

PLANNING COMMISSION PUBLIC HEARING DRAFT

ATTACHMENT A

ORDINANCE NO. _____



COMPREHENSIVE PLAN

ADOPTED: _____

DEPARTMENT OF COMMUNITY DEVELOPMENT

345 6th Street, Suite 600

Bremerton WA 98337

360.473.5275

ACKNOWLEDGEMENTS

BREMERTON MAYOR

Patty Lent

BREMERTON CITY COUNCIL

Greg Wheeler, Council President, District 4

Eric Younger, Council Vice-President, District 7

Leslie Daug, District 2

Dino Davis, District 5

Jerry McDonald, District 3

Mike Sullivan, District 1

Richard Huddy, District 6 2016

Roy Runyon, District 6 2014-2015

BREMERTON PLANNING COMMISSION

Rick Tift, Chair

Nick Wofford, Vice-Chair

Anita Albright

Richard Nerf, Jr.

Stuart Nethery

Mike Strube

Nick Wofford

Shawn Dinkuhn 2012-2015

A special thank you to the numerous citizen volunteers; whether it was simply attending a visioning workshop, or helping on a committee to draft the various Elements; all involved played important roles.

COMPREHENSIVE PLAN UPDATE

PRELIMINARY PLANNING COMMISSION HEARING DRAFT: 2015

Department of Community Development

345 6th Street Bremerton, WA 98337

(360) 473-5275



01

INTRODUCTION

02

LAND USE

03

HOUSING

04

ECONOMIC DEVELOPMENT

05

TRANSPORTATION

06

CITY SERVICES

07

ENVIRONMENT



B

City of Bremerton Comprehensive Plan
INTRODUCTION





Welcome to the City of Bremerton's Comprehensive Plan. This Comprehensive Plan is the umbrella policy document that guides virtually all decisions made by City government and, in many cases, by local organizations and individual citizens. It seeks to assure that each community decision, expenditure, and action is consistent with our shared vision, values, and goals.

The City adopted its first Comprehensive Plan in 1995 in response to the requirements of the Growth Management Act (GMA) (RCW 36.70A). This update builds off of the 2004 Comprehensive Plan update, and responds to the GMA requirement for periodic review and revisions.

Introduction Contents

The Vision for Bremerton’s Future	I-4
Introduction	I-4
Why Have a Comprehensive Plan?	I-5
What is in Our Comprehensive Plan?	I-5
How is the Plan Implemented?	I-6
Relationship of the Comprehensive Plan to Other Plans	I-7
Citizen Participation	I-8
Concurrency and Levels of Service	I-8
Periodic Review and Update of the Comprehensive Plan.....	I-8
Population and Employment Growth	I-9
The Parameters of Change: Population and Employment Growth Projections.....	I-9

The Vision for Bremerton's Future

The citizens of Bremerton embrace their city, with pride in its assets and accomplishments, and with optimism about the opportunities it affords. Bremerton is a progressive, active city with diversity in its residents, and with its economic, residential and recreational opportunities.

Founded and shaped by a maritime legacy and a stunning natural environment, Bremerton's setting is unique and spectacular. Moreover, as the metropolitan center of West Sound, it provides a convenient middle ground between the regional amenities of Seattle and Tacoma and the recreational treasures of the Kitsap and Olympic Peninsulas. Bremerton's location provides both vistas of, and unparalleled access to, the metropolis and the wilderness.

While the City's location is ideal, the heart of the community is found in Bremerton neighborhoods and designated Centers. Centers, servicing either a neighborhood, a larger community, or a largely employment-focused setting, provide walking convenience to employment, recreation, amenities, goods, and services. Downtown is at the core of the inter-connected Centers with a vibrant, unique concentration of services, public resources, and attractions. In conjunction with building such mixed use urban settings, the qualities of single family areas and other cohesive and healthy neighborhoods will be preserved and protected.

Bremerton promotes and encourages economic development based on solid state-of-the-art infrastructure. Technology and extensive transportation systems connect Bremerton residents and businesses to the world, while flexible codes assist in the development and revitalization of prime real estate for corporate and industrial developments. Healthy growth over the next twenty years will showcase Bremerton's opportunities, while preserving its assets, accomplishments, and friendly, personable atmosphere.

Introduction

Bremerton's Comprehensive Plan is the city's foundational policy document that guides growth and development for the next twenty years from now until 2036. It seeks to assure that each community decision, expenditure, and action is consistent with our shared vision, values, and goals,

Why Have a Comprehensive Plan?

A city's comprehensive plan is vital in preparing for future growth and emerging challenges such as traffic congestion, housing needs, and environmental stewardship. People need a safe and secure place to live, an economy that provides jobs, mobility, schools and colleges, and recreational opportunities. It is the city government's responsibility to provide public services and facilities, develop policies, and adopt regulations to guide the growth of a city that meets the needs of its people. The Bremerton Comprehensive Plan captures community goals and establishes specific policies that directly influence how our city will grow and change over time.

The Comprehensive Plan is the one place that various city plans and programs come together to work towards a single community vision for the future. As an "umbrella" document, the plan's policies guide other city plans, neighborhood area plans, spending on capital projects, development of regulations, and other programs and services, all of which affect the community in large or small ways.

A comprehensive plan is a broad statement of community goals and policies that direct the orderly and coordinated physical development of a city into the future. A comprehensive plan anticipates change and provides specific guidance for future legislative and administrative actions. It reflects the results of citizen involvement, technical analysis, and the judgment of decision makers. The maps, goals, and policies of the plan provide the basis for the adoption of regulations, programs, and services which implement the plan. The plan serves as a guide for zoning, infrastructure development, and developing community services.

What is in Our Comprehensive Plan?

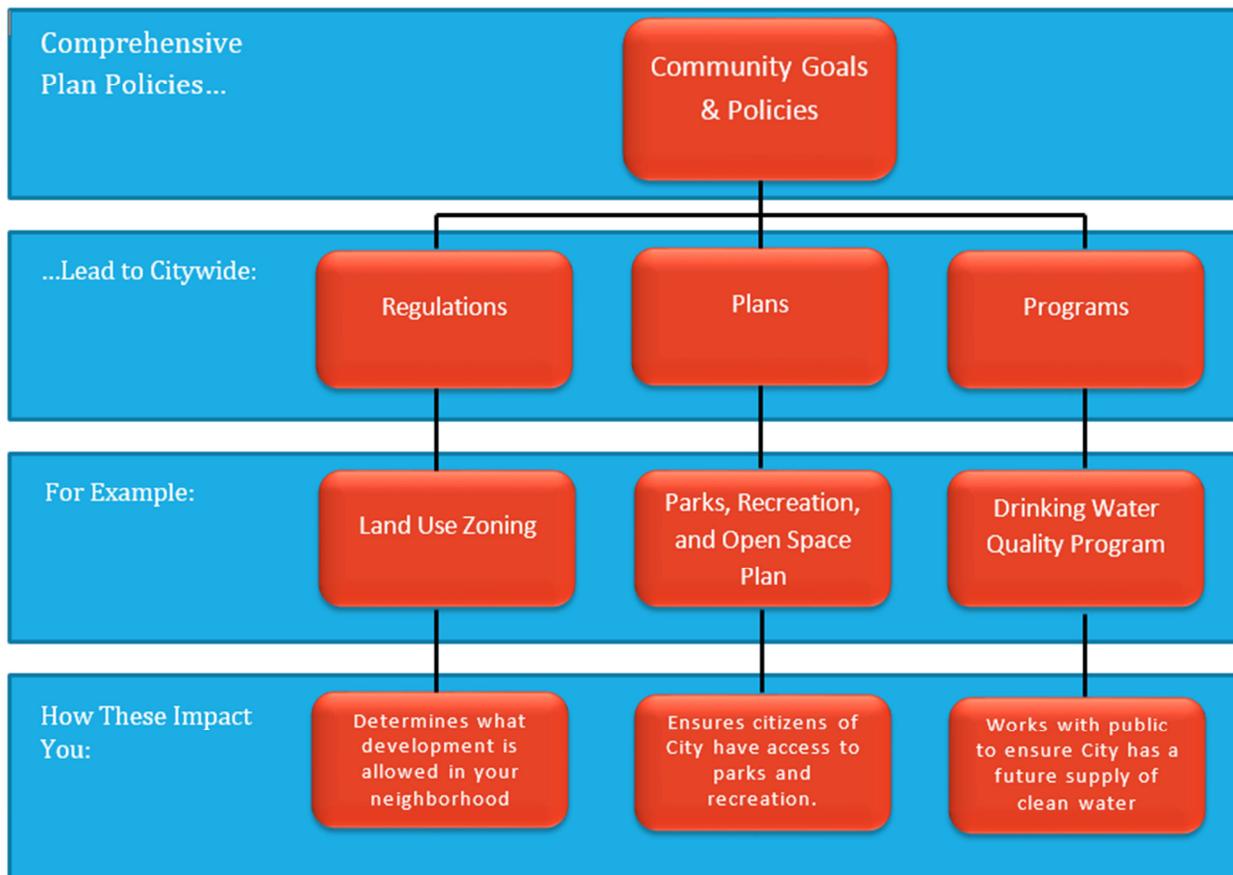
The Comprehensive Plan is designed to be a readable, functional document that will guide Bremerton's future development and fulfill the city's regional responsibilities in growth management. This plan is organized in the following manner:

- Chapter 1: Introduction
- Chapter 2 through 7: Contains the General Element chapters that contain visions, goals and policies for each subject:
 - Land Use
 - Housing
 - Transportation
 - Economic Development
 - City Services
 - Environment
- Chapter 8: Contains the appendices for General Element chapters with the supporting technical material including existing conditions, and glossaries of key terms.

Introduction

How is the Plan Implemented?

Adopting a plan is the first step toward shaping the city’s future. Bremerton’s implementation of the Comprehensive Plan is comprised of a combination of short-term and long-term actions. Some of the short-term actions include amendment of regulations such as the Land Use Code and the approval of rezones that match the plan’s land use designation. Long-term actions include neighborhood area/subarea planning; monitoring, evaluating, and amending the plan as conditions change; and developing a capital investment program that allocates resources to projects that will spur the city’s development in the direction envisioned in the plan.



Relationship of the Comprehensive Plan to Other Plans

Washington's Growth Management Act

The state Growth Management Act (GMA), enacted in 1990, requires that all cities and counties above certain sizes prepare comprehensive plans and update those plans at certain intervals. GMA's goals include reducing sprawl and directing growth to areas that already have urban services. GMA calls on counties to work with cities to establish urban growth boundaries, outside of which urban-style development is prohibited. Comprehensive plans must show that each city has enough land in appropriate zoning categories to absorb the expected level of growth for twenty years into the future, along with the transportation, water, and sewer facilities to serve that growth. GMA also requires that cities' plans must be consistent with other regional plans. In this region, these plans include Vision 2040 and the Kitsap County Countywide Planning Policies.

Vision 2040

The Puget Sound Regional Council (PSRC) is the regional growth management and transportation organization covering King, Snohomish, Pierce, and Kitsap Counties. It is governed by elected officials from across the region, and together they have adopted a regional growth strategy called Vision 2040. That strategy establishes a framework that is reflected in this Plan. It calls for concentrating population and job growth in designated centers and for using multimodal transit options to connect these centers.

Bremerton's Plan identifies one downtown regional growth center, three district centers, a neighborhood center, an employment center, and manufacturing/ industrial centers that are concentrations of population, employment and services that carry the regional centers concept to a neighborhood scale. Vision 2040 also assumes a distribution of growth across the Puget Sound region, with especially large shares of growth going to the five metropolitan cities of Seattle, Bellevue, Everett, Tacoma, and Bremerton. This Plan reflects Bremerton's commitment to accommodate its share of regional growth.

Kitsap County Countywide Planning Policies

GMA requires that counties adopt policies that will guide the plans for all the jurisdictions in the county. In Kitsap County, the Kitsap Regional Coordinating Council is a body of elected officials who develop the Countywide Planning Policies (CPPs) and make recommendations to the board of County Commissioners for adoption. The CPPs contain the twenty-year housing and job-growth targets for Kitsap jurisdictions. These policies address the need for affordable housing in the county, diversified economy with efficient transportation options, and for growing in ways that will contribute to positive health impacts for residents.

Citizen Participation

The Act requires "early and continuous" citizen participation throughout the planning process. The first Comprehensive Plan developed in response to the Act in April, 1995, and the Update in 2004 was adopted through intensive citizen committee processes. The preparation of this 2016 Plan Update was again guided by community participation, following a City Council-approved Public Participation Program for the process, found in the Appendix. Numerous public events, including open houses and a design charrette to gather transportation mapping ideas, were held throughout the update process to allow the broader community to comment. Over a dozen public workshops were held by the City of Bremerton Planning Commission before it was adopted by the City Council in their own public hearing process.

Concurrency and Levels of Service

Plans must be realistic and workable. Providing for new development, the Plan must indicate how the needed public services and utilities will be provided within a reasonable amount of time. If adequate public resources are not identified in the Plan, development cannot be allowed.

In order to deal with traffic and congestion which results from new development, transportation planning requirements now include the measuring of Levels of Service (LOS). The Level of Service measurement requires an account of the current, expected, and acceptable levels of congestion and service qualities for the local community. There must be discussion within the community that leads to adoption of future standards, and a plan that assures that, as development occurs, the adopted standard will not be violated. This is called the concurrency requirement. Plans may also require that other urban services, such as police protection, water and sewer service, library services, etc., be maintained at a LOS set by the community, "concurrent" with growth.

Periodic Review and Update of the Comprehensive Plan

Following adoption of the updated Comprehensive Plan and related development regulations, the City will continually monitor their effectiveness and document needed amendments. A major review of the Plan is anticipated at five-year intervals while amendments to the Plan will only be considered during annual reviews. Emergency amendments to the comprehensive plan may be considered and adopted more than once a year if an emergency exists. An emergency is defined as an issue of community-wide significance that promotes the public health, safety, and general welfare.

Population and Employment Growth

The following sections discuss the expected population increases that this Plan proposes to accommodate.

By state law, the Washington State Office of Financial Management (OFM) is tasked with providing a population allocation for each county in the State. It is left to the County, and the jurisdictions within it, to cooperatively decide where and how the population growth will be accommodated. This leads to questions about the portion of growth to be directed to cities and the capacity of urban services to accept growth. It should be understood from the outset, however, that the OFM allocation – while mandated by State law - is really a broad range of potential growth numbers, allowing for flexibility in establishing local growth projections.

Kitsap County and the municipalities within it, collaborate to determine how the OFM allocation for population growth will be distributed throughout the county. During 2015 a process was conducted at the Kitsap Regional Coordinating Council (KRCC) to establish population and employment targets in the Countywide Planning Policies (CPP's). These growth targets were set to conform with the Countywide Planning Policy vision to concentrate growth into urban areas as well as to ensure growth occurs in Kitsap jurisdictions that is consistent with Puget Sound Regional Council's (PSRC) Vision 2040 growth plan.

The Parameters of Change: Population and Employment Growth Projections

In projecting the City of Bremerton's growth, there must be consideration of past trends which show negligible population growth over several decades. However, historical growth patterns are not consistent with local, regional, or State goals that include increasing the proportion of growth in existing urban areas. Under the Growth Management Act, as well as the regional strategy reflected in the CPPS, stagnant population levels within Bremerton will be broken. As shown in Vision 2040, Bremerton is identified as the only metropolitan City in Kitsap County (along with Seattle, Tacoma and Everett) and thus is slated to attract a larger percentage of the projected population growth than in the past.

The Plan's key urban design concept is "The Centers Concept", detailed in the Land Use Element. Population growth for the City is largely calculated on the ability of the strategically-placed, mixed-use activity centers to attract new residential, commercial, and industrial uses.

Introduction

Population Projection

The 2016 Comprehensive Plan Update is designed to plan for the growth in the City’s planning area expected over a 20-year period – 2016 to 2036. The City’s land use plan must accommodate the expected growth consistent with the community’s vision. In turn the growth must be supported by the transportation element, parks and recreation element, and capital facilities plan. A base year of 2012 is presented as it is the base year of the Buildable Lands Report (Kitsap County, 2014) which is a monitoring tool for growth.

Over the period 2012-2036, the current city limits would grow by about 13,757 persons above the 2012 population of 39,650; the city’s future 2036 population is anticipated to be 53,407. The City’s associated Urban Growth Areas (UGA’s) would grow from 9,123 persons approximately to 13,473 in 2036, a net change of 4,350. Jobs would likewise grow by 18,782, primarily due to the addition of jobs in the Puget Sound Industrial Center – Bremerton (a Manufacturing Industrial Center). The UGA job change would be 1,443 over the 2012-2036 period. See the exhibit below.

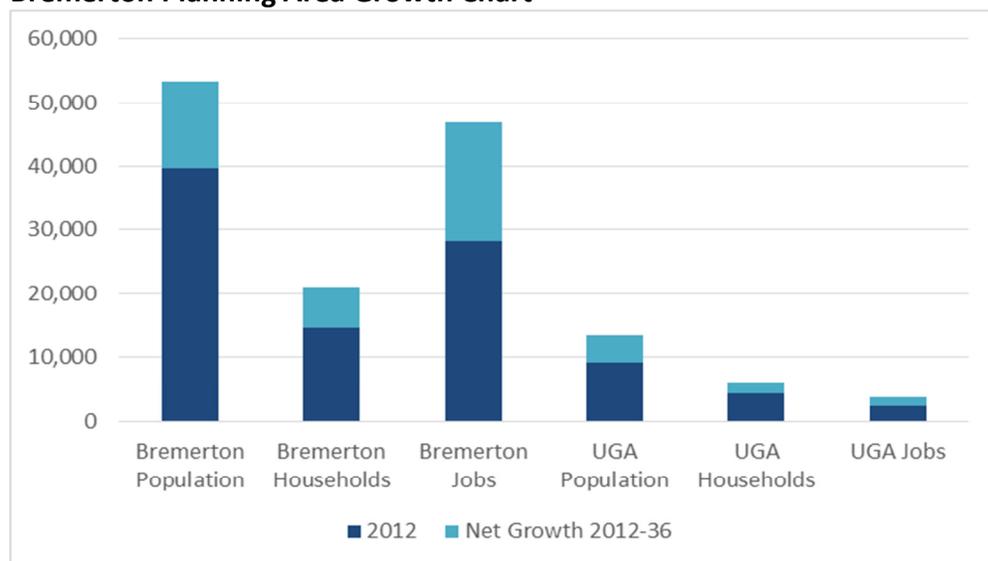
Bremerton Population, Households, and Jobs 2012-2036

Year	Bremerton Population	Bremerton Households	Bremerton Jobs	UGA Population	UGA Households	UGA Jobs
2012	39,650	14,677	28,167	9,123	4,271	2,326
2015	39,410	15,354	30,515	9,579	4,452	2,506
2021	42,985	16,802	35,210	10,559	4,836	2,867
2036	53,407	21,050	46,949	13,473	5,948	3,769
Net Growth 2012-36	13,757	6,373	18,782	4,350	1,677	1,443

Source: (Washington State Office of Financial Management, 2015); (Kitsap Regional Coordinating Council, 2014) City of Bremerton 2015; BERK Consulting 2015

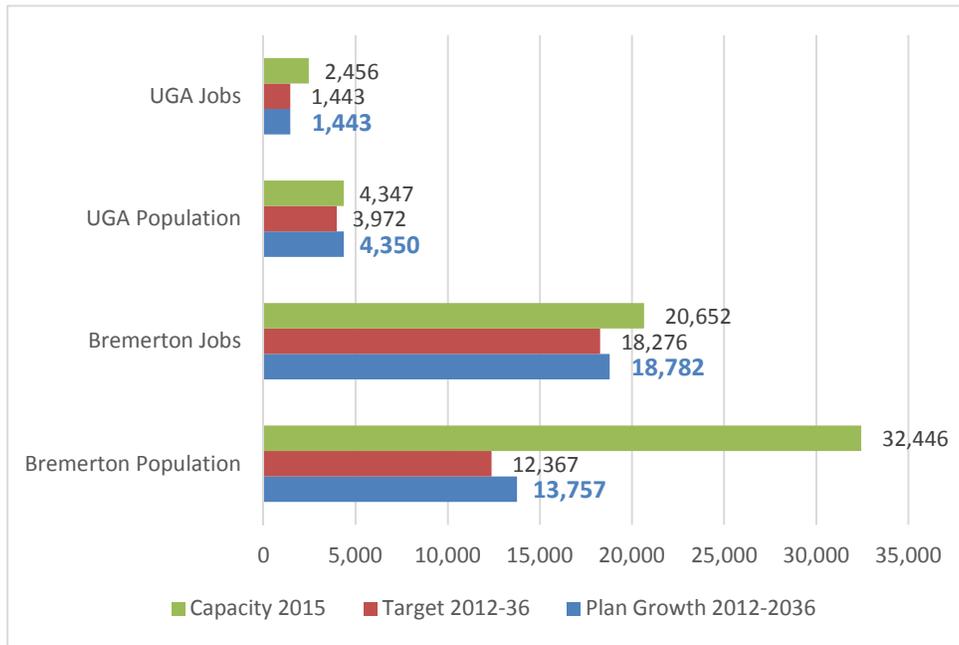
The growth is visually represented below

Bremerton Planning Area Growth Chart



The City’s proposed land use plan would have more than sufficient land use capacity to meet its growth targets adopted in the CPP’s. To allow for a conservative analysis and match the remaining growth anticipated in the City’s 2004 Comprehensive Plan, City sewer and water functional plans, and Kitsap County’s Comprehensive Plan and transportation models as of 2012, the City is planning for growth that is slightly higher than growth targets. See exhibit below.

Bremerton Growth Capacity, Growth Targets, and Growth Assumptions



Source: (Washington State Office of Financial Management, 2015); (Kitsap Regional Coordinating Council, 2014) City of Bremerton 2015; BERK Consulting 2015



B

Element 2
LAND USE





VISION

Bremerton is a metropolitan city that provides for economic vitality and diverse lifestyles through a broad variety of jobs, housing, and strategically located commercial and recreational opportunities.

Land Use Contents

Land Use Introduction.....	LU-4
Concerns of a Wider Public: State and Regional Issues	LU-4
Responding to the Technical Challenges	LU-4
Discussion: User Guide.....	LU-5
Vision.....	LU-6
Goals & Policies.....	LU-6
Land Use Goals:.....	LU-6
Citywide Policies	LU-7
Land Use Map	LU-10
Centers General Description.....	LU-15
Centers Policies.....	LU-15
Designations.....	LU-17
DRC (Downtown Regional Center).....	LU-17
DC (District Center)	LU-19
EC (Eastside Employment Center)	LU-22
Neighborhood Center	LU-23
NB (Neighborhood Business)	LU-25
GC (General Commercial)	LU-26
FC (Freeway Corridor)	LU-27
HE (Higher Education).....	LU-28
PSIC – Bremerton (Puget Sound Industrial Center – Bremerton).....	LU-29
I (Industrial).....	LU-30
LDR (Low Density Residential)	LU-31
MDR (Medium Density Residential).....	LU-33
MR (Multifamily Residential)	LU-34
BV (Bay Vista).....	LU-35
EP (East Park)	LU-36
CUL (City Utility Lands).....	LU-37
WS (Watershed Lands).....	LU-38
Specific Area Plans	LU-39
Urban Growth Areas	LU-40
Urban Growth Area Map	LU-41
Eventual Growth Intent	LU-42
Equivalence Table	LU-44
Open Space	LU-45
Open Space Map.....	LU-46

Land Use Introduction

Over the past century, Bremerton firmly established itself as the primary city within the larger West Sound community. Centrally located and well connected to the region, Bremerton has well established urban character and distinctive neighborhoods. Bremerton remains the hub of the County despite growth patterns in suburban development occurring in formerly rural places like Silverdale. Looking to the next century, Bremerton must attract new quality development with clear opportunities that take advantage of the city's superior setting.

The Plan's land use strategy seeks to return Bremerton's vitality, economic strength, and desirability as a place to live and work. Called the Centers Concept, this strategy also capitalizes on new demographic trends and new opportunities.

This Comprehensive Plan strives for Bremerton's communities and established neighborhoods to each have a distinctive focus, yet all are walkable and well connected to each other, including a vibrant downtown with a mixture of activities.

Concerns of a Wider Public: State and Regional Issues

A comprehensive plan ensures that the wider public interest frames the planning process. First, a plan must reflect the general goals of the State's Growth Management. Second, a plan must be consistent with a regional planning approach. In Kitsap County, the Countywide Planning Policies (CPP's) and the Puget Sound Regional Council (PSRC) Multi-County Planning Policies in Vision 2040 must be met. This ensures general consistency between comprehensive plans as well as regional concerns.

As identified by PSRC, the Regional Growth Strategy in Vision2040 has identified Bremerton as a metropolitan city for Kitsap County. The metropolitan cities are intended to serves as a civic, cultural, and economic hub. Metropolitan cities are also intended to accommodate a significant share of future population and employment growth.

Responding to the Technical Challenges

This Land Use Element – like other sections of this Comprehensive Plan – responds to the type and scale of change expected over the next twenty years. In the simplest terms, the Land Use Element must accommodate the projected population and employment growth with sufficient areas for housing, businesses, and industry. The Land Use Appendix provides a detailed discussion of population projections, resultant land needs, and other calculations and discussions that support this Element.

Discussion: User Guide

The following section of the Land Use Element includes the Goals, Policies and specific land use designations. The reader should review the Citywide Land Use goals and Citywide Policies. Next, identify the designations on the Land Use Map. If your property is located within a Center, please review the overall policies that are for all Centers. The remaining land use information will follow within the Land Use Designations, which includes specific policies for the designation.

Land Use

Vision, Goals & Policies

Vision

Bremerton is a metropolitan city that provides for economic vitality and diverse lifestyles through a broad variety of jobs, housing, and strategically located commercial and recreational opportunities.

Goals & Policies

The following goals and policies form the foundation of Bremerton’s land use strategy for the future. These goals and policies are to support the overall land use vision stated above.

Land Use Goals:

- LU1. Plan for Bremerton’s population and employment growth.***
- LU2. Encourage economic development within the City.***
- LU3. Protect Bremerton’s natural environment.***
- LU4. Promote community health by allowing opportunities for healthy lifestyle choices.***



Citywide Policies

The four land use goals (described on previous page) were developed to support the Land Use Vision. Associated policies have been created to support and implement the Land Use goals and vision. The following are policies that should be considered citywide:

Goal LU1. Plan for Bremerton's population and employment growth.

Implementing Policies for Goal LU1:

LU1(A): Designate neighborhoods, communities, and centers throughout the City and encourage the implementation of design guidelines for new development and redevelopment that complement the designated purpose and scale.

LU1(B): Coordinate Bremerton's growth consistent with the Kitsap Countywide Planning Policies and the Puget Sound Regional Council's Vision 2040, and state requirements.

LU1(C): Coordinate with Naval Base Kitsap to minimize conflicts between development and naval operations, and consider the Kitsap County Joint Land Use Study, 2015.

LU1(D): On an annual basis review and provide amendments, if necessary, to the goals and policies and the Land Use Map to address changing circumstances and/or emergencies.

LU1(E): Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation..

Goal LU2: Encourage economic development within the City.

Implementing Policies for Goal LU2:

LU2(A): In order to combat chronic vacancy experienced in select areas, the City should consider zoning regulations that promote occupancy for buildings that are experiencing prolong vacancy.

LU2(B): Support flexible development regulations to allow transitions of uses over time.

LU2(C): Support adaptive reuse of existing buildings with uses that are compatible with surrounding neighborhoods.

LU2(D): Provide development incentives and flexibility within regulations to encourage desirable design elements.

LU2(D): Promote exposure of City businesses and community events by signage that is proportion to the intensity of the Land Use designation, while recognizing the existing character of the neighborhood. Discourage off-premise signage throughout the City (including billboards), with exceptions for special events considered.

LU2(E): Coordinate and work cooperatively with the State of Washington, Kitsap County, and appropriate agencies for the siting of essential public facilities that develops criteria for the siting of essential public facilities in such a way as to minimize negative impacts to neighborhoods and other areas of Bremerton, while recognizing the needs of the people of the State and region for these facilities.

- *Public facilities should showcase community design interests, guidelines, or standards, especially in their design and building processes.*
- *Encourage flexibility of use and maximum efficiency so that facilities and services will be harmonious with neighborhood needs, adjacent uses, and the environment.*
- *Develop citing criteria and processes to assure timely and consistent locating of essential public facilities.*

Goal LU3. Protect Bremerton’s natural environment.

Implementing Policies for Goal LU3:

LU3(A): Review and update as necessary Bremerton’s regulations that protect critical areas, including anadromous fisheries, using the best available science as defined by and required in the Growth Management Act (per RCW 36.70A.172 (1)).

LU3(B): Utilize existing public land for better access to shoreline and recreation areas such as street ends, parks, and open space.

LU3(C): Promote land use patterns and development phasing to minimize impacts on natural systems, maximize returns on infrastructure investment, and reduce greenhouse gas emissions.

LU3(D): Adopt site and building standards that contribute to reduced greenhouse gas emissions and result in more sustainable development.

LU3(E): Assure that future land uses and land use patterns conserve and protect groundwater resources including well-head protection and protecting the aquifer recharge areas.

LU3(F): Protect Natural Resource Lands as defined and required under the Growth Management Act by discouraging incompatible uses in or near Natural Resource Lands and develop criteria for designation of Natural Resource Lands consistent with RCW 36.70A.050 and 365-190 WAC.

LU3(G): Adopt and implement appropriate standards and regulations for stormwater management, including Low Impact Development technologies and encouraging watershed planning efforts. The City of Bremerton should adopt and implement regional plans, strategies, and standards as appropriate.

LU3(H): Encourage preservation of existing healthy and safe trees on private, commercial and public property.

LU3(I): Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, and ecological functioning lands within the City.

LU3(K): Allow Low Impact Development (LID) Best Management Practices (BMPs) adjacent to critical areas or within critical area buffers when uses are compatible and allow native vegetation associated with LID BMPs to count towards buffer enhancement requirements where appropriate. Establish standards for implementing LID BMPs in critical area buffers where appropriate.

Goal LU4. Promote community health by allowing opportunities for healthy lifestyle choices.

Implementing Policies for Goal LU4:

LU4(A): Preserve significant regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation..

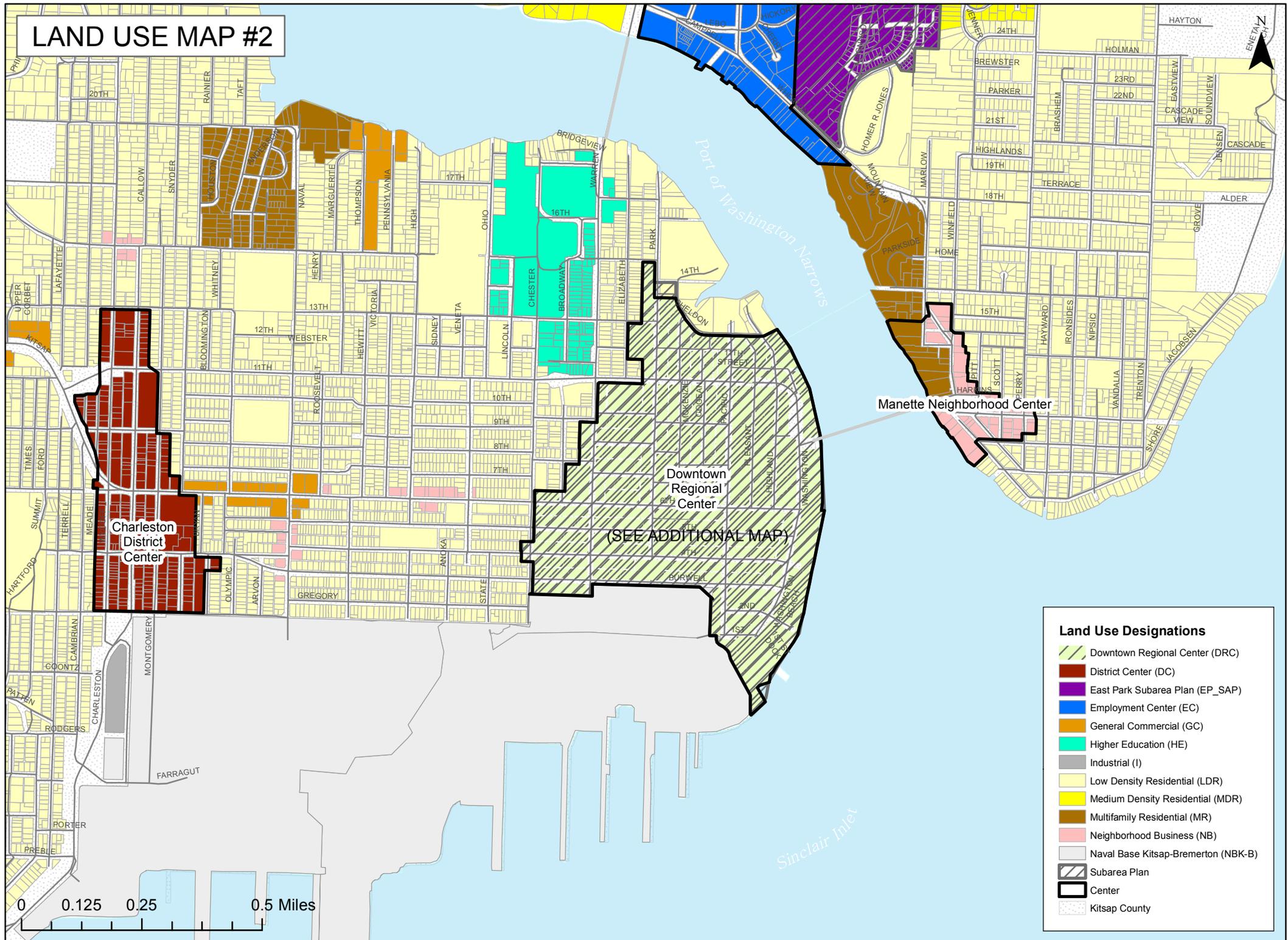
LU4(B): Provide multimodal options and standards that have connectivity throughout the City, especially linking centers and neighborhoods for all modes of transportation.

LU4(C): Provide land use regulations that give opportunities for the community to have fair access to livelihood, education, and resources.

LU4(D): As there are no lands appropriate for designation as agricultural lands within the City or its Urban Growth Area, the City does encourage the local food movement and small urban gardens for the benefit of the neighborhoods; with prioritizing low-income neighborhoods..

LU4(E): Promote healthy communities design that make it easier for people to live healthy lives through coordination with community groups, agencies, and businesses.

LAND USE MAP #2



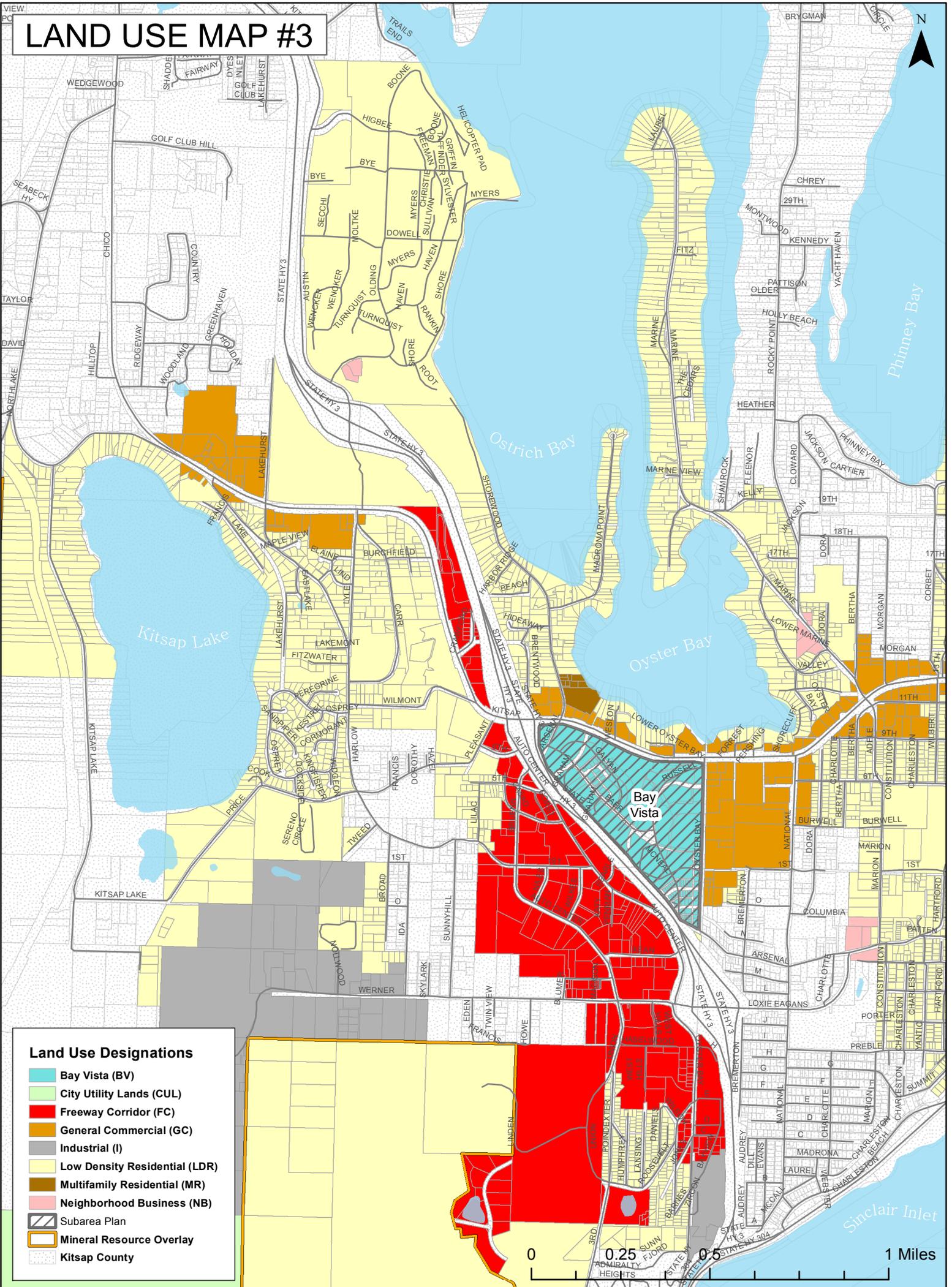
Land Use Designations

- Downtown Regional Center (DRC)
- District Center (DC)
- East Park Subarea Plan (EP_SAP)
- Employment Center (EC)
- General Commercial (GC)
- Higher Education (HE)
- Industrial (I)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Multifamily Residential (MR)
- Neighborhood Business (NB)
- Naval Base Kitsap-Bremerton (NBK-B)
- Subarea Plan
- Center
- Kitsap County

0 0.125 0.25 0.5 Miles

LAND USE MAP #3

N

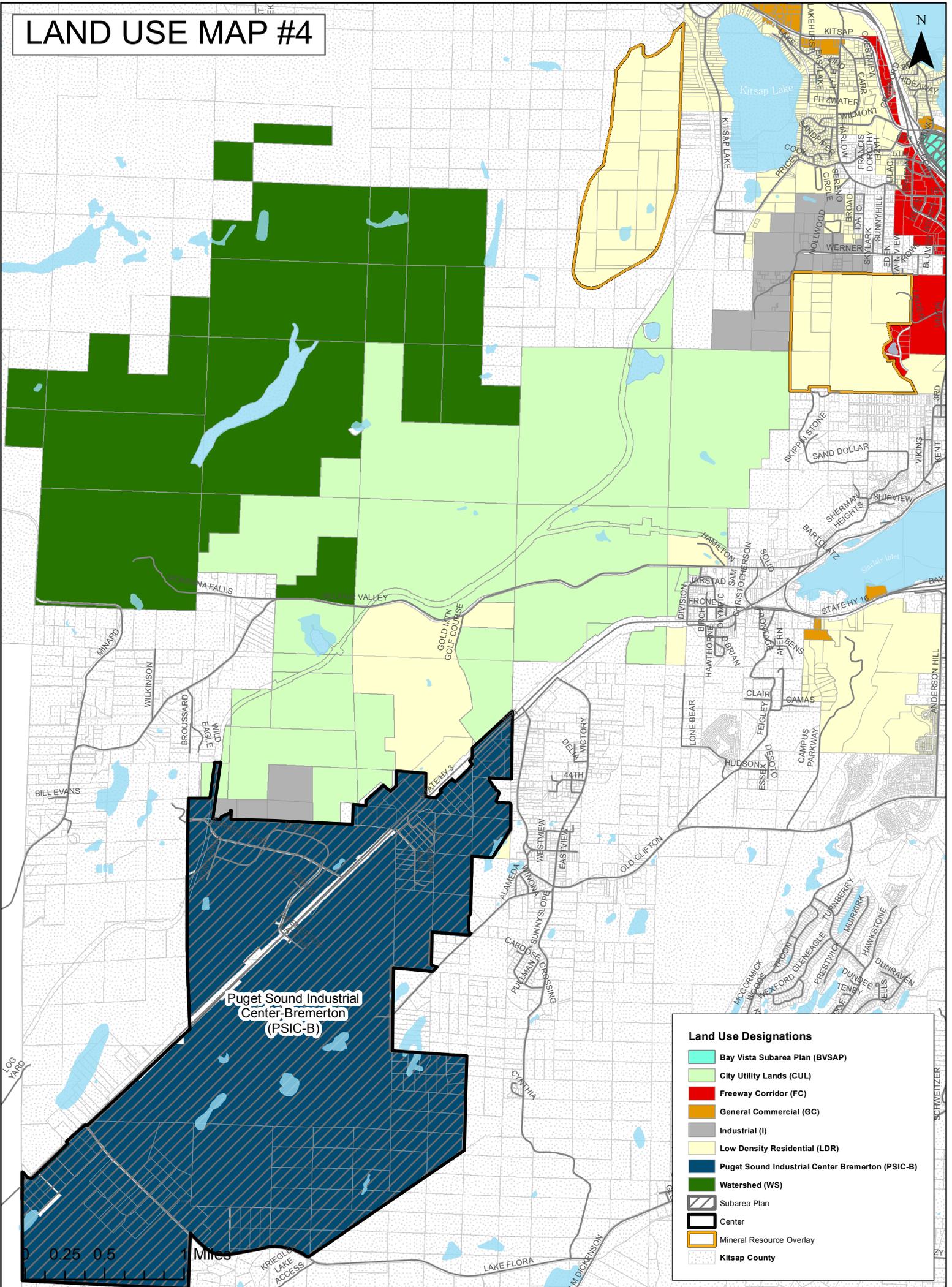


Land Use Designations

- Bay Vista (BV)
- City Utility Lands (CUL)
- Freeway Corridor (FC)
- General Commercial (GC)
- Industrial (I)
- Low Density Residential (LDR)
- Multifamily Residential (MR)
- Neighborhood Business (NB)
- Subarea Plan
- Mineral Resource Overlay
- Kitsap County

0 0.25 0.5 1 Miles

LAND USE MAP #4



Puget Sound Industrial Center-Bremerton (PSIC-B)

Land Use Designations	
	Bay Vista Subarea Plan (BVSAP)
	City Utility Lands (CUL)
	Freeway Corridor (FC)
	General Commercial (GC)
	Industrial (I)
	Low Density Residential (LDR)
	Puget Sound Industrial Center Bremerton (PSIC-B)
	Watershed (WS)
	Subarea Plan
	Center
	Mineral Resource Overlay
	Kitsap County



Land Use

Citywide Policies

(This page has been left blank intentionally)

Centers General Description

In general, a Center is a mixed-use area. It places residences, basic services for residents, employment opportunities, and amenities such as public spaces and parks, in a well-designed area. Centers will have the “look and feel” of a small downtown, with moderate to high density uses at their core, transitioning out to surrounding single family areas.

This Plan employs five types of Centers:

- Downtown Regional Center
- District Centers
 - Charleston
 - Wheaton/Riddell
 - Wheaton/Sheridan
- Employment Centers
 - Eastside
- Neighborhood Centers
 - Manette
- Manufacturing and Industrial Center
 - Puget Sound Industrial Center-Bremerton

While the Centers’ types are based on sound planning principles that assess proper mixes of uses, critical quantities of residential and commercial uses, and proven design principles, there is a range of mixes and design approaches that can be successful. Specific policies for specific centers are discussed in the following pages. The following are Centers’ Policies are applicable to *all* centers mentioned above.

Centers Policies

Goal LU1. Plan for Bremerton’s population and employment growth.

LU1-Cen(A): Development regulations should encourage pedestrian oriented mixed-use design in Centers and address such issues as:

- (1) Locating buildings or features in the core of the Center at sidewalk edge,*
- (2) Providing windows and other architectural features that foster pedestrian interest along street fronts,*
- (3) Adopting sign standards that reflect pedestrian scale,*
- (4) Encouraging and/or requiring architectural features that are of a scale and type appropriate for viewing by pedestrians at the building front and immediately nearby, and*
- (5) Development projects should be encouraged to provide amenities such as street furniture, street trees, small public spaces and plazas, etc.*

LU1-Cen(B): Provide for advanced utility planning to offer upgraded, ready-to-serve services for development designed to achieve maximum density.

LU1-Cen(C): Building facades shall utilize architectural features that provide for horizontal and vertical modulation.

LU1-Cen(D): Alternative circulation for automobiles should be provided as much as possible with consideration for freight circulation for local businesses. The goals of alternative circulation designs should include: (1) reducing traffic in pedestrian oriented core of the Center, and (2) placing parking away from the street.

LU1-Cen(E): Consider the existing built environment when creating development regulations.

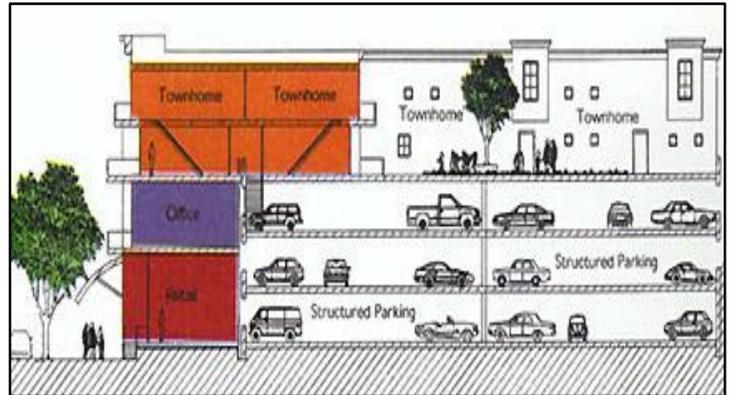


Figure LU-2 Parking Ratios

LU1-Cen(F): Implement parking ratios that reflect the least amount of spaces required for development approval where transportation options other than the automobile are available to serve travel needs.

Goal LU2: Encourage economic development within the City.

LU2-Cen(A): Pre-qualify key areas and sites for environmental permitting through such tools as subarea plans and related programmatic EIS's. Work toward enabling development in Centers to proceed as a Planned Action under SEPA.

LU2-Cen(B): Coordinate with Kitsap Transit to provide transit access to centers.

LU2-Cen(C): Provide incentives and flexibility that encourage and enable development in Centers, including alternative parking options like payment in lieu of parking spaces.

Goal LU3. Protect Bremerton's natural environment.

LU3-Cen(A): Provide recreation opportunities within centers including access to the shoreline.

Goal LU4. Promote community health by allowing opportunities for healthy lifestyle choices.

LU4-Cen(A): Improve and provide for walkability, and other nonmotorized transportation routes throughout Centers and provide links between the centers and neighborhoods.

DRC (Downtown Regional Center)

Purpose/Intent

To maintain the Bremerton core area as supported in the 2007 Bremerton Downtown Subarea Plan (DSAP) which is adopted as a functional plan as identified in the appendix. The DSAP provides a long term, coordinated outlook to help direct decision making affecting the ongoing revitalization and regeneration of the downtown. This will allow the City to continue to build upon its existing natural, social and physical assets.

Location

West Bremerton in the Downtown area.

Land Uses

Residential, Commercial, and/or Mixed use structures.

Intensity/Density

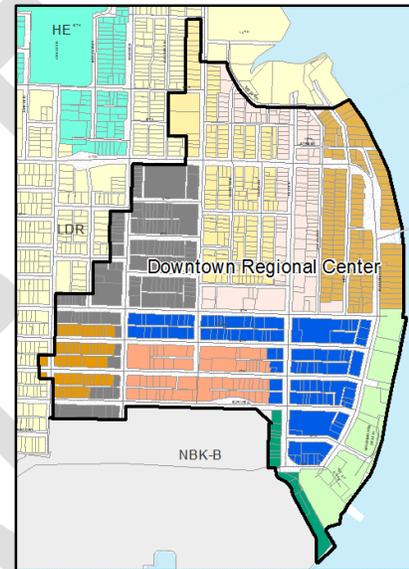
- 40 units per acre
- Various height limits as defined in DSAP. Range from four stories with some areas as market driven.

Character

The Downtown Regional Center (DRC) designation facilitates the ongoing creation of a vibrant, attractive downtown; a critical need for the entire West Sound region. New development is incentivized to place parking underground or within structures, not in surface lots. Street trees, well-designed public gathering areas, and lighting should be employed to create a safe, inviting experience at the street level day and night. Residents will find access to employment, transportation, and basic amenities, along with a concentration of community activities. The DRC provides housing for a wide variety of income levels in an environment that allows less reliance on the automobile. This rare juxtaposition of employment, housing, cultural, and recreation opportunities, provides the high mark for efficiency of public expenditures and infrastructure of any development envisioned in this Plan.

The shared border with the nearly 400 acre Naval Base Kitsap-Bremerton (as shown on next page) provides an employment boon to the DRC and the remainder of Kitsap. Each day thousands pass between the common border shared by Naval Base Kitsap-Bremerton and the Downtown Regional Center. The DRC/Naval Base Kitsap relationship provides a model of intense compact development unmatched in a West Sound region typified by continued sprawl. The symbiotic nature of the DRC and Naval Base ensures the ongoing success of each respective entity, while providing an opportunity to showcase a form of urbanism to the region.

Downtown Regional Center Specific Policies (for streamlining purposes, goals and policies currently addressed in the DSAP will not be repeated in this section but remain applicable)



Land Use

Designation: Downtown Regional Center

LU1: Plan for Growth

LU1-DRC(A): Implement the plan for population and employment growth as detailed in the Downtown Subarea Plan to ensure that the center meets the growth expectations outlined in Puget Sound Regional Coordinating Council's Vision 2040.

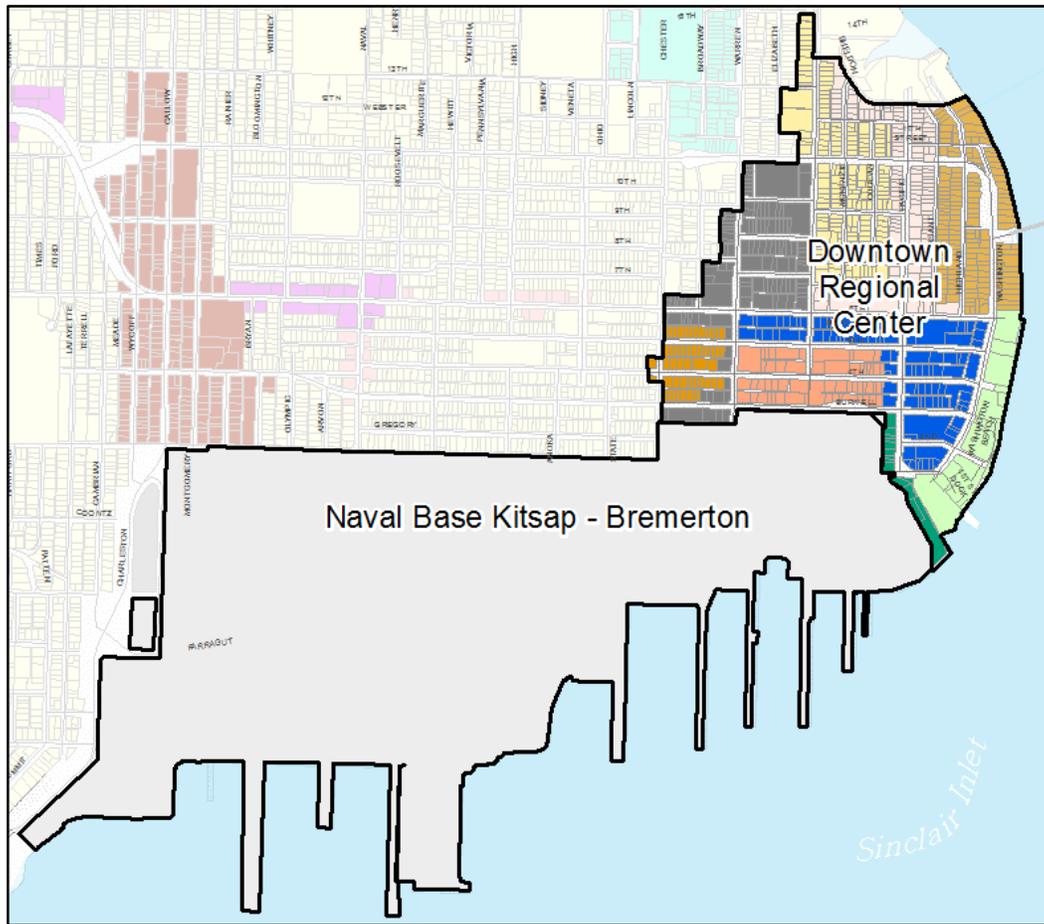
LU2: Encourage Economic Development

LU2-DRC(A): Partner with Community Development Block Grant and other applicable programs and funding sources to encourage redevelopment in downtown.

LU2-DRC(B): Utilize the slum and blight designation and other Department of Housing and Urban Development tools as appropriate to facilitate redevelopment opportunities in downtown.

LU4: Promote Community Health

LU4-DRC(A): Buffer surrounding communities allowing for transitional and sensitive development patterns.



DC (District Center)

Intent

This center is intended to provide a mixed-use “Town Center” to support the surrounding neighborhoods and general public.

Character & Location

For specific character description and location, please see following pages.

Land Uses

Mixed-use, Commercial and Residential

Intensity

- 30 units per acre
- Six to eight stories, with consideration for lower building heights to transition to Low Density Residential

District Center Specific Policies:

LU1: Plan for Growth

LU1-DC(A): Encourage increased density that uses clustering by offering development incentives and zoning flexibility.

LU1-DC(B): Encourage the implementation of design elements for new development and redevelopment that complement the designated purpose and scale of the Center and surrounding neighborhoods. Buildings should be designed to accommodate a human scale and urban livability.

LU1-DC(C): Building facades shall utilize architectural features that provide for horizontal and vertical modulation.

LU1-DC(D): Encourage the use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) for buffers.

LU2: Encourage Economic Development

LU2-DC(A): Encourage commercial, mixed-use and higher density residential development within district centers.

LU2-DC(B): Promote commercial infill of higher densities into district centers.

LU2-DC(C): Encourage adaptive reuse and preservation of existing commercial buildings that are compatible with surrounding community.

LU3: Protect the Natural Environment

LU3-DC(A): Encourage compact urban environments in district centers which have existing high-intensity infrastructure and contain very few environmental sensitive areas, therefore preserving other areas in the city for open space and less intensive uses.

Land Use

Designation: District Center

District Center Character & Location

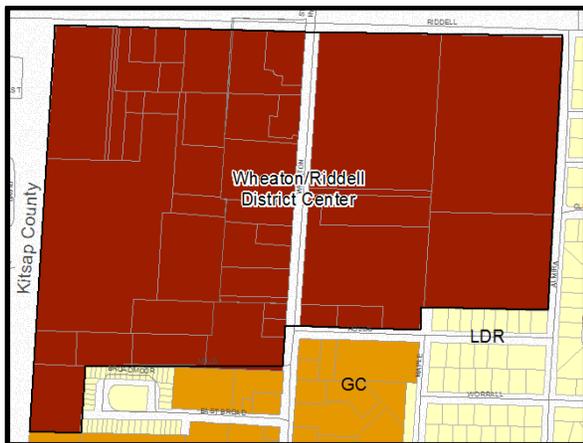
Charleston District Center Character:

This Center designation seeks to encourage redevelopment of a historic business district that has long been considered as Bremerton’s second downtown with many different international appeals.

The existing developments provide a variety of services for adjacent residential areas and are part of a pedestrian-oriented streetscape with potential for stories to be added above active street-level uses. The Center designation seeks to build on this existing nucleus. Areas on the surrounding blocks will be designated for mixed-use or fairly dense residential structures. Emphasis in the Charleston District Center should be on preserving the stores fronting on the streets, better utilization of existing second floor spaces, and the addition of new residential uses in the immediate vicinity.

Wheaton/Riddell District Center Character:

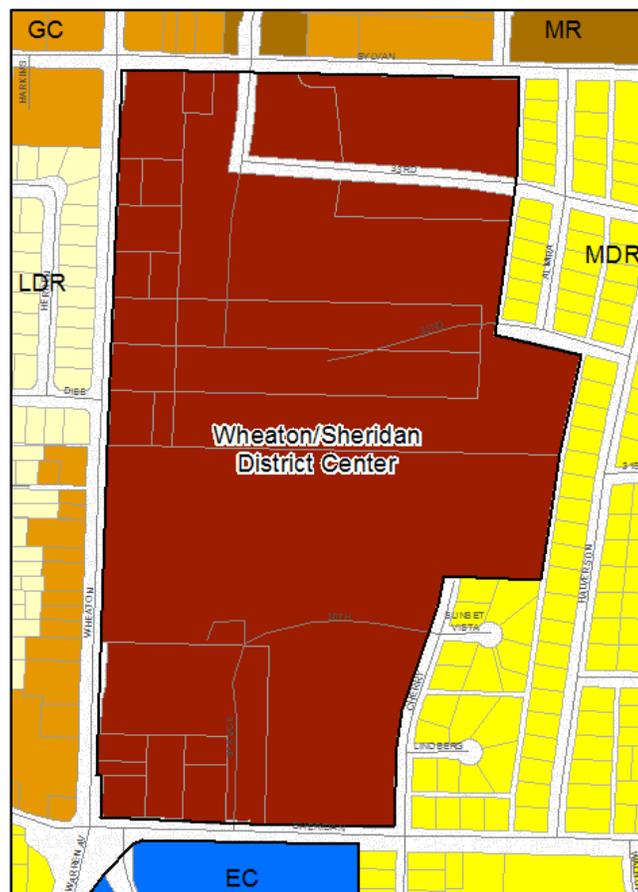
This center will serve a regional population, some of whom must access the center by car. Higher levels of parking are retained here than in other centers. Parking is generally placed behind street-fronting buildings or moved to areas near the perimeter of the center. Careful attention is necessary in the planning and design of this center to create a pedestrian friendly environment while still accommodating a certain level of regional, auto-dependent uses. Development of the center will also need to take into consideration the fact that the area is already developed and will need to infill over a long period of time and several phases before the overall center is realized.



Wheaton/Sheridan District Center Character:

This center is anticipated to become an urban village will provide residential opportunities along a major transit route, close to downtown, and within easy pedestrian reach of a large variety of employment and shopping sites. Recognizing the surrounding neighborhood significance, existing commercial development, and the redevelopment of the Bremerton School site, there is still opportunity to serve mixed uses in a pedestrian-based urban village atmosphere.

Residential units will benefit from an orientation towards the interior and green spaces. Commercial uses, mostly expected along an interior network of streets, can accommodate parking areas that do not disrupt the pedestrian design of the Center Core.



Land Use

Designation: Employment Center

EC (Eastside Employment Center)

Intent

Employment Centers are mixed-use environments characterized by co-location of employment activities, residential, and commercial amenities for workers. The center type allows for large scale employment activities that may draw workers from a large geographic area, where workers can also choose to live and shop near work.

Location

East Bremerton, just west of the Warren Avenue Bridge.

Land Uses

Mixed-use, Residential, Commercial, Retail and Offices.

Employment Centers are anticipated to have significant commercial space for jobs that are well integrated with areas that provide a mix of housing types nearby. Mixed-use or stand-alone residential uses should be supported.

Intensity

- 40 units per acre
- Six to eight stories

Character

Through mixed-use design, the Employment Center integrates employment activities with housing and commercial activities scaled to serve the employee population at the center.

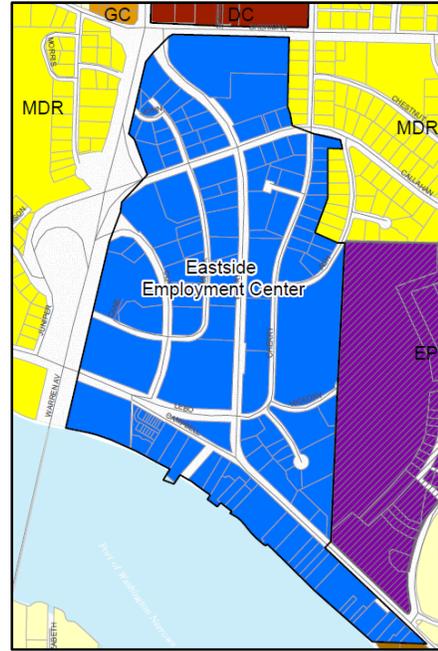
Development standards should support additional residential uses to the area which as a result will increase support for commercial services. Development should be compatible with minimal impacts to neighboring residential uses. Nearby living opportunities for employees will reduce commuting as well as employee parking demands.

The community will be going through a transition period over the next several years with the change of Harrison Hospital campus use. The implementing regulations of the EC designation should have maximum flexibility for building re-use.

Eastside Employment Center Specific Policies

LU2: Encourage Economic Development

LU2-EC(A): Provide flexibility in the setback, height, density, building footprint, and lot area development regulations to encourage redevelopment of this area and promote use of Low Impact Development (LID) techniques and Best Management Practices (BMPs).



Neighborhood Center

Intent

A small-scale commercial designation that serves surrounding residential areas.

Character & Location

For specific character description and location, please see following page.

Land Uses

Mixed-use, commercial and residential.

Intensity/Density

- 10 to 15 units per acre, dependent on the designation.
- Three or four stories

Neighborhood Center Specific Policies:

LU1: Plan for Growth

LU1-NCen(A): Preservation of a the neighborhood where significant consideration should be given to the scale, size, quality, and compatibility of future development.

LU1-NCen(B): Support infill with consideration of the existing built environment.

LU1-NCen(C): Building facades shall utilize architectural features that provide for horizontal and vertical modulation.

LU2: Encourage Economic Development

LU2-NCen(A): Encourage small-scale businesses that support the surrounding residential population.

LU2-NCen(B): Attract high quality housing, including mixed uses, to increase the demand for new retail services..

LU4: Promote Community Health

LU4-NCen(A): Support the creation of community space that provides opportunities for social gatherings within a walkable environment.

Land Use

Designation: Neighborhood Center

Neighborhood Center Character & Location

Manette Neighborhood Center Character:

The scale and design characteristics of this center will respect the existing character and built environment. This unique neighborhood center will have small commercial/mixed-use district surrounded by single family and multifamily residential neighborhoods that enjoy spectacular views to the Narrows, Sinclair Inlet, Downtown Bremerton and other points. In the Center Core, along 11th Street and vicinity, residential uses above traditional sidewalk-facing storefronts will be encouraged. The map to the right includes Neighborhood Business in pink, Multifamily Residential in brown and Low Density Residential in yellow.



NB (Neighborhood Business)

Purpose/Intent

The intent is to provide for small-scale business districts that reflect the scale and character of surrounding neighborhoods. Mixed-use development with residential above the commercial space will be encouraged within this designation.

Location

Neighborhood Business should be only placed in areas that have existing small scale commercial development and can support adjacent areas.

Land Uses

Commercial, and Mixed-Use Residential

Intensity/Density

- 15 units per acre, but also must be accessory to an allowed commercial use
- Three to four stories

Character

Small-scale commercial or mixed-use nodes with uses such as grocers in converted residential structures or purpose built structures that are sensitive to the small-scale residential context.

Neighborhood Business Specific Policies

LU1: Plan for Growth

LU1-NB(A): Provide nearby residential areas with convenience shopping and service facilities; reduce traffic congestion; and to discourage industrial and other development capable of adversely affecting the localized commercial character.

LU4: Promote Community Health

LU4-NB(A): Support multimodal transportation options, including pedestrian and bicycling options, to this designation through supportive development regulations.

Land Use

Designation: General Center

GC (General Commercial)

To provide locations for general commercial uses serving the entire community while buffering impacts to adjacent residential areas. The designation accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor.

Location

Along high traffic corridors/primary arterials as mapped such as Kitsap Way and Wheaton Way. Also includes area near 15th Street and Pennsylvania Avenue, Perry Avenue, and Olympus.

Land Uses

Commercial uses, Mixed-use, and stand-alone residential if it is located away from major arterials.

Intensity/Density

- 30 units per acre
- Three to five stories

Character

The General Commercial designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include encouraging multistory buildings near the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions should be utilized to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is encouraged to be located behind or beside street-fronting structures. Sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses. Stand-alone residential uses are encouraged provided they are not located on a major arterial.

General Commercial Specific Policies

LU1: Plan for Growth

LU1-GC(A): Encourage the formation and continuance of a compatible and economically healthy environment for uses which benefit from being located in close proximity to each other; and to discourage any encroachment by uses capable of adversely affecting the basic commercial character of the district.

FC (Freeway Corridor)

Purpose/Intent

To provide areas in the City that are regional serving in nature and scale, with signs and structures that are visible to motorists on nearby freeways, and require parking for high volumes of customers.

Location

Adjacent to freeways.

Land Uses

Commercial, Light Industrial, and Offices

Intensity/Density

- No density
- No specific height

Character

The Freeway Corridor designation provides appropriate locations for large retail uses (including “big box”), other uses that generate high levels of traffic such as automobile repair and retailing, and uses requiring large amounts of outdoor display space such as new and used car sales lots. In addition, motels and hotels for travelers, and restaurants for freeway travelers may be appropriate. Development standards in this district balance a recognized need for large amounts of parking, somewhat more signage than in the typical commercial area, and large scale buildings, with good design practices. The design practices that apply will focus on adequate landscaping in parking areas, well designed and placed signs, and adequate buffering for less intensive adjacent uses.

Freeway Corridor Specific Policies

LU1: Plan for Growth

LU1-FC(A): Encourage the formation and continuance of a compatible and economically healthy environment for uses which benefit from being located in close proximity to each other and busy highways; and to discourage any encroachment by uses capable of adversely affecting the basic commercial character of the district.

Designation: Puget Sound Industrial Center - Bremerton

PSIC – Bremerton (Puget Sound Industrial Center – Bremerton)Purpose/Intent

Puget Sound Industrial Center – Bremerton (formerly South Kitsap Industrial Area) is an industrial employment center for which a Subarea Plan was adopted in 2012. The Subarea Plan is a functioning plan within the Land Use Appendix. This area has been identified by the Puget Sound Regional Council's Vision2040 Plan as one of eight Manufacturing/Industrial Centers (MICs) in the Puget Sound region. This area includes important employment locations that serve both current and long-term regional economic objectives and calls for the provision of infrastructure and services necessary to serve intensive manufacturing and industrial activity.

Location

Located in the southwestern region of the City including the Bremerton National Airport

Land Uses

Manufacturing and Industrial Activity and Supporting Commercial.

Intensity/Density

- No density
- Market driven except some areas five stories or less to transition into the airport overlay and residential designated areas

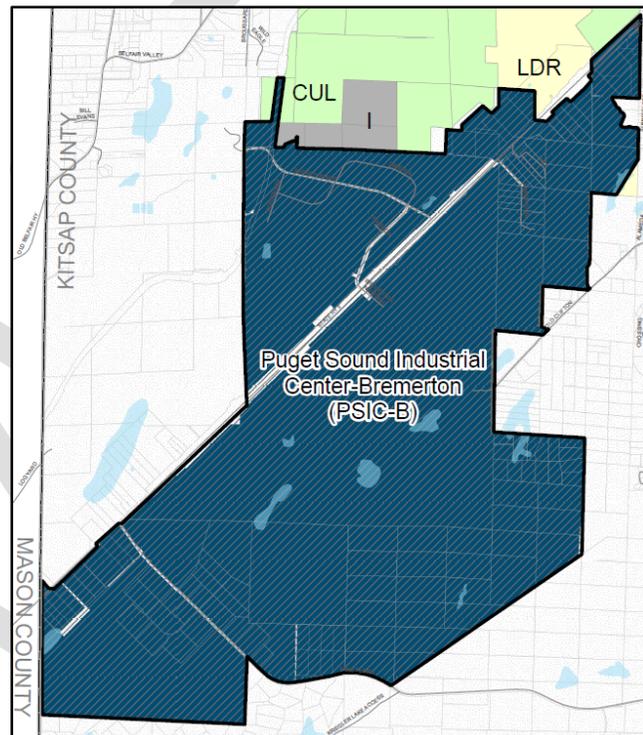
Character

Heavy industrial and manufacturing development that has provisions to protect the surrounding forested area. The area supports green economic development, ensures that future development will result in reduced greenhouse gas emissions versus traditional development, promotes sustainable low-impact development and environmental stewardship. Structure type should be large scale industrial scale buildings.

Puget Sound Industrial Center – Bremerton Specific Policies (for streamlining purposes, goals and policies currently addressed in the PSIC-Bremerton Subarea Plan will not be repeated in this section but remain applicable)

LU1: Plan for Growth

LU1-PSIC(A): Implement the development standards and incentives outlined in the Subarea Plan.



Land Use

Designation: Industrial

I (Industrial)

Purpose/Intent

The industrial designation is intended to accommodate heavy industrial uses in locations where there is limited interaction with residential uses.

Location

Primarily in the southwestern region of Bremerton.

Land Uses

Industrial Uses.

Intensity/Density

- No density
- No specific height

Character

The district focuses on providing efficient, highly accessible sites for industry. These uses should have screening or buffers in place for bordering designations that may have less intense activities. The structure type shall be industrial in nature development. Must comply with all noise and odor regulations. In some areas of industrially designated land it will be appropriate to designate areas for mineral resource extraction. It is expected that these properties will undergo several years of extraction activities and then transition to another industrial use.

Industrial Specific Policies

LU1: Plan for Growth

LU1-I(A): Promote the development and continued use of land for large scale basic or primary industrial purposes which involve extensive manufacturing, processing or assembly operations; and preserve sizable tracts of undeveloped land with potential for industrial use.

LU2: Encourage Economic Development

LU2-I(A): Support mineral resource lands that require proper management of extraction activities of mineral resource deposits.

LDR (Low Density Residential)

Purpose/Intent

To create new and support existing single family neighborhoods.

Location

Residential neighborhoods located throughout the city as mapped.

Land Uses

Single family residential homes and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged.

Intensity/Density

- 5 to 10 dwelling units per acre
- Three stories and conditionally allowed uses may be four stories

Character

The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood.

Low Density Residential Specific Policies

LU1: Plan for Growth

LU1-LDR(A): Promote neighborhoods that foster interaction among residents, contribute to well-being of citizenry, and create and sustain a sense of community and personal safety.

LU1-LDR(B): Use front yard averaging to encourage residential infill that is consistent with the existing neighborhood's built environment.

LU1-LDR(C): Allow accessory units associated with, and subordinate to, existing or new single family dwellings when appropriate.

LU2: Encourage Economic Development

LU2-LDR(A): Encourage adaptive reuse and preservation of existing commercial structures that are compatible with surrounding community.

LU2-LDR(B): Support mineral extraction in limited areas on larger undeveloped parcels as long as there are no adverse effects on other environmental resources or living systems, or on public health, safety, and welfare.

Discussion: A Mineral Resource Overlay allows for mineral extraction in areas where the grading could prep a site for future residential development, including areas in West Bremerton.

LU3: Protect Natural Environment

LU3-LDR(A): Proper noticing for development within or around the Mineral Resource Overlay should be given to neighboring properties. The notice should inform that resource activities are permitted in the area including a variety of activities that may not be compatible with residential use for certain periods of limited duration.

Land Use

Designation: Low Density Residential

LU3-LDR(B): Use the Mineral Resource overlay to serve as interim protection of mineral resource areas until a comprehensive geologic study is undertaken to determine the extent of mineral deposits. Conduct a comprehensive geologic study to identify commercial quality deposits, establish criteria so that the City may designate deposits of long-term commercial significance, recognizing that commercial quality aggregates, sand, rock and metal deposits are non-renewable resources. Such a study should be undertaken in conjunction and cooperation with other geologic studies, such as the study of aquifers, and shared with property owners.

LU3-LDR(C): Prohibit development under the underlying zoning of a mineral resource reclamation site until completion of the reclamation.

LU3-LDR(D): Resource designations for lands for mineral resource use may only be added or deleted during the annual review of the adopted Comprehensive Plan. Any additions or deletions will be based upon submission of a geologic study, conducted by a qualified geologist, pertaining to the presence, or lack of commercial quality mineral deposits.

LU3-LDR(E): Coordinate with the DNR to ensure that future reclamation plans are consistent with the comprehensive planning for the site and surrounding area, as well as any permits issued by the DNR.

LU3-LDR(F): Identify and consider classification of mineral lands of long-term commercial significance based on geologic, environmental, and economic factors, existing land uses, and land ownership. The City may consider and classify lands that have valid State surface mining permits and sites identified by individual property owners that meet the Overlay policies, City zoning standards, and the Criteria for Classifying Mineral Resource Lands (WAC 365-190-070).

LU3-LDR(G): Require mineral extraction and processing operations to implement best management practices to reduce or mitigate environmental impacts in order to protect the long-term integrity of the natural environment, adjacent uses, and the productivity of the mineral lands.

LU4: Promote Community Health

LU4-LDR(A): Develop pedestrian connections between residential areas and neighborhood services and parks. Ensure street design and orientation that encourage pedestrian and bicycle use.

MDR (Medium Density Residential)

Purpose/Intent

To create a designation that recognizes the existing built environment of medium density-type development and encourages redevelopment opportunities. This designation will be for neighborhoods which are primarily developed with duplexes and similar uses.

Location

Neighborhoods that consist primarily of duplex type structures as mapped.

Land Uses

Single family dwelling units (attached or detached), duplexes, and townhomes. Low intensity compatible uses such as churches, schools, senior housing, and parks

Intensity/Density

- 10 dwelling units per acre
- Three to four stories

Character

The designation consists of neighborhoods that are currently developed predominantly with duplexes. As many of these duplexes were constructed from the World War II boom, much of this area could benefit from redevelopment. By outrightly allowing duplexes, this area may be able to be revitalized and continue to provide a wide variety of housing types.

This designation is similar to LDR in regards to density and scale, however medium density type development is encouraged.

Medium Density Residential Specific Policies

LU1: Plan for Growth

LU1-MDR(A): Provide wider variety in residential designations throughout the city to achieve a greater diversity of housing.

LU2: Encourage Economic Development

LU2-MDR(A): Encourage adaptive reuse and preservation of existing commercial spaces that are compatible with surrounding community.

LU3: Protect the Environment

LU3-MDR(A): Encourage clustering to reduce total site footprint and help maintain natural hydrologic characteristics of the site.

LU4: Promote Community Health

LU4-MDR(A): Promote neighborhoods that foster interaction among residents, contribute to well-being of citizenry, and create and sustain a sense of community and personal safety.

LU4-MDR(B): Develop pedestrian connections between residential areas and neighborhood services. Ensure street design and orientation that encourage pedestrian and bicycle use.

Land Use

Designation: Multifamily Residential

MR (Multifamily Residential)

Purpose/Intent

To provide a high standard of development for residential multifamily type structures and to provide a variety of housing options for a wide diversity of people. This designation should be limited to those neighborhoods that are currently developed with multifamily housing.

Location

Neighborhoods that consist primarily of multifamily type structures as mapped.

Land Uses

Residential uses of multifamily dwelling units, townhomes, duplexes, and single family attached or detached. Supporting residential uses, such as schools, parks and churches, and nursing homes/senior complexes should be allowed within this designation.

Intensity/Density

- 20 units per acre
- Three stories and supporting residential uses could be up to five stories

Character

This designation is generally for areas that generally have an existing intense level of development and includes properties that are primarily multifamily development, such as condominiums, apartments, and senior housing complex/nursing homes. Most structures are one to three story multifamily structures.

Multifamily Residential Policies

LU1: Plan for Growth

LU1-MR(A): Provide wider variety in residential designations throughout the city to achieve a greater diversity of housing. Support existing multifamily neighborhoods that enhance the quality of life for the City's existing and future residents.

LU2: Encourage Economic Development

LU2-MR(A): Encourage adaptive reuse and preservation of existing commercial spaces that are compatible with the surrounding community.

LU3: Protect the Environment

LU3-MR(A): Encourage clustering to reduce total site footprint and help maintain natural hydrologic characteristics of the site.

LU4: Promote Community Health

LU4-MR(A): Promote neighborhoods that foster interaction among residents, contribute to well-being of citizenry, and create and sustain a sense of community and personal safety.

LU4-MR(B): Develop pedestrian connections between residential areas and neighborhood services and parks. Ensure street design and orientation that encourage pedestrian and bicycle use.

BV (Bay Vista)

Purpose/Intent

The Bay Vista Subarea Plan (SAP) establishes the vision and the development standards for this area. The Bay Vista SAP is adopted as a functional plan within the Land Use Appendix. Bay Vista acts much like a neighborhood center.

Location

Located near Highway 3 and Kitsap Way.

Land Uses

Commercial and residential uses as identified in the Bay Vista Subarea Plan.

Intensity/Density

- Higher density is supported in this area
- Three to seven stories

Character

The Bay Vista area (formerly known as West Park) began redevelopment in 2009 with supporting a Subarea Plan. The plan includes residential uses to the east and commercial uses adjacent to the Freeway and Kitsap Way. Open Space areas such as the Bay Vista Preserve are focal points of this area.



Bay Vista Master Plan Specific Policies (for streamlining purposes, goals and policies currently addressed in the Bay Vista SAP will not be repeated in this section but remain applicable)

LU1: Plan for Growth

LU1-BV(A): Implement the land uses and development standards outlined in the Subarea Plan.

Land Use

Designation: East Park

EP (East Park)

Purpose/Intent

The East Park Subarea Plan (SAP) establishes the vision and the development standards for this area. The East Park Subarea Plan reflects Bremerton's vision to continue as the metropolitan center of the West Sound by adding a unique and dense urban neighborhood. The East Park SAP is adopted as a functional plan within the Land Use Appendix.

Location

Located in East Bremerton off of Lower Wheaton Way.

Land Uses

Commercial and residential uses as identified in the East Park Subarea Plan. High-density multi-family and commercial activities are situated along the lower Wheaton Way.

Intensity/Density

- Low density 10 units per acre; medium density 25 units; and high density 50 dwelling units per acre
- Four to six stories

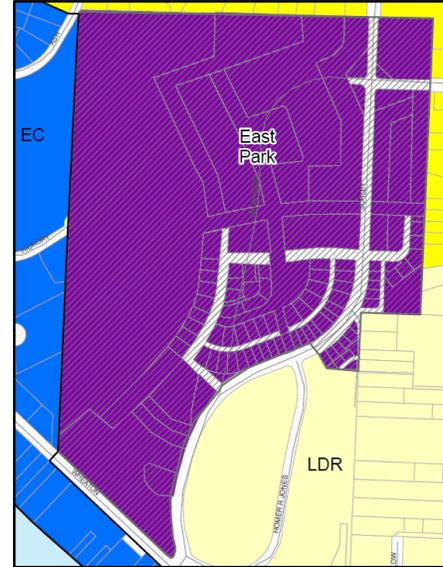
Character

East Park has been undergoing residential redevelopment since 2007. Redevelopment consists primarily of single family lots, but the southern portion of this area can support small commercial activity. Wildlife corridors through the subdivision connect the Madrona forest to the west with the forest creek to the west.

East Park Master Plan Specific Policies (for streamlining purposes, goals and policies currently addressed in the East Park SAP will not be repeated in this section but remain applicable)

LU1: Plan for Growth

LU1-EP (A): Implement the land use and development standards outlined in the Subarea Plan.



CUL (City Utility Lands)

Purpose/Intent

The City's management objectives for these lands shall be resource-related and structured to protect the watersheds and timberlands. These lands are vital to protect water quality and quantity in Bremerton, ensure a healthy forest cover, dispose of biosolids created from wastewater treatment, protect fish (including salmon), and provide essential habitat for wildlife.

Location

Land designated CUL is located along the west and southwest edges of the City

Land Uses

While resource management is the primary objective, there are some residential or commercial activities that are allowed on utility lands such as the location of antenna sites or single family homes.

Intensity/Density

- 10 units per acre
- Height should vary dependent on the site

Character

While the primary use of this land shall continue to be used for the protection of natural resources, there will continue to be a limited amount of commercial and recreation development within the lands designated as "utility." Wherever possible, co-location should be utilized for commercial structures such as antennas. Minimal footprints shall be required and all development should be limited, and demonstrate no significant environmental impact. Any future development that associates with current adjacent recreational uses (such as the Gold Mountain Golf Course or Jarstad Park) should be limited to that portion of the designation south of Old Belfair Highway and adjacent to existing similar development. Moreover, any development within this fairly pristine environment shall conform to shoreline and critical lands ordinances and be designed in an environmentally sensitive way. All developments should go through rigorous environmental review. Where development can be allowed, it should conform to the recommendations made by other regional watershed planning efforts such as the Gorst Watershed Plan.

City Utility Land Specific Policies

LU1: Plan for Growth

LU1-CUL(A): To preserve resource-related functions of land, and to protect watersheds and timberlands.

LU1-CUL(B): To provide adequate land to protects Bremerton's natural resources, while allowing for moderate residential development which does not adversely affect the lands resources.

Land Use

Designation: Watershed Lands

WS (Watershed Lands)

Purpose/Intent

The Watershed Lands designation is applied to lands for the primary purpose of protecting the City's public water supply. Lands designated WS also provide significant open space and animal habitats.

Location

Land designated WS is located along the west and southwest edges of the City

Land Uses

Uses that support watershed functions, or forest and wildlife management functions. Wireless antenna facilities may be considered on a limited basis.

Intensity/Density:

- No density allowed
- Height that can only support the watershed functions

Character

This designation provides for the judicious use of publicly owned watershed property. The primary use of the property is the protection of crucial public water sources. This land is primarily part of the Union River Watershed and should continue to be totally protected.

Watershed Lands Policies

LU1: Plan for Growth

LU1-WS(A): Coordinate measures to protect groundwater resources with watershed plans and planning efforts.

LU3: Protect the Natural Environment

LU3-WS(A): Prohibit or restrict development on lands that serve as critical watersheds affecting the sources of public water supply.

LU3-WS(B): Assure that future land uses and land use patterns conserve and protect groundwater resources.

LU3-WS(C): Protect aquifer recharge areas, especially those used to provide public water supplies.

LU3-WS(D): Promote use of Low Impact Development (LID) Best Management Practices (BMPs) in Watershed Lands to protect public water supply.

Specific Area Plans

This Land Use Element provides goals and policies – as well as supporting technical analysis – to guide land use decisions for the broad community over the coming twenty years. More area-specific planning efforts, especially for the creation of Neighborhood Plans and more detailed implementation plans may be desirable in the foreseeable future. Specific Area Plans may add additional planning detail to this Plan’s general framework.

The following areas of the City and land use designations may benefit or already include specific-area planning processes:

- District Centers
- Neighborhood Centers
- Employment Centers
- Downtown Subarea Plan (2007)*
- Bay Vista Subarea Plan (2009)*
- East Park Subarea Plan (2006)*
- Puget Sound Industrial Center-Bremerton (formerly known as the South Kitsap Industrial Area Subarea Plan) (2012)*
- Gorst Watershed Plan and Subarea Plan (2013)**

*These subarea plans have been adopted

**The Gorst Watershed Plan & Subarea Plan is currently located within Bremerton’s Urban Growth Area. Upon annexation this plan will be utilized as an additional functional plan to the Comprehensive Plan.

Urban Growth Areas

Under the Growth Management Act, each city must submit a proposed Urban Growth Area (UGA) for formal designation by its County which has jurisdiction on the issue. The UGA is an area outside of current city limits where a city is envisioned as the primary provider of urban services as growth occurs. As the future provider of services in urbanizing areas, cities are the appropriate lead agencies in establishing the future land use patterns, transportation improvements, and all related urban infrastructure.

Development within the City UGAs should be regulated by the City's development standards, and infrastructure should be built to City standards. These expectations are reflected in the Countywide Planning Policies, which specify a framework for agreements between the City and the County and Bremerton for the planning and implementation of the City's assigned growth areas.

Policies:

LU1-UGA(A): Establish urban growth area that are large enough to accommodate the expected population growth for 20 years, in a way that meets the County-wide Planning Policies.

LU1-UGA(B): Apply the adopted Citywide growth strategy consistently to all of the City's urban growth areas as a basis for more localized planning.

LU1-UGA(C): Promote the efficient delivery of urban facilities and services within urban growth areas by phasing infrastructure extension in the most cost-effective manner.

LU1-UGA(D): Coordinate with Kitsap County to consider development regulations, planned level of service, and infrastructure standards within the City's urban growth areas.

LU1-UGA(E): Participate with Kitsap jurisdictions in the review of urban growth area boundaries relative to the Office of Financial Management's 20-year population forecast and make adjustments, as warranted, to accommodate anticipated growth.

LU1-UGA(F): Attract the majority of the county's population and employment in the City limits and urban growth areas in ways that ensure a balance among livability, preservation of environmental quality, open space retention, varied and affordable housing, high quality cost-efficient urban services, and an orderly transition from county to City jurisdiction.

LU1-UGA(G): Evaluate all annexations on the basis of their short and long-term community impacts and benefits.

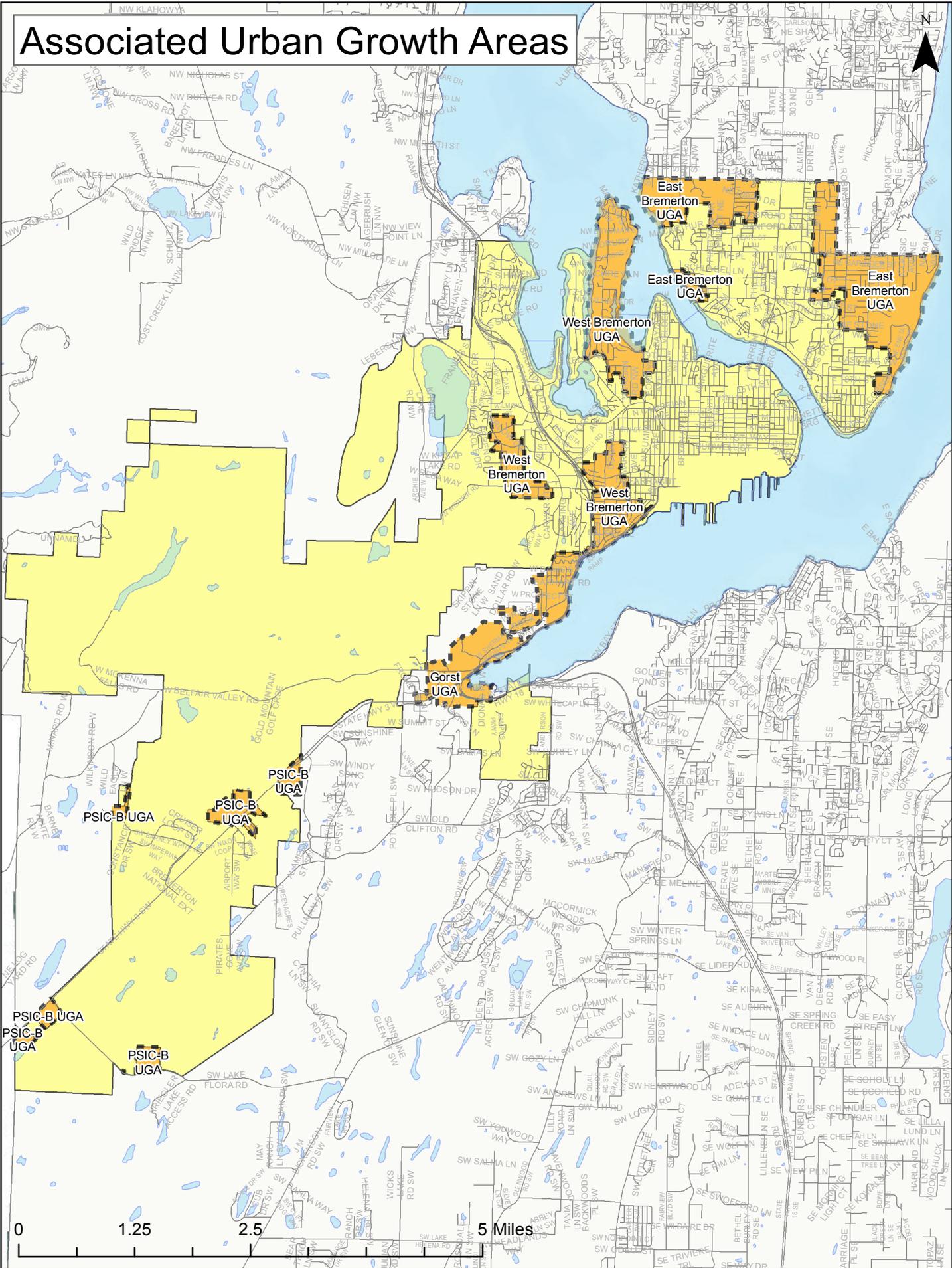
LU1-UGA(H): Support annexations that create logical boundaries and reasonable service areas within the City's urban growth areas, where the City has the fiscal capacity to provide services, while requiring property owners within an annexing area to assume a share of the city's bonded indebtedness.

LU1-UGA(I): Encourage and assist property owners in existing unincorporated "islands" or "peninsulas" in the City's urban growth area to annex to the City.

LU1-UGA(J): Require property owners requesting City utilities to annex concurrent with utility extensions or sign a "no-protest" agreement to annex as a part of a later, larger annexation.

LU1-UGA(K): In cooperation with adjoining local governments, determine the ultimate extents of the City's physical growth and promote the designation of non-urban "separators" to define these limits.

Associated Urban Growth Areas



Eventual Growth Intent

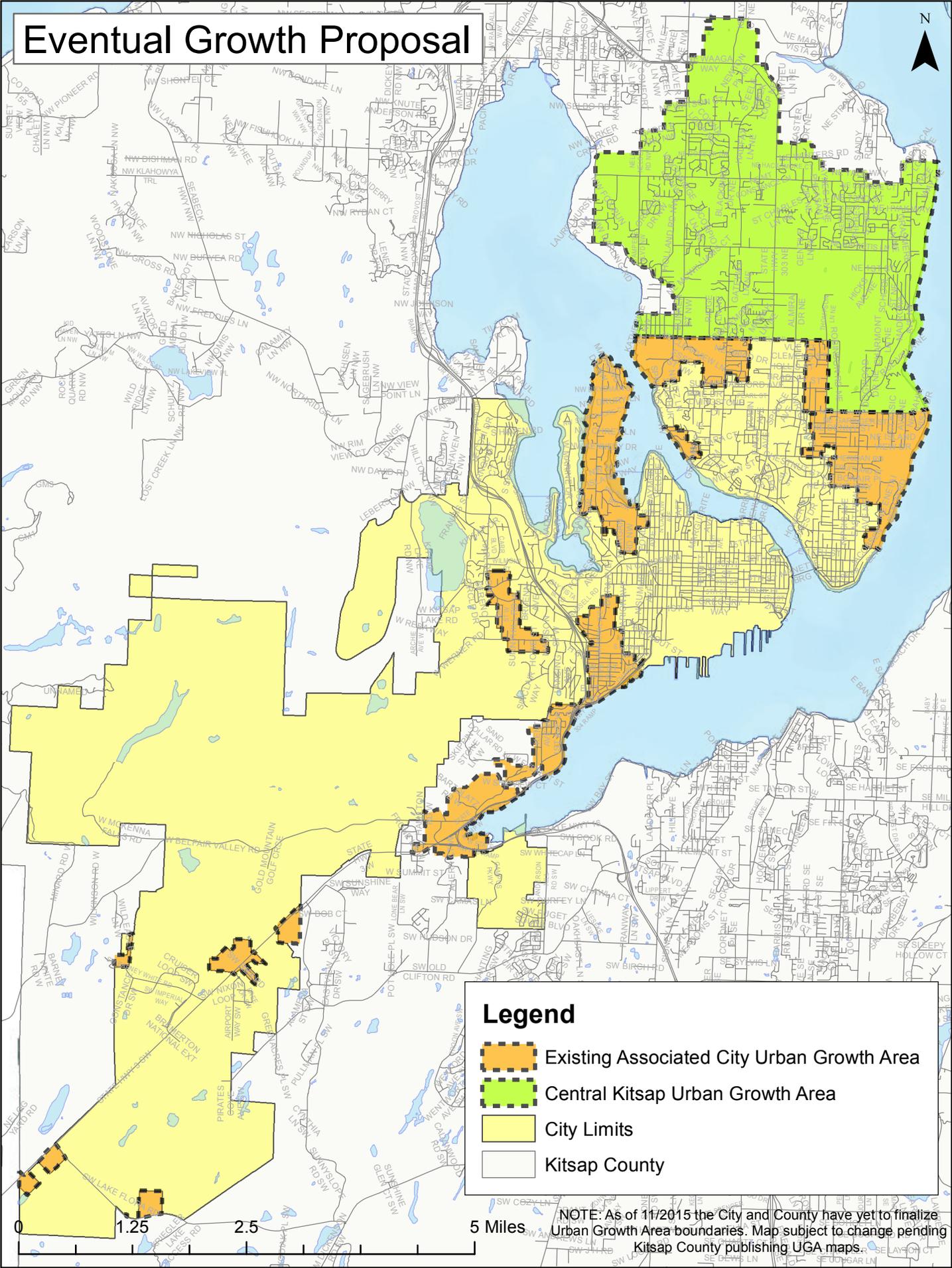
There is a broadly accepted notion – although a greatly misplaced one - that the growth of cities is fueled by their “greed” for land and tax revenues. Geography and money do figure into the growth equation, but not in the way that many observers may appreciate.

There are two prime reasons why cities may need to expand their city limits: 1) more land is needed for new people or businesses moving to the city and there is little available land for development, and 2) the tax base of adjacent urbanizing areas that generate increasing demand on City services may be needed to pay for those services. This second reason – the need for financial ability to deliver urban services to expanding urban areas – is perhaps the more significant of the two. A city’s financial capacity is driven by efficiency. Efficiency determines the cost of services to users and taxpayers, determines the level and quality of services delivered, and influences growth patterns and quality of life interests of the entire region. Bremerton’s decision about growing into unincorporated areas is primarily one of cost-efficiency.

Bremerton did not grow in population for several decades, and the loss of significant retail activity was a part of this stagnation. The City’s physical expansion could not be justified by past growth trends. However, changing demographics, downtown revitalization, and regional growth policies suggest a much different growth future for the community. The City has a legitimate interest in land to grow – the future will not be a continuation of the past trends.

The map on the next page illustrates the City's desired eventual growth intent. The City believes that our associated urban growth areas (UGA's) as well as the Central Kitsap area has a future with the City. Routes of travel, responsiveness of emergency services, disposal of waste, opportunity for recreation, access to goods and services and all other urban functions are common to all these UGA's. Eventual annexation and incorporation of associated UGA's and the Central Kitsap UGA will help the City achieve the expectation that it become the regional growth center of Kitsap as outlined in the Puget Sound Regional Council's regional growth strategy "Vision 2040."

Eventual Growth Proposal



Legend

-  Existing Associated City Urban Growth Area
-  Central Kitsap Urban Growth Area
-  City Limits
-  Kitsap County

NOTE: As of 11/2015 the City and County have yet to finalize Urban Growth Area boundaries. Map subject to change pending Kitsap County publishing UGA maps.

Land Use

Designation: Equivalence Table

Equivalence Table

As discussed in the previous section of this chapter, the Urban Growth Areas (UGAs) are areas that the City will be expanding into as the city grows. Kitsap County has their own designations as they outline in the Kitsap County Comprehensive Plan (to be adopted about the same time as this Plan). To assist with that transition of annexation, an equivalence table help provide clarity on what County designation best fits with City’s Land Use Designation.

For some of our assigned urban growth areas the City has participated in regional planning efforts, such as Gorst and Puget Sound Industrial Center – Bremerton (formerly the South Kitsap Industrial Center). For those areas, their adopted Subarea Plan’s designation would become enacted at the point of annexation.

DISCLAIMER: This portion of the Plan would include an equivalence table, as the current the 2004 Comprehensive Plan has one. However both Kitsap County and the City of Bremerton are reducing their land use designations within the Comprehensive Plan (example: instead of ten commercial designations, the City is proposing four commercial designations with this update). Kitsap County draft Comprehensive Plan is out for public review (November 2015) with three different alternatives and different designations proposals. Staff will update this section for City Council review when Kitsap County as their proposed designations. Example for 2004 Comprehensive Plan is shown below:

UGA Land Use: Kitsap County Designations and City of Bremerton Equivalents					
Kitsap County (KC) Land Use District		KC Consistent Zoning	Allowed Uses	City of Bremerton (COB) Land Use District Equivalent	
					COB Consistent Zoning
1	Urban Industrial	Business center zone, Business park zone, Industrial zone, Airport zone	Intended for integrated grouping of small, medium to large size businesses within an attractive park-like setting. The Business Center (BC) Zone allows flexibility in the amount of floor space. Permitted businesses are intended to support the creation, development and retention of primary wage employment in the professional and technical fields, and <u>not intended</u> for the general retail commercial needs. The Industrial (I) zone is intended to provide sites for activities which require processing, fabrication, storage, and wholesale trade, that require reasonable accessibility to major transportation corridors. The Airport (A) zone is intended to recognize and protect areas devoted to public aviation. Allowing activities that are supportive or dependent on aircraft or air transportation.	Industrial	Industrial

Open Space

This Comprehensive Plan adopts by reference the “Parks, Recreation and Open Space Plan” as adopted and amended by City Council. These goals and Policies help to establish a system of open space in Bremerton. That open space system will consist of parks, school yards, and natural spaces. In addition, the cited goal and its policies call for linking these spaces with a system of trails and pedestrian pathways. The Open Space Map depicts the open space system on the following page of this element.

Many of the lands and corridors appearing on the Open Space Map are not independent land use designations. Instead, they indicate desired locations for open spaces. “Open Space” as a listed “permitted use” in all zoning designations will support the creation of this desired open space system. Public acquisition of open space, including acquisition and development of open space as part of City utility or street projects for example, will also assist in the creation of trails, parks, or other open spaces.

Policies

LU1: Plan for Growth

LU1-OP(A): Implement the development standards outlined in the Parks, Recreation and Open Space Plan. Consider using permeable surfacing in open space areas where feasible.

LU3: Natural Environment

LU3-OP(A): Integrate an open space system into the land use pattern that increases the amount of open space, protects Bremerton’s natural resources, allows for stormwater management including LID BMPs in open spaces, and provides a source of beauty and enjoyment for all residents.

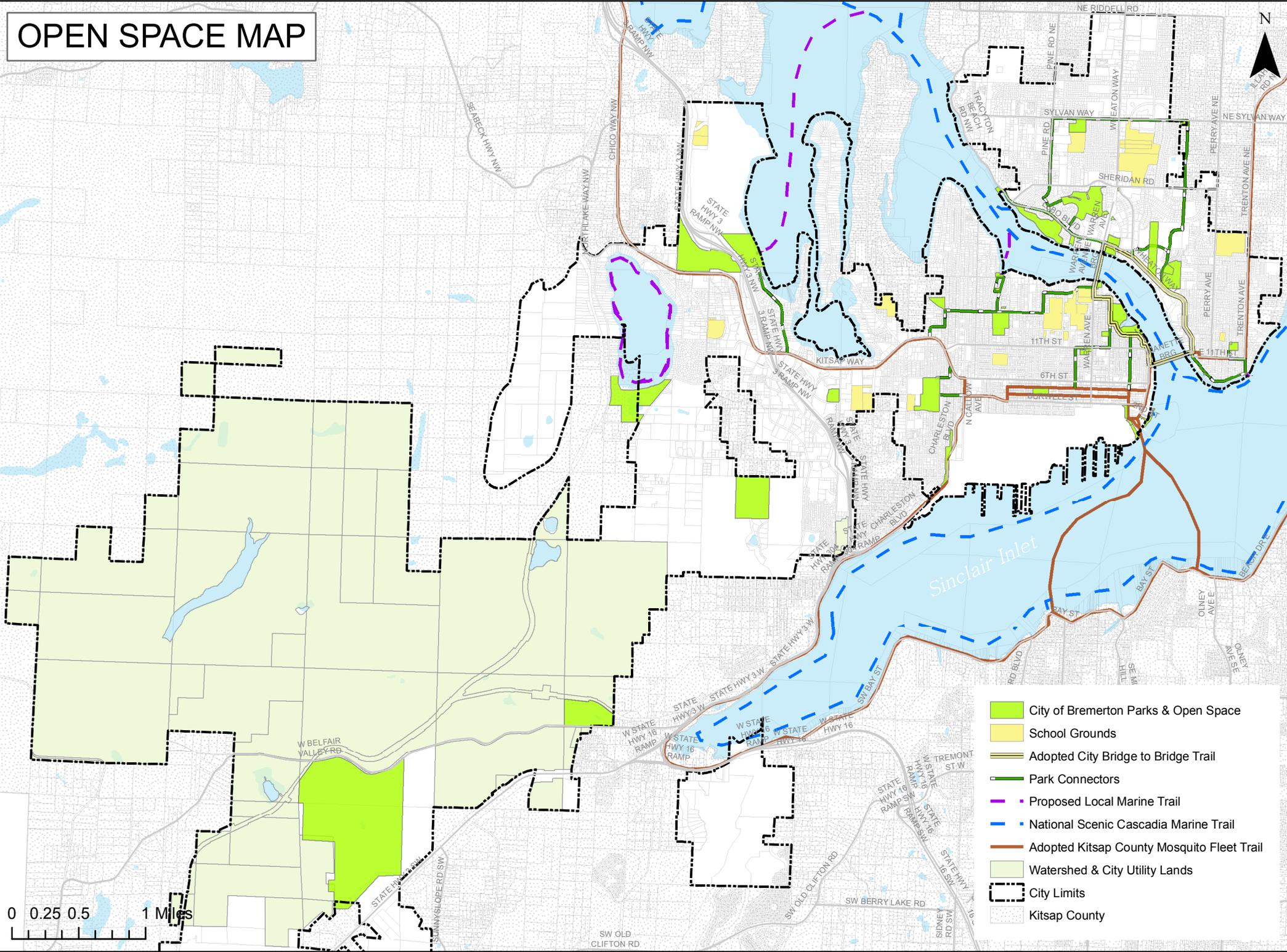
LU3-OP(B): Encourage open space along water ways to ensure public access both visually and physically.

LU3-OP(C): Promote open vistas and green spaces (greenbelts) in the City.

LU4: Community Health

LU4-OP(A): Include pedestrian, bicycle, and passive recreation opportunities into open spaces.

OPEN SPACE MAP



- City of Bremerton Parks & Open Space
- School Grounds
- Adopted City Bridge to Bridge Trail
- Park Connectors
- Proposed Local Marine Trail
- National Scenic Cascadia Marine Trail
- Adopted Kitsap County Mosquito Fleet Trail
- Watershed & City Utility Lands
- City Limits
- Kitsap County

0 0.25 0.5 1 Miles



Element 3
HOUSING





VISION

To encourage the growth of Bremerton by strategically locating a wide variety of housing types throughout the City in a way that protects the environment and fosters community health.



Housing Contents

Housing Introduction	H-4
Vision.....	H-6
Goals & Policies.....	H-6
Housing Goals	H-6
Housing Policies	H-6
Implementing Policies for Goal H1:	H-6
Implementing Policies for Goal H2:	H-7
Implementing Policies for Goal H3:	H-8
Implementing Policies for Goal H4:	H-8

Housing

Introduction

Housing Introduction

The housing element focuses on the most basic function of community living, shelter for the local population. As a metropolitan City, Bremerton is expected to grow substantially over the next 20 years. This document intends to identify ways to accommodate the anticipated population growth while protecting existing single family areas. In order to quantify Bremerton's housing needs, significant amounts of data have been collected and reviewed. A full analysis of this data is available in the Housing Appendix.

Population growth of the City is anticipated to grow from 37,729 residents to 52,017 residents by the year 2036, and the number of housing units associated with that growth is approximately 6,400 new units. In order to effectively accommodate this growth without detracting from our existing attractive neighborhoods, the City has established goals and policies that will guide growth of housing towards designated Centers and by targeting infill towards areas with large lots and or areas that have deteriorated housing stock.

Before addressing the goals and policies for future growth, it is essential to reflect backwards to understand how past growth has shaped Bremerton's current conditions. Originally founded in conjunction with its major employer, the Puget Sound Naval Shipyard, Bremerton's distinctive neighborhoods have survived various growth cycles. The most impactful was the housing boom associated with World War II in the 1940's. At the height of the war, housing stock came under severe stress when the population grew from approximately 15,000 to 72,500 seemingly overnight. That housing crisis still influences the type, size, cost and quality of Bremerton's existing housing stock available today.

The end of World War II signaled a population decline in the 1950s and 1960s. Since then, Bremerton's population has remained mostly unchanged. Some minor increases and decreases of as many as 2,000 people have been seen over the last 40 years; however these changes are negligible (approximately 1%) and easily dismissed amid Bremerton's regular fluctuations in the military population. The lack of growth over the last 40 years, despite land use capacity, continues to elude growth forecasts.

The 2010 Census count identified 37,729 residents and the 2014 census estimate shows approximately 38,180 residents. While this is an increase, it is not as substantial of an increase as growth forecasts had anticipated in the 2004 update of the Comprehensive Plan. More importantly, Bremerton's growth is has not kept pace with surrounding county and regional areas where unprecedented growth has occurred. Between 1980 and 2010 Kitsap County as a whole witnessed a population increase of nearly 60%, and since 2000 the County's population has continued to grow by 12%. Bremerton on the other hand has had negligible growth between 2000 and 2010 of +470 people, or 0.01%.

To understand this gap, the City has evaluated national and regional housing trends which provide insights into differences between Bremerton's housing market and other local markets. In terms of supply, Bremerton does not have as many green field or empty canvas opportunities as are available in other parts of the County. While infrastructure is often more expensive to construct in these areas, they often represent a less complicated site development than infill typically requires. In terms of demand, Bremerton's somewhat outdated housing stock, dating back to the previous growth periods of the 1940s and 1960s, often fails to address today's contemporary market demands. Market demands and demographic changes have occurred in areas such as household type, size income level, and special needs that make Bremerton's existing housing stock less desirable than newer more modern homes being developed elsewhere.

Planning for Bremerton's unique existing population and allowing flexibility to accommodate for growing demographic groups is essential. For example, there has been a substantial growth of senior citizens, singles, and single parent households throughout the region, which indicates a need for greater diversity in housing type.

Accounting for the unique needs of the military population associated with the Puget Sound Naval Shipyard is also an important factor. Bremerton has a higher than average number of rental properties, high turnover rates, and lower household size than other neighboring cities. These rates are often associated with a more transient population typically found in cities with high military populations. Ensuring adequate housing options for the military is critical for the City's growth.

The overall income levels of the Bremerton's population cannot be overlooked in developing a successful growth strategy according to the 2010 census. 20.4% of Bremerton's residents are currently below the poverty line, compared to 10.4% in Kitsap County as a whole. Bremerton's median household income is \$43,183, compared to Kitsap County's median \$62,413. The median home value in Bremerton is \$194,700, compared to \$268,000 in Kitsap County¹. This is a sign that cost and choice of housing are problematic for much of the existing population.

In order for Bremerton to compete with the housing market in surrounding areas, the Comprehensive Plan must carefully balance the needs of existing residents with the anticipated needs of the future population. Special consideration must be paid to the economic diversity and resource scarcity within the community. Ensuring Bremerton remains an affordable City for its residents is critical. New growth must be strategically located to achieve a new, more intense and vibrant urban setting without detracting from existing attractive single family neighborhoods. The following goals and policies of the Housing Element intend to ensure the rediscovery of Bremerton as a great place to live.

¹ Data is from the 2010 Census and Kitsap County Assessor records.

Housing

Vision, Goals & Policies

Vision

To encourage the growth of Bremerton by strategically locating a wide variety of housing types throughout the City in a way that protects the environment and fosters community health.

Goals & Policies

The following goals and policies form the foundation of Bremerton's housing strategy for the future. These goals and policies are to support the overall housing vision stated above.

Housing Goals

H1. Protect and Enhance Bremerton's Existing Quality Housing Stock

H2. Encourage the development of a variety of new housing options and densities to meet the changing needs of Bremerton's residents.

H3. Support access to quality and affordable housing for all Bremerton residents.

H4. Implement and coordinate strategies that promote public and private efforts to facilitate improvements to the housing stock.

Housing Policies

Goal H1: Protect and Enhance Bremerton's Existing Quality Housing Stock

Implementing Policies for Goal H1:

H1(A): Promote preservation of structures in good repair, including establishing incentives that encourage private property owner's efforts to preserve homes having historical and or architectural significance.

H1(B): Support replacement of substandard structures, including encouraging rehabilitation and maintenance of existing housing units; or replacing substandard structures which have excessive rehabilitation costs with new structures.

H1(C): Promote, and incentivize, private commitments to improve existing housing stock so that all housing is safe, sanitary, and in good repair.

H1(D): Promote financial assistance for essential repairs to substandard structures that provide housing for low and moderate income persons.

H1(E): Enhance livability in neighborhoods by maintaining and upgrading City services such as sidewalks, bike lanes, parks, and utilities in order to enhance the overall affordability and health of the community.

H1(F): Promote a robust code enforcement program to protect the safety and aesthetic quality of existing neighborhoods.

H1(G): Promote a sense of community within existing neighborhoods by creating spaces where residents can interact by encouraging walkability, and supporting identification of distinctive neighborhoods.

Goal H2: Encourage the development of a variety of new housing options and densities to meet the changing needs of Bremerton's residents.

Implementing Policies for Goal H2:

H2(A): Support the private sector's efforts to provide a full range of housing options to meet the needs of all ages and demographics.

H2(B): Encourage new development to blend with positive characteristics of surrounding neighborhoods.

H2(C): Supporting infill development and increased densities and the use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) to ensure efficient and cost effective utilization of existing public utilities.

H2(D): Enhance livability in neighborhoods by upgrading and installing sidewalks, bike lanes, parks, safety improvements and utilities in order to enhance livability.

H2(E): Support efforts to provide for a variety of housing options such as:

- *Emergency group housing, homeless shelters and short term housing to meet the needs of those in the lower income categories.*
- *Promote housing for the special needs of students, particularly in the vicinity of Olympic College. Encourage apartments and dormitories in locations that directly service the college.*
- *Plan for and support episodic surges and reductions in military personnel. Provide opportunities to allow for different housing densities to accommodate the diverse needs of military personnel.*
- *Respond to the special needs of the growing elderly population within the City. Encourage a full range of housing options including retirement housing complexes in all residential zones particularly in areas with direct proximity to services and amenities. Encourage programs which allow elderly to remain in their homes as long as possible.*
- *Provide for integration of special needs housing within the community by allowing for government-assisted housing, housing for low-income families, manufactured housing, group homes, and foster care facilities.*
- *Encourage construction to meet and exceed ADA standards whenever possible.*

Housing

Vision, Goals & Policies

H2(F): Promote a sense of community, or gathering places, within new neighborhoods by creating spaces where residents can interact.

H2(G): Partner with Community Development Block Grant and other applicable programs and funding sources to encourage removal or abatement of blighting influences in and around residential areas.

Goal H3: Support access to quality and affordable housing for all Bremerton residents.

Implementing Policies for Goal H3:

H3(A): Provide opportunities for the production of new housing for all incomes, ages, and family types through infill by stimulating growth of non-traditional housing types such as townhomes, carriage units, accessory dwelling units, and duplexes in locations where they will seamlessly infill into the fabric of the existing neighborhoods.

H3(B): Disperse below market rate, publicly assisted, affordable, and rental housing throughout the City in a way that accommodates Bremerton's fair share of the Countywide need. Disperse such housing throughout the City to avoid concentrations in any particular area and encouraging development close to employment and public transportation.

H3(C): Support increased densities and infill projects and the use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) in order to capitalize on the cost efficiency of utilization of existing utility services. Additionally, encourage maintenance of City services such as sidewalks, bike lanes, parks, and utilities in order to enhance the overall affordability and health of the community.

H3(D): Encourage expanded availability of incentives for development within the City such as the Multifamily Tax Exemption, Community Empowerment Zone, Historically Underutilized Business zone, etc.

H3(E): Eliminate unnecessary regulatory impediments to the development of affordable housing.

Goal H4: Implement and coordinate strategies that promote public and private efforts to facilitate improvements to the housing stock.

Implementing Policies for Goal H4:

H4(A): Promote private and public efforts to provide adequate capital for rehabilitation of housing projects; such efforts should include commitments to remove or abate blighting influences near or within residential areas.

H4(B): Promote financial assistance for low and moderate incomes that assist in essential repairs to substandard structures. Support private sector low interest loan programs for such repairs, combined with public resources when available.

H4(C): Target and enhance the use of tax incentives to improve affordable housing throughout the City, and particularly in Centers where housing is intended to be in close proximity to public transportation and employment.

H4(D): Encourage efficient permit review by eliminating unnecessary regulatory impediments, improving certainty in development regulations, and provide an expedited permit process.

H4(E): Aim to improve coordinated, effective planning programs that improve access to affordable housing. Specifically promote intergovernmental cooperation and agreements that support strategies and programs to achieve City housing goals.

H4(F): Promote increased housing density to provide a broader customer base for more affordable public services including utilities.



Element 4

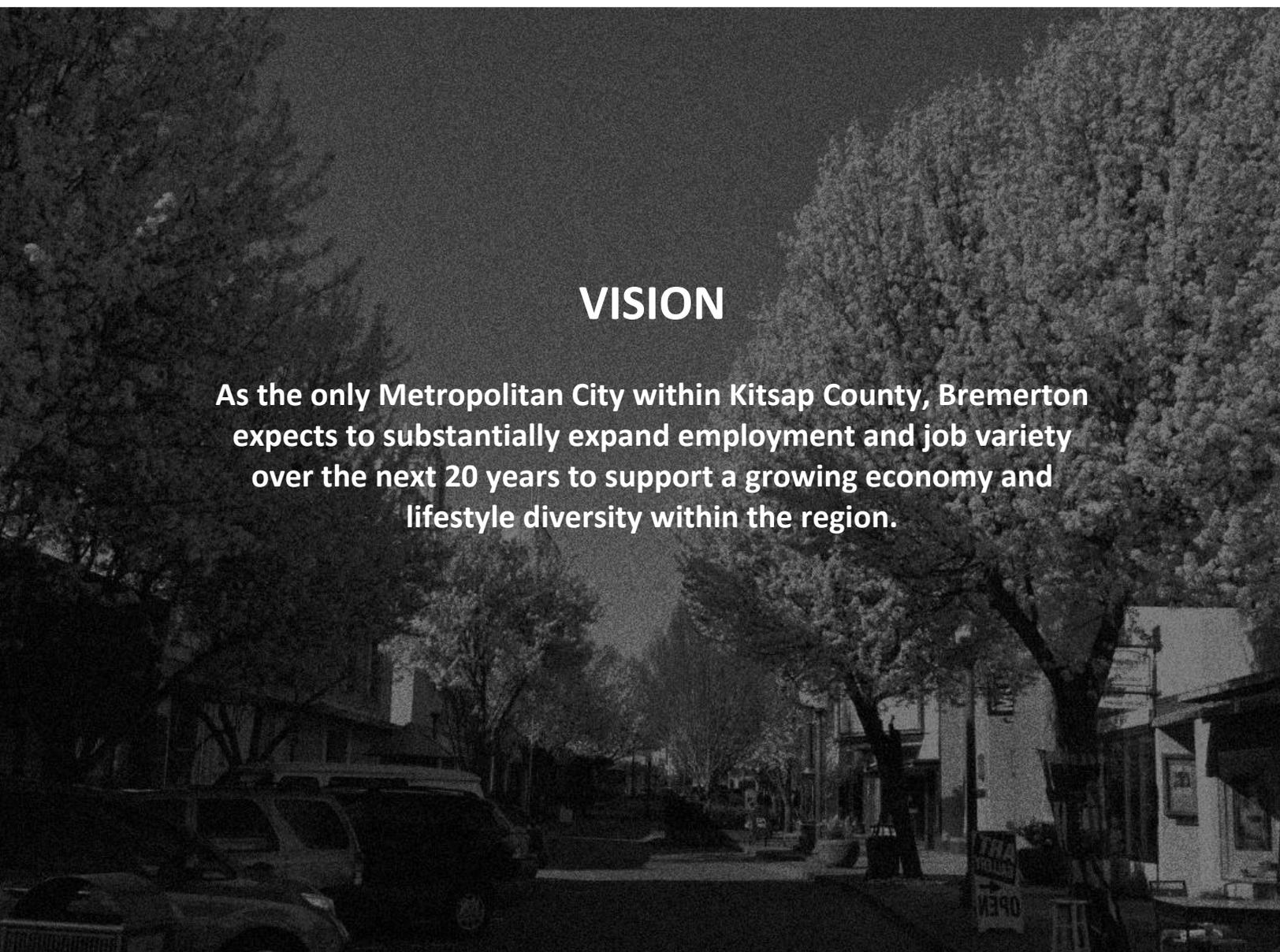
ECONOMIC DEVELOPMENT





VISION

As the only Metropolitan City within Kitsap County, Bremerton expects to substantially expand employment and job variety over the next 20 years to support a growing economy and lifestyle diversity within the region.



Economic Development Contents

Introduction	ED -4
Vision.....	ED -7
Goals & Policies.....	ED -7
Economic Development Goals	ED -7
Economic Development Policies.....	ED -7
Implementing Policies for Goal ED1:	ED -7
Implementing Policies for Goal ED2:	ED -8
Implementing Policies for Goal ED3:	ED -8
Implementing Policies for Goal ED4:	ED -9
Implementing Policies for Goal ED5:	ED -9

Economic Development

Introduction

Introduction

The State of Washington has recognized the need to promote economic competitiveness in community planning efforts. While not a required element of the Comprehensive Plan, this Element is strongly encouraged due to the clear connection between businesses and their critical role in providing for a vibrant, healthy City. The Economic Development Element asserts the need for Bremerton to grow its economy into the Metropolitan City it has been designated to become. This Element puts a priority on both retention of existing competitive businesses and diversifying by encouraging new development that increases activity levels within all commercial areas, especially mixed use centers. At the same time, the Element works to highlight and enhance the qualities that make Bremerton a wise investment, such as its prime waterfront, regionally significant location, and its existing quality infrastructure.

With Bremerton's excellent location, it is only a matter of time before the City realizes an unprecedented economic vitality. The City of Bremerton is 14,800 acres, or approximately 23 square miles and is located at the geographic center of the Puget Sound Region. It is only 11 miles across the water from Seattle and just 33 miles northwest of Tacoma off State Highway 16. The Washington State Ferry system conveniently links downtown Bremerton to downtown Seattle, providing unobstructed automobile access, a unique feature in comparison to other satellite cities around Seattle. State highways tie Bremerton and the Puget Sound Industrial Center Bremerton (including the Bremerton National Airport), to Tacoma on the south, and to the Hood Canal Bridge on the north, Puget Sound's link to the Olympic Peninsula. Residents, visitors, and Bremerton-based businesses benefit from this unparalleled regional access as well as the City's favorable size for operations and management. In fact, Bremerton is the largest incorporated City in the West Sound, with a population of approximately 38,000 and has more jobs than the combined markets of Gig Harbor and Silverdale¹.

¹ Puget Sound Regional Council, Seattle, WA - 2013 Covered Employment Estimates

Economic Development

Introduction

Bremerton is regionally significant due to the deep water port, home to a state ferry terminal, public marina and the Puget Sound Naval Shipyard - the West Sound's largest employer. The City's major employers include the Puget Sound Naval Shipyard, Olympic College and for now, Harrison Hospital. The Puget Sound Naval Shipyard has long been the City's principal economic base despite its federal exemption from paying local taxes and property assessments. Approximately 48 percent of jobs in the City of Bremerton in 2013 were government employment (public sector). Shipyard activities strongly affect the City's population demographics and land use development. Commercial activities are often strategically located near PSNS access points, including automobile oriented business on the edges of Charleston, near the shipyard's main gate on Naval Avenue.

Prior to the Great Recession, Bremerton was growing in almost every sector at rates faster than had been seen for nearly 50 years. While much of that growth stagnated with the economic downturn, significant advances in terms of upgrades to public facilities and infrastructure progressed. As the economy nationwide is beginning to grow once more, Bremerton is also witnessing growth, particularly in the Downtown region. Development patterns include the permitting of three different multi-family projects totaling nearly 500 new residential units in Downtown alone. A 10 screen movie theater has been constructed, many restaurants and small businesses are thriving and more are anticipated to come.

In 2013, in order to encourage businesses to locate in Bremerton, the City began raising the level of exemption from its Business and Occupation tax annually in \$20,000 increments. Currently (as of 2015), the first \$140,000 of a business' gross receipts are exempt from this tax. In 2014, the City saw a net gain of 750 active business licenses from the previous year, and that number has been increasing annually since 2008.

Harrison Hospital's recent decision to relocate to Silverdale is anticipated to significantly impact the overall economic vitality of Bremerton in the near future; however, this departure can be viewed as an opportunity for another large employer to fill the gap. Olympic College is growing rapidly and now offers four year degrees from both Western Washington University and Washington State University. Significant investments into the campus and surrounding area have been witnessed and are forecasted to continue into the future.



Norm Dicks Government Center



Downtown Bremerton
Development

Economic Development

Introduction

Economic development requires partnerships across jurisdictional lines, especially to enjoy the benefits of a shared economy that does not contain itself to political boundaries. The City has been working collaboratively with all jurisdictions within Kitsap County and extending further to the greater Puget Sound Region. Significant growth of Seattle has placed higher demands on its surrounding Cities. As Bremerton is only a ferry ride away from downtown Seattle, it is anticipated that development of the City will increase due to this proximity.

The City of Bremerton is reemerging as a commercial, residential, and cultural center in the region. Downtown is the first of the City's designated centers, with its own adopted Subarea Plan to assure a quality setting for new investments. This focused economic activity, with the subsequent protection of quality residential neighborhoods, will lead to new vibrancy and economic well-being City-wide.

The total number of jobs in the City of Bremerton for 2013 is over 28,000, compared to 32,000 in unincorporated Kitsap County². The City's share of jobs in relation to its geographical size (30 square miles), in comparison with the County's size (566 square miles) is representative of the City's status as a metropolitan area. The Appendix to this chapter provides available data regarding Bremerton's economic conditions.

² Puget Sound Regional Council, Seattle, WA - 2013 Covered Employment Estimates

Economic Development

Vision, Goals & Policies

Vision

As the only Metropolitan City within Kitsap County, Bremerton expects to substantially expand employment and job variety over the next 20 years to support a growing economy and lifestyle diversity within the region.

Goals & Policies

The following goals and policies form the foundation of Bremerton's economic development strategy for the future. These goals and policies are to support the overall economic development vision stated above.

Economic Development Goals

ED1. Support expansion of commerce by diversifying and expanding Bremerton's commercial base.

ED2. Revitalize Bremerton's commercial districts by upgrading and enhancing the aesthetic quality of existing buildings and street frontages.

ED3. Facilitate physical improvements to commercial districts through tax incentives, intergovernmental programs, and private-public partnerships.

ED4. Recognize the relationship between transportation and economic development by working collaboratively with other governmental agencies to improve multi-modal transportation options and routes.

ED5. Advance efforts to establish a regional perception of Bremerton as a welcoming, attractive and business friendly City.

Economic Development Policies

Goal ED1. Support expansion of commerce by diversifying and expanding Bremerton's commercial base.

Implementing Policies for Goal ED1:

ED1(A): Attract new employment opportunities throughout the city by utilizing incentives for redevelopment of underutilized sites, such as encouraging adaptive re-use of existing commercial buildings.

ED1(B): Increase market elasticity and diversity of businesses by supporting a wide variety of commercial uses within the designated mixed use Centers throughout the City.

ED1(C): Entice development of start-up and small businesses by supporting home occupation businesses, incubator businesses, and mobile vendors. Educate property owners in development options and interests.

Economic Development

Vision, Goals & Policies

ED1(D): Actively seek living wage jobs that benefit a broad cross-section of residents and encourage educational opportunities such as higher education and workforce training programs.

ED1(E): Support and encourage annexations when appropriate. Continue to monitor land supply and availability for development sites throughout the city.

Goal ED2. Revitalize Bremerton's commercial districts by upgrading and enhancing the aesthetic quality of existing buildings and street frontages.

Implementing Policies for Goal ED2:

ED2(A): Encourage upgrades and rehabilitation of existing commercial developments through a wide variety of means, including but not limited to:

- *Promote decorative street lighting, window displays, increased security, and pedestrian public amenities (trash cans, benches, etc.).*
- *Consider recognition, preservation, and repair of historic storefronts and signage such as McGavin's Bakery that emphasize quintessential elements from our past in areas such as Downtown, Manette, and Charleston.*
- *Investigate outdated and obsolete elements of building frontages such as façade treatment and signage. Encourage maintenance, repair, and enhancement focusing on pedestrian scale enhancements.*

ED2(B): Ensure new development promotes street level activation to encourage walkability and social interaction through site and façade design, including but not limited to the following:

- *Design standards should be required for new commercial structures, especially in Centers, that ensure buildings and site layouts are designed with a focus on pedestrian scale such as intersection anchoring, strategically locating parking to the rear of structures, recognizable access ways, promotion of weather protection etc.*
- *Promote the use of the design review board to ensure aesthetic quality, pedestrian scale of new buildings, and flexibility of development standards within the Downtown Regional Center for both new construction and substantial remodel of existing structures.*

Goal ED3 Facilitate physical improvements to commercial districts through tax incentives, intergovernmental programs, and private-public partnerships.

Implementing Policies for Goal ED3:

ED3(A): Pursue regional and state investment interests through lobbying and relationship-building, highlighting Bremerton as a stable, appealing community committed to partnerships and collaboration.

ED3(B): Encourage rehabilitation programs, grant funding, and Local Improvement Districts for clean-up/repair of existing structures and infrastructure improvements especially in designated mixed use centers.

ED3(C): Pursue state legislation, programs, and tax strategies to aid business districts in attracting and retaining a diverse commercial base. Expand existing strategies such as the Multi-Family Tax Exemption and the Empowerment Zone citywide as appropriate.

Economic Development

Vision, Goals & Policies

Goal ED 4 Recognize the relationship between transportation and economic development by working collaboratively with other governmental agencies to improve multi-modal transportation options and routes.

Implementing Policies for Goal ED4:

ED4(A): Pursue alternative transportation monies, including federal dollars typically spent on the interstate system, for fast-ferry research and other multi-modal investments and improvements.

ED4(B): Ensure access to commerce by focusing commercial development along existing transportation corridors. Support expansion of transportation systems and facilities to improve access to the Bremerton National Airport, the Puget Sound Naval Shipyard, Downtown, and the designated District Centers.

ED4(C): Work with Kitsap Transit to enhance access to commerce during standard business hours, nights, and weekends.

ED4(D): Coordinate with the Puget Sound Naval Shipyard and the Washington State Ferry Service to work towards reducing parking demands and traffic influxes from commuter and shipyard workers on City streets. Continue to limit surface parking as it does not promote economic development of the City.

Goal ED5. Advance efforts to establish a regional perception of Bremerton as a welcoming, attractive and business friendly City.

Implementing Policies for Goal ED5:

ED5(A): Evaluate and work towards efficiency and effectiveness of all permit processes to ensure requirements and timelines are predictable. Encourage City Departments and Staff to provide condensed development guides to applicants that help identify code requirements.

ED5(B): Encourage a wide variety of marketing and tourism efforts that provide a welcoming sense such as:

- *Supporting the installation of way-finding signs to business districts, parks, and regional attractions within the City.*
- *Partner with private and public agencies to publicize community services and amenities.*
- *Support efforts of local business and associations to attract new business and visitors from outside the City.*
- *Support tourist attractions and amenities, by advocating for enhanced and regular ferry service between Bremerton and Seattle.*

ED5(C): Encourage community engagement and civic activities within Centers by promoting recreational activities and community events as these activities tend to enhance a sense of community and support local commerce.



B

Element 5

TRANSPORTATION



VISION

Bremerton strives to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system to support a healthy and vibrant community.



Transportation Contents

Transportation Introduction	T-4
Purpose	T-4
Planning Requirements	T-4
Growth Management Act (GMA)	T-5
Other Plans	T-5
Role of the Transportation Element	T-7
Public Outreach	T-7
Regional Coordination	T-8
Technical Appendix	T-8
Vision	T-9
Goals & Policies	T-9
Transportation Goals	T-9
Transportation Policies	T-9
Implementing Policies for Goal T1:	T-9
Implementing Policies for Goal T2:	T-12
Implementing Policies for Goal T3:	T-12
Implementing Policies for Goal T4:	T-13
Implementing Policies for Goal T5:	T-15

Transportation Introduction

Bremerton is a city rich in history and beauty. Over the years, Bremerton's character has evolved— from its early naval and shipyard roots that supported more than 80,000 people at the height of World War II to one of America's most livable cities. Bremerton has continued to grow aided by its position as a major employment center and transportation hub for Kitsap County. Today, Bremerton is the largest city in Kitsap County with a population of 39,000. Many employers and attractions call Bremerton home, including the largest employer in the county, Naval Base Kitsap.

This Transportation Element aims to provide a 20-year vision for Bremerton's transportation system, which respects the community's history and character, supports anticipated growth in the region, and builds on Bremerton's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2036.

Purpose

The vision for Bremerton's Transportation Element is to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth. Guidance from City staff, the Planning Commission, stakeholders, and citizens helped identify several priorities:

- Improve safety for all users through updated facilities and street designs that accommodate all modes
- Create an interconnected multimodal network that connects all users to City Centers and major destinations within Bremerton as well as Kitsap County
- Coordinate with local and regional partners to ensure that travel patterns do not disproportionately impact Bremerton residents' quality of life
- Increase transportation spending on maintaining, preserving, and operating the existing transportation system

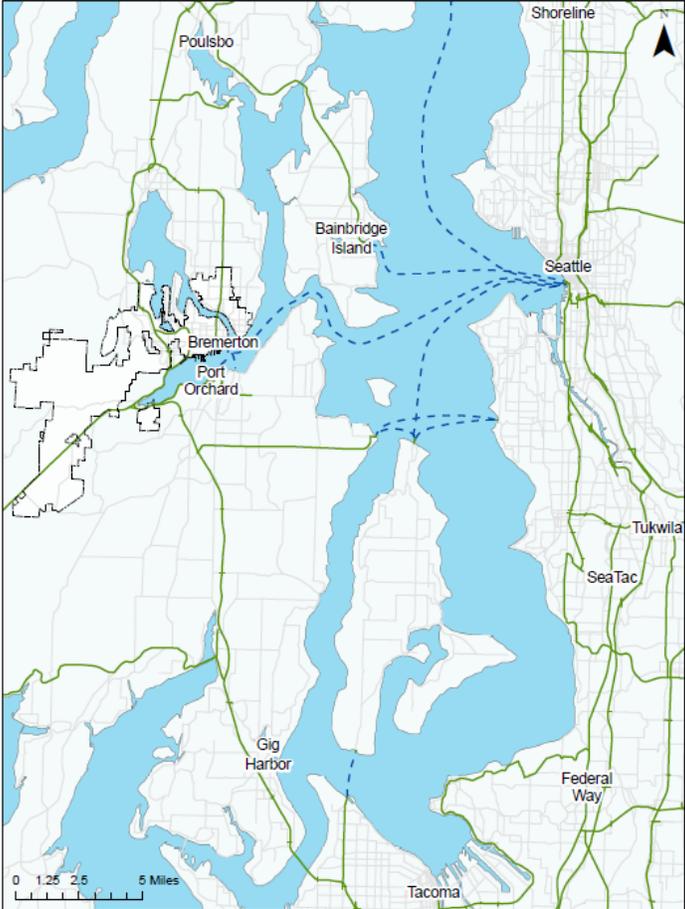
The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Bremerton achieve its vision.

Planning Requirements

Bremerton's location in the region plays an important role in the demands put on its transportation system. The City is located directly west of Seattle, across the Puget Sound, on the Kitsap Peninsula. The city is divided by the Port Washington Narrows, a strait spanned by two bridges, the Warren Avenue Bridge and Manette Bridge, which connect the eastern and western sides of the city. With direct access to Seattle, Bremerton is influenced by many regional travelers and trends. Several state routes are located within the city including SR 3, SR 304, SR 310, and SR 303, which connect to important regional job centers and destinations in Kitsap County.

The City must coordinate its transportation planning with a variety of jurisdictions, including Kitsap County, the Puget Sound Regional Council (PSRC), the State of Washington, the US Navy, Kitsap Transit, the Suquamish Tribe, along with the Kitsap Regional Coordinating Council. Figure 1 shows the location of Bremerton in this regional setting.

Figure 1: Regional Map



Growth Management Act (GMA)

The State’s Growth Management Act of 1990 requires communities to prepare a transportation plan that ties directly to the City’s land use decisions and financial planning. This Transportation Element Update fulfills the mandate. Additionally, given the number of state routes that begin and end in Bremerton, this plan aims to coordinate with the Washington State Department of Transportation (WSDOT) to ensure that these state facilities can adequately serve the region’s needs.

Other Plans

The Puget Sound Regional Council (PSRC) is the region’s metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set policy for King, Pierce, Snohomish, and Kitsap Counties through Vision 2040, which lays out the long-term goals for growth management, economic, and transportation issues.

Transportation

Introduction

Vision 2040 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

In addition to those priorities, the multicounty planning policies in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change. VISION 2040 (page 42) has an overview of climate change and related policies and page 34 in Transportation 2040 for information on the four-part greenhouse gas reduction strategy (land use, user fees, choices, and technology). The plan already includes policies that support positive actions to reduce greenhouse gases, such as promoting transit and increasing nonmotorized transportation options. Climate Change and greenhouse emission policies are addressed in this element and within the Environmental element.

This Transportation Element is consistent with the Vision 2040 priorities.

The Puget Sound Industrial Center (PSIC), formerly known as South Kitsap Industrial Area (SKIA), is one of eight Puget Sound Regional Council's designated manufacturing/industrial centers. Located in southwest Bremerton, it encompasses approximately 3,700 acres planned for industrial development and use.

Following annexation, the PSIC-Bremerton Subarea Plan¹ was established with a vision to:

- Strive for 10,000 new jobs throughout a 20-year planning horizon
- Encourage development while minimizing greenhouse gas emissions
- Incentivize sustainable development
- Have a clear plan for future infrastructure.

This Transportation Element is consistent with the PSIC-Bremerton Subarea Plan's vision to develop a complete transportation system that supports all modes of travel and all potential users of the site. The transportation improvements from PSIC-Bremerton are included in this document.

¹ Formerly known as the South Kitsap Industrial (SKIA) Subarea Plan

Role of the Transportation Element

The transportation element provides a framework that outlines the policies, projects, and programs necessary to implement the City's vision of future mobility in and through the City of Bremerton. The transportation element also describes the financial environment for implementing projects out to 2036.

In essence, the Transportation Element informs the development of the Capital Improvement Program by identifying the types of projects the City should undertake to support future travel trends. The plan also evaluates how these projects coincide with the community's values and financial resources.

Public Outreach

This plan included public outreach through community and stakeholder workshops, as well as committee meetings. The City held an open public workshop in August 2015 to gain insight on how Bremerton citizens would like to prioritize transportation for the next 20 years. The consultant team met frequently with City staff members and stakeholders throughout the course of the planning effort.



Transportation

Introduction

Regional Coordination

The City coordinated this Transportation Element with other agencies and government bodies that have an interest in or influence on transportation in Bremerton. These groups include:

- Puget Sound Regional Council (PSRC)
- Washington Department of Transportation (WSDOT)
- Washington State Ferries (WSF)
- Kitsap County
- Port of Bremerton
- Kitsap Transit
- Naval Base Kitsap (NBK)
- City of Bremerton ADA Representatives
- Bremerton School District
- West Sound Cycling Club



The City also routinely coordinates with the appropriate jurisdictions and agencies on planning and engineering projects.

Technical Appendix

As all chapters of this Plan, the technical appendix that can be found in Chapter 8, that has further information to support the Vision, Goals and Policies (subsequent section). The technical appendix for the transportation includes the following:

- **Conditions and Trends:** Describes conditions for all travel modes in the existing transportation system. Also identifies current challenges and trends that will affect Bremerton's transportation network in the future.
- **Bremerton Public Outreach Findings:** Describes the public outreach process conducted through stakeholder and community workshops, as well as the specific feedback received from community members.
- **Future Transportation Vision:** Introduces a layered network concept that forms the foundation of this plan to accommodate all modes of travel and create a complete transportation network in Bremerton. This section also details how to accommodate each travel mode and establishes the City's level of service standards.
- **Capital Plan:** Provides the long-range project lists based on the community values expressed in the transportation goals and layered network.
- **Implementing the Transportation Element:** Evaluates Bremerton's financial conditions over the next 20 years and provides guidance on plan implementation.

Transportation

Vision, Goals & Policies

Vision

Bremerton strives to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system to support a healthy and vibrant community.

Goals & Policies

The following goals and policies form the foundation of Bremerton's transportation strategy for the future. These goals and policies are to support the overall transportation vision stated above.

Transportation Goals

T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

T3. Provide for and improve the safety and security of transportation users and the transportation system.

T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics and protect the environment.

T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Transportation Policies

Goal T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

Implementing Policies for Goal T1:

TR1(A): Support and participate in cooperative regional transportation planning processes to ensure consistency and connectivity throughout the region

TR1(B): Coordinate with WSDOT, Kitsap County, and other stakeholders to ensure state facility improvements meet the goals of Bremerton and Comprehensive Plan, and minimize negative impacts to the local transportation system.

TR1(C): Promote the continuation of passenger only ferry service and support research and development in new ferry (including fast ferry) technology.

Transportation

Vision, Goals & Policies

TR1(D): Develop a transportation system that achieves the following level of service (LOS) metrics:

- *Maintain LOS E or better (V/C less than or equal to 1.0) in the SR 303 (Warren/Wheaton) corridor, Kitsap Way (SR 310), Sylvan Way, and on the Manette Bridge*
- *Maintain LOS D or better (V/C less than or equal to 0.9) on all other arterial streets in the City.*

Discussion: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as Freeway, Major/Principal Arterial, Minor Arterial, Major/Principal Collector, Minor Collector, or Local Street. Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, and recreational travel, property and business access, and parking, regardless of mode. Also, consider adopting a layered network facility completeness measure as described in the following pedestrian, bicycling, and transit priority areas level of service tables.

Pedestrian Priority Area Level of Service (LOS)

WITHIN PEDESTRIAN PRIORITY NETWORK	
	Sidewalk provided on both sides of the road*
	Sidewalk or wide shoulder provided on one side of the road
	No pedestrian facility provided

Bicycle Priority Area Level of Service (LOS)

WITHIN BICYCLE PRIORITY NETWORK	
	Provides minimum treatment* recommendation, as shown within the Bicycle Priority Network
	Provides a lower-level facility than recommend in the Bicycle Priority Network
	No bicycle facility or signage

Transit Priority Corridor Level of Service (LOS)

TRANSIT STOP AMENITIES	
	More than 80% of transit stops meet amenity minimum provisions
	More than 60% of transit stops meet amenity minimum provisions
	Less than 60% of transit stops meet amenity minimum provisions

TR1(E): Incorporate the needs of business and commercial traffic flow in the development of transportation improvements that affect commercial and industrial Centers.

Transportation

Vision, Goals & Policies

TR1(F): Implement concurrency requirements to ensure adopted Level of Service standards are maintained when new development and re-development occurs.

- *Require the concurrency system to evaluate the impact on LOS during the development permitting process;*
- *Ensure that development permits are not issued unless and/or until maintenance of adopted LOS standards are assured; and,*
- *Evaluate the feasibility of plan-based concurrency program to simplify development review procedures and enhance the attractiveness for developing in Bremerton*

TR1(G): Maintain and improve connectivity to link centers to neighborhoods and to the arterials. Work with transportation providers to develop a public transportation system that allows convenient and efficient travel between Centers and ensuring that designated Centers are walkable, and encourage connectivity.

TR1(H): Inventory and assess parking capacity needs in the Downtown area.

- *Work with the United States Navy, Washington State Ferries, the City of Bremerton, and other major employers in the Downtown Core to address parking demands and their impacts on urban development.*
- *Encourage major employers to address and plan for increased parking demands. Encourage efforts to address increased parking demands through parking structures, transportation facilities, and other multi-modal solutions rather than promoting or expanding surface parking.*
- *Acknowledge the negative impacts surface parking has on urban renewal, economic growth, and the environment, and avoid increased surface parking.*

TR1(I): Encourage transportation improvements that take advantage of Bremerton's waterfront, by providing pedestrian and bicycle paths near the waterfront and encouraging development of urban boating opportunities including non-motorized craft such as kayaks. Identify, and clearly post, public beach access.

TR1(J): Support movement of freight by establishing and identifying clear signage, truck, hazardous material transport, and oversized load routes.

TR1(K): Identify corridors for development of future mass transit options such as bus rapid transit, etc.

TR1(L): Expand opportunities for public involvement in the identification, design, and implementation of transportation related improvements within Bremerton.

TR1(M): Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation. Satisfy the community's desire for a high level of accommodation for persons with disabilities using appropriate design standards.

TR1(N): Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary.

TR1(O): Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

TR1(P): Leverage state and federal funds for transportation improvements.

Transportation

Vision, Goals & Policies

Goal T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

Implementing Policies for Goal T2:

TR2(A): Require new development and redevelopment to incorporate transit, pedestrian, and non-motorized transportation measures during the development review process, including measures such as:

- *Providing bus and transportation shelters and/or pullouts;*
- *Providing adequate sidewalks, pathways and crosswalks for access by all persons;*
- *Minimizing walking distance between buildings, streets, sidewalks, and transit stops;*
- *Extending the connectivity of the pedestrian, bicycle, and grid street system;*
- *Minimizing auto-dominance on streets by working towards further developing complete streets with multi-modal functions;*
- *Incorporating open space, and/or green space in streetscapes to enhance the pedestrian environment.*

TR2(B): Enhance and maintain the functionality of the local circulation system by:

- *Developing and utilizing clear and uniform wayfinding signage to guide traffic throughout the City;*
- *Encouraging bus pull-out lanes in convenient and appropriate locations;*

TR2(C): Support the existing transportation grid system to promote a quality system to connect the commercial and industrial centers.

TR2(D): Incorporate appropriate street lighting as it relates to the land uses (i.e., residential, industrial, commercial use).

T3. Provide for and improve the safety and security of transportation users and the transportation system.

Implementing Policies for Goal T3:

TR3(A): Ensure transportation system safety for users and the transportation system through maintenance of infrastructure, and incorporation of safety enhancements, in transportation improvement projects.

TR3(B): Maximize the functionality and safety of the local circulation system.

- *Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian accidents, confusing circulation patterns, and line-of-sight obstructions.*

TR3(C): Further develop the Complete Streets ordinance, with a context-sensitive design focus to ensure improvements fit the community in which they are located, to better be utilized within the City.

TR3(D): Provide a transportation system that effectively serves the needs of and encourages safe pedestrian, bicycle and other non-motorized travel by implementing the policies of City of Bremerton's Non-Motorized Transportation Plan.

Transportation

Vision, Goals & Policies

TR3(E): Encourage the use of public transit by bicyclists and pedestrians by:

- *Providing safe, attractive, and comfortable walkways and waiting facilities at public transit loading areas;*
- *Providing bicycle storage at transit facilities including bus stops;*
- *Installing bicycle racks on buses, and*
- *Developing and distributing information concerning local and regional non-motorized routes.*

TR3(F): Reflect the urban nature of roadways within Bremerton by encouraging, where appropriate:

- *Street trees and landscaping;*
- *Traffic calming strategies and devices;*
- *On-street public parking;*
- *Appropriately scaled and consistent street lighting;*
- *Frequent and appropriate accommodations for transit stops;*
- *Regularly spaced and ADA compliant crosswalks and sidewalks.*

TR3(G): Minimize the impacts of traffic on residential neighborhoods by discouraging the use of local access streets by non-local traffic.

TR3(H): Restore/create unique neighborhoods via formation of distinctive streetscapes and traffic controlling devices.

TR3(I): Reduce speed on neighborhood streets through the use of street design devices such as curb bulbouts, “median obstacles,” or other measures proven to be safe and effective at reducing travel speeds. Encourage use of bioretention in curb bulb outs, traffic circles, and other traffic calming measures. Traffic calming measures should include minimizing neighborhood street widths and pedestrian crossing distances to promote a sense of safety for pedestrian crossings.

TR3(J): Identify transportation programs and strategies for security and emergency responses.

T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics and protect the environment.

Implementing Policies for Goal T4:

TR4(A): Minimize impacts of road construction on environmentally sensitive areas; minimize damaging storm water runoff and pollution from road use and maintenance.

- *Implement programs that encourage the planting of low-maintenance, vegetated groundcover and trees (where space is adequate) along roadways.*
- *Where possible the City shall require the use and maintenance of Low Impact Development (LID) Best Management Practices (BMPs) (bioretention, permeable pavement, etc.).*

TR4(B): Encourage City vehicles to utilize sustainable fuel and reduce emissions/air pollution.

Transportation

Vision, Goals & Policies

TR4(C): Where possible, the City shall require the under-grounding of overhead utilities and encourage utility placement under the paved section of the ROW to reduce potential conflicts with LID BMPs.

TR4(D): Require street beautification including landscaping and Low Impact Development (LID) Best Management Practices (BMPs) along the edge of and within parking areas to reduce visual impact and aid in filtration of runoff. Emphasize use of drought tolerant native vegetation in bioretention facilities and planter strips.

TR4(E): Reduce reliance on drive alone trips by prioritizing and implementing supportive local-level transit, high occupancy vehicle (HOV), and nonmotorized improvements.

TR4(F): Enhance mobility using the existing footprint of the roadway and technological advancements. When widening roadways, impacts to non-motorized users and transit vehicles and passengers should be minimized.

TR4(G): Facilitate safe school walking routes, and, where possible, make capital budget decisions that support such a system.

TR4(H): Assure cost-effective maintenance of transportation facilities under the City's jurisdiction, including nonmotorized facilities.

TR4(I): Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

TR4(J): Incorporate environmental factors into transportation decision-making, including attention to human health and safety.

TR4(K): Develop actions for transportation system robustness including adaptation strategies to the effects of climate change.

TR4(L): Incorporate environmental factors into transportation decision-making, including attention to human health and safety.

TR4(M): Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

TR4(N): Providing adequate sidewalks, pathways and crosswalks for access by all persons;

TR4(O): Minimizing walking distance between buildings, streets, sidewalks, and transit stops;

TR4(P): Extending the connectivity of the pedestrian, bicycle, and grid street system;

Transportation

Vision, Goals & Policies

T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Implementing Policies for Goal T5:

TR5(A): Work with Kitsap County, WSDOT, regional transportation agencies, and transportation providers to plan, fund, and implement joint transportation projects and programs.

TR5(B): Coordinate plans and development with the Puget Sound Regional Council (PSRC)'s Transportation 2040 and Kitsap Countywide Planning Policies for regional consistency.

TR5(C): Support improvements on state highways to reduce congestion, and improve safety and access for through traffic, local traffic, non-motorized and transit users.

TR5(D): Work with WSDOT to develop solutions for the access to and from Bremerton with focus on the Gorst interchange.

TR5(E): Coordinate with Washington State Ferries and other possible service providers to operate ferry services to Bremerton that meet local service and commuter needs, coordinate with all travel modes, and provide regional service.

TR5(F): Support and promote ferry system programs, which maximize the convenience of non-motorized connections, and high-occupancy vehicle (HOV) use, by providing priority status and discouraging single occupancy vehicle use on ferries.

TR5(G): Work with Washington State Ferries and Kitsap Transit to coordinate transit schedules of multiple modes of transportation, and to further transportation conveniences including multi-modal options.

TR5(H): Work with Washington State Ferries, Naval Base Kitsap and Puget Sound Naval Shipyard to coordinate schedules to reduce congestion from worker releases and the releasing of ferry commuters.

TR5(I): Encourage transportation agencies, especially public transit, to operate and maintain local/regional services and facilities that reduce the need for single-occupant vehicles and support the needs of transit-dependent users. Support efforts to expand usage and infrastructure for mass transportation.

TR5(J): Work with Kitsap Transit to establish and designate convenient park and ride locations. Incentives could include giving priorities to establishing park and ride in existing parking lots, and forming partnerships with community organizations along easily accessible arterials that have dormant parking during traditional commuting hours (i.e., churches).

TR5(K): Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs enhance mobility and assist in achievement of the land use vision. This includes:

- *Develop Travel Demand Management (TDM) strategies to minimize the need for additional transportation infrastructure and expenditures.*
- *Continue to coordinate with local employers, including the Puget Sound Naval Shipyard, to implement commute trip reduction plans and programs and stagger release where feasible.*

Evergreen Park
SCHEMATIC DESIGN
CITY OF BREMERTON

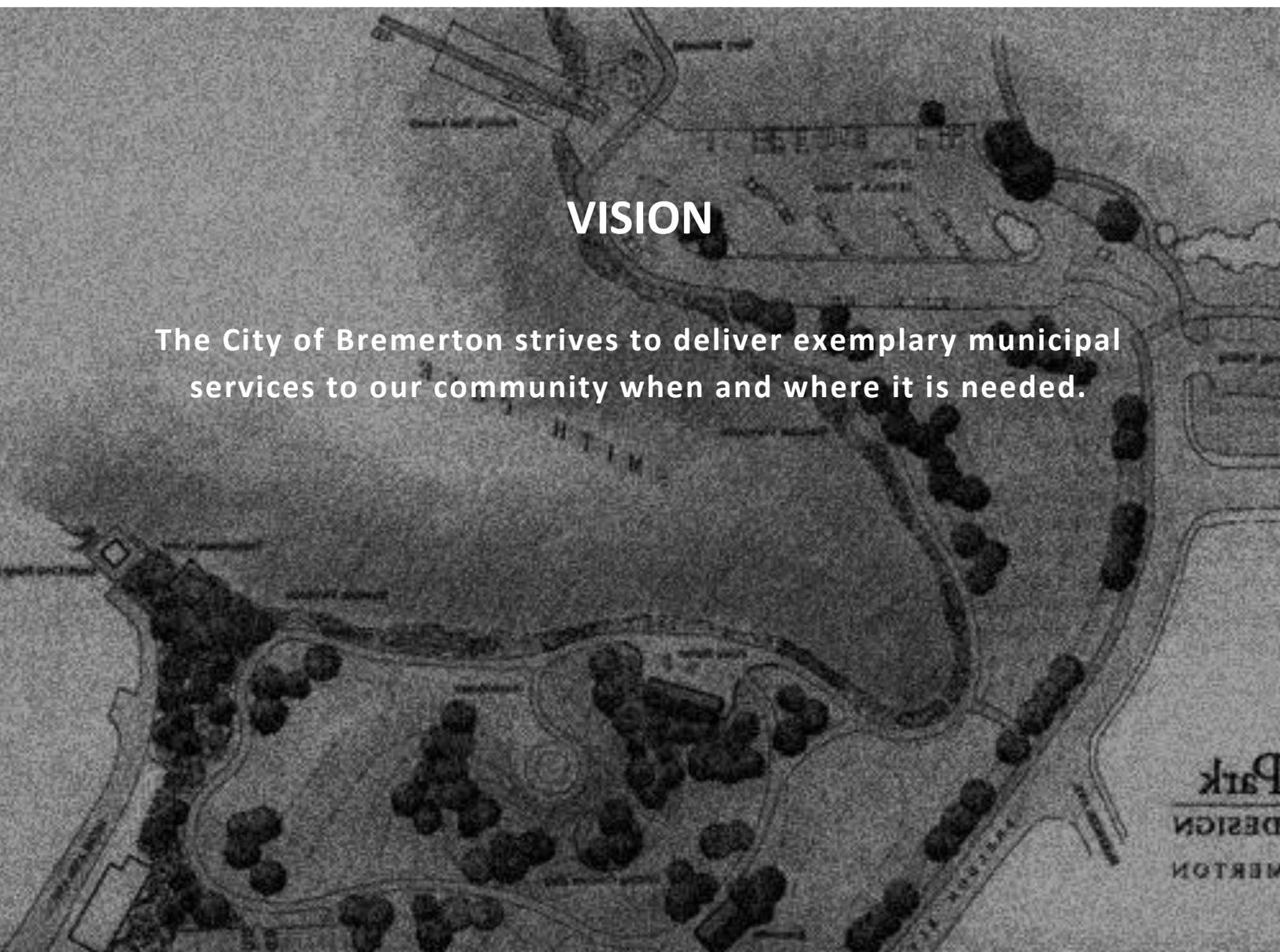


Element 6

CITY SERVICES



Park
DESIGN
MERTON



City Services Contents

City Services Introduction	CS-4
Vision.....	CS-5
Goals & Policies.....	CS-5
City Services Goals	CS-5
City Services Policies	CS-5
Implementing Policies for Goal CS1:.....	CS-5
Implementing Policies for Goal CS2:.....	CS-6
Implementing Policies for Goal CS3:.....	CS-7
Implementing Policies for Goal CS4:.....	CS-9

City Services Introduction

The City Services Element addresses services that are essential to a community and its ability to grow. These services are crucial to the health, safety, and welfare of community members. This Element guides how the provision of services, such as water, sewer, parks, and schools support the future growth and development of Bremerton.

This City Services Element combines the function of two plan elements required under the Growth Management Act: The Utilities Element and the Capital Facilities Element. The following section includes the goals and policies for the City of Bremerton City Services. The City Service Appendix includes the technical foundation for the City Services Chapter, including city services inventory, existing and targeted Level of Service standards, funding sources, and the Capital Facility Plan.

Please note that though this Chapter focuses on administrating public facilities to Bremerton’s citizens, other portions of the Comprehensive Plan also address public facilities that should be considered in conjunction with this chapter. Such as: when reviewing this chapter for planning of public facilities like street improvements, the Transportation Element should also be considered.



Vision

The City of Bremerton strives to deliver exemplary municipal services to our community when and where it is needed.

Goals & Policies

The following goals and policies form the foundation of Bremerton’s city services strategy for the future for City and public utilities and facilities. These goals and policies are to support the overall city service vision stated above.

City Services Goals

CS1. Provide municipal services that enhance the quality of life in Bremerton.

CS2. Encourage the safety and health of residents and visitors.

CS3. Provide adequate capital facilities that:

- ***Address deficiencies and anticipate growth needs;***
- ***Achieve acceptable levels of service;***
- ***Use fiscal resources efficiently; and***
- ***Meet realistic timelines.***

CS4. Provide safe and reliable utility service to citizens, while balancing economic, aesthetics and environmental factors.

City Services Policies

Goal CS1. Provide municipal services that enhance the quality of life in Bremerton.

Implementing Policies for Goal CS1:

CS1(A): Improve accessibility to City Services including implementing new technology to provide information and services more conveniently.

CS1(B): Educate the citizenry about City services and citizen responsibilities.

CS1(C): Provide meaningful opportunities for community involvement. Provide regular volunteer opportunities to the general public and enlist residents for their talents (work to identify specific community assets and invite identified groups and citizens) to participate in governance.

CS1(D): Provide public facilities and services conveniently and equitably throughout the community and ensure that the prescribed Level of Service standards are pursued.

CS1(E): Provide safe and well-maintained street infrastructure throughout the City.

CS1(F): Improve and maintain sidewalks through the City with an emphasis on accessibility.

CS1(G): Provide a wide range of recreational opportunities for people of all ages.

CS1(H): Promote open spaces and “green spaces” for everyone’s enjoyment and recognize recreational needs in open space planning. Encourage the installation of Low Impact Development (LID) Best Management Practices (BMPs) in open spaces, including bioretention facilities and permeable pavement. Include public education elements in LID BMPs in open spaces. Encourage the installation of Low Impact Development (LID) Best Management Practices (BMPs) in open spaces, including bioretention facilities and permeable pavement. Include public education elements in LID BMPs in open spaces.

CS1(I): Provide trash receptacles and waste conveniences in public places, especially in City parks and encourage citizen responsibility regarding proper waste disposal, including pet waste disposal.

CS1(J): Continue coordination with the school district, recognizing that schools provide a unifying social and physical amenity that is a key focus for successful neighborhoods.

CS1(K): Work actively through public and private partnerships to develop and implement a viable urban forestry management plan.

CS1(L): Facilitate public and private beautification efforts, especially on City properties and public rights-of-way.

- *Provide adequate maintenance of public landscaping.*
- *Use trees and plants that are well-suited for an urban environment.*

Goal CS2. Encourage the safety and health of residents and visitors.

Implementing Policies for Goal CS2:

CS2(A): Prepare emergency preparedness plans including instruction for public staff and for citizens regarding services and support locations available immediately following an incident.

CS2(B): Work actively to reduce crime and work through civic partnerships to address the plague of substance abuse and addiction.

CS2(C): Provide community gathering points within neighborhoods, supported by Programming like City Parks and Recreation and crime prevention education.

CS2(D): Improve citizen safety after dusk by enhancing lighting for pedestrians, especially around and leading to places of activity.

CS2(E): Collaborate with citizens, public organizations, and non-profit agencies towards a proactive approach to social needs.

CS2(F): Encourage social services that meet needs of a diverse population and develop appropriate criteria for locating social service facilities.

CS2(G): Demonstrate awareness and consideration for special-needs populations.

Goal CS3. Provide adequate capital facilities that: address deficiencies and anticipate growth needs; achieve acceptable levels of service; use fiscal resources efficiently; and meet realistic timelines.

Discussion: Capital facilities include all services provided, planned for, paid for, and delivered by the City including water systems, sanitary sewer systems, stormwater facilities, streets, parks and recreational facilities, police and fire protection facilities.

Implementing Policies for Goal CS3:

CS3(A): Apply growth strategies to fiscal investment decisions to expand service areas or infrastructure capacities.

CS3(B): Provide a public process for monitoring, review, and planning of all City services and facilities, including municipal facilities, parks, streets, community meeting places and buildings.

CS3(C): Monitor the expenditure of capital resources, ensuring the prescribed level of service for the following services and facilities: potable water, sanitary sewer, stormwater management, street maintenance, law enforcement, fire protection, emergency medical service, transportation, solid waste, and parks.

CS3(D): Maintain, rehabilitate or reuse existing facilities wherever feasible and still meet the capital needs of the population.

CS3(E): Establish adequate funding for public facilities and services for existing development and new growth including pursuing alternative and creative funding mechanisms for public services and facilities.

CS3(F): Establish adequate funding for infrastructure critical to the health, well-being, and economic development of the City.

CS3(G): Establish priorities for funding that are specified in the prescribed Level of Service standards.

- *Review capital projects as part of the City's budget process, (1) to ensure an ongoing review of capital needs, and (2) so that capital and operating budgets can be considered together.*

CS3(H): Manage a comprehensive maintenance program and consider future maintenance and repair costs of new capital items when making selection and expenditure decisions on new capital facilities.

CS3(I): Apply cost-effectiveness criteria to capital investments.

CS3(J): Work with the development community to provide adequate infrastructure for new growth. Explore options for a strategic impact fee program.

CS3(K): Improve sidewalks throughout the City with an emphasis on accessibility.

CS3(L): Provide street infrastructure that is well maintained, has sufficient capacity, meets all compliance requirements for accessibility.

- *Identify dedicated revenue to adequately maintain the existing investment in street infrastructure;*
- *Develop revenue sources to allow full implementation of the Capital Improvement Plan. Consider new revenue such as transportation impact fees, or re-direct existing revenue; and*
- *Eliminate barriers to accessibility with sidewalks and city facilities. Prioritize implementation using citizen groups and focus improvements in the areas with the most use.*

CS3(M): Participate in the planning of the Urban Growth Areas (UGA). Achieve coordinated planning for the City's urban growth areas with Kitsap County (including the Countywide Planning Policies), other jurisdictions and service providers, especially for the provision of capital facilities and services.

- *Work towards development standards within the UGA that are uniform or complimentary to the City's development standards;*
- *Safeguard urban level of service within the UGA which are comparable to the levels set within the City;*
- *Identify development concerns within the UGA and inventory challenges to address; and*
- *Ensure quality residential development in the UGA that has both urban and strictly residential qualities, including walkability.*

CS3(N): Adopt Level of Service (LOS) standards for public facilities, reflecting community preferences for quality of service delivery. Additionally consider adopting LOS standards that support and encourage the development of Centers.

CS3(O): Adopt a Concurrency Management Ordinance (requiring capital facilities meet adopted Level of Service standards at the same time with development) in order to maintain the community's identified desired level of service.

CS3(P): Adopt six year capital facilities programs (CIPs), including Transportation Improvement Programs (TIPs) on an annual basis to demonstrate funding capability that supports the land use patterns and other goals and policies adopted within this Plan.

CS3(Q): Ensure that the land use element, capital facilities plan element, and financing plan are coordinated and consistent for the 6 and 20-year planning period. Reassess the land use element if probable funding falls short of meeting existing capital facilities' needs.

Goal CS4. Provide safe and reliable utility service to citizens, while balancing economic, aesthetics and environmental factors.

Discussion: Utilities include all services provided, planned for, paid for, and delivered by providers other than the jurisdiction (such as electrical, telecommunication, natural gas, ports, and libraries).

Implementing Policies for Goal CS4:

CS4(A): Encourage utility providers to co-locate for aesthetics and efficiency and prioritize utility placement under the paved section of the right-of-way where there are fewer conflicts with installations of roadside Low Impact Development (LID) Best Management Practices (BMPs).

CS4(B): Develop an under-grounding ordinance and encourage Local Improvement Districts, to install utilities underground, and in the paved section of the existing right-of-way, when appropriate.

CS4(C): Create standards and processes for locating wireless telecommunications facilities that assure adequate services while protecting neighborhoods and other portions of the City from negative impacts.

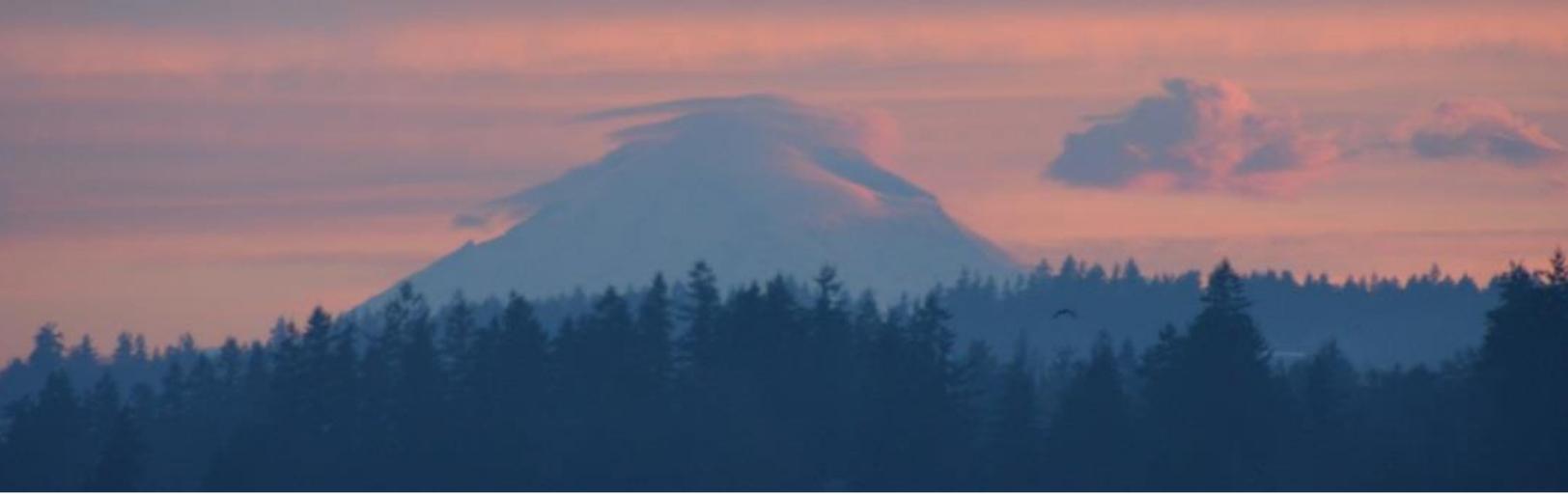
- *Provide incentives for co-location as an alternative to building new towers; and*
- *Provide adequate setbacks, buffers, and camouflaging requirements to assure attractive installations, protection of adjacent land uses and residential neighborhoods. Encourage the use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) within setbacks and buffers where appropriate.*



B

Element 7

ENVIRONMENT



VISION

Protect Bremerton's natural environment by meeting the needs of today's citizens without compromising the needs of future generations.



Table of Contents

Environment Introduction	E-4
Greenhouse Gas Emissions	E-4
Vision.....	E-5
Goals & Policies.....	E-5
Environmental Goals.....	E-5
Environmental Policies.....	E-5
Implementing Policies for Goal E1 – Stewardship: Planning	E-5
Implementing Policies for Goal E1 – Stewardship: Development	E-6
Implementing Policies for Goal E1 – Stewardship: Education	E-7
Implementing Policies for Goal E2:	E-7
Implementing Policies for Goal E3:	E-8
Implementing Policies for Goal E4:	E-9

Environment Introduction

Bremerton has a vital interest in preserving its natural beauty and ensuring long-term environmental health. With vast marine shorelines, freshwater lakes, coastal bluffs, wetlands, a preserved watershed area, and scenic views of two mountain ranges, Bremerton is part of a complex ecosystem and provides a stunning natural setting for its residents and visitors. This natural setting is one of the most important amenities to Bremerton residents and visitors alike. While it is expected that Bremerton will increase in population over the next 20 years, it is imperative that the environmental resources be protected and, where possible, enhanced. Sustainability is a concept that addresses the problems and needs of the present, without compromising the needs of the future. In spirit, sustainability protects and adds natural beauty and function with growth. This Element provides a vision and commitment by the City of Bremerton to bring a sustainable approach to land use management.

This element of the Plan contains broad environmental goals and policies. Some of the Plan's other elements also include goals and policies addressing how environmental values specifically relate to the topics of those elements. For instance, the Land Use Element includes goals and policies governing development near environmental critical areas, and the Transportation Element addresses possible environmental impacts and improvements associated with transportation choices.

Greenhouse Gas Emissions

PSRC's Vision 2040 stresses the need for agencies at all levels of government to seek ways to both mitigate and adapt to the effects of climate change. This includes: Efforts to maximize energy efficiency, increase renewable energy, reduce greenhouse gas emissions from vehicles, decrease vehicle miles traveled, improve the convenience and safety of multimodal transportation, protect the natural landscape and vegetation, and increase recycling and reduce waste.¹

In an efforts to reduce greenhouse gas emissions and prepare for the anticipated impacts of climate change, PSRC has developed a set of reporting tools to assist countywide planning groups, local jurisdictions, and transit agencies as they work on climate change related updates and amendments to their policies and plans. These tools are designed to highlight key provisions that should be addressed as policy and plan updates. In regards to greenhouse gases, PSRC requires the following provisions:

- Policies and implementation actions to address federal and state clean air laws and the reduction of pollutants including GHGs. Incorporate the Puget Sound Clean Air Agency's adopted growth management policies into the Comprehensive Plan.
- Include specific provisions to reduce GHG emissions; include provisions addressing adaptation to the effects of climate change.²
- Develop clean transportation programs and facilities, including actions to reduce pollution and GHG emissions from transportation.

In the following section, policies related to greenhouse gas emission and climate change have been included.³

¹ PSRC, Vision 2040

² While both the Governor and the Legislature have set targets to reduce emissions to 1990 levels by 2020, 25 percent below 1990 levels by 2035, and 50 percent below 1990 levels by 2050, no specific targets are required by cities at this time.

³ PSRC Planning Requirements and Guidance. http://www.psrc.org/assets/4535/Comp_Plan_Reporting_Tool.pdf?processed=true

Vision

Protect Bremerton's natural environment by meeting the needs of today's citizens without compromising the needs of future generations.

Goals & Policies

The following goals and policies form the foundation of Bremerton's strategy for the future for working for and with the environment. These goals and policies are to support the overall environmental vision stated above.

Environmental Goals

E1. Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

E2. Earth: Preserve and enhance vegetation and earth resources.

E3. Water: Protect water resources for present and future generations.

E4. Air: Ensure compliance with good federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.

Environmental Policies

Goal E1: Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

Implementing Policies for Goal E1 – Stewardship: Planning

E1(A): Promote waste reduction and recycling measures throughout the community. Ensure that waste disposal occurs in an environmentally safe, efficient manner.

E1(B): Reduce the amount of waste disposed in landfills by reducing the amount of waste generated and promoting recycling and reusing materials.

- *Provide attractive, well-maintained recycling bins and garbage receptacles in public spaces that separate different types of waste.*
- *Ensure that all City departments practice recycling and attempt to reduce waste.*

E1(C): Maintain and support City sponsored public events for yard waste collection.

E1(D): Use the brownfields approach and grants to identify and restore potentially environmentally degraded property.

E1(E) :Encourage environmentally sensitive businesses and practices.

- *Explore options to provide incentives to companies and facilities locating in Bremerton, and recognize existing facilities and companies that opt to use green building techniques or low impact development beyond what is required.*

E1(F): Promote use of alternative energy.

E1(G): Support and explore the multijurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

E1(H): Maintain good federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.

*E1(I): Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources
Promote the use of alternative energy.*

E1(J): Coordinate planning of critical area and habitat with Kitsap County, Suquamish Tribe, and other local agencies.

Implementing Policies for Goal E1 – Stewardship: Development

E1(K): Ensure code flexibility to enable and encourage environmentally sensitive development and use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) where feasible.

E1(L):Use Best Available Science to preserve and enhance the functions and values of critical area through policies, regulations, programs and incentives.

E1(M): Utilize, where feasible, Best Management Practices (BMPs) and Low Impact Development (LID) technology in City projects and practices to achieve effective environmental stewardship.

E1(N):Encourage the use of sustainable building methods and materials (such as those specified under certification like LEED, Built Green, Salmon Safe, and Living Building Challenge) that may reduce impacts on the built and natural environment.

E1(O): Support the continued planting of Bremerton’s urban forest, a diverse mix of native and non-native trees, shrubs and groundcovers, which line our streets and shade and beautify our homes, businesses, parks and natural areas.

E1(P): Reduce solid waste generation through salvage and reuse of building materials, including architecturally and historically significant materials.

E1(Q): Advocate for expansion of transit and encourage car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategies for reducing vehicle-related air pollution.

Implementing Policies for Goal E1 – Stewardship: Education

E1(R): Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as a catalyst and facilitator for partnership to leverage change in the broader community.

E1(S): Encourage environmental stewardship for the care and planting of trees through well-considered outreach and educational materials, along with City incentives.

E1(T): Educate citizens about sources of pollution.

- *Provide information to the public regarding the negative impact to water quality from the use of pesticides and herbicides. Encourage a reduction in the use of pesticides and herbicides.*

Goal E2: Earth: Preserve and enhance vegetation and earth resources.

Implementing Policies for Goal E2:

E2(A): Preserve environmental quality by taking into account the land's suitability for development, and directing intense development away from critical areas and soils with good infiltration potential for stormwater management..

E2(B): Encourage conservation of critical areas and nonrenewable resources

E2(C): Ensure that development review includes evaluating potential negative impacts on habitat and avoids impacts or properly mitigates it, including off-site impacts.

E2(D): Preserve the integrity of riparian corridors and steep slopes through the preservation of native plants and the replacement of invasive, non-native plants with native and drought tolerant plants.

E2(E): Preserve and enhance trees, native vegetation, and integrate suitable native plants in urban landscape development.

E2(F): Maintain and improve the City's tree canopy. Consider proper vegetation selection, taking into consideration potential conflicts, such as sidewalks and overhead utilities.

E2(G): During development review strive to preserve existing healthy and safe trees on private, commercial, and public property.

E2(H): Adopt lighting standards to prevent light pollution.

E2(I): Manage the City Utility Lands for multiple purposes including protecting water processes and forest habitat.

E2(I): Limit clearing, grading and soil disturbance outside of the building footprint or newly developed residential and commercial sites, especially those sites with sensitive features. Reduce compaction and restore infiltration capacity on already cleared sites whenever feasible.

Goal E3: Water: Protect water resources for present and future generations.

Implementing Policies for Goal E3:

E3(A): Preserve and protect fish and wildlife habitat conservation areas through regulation, acquisitions, incentives, and other techniques, including considering regional initiatives such as the Chico Creek basin project and other salmon recovery plans.

E3(B): Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies as these are critical features that regulate surface flows and recharge groundwater.

E3(C): Participate in regional species protection efforts, including salmon habitat enhancement and restoration. Identify, prioritize, and eliminate physical barriers and other impediments to anadromous fish spawning and rearing habitat.

E3(D): Manage aquatic and riparian habitats to preserve and enhance their natural functions and processes, which provide fish and wildlife habitat and protect water quality.

E3(E): Conserve and protect groundwater resources.

E3(F): Promote alternatives to traditional storm water practices for new construction and require onsite stormwater management using Low Impact Development (LID) techniques and Best Management Practices (BMPs) where feasible.

E3(G): Conserve and protect groundwater resources.

- *Provide for well-head protection where appropriate.*
- *Protect aquifer recharge areas, especially those used to provide public water supplies.*
- *Coordinate measures to protect groundwater resources by using watershed plans and planning efforts.*

E3(H): Apply Bremerton's Shoreline Master Program goals and policies to development and redevelopment within the shoreline jurisdiction.

E3(I): Encourage restoration of degraded shoreline areas in coordination with shoreline redevelopment and the City's voluntary shoreline restoration.

E3(J): Coordinate with Kitsap Public Health District to abate environmental pollution from failing septic systems within City limits.

E3(K): Incorporate findings and science from joint watershed planning efforts.

E3(L): Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies.

Goal E4: Air: Ensure compliance with good federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.

Implementing Policies for Goal E4:

E4(A): Maintain high air quality through land use and transportation planning and management.

E4(B): Advocate for expansion of transit and encourage car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategies for reducing vehicle-related air pollution.

E4(C): Continue the city’s commute trip reduction (CTR) program and work with Bremerton’s employers to encourage their participation in CTR.

E4(D): Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources.

E4(E): Support and explore the multijurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.