

# APPROVED

## CITY OF BREMERTON

### PLANNING COMMISSION MINUTES OF REGULAR MEETING April 17, 2023

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#### CALL TO ORDER:

Chair Tift called the regular meeting of the Bremerton Planning Commission to order at 5:30 p.m.

#### ROLL CALL

##### Commissioners Present

Chair Tift  
Vice Chair Rich  
Commissioner Coviello  
Commissioner Flemister  
Commissioner Mosiman  
Commissioner Pedersen  
Commissioner Wofford

##### Staff Present

Andrea Spencer, Director, Department of Community Development  
Garrett Jackson, Planning Manager, Department of Community Development  
Christina Raine, Project Assistant, Department of Community Development

*Quorum Confirmed*

#### CHAIR CALL FOR MODIFICATIONS TO AGENDA

The agenda was accepted as presented.

#### APPROVAL OF MINUTES

COMMISSIONER WOFFORD MOVED TO APPROVE THE MINUTES OF MARCH 20, 2023, AS PRESENTED. COMMISSIONER FLEMISTER SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

#### PUBLIC MEETING

Call to the Public (public comments on any item not on the agenda)

Chair Tift invited comments from citizens. There were none.

#### Workshop: Environmental Chapter of the City's Comprehensive Plan for the 2024 Update

Mr. Jackson advised that the purpose of the workshop is for the Commission to consider public comments and provide staff with feedback on the revised Goals and Policies of the Environmental Chapter of the Comprehensive Plan. He explained that these proposed changes are a precursor to a later environmental update that will incorporate recent State Legislation. He pointed out that the current goals and policies meet the requirements set forth by the Puget Sound Regional Council (PSRC) and the Washington State Department of Commerce. He announced that the February winners of the Bremerton tumblers were Joan Dingfield and Felicie Griffin.

**Mr. Jackson** reviewed that the State requires local jurisdictions to update their Comprehensive Plans to be consistent with the Growth Management Act (GMA). The City plans regionally (King, Snohomish, Kitsap and Pierce Counties) via the Puget Sound Regional Council (PSRC), which provides a guiding document for planning regional growth called Vision 2050. The City also plans with the Kitsap Regional Coordinating Council (KRCC), which includes all jurisdictions within Kitsap County. The KRCC's Countywide Planning Policies guide development within Kitsap County. The City's Comprehensive Plan must address local needs, while also meeting criteria for KRCC, PSRC and GMA. He reminded the public that the City is forecasted to grow to just under 64,000 people by the year 2044, which is an increase of about 30%. Jobs are forecasted to increase to about 58,000 or 25%.

**Mr. Jackson** advised that an Environmental Impact Statement (EIS) scoping notice was sent out to the public via postcard, and about 75% of the respondents indicated that population growth should be located in existing centers and high-density areas. The City has been implementing a "centers" approach since 2004. The intent is to protect lower-density areas by concentrating the most intense development in the centers and ensuring the strategic and efficient use of the City's infrastructure. Most of the City's transportation infrastructure is located in the Downtown, Charleston, Eastside Village, Manette and Wheaton-Sheridan Centers.

**Mr. Jackson** reviewed that the existing goals and policies in the Environmental Element address the Critical Areas Ordinance (CAO) and the Shoreline Master Program (SMP) requirements, but most of the proposed changes focus on climate change. The main sources of information for local climate impacts are the 2020 Kitsap County Climate Change Resiliency Assessment and the 2022 Kitsap County Communitywide Geographic Greenhouse Gas Emissions Analysis.

**Mr. Jackson** explained that the Kitsap County Climate Change Resiliency Assessment was a cooperative document between Kitsap County, Port Orchard and Bremerton, and provides a snapshot of climate issues in Kitsap County. It helps people understand the drivers of climate change, what is going to happen to the natural environment through biophysical impacts, and impacts to the local economic and social systems. For example, sea level rise, ocean acidification, and warmer temperatures that result from climate change will affect the natural environment through algae blooms, salmon die-offs and flooding. This will, in turn, affect the human scale development through increased costs for energy and utilities, a loss of government financing sources, and loss in recreational opportunities. The assessment identified a number of potential impacts to Kitsap County:

- **Public Health.** It is anticipated there will be increased heatwaves, respiratory illnesses, food insecurities, and mental health problems.
- **Economic.** Economic impacts include decreased coastal property values, lost revenue for hospitality services that focus on the shoreline, and lost labor hours.
- **Culture and Recreation.** It is anticipated there will be a decreased opportunities for fishing, crabbing, etc.
- **Coastal Flooding and Infrastructure.** Increased flooding will increase the need for stormwater infrastructure, and saltwater entering into the wastewater system will shorten the system's life and require additional upgrades. Coastal roads may also be affected by sea-level rise and bluff erosion. The local ferry system and state routes are expected to largely remain intact.
- **Land Use and Local Climate Impacts.** More urban flooding is anticipated as a result of climate change. As people centralize in urban areas, more people will be affected by flooding that occurs in those areas. This will likely happen due to increased impervious surfaces and stormwater issues. Heat islands are expected to be a problem in the future due to lack of urban tree cover.
- **Geologic and Natural Hazards.** These hazards are anticipated to increase as coastal bluffs are eroded at a higher rate.
- **Habitat and Fire.** The wildfire risk is not supposed to increase significantly in Kitsap County, but respiratory illnesses from fires in other areas will impact Kitsap County, as well. This will have an effect on local wildlife species, too.

**Mr. Jackson** shared that the Kitsap County Communitywide Geographic Greenhouse Gas Emissions Analysis identifies where the greenhouse gas emissions in the county are coming from. Kitsap County's greenhouse gas emissions in 2019 were well below the national and state averages. The analysis includes a 2015 baseline analysis and a follow-up study in 2019. As per the analysis, the breakdown of emissions in Kitsap County in 2019 is as follows:

- The built environment represented 47% of emissions in the County, and the largest contributor within that sector is residential, commercial and industrial electricity. The coal fire plants in other areas that are sources of electricity are the largest contributors within the built environment.
- The transportation sector represents 29% of emissions in the County, and this included driving within County limits, flights, and maritime and rail travel.
- The largest land-use contributors are agriculture and tree-cover loss at 17%. The study includes forestry processes as removal of trees, which somewhat conflicts with the PSRC's regional strategy that encourages local jurisdictions to keep forestry as a type of open space.
- Refrigerants are ozone depleting substances that get into the area and represent 4% of emissions in the County.
- Wastewater represents 3% of emissions in the County. Bremerton's wastewater is made into biosolids, and none of it goes to the landfill where the source of the 3% of emissions are sited. The biosolid that is created by the wastewater treatment plan is disseminated amongst the forestry areas in western Bremerton. This saves the City money and actually helps the trees grow much faster.

**Mr. Jackson** reviewed the following findings from the Kitsap County Communitywide Geographic Greenhouse Gas Emissions Analysis:

- Sea level rise in Bremerton is expected to increase between .15 feet and 2.15 feet by the year 2100, based on the three scenarios in the study (low-, moderate- and high-emission standards).
- By 2100, the number of extreme heat days are projected to increase by 17.1 days under a low-emissions scenario and 42.9 days under a high-emissions business-as-usual scenario.
- The annual average temperature will warm between 4.9°F and 8.5°F by 2100, and the maximum daily summer temperature will warm between 6°F and 10.5°F by 2100.
- Warmer waters for Kitsap County and the broader Puget Sound will have cascading impacts, including decreasing dissolved oxygen levels, increasing the likelihood of harmful algae blooms, and stressing marine species.
- By the 2080s, Puget Sound rivers will regularly exceed the thermal tolerance threshold for cold-water species, such as salmon and char, ranging from an average annual increase of a few days to 7.5 weeks
- Food insecurity will likely increase in the future, particularly for children, elderly people, Tribal and Indigenous peoples, outdoor laborers, homeless people, and people with chronic illnesses.
- Future climate change projections will likely affect current industries and businesses in Kitsap County, especially those dependent on natural resources.
- Future climate change will likely increase risks to disruption of transportation routes, wastewater systems, and other utilities.

**Mr. Jackson** provided a graph from the study, showing all of the reduction levels at the federal and state levels, as well as the remaining work to be done. The original goal was for emissions to be 80% lower than 1990 levels by 2050, but Washington State has since increased the goal to be 95%. He noted that about 47% of additional emissions need to be captured to meet the 80% goal. There was an Energy Summit on March 30<sup>th</sup>, where Kitsap Transit, Puget Sound Energy and the City of Bremerton hosted a panel to discuss the power needs within the County. Interesting feedback was that Puget Sound Energy aspires to have a 100% carbon-free electric supply or net zero emission by 2045. Kitsap Transit's goal is to have one-fifth of its bus fleet be electric by 2025, and funding is currently being sought for an all-electric ferry. The Puget Sound Energy representative noted that, as soon as they complete a load forecast (how much energy will be needed for the future), it will already be outdated and wrong due to new legislation and technology improvements.

**Mr. Jackson** reported that the Environmental Protection Agency (EPA) recently announced that there will be new Federal Vehicle Standards for light, medium and heavy-duty vehicles that will start as soon as model-year 2027. The EPA projects that electric vehicles (EVs) will account for 67% of new light-duty vehicle sales and 46% of new medium-duty vehicle sales by 2032 as a result of the rule changes.

**Mr. Jackson** reviewed that, per Washington State Regulations, the three components that must be included within the Environmental Chapter of the Comprehensive Plan are the Shoreline Master Program (SMP), Critical Area Ordinance (CAO) and House Bill (HB) 1181. HB 1181 was passed by both the House and Senate and is pending Governor Inslee's

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signature. He reminded the Commission that the SMP and CAO were both updated in 2021. He reviewed the three components as follows.

- **The Shoreline Master Program** applies to lands within 200 feet of the shoreline and includes three shoreline designations (Residential, Commercial and Multifamily), with varying uses and standards. The standards include buffers and setbacks from the shoreline, as well as vegetation preservation and conservation requirements within the buffers and shoreline jurisdiction.
- **The Critical Area Ordinance (BMC 20.14)** includes wetlands, critical aquifer recharge areas, frequently flooded areas, fish and wildlife habitat conservation areas and geologically hazardous areas. Property owners can use the Kitsap County Parcel Search to find out if there are critical areas on their property.
- **HB 1181**, if signed by Governor Inslee, would add a climate change and resiliency element to the list of elements that must be included within comprehensive plans and require jurisdictions to address the adverse impacts of climate change on people, property, and ecological systems, and identify actions the jurisdiction will take to reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). It would also have requirements for instituting processes for GHG emission reductions. Once the legislation is signed into law, the Department of Commerce would provide a model climate change and resiliency element and publish guidelines that specify a set of actions to reduce GHG emissions and per capita VMT reductions. In addition, the Department of Ecology would be required to update its Shoreline Master Program guidelines to address the impact of sea level rise and increased storm severity. The legislation would also require jurisdictions to include the State's Wildland Urban Interface (WUI) into comprehensive plans. This map is available on line. While it shows different varieties of Wildlife Urban Interface, they all have the same requirements. There would be additional fire-rating requirements in order to build a structure within the Wildlife Urban Interface areas. The City is awaiting additional guidance on how to implement these new requirements.

**Mr. Jackson** shared other recent legislation that has been adopted by the State to combat climate change:

- **Clean Energy Transformation Act (2019)**. By 2045, utilities must supply Washington customers with electricity that is 100% renewable or non-emitting with no provision for offsets.
- **Greenhouse Gas Emissions (GHG) Limits, Amendment (2020)**. This legislation was originally adopted in 2008 and required an 80% GHG emission reduction from 1990 levels. The legislation was updated in 2020 to change the mark from 80% to 95%.
- **Motor Vehicle Emission Standards Zero-Emission Vehicles (2020)**. Vehicles sold in Washington States are required to be zero-emission by 2035.
- **Climate Commitment Act (2021)**. This is a cap-and-invest program to reduce statewide GHG emissions. The industries that have clean, low emissions will receive credits that can be sold to high-emission producers.
- **Clean Fuel Standard Act (2021)**. Improves the efficiency of fuel production processes, production of low-carbon biofuels, and purchasing credits generated by low-carbon fuel providers.
- **Hydrofluorocarbons Emissions Reduction (2021)**. Transitions Washington away from using hydrofluorocarbons (or HFCs) in products and equipment. HFC emissions are even harder on the ozone layer than general GHG.
- **HB 1181 (April 2023)**. Adds a climate change and resiliency element to the list of elements that must be included within the comprehensive plans and other measures.

**Mr. Jackson** advised that the PSRC has provisions for the natural environment and climate change, as well. However, they use a different approach. The Regional GHG Emission Standard of 80% reduction by 2050 was established by the Puget Sound Clean Air Agency in 2017. The PSRC's position is to control GHG emissions by:

- **Land Use**. As seen in previous staff reports and presentations to the Commission, someone with a hybrid vehicle will drive more, and someone with an efficient heating system will cool their houses on more days. However, instituting land-use changes will permanently and positively affect the climate. For example, there will be fewer miles traveled and less GHG emissions if housing is built close to jobs and/or transit. The PSRC's strategy recognizes that if 65%

APPROVED

of the population growth is located near high-capacity transit areas and centers, this built-in land use will help with GHG emissions.

- **User Fees.** The PSRC recommends user fees for roadways and other infrastructure investments, but that probably won't affect Bremerton specifically. A local example would be the ferry system.
- **Transportation Choices.** The goal is to provide multimodal transportation systems that support equitable access to goods, services and amenities. Condensing the population and jobs into specific areas and providing different choices for transportation will result in lower GHG emissions.

**Mr. Jackson** advised that the Kitsap Regional Coordinating Council (KRCC) also has Countywide Planning Policies (CPPs) related to the natural environment and climate change that guide jurisdictions within the County. He specifically reviewed the following CPPs.

- **NE-1** Create a regional network of open space. A Regional Open Space Map from the PSRC was included in the Staff Report.
- **NE-2** Reduce impacts to vulnerable populations that have been disproportionately affected by environmental impacts.
- **NE-3** Conserve and enhance natural resources, critical areas, water quality/quantity, and environmental amenities while planning for and accommodating sustainable growth.
- **NE-4** Reduce levels of toxins, fine particles, and greenhouse gases released into the environment, especially through transportation activities.
- **NE-5** Protect water quality and quantity by reducing the amount of toxins and pathogens in our water supply.
- **NE-6** Protect, and where possible, restore the functions of natural habitat for listed species under the Endangered Species Act (ESA).
- **NE-7** Coordinate watershed and land use planning.
- **NE-8** Consider policies and actions to address climate change. There are a number of additional criteria in the CPPs that jurisdictions should consider implementing, as well.

**Mr. Jackson** summarized that the City is participating in these policies, whether through utility efforts or planning efforts with Kitsap jurisdictions. He reviewed that the City is already considering a number of changes to the Land Use Element to address climate strategies. These include locating forecasted populations at existing major transit stations and planned bus-rapid-transit routes from Bremerton to Silverdale and permitting additional compact housing types within the low- and medium-density residential zones. There is an inherent efficiency associated with multifamily structures, and people who live in them typically travel fewer vehicle miles than people who live in single-family homes.

**Mr. Jackson** reviewed that the existing vision of the Environmental Element is to "*Protect Bremerton's natural environment by meeting the needs of today's citizens without compromising the needs of future generations.*" He reviewed the following goals of the Environmental Element:

- **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.*
- **Goal E2. Earth.** *Preserve and enhance vegetation and earth resources.*
- **Goal E3. Water.** *Protect water resources for present and future generations.*
- **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.*

Next, **Mr. Jackson** shared examples of proposed revised goals and policies:

- **Goal E4. Air.** *Ensure Support compliance with ~~good~~ applicable federal, state, regional and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution and greenhouse gases in order to address impacts of climate change.* The City cannot "ensure" compliance with federal, state and regional standards, but it can "support" them. The word "good" was replaced with "applicable," as it is not up to the City to say whether a federal, state or regional standard is good. The last phrase was added at the end to meet a PSRC Checklist requirement.

APPROVED

- **Policy E3(O).** Assess potential vulnerabilities of the City's infrastructure to climate change impacts, such as flooding storm surge, sea-level rise, and land hazards. Support efforts to increase resilience of public services, utilities and infrastructure through coordinated planning. This would be a new policy to meet a PSRC Checklist requirement. The current Comprehensive Plan is a little light on recognizing that utilities need to plan for sea-level rise and climate change.
- **Policy E4(B).** Advocate and promote alternatives to single-occupancy vehicles, including ~~for~~ expansion of transit, telecommuting/teleworking where appropriate, and encourage car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategies for reducing vehicle-related air pollution.
- **Policy E4(F).** Consider purchasing policies and programs for clean and efficient fuels for City vehicles and equipment. This is a new policy to meet a PSRC requirement.
- **Policy E4(I).** Protect natural resources that sequester and store carbon such as wetlands, estuaries, stream buffers and urban tree canopy. There is a large push to add to the urban tree canopy where appropriate, and the City is interested in doing that as part of any applicable capital facility plan where it doesn't interfere with utilities and safety can be ensured.

**Mr. Jackson** reported that only one public comment as received since the Commission's last meeting. It was from **Joan Dingfield**, who indicated an interest in ensuring that the City's water-system planning meets the needs of the citizens. She also indicated interest in the future of Casad Dam. Staff advised her that the City has a Water Comprehensive Plan that plans for population forecasts.

**Mr. Jackson** advised that as part of ongoing public outreach to communicate widely with the public about the Comprehensive Plan update that staff made a presentation on the Comprehensive Plan Update to the Bremerton Rotary in March, and they will provide an update to the Kitsap Housing and Homelessness Coalition next week. Staff will also meet this week with the Suquamish Tribe to address their previous comments.

Once again, **Mr. Jackson** invited the Commissioners to consider public comments and provide staff with feedback on the revised Goals and Policies of the Environmental Chapter, with the understanding that more changes will be presented once the City receives additional direction from the Department of Commerce.

**Chair Tift** invited members of the public to address the Commission.

**Marla Powers, Staff for the Port Gamble S'Klallam Tribe**, requested information about the proposed bus-rapid-transit plan to connect Silverdale to Bremerton. She pointed out the location of the two Urban Growth Areas (Silverdale and East Bremerton), noting that the bus-rapid-transit line would cross an area that is not meant to be urban in nature. She wants the City to protect this area by not allowing it to be a UGA. She recalled a few reclassification requests from Kitsap County to build in that area. While she supports the bus-rapid-transit line, she wants to make sure they can save the non-developed corridor from development.

**Ms. Powers** referred to Policy E3(O) to assess potential vulnerabilities of flooding. Once a problem has been identified, she asked what action the City would take to protect people who have already constructed homes in areas that have become or are becoming a floodplain.

**Jim Cline, Interim Vice President of the Charleston Business District**, commented on the finding that 4% of the pollution is caused by refrigerants. He recalled that some time ago, the Sacramento Utility District created a rebate program that resulted in a huge increase in sales of energy-efficient refrigerators. He suggested this approach could be used by the City to encourage people to replace non-energy-efficient appliances.

**Mr. Cline** commented that the City's efforts are very similar to what was discussed at a county meeting he recently attended, that 75% percent of the growth is to be in the Urban Growth Areas. He reminded them that the Charleston District is a very unique asset for the community. It has room to grow and provide more housing, and it is one of the very few areas where additional housing could be built without causing issues with transportation to the Navy base. He expressed his belief that the staff and Commission are doing an outstanding job on a variety of complex issues, and he looks forward to being able to provide further comments going forward.

APPROVED

As no one else indicated a desire to comment, **Chair Tift** closed the public comment portion of the workshop.

**Commissioner Coviello** said he has lived in a lot of places that have vehicle emission standards that are enforced, but this isn't currently available in Washington State. He pointed out how dirty some vehicles are and how noisy it is to walk along the City's arterials. For people who are sensitive to noise, it can be overwhelming. He raised concern that people would be exposed to even more emissions if they concentrate growth along the corridors. While he recognized the City cannot legally enforce emission standards for vehicles, he asked if they could at least acknowledge that there is air pollution at the street level even if the City's doesn't exceed the Environmental Protection Agency (EPA) standards. While outdoor burning is allowed in the City in a very restricted fashion, **Commissioner Coviello** also observed that much of it violates the Fire Department's regulations or guidance. People are burning trash, brush, etc., and the only real enforcement mechanism is to call 911 and the Fire Department. Just last night, he was unable to open the windows in his house.

**Commissioner Mosiman** commented that despite the City's Environmental Goals and Policies that stress the need to cut back on air pollution, the Commission approved drive-through businesses. He did not support the change, as the use will result in increased emissions and noise. He cautioned that the Commission needs to consider the long-term impacts of the decisions they make and how they will impact future generations. The updated Comprehensive Plan will be good for more than 10 years, and it is unlikely any of them will still be serving the City when the next major update occurs. What they decide to do with the plan will be applicable past their tenure.

**Commissioner Mosiman** referred to the proposed change to Goal E4 that would replace "ensure" with "support." He asked staff to share why they are recommending this change given that "ensure" is a much stronger term. **Mr. Jackson** pointed out that, in addition to Federal and State and regional Air Quality Standards, there are other jurisdictional authorities, such as the Puget Sound Clean Air Agency, that might be enforcing a particular standard. At times, the City may be in a supportive roll rather than being the jurisdictional authority. **Commissioner Mosiman** responded that, while the policies don't originate in Bremerton, the City has a responsibility to ensure compliance. He proposed they retain the word "ensure."

**Commissioner Mosiman** referred to Policy E4(B), which calls for limiting or reducing vehicle trips. He asked why it would only apply to single-occupancy vehicles. **Mr. Jackson** said this policy is consistent with the PSRC's requirement for reducing single-occupancy vehicles. Of the emissions produced regionally, 70% are attributed to single-occupancy vehicles. The PSRC is specifically calling out single-occupancy vehicles as a problem that needs to be rectified. **Commissioner Mosiman** said he understands that the policy is consistent with PSRC standards. However, this is a City of Bremerton document. If it is a worthwhile policy to apply to single-occupancy vehicles, it should also be worthwhile to apply to all passenger vehicles.

**Commissioner Mosiman** referred to Policy E4(J), which calls for supporting regional and State efforts to electrify the transportation system. While he agrees with this policy, he suggested that the City should take some responsibility rather than simply supporting regional and State efforts. For example, the City could take some responsibility for providing charging stations for electrical vehicles. **Director Spencer** responded that the only utilities the City runs are stormwater, water and sewer. The City is not an electric utility, and it doesn't have the expertise in house to create that kind of infrastructure. She understands Commissioner Mosiman's concern that the City needs to do everything possible to make sure that infrastructure is in place, but she isn't sure the City is prepared to enforce this type of policy. **Commissioner Mosiman** commented that the Comprehensive Plan policies do not commit the City to taking a specific action, but they can point the City in the right direction. He expressed his belief that the policy should also say that the City promotes the development of electrical infrastructure (private, City or other) to support charging stations for electric vehicles. The current policy language is insufficient.

**Director Spencer** referred to Ms. Powers' comment regarding the Urban Growth Areas (UGAs) and said she has advocated for years to keep the Silverdale and Central Kitsap UGAs separate as there are some important environmental features in this area such as Barker Creek. While the City is not in a position to make this decision, it has been a staunch advocate to make sure the two UGAs do not push up against each other. The City will continue to provide comments to Kitsap County and encourage others to do so, as well. **Mr. Jackson** shared a map to illustrate the location of the two UGAs, as well as the proposed bus-rapid-transit line. He explained that the development that would occur in the UGAs would be urban in nature, but the area within the urban/rural separator would not see urban development. Again, **Director Spencer** emphasized that the City will not be making the final decision, so the public should pay close attention to what Kitsap County is planning for the UGAs to ensure that the Barker Creek corridor continues to be protected.

APPROVED

**Mr. Jackson** referred to Ms. Powers' question about Policy E3(O) regarding frequently-flooded areas. He explained that the City doesn't have any housing relocation programs, but the Federal Government requires homeowners within floodplains to have Federal Emergency Management Agency (FEMA) flood insurance. There are also special International Building Code requirements that are fairly cost-prohibitive and meant to steer people away from building in these areas. He invited Ms. Powers to contact him for further clarification as needed.

**Commissioner Pedersen** referred to Goal E1(R), and said it would be great if this policy could explicitly call out support for development of a countywide, nonmotorized trail system. One of the most impactful ways to encourage cycling and walking in the County would be to support the nonmotorized trail network that was envisioned about a decade ago but hasn't gone anywhere. He noted that Bremerton occupies an important place in the middle of a long, skinny county, and they must be a part of any meaningful trail network. **Mr. Jackson** said trail networks are addressed in the Parks, Recreation and Open Space (PROS) Plan, as well as the nonmotorized plan for transportation. City services, including parks, will be addressed at the May Planning Commission Meeting, and the transportation and the nonmotorized plan will be addressed in June. That being said, there is nothing to prohibit the Planning Commission from considering it as a potential policy in the Environmental Element, as well. **Commissioner Pedersen** indicated support for including it as a policy in the Environmental Element, noting that planning for the nonmotorized trail has started and stalled over and over.

**Commissioner Wofford** noted that light pollution, which is becoming more of a concern and a political issue, isn't currently addressed elsewhere in the Comprehensive Plan and could be addressed in the Environmental Element. City Council has taken action on little things that help, such as replacing all of the streetlights with LEDs that point down rather than up, but they need to encourage developers to do the same. **Chair Tift** noted that Policy E2(H) calls for adopting lighting standards to prevent light pollution. He suggested that "prevent" is a strong word, and perhaps "minimize" would be better. **Director Spencer** said there are a lot of regulations that talk about putting guards on lights to make sure light doesn't spill off onto adjacent properties, but Commissioner Wofford's comments refer to pollution that goes upward. The word "pollution" generally refers to light spilling onto adjacent properties, and perhaps Policy E2(H) could be modified to specifically address lights that point up and impact the sky. The Commissioners concurred.

**Commissioner Coviello** asked if the Commissioners and/or staff are interested in pursuing a noise goal and/or policy. It is important to acknowledge that the City has a transportation noise problem. He noted that State law has an 80-decibel limit at the tailpipe, but the State is choosing not to enforce it. He suggested that they at least acknowledge that it is an issue, and can have an impact on some citizens, particularly those with mental illnesses. **Director Spencer** agreed they could include a policy in the Comprehensive Plan, but it can't be enforced unless the City Council passed an ordinance to do so.

**Commissioner Mosiman** said that, generally, he would support a noise ordinance that includes loud vehicles, but he understands there would be enforcement issues. He asked how this is addressed in the City's current noise ordinance. **Commissioner Coviello** asked if the Comprehensive Plan could set the framework for legislation at the State level. He recognized that the City has limited resources. Trying to attack the homeless problem with just the City's resources won't have a significant impact, but that doesn't mean there shouldn't be policies related to homelessness in the Comprehensive Plan. Long-range planning efforts typically include things that cannot be accomplished in the short-term, but perhaps someone at a higher level can take on the task. **Commissioner Pedersen** said he supports that idea. The Comprehensive Plan Update is a broad vision and goal setting exercise, so they should be able to include a policy that supports a future vehicle noise ordinance. **Director Spencer** said she also likes this ideology, but she pointed back to Mr. Jackson's opening comments describing how the Growth Management Act, PSRC Vision 2050 and Countywide Policies all shape the City's Comprehensive Plan. The purpose of the Comprehensive Plan isn't to set the framework for amending State Legislation; it is meant to shape the City's development regulations.

**Vice Chair Rich** read Policy E1(E), which reads "*Encourage Environmentally Sensitive Businesses and Practices.*" The policy includes a sub-bullet that reads, "*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.*" She explained that the policy calls attention to businesses that use green building techniques or practices, but it also implies that the City would perhaps be interested in incentivizing businesses that are in the "green" business. She suggested the policy could use a little more attention and potential revision. **Director Spencer** said there are a number of policies where the sub-bullets do not actually provide the intended clarity. She agreed to give the policy more attention based on Vice Chair Rich's comment.

APPROVED



**Chair Tift** referred to Goal E4 and asked for additional feedback from the Commissioners regarding the use of “support” versus “ensure.” He reviewed that he likes “support,” but Commissioner Mosiman prefers “ensure.” **Commissioner Coviello** said he prefers “support” since the City, for the most part, doesn’t have the ability to enforce air quality. **Commissioner Flemister** said she also prefers the word “support.” In the end, four Commissioners indicated a preference for “support” and three Commissioners preferred “enforce.”

**Chair Tift** also referred to Policy E4(B), recalling Commissioner Mosiman’s request that it apply to all passenger vehicles and not just single-occupancy vehicles. He pointed out “single-occupancy” would essentially cover all vehicles. For example, a carpool vehicle is still a single-occupancy vehicle even if there are two people in it. **Commissioner Wofford** said he thinks the term defines the use and not the design of the vehicle. **Chair Tift** agreed that a single-occupancy vehicle is any vehicle with one person in it. **Director Spencer** emphasized that the policy calls for advocating and promoting alternatives to single-occupancy vehicles. If the policy is changed to apply to all passenger vehicles, it would no longer encourage carpooling. She noted that “single-occupancy” is standard language used across the multicounty planning policies, etc. **Commissioner Mosiman** agreed with Director Spencer’s clarification, but he felt the same thought should be applied to vehicles, in general. The City should encourage ways to reduce all vehicle trips. **Director Spencer** agreed to review the Environmental Chapter looking for policies that talk about reducing vehicle usage in general, as Commissioner Mosiman’s concern may already be covered elsewhere.

**Chair Tift** asked how the policies were crafted. Are they a combination of existing policies and the policies mandated by the State and County? **Mr. Jackson** said the Washington State Department of Commerce and PSRC have provided checklists of what needs to be included in Comprehensive Plans. **Director Spencer** pointed out that the underlined and struck-out language represents changes to the existing policies. She reminded them that more recent legislation may require additional changes as part of the update.

## **BUSINESS MEETING**

### **Chair Report**

**Chair Tift** said he appreciated the great dialogue the Commissioners had over the goals and policies that were presented to them. He also appreciated the public comments that were received.

### **Director Report**

**Director Spencer** did not have any items to report.

### **Old Business**

There was no old business.

### **New Business: Planning Commission Delegate Selection for the Community Development Block Grant (CDBG) Review Committee**

**Director Spencer** reviewed that, each year, the City receives federal funding from the Community Development Block Grant (CDBG) program, and the funds are allocated through a committee comprised of citizens, City staff and one Planning Commissioner. In the past, Commissioners Wofford and Pedersen have accepted this responsibility, and they are now looking for a Commissioner to serve on the 2023 committee. She explained that the process involves evaluating and scoring applications for the grant funds in August, with interviews set for August 29<sup>th</sup> through August 31<sup>st</sup>. However, the interviews are usually completed in just one day. The interviews will be conducted via zoom, and staff will provide training to all of the committee members.

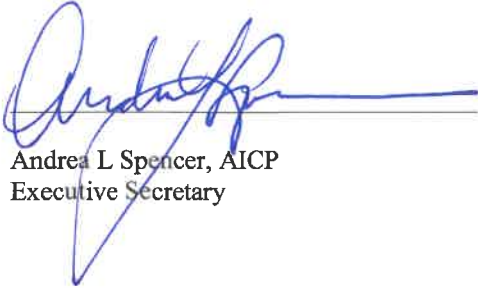
**Chair Tift** volunteered to serve on the committee for 2023, and **Commissioner Pedersen** agreed to serve as the backup representative.

APPROVED

**ADJOURNMENT**

The meeting was adjourned at 7:07 p.m.

Respectively Submitted by:



Andrea L Spencer, AICP  
Executive Secretary



Rick Tift, Chair  
Planning Commission

**APPROVED**