m.

Mayor's Conference Room

Norm Dicks Government Center, Bremerton

#### MEETING ATTENDEES

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Patty Lent, Mayor of City of Bremerton, EC	Chris Reiland, Pacific NW Title & KEDA Executive Board
Greg Jose, City of Bremerton Planning Commission, EC	Nick Wofford, City of Bremerton
Jim McDonald, City of Bremerton City Council, EC	Andrea Spencer, Bremerton Community Development
Tim Matthes, Mayor of Port Orchard, EC	Alyce Fierro, Bremerton Community Development
Ryan Sandstrom, Alpine Evergreen, TWG	Doug McIntyre, Bremerton Community Development
David Overton, Overton & Associates, TWG	Steve Gardner, Kitsap Sun
Eric Baker, Kitsap County Commissioner's Office, TWG	Deborah Munkberg, Consultant Team
Kathy Cocus, Kitsap Economic Development Association, TWG	Melinda Posner, Consultant Team
Tim Thompson, Port of Bremerton	
Roy Runyon, City of Bremerton	

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#### MEETING NOTES

The SKIA Executive Committee (EC) and Technical Working Group (TWG) met jointly to participate in a Developer Panel on April 10, 2012. The City invited two professionals with industrial development experience to share reactions to the Subarea Plan and Development regulations, real-life experiences, and recommendations for successful economic development at SKIA.

Panel members included CJ Ebert, Harbor Mountain Development and PJ Santos, Lorax Partners

The panel was moderated by Facilitator/Consultant Team Member Melinda Posner. Panel members reviewed the Subarea Plan and Development Regulations in advance and were asked to respond to several prepared questions. EC and TWG members were encouraged to ask questions and share comments throughout the panel discussion. The following summarizes the input shared by the panel and captures key points made by EC and TWG members about SKIA assets and development considerations.

## **General Reactions**

- In general, care should be taken to ensure that requirements for sustainability measures do not result in unnecessary obstacles to development. LID stormwater and water quality measures are generally effective and compatible with industrial development. Incentives are preferred over requirements.
- There is a lack of infrastructure on the site
- The Paine Field Plan/EIS might be a helpful model
- Industrial sustainability will primarily be focused on stormwater/water quality
- A large tenant can certainly be a boost but may not have to be a necessary ingredient

## **SKIA Issues/Local Benefits**

- Congestion through Gorst is an issue – there has been some discussion about a “truck” lane to ease congestion and allow commerce to have easy access
- There have been discussions about distribution channels through Gray’s Harbor. This route may save companies time and money; might be something to investigate further, and market in the future
- Good fiber optic connection provides businesses in SKIA with needed high-speed infrastructure
- Cross-SKIA connector will be the ‘backbone’ for development once completed
- Foreign Trade Zone – all of SKIA is designated; provides tax incentives for companies that manufacture imported raw materials and then re-export them
- Need for a SKIA “branding” for marketing purposes (also for word-of-mouth within broker community); narrow the target market
- Universities and educated labor force
- Engineering educational capacity at Olympic College. Trained workforce kept locally.
- SKIA not ideal for distribution because of location away from I-5
- Take advantage of Boeing growth – Aerospace Alliance created; focus on supply chain
- Room for 2<sup>nd</sup> runway – protect the opportunity for industrial development

## **Strategies/Opportunities**

- Marketing to industrial brokers/developers
- Develop targeted strategy based on regional needs and demand for industrial land
- A starting point for SKIA development is the existing Airport and SAFE Boats business – building from existing water/sewer service
- Identify more specifically where development could occur
- Ground-truth the real opportunities – understand and communicate the basic facts of industrial development (so there is common understanding and to speak to developers’ interests)
- Work in partnership – Port and private development
- Create development scenarios , i.e. development over X square feet goes to certain sites; less than X square feet goes to certain sites, etc.
- Host broker road show – showcasing alignment and specifics around vision – developer design
- Sponsor joint RFQ between Port & property owners
- Have patience – may take 20-40 years
- Be realistic, within the capacity of the community
- Identify “go to” contacts (industrial development brokers) – include in road show (Kidder Matthews, etc.)

- Create identifiable brand – “Canyon Park Technology Corridor” as an example
- Work together collaboratively – Port, landowners, Navy, City –
- Focus marketing on key industrial developers – model existing process for industrial development
- Sharpen competitive message
- Community brokers association
- Profile composites – training for employees
- Consider wetland mitigation program as an incentive for development
- Construction costs generally the same; cost of land, improvements will determine competitive advantage

### **Sustainability Comments**

- Water quality
- LID stormwater
- Lighting
- Air quality
- Green development - is LID/sustainability still a limiting cost factor? See LEED designation as tool to inform, educate
- Building orientation is most important from sustainability standpoint is

### **Implementation**

- Partner with other jurisdictions and agencies
- Do upfront infrastructure planning
  - Consider infrastructure “bank”
- Vision
  - Model development examples
  - Lot layout
  - Infrastructure reserve (bank)
- North SKIA as potential Phase I
  - ‘Default’ gateway to SKIA
  - Ready for infrastructure extensions
  - Cross-SKIA Connector
  - Most or all property owners have some vested interest in this area
- Consider early “pad ready” prep - some of this is happening on Port property this summer; consider potential tenants and size/opportunity for different users
- Integrate development community – beyond the EC and TWG, need to include brokers and developers in the conversation
- Create a more specific vision – drawing on community assets
- Develop targeted relationships – small audience – use the existing skill sets within City to market the property, rather than looking at the end user
- Create “perception” and “culture” that things can happen here, that the City is serious, that they have done their homework and have alignment with partners and vision
- Protect industrial opportunity
- Share the story about what’s been accomplished in past 10 years
  - Movement/progress
  - Runway/airport improvements
- Spend money on proper outreach to right people

- Consider Local Improvement District (LID) or other taxing district to fund infrastructure
- Start with collaboration first, don't hit with high costs of infrastructure at the outset
- Develop consistency around priorities for SKIA and provide a clear and consistent message to potential developers
- Start with smaller bites; incremental approach



# Public Meeting Summary

## Monday, May 7, 2012

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### Public Meeting Summary

Monday, May 7, 2012

Norm Dicks Government Center, Bremerton

5-7 p.m.

#### Introduction

The City of Bremerton hosted a public meeting to present the revised Draft South Kitsap Industrial Area (SKIA) Subarea Plan and Planned Action EIS. Fifteen individuals filled out the sign-in sheet. The meeting included an open house, presentation, question and answer session and additional time for one-on-one discussion with City of Bremerton staff and consultants. Participants were encouraged to view the presentation boards prior to a scheduled presentation at 5:30 p.m.

#### Presentation

Facilitator Melinda Posner opened the meeting, introduced the format and opportunities for public comment, and introduced Doug McIntyre, Bremerton Community Development Planner, and Deborah Munkberg, lead consultant for the project. Doug and Deborah presented information about the Subarea Plan and EIS including:

1. Project Overview & History
2. Planned Action EIS and Ordinance
3. Subarea Plan Goals & Policies
4. Implementation Strategies
5. Zoning Regulations
6. Sustainable Development Incentives
7. Capital Facilities Plan

Doug shared the next steps including the schedule for a Planning Commission Public Hearing on June 19, and anticipated City Council Workshops and Public Hearings in July and August.

#### Comments/Questions

Participants were encouraged to ask questions and share comments, including adding any ideas to the list of Top Strengths and Top Concerns of the Plan. This is a summary of their input.

#### Overall Comments/Questions

- Consider an additional standard for sustainability – Green Globes. Similar to LEED Silver Standard, this includes incentives for use of local wood products
- Language in the Plan that says “The City will **make its best effort** to provide permits within 30 days...” is a concern. Developers will be skeptical of the City’s commitment if this is not

definitive. Consider a guarantee that the permits WILL be provided within this timeframe if certain conditions are met.

- Q: Once the Plan is adopted, will the development regulations immediately be effective for the Port (and other property owners)?

A: Yes, once the Bremerton City Council adopts the Plan and Planned Action Ordinance, the development regulations will be immediately applicable to all development (and property owners) in SKIA.

- The Port will integrate the Subarea Plan components into its marketing efforts. The Port is particularly supportive of the sustainability section, where incentives are provided, rather than mandatory requirements.
- Summarize and capture the “cost/benefit” of streamlined SEPA review through the planned action so that it can be used for marketing
- Agree with the Port regarding the development incentives. Spend additional time reviewing the incentives and researching which will be most beneficial to developers.

### **Comment Sheets Submitted (2)**

“I noticed that the proposed roads are within the Port of Bremerton property. If my property is adjacent to the Port, do I need their permission to access said road? If the road improvements are taxpayer paid, it should be required of the Port to allow property owners access.”

“D-26 City permitting will use “best efforts” to expedite permitting within 30 days. That may not show sufficient commitment or enough guarantee to justify SKIA certified Evergreen development.

“Once adopted, will development requirements become in effect for OVIP site development? OVIP is ready now and some sites may not be suitable to meet “sustainable” requirements.

“Bikes: I’m a fan but realistically, I don’t see any bikers going to work in SKIA for a long time. No residential, no SR access. So asking developers to pay for bike stands seems unnecessary.”

### **Top Concern Submitted (1)**

“Prefer Option #3 – Intensive MIC”