SECTION D: SUSTAINABLE DESIGN GUIDELINES AND DEVELOPMENT INCENTIVES

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SECTION D: SUSTAINABLE DESIGN GUIDELINES AND DEVELOPMENT INCENTIVES

Chapter 1: Introduction

1.010 Purpose and Applicability

a. The following *recommended* guidelines are intended to promote more sustainable industrial and commercial development by providing specific guidance and examples of how the goals and policies of Section A can be achieved with flexibility of creative design intent. The guidelines also serve as recommended strategies for meeting the requirements established in Section C and the incentives contained in Chapter 5 of this section.

b. All applicants are encouraged to meet the basic written purpose of each section and consider the implementation suggestions in the design of the project.

c. Heavy Industrial Flexibility. In recognition of the unique nature of certain heavy industrial uses, including structures and activities, flexibility shall be provided for these uses. Where it is determined by the Director that it is infeasible for a particular heavy industrial use to comply with certain design guidelines, the Director may waive or modify the specific guideline(s). Such development shall comply with these guidelines to the maximum extent feasible in order to be designated as SKIA Evergreen Certified.

1.020 Section Structure and Contents

a. The Sustainable Design Guidelines and Development Incentives address the following elements:

   1. Chapter 1: Introduction, including a description of the purpose and applicability of the Sustainable Design Guidelines and Development Incentives. Important project design features that advance the City's desire for sustainable project design are also outlined;
   2. Chapter 2: Definitions;
   3. Chapter 3: Site planning and building design guidelines, including purpose statements for each category followed by specific implementation measures;

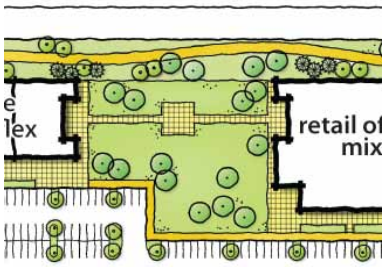
Examples of sustainable design treatments.

Shared Vision, Shared Direction

Sustainable Design Guidelines are intended to implement Goal LU1 and related strategies which promote a compact, intensive industrial land use pattern that is consistent with sustainable development goals for SKIA.

Incorporation of native vegetation and mountain views are key design objectives in the SKIA area.

Shared parking and interior service courts screened from adjacent streets by landscaping and retained vegetation.



Shared public space between buildings.

4. Chapter 4: Landscape design guidelines, including purpose statements for each category followed by specific implementation measures;
5. Chapter 5: Sustainable development Incentives, including:
   i. Sustainable development tiers, measures and incentives
   ii. SKIA Evergreen Building Permit Fee Rebate Program
   iii. Sustainable development categories and associated point totals per measure. Categories include: Site Development and Building Design; Sustainable Transportation; Environmental Stewardship and Habitat; Low Impact Development; Water Conservation; and Energy Efficiency and Alternative Energy.

1.030 Basic Elements of Sustainable Project Design

a. The City considers the following design features to be desirable elements of project design and the guidelines set forth are intended to facilitate the incorporation of these features into projects:

1. Compact site development that minimizes environmental impacts through reduced impervious surface creation, the use of low impact development techniques, protection of critical areas and retention of additional remnant natural areas where feasible; and
2. Preservation of natural site features and view corridors to open areas and mountain vistas; and
3. Site design that considers the integration of multimodal transportation, particularly provisions that address large trucks, passenger vehicles, non-motorized circulation and the potential for future transit service; and
4. Retention of native growth areas adjacent to roadways and access drives; and
5. Prominent shared access driveways with clear visibility of entrances and coordinated signage; and
6. Landscaping and screened parking that capitalizes on opportunities for shared parking and loading facilities located at the rear and sides of buildings where possible to reduce hard surfaces; and
7. Significant, coordinated, landscape, streetscape and hardscape elements with landscaping that emphasizes native and drought tolerant plantings; and

8. Placement of structures that creates opportunities for plazas, courtyards and pedestrian use areas that can be utilized as on-site gathering and recreation spaces; and
9. Connection of developments through a pedestrian trail system to provide opportunities for recreation and reduce vehicle trips; and
10. Development of support services to industrial development, such as small retail, food, automotive services and child care to reduce vehicle trips; and
11. Site design which anticipates the potential future reuse of buildings and sites for other purposes; and
12. Building and site treatments that put an emphasis toward public views, street façades and entrances that emphasize the "public zone"; and
13. Building design treatments to reduce massing where feasible and promote architectural definition and interest.

Pedestrian amenities and entrance features can create connections between the building and the public zone.

1.040 Sustainable Design Figures

Figures D-1 and D-2 depict recommended principles of sustainable site and building design, respectively. The features and design techniques illustrated in these figures are discussed throughout the subsequent chapters of this section.

Figure D-1: Sustainable Site Design Techniques

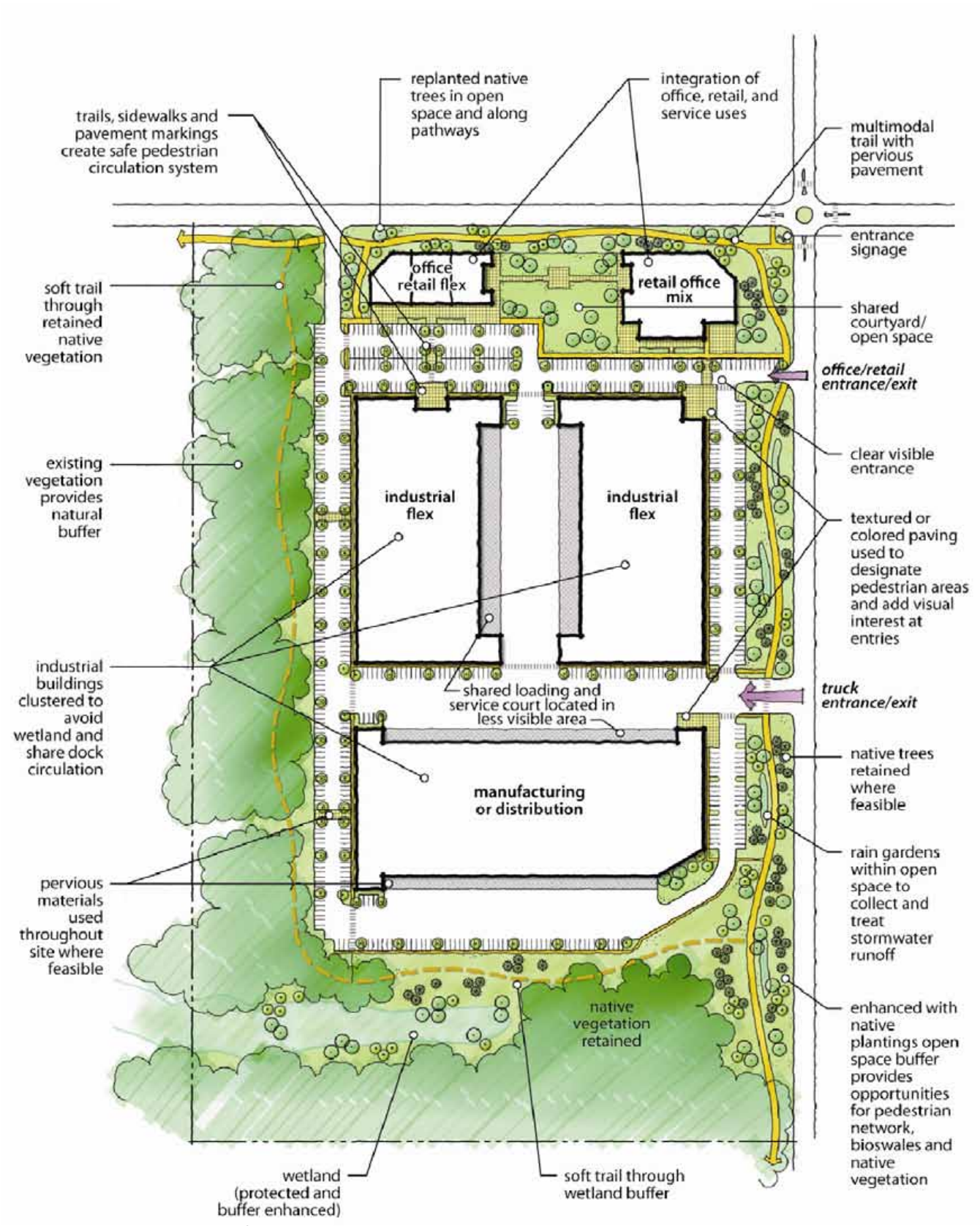


Figure D-2: Sustainable Building Design Techniques

Chapter 2: Definitions

2.010 Introduction

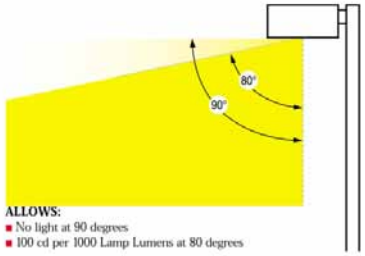
All definitions contained with the Bremerton Municipal Code apply in SKIA, unless specifically modified by the definitions below. Please see BMC Chapter 20.42. If a specific term is not defined or referenced, it shall take its normal and customary meaning within the context of how it is used.

2.020 List of Defined Terms

A concrete bollard light.

Blank Wall	A wall devoid of windows, doors, façade modulation, or other architectural detailing.
Bollard	A short post, typically constructed of metal or concrete, used in a series to delineate outdoor spaces or prevent vehicular access while allowing bicycles and pedestrians to pass. When combined with built-in illumination, it is referred to as a "bollard light."
Canopy	An architectural projection that provides weather protection, identity or decoration and is supported by the building to which it is attached. A canopy is comprised of a rigid structure over which a rigid covering is attached.
Dual Supply Plumbing	A plumbing system that provides separate piping and connections for the use of either potable water or reclaimed, non-potable water at the same fixture.
Earth Toned	A color scheme that draws from a color palette of browns, tans, greys, greens, oranges, whites, and some reds. The colors in an earth tone scheme are muted and flat in an emulation of the natural colors found in soil, moss, trees and rocks. Many earth tones originate from clay earth pigments, such as umber, ochre, and sienna.
Façade	The front face of a building, or any face that is given special architectural treatment.

Full Cut-Off Fixture A luminaire that is designed to reduce light pollution by directing all light downward. degrees above nadir and emit no more than 100 candelas per 1,000 lamp lumens at 80 degrees above Full cut-off fixtures emit no light at a vertical angle of 90 nadir, as specified by the Illuminating Engineering Society of North America.



Full Cut-Off Fixture. Image source: IESNA. 2001.

Habitat Corridor A continuous area of retained, multi-layered native vegetation that provides habitat for native wildlife species and connects environmentally critical areas, such as wetlands, or other permanently preserved natural areas allowing passage of wildlife through developed areas with minimal human disturbance.

Hard Surfaces Any impervious surface, as well as any pervious or partially pervious surface that is not predominantly covered with vegetation or landscape mulch.

Impervious Surface Any material which reduces or prevents absorption of stormwater into previously undeveloped land.

Massing The basic arrangement of a building's physical volume. The mass of a building is its three-dimensional form, perceived bulkiness, and relationship to exterior spaces. Variations in building massing can be achieved through façade offsets, upper-story setbacks, and transitions in roofline height.


Building massing variations accomplished through changes in surface texture, façade depth, and roofline treatment.

Minimal Excavation Foundation A type of low impact foundation using techniques that do not disturb, or minimally disturb the natural soil profile within the footprint of the structure. This preserves most of the hydrologic properties of the native soil.

Modulation Stepping back or projecting forward portions of the building façade or roofline to lessen apparent visual bulk.

Non-Public Zone Buildings and other associated site improvements located on a development parcel that is located outside the Public Zone.

Off-Site Trail Connection	A non-motorized pathway, constructed for use primarily by pedestrians, bicyclists, and neighborhood electric vehicles, that provides a connection from one development site to another or that connects to an established public regional trail system.
On-Site Trail	A non-motorized pathway, constructed for use primarily by pedestrians, bicyclists, and neighborhood electric vehicles; provides access between buildings, parking, common areas, and open space within a development site.
Parapet	A low wall that runs along and protrudes above a roof.
Pedestrian-Oriented	Site and building design of such a nature that is mindful of a pedestrian's needs. Key elements of pedestrian-oriented design include building height and bulk, the placement of streetscape elements, and the mix of land uses.
Pedestrian-Scaled	The relationship between the dimensions of a building, street, outdoor space, or streetscape element and the average dimensions of the human body, as well as the space and built environment as perceived by the senses of a human being.
Plaza	An open area, usually paved, located near or adjacent to a building, and often featuring walkways, landscaping, seating, water features, or art.
Public Space	Any space that is accessible and usable by the general public, such as plazas, courtyards, widened sidewalks, stormwater rain gardens, or parks.
Public Zone	That portion of a development site that abuts a public street or lies between the primary façade of a building and a public street or parking area. The public zone is characterized by a connection between buildings on the site and the public right-of-way and may include parking and transit facilities, as well as the building façade itself. It does not include "private" or "semi-private" areas, such as building interiors or

courtyards not used to connect building entrances to the public frontage.

Stacking Lane — A vehicular traffic lane for a drive-through facility where cars wait to be served.

Tilt-up Building — A type of building and a construction technique using concrete. It is a cost-effective building technique and efficient construction method. In this method concrete elements (i.e. walls, columns, structural supports, etc.) are formed on a concrete slab; usually the building floor, but sometimes a temporary concrete casting surface near the building footprint. After the concrete has cured, the elements are tilted from horizontal to vertical with a crane and braced into position until the remaining building structural components (roofs, intermediate floors and walls) are secured.

A finished tilt-up light industrial /flex building. Image source: Wikipedia.

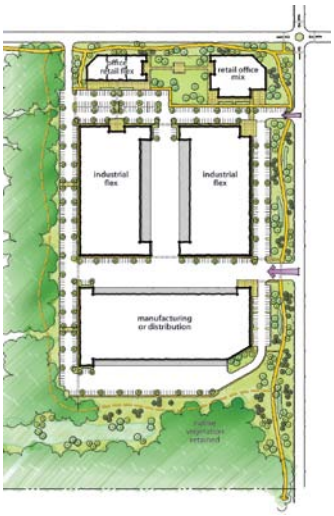
2.030 List of Defined Terms for Sustainable Development Incentives

Tier I — Refers to projects that meet all required point totals identified in Table D-1. A project meeting the Tier I designation has achieved at least the Tier I point threshold in each incentive category.

Tier II — Refers to projects that meet all required point totals identified in Table D-2. A project meeting the Tier II designation has achieved at least the Tier II point threshold in each incentive category.

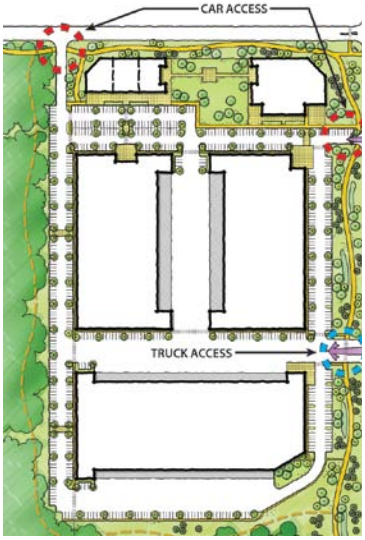
SKIA Evergreen — Refers to projects that meet all required point totals identified in Table D-3, include a construction waste management plan for deconstruction and demolition (in the case of renovation and/or redevelopment projects), are either constructed to meet the requirements of LEED Silver or higher or an alternative green building standard as determined by the Director, and adhere to the Sustainable Development Guidelines identified in Chapters D.3 and D.4.

Chapter 3: Site Planning and Building Design



Example of intensive, compact industrial development.

Building located close to the street with parking along the side.



Separated access points for cars and heavy trucks to minimize conflicts.

3.010 Clustered Development

a. The purpose of this section is to promote compact clustered industrial development.

b. Implementing Measures

1. Development adjacent to and utilizing existing road and utility infrastructure is preferred.
2. The development of planned, multi-tenant developments with shared access roads, driveways, service entrances, parking, service courts, recreational amenities, stormwater facilities and coordinated storage areas is encouraged.
3. Single user developments should consider the potential for future expansion and consider the potential for coordination with adjacent existing and future development when designing access roads, parking areas and other infrastructure.

3.020: Building Location, Orientation, and Access

a. The purpose of this section is to provide a clear visual distinction between public and non-public zones in site design, obvious and attractive customer entrances and delivery access areas, and a well landscaped image along the street within the MIC. Properties in the ME zone should establish an even stronger relationship between the building and the street through the use of public and semi-public space with pedestrian amenities.

b. Implementing Measures

1. Buildings should be located so that façades and entrances are visible and obvious from public streets or private access drive and parking areas.
2. Parking should not dominate the streetscape in any of the SKIA zones. In the ME zone, at least 50% of the building façade should be located within 20 feet of the street. Where the building is not located at the back of a sidewalk, significant landscaping and/or public space should be provided where feasible to increase visual appeal.
3. Parking along the side or behind buildings, as viewed from public streets or private drives, is preferred, particularly in the ME Zone.

4. In the ME Zone, on-street parking is encouraged because it alleviates some demand for larger surface lots, thus better connecting the public realm and the building.
5. Parking areas should be set back from the street, and landscaping, open space, and/or distinctive building façades should be provided in all zones in order to create an attractive image along the street.
6. Where feasible, particularly on multi-tenant developments, car and heavy truck access to the building and site should be adequately coordinated to prevent both internal and external conflicts. Where feasible, car and heavy truck access should be separated.
7. Buildings with entries not facing the street or that have parking areas between the building and the street should have a clear and obvious pedestrian path from the street to the entry.
8. Parking aisles should be designed to accommodate a central pedestrian access to building entries where parking lots exceed 25 stalls. See examples at right.
9. A specially marked or paved crosswalk should be provided through parking lots greater than 150 feet long (measured parallel to the street front) or more than two bays deep (approximately 75 feet measured perpendicular from street front). Paths should be provided every four rows and a maximum distance of 150 feet should be maintained between paths.
10. Pedestrian access routes through parking areas should be separated from vehicular parking and travel lanes by use of contrasting paving material, which may be raised above the vehicular pavement, excluding the use of speed bumps.

Separation of parking from pedestrian pathway with landscaping and weather covering.

An example of poor landscape screening of loading and service areas.

An example of effective landscape screening.

3.030 Compatibility with Adjacent Land Uses

a. The purpose of this section is to promote the functional and visual compatibility between adjacent properties, while acknowledging the practical differences between the MIC where intensive uses are allowed and the ME Zone which envisions a mix of commercial, light industrial and office uses.

b. Implementing Measures

1. Strengthening physical and visual connections between properties should be a primary consideration during the design phase.

Site planning should integrate natural features and preserve views.

Wood beams, kickers and earth tones in this building design reflect a Pacific Northwest aesthetic.

2. Location of specific uses, such as outdoor storage or heavy industrial activities, such as processing of materials, should consider adjacent land uses and developments, and the potential to mitigate adverse impacts to adjacent uses through the design, placement, and screening of such activities on a site.
3. A 15-foot Type I landscape visual screen should be provided along property lines where there is the potential for land use compatibility impacts, particularly within the Port Industrial Mix Zone, which encourages a range of industrial and business service uses.
4. Pedestrian paths of six-foot minimum unobstructed width should connect all adjacent businesses.

3.040 Compatibility with Environmental Features

a. The purpose of this section is to promote the retention and integration of natural features, habitat corridors and vistas and maximize the ecological benefit of remnant natural areas in site plans for the MIC where feasible. Site planning in the ME zone should focus on the creation of a development pattern that emphasizes pedestrian circulation, connection of buildings to the street, and a village atmosphere.

b. Implementing Measures

1. Site planning in the MIC should seek to integrate natural site features and vistas into the overall site design where feasible. For example, retention of a grove of significant trees as part of the required landscape area and orientation of site views in the public zone toward natural features, such as the Olympic Mountains.
2. Location and design of landscaping, open space, stormwater facilities and other areas needed to meet site development standards should consider adjacent critical areas for the potential to create habitat corridors in all SKIA zones.
3. Site design within the MIC should seek to retain native vegetation along State Route 3, Lake Flora Road, arterials, and along access drives.

3.050 Building Compatibility and Relationships

a. The purpose of this section is to ensure that buildings and portions of buildings that are visible from streets are oriented on their sites to create a strong relationship to adjacent structures, access roads, parking areas and streets. This is particularly important in the ME

Zone, where building façades and primary entrances should be oriented to public streets.

b. Implementing Measures

1. A consistent architectural style should be used for buildings and their related site elements, such as walls, planters, signs, etc. This includes the use of similar materials, colors, and building forms.
2. Commercial buildings should be oriented to the public right of way or, if part of business park developments, toward access roads and/or the public zone of a site.
3. The height of new development should be compatible with the height of adjacent development, particularly in the ME Zone.
4. Expansions to existing buildings should provide for continuity between the existing building and the new addition. The addition need not strictly match the existing building, but should include prominent design elements of the existing building.

3.060 Building Massing, Forms, and Scale

a. The purpose of this section is to ensure that portions of buildings within the public zone respond to pedestrian scale in the immediate vicinity, including features and patterns which provide visual interest, reduce apparent mass and create a local architectural character.

b. Implementing Measures

1. Visual breaks in building massing are encouraged and should be accomplished by changes in materials, textures, forms and features. The use of entry elements as massing breaks is strongly encouraged. At a minimum, landscaping should be provided along blank walls if other forms of façade modulation are not feasible.
2. Greater attention should be paid to building massing and scale in the ME Zone. At a minimum, industrial buildings are encouraged to include changes in colors and materials, and architectural features such as columns, pilasters, canopies, etc.
3. Where heavy industrial activities and required building scale preclude these techniques, then design techniques should include the use of earth tone colors to blend with surroundings and the use of landscaping areas to break up building massing and soften building edges.
4. Structures containing general retail uses, restaurant uses, drinking place uses, or personal service business uses should have the following features:

Building massing variations accomplished through changes in surface texture, façade depth, and roofline treatment.

i. Large windows along any façade facing the public sidewalk or a sidewalk providing circulation within the site. At least 65% of all such façades measured to 10 feet above sidewalk or surface grade shall be comprised of such windows.

ii. Either a clearly identifiable entrance that is recessed or protruding at least 3 feet, a canopy or overhang extending at least 5 feet over the sidewalk in the entrance area, or other similar entrance feature approved by the Director.

3.070 Weather Protection

a. The purpose of this section is to improve comfort and pedestrian activity by providing appropriate weather protection.

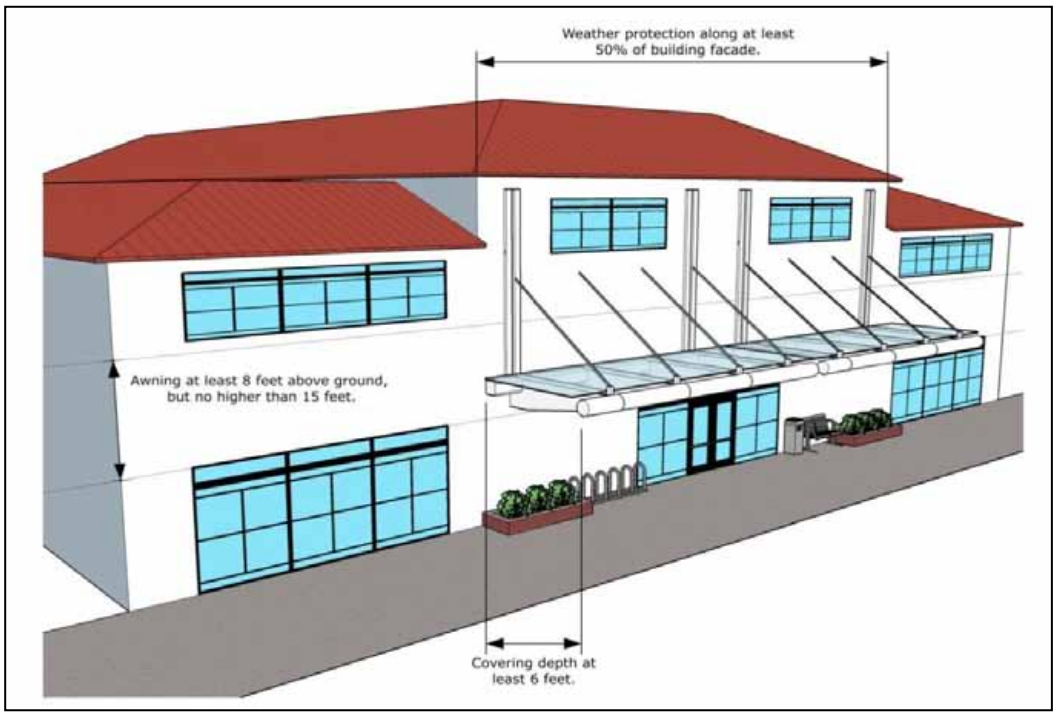
Provision of weather protection at building entrance.

b. Implementing Measures

1. All development should provide pedestrian weather protection at building entrances.

1. Commercial buildings should provide pedestrian weather protection on at least 50% of the front façade. Weather protection may be in the form of awnings, marquees, canopies or overhangs and should be between 8 feet and 15 feet above the sidewalk with a minimum depth of 6 feet. An illustration of weather protection requirements is included in Figure D-3.

Figure D-3: Weather Protection Guidelines



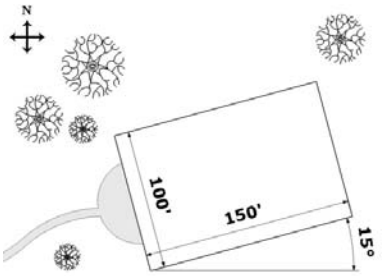
3.080 Green Building and Energy Conservation

a. The purpose of this section is to promote more sustainable building construction and operation. Buildings should be designed and sited to maximize the use of solar gain for energy savings.

b. Implementing Measures

1. Construction is encouraged to demonstrate a commitment to sustainability by achieving the highest level of certification feasible under LEED or an equivalent green building certification system to the maximum extent feasible under current market conditions.

2. Buildings should be constructed so that one major axis is at least 1.5 times longer than the other; the larger axis should be oriented within 15 degrees of geographic east-west. This orientation maximizes southern exposure and creates optimum conditions for the use of active and passive solar strategies for energy efficiency.



Orienting the long axis of a building within 15 degrees of east-west increases solar exposure and allows more efficient use of passive heating and natural lighting.

3.090 Colors and Materials

a. The purpose of this section is to ensure that exterior building materials and colors are of high quality and durable materials that are compatible with nearby visible structures, particularly those within the same development.

b. Implementing Measures

1. Highly reflective materials such as glossy metal should not be used. Bright colors should be used only sparingly for accents if at all.

2. Designs are encouraged to reflect a Pacific Northwest aesthetic, including materials, colors and building forms. The use of wood, stone, and earth-tone finishes are encouraged. At a minimum tilt up industrial buildings should be earth toned, and wood or stone façade and entry elements are encouraged.

3. Building materials should be reusable or recyclable and should come from renewable sources to the greatest extent feasible.

A single façade containing multiple storefronts. Variation is provided thought roofline modulation and color changes, but a consistent weather protection and fenestration pattern provide unity.

Industrial development employing variations in color and surface texture.

Internal shared service access screened from the street by buildings, parking, and landscaping.

Loading and service areas screened from public rights-of-way by multilayered landscaping.

Shared loading area located in an interior, less-visible portion of the site.

Screening for utility meters and service panels.

3.100 Service Delivery and Storage Areas

a. The purpose of this section is to ensure that service, delivery and storage areas not be visually obtrusive. The visual impact of these areas should be minimized, especially views from public streets and pedestrian areas.

b. Implementing Measures

1. Loading docks, outside storage, and service areas should be located in areas of lower visibility such as the side or rear of buildings where possible and should be screened from all adjoining public rights-of-way through the use of walls and landscaping.
2. When it is not possible to locate loading and service areas pursuant to Section C.4.040(g), loading docks and doors should not dominate the building frontage and should be screened from all adjoining public rights-of-way through the use of walls and landscaping.
3. Loading docks and service areas for multi-tenant developments should be combined or coordinated, such as a shared service corridor or courtyard.
4. Service entrances should be separated where possible for major sites and multi-tenant developments, with clear signs to discourage the use of main entrances for deliveries.

3.110 Utilities and Mechanical Equipment

a. The purpose of this section is to mitigate the visual and noise impacts of utilities, mechanical equipment, communication equipment and similar facilities.

b. Implementing Measures

1. Where possible, utilities and mechanical equipment should be located away from public rights-of-way, major pedestrian routes, entrances, and outdoor seating areas.
2. Utilities and mechanical equipment should be screened with landscaping and architectural screens.
3. Meters should not be exposed in areas visible to the general public.
4. Where feasible, the location of exterior mechanical equipment associated with industrial processing or manufacturing should seek to minimize visual and auditory impacts from public streets, adjacent property and areas used by the general public.

3.120 Signs

a. The purpose of this section is to ensure that signs are consistent with overall project, site and building design, but subordinate to architectural and landscape elements.

b. Implementing Measures

1. Signs should use materials, colors and designs that are compatible with the associated structures within a site and development
2. Monument and multi-tenant directory signs are preferred. Signage in multi-tenant buildings or complexes should be aesthetically pleasing and reflect a consistent design theme.
3. Landscaping area greater than the sign area should be included at the base of all signs; landscaping shall consist of trees, shrubs and ground cover and be in excess of the required landscaping in Section C.4.050(c)(1)
4. Signs should be visible from public streets without interfering with safe vehicular movement.
5. When illuminated, ground mounted, concealed light sources should be used.

Monument sign with landscaping (top) and entrance façade signage (bottom). Façade signs should not extend above the roofline.

3.130 Fences and Walls

a. The purpose of this section is to ensure that fences and walls contribute to the visual quality of the overall development when visible from public areas. Walls and fences should be used to screen service areas, loading areas and storage. When not required for security, screening or grade transitions, the size of walls and fences should be minimized.

b. Implementing Measures

1. Chain link fencing should not be used in high visibility areas.
2. Barbed wire and razor wire should not be used in publicly visible areas and should be avoided in general unless necessary for security purposes.
3. While wood is an allowed material for fencing, more durable materials, such as stone, brick, or wrought iron, are encouraged. Chain link, vinyl, and plastic are discouraged.
4. Landscaping in combination with walls and fences to soften their appearance is encouraged.
5. Breaking up long expanses of fences or walls with landscaping, architectural offsets or changes in materials is encouraged.

Use of split-rail wooden fence in conjunction with landscaping.

Example of landscaping trellis on building wall. Image courtesy of: GreenScreen©.

3.140 Exterior Lighting

a. The purpose of this section is to promote the use of energy-efficient lighting to provide illumination for the security and safety of public areas, access drives, parking areas, service and loading areas, and non-motorized pathways without intruding on adjacent properties or creating unnecessary light pollution. Lighting should be architecturally compatible with main buildings.

b. Implementing Measures

1. LED lighting is encouraged, otherwise fluorescent, high-intensity discharge, high efficiency incandescent or metal halide lamps should be used. To the greatest extent feasible, all light fixtures and bulbs should meet the requirements for certification by the ENERGY STAR program.
2. Maximum height of light poles should be limited to 24 feet.
3. Separate pedestrian scaled lighting should be used along pathways and courtyards and building entrances. Bollard light fixtures and other low-level fixtures are encouraged.
4. Building-mounted accent lighting should be directed downward onto the illuminated object or area, and not upward into the sky, or onto adjacent properties. Direct accent light emissions should not be visible above the roofline, building, or other associated structure.
5. Search lights, laser source lights, and other high-intensity lights should not be used except by public agencies in emergencies or when necessary for security purposes.
6. For security purposes, light levels that are adequate for visibility but not overly bright should be used. Building entrances, roadway and pathway intersections and high traffic areas should be well lit. Light sources, both direct and indirect, should be selected and placed so that glare produced by any light source does not extend beyond property boundaries, except sidewalks, essential public facilities, and where specific heavy industrial uses make it infeasible to comply with this measure. In such cases, glare shall be minimized to the greatest extent feasible.
7. Poles and fixtures should be architecturally compatible with structures and lighting on-site and on adjacent properties, particularly in the ME Zone.

Bollard lights provide low-intensity illumination for pedestrian areas.

3.150 Drive-Through Facilities

a. The purpose of this section is to reduce vehicular and pedestrian conflicts and improve the pedestrian environment.

b. Implementing Measures

1. Drive-through facilities and stacking lanes should not be located along a building façade that faces a right-of-way.
2. Stacking lanes should accommodate all vehicles on site.
3. Drive-through windows and stacking lanes should be partially screened from the street(s) by landscaping and/or architectural elements that reflect the design of the primary building.
4. The stacking lane should be physically separated from the parking lot, sidewalk and pedestrian areas by landscaping and/or architectural elements. Where pedestrians must cross a drive-through lane or stacking lane, speed bumps should be used between the path and traffic.
5. A bypass/escape lane should be provided.

This drive-through facility keeps the vehicle stacking behind the building and screens the drive-through lane from the street with landscaping.

3.160 Roof-Mounted Equipment

a. The purpose of this section is to minimize adverse visual, olfactory and auditory impacts of building mechanical equipment and service apparatuses.

b. Implementing Measures

1. Roof mounted mechanical equipment should be located and screened so as not to be visible from the street or from the ground level of adjacent properties. An extended parapet wall or other roof form that is integrated with the architecture of the building should accomplish the screening.
2. Utility meters, electrical conduit and other service and utilities apparatuses related to the building should be located and screened so as not to be visible from the street
3. These guidelines do not apply where a specific industrial facility or process makes it infeasible to screen mechanical or utility equipment.

3.170 Pedestrian and Bicycle Access, Circulation, and Connections

a. The purpose of this section is to ensure that pedestrian and bicycle systems are incorporated into all developments and are designed to be safe and inviting, avoid conflicts with freight operations and other

Pedestrian pathway through parking area clearly defined by sidewalk and striping.

vehicles, and to provide connections within and between industrial sites, service uses, public streets and future transit stops.

b. Implementing Measures

1. Circulation systems should be located and designed to minimize pedestrian/vehicle conflicts.
2. Separate pedestrian and vehicle thoroughfares with the use of landscaping, barriers or other appropriate design solutions.
3. Differentiate areas of pedestrian, bicycle and vehicle interface with accent pavement and signage to alert drivers to potential conflicts.
4. Provide well-defined and identified connections from the primary non-motorized paths within a development to the main entrances, perimeter sidewalks, and public rights-of-way.
5. Site and building design should include provisions for bicycle parking, storage and shower facilities for bicycle commuters.
6. Site design that incorporates areas and facilities for future transit service, including vanpool loading and parking, are encouraged.

Pedestrian pathway separated from vehicular areas with landscaping.

3.180 Street Corners

a. The purpose of this section is to enhance visual quality and create gateways to industrial and commercial areas, encourage pedestrian activity and interest and a stronger visual identity.

b. Implementing Measures

1. New development on any street corner in the MIC should enhance the corner through at least two of the following means. Developments in the ME zone should incorporate at least three of the following:
    i. Installing substantial landscaping (at least 200 sq. ft. with trees, shrubs and ground cover) in excess of the required landscaping in Section C.4.050(c)(1) at or near the corner with coordinated signage;
    ii. Installing a decorative screen wall, trellis or other architectural element;
    iii. Incorporating usable open space, a pedestrian courtyard or seating area, or a trail gateway;
    iv. Placement of a building with a distinct architectural element such as a building core setback "notch" or curved façade surface;

Emphasizing building entrances though distinct architectural corner treatments is highly encouraged.

v. Provide a corner entrance to a courtyard, building lobby, atrium or pedestrian pathway;

vi. Special pedestrian weather protection at the corner of the building; or

vii. Other distinct, aesthetically-pleasing feature.

2. Large industrial buildings, such as clean tech and warehouse facilities, should provide similar treatments to those listed in Paragraph (1) above for building corners visible from public rights-of-way.

Chapter 4: Landscape Design

Use of preserved native vegetation and planted trees to screen development from adjacent street.

4.010 Landscape Design

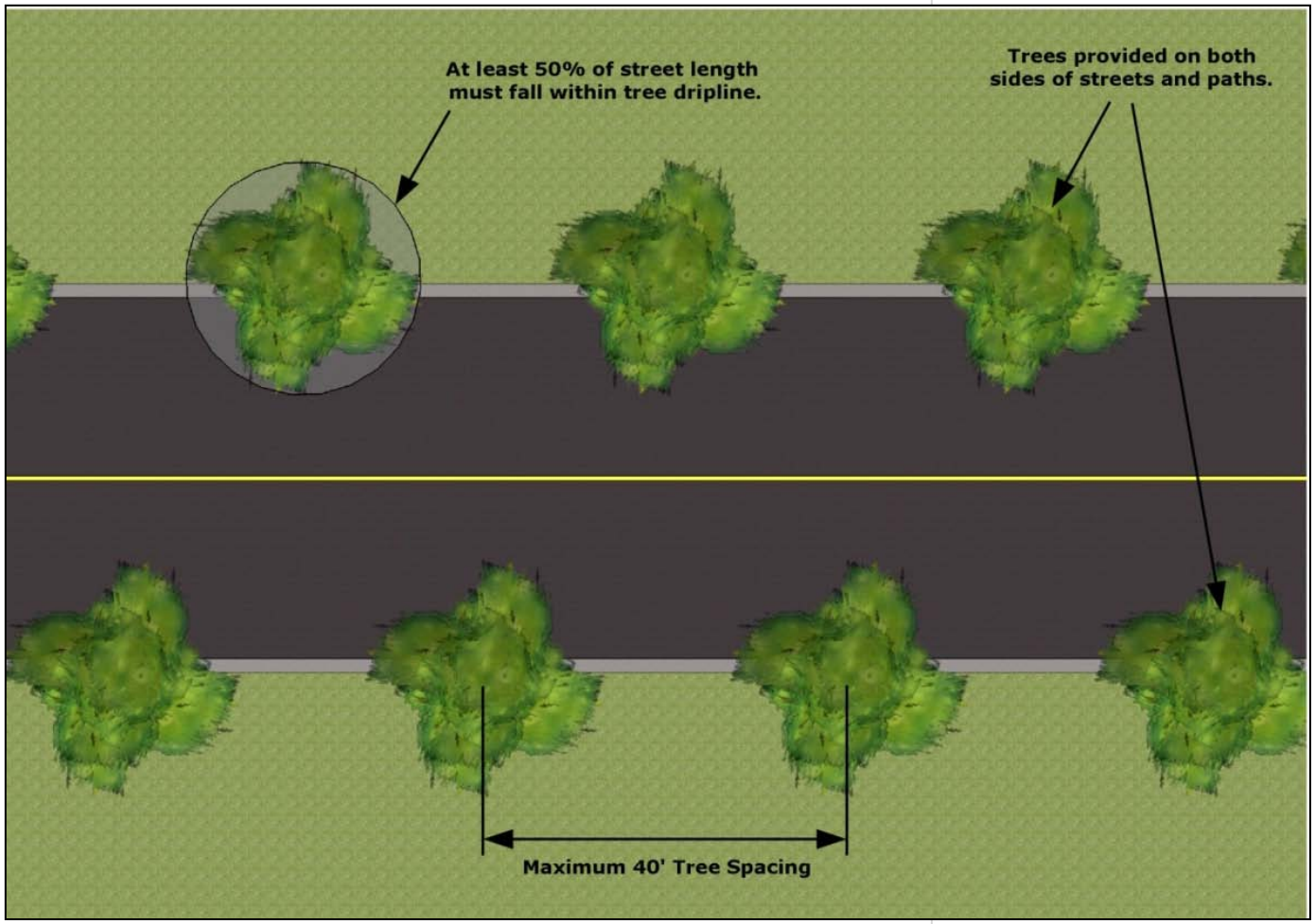
a. The purpose of this section is to provide direction for landscape design.

b. Implementing Measures

1. To the greatest extent feasible, landscape design should screen and soften the appearance of industrial development particularly from high-traffic roads and prominent public viewpoints.
2. Establishment of habitat corridors as a means of providing landscaping on development sites is preferred.
3. Vegetation Management Plans (VMP) prepared for new development should be updated on a regular schedule, at least every 10 years, unless specified by the Director. Evaluations by a professional arborist or forester should be conducted a minimum of every 10 years to monitor the health of trees and inform the VMP update process.
4. At least 75% of all trees planted or preserved within designated landscaping areas should be evergreen species.
5. At least 50% of all shrubs and groundcover planted or preserved within designated landscaping areas should be evergreen species.
6. A minimum of 500 sq. ft. of landscaping should be provided at or immediately adjacent to the primary entrance of all buildings in the MIC.
7. When removing significant trees, as defined in BMC Chapter 20.50, they should be replaced at a 2:1 ratio. Non-significant trees should be replaced at a 1:1 ratio.
8. Projects should develop an integrated pest management (IPM) policy with tenant guidance related to pesticide use, housekeeping, and reporting.
9. Areas of retained native vegetation must not be degraded by infrastructure improvements, including but not limited to, access roads and utility corridors.
10. Development within the SKIA Subarea should provide street trees along both sides of new streets and non-motorized pathways within the project boundary at intervals of no greater than 40 feet on center. The intent of this provision is to create a tree-lined street, and as such, the trees should be planted so that half of the drip line extends over the roadway, provided that it does not conflict with utility infrastructure. Planted trees should be selected

to promote shading of the pathway within ten years of planting and must comply with minimum planting sizes as stated in BMC 20.50.050(f). Tree spacing and canopy coverage requirements are illustrated in Figure D-4.

Figure D-4: Tree Spacing Guidelines



4.020 Open Space and Common Areas

a. The purpose of this section is to incorporate accessible, comfortable common areas and pedestrian areas in site design.

b. Implementing Measures

Public common area with landscaping and seating provided.

1. Plazas, courtyards or similar, functional, outdoor visitor and employee spaces where pedestrians can congregate and that are integrated into the overall site design are encouraged to the maximum extent feasible.
2. Projects should set aside a minimum amount of open space for use by employees and visitors equal to at least 1% of the gross floor area of all structures.
3. Well-designed public spaces as described in paragraph (1) above, should have a minimum of 15% of the total area landscaped.
4. At a minimum, small public spaces near major entrances should be provided.
5. Outdoor spaces where workers can take breaks are encouraged.
6. Seating and landscaping should be provided in public spaces.
7. Where possible, provide seating that is usable year-round, that is protected from the rain, and that is oriented to maximize solar exposure (e.g. faces south).

Chapter 5: Sustainable Development Incentives

5.010 Purpose and Applicability

a. The incentive measures in this chapter apply to all zones and land uses within SKIA. They are intended to encourage sustainable development through voluntary incentives, consistent with the policy direction contained in Section A.

b. Relationship with Other Standards. Nothing in this section relieves the applicant from compliance with any other standard set forth in Section C, or from compliance with any other provision of the Bremerton Municipal Code, unless specifically exempted in this document.

5.020 Sustainable Development Tiers, Measures and Incentives

a. This Section contains the overview of three levels of sustainable development encouraged in SKIA—Tier I, Tier II, and SKIA Certified Evergreen. Each level of sustainability is achieved by complying with voluntary site and building development measures contained in sections 5.040 through 5.090. The applicant has the choice to participate in the sustainability program to the degree desired. The City offers development incentives commensurate with the degree to which sustainable measures are provided. Detailed descriptions, the points and measures necessary to achieve each of the levels, and the incentive (i.e. benefit) of each tier are described in the tables that follow.

Table D-1: Tier I Measures and Incentives

Tier I—Measures	Required Points
Site Development and Building Design Measures (See 5.040)	10
Sustainable Transportation Measures (See 5.050)	20
Environmental Stewardship and Habitat Measures (See 5.060)	10
Low Impact Development Measures (See 5.070)	10
Water Conservation Measures (See 5.080)	10
Energy Efficiency and Alternative Energy Measures (See 5.090)	10

Tier I—Development Incentives	Relief from Code Section
Hard Surface Coverage: 10% increase in coverage	C.4.020(a)
Effective Impervious Coverage: 10% increase in coverage	C.4.020(a)

Table D-2: Tier II Measures and Incentives

Tier II—Measures	Required Points
Site Development and Building Design Measures (See 5.040)	15
Sustainable Transportation Measures (See 5.050)	30
Environmental Stewardship and Habitat Measures (See 5.060)	15
Low Impact Development Measures (See 5.070)	15
Water Conservation Measures (See 5.080)	15
Energy Efficiency and Alternative Energy Measures (See 5.090)	15

Tier II—Development Incentives	Relief from Code Section
Hard Surface Coverage: 15% increase in coverage or up to the maximum limit identified in the section, whichever is less.	C.4.020(a)
Effective Impervious Coverage: 15% increase in coverage or up to the maximum limit identified in the section, whichever is less.	C.4.020(a)

Table D-3: SKIA Certified Evergreen Measures, Requirements and Incentives

SKIA Certified Evergreen—Measures	**Required Points**
Site Development and Building Design Measures (See 5.040)	20
Sustainable Transportation Measures (See 5.050)	40
Environmental Stewardship and Habitat Measures (See 5.060)	20
Low Impact Development Measures (See 5.070)	20
Water Conservation Measures (See 5.080)	20
Energy Efficiency and Alternative Energy Measures (See 5.090)	20
SKIA Certified Evergreen—Additional Requirements	
Project must achieve LEED Silver or higher (or alternative green building standard as determined by the Director)	
Renovation and/or redevelopment projects must prepare a construction waste management plan for deconstruction and demolition projects.	

SKIA Certified Evergreen—Development Incentives	**Relief from Code Section**
Hard Surface Coverage: 20% increase in coverage.	C.4.020(a)
Effective Impervious Coverage: 20% increase in coverage.	C.4.020(a)

SKIA Certified Evergreen—Additional Incentives
Priority Permit Review – The City will apply its best efforts to reduce its target times for permit reviews by 30 days.
Press Release and Economic Development Outreach – upon approval of all required land use and construction permits the City will publish a press release announcing the approval of a development as a SKIA Certified Evergreen Project.
SKIA Certified Evergreen Award – The City will issue SKIA Certified Evergreen projects a Mayor's Sustainable Development Award.
SKIA Certified Evergreen Building Permit Fee Rebate – All qualifying projects are eligible for the building permit fee rebate program as set forth in 5.030

5.030 SKIA Certified Evergreen Building Permit Fee Rebate Program

a. Introduction

1. The SKIA Evergreen Building Permit Fee Rebate program supports the City's goals for sustainable development, reduced greenhouse gas emissions, conservation of natural resources and increased energy efficiency through a financial incentive.

2. Pilot Program. The SKIA Evergreen Building Permit Fee Rebate program is a pilot program that is limited to the SKIA Subarea only. The City will assess the effectiveness of this program and, depending on the observed outcomes, may amend the program in the future, including possible expansion to other parts of the City.

b. Overview. Through this program, the City is providing an optional financial incentive commensurate with public benefits. New SKIA Evergreen Certified developments may be eligible for a rebate between 75% and 100% in building permit fees only. The criteria and process for receiving a fee rebate are described in paragraphs (1) and (2) below.

1. Review Criteria

i. Qualifying criteria. Projects that meet the following four criteria area eligible for a building permit rebate.

Location	Project is located in the City of Bremerton SKIA Subarea (Figure C-1)
Certification	The project has met all requirements for SKIA Evergreen certification as identified in Table D-3
Permits	The project has satisfied all City of Bremerton permit fee requirements per BMC 20.02
Laws and regulations	The project complies with all applicable local, state and/or federal laws and regulations

ii. Incentive Criteria. Any project that is certified SKIA Evergreen is eligible for a 75% building permit rebate. In addition, the Director may grant a rebate of up to 100% based on the use of measures that are expected to have the greatest impact on greenhouse gas emissions

reduction or other unique factors. The Director shall have substantial discretion issuing the rebate.

Total Score	The degree to which the applicable SKIA Evergreen Certification score exceeds the minimum 140 point certification score
Greenhouse Gas Emissions	Inclusion of measures that are expected have the greatest impact on long-term greenhouse gas emissions, evidenced through scores that exceed the minimum Tier II requirements in the following categories: *Development and Building Design Incentives (Table D-4); Low Impact Development Incentives (Table D-7); and Water Conservation Incentives (Table D-8)*
Unique Conditions	Project conditions or sustainability measures that are not included in Table D-3, but provide substantial public benefit

2. Rebate Process

   i. Development permits are submitted to the City consistent with all local requirements, including payment of the full cost of all permit fees pursuant to the Bremerton Municipal Code.

   ii. Within 6 months of issuance of the final certificate of occupancy, the applicant submits a rebate checklist to the City, demonstrating that the aforementioned review criteria have been satisfied and requesting a building permit fee rebate.

   iii. The Director will administratively review the rebate checklist subject to the aforementioned criteria and determine the appropriate rebate.

   iv. The City will notify the applicant of the rebate decision and provide the rebate in a timely manner.

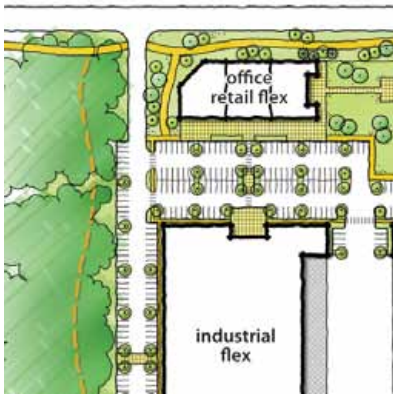
Rebate Examples

● Project A meets the certified SKIA Evergreen requirements through earning the minimum 140 total points in the six sustainability categories. Based on the applicant's checklist, the Director concludes that there are no unique conditions that warrant in increased rebate. This project receives a 75% building permit fee rebate.

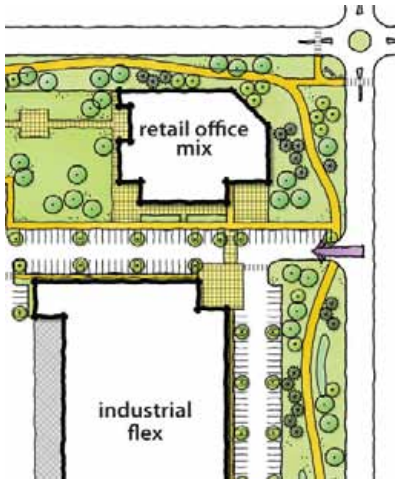
● Project B meets the certified SKIA Evergreen requirements, but provides extra LID and water conservation measures, described in the submitted checklist. This project receives a 100% building permit fee rebate.

5.040 Site Development and Building Design Measures

a. The purpose of this section is to provide measures that promote compact, efficient development that maximizes the return on infrastructure investment and reduces vehicle miles traveled (VMT) consistent with Land Use Goal LU1 and related policies.



This diagram illustrates industrial development sited in proximity to existing roads and integrated with business support services, such as office and retail. Access to open space is achieved by placement of a soft trail within retained vegetation areas.

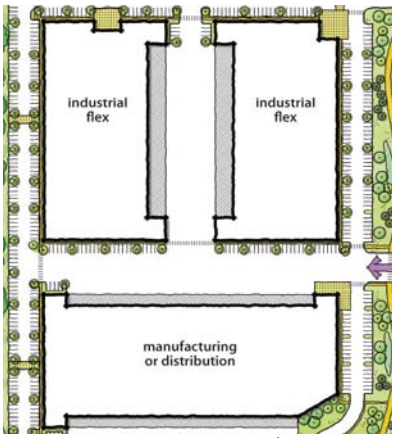


Shared access and parking for a mixed industrial/retail/office development.

Table D-4: Site Development and Building Design Measures and Points

Standard	Description	Points
Access to Open Space	Project sets aside open space equal to at least 2% of the gross floor area of all structures for use by employees and visitors.	5 points
Connections to Existing Road Infrastructure	Site design for new development is configured in such a way as to allow future businesses and site occupants shared access to roads within or contiguous to the development site.	5 points
Supports and Serves Local Business	Land use is manufacturing, storage, or support retail and service uses that primarily serve customers located within Kitsap or Mason Counties or are directly related to the Puget Sound Naval Shipyard, Port of Bremerton operations, Naval Base Kitsap, or any other business that is already located within Kitsap or Mason Counties. NOTE: The applicant must provide sales or ownership documentation to receive 10 points.	5 Points. 10 points if the business is directly related to (subsidiary of or more than 50% of gross sales to) an existing business within the Bremerton City Limits.
Support Retail and Service Uses	Allow space for support retail and service uses in development clusters with more than 100,000 sq. ft. of floor space that consist of at least 60% industrial uses. The total square footage of support retail and services shall not exceed 20,000 sq. ft. or 10% of the total development cluster building space, whichever is less.	5 Points for one local service or retail use. 10 Points for two or more.

Standard	Description	Points
Shared access	Shared access driveway is provided and designed to serve two or more development sites (one may be a future site), a joint tenant building is provided on a site, or the project is located within a multi-tenant industrial park.	5 Points
Shared Parking	Shared parking is provided that serves two or more tenants. No additional parking outside of the shared lot(s) may be provided. Shared parking lots shall be located within a 1,200 foot radius of the front door of the building. Number of parking stalls is no more than 50% greater than minimum requirement in Section C.4.040(c).	5 points
Shared Loading/ Service Court	Shared or consolidated loading areas are provided in a central service court or other location that is screened from public view.	5 Points
Job Density	Minimum of 10 jobs per acre employment density.	10 points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote compact, efficient development that maximizes the return on infrastructure investment and reduces VMT.	5 points per measure; no limit on the number of measures awarded points in this category



Shared access and loading/service areas for multiple industrial buildings.

5.050 Sustainable Transportation Measures

a. The purpose of this section is to provide measures that promote efficient multi-modal connections to services for employees, clients and other users while promoting increased use of transit, reduced vehicle trips, and reduction of greenhouse gas (GHG) emissions.

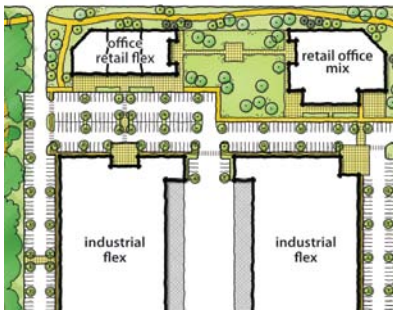
Table D-5: Sustainable Transportation Measures and Points

Standard	Description	Points
On-Site Trail Construction	Pursuant to C.5.050 or as proposed by the developer and agreed to by the City, dedication and construction of an off-street trail is provided.	5 points
Off-Site Trail Connections	Project provides a connection to an existing or future multi-modal trail system that connects site with at least one other service use or employment use.	5 points
Local Shuttle Service	Employer provides a free shuttle service that provides access to multiple work sites, services used by employees, park and ride lots and/or transit stops.	Minimum of 5 points. Up to 10 points depending on extent of service.
Neighborhood Electric Vehicles	Employer provides access to a neighborhood electric vehicle which can provide access to multiple work sites, services used by employees and other destinations.	Minimum of 5 points. Up to 10 points depending on extent of service.
Proximity to Transit	Project is located within a quarter mile of transit service that at a minimum serves peak commute periods. This condition can also be satisfied if the employer subsidizes a vanpool program for employees by paying at least 25% of the cost.	10 points

On-site trail links development and open space.

Neighborhood electric vehicles (NEVs) provide quick access between buildings and work sites and can be shared by all employees. NEVs are allowed on all roads and trails in SKIA other than State Route 3.

Standard	Description	Points
Proximity to existing services	Project is located within half a mile of an existing support service or retail use as defined in Chapter C.2. Credit for location near other support retail and service uses not listed here may be granted as determined by the Director.	5 Points
Use of Rail	Project utilizes rail transportation for shipping or receiving of goods or materials.	10 points
Idle Truck Restrictions	Prohibit trucks from idling for more than 5 minutes.	5 Points
Electric Vehicle Parking	Provide electric vehicle parking spaces with battery charging facilities, 1 per 100 standard spaces, minimum of 1 for parking lots with more than 50 stalls.	10 Points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote efficient multi-modal connections to services for employees, clients and other users while promoting increased use of transit, reduced vehicle trips, and reduction of greenhouse gas (GHG) emissions.	5 points per measure; no limit on the number of measures awarded points in this category



Industrial development sited in proximity to existing services.


Existing Olympic View Transfer Station takes advantage of rail access for shipping solid waste. Use of rail within SKIA is encouraged.

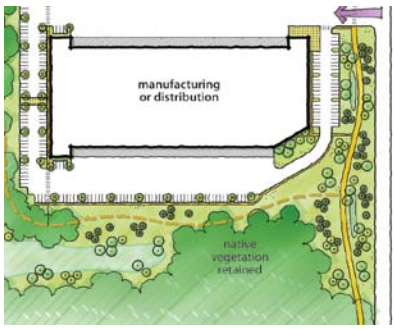
5.060 Environmental Stewardship and Habitat Measures

a. The purpose of this section is to provide measures that promote the retention of forest vegetation and habitat, and strong stewardship of both retained natural areas and developed lands within SKIA.

Tree and native vegetation retention in parking area.

Table D-6: Environmental Stewardship Measures and Points

Standard	Description	Points
Landscaping Area	Provide multilayered landscaping including trees, shrubs and groundcover per standards in Section C.4.050(c) on at least 20% of the site.	5 points
Tree Retention	Provide a landscape plan that demonstrates that at least 20% of the significant trees on the buildable area of the site are retained. Tree protection standards are contained in Section C.4.050(b).	5 points, 10 points if 40% of significant trees are retained.
Habitat Corridor	Site plan includes a minimum 35-foot habitat corridor vegetated with native trees, shrubs and groundcover that connect critical areas or permanently preserved natural areas within or adjacent to and across the project site. Site design shall ensure that lighting from adjacent development does not intrude on corridor. For guidance for landscaped areas, including habitat corridors, see Section C.4.050 and Chapter D.4. To receive 10 or more points, the corridor shall be protected with a native growth protection or conservation easement and fencing to prevent encroachment.	5 points. 10 points if the habitat corridor constitutes more than 5% of the total site area, 20 points if more than 10% of site area is contained in the corridor.



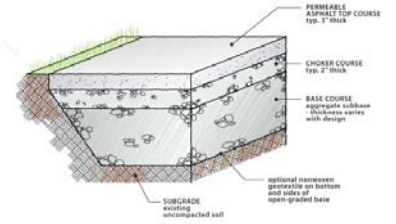
Native vegetation preservation areas provide valuable open space for employees and habitat for local wildlife.

Standard	Description	Points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote the retention of forest vegetation and habitat, and strong stewardship of both retained natural areas and developed lands within SKIA.	5 points per measure; no limit on the number of measures awarded points in this category

5.070 Low Impact Development Measures

a. The purpose of this section is to provide measures that promote protection of surface water quality through reduced pollutant loading and the treatment and infiltration of stormwater runoff on-site.

Permeable pavement types



Where soils are appropriate, permeable pavement provides water quality treatment and reduces stormwater flows.

Rain gardens, a type of bioretention, used in industrial setting to capture and treat stormwater. Images courtesy of TOTE Marine, Tacoma WA.

Table D-7: Low Impact Development Measures and Points

Standard	Description	Points
Permeable Pavement in Vehicular Areas	Project uses permeable surfacing in parking and loading areas, except where potential contamination or a specific industrial activity precludes its use. Contamination sources include vehicle fuel stations, storage of industrial chemicals, oils and grease, and other hazardous substances, dust and dirt storage, etc.	5 points 10 points where all parking and loading areas use permeable pavement, except where potential contamination precludes its use.
Bioretention	Project locates bioretention cells in publicly visible areas, includes a planting plan by a licensed landscape architect, provides a plant maintenance warranty for 1 year, and the bioretention cells treat a minimum of 10,000 sq. ft. of Pollution Generating Impervious Surfaces (PGIS).	5 points
Native vegetation	Project uses retained native vegetation areas to treat and manage stormwater and interpretive signage is provided indicating this feature. The retained native vegetation areas shall be fenced off during construction with a minimum 4 foot tall orange construction fencing.	5 points

Standard	Description	Points
Foundation Design	Project uses minimal excavation foundations for at least 50% of the building area.	10 points
Green Roof	Project incorporates a green roof covering at least 50% of the roof surface area. The green roof area should not be directed to any cistern.	10 Points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote protection of surface water quality through reduced pollutant loading and the treatment and infiltration of stormwater runoff on-site.	5 points per measure; no limit on the number of measures awarded points in this category

5.080 Water Conservation Measures

a. The purpose of this section is to provide measures that promote the conservation of potable water and reuse of treated wastewater.

Table D-8: Water Conservation Measures and Points

Standard	Description	Points
Advanced Building Water Efficiency	Reduce water usage by 20% compared to baseline as calculated using the methods in LEED-ND GIB Prerequisite 3: Minimum Building Water Efficiency, or functional equivalent approved by the Director. This incentive may be modified by the Director where there is not an appropriate reference standard and/or ability to meet this requirement for an industrial process.	5 Points for 20% reduction; 10 Points for 40% reduction
Water Reuse Plumbing	Install dual supply plumbing for non-potable end uses so that reclaimed water may be supplied to these fixtures in the future. Plumb these fixtures on separate run to the exterior and provide pipe labeling.	10 Points
Water Reuse Implemen-tation	Requirements of Water Reuse Plumbing above are met, and project installs a gray water irrigation drip system per Washington Department of Health standards and RCW 90.46 or connects to reclaimed water system to meet a portion of the project's non-potable water needs.	10 Points, 15 points if reused water provides all demand for non-potable uses

Example of separate piping systems for potable (blue) and reclaimed non-potable (purple) water. Image courtesy of the Water Environment Federation.

Rain harvesting tank and piping.

Standard	Description	Points
Basic Rainwater Harvesting	Install a system to meet at least 60% of the project's average annual demand for non-potable water uses with collected rainwater.	5 Points, 10 points for 90% of average annual demand for non-potable water uses
Water-Efficient Landscaping	Reduce water consumption for outdoor landscaping by 50% from the calculated midsummer baseline as described in LEED-ND, GIB Credit 4: Water-Efficient Landscaping or functional equivalent approved by the Director.	5 Points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote the conservation of potable water and reuse of treated wastewater.	5 points per measure; no limit on the number of measures awarded points in this category

5.090 Energy Efficiency and Alternative Energy Measures

a. The purpose of this section is to provide measures that promote reduced energy consumption and encourage use of renewable energy.

A steam generation facility that powers a district heating system. Image courtesy of Seattle Steam.

District heating is the supply of heat to a number of buildings from a central heat source through a network of pipes carrying hot water or steam. District heating pipes are not specific to the technology used to generate the heat and so can connect to a range of sources of heat supply including combined heat and power systems, biomass, energy from waste, ground source heat pumps, geothermal heat or large power stations. Industrial process heat can also be used to power district heating systems. Image courtesy of Wikipedia.

Table D-9: Energy Efficiency and Alternative Energy Measures and Points

Standard	Description	Points
Building Commissioning	Complete a building commissioning process as described in LEED-NC, EA Prerequisite 1: Fundamental Commissioning of Building Energy Systems.	5 points
Water Heating	Provide water heating through the use of one of the following techniques: • Photovoltaic-powered heaters; • Direct solar gain; or • Captured industrial waste heat.	5 points if used for non-industrial water usage only. - and - 10 points if used for at least 50% of industrial water usage.
District Heating and Cooling	For sites comprised of multiple buildings, install a district heating or cooling system that is capable of providing at least 75% of the combined annual building heating or cooling consumption and incorporates at least one of the following: • Geothermal heat source/sink; • Solar energy (photovoltaic, thermal massing, etc.); or • Captured industrial waste heat.	10 points

Standard	Description	Points
On-Site Renewable Energy	Install photovoltaic (PV) panels, wind turbines, geothermal heat pumps, biomass or other renewable energy source with production capacity of at least 5% of the project's annual electrical and thermal energy cost.	5 points for 5% 10 points for 20%
Green Power Contract	Provide a defined portion of the building's electricity from renewable sources by engaging in at least a two-year renewable energy contract. Renewable sources are as defined by the Center for Resource Solutions (CRS) Green-e products certification requirements. The Department of Energy (DOE) Commercial Buildings Energy Consumption Survey (CBECS) database or other credible source as determined by Director shall be used to determine the estimated baseline electricity use. Documentation of the signed contract as approved by the Director is required.	5 points for 25% 10 points for 50% 20 points for 100%
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote the use of renewable energy and to reduce energy consumption.	5 points per measure; no limit on the number of measures awarded points in this category

Solar panels mounted on industrial roof. Image courtesy of the Port of Olympia.

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