Bremerton2044

PUGET SOUND INDUSTRIAL CENTER–

Bremerton Manufacturing/Industrial Center

SUBAREA PLAN

June 16, 2025

Acknowledgements

The 2024 Comprehensive Plan is dedicated to the engaged neighbors and neighborhoods of Bremerton.

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BHC Consultants– Water System Plan

CITIZENRY

Thank you to the many citizens who attending meetings and hearings, completed surveys, spoke to us at community events, and submitted comments. We appreciate the engagement, and your input helped shape this plan and the future of Bremerton.

SUQUAMISH TRIBE LAND ACKNOWLEDGMENT

> Every part of this soil is sacred in the estimation of my people. Every hillside, every valley, every plain and grove, has been hallowed by some sad or happy event in days long vanished.
>
> **Chief Seattle, 1854**

We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the suq̓ʷabš “People of Clear Salt Water” (Suquamish People). Expert fisherman, canoe builders and basket weavers, the suq̓ʷabš live in harmony with the lands and waterways along Washington’s Central Salish Sea as they have for thousands of years. Here, the suq̓ʷabš live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.

ANCESTRAL LANDS OF THE COAST SALISH

Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples, who live around the Salish Sea in what is now Washington State and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and legacy of respect for the land and natural resources. These sovereign tribal nations enrich the region through environmental stewardship, cultural heritage, and economic development, and collaborate with local governments to shape the region’s future.

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SECTION 1.0

Overview

1.0 Puget Sound Industrial Center – Bremerton Overview

Introduction

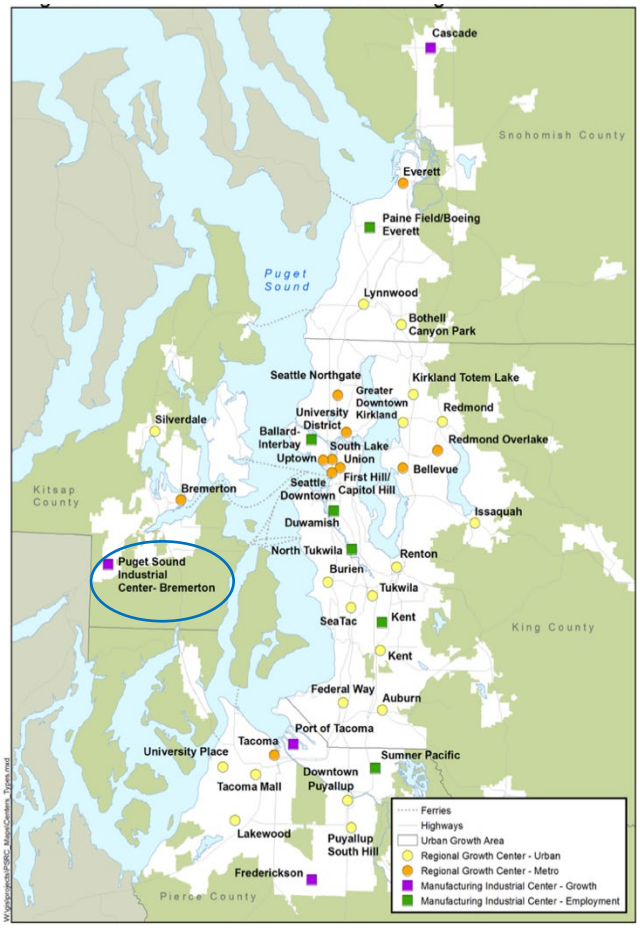
Puget Sound Industrial Center- Bremerton (PSIC-B) (previously designated as South Kitsap Industrial Area (SKIA), located in southwest Bremerton, contains about 3,246 acres planned for industrial development and use. Within the Puget Sound region, PSIC-B is recognized as an important industrial employment center (Exhibit PSCI-1).

The Puget Sound Regional Council's (PSRC) Vision 2050 Plan has designated PSIC as one of ten Manufacturing/Industrial Centers (MICs) in the region. VISION 2050 recognizes MICs as important employment locations that serve both current and long-term regional economic objectives and calls for the provision of infrastructure and services in MICs necessary to serve intensive manufacturing and industrial activity. In 2008, following annexation of the majority of the PSIC subarea, the City began planning for PSIC with an amendment to the Comprehensive Plan ~~to~~ and added PSIC as a new type of center.

In 2010, the City successfully obtained a Climate Showcase Communities Grant from the US Environmental Protection Agency to complete a Subarea Plan and Planned Action EIS. Key project objectives include economic development and job creation; protection of natural systems, reductions in greenhouse gas emissions and more sustainable development patterns and buildings; and development of innovative and sustainable infrastructure.

A market study for PSIC-B was undertaken in 2023 with three key aims: to assess the subarea plan consistency with PSRC's 2018 Centers Framework and VISION 2050, to fulfill requirement that a market study be undertaken for MIC's not meeting PSRC's employment target, and to identify revisions to the subarea plan needed to ensure consistency with regional policies. The PSIC-B Subarea Plan was updated in conjunction with the City's 2024 Comprehensive Plan periodic update effort, and informed by the PSIC Market Study, PSRC's 2018 Centers Framework, and VISION 2050.

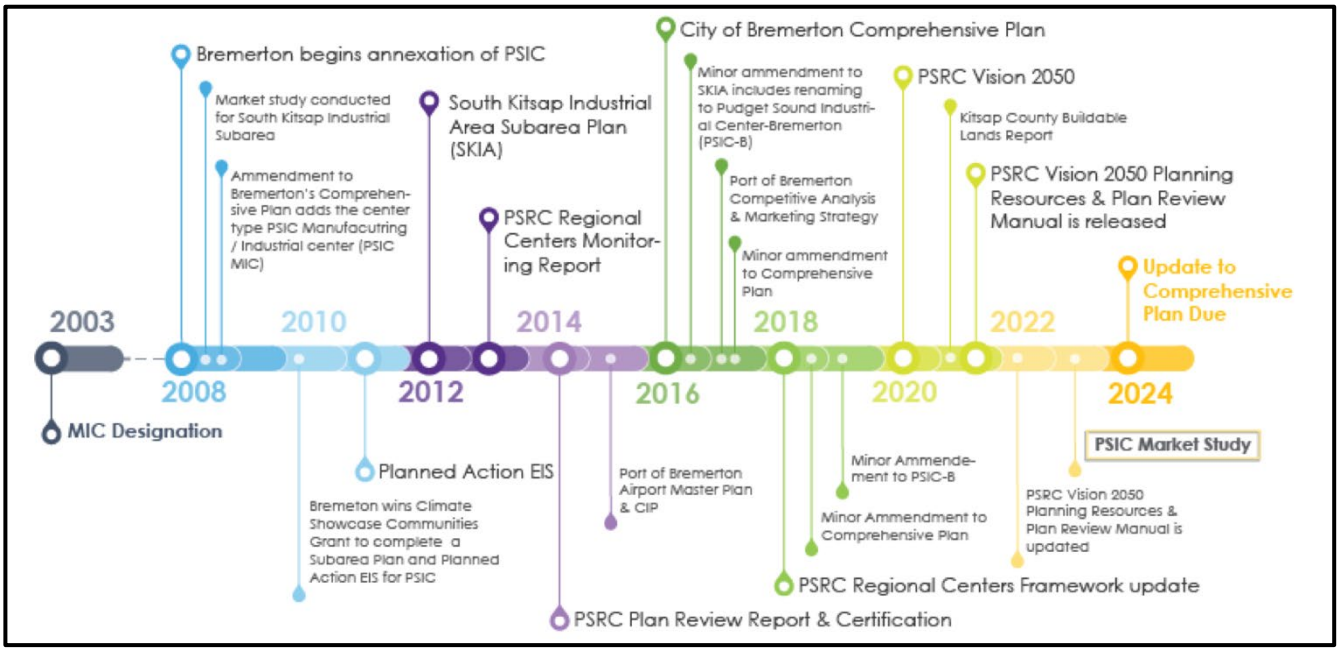
Exhibit PSIC-1: PSRC Regional Growth Centers



Source: Puget Sound Regional Council

Exhibit PSIC-2 below provides historical context for the PSIC-B Manufacturing/Industrial Center.

Exhibit PSIC-2 Planning and Policy Guidance Timeline, 2003-2024



Source: Community Attributes, Inc (CAI), 2023

PSIC-B's Regional Role

In the four-county central Puget Sound region (King, Snohomish, Pierce and Kitsap), local governments have collaborated through the Puget Sound Regional Council (PSRC) to establish a Regional Growth Strategy, contained in VISION 2050. VISION 2050 addresses a spectrum of land use planning issues, including aligning transportation investments with rates of development, involving diverse voices in planning, community design, and preserving special land uses. Each of these is important for achieving the Regional Growth Strategy that accommodates most new growth in urban centers throughout the region while supporting and enhancing existing communities.

VISION 2050 envisions a future where the region:

- Maintains a stable urban growth area
- Focuses the great majority of new population and employment within urban growth area; within the urban growth area, focuses growth in cities
- Maintains a variety of community types, densities, and sizes
- Achieves a better balance of jobs and housing across the region
- Creates and supports centers to serve as concentrations of jobs, housing, services, and other activities within cities
- Builds transit-oriented development around existing and planned infrastructure
- Uses existing infrastructure and new investments efficiently

PSRC's VISION 2050 Regional Growth Strategy Centers Framework identifies two types of regional manufacturing/industrial centers – industrial employment and industrial growth centers. These centers preserve lands for living-wage jobs in basic industries and trade and provide areas for employment to grow in the future. Manufacturing/industrial centers provide economic diversity, support national and international trade, and offer higher-than-average wages. These centers can also generate substantial revenue for local governments, depending on the types of industrial land uses. Infrastructure and services should be provided to preserve and expand existing MIC centers and restrict incompatible land uses. PSRC's Regional Centers Framework calls for strictly limiting commercial uses and residential uses are not appropriate.

Manufacturing/industrial centers have different characteristics, and mobility needs than regional growth centers. For example, transit may not be viable for all types of manufacturing/industrial centers, and identifying transportation demand management strategies, such as carpool/vanpools, can help reduce congestion impacts regardless of transit access.

PSIC-B is designated as an Industrial Growth Center, as an area with regionally significant manufacturing and industrial land uses are concentrated, preserved and poised for expansion. Industrial Growth Centers have significant value to the region and potential for future job growth. Under this designation, it is the intent of PSIC to continued growth of industrial employment and preserve industrial land base for long-term growth and retention.

Under PSRC's Centers Framework, an Industrial Growth Center should be:

- Minimum size of 2,000 acres
- Existing jobs of 4,000 and planned capacity for 10,000
- Minimum 50% industrial employment
- At least 75% of land area zoned for core industrial uses
- Industrial retention strategies in place
- Serve a regional role
- If within a transit service district, available or planned transit service, or if outside, documented commute trip reduction strategies.

The Kitsap Countywide Planning Policies (CPPs), which address growth management topics at the countywide scale, echo the PSRC growth strategy of directing growth into urban centers throughout Kitsap County. PSIC is identified specifically as a Manufacturing/Industrial Growth Center in the Kitsap CPPs.

Vision 2050 contains the following key industrial and employment land use policies. A full list can be found at the PSRC website (Vision 2050):

- MPP-DP-50 Protect industrial zoning and manufacturing/industrial centers from encroachment by incompatible uses and development on adjacent lands.

- MPP-Ec-1 Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted towards businesses that provide living-wage jobs.

- MPP-Ec-2 Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.

- MPP-Ec-3 Support efforts to retain and expand industry clusters that manufacture goods and provide services for export, increasing capital in the region.

- MPP-Ec-5 Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.

- MPP-Ec-16 Ensure that economic development sustains and respects the region's environment and encourages development of established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.

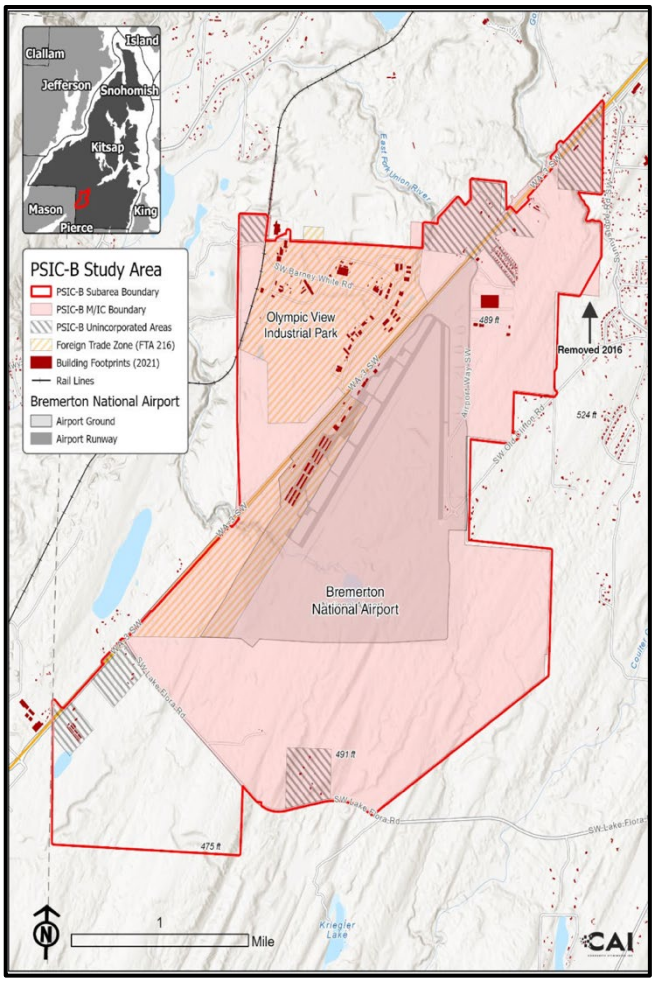
- MPP-Ec-22 Maximize the use of existing designated manufacturing/industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.

The City understands its responsibility with PSIC-B as a PSRC designated Industrial Growth Center. The 2024 Subarea Plan update is aligned with regional plans and policies of PSRC's VISION 2050 and Kitsap Countywide Planning Policies as described above. Building on the strong foundation provided by these regional policies, this Subarea Plan refines goals and policies to provide guidance for future growth and continued economic vitality in the Center.

PSIC's Summary

The Puget Sound Industrial Center – Bremerton (PSIC-B; formerly the South Kitsap Industrial Area) is located about nine miles southwest of the Puget Sound Naval Shipyard on Highway 3, was first designated by PSRC in 2003. After a market study conducted in 2008, and after most of the land in the future Subarea was annexed by the City of Bremerton in 2009, the City (w ith a Climate Showcase Communities Grant from the US Environmental Protection Agency) hired consultants to create the Sustainable SKIA (now PSIC-B) Subarea Plan (SAP) and planned action EIS, which were adopted in 2011-12.

Exhibit PSIC-3: PSIC-B Subarea Plan Area



Source: City of Bremerton, 2018-2023; PSRC, 2023; Port of Bremerton, 2023; CAI, 2023

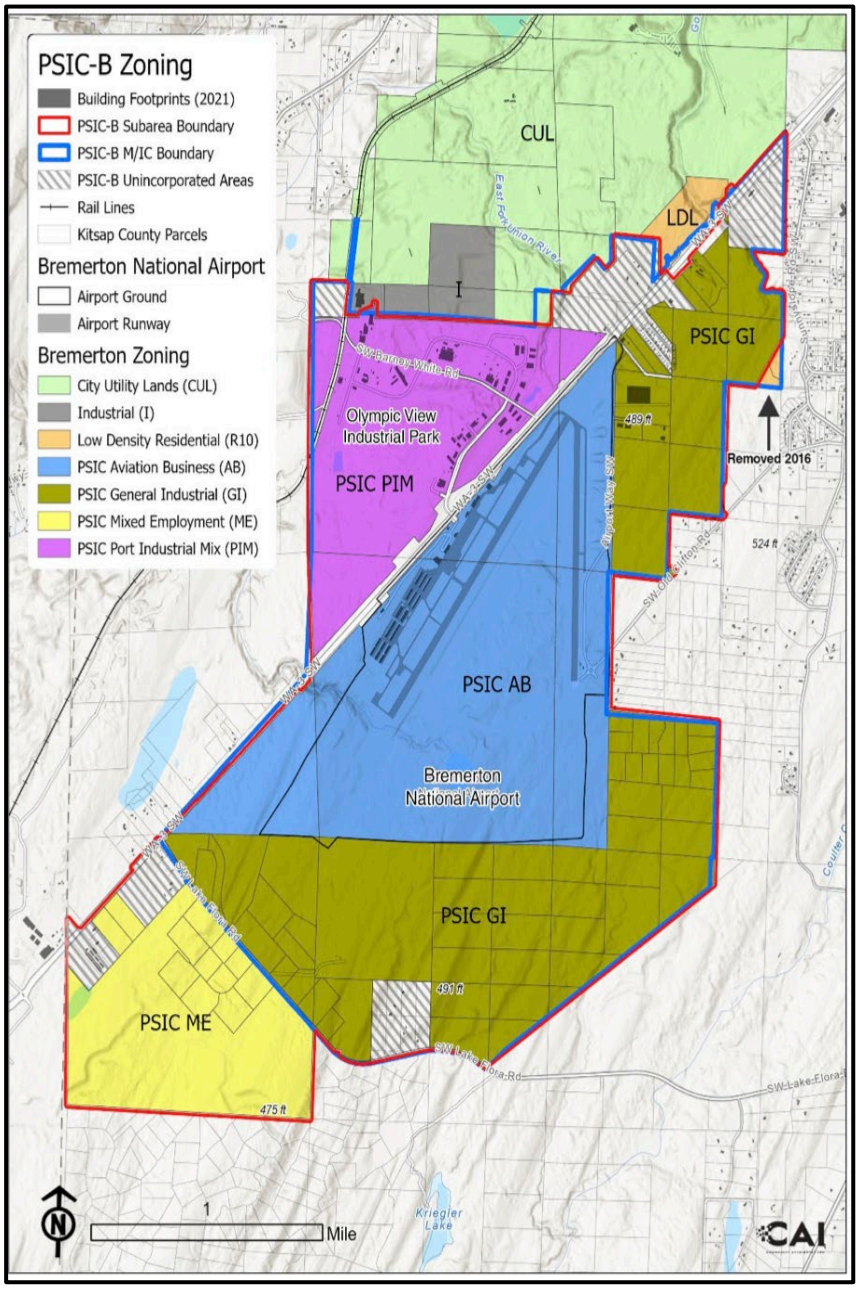
The original subarea plan established the vision and policies for growth for PSIC-B and fulfilled PSRC planning requirements at the time. While still a relatively low employment density industrial area, PSIC-B has since grown substantially and when PSRC's Regional Centers Framework was updated in 2018, PSIC has been classified as an "Industrial Growth" type MIC by PSRC.

While most of the Subarea has been incorporated by the City of Bremerton, a handful of unincorporated pockets still exist within the official subarea boundaries (Exhibit PSIC-3). The MIC boundary, as originally adopted, also does not include the Subarea portion to the southwest of Lake Flora Road. In 2016, a small triangular portion of the Subarea was removed and re- designated non-industrial in a Comprehensive Plan amendment, and an updated zoning map for the Subarea was adopted to replace the original. In 2018, an adopted ordinance altered the subarea plan to allow for gravel pavement in certain areas.

The size of the PSIC-B Subarea is 3,759 acres, while the size of the designated MIC is 3,246 acres. PSIC-B is bounded by the unincorporated Sunnyslope neighborhood to the east, by Belfair in Mason County to the southwest, and by the Olympic View Sanitary Landfill bordering the industrial park on the west. No change in the Center boundary is proposed in this subarea plan.

PSIC-B has become home to numerous regionally significant employers, especially in the maritime and logistics industries, including SAFE Boats, Amazon, Electric Boat, Triton Marine, and others. At the same time, a great deal of vacant land available for growth still exists across large swaths of the Subarea. Most of the industrial activities in the Subarea are in the Port of Bremerton's Olympic View Industrial Park in the corner of the Subarea northwest of the Bremerton National Airport. The Port operates both the industrial park and the airport, and portions of both comprise one area of Foreign Trade Zone #216 – a free-trade zone that conveys significant cost savings to producers located there. A master plan and capital improvement plan (CIP) was completed for the Bremerton National Airport in 2015 by the Port.**PSIC's Land Use and Zoning**

Exhibit PSIC-4: PSIC-B Zoning



Source: City of Bremerton, 2023; PSRC, 2023; CAI, 2023

The total acreage by each City of Bremerton PSIC-B zoning category present in the incorporated part of the Subarea is summarized in Exhibits PSIC-4 and 5. All zoning in the PSIC-B Subarea and MIC allows industrial uses. It should be noted that six unincorporated "islands" remain within the Subarea boundary; these areas, while currently zoned by the county Urban Industrial (UI), will assume the corresponding City of Bremerton PSIC-B zoning category upon their annexation, which may occur in coming years.

For the area within the MIC boundary only, these acreages remain the same, except that the PSIC-ME zone and acreage, and two of the unincorporated islands along Highway 3, are not included; thus the total MIC acreage is 2,966.6 acres. An additional 92 acres of land zoned Industrial (I) borders the PSIC-B directly to the north of Olympic View Industrial Park, with 16 of these acres belong the Port and contiguous with its Olympic View tract. Finally, the triangular parcels totaling approximately 7 acres removed from the Subarea by amendment in 2016 were re-zoned Low Density Residential (R10).

Exhibit PSIC-5: PSIC-B Subarea Zoning

Zoning Districts	Jurisdiction	Description	Acres
PSIC-AB	Bremerton	Aviation Business	1,134

PSIC-GI	Bremerton	General Industrial	1,274
PSIC - ME	Bremerton	Mixed Employment	423
PSIC - PIM	Bremerton	Port Industrial Mix	504
UI	Kitsap County	Urban Industrial	247.2
		Total	**3,582**

Source: City of Bremerton, 2023; PSRC, 2023; CAI, 2023

The PSIC-B subarea has four zoning districts, each playing a crucial role in guiding land use and supporting the plan's overarching objectives to protect Bremerton National Airport from incompatible land uses and set aside space for industrial uses and development.

The first and most abundant zone in the PSIC-B area, covering 1,274 acres, is the General Industrial (GI) zone. It is designed to promote a wide range of light and heavy industrial uses, complemented by compatible support retail and service activities. It is primarily located south and east of the Aviation Business (AB) zone. Made up of the 1,134 acres including and surrounding the Bremerton National Airport, AB provides designated areas for aviation- related business as well as manufacturing and supportive service. Non-aviation industrial uses are also allowed in AB, provided they do not involve significant outdoor operations and include measures to reduce potential negative impacts.

The Port Industrial Mix (PIM) zone, found northeast of the AB zone, just across SR-3, accommodates a wide range of uses including light industrial, supporting retail and service uses, and even government or compatible recreational. Making up just over 500 acres in the PSIC-B area, PIM aims to encourage a business park. While it encourages light industrial activities, it also allows for heavy industrial uses, provided they include measures to mitigate potential negative impacts.

Finally, the Mixed Employment (ME) zone, consisting of 423 acres, aims to create a blend of commercial, office, and light industrial uses just outside the boundaries of the MIC. Heavy industrial, while not prohibited, is discouraged in the ME zone. It prioritizes a more pedestrian-friendly environment, and while light industrial activities are allowed, they must occur within enclosed buildings.

The PSIC-B subarea also establishes an Airport Compatibility Overlay (ACO). Its intent is to safeguard the long-term viability and functionality of Bremerton National Airport by discouraging incompatible land uses and requiring a thorough evaluation of potential safety impacts associated with land uses in close proximity to the airport. The ACO can be further divided into distinct airport compatibility zones. These zones represent areas surrounding the airport that may be affected by airport operations, such as exposure to lights, noise, vibration, or an increased aircraft crash hazard. In total, there are six compatibility zones, each corresponding to a specific phase of the airport traffic sequence and carrying an associated level of crash risk.

Sensitive land uses are strongly discouraged within Zones 1 to 4, which directly experience the impacts of take-off and landing procedures. Zone 1, designated for arriving aircraft, and Zone 2, assigned to departing aircraft, present the highest crash risk within the overlay. Zone 3 lies within the inner aircraft turning zone, while Zone 4 is situated along a direct line from the ends of the runway. Structures within Zone 4 must adhere to regulated height limitations to prevent interference with landing or departing aircraft.

Development within the ACO must take on several other considerations as well, foremost being adherence to the regulations set forth by the Federal Aviation Administration (FAA). Any development within the ACO must also avoid disturbing airport operations. Finally, all applicants intending to undertake work within Zones 1 through 6 of the ACO are required to consult with the Port of Bremerton. This collaborative process ensures that development activities within the designated zones align with the airport's safety requirements and operational considerations.

Industrial and warehousing and forest and timber account for 89% of the subarea's generalized land uses, at 46% and 43% respectively (Exhibit PSIC-6). The industrial and warehousing land uses reflect the aviation business and industrial mix zones, where Bremerton National Airport and Olympic View Industrial Park are

located. The forest and timber land uses reflect the general industrial zones. Undeveloped land makes up 5% of the subarea and generally is located within the unincorporated areas.

The industrial and warehousing generalized land uses are composed of general warehousing (Olympic View Industrial Park) and aircraft transport (Bremerton National Airport), at 32% and 65% respectively (Exhibit PSIC-7). Generalized forest and timber land uses primarily consist of CU timber and forest land, at 33% and 67% respectively.

Exhibit PSIC-6: PSIC-B Generalized Land Uses, 2023

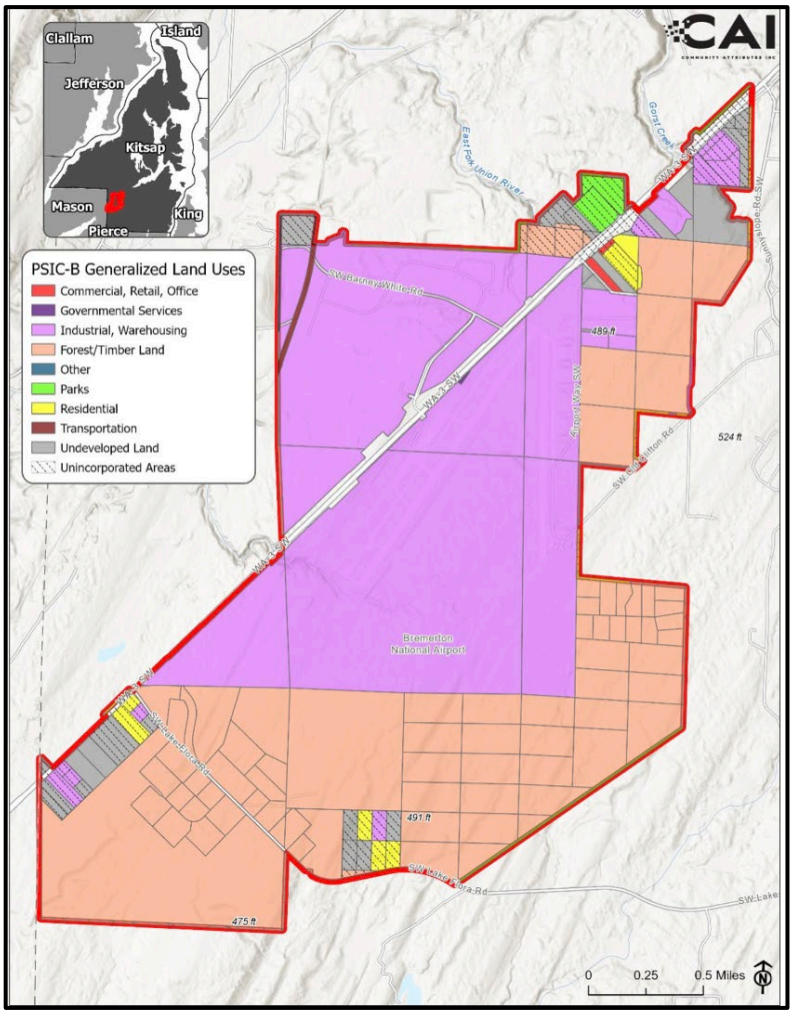
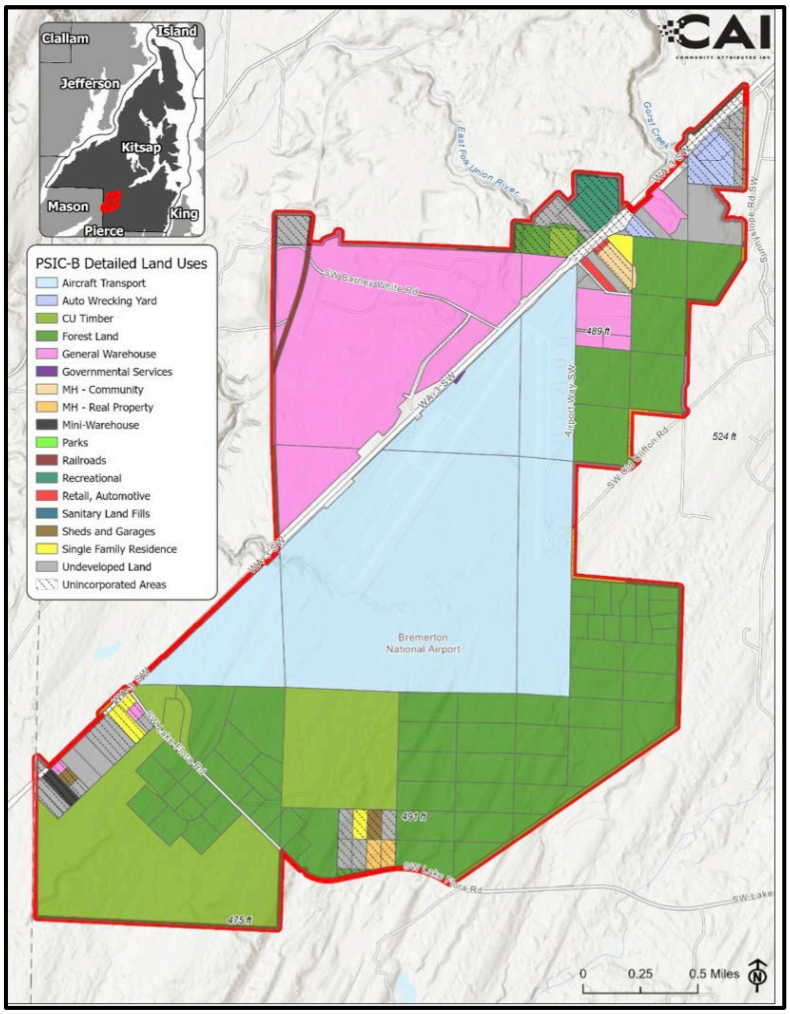


Exhibit PSIC-7: PSIC-B Detailed Industrial Land Uses, 2023



Source: Kitsap County Open Data Portal, 2023; CAI, 2023

PSIC-B Transportation Network

Two recently completed roundabouts were constructed within the PSIC-B Subarea; one at the intersection of Highway 3 and Bree Dr and the other at the intersection of Airport Way SW and Bree Dr (Exhibit PSIC-8). Roundabouts provide several benefits in safety concerns, construction costs, and traffic conditions, including lower incidences of car and pedestrian/bicycle crashes, reduction in yearly maintenance costs, and increase in traffic capacity for the intersection.

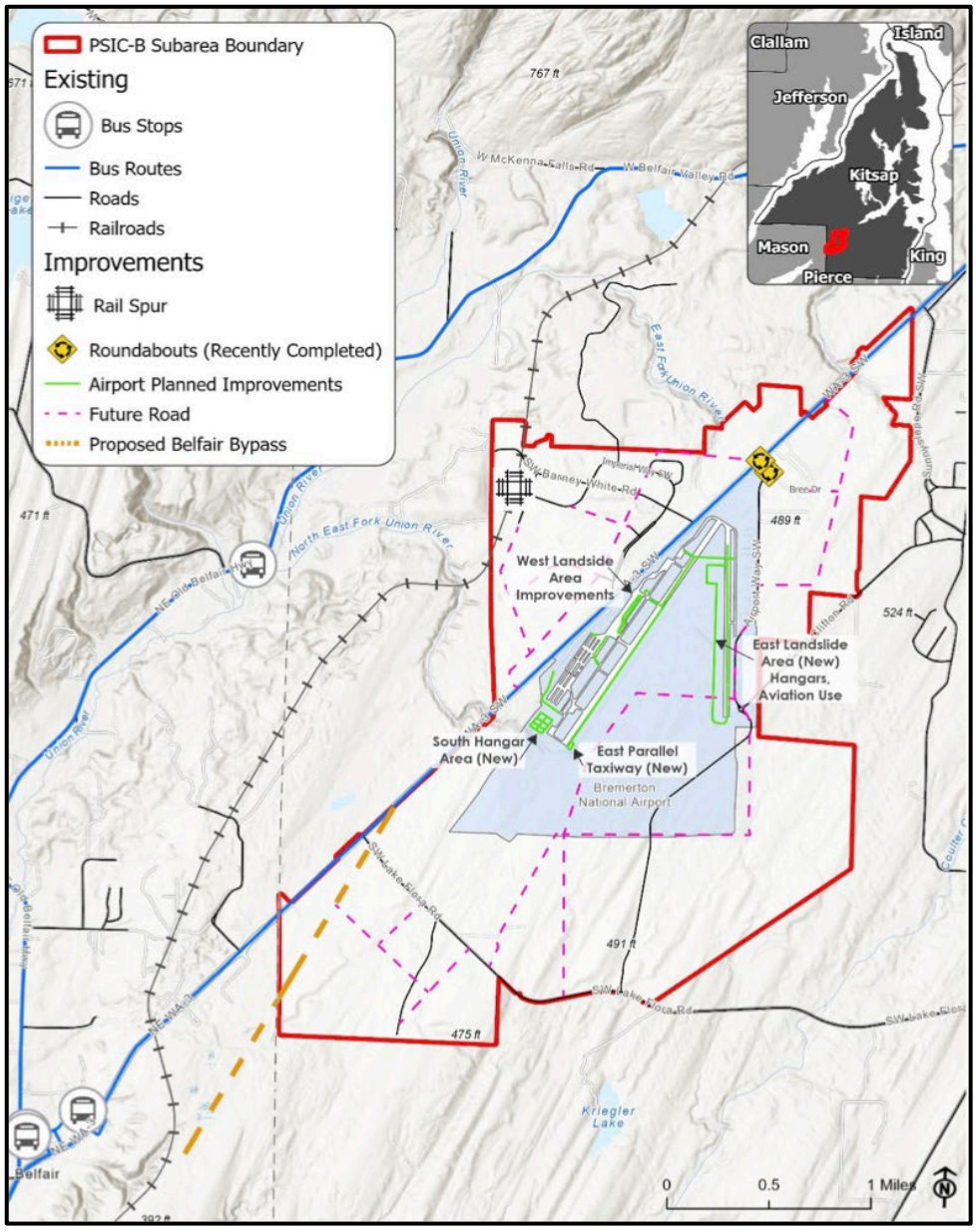
A railroad spur was constructed near the intersection of Constance Dr SW and SW Barney White Rd. This railroad spur can help link the PSIC-B PIM and PSIC-B CUL zones more efficiently and also serve as temporary railcar storage.

Bus routes run through PSIC-B Subarea but do not have stops along the route. The two nearest stops for the subarea are Old Belfair Highway at the Bear Creek Store and Roy Boad Park and Ride, north and southwest of the airport respectively.

There are several planned improvements within the subarea, including airport improvements and new construction features, future roads, and the proposed Belfair Bypass. There are three planned new additions and one existing improvement to the Bremerton Airport. Based on Bremerton's National Airport Master Plan, the west landside area improvements will accommodate 48 small aircrafts, replace underground aviation fuel storage tanks, and will include additional reconfigurations to meet FAA standards.

The new east landside hangar will be used as conventional and multi-unit storage to accommodate business and commercial tenants, will have a new taxiway access from the north end of the runway and to sections of Airport-Industrial Way, and there will be utility and stormwater improvements.

Exhibit PSIC-8: PSIC-B Local Transit & Transportation Network and Improvements, 2023

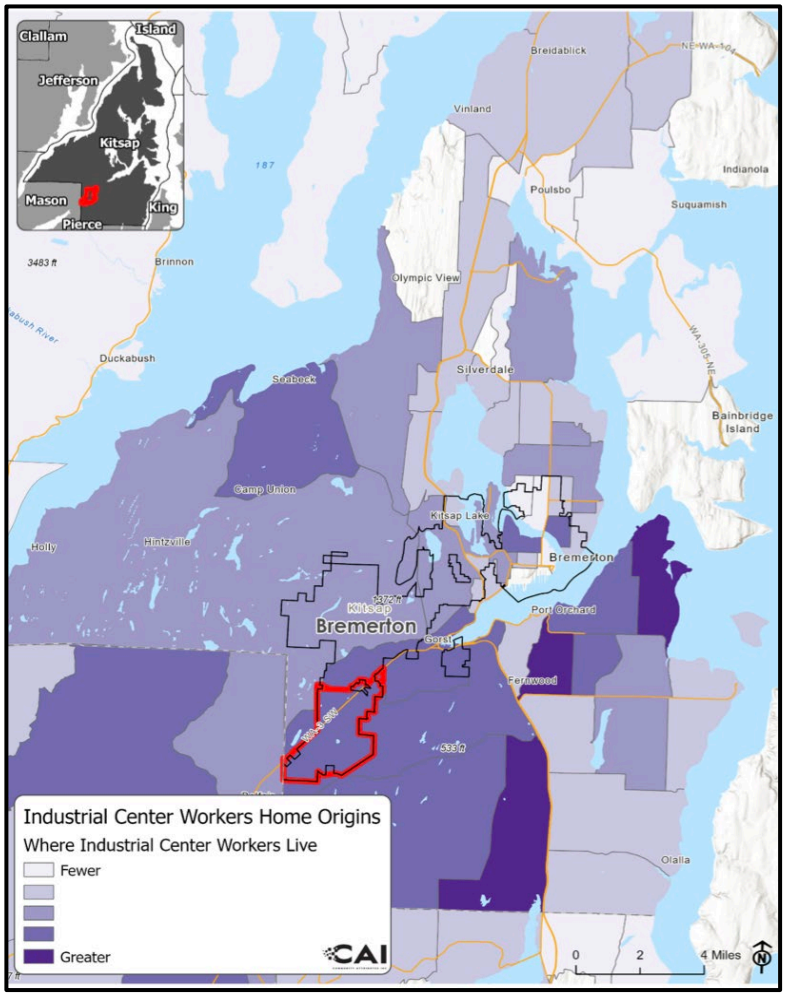


Source: Bremerton National Airport Master Plan Executive Summary, 2015; WSDOT Open Data Portal. 2023: CAI. 2023

The new south landside hangar will provide additional aircraft accommodations, and the new east parallel taxiway will provide east parallel taxiway access. These improvements will help Bremerton Airport maintain and strengthen its role as a locally generated and transient aviation business. The future roads visualized in Exhibit 16 are the preferred future roadway network in PSIC but may vary due to development proposals and project approval by the City.

Exhibit PSIC-9 shows the home origins of PSIC-B subarea workers, or where those who hold jobs in the PSIC-B subarea live. Darker shades indicate the areas with the highest concentration of workers. The highest densities of workers live to the east of the subarea in the towns of Port Orchard, Manchester, and Burley. Areas with medium to high density are in the PSIC-B subarea and directly to the east and west of the subarea, with a portion also located northwest near Seabeck. Requirements for Commute Trip Reduction within the MIC are identified in Section C Development Standards, Chapter 4.040(b).

Exhibit PSIC-9: Residence Location of PSIC-B Workers, Kitsap County, 2020



Source: LEHD On The Map, 2020; CAI, 2023

Kitsap Transit

Kitsap Transit 2022-2042 Long-Range Transit Plan (LRTP) outlines how KT will achieve the goal of improving bus and ferry service in Kitsap County. The plan is focused on upgrading the core capacities of Kitsap Transit, proposes service improvements that respond to current and future transportation needs - including new high-capacity transit lines, more frequent local bus routes, potential new ferry routes, and more on-demand rideshare service. These improvements will encourage more people to use public transit, mitigating traffic congestion, reducing greenhouse gases, and supporting PSRC's regional growth strategy.

The Kitsap Transit Long-Range Transit Plan focuses on service improvements and capital projects. The projects that are in vicinity of PSIC-B include:

- Park & Rides allow people who do not live near transit routes to drive and park to access transit. This helps reduce the number of cars on Kitsap County roads and allow people to avoid parking in congested areas. Park & Rides typically include parking stalls and bus shelters, but can also include additional amenities, such as bathrooms, security systems and climate-controlled passenger waiting areas. The Long-Range Transit Plan includes a new Park & Ride of 250 stalls at the PSIC.

- A new local route is planned between West Bremerton and Belfair along SR 3. This new fixed-route bus service would offer residents, workers and visitors a reliable non-auto travel mode. It may be possible that PSIC-B could be a stop or destination of this new route.

- Kitsap Transit's On-Demand Ride services respond when required by people living in several parts of Kitsap County. This service is a cost-effective way to provide mobility in less-dense parts of the county. The Long-Range Transit Plan for new on-demand ride zones that would provide service in

growing parts while land uses grow to support fixed routes. Currently, the "Purdy Ride" on-demand ride zone services the PSIC-B subarea.

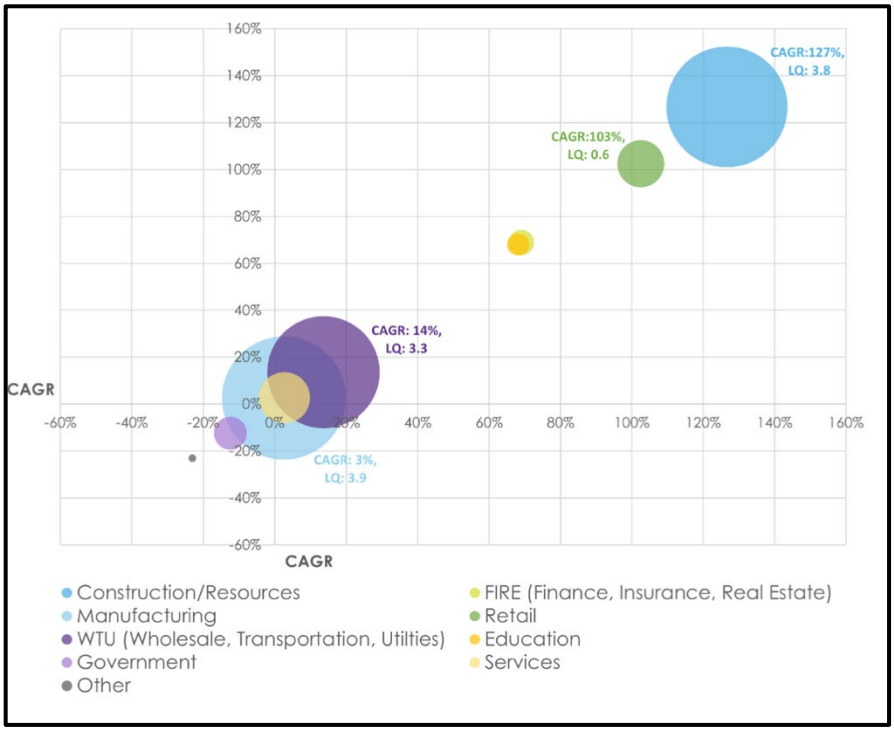
Kitsap Transit's Long Range Transit Plan includes a financial plan for the improvements identified in the plan with high-level cost estimates and likely revenue sources. The plan identifies additional revenue primarily in the form of local sales tax and federal grants will be necessary to implement the service and capital recommendations in the LRTP. An increase in the local transit sales tax is identified in the plan as necessary to support implementation of projects identified in the LRTP.

PSIC's Economic Sectors and Employment, Industry Clusters

The PSIC-B subarea exhibits a distinct market landscape in which several industries have clustered and capitalized on competitive advantages. Location Quotient (LQ) is a measure which compares the concentration of employment by industry in a defined area (in this case PSIC-B) to the national average employment by industry. A value higher than 1 represents a higher concentration of employment in that industry in PSIC-B compared to the nation, while a value less than 1 represents a lesser concentration. The manufacturing industry sector in particular stands out with a substantially high location quotient of 3.9, indicating a very high concentration of manufacturing employment within the PSIC-B subarea as compared to the national average (as shown in Exhibit PSIC-10). Similarly, the construction and resources industry sector also shows a significantly high location quotient of 3.8, suggesting that PSIC-B has become a hub for both manufacturing employment as well as construction & resources employment. Another industry sector that displays a notable location quotient is wholesale, transportation, & utilities (WTU). Its LQ of 3.3 indicates that PSIC-B employs more workers in WTU jobs than the national average and plays a crucial role in facilitating the movement of goods and providing essential utility services to the region.

Compound Annual Growth Rate (CAGR) can be used to measure the constant growth of an industry in a specified area over multiple years. Positive CAGR values show industry growth while negative values show industry decline. Between 2013 and 2023, the construction and resources industry sector has subarea experienced significant expansion between 2013 and 2023, increasing from zero to 119 jobs. The retail sector, with a CAGR of 103%, has also shown sustained growth in the subarea's market, increasing from zero to 64 jobs. Finally, both the finance, insurance & real estate (FIRE) industry sector and the education sector demonstrate moderate industry growth within the past 10 years, with CAGRs of 69% and 68% respectively. Though these two industries have seen growth between 2013 and 2023, their LQ values of 0.6 or less indicate that these two industry sectors still have employment levels significantly less than the national average.

Exhibit PSIC-10: Competitive Sectors by Location Quotient, PSIC-B, 2013-2023



Source: ESRI 2023; Port of Bremerton, 2023; PSRC, 2013; CAI, 2023

According to a custom analysis of employment conducted by CAI, the total current employment in the PSIC-B Subarea is 2,762, and the number of individual establishments (not counting multiple locations for the same establishment) is 76. Within the smaller MIC boundary, the employment is nearly the same, at 2,758 and 73 establishments. When PSRC produced its first monitoring report for the PSIC-B MIC in 2013, total employment was 876 with 38 establishments. Thus, in the decade since that analysis was conducted, the MIC's employment grew by 1,882 or approximately 215%.

The average employment per establishment is 36.3 and the median employment is 6 employees per establishment. The largest single employer based in the Subarea is currently International Marine and Industrial Applications – a marine preservation and structural services company with a mobile workforce serving the US Navy – with 1,200 total employees, followed by SAFE Boats – a maritime industry company that builds durable military, law enforcement, and fire vessels – with 319 employees on site. Other large employers in the Subarea include Delphinus Engineering (185), Amazon (120), and General Dynamics Electric Boat (100).

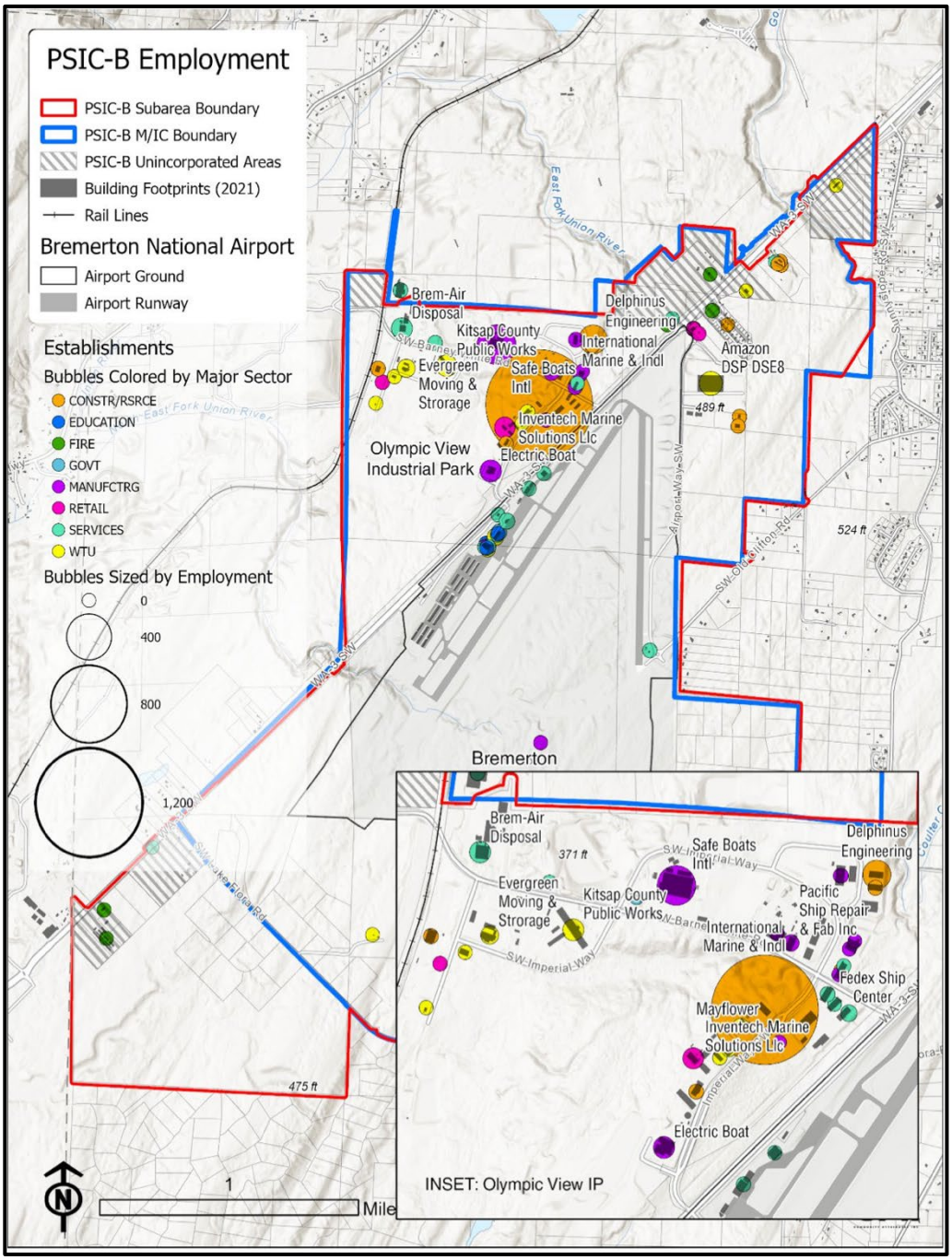
The majority of employment in the Subarea and MIC is concentrated in the Port's Olympic View Industrial Park and Bremerton National Airport, with secondary nodes in the area known as "Sky Park" by the Port, and along Highway 3 north of the Airport (Exhibit PSIC-11).

Only a small handful of existing establishments and employment exist outside these areas where large tracts of developable land are present.

Major Employers

As of 2023, the top employers in the PSIC-B area are International Marine and Industrial Applications, SAFE Boats, Delphinus

Exhibit PSIC-11: PSIC-B Employment by Sector and Firm, 2023



Source: ESRI Business Analyst, 2023; Port of Bremerton, 2023; CAI, 2023

Engineering, and Electric Boat (Exhibit PSIC-12). SAFE Boats, founded in South Kitsap in 1997, is a long-term anchor institution that has seen more growth than projected, reaching 319 employees in the PSIC-B area alone. From its two locations in the Port of Bremerton and the Port of Tacoma, SAFE Boats manufactures vessels for governments, first responders, law enforcement and military on the global market, and in recent years, has taken a role at the U.S. government's military aid for Ukraine. Employers in marine industries or marine adjacent industries continue to be a theme throughout the list of top 20 employers in the PSIC-B, as are manufacturing, transportation & warehousing, and aerospace & aviation.

New employer activity in the PSIC-B significantly shapes the economic landscape, not only reinforcing the existing prominence of these identified industries but also paving the way for diversified industry offerings and employment opportunities. WRG Fire Training Simulation Systems announcing their locating at the port in 2020 indicates a continued growth and clustering of marine-related industries in the area. WRG specializes in shipboard firefighting and damage control training, catering to sailors across all ships in Bremerton, as well as reaching out to Everett, the Coast Guard, and Seattle's fishing fleet. This development further solidifies the maritime sector's significance in the region and well as encourages clustering of supportive manufacturing.

The manufacturing community in the PSIC-B has experienced a notable influx of new employers, bolstering its presence as well, especially in previously untapped avenues. Port Orchard-based Ideal Commercial Uniforms, for instance, has secured a 2,600-square-foot building lease to support its uniform and screen-printing business. Another example is the ARC of the Peninsulas who has leased a 9,000-square-foot building in the industrial park, primarily for clothing collection purposes. Furthermore, Ultra Safe Nuclear Corporation (USNC), a Seattle-based generator manufacturer specializing in clean nuclear energy, was

Exhibit PSIC-12: PSIC-B Top 20 Employers, 2023

	Business	Employees	Square Footage	Annual Sales (Thousands)
1	International Marine Industrial Applicat	1200	7,200	$484,000
2	Safe Boats International	319	78,700	$30,249
3	Delphinus Engineering	185	8,800	$39,656
4	Electric Boat	100	25,500	NA
5	Kitsap County Public Works	95	36,000	$9,843
6	Bremerton Airport	95	41,000	$3,246
7	Inventech Marine	89	12,000	$891
8	IMIA	86	7,200	$484
9	Evergreen Transfer and Storage	50	10,000	$4,013
10	Port Administration	35	9,400	NA
11	Pacific Ship Repair and Fabrication	32	10,000	$11,672
12	Avian Aeronautics and Flight Center	31	18,000	NA
13	Fedex	27	9,000	NA
14	Amelia's Hangar	26	5,600	NA
15	Stripe Rite	15	4,400	$829
16	ROMARK / ARC / Copperwood	15	22,500	NA
17	Triton Marine	14	11,600	$4,052
18	Miles Sand & Gravel	14	36,200	NA
19	Defiance Marine	14	9,000	$938
20	Paul Davis Restoration	13	8,800	$2,494

Source: ESRI Business Analyst, 2023; Port of Bremerton, 2023; CAI, 2023

reported to

be leasing space from the port to conduct a feasibility study for a potential manufacturing plant in 2020 with the intention to utilize the facility house small nuclear generators.

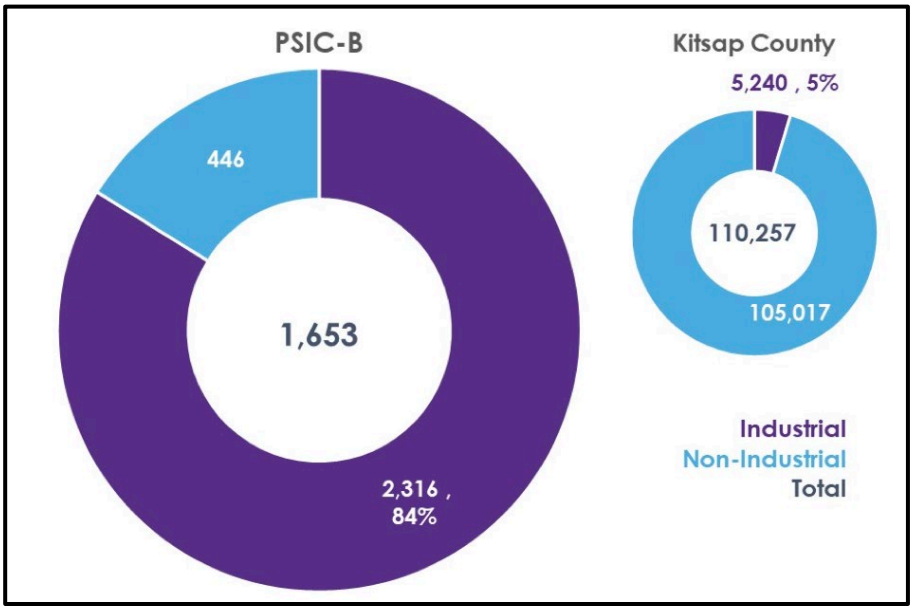
The PSIC-B's transportation and warehousing industries have also seen growth. The announcement of the Amazon Delivery Service Partners location into one of Bremerton's redeveloped warehouses in 2020 signals the region's appeal as a logistics hub, further strengthening its position in the industry. Lastly, Radian Aerospace, an ambitious startup based in Renton, Washington, has set its sights on the PSIC-B for its rocket engine testing operations. The company began constructing a facility on a half-acre parcel at the southeast corner of Bremerton National Airport in 2020. This initiative reflects the region's attractiveness for aerospace and aviation ventures.

Industrial Employment in the Subarea

According to ESRI Business Analyst and custom data maintained by the Port of Bremerton on its tenants, PSIC-B has 2,762 jobs as of 2023 (Exhibit PSIC-13). Of these 2,762 jobs, 2,316 are designated as industrial jobs. Kitsap County has a total of 5,240 jobs in industrial sectors, which represents 5% of all jobs in the county. Nearly one-quarter (23%) of all industrial jobs in Kitsap County are located in PSIC-B.

PSIC-B's 2,316 industrial jobs correspond to 84% of all jobs in the Subarea which meets the PSRC Regional Centers Framework requirement that at least 50% of all jobs in a MIC should be industrial. Industrial jobs are those that are included in zoning designations of manufacturing, transportation, warehousing, and freight terminals.

Exhibit PSIC-13: Industrial Employment, PSIC-B & Kitsap County, 2023



Source: ESRI Business Analyst, 2023; Port of Bremerton, 2023; CAI, 2023

As shown in Exhibit PSIC-14, these land use designations correspond to the NAICS industry sectors of manufacturing, construction and resources, and wholesale, trade, and utilities (WTU). Approximately 18% of all jobs in PSIC-B are in manufacturing. Construction and resource-driven jobs comprise 53% of all jobs in the center, and WTU accounts for 13% of all jobs. Of non- industrial sectors, the most jobs are in services (9% of all jobs).

Exhibit PSIC-14: Industrial Employment, PSIC-B, 2023

Sector Type	Major Sector	Number of Establishments	Total Employment	% of Total Employment
Industrial	Manufacturing	10	498	18%
Industrial	Construction & Resource	14	1467	53%
Industrial	WTU	13	351	13%
Industrial Sectors Subtotal		***37***	***2,316***	***84%***
Non-Industrial	Services	21	252	9%
Non-Industrial	Retail	6	116	4%
Non-Industrial	Government	2	30	1%
Non-Industrial	FIRE	6	19	1%
Non-Industrial	Education	3	18	1%
Non-Industrial	N/A	2	11	0%
Non-Industrial Sectors Subtotal		***40***	***446***	***16%***
Total		**77**	**2,762**	100%

Source: ESRI Business Analyst, 2023; Port of Bremerton, 2023; CAI, 2023

Key Sectors

Exhibit PSIC-15 includes employment numbers in target subsectors in PSIC-B. Subsectors are 6-digit NAICS code sectors. Subsectors include those identified in the Port of Bremerton's 2017 Competitive Assessment (maritime, aerospace) and additional selected subsectors of major industries that are in alignment with Kitsap County and Bremerton's competitive sectors. The identified sectors include maritime (1,329 total jobs across four subsectors), aviation and aerospace (54 jobs across three subsectors), and transportation (49 jobs across three subsectors). Ship and boat building and repairs are collectively the largest target subsectors with 1,307 total employees. Airport operations is the largest subsector within aviation and aerospace with 35 jobs. Freight trucking is the largest subsector within transportation with 20 total jobs.

Exhibit PSIC-15: PSIC-B Total Employment by Subsector, 2023

Target Subsectors	Jobs	Share
Maritime		
Ship Building & Repairing	1300	98%
Boat Dealers	21	2%
Boat Building	7	1%
Marinas	1	0%
Total	**1329**	**100%**
Aviation / Aerospace		
Other Airport Ops	35	65%
Flight Training	12	22%
Fuel Dealers	7	13%
Total	**54**	**100%**
Transportation		
General Freight Trucking	20	41%
Truck, Trailer, and RV Rental & Leasing	16	33%
General Automotive Repair	13	27%
Total	**49**	**100%**

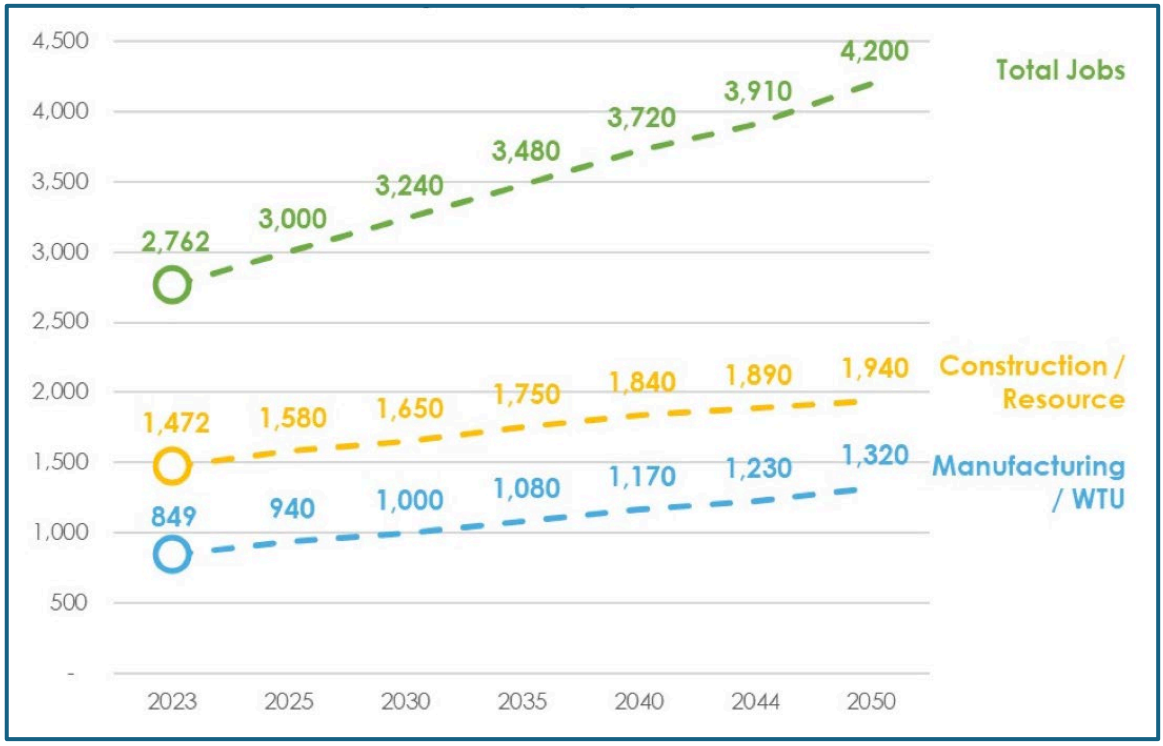
Source: ESRI Business Analyst, 2023; CAI, 2023

PSIC's Employment Growth and Development Capacity

Projected Employment Growth

Exhibit PSIC-16 provides an estimate of future employment in the major sectors in PSIC-B. The 2023 job count is provided by ESRI Business Analyst, with additional data provided by the Port of Bremerton, and further research by CAI. Sector growth is projected using the growth rates calculated by Puget Sound Regional Council for Kitsap County as a whole. There are approximately 2,762 jobs in PSIC-B. If PSIC-B tracks the employment growth rate of Kitsap County, it would reach approximately 4,200 jobs by 2050. This would include approximately 1,320 manufacturing and warehousing, transportation, and utilities (WTU) jobs and 1,940 construction and resource jobs by 2050. However, other growth trajectories are possible for the Subarea and MIC, especially given successful implementation of growth policies and objectives described in in a subsequent section. If the previous decade's growth rate of 215% were to be matched in coming years, for example, Subarea employment could approach 6,000 in the next decade, and top 16,000 by 2050.

Exhibit PSIC-16: PSIC-B Projected Employment, 2023-2050



Source: ESRI Business Analyst, 2023; PSRC, 2023; CAI, 2023

Land Supply

Exhibit PSIC-17 summarizes net developable land supply and characteristics in both the PSIC-B subarea and the MIC. While all four PSIC-B zones allow core industrial uses, the Mixed Employment (ME) zone outside the MIC south of Lake Flora Road is a mixed-use zone intended for commercial, office, and light industrial. PSIC-B zoning also does not limit development intensity as is typical of many commercial and industrial zones (such as in terms of maximum floor-to-area ratio, or FAR), but rather is "market driven". Within the boundaries of the Airport Compatibility Zones surrounding the airfield, however, maximum heights of some buildings may be limited to five stories.

Exhibit PSIC-17: PSIC-B Net Developable Employment Land Supply

PSIC-B Subarea Boundary	Olympic View Industrial Park*	Bremerton National Airport		Forest Land**	Vacant Land	All
		Airfield Site*	Sky Park*			
Zoning	PIM (Port Industrial Mixed)	AB (Aviation Business)	AB (Aviation Business)	GI (General Industrial) & ME (Mixed Employment)	GI (General Industrial) & ME (Mixed Employment)	
Ownership	Port	Port	Port	Private	Private	
Approximate Developable Acreage	145	293	28	771	110	**1,347**
Number of Sites	11	9	5	70	25	**120**
Average Developable Size (acres)	12.2	22.6	2.5	16	6.3	**11.9**
Site Size Range (acres)	1-38	5-130	4-7	5-39	.6-29	**.6-130**
PSIC-B M/IC Boundary						
Approximate Developable Acreage	145	293	28	713	78	**1,257**
Number of Sites	11	9	5	60	18	**103**
Average Developable Size (acres)	12.2	22.6	2.5	17.6	6.2	**12.2**
Site Size Range (acres)	1-38	5-130	4-7	5-39	.6-29	**.6-130**

**Source: Port of Bremerton Competitive Analysis (2017). The analysis identified a total of 466 net developable acres in three areas of Port-owned PSIC-B land: Olympic View Industrial Park, the Airfield Site, and the Sky Park Area, owned by the Port.*

***Note: Forest land does not include designated Current Use Timber land.*

#Note: Approximate Developable Acreage for Forest Land and Vacant Land includes deductions for critical areas (10%), and roads/infrastructure (20%) that emulate the original EIS methodology.

Zoned Development Capacity

Sufficient zoned capacity for over 10,257 jobs exists in the PSIC-B. Almost 1,350 acres of net developable land is currently present in the PSIC-B Subarea. Current Subarea employment is 2,762 and therefore the remaining employment to accommodate is 7,496. If a modest employment density of 5.5 employees per acre were achieved on the current supply of net developable land, PSIC-B would accommodate that remaining employment.

Evaluation of PSIC-B to PSRC'S Manufacturing/Industrial Growth Center Criteria

PSRC's Regional Centers Framework Update outlines the criteria utilized in redesignating existing regional growth centers. Below is evaluation of PSIC-B's compliance with PSRC's redesignation criteria.

Exhibit PSIC-18: Comparison of PSRC MIC Industrial Growth Center Criteria to PSIC-B

Criteria	PSIC-B	In Compliance
Minimum size of 2,000 acres.	PSIC-B MIC designated center area is 3,246 acres	Yes
4,000 minimum existing jobs.	PSRC reports PSIC-B 2022 jobs at 1,260. PSIC-B Market Study reports in 2023, 2,762 jobs within subarea.	No. PSRC Centers Framework states a market study must be prepared if employment levels are below minimum criteria. A market study was prepared and incorporated into this subarea plan.
10,000 minimum planned jobs.	Kitsap County most recent Buildable Lands Report forecasts employment capacity of 10,257 for PSIC-B incorporated areas; including unincorporated areas, total employment capacity is 11,296.	Yes
Minimum 50% industrial employment.	Over 50% of all jobs in PSIC-B are in industrial sectors.	Yes
At least 75% of land area zoned for core industrial uses.	All zoning in PSIC-B allows for industrial uses.	Yes
Industrial retention strategies in place.	New retention strategies included in subarea plan update. See Strategy ED 2.14-2.16.	Yes
Serve a regional role.	Designated by PSRC and Kitsap Countywide Planning Policies as MIC Industrial Growth Center.	Yes

Source: PSRC Centers Framework; CAI, 2023

This Subarea Plan is the outcome of a planning process that began in early 2011 and revised as part of the 2024 Comprehensive Plan periodic update. The Plan contains five major sections:

Section 2.0 Goals and Strategies

Section 3.0 Implementation

Section 4.0 PSIC-B Zoning and Development Standards

Section 5.0 Sustainable Design Guidelines and Development Incentives

Section 6.0 Capital Facilities Plan

SECTION 2.0

Goals and Strategies

2.0 Goals and Strategies

1.0 Definitions

These definitions are provided for the reader's convenience and include key technical terms used in Section A of the Subarea Plan.

Bioretention cells Shallow excavated or natural depressions designed to filter and store stormwater and generally seen as cost-effective stormwater management tools. Also known as raingardens.

Clean tech Business activities that work in clean energy, green building, smart grid, alternative fuels, advanced materials and environmental products, and environmental remediation and pollution prevention.

Eco-industrial development Emphasizes networks among businesses and communities to optimize resource use and reduce economic and environmental costs.

Foreign Trade Zone Designated areas in which special customs procedures are accorded to U.S. plants engaged in international trade-related activities. Firms in the foreign trade zone do not pay tariffs on imported raw materials if they are processed, stored, reassembled or otherwise manipulated in FTZs and then re-exported, and duty payment is deferred on items until they are brought out of the FTZ for sale in the U.S. market.

Leadership in Energy and Environmental Design (LEED) An internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies aimed at improving performance across a range of metrics.

Low Impact Development (LID) An approach to land development where stormwater is managed as close to its source as possible. LID employs principles such as minimizing vegetation clearing and soil disturbance and promoting infiltration of stormwater into the soil. LID reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed.

Neighborhood electric vehicles Small, street-legal electric vehicles that can provide mobility around the PSIC-B site without greenhouse gas emissions.

Sequestration The natural removal and storage of carbon from the atmosphere by the soil and plants

Phytoremediation Use of plants and trees to remove or neutralize contaminants, as in polluted soil or water.

Planned Action A type of action identified in the Washington State Environmental Policy Act and available to local governments planning under the Growth Management Act. The planned action process allows local governments to provide a more streamlined environmental review process at the project stage by requiring more detailed analysis through an EIS during the planning stage. After completing the EIS, the local government

designates by ordinance or resolution those types of projects to be considered planned actions, including mitigation measures that will be applied.

Transportation Management Association Association that assists members in establish commute trip reduction programs, identifying carpools, and providing information for other transportation options, such as buses, vanpools, and cycling.

2.0 Goals and Strategies Introduction

The goals and strategies in this section of the Subarea Plan support a vibrant industrial center that is a model of environmental stewardship and sustainability.

Within the Puget Sound region, PSIC-B is recognized as an important industrial employment center. Puget Sound Regional Council's Vision 2050 Plan has designated PSIC-B as one of ten Manufacturing/Industrial Centers in the region. Vision 2050 recognizes MICs as important employment locations that serve both current and long-term regional economic objectives and calls for the provision of infrastructure and services in MICs necessary to serve intensive manufacturing and industrial activity. MICs are given PSRC funding priority both for transportation infrastructure and for economic development.

3.0 Public Outreach

Public involvement, review, and comment are an important element of the City's planning process.

The original SKIA subarea plan public involvement program was designed to meet the following objectives:

- To obtain input from all interested members of the community through all aspects of plan development.
- To encourage two-way communication between the City, its partner agencies, and community stakeholders.
- To develop a Subarea Plan that will have the support of the community and guide development in the subarea over the next 20 years.

The following discussion summarizes public involvement activities that were an integral part of the planning process.

Sustainable PSIC Webpage
A Sustainable PSIC website, was developed that provided information on project status, meeting dates, published documents and analysis, contact people and other key information. This website was maintained throughout the development and adoption process but is no longer active.

Stakeholder Meetings
In September 2010, the project team conducted interviews with individual stakeholders, property owners, businesses and special interest group representatives. The interviews provided the project team with an expanded understanding of priorities and concerns in the area as well as an opportunity to provide updated project information to those who were interviewed about the planning process.

Scoping and Vision Public Meeting
A workshop was held on October 13, 2010 to invite comments on the scope of the Draft EIS and the Comprehensive Plan vision statement. This meeting included an informal open house, with informational displays and staff available to meet one-on-one with participants, as well as a short presentation and question/answer session.

Advisory Group Meetings
In order to provide input on the planning process, the City created two advisory groups, the Technical Working Group and the Executive Committee. Each is described below:

- **Technical Working Group (TWG).** The TWG was created to review technical information, provide input and recommendations, and work collectively to refine components of the Subarea Plan. This group is comprised of senior technical staff from each of the regional jurisdictions, Port of Bremerton, PSIC property owners, Suquamish Tribe, Port Gamble/S'Klallam Tribe, South Kitsap Economic Development Alliance, Sustainable Bremerton, Kitsap Regional Coordinating Council, Hood Canal Coordinating Council, and the Puget Sound Naval Shipyard/Naval Base Kitsap.

  The TWG met six times over the course of preparation of the Subarea Plan and to review alternatives and provide technical input on aspects of plan development.

- **Executive Committee (EC).** The EC was created to provide policy-level input to the PSIC Subarea Plan project team and City of Bremerton. Relying on the TWG's technical expertise and review of work products before each EC meeting, the EC's focus is to provide input about key decision points, address different views shared by TWG members, and bring EC organizations' interests and concerns to the table. The EC includes elected and appointed officials from the following organizations: Bremerton City Council, Bremerton Planning Commission, Port of Bremerton Port Commission, Kitsap County, Puget Sound Naval Shipyard, Suquamish Tribal Council, Port Orchard City Council, and Naval Base Kitsap.

  The EC met seven times over the course of preparation of the Subarea Plan and EIS to review alternatives and overall plan direction.

Several TWG and EC meetings were conducted jointly. This had the benefits of an expanded discussion of key issues and sharing of different perspectives. Please see Section B of this Subarea Plan for a discussion of implementation strategies that have been developed in response TWG/EC recommendations.

Draft EIS and Subarea Plan Meeting
On June 16, 2011, the City of Bremerton hosted a public meeting on the Draft EIS and Subarea Plan. The meeting included an open house, presentation, question and answer session and additional time for one-on-one discussion with City of Bremerton staff and consultants. Twenty-three individuals completed the meeting sign-in sheet.

The open house included the following information stations: Project Overview, Subarea Plan, EIS, Land Use, Infrastructure, Sustainability, Natural Environment, and Economic Development.

Following the open house portion of the meeting, the project team presented a slide show overview of key Subarea Plan and EIS elements and noted that the public comment period would be open until July 21, 2011.

Draft Subarea Plan Public Meeting
On May 7, 2012, the City of Bremerton hosted a public meeting to present the revised Draft Subarea Plan and Planned Action EIS. The meeting included an open house, presentation, question and answer session and additional time for one-on-one discussion with City of Bremerton staff and consultants. Following the presentation, participants were encouraged to post comments related to key strengths and weaknesses that they saw in the plan. Fifteen individuals completed the meeting sign-in sheet.

On June 19, 2012, the Bremerton Planning Commission conducted a public hearing and made their formal recommendation to the City Council.

Appendix A contains additional information about public meetings, including meeting materials and summaries from the initial subarea plan development process. The 2024 PSIC-B Subarea Plan was updated under the public participation plan and community outreach activities for the 2024 Comprehensive Plan Update effort. In addition, the Bremerton Planning Commission, in its role as the City's primary citizen advisory group on land use, carefully considered and provided policy guidance on during their multi-year review for the comprehensive plan update. Please refer to the City's comprehensive plan's Public Participation Appendix for specifics on community outreach and engagement efforts.

4.0 Vision

In 2050, PSIC is a vibrant and lively industrial employment center, committed to accommodating employment growth, distinguished for success in recruiting, growing, and retaining industrial employment in an attractive and sustainable setting. The vision for PSIC encourages industrial uses, clean tech uses and green industrial development. By embracing a diverse range of industrial activity, the PSIC industrial employment center has assured its long-term viability and significantly expanded employment opportunities for residents throughout Kitsap County and beyond.

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

PSIC's industrial development demonstrates that an integrated approach to economic development and environmental sustainability can achieve a successful industrial center.

5.0 Goals and Strategies

The next few pages provide an overview of the plan goals and strategies. Following this overview, each goal is introduced, with an expanded description of supporting strategies. The following goals are not listed in order of priority and are intended to be equally weighted.

Goals and strategies are organized under the following headings:

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

5.1 Summary of Goals

Natural Environment

NE 1. Promote sustainability of ecosystem functions through protection, restoration, and enhancement of native vegetation, waterways, wetlands, and buffers.

NE 2. Promote sustainability of ecosystem functions through protection of aquifer recharge areas.

Economic Development

ED 1. Establish PSIC-B as a leader in sustainable industrial initiatives in the West Sound region.

ED 2. Recruit, grow and retain a wide spectrum of industrial employment opportunities in PSIC-B.

ED 3. Track performance and celebrate success.

Land Use

LU 1. Promote a compact intensive industrial land use pattern and development phasing to minimize impacts on natural systems, maximize returns on infrastructure investment, and reduce greenhouse gas emissions.

LU 2. Restrict uses that are incompatible with intensive industrial development, encourage compatibility with airport operations, and ensure consistency with regional planning policies and criteria for designated Manufacturing/Industrial Centers.

LU 3. Provide clear development standards and incentives.

Transportation

T 1. Develop a complete transportation system that supports all modes of travel and all potential users of the site.

T 2. Develop a transportation system that is financially feasible.

Greenhouse Gases

GG 1. Manage vegetated areas to promote reduced greenhouse gas emissions.

GG 2. Coordinate transportation and land use planning to reduce greenhouse gas emissions from vehicles.

GG 3. Adopt site and building standards that contribute to reduced greenhouse gas emissions and result in more sustainable development.

GG 4. Develop public capital infrastructure that supports reductions in greenhouse gas emissions.

Utilities

U 1. Water and wastewater systems should conserve resources and maximize efficiency.

U 2. Ensure new development does not negatively impact surface and ground water quality.

U 3. Promote innovation, safety, reliability, and cost effectiveness in the delivery of utility services.

Capital Facilities

CF 1. Use capital improvements as an economic development measure to encourage private business investment in PSIC-B.

CF 2. Seek funding for public facilities that are needed to support development in PSIC-B.

5.2 Natural Environment

Goal NE 1

Promote sustainability of ecosystem functions through protection, restoration, and enhancement of native vegetation, waterways, wetlands and buffers.

Native vegetation. Much of PSIC-B is in managed forest practice lands. However, remaining areas that contain native vegetation provide value to fish and other wildlife. Maintaining connections between natural habitats can be important for preserving ecosystem functions and existing habitats with native vegetation can be incorporated into design to support sustainable development.

Waterways. Fish passage barriers include gradients (natural barriers), culverts, and dams. Potential areas of habitat improvement in subarea's waterways include improvements to gradients, stormwater control structures, erosion control features and culverts in Gorst Creek and tributaries, the Northeast Fork Union River and an unnamed tributary to Coulter Creek. These features are described in more detail in the Subarea Plan EIS (2012).

Wetlands. Wetlands can be both sources and sinks of greenhouse gas, depending on age, hydrologic, vegetative, and climate conditions. According to published estimates of greenhouse gas emissions from constructed and natural wetlands, emission fluctuations from constructed wetlands are higher than those from natural wetlands, and natural wetlands have more carbon sequestration capacity. Protection of existing wetlands and buffers assist in maintaining water quality and likely sequester more carbon than created wetlands. Restoration and enhancement of degraded wetland systems and buffers would support water quality and sequestration services.

Desired Outcomes

- As new development occurs, native vegetation is preserved in critical habitat areas.
- The integrity of habitat corridors is preserved and, where needed, enhanced or restored.
- Wetlands, stream and buffers and associated habitat are preserved, restored and enhanced.

Strategies

NE 1.1 Establish site planning and design standards to minimize impacts to native plants and enhancement of environmentally sensitive areas when appropriate.

NE 1.2 Apply landscape architectural standards applicable to native vegetation protection.

NE 1.3 Enhance vegetated areas by replacing invasive plants/noxious weeds with native plants.

NE 1.4 Require a comprehensive vegetation management plan during and after construction to ensure the vegetation remains healthy and free of invasive/undesirable plants. Encourage development to incorporate Integrated Pest Management (IPM) into landscape plans.

NE 1.5 Promote appropriate planting of trees and shrubs in stream buffers to provide inputs of large woody debris into stream systems for fish and wildlife habitat.

NE 1.6 Improve fish access through redesigned culvert crossings of roads with existing fish passage barriers.

Goal NE 2

Promote sustainability of ecosystem functions through protection of aquifer recharge areas.

Groundwater from aquifers provides a source of potable water and contributes to stream discharge and flow. Critical aquifer recharge areas are also susceptible to contamination and are regulated under the Critical Areas chapter of the Bremerton Municipal Code.

Desired Outcomes

- Aquifer recharge areas are protected from contamination.
- Aquifer recharge for supply of potable water and stream flows is maintained or improved.

Strategy

NE 2.1 Incorporate Low Impact Development (LID) stormwater features as a means to manage stormwater and optimize the local hydrologic cycle. Examples of LID stormwater measures include underground injection control, bioretention cells, bioswales, porous pavement, green roofs, rainwater harvesting, stormwater dispersion, sustainable site planning and layout, and phytoremediation.

NE 2.2 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. Support stormwater treatment retrofits and system improvements intended to improve stormwater management and quality.

5.3 Economic Development

Successful economic development does more than just create jobs, it also increases wealth, promotes education, expands economic diversification and provides for long-term economic and environmental sustainability. The economic development goals and strategies for PSIC-B pursue a successful economic development program through focus on three general themes: 1) support for existing industries 2) recruitment of traditional industrial sectors, and 3) development of an evolving and entrepreneurial clean tech industrial sector.

These themes are not mutually exclusive and should be pursued in an integrated and coordinated manner. The following goals and strategies seek to support existing assets, attract new general industrial opportunities and conceptualize the creation and attraction of a clean tech sector, all with the objective of creating jobs and establishing a sustainable, vibrant economy.

Goal ED 1

Establish PSIC-B as a leader in sustainable industrial initiatives in the West Sound region.

Desired Outcomes

- A positive community image of PSIC-B as a successful industrial center.
- Increased regional awareness of PSIC-B as an attractive industrial center.

Strategies

ED 1.1 Partner with existing agencies and groups as a forum to develop and implement a coordinated PSIC marketing plan.

ED 1.2 Incorporate PSIC-B branding and recruitment into the City's broader communications strategy.

ED 1.3 Create a targeted, comprehensive marketing campaign for both regional and national audiences which can include: designing a web portal expressing PSIC-B's vision, advertising available land opportunities, performing branding for the area, and sponsoring educational events.

ED 1.4 Research, develop and encourage the implementation of sector specific green innovation initiatives. Examples of innovative initiatives include use of recycled water and waste products, shared energy and other measures. See the Case Studies in Section B for additional ideas.

ED 1.5 Conduct outreach to the Washington State legislative delegation to identify possible state incentives to promote sustainable industrial development.

ED 1.6 Develop and implement a coordinated outreach program and incentives targeted to existing industrial uses to support energy efficiency and conservation to make PSIC-B businesses industry leaders in energy conservation.

ED 1.7 Support coordinated PSIC-B planning and efforts among jurisdictions, agencies, tribes, Port of Bremerton, Kitsap County and U.S. Navy.

Goal ED 2

Recruit, grow and retain a wide spectrum of industrial employment opportunities in PSIC-B.

Desired Outcomes

- Demonstrated progress toward 10,000 employees in the future.
- Expanded tax base to support necessary infrastructure improvements to support continued growth.

Strategies

ED 2.1 As part of a regional economic development initiative, provide a focused balance on traditional industrial activity and the expanding clean tech sector. Identify and target specific industries for recruitment.

Ed 2.2 Promote small business growth through incentives, recruitment and other forms of start-up support.

ED 2.3 Collaborate with the Washington State Department of Commerce, the Kitsap Economic Development Alliance and local and regional academic institutions to recruit clean tech/eco-industrial development.

ED 2.4 Identify and implement incentives that would encourage new development to locate in PSIC-B. Incentives can be packaged as site-specific strategies as well as industry-specific strategies. For example, site-specific strategies may include tax increment financing (pending legislative action and eligibility), land acquisition, transfer or write-downs, special improvement district financing, industrial revenue bonds (IRBs) and capital improvements such as infrastructure, parking garages, and amenities. Industry-specific incentives may include debt financing, grants for pre-development studies, and below-market interest rates. Incentive packages may also include regulatory assistance, such as creation of a 'green industrial team' to expedite approvals, and reduced permit processing times.

ED 2.5 Continue to foster partnership with the US Navy local installation to pursue complementary sectors for their expansion.

ED 2.6 Create a federal advocacy team to pursue and respond to federal site searches and to provide congressional delegation and national organizations with information and marketing materials emphasizing PSIC-B competitive advantages for future military installation growth.

ED 2.7 Expand outreach to the business community, including a regular program of face-to-face meetings with business owners and managers, ongoing outreach to industry organizations, and continued contact with area business associations.

ED 2.8 Promote regional workforce skills and consumer capacity as an economic development recruitment tool.

ED 2.9 Foster and enhance a culture of entrepreneurship by generating collaboration among researchers, venture capitalists, academics and experienced start-up business executives.

ED 2.10 Recognize and support the Bremerton National Airport's potential as a significant economic driver in the region. Seek shared opportunities to recruit complementary industries.

ED 2.11 Leverage the Foreign Trade Zone (FTZ) designation to encourage import/export industrial activity in PSIC-B.

ED 2.12 Prioritize and fund infrastructure expansion to open additional areas of Port of Bremerton's property for new development, expansion and relocation into PSIC-B.

ED 2.13. Evaluate the potential for Naval Base Kitsap (NBK) and PSNS-IMF to expand activity and employment into PSIC-B utilizing existing rail infrastructure and partnership with existing or local firms.

ED 2.14. Increase employer access to qualified workforce in PSIC-B by supporting relationships between large employers and sectors, and educational and training institutions in the area, such as Olympic College, Tacoma Community College, Washington State University and Western Washington University.

ED 2.15 Support cooperative employee services such as vanpooling, childcare, language training, and ongoing up-skilling and workforce education.

ED 2.16 Support Olympic Workforce Development Council and PSIC-B employers for expanded programming and resources aimed at preparing and training future workers in the PSIC-B Subarea's target industries, including maritime, aviation/aerospace, and transportation.

Goal ED 3

Track performance and celebrate success.

Desired Outcomes

- Increased understanding of success measures to evaluate achievement of established goals.
- Greater public recognition of successful businesses in PSIC-B.

Strategies

ED 3.1 Develop a PSIC-B Scorecard that establishes benchmarks for economic development in terms of industry diversity, new employment, employment retention, measures of sustainability, lead generation and capture performance based on recruitment and marketing efforts.

ED 3.2 Develop initiatives to encourage businesses to improve their environmental performance, achieve cost savings and increase competitiveness.

ED 3.3 Recognize companies that improve the City's environment and reduce their ecological impact.

5.4 Land Use

Goal LU 1

Promote a compact intensive industrial land use pattern and development phasing to minimize impacts on natural systems, maximize return on infrastructure investment and reduce greenhouse gas emissions.

Approximately 50% of the land area in PSIC-B is undeveloped managed forest land, with wetlands, streams, ravines and other natural features. A key challenge is to minimize impacts on natural systems by accommodating intensive planned industrial growth in a compact land use pattern, with improvements sited, shared, clustered and constructed using low impact development techniques.

Development phasing and restrictions on speculative clearing preserves vegetative cover and wildlife habitat and minimizes impacts on the broader environment. Compact development can be served more efficiently by roads, rail, waterlines and sewer systems, reducing overall infrastructure costs and energy consumption. A compact, intensive industrial land use pattern with small scale services located within and near employment areas will help reduce vehicle miles traveled and greenhouse gas emissions.

Retaining areas of natural vegetation between and within development pods, preserving significant native landscaping and limits on effective impervious surface are key strategies related to this goal.

Desired Outcomes

- PSIC-B is developed with a compact mix of industrial development and compatible uses.
- Job densities within PSIC-B are sufficient to achieve identified job targets over time, with a target of 10 jobs or more per developed acre for new growth.
- Land uses are clustered, and sites are designed and integrated in a manner that makes walking, cycling and transit feasible.
- Return on infrastructure investment is maximized because roads and utilities are designed and located to efficiently serve multiple users.
- Functional native habitat areas in and around PSIC-B are maintained, including habitat corridors through PSIC-B, to minimize overall impact of industrial development on plants, habitat, and fish and wildlife.

Strategies

LU 1.1 Promote development of environmentally suitable sites near existing and planned infrastructure.

LU 1.2 Support standards and incentives to promote compact development with strong pedestrian connections and amenities.

LU 1.3 Promote a business park design with shared parking, loading and outdoor storage areas located to the rear and sides of buildings where possible.

LU 1.4 Conserve and enhance areas of native vegetation along public roads, between development clusters and within and between critical areas, while recognizing the operational needs of industrial uses and site limitations.

LU 1.5 Prioritize specific areas for near term development that are served by existing and planned roads, including the Olympic View Industrial Park, underused portions of the Bremerton National Airport, and properties served by the PSIC-B Connector and SW Lake Flora Road.

LU 1.6 Encourage compact development and protection of critical areas through a program that allows transfer of development capacity within PSIC-B. For example, areas with significant critical areas or other constraints could send their development capacity to suitable receiving sites that can be served by existing or planned infrastructure.

LU 1.7 Within the designated MIC, encourage limited small-scale retail, restaurant, childcare and other supporting uses near employment and connected to the non-motorized transportation network, in order to provide convenient services and reduce vehicle miles traveled by employees and customers in PSIC-B.

LU 1.8 In the area south of Lake Flora Road and outside of the MIC, promote a broader range of employment uses, including office, light industrial, larger retail development, and essential public facilities as defined in RCW 36.70A.200.

LU 1.9 Coordinate land use and infrastructure plans that prioritize transportation and infrastructure investments in the DRC.

Goal LU 2

Restrict uses that are incompatible with intensive industrial development, encourage compatibility with airport operations, and ensure consistency with regional planning policies and criteria for designated Manufacturing/Industrial Centers.

PSIC-B is targeted for focused regional employment growth and is one of ten Manufacturing/Industrial Centers (MIC) designated by the PSRC for intensive industrial development and priority funding for transportation improvements and economic development. Residential uses and large non-related retail and

office uses are generally incompatible with these purposes based on PSRC policy and criteria for MIC designation and Subarea Plan certification because they can negatively impact and displace industrial uses. Restrictions on incompatible uses within PSIC-B and buffering industrial uses from incompatible uses outside of PSIC-B with setbacks, vegetative screening and other methods will address potential incompatibilities.

Bremerton National Airport is a critical asset and its continued viability and growth are central to the success of the Subarea Plan. The airport should be protected from incompatible uses and structures that pose a safety concern to airport operations, including those with impacts as described in C.3.050(b). The City will determine whether proposed land uses are compatible with airport operations, based on individualized study of proposals, input from the Port of Bremerton, and relevant technical guidance documents.

Desired Outcomes

- Bremerton National Airport achieves the development envisioned in the Airport Master Plan and development in adjacent areas of PSIC-B is compatible with aircraft operations.
- PSIC-B continues to be designated as a Regional Manufacturing/Industrial Center and receives priority funding for transportation infrastructure.
- PSIC-B achieves its full potential as a regional scale industrial center that provides a significant percentage of countywide employment growth and family wage jobs.
- PSIC-B is recognized as an important center for jobs and innovation in the traditional industrial and clean-tech industrial sectors.

Strategies

LU 2.1 Maintain restrictions on large scale retail, residential and other non-industrial uses within the MIC that are incompatible with intensive industrial development.

LU 2.2 Support a broad range of employment uses in the Mixed Employment zone south of Lake Flora Road, including large office and retail uses that should be located outside of the MIC.

LU 2.3 Consistent with FAA and WSDOT guidance, promote controls on land uses and development that are incompatible with Bremerton National Airport.

LU 2.4 Ensure traditional office development does not displace existing or potential industrial development in the MIC, while recognizing the hybrid nature of certain uses and goals for encouraging high job densities and living wage employment.

LU 2.5 Ensure that large recreation, entertainment and other non-industrial uses are located, designed and operated in a manner that does not adversely impact industrial uses.

LU 2.6 The freight rail corridor should be reserved for industrial uses to promote the movement of materials and finished goods by rail.

LU 2.7 Maintain transition area(s). Transition areas will help buffer adjacent residential development and provide additional services and the surrounding area.

LU 2.8 Minimize pressure from adjacent land uses outside PSIC-B by ensuring sufficient buffering and carefully considering impacts related to proposals for residential development adjacent to Subarea industrial and manufacturing uses.

Goal LU 3

Provide clear development standards and incentives for projects.

The City has designated PSIC-B as a “Planned Action” area pursuant to the State Environmental Policy Act. A Planned Action is an innovative, incentive technique that combines subarea planning with up-front environmental review as a means to simplify and expedite land use review and permitting for implementing

projects. The Planned Action is a tangible incentive for potential applicants to develop their projects in PSIC-B subarea.

The review of land use permit applications in Washington is circumscribed by State law, which includes, among other things, time limits for review and limitations on the number of public hearings. Within this framework, however, local review procedures may still express a jurisdiction's attitudes toward providing service to applicants, and its desire to encourage economic development. Clear permit standards, streamlined review processes, expedited review and other incentives for projects that embody key Subarea Plan objectives will help demonstrate the City's commitment to and priorities for the Subarea.

In addition to these procedural incentives, the City has also committed to providing a financial incentive to projects that fully embrace PSIC-B's sustainability goals. Through a pilot program that provides a partial building permit rebate to qualifying projects, the City is expressing its willingness to be a partner with developers in creating a sustainable PSIC-B. The City has selected PSIC-B for this demonstration pilot program in recognition that the upfront costs of sustainable development may be somewhat higher than traditional development, that sustainable development practices may be unknown or uncertain for some developers. Because much of PSIC-B is not developed, there is great potential for future development to have a significant impact on sustainability and greenhouse gas reductions. The City will monitor this pilot program and, if successful, consider expansion to other areas in the City.

Desired Outcomes

- PSIC-B is recognized as a location that actively encourages new industrial activity and compatible development.
- Standards for development, regulatory incentives, for sustainable features and the approval process are clear and objective.
- PSIC-B offers a competitive advantage with streamlined review and approval for compliant projects, standards that ensure compatible development, and a progressive image as a sustainable business location.

Strategy

LU 3.1 Establish a prioritized land use and building permit process for development in PSIC-B that meets specified criteria for sustainable development.

LU 3.2 Monitor and update the optional building permit fee rebate pilot program to provide incentives for sustainable development. The City has developed this program as a way to express commitment to PSIC-B sustainability goals and to support those who undertake sustainable development endeavors. This pilot program will be assessed in the future for its merit as a citywide program.

LU 3.3 Monitor and update development standards and guidelines to make sure that standards and guidelines continue to (1) provide flexibility in defining industrial uses and (2) emphasize performance thresholds, such as emissions, noise, glare, stormwater run-off, instead of regulating specific uses.

5.5 Transportation

Goal T 1

Develop a complete transportation system that supports all modes of travel and all potential users of the site.

The transportation system is more than the infrastructure to move employees and goods, it can be a vital public amenity for the PSIC-B site. A complete transportation network that serves all modes of travel (walk, bicycle, transit, automobiles, and trucks) is critical to develop a vibrant and sustainable employment center for the region.

Desired Outcomes

- A robust active transportation system that encourages walking and bicycling.
- Ambitious mode split goals for commute trips are achieved.
- Freight rail is used to ship goods to and from the site.
- Trucks are accommodated throughout the site to efficiently transport goods.
- Future public transit service can be accommodated.

Strategies

T 1.1 Develop an off-street trail network that directly connects clusters of development to encourage walking and cycling between development areas in PSIC-B. The concept is for the network to be a "loop trail" at full build-out, making connections throughout the subarea.

T 1.2 Develop a Neighborhood Electric Vehicle plan to encourage alternative modes of internal site transportation and an alternative link between more distant portions of the site.

T 1.3 Commute trip mode split goals for the subarea for 2050: Transit: 20%, Vanpool/Carpool: 40%, Drive Alone: 30%; and Bicycle/Active Transportation: 10%. Conduct regular surveys to monitor progress.

T 1.4 Build on the region's successful vanpool program.

T 1.5 Establish a Transportation Management Association for PSIC-B that can monitor commute trip patterns, coordinate vanpool, carpool, and other transit services, and provide information and assistance to employers.

T 1.6 Use the freight corridor efficiently to move materials and finished goods.

T 1.7. Continue to coordinate with Kitsap Transit to provide a full range of transit services, shelters and other amenities that support public transportation services at the PSIC-B MIC.

T 1.8 When sufficient employment capacity growth has occurred in PSIC-B, support high-capacity transit service through the Subarea.

T 1.9 Support and forward an integrated multimodal transportation network, including freight, transit, pedestrian, and bicycle facilities and linkages within PSIC-B and to destinations outside the subarea.

Goal T 2

Develop a transportation system that is financially feasible.

Transportation infrastructure can be costly to build and maintain. It is important that the City work with regional partners and property owners to share the cost of new infrastructure and develop an efficient transportation system that minimizes maintenance costs.

Desired Outcomes

- New transportation facilities are constructed based on a land use plan that concentrates growth around existing infrastructure.
- New transportation facilities are designed with the intent of minimizing long-term maintenance costs.
- Development pays its fair share toward new transportation infrastructure.

Strategies

T 2.1 Seek funding for transportation infrastructure in a manner that provides a financial incentive to locate adjacent to existing infrastructure.

T 2.2 Minimize paved parking areas through measures that use parking areas as efficiently as possible.

T 2.3. Ensure Section E Capital Facilities Plan transportation identifies strategies to address deficiencies the PSIC-B's transportation network.

T.2.4 Prioritize transportation improvement projects that provide access to freight facilities and optimizes freight movement.

T 2.3 Develop an efficient roadway circulation plan. This plan is conceptual and precise roadway alignments and specific site access details will be provided as development occurs. Roadway design details (e.g., number of lanes required to serve traffic flows) will also be determined as the site develops.

T 2.4 Review and maintain level of service (LOS) standards that do not require the construction of large roadway facilities to accommodate short-term congestion issues.

T 2.5 Incorporate low-maintenance transportation infrastructure such as roundabouts and LED lighting.

5.6 Greenhouse Gases

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation and temperature. Greenhouse gases, such as carbon dioxide, methane, and nitrous oxide, trap heat in the atmosphere and contribute to climate change. In the Pacific Northwest, some potential consequences of climate change associated with a continuation of greenhouse gas emission trends include decreased snowpack and water for irrigation, changes in salmon migration and reproduction, changes in forest growth and species diversity, increase in forest fires, increased coastal flooding, increased landslides, and permanent inundation of some areas. Reductions in greenhouse gas emissions can help to slow or reduce the magnitude of these impacts.

In addition, reduction of greenhouse gas emissions provides many public benefits, including supporting improved air quality, supporting efficient use of scarce public resources, reducing traffic, reducing dependence on uncertain energy sources, and invigorating the economy by helping the region become a center for the emerging clean energy industry.

Recognizing these benefits, the reduction of greenhouse gas emissions by approximately 30%, compared to traditional industrial development, is one of the primary goals of this Subarea Plan. This is an ambitious goal that calls for a vigorous and coordinated approach by the City, the business community and residents. As described in the *Environmental Impact Statement (draft June 2011)*, compact development and green building standards could achieve over 75% of the City's greenhouse gas reduction goal. Other actions that contribute to the remaining reduction include greater use of renewable electricity, additional housing near PSIC-B, implementation of a commute trip reduction program, use of energy efficient outdoor lighting, expanded vanpool/transit service, location of nearby support retail and services, and implementation of efficient transportation design standards. If implemented in a coordinated manner, these measures work together to achieve the City's greenhouse gas reduction goal for PSIC-B. Through a variety of incentives, the City supports development that incorporates these measures (also see Goal LU 3 and supporting strategies).

Goals and strategies below focus on the natural environment, transportation systems, land use and development, and infrastructure services as means to reduce greenhouse gas emissions.

Goal GG 1

Manage vegetated areas to promote reduced greenhouse gas emissions.

Plants are a source and sink of carbon dioxide and they sequester carbon dioxide from the atmosphere in above ground and below ground biomass. Sequestration occurs during plant growth, but release of carbon occurs through decomposition of woody debris, plant material as litter, and respiration. As plant materials

decay, the stored carbon is released over time as carbon dioxide and methane. Forest soils also sequester carbon, and can also be a source of accelerated carbon emissions upon disturbance/clearing, which removes carbon inputs and speeds decomposition. The vegetated areas within PSIC-B should be considered in minimizing and/or mitigating carbon emissions from development.

Desired Outcomes

- Use of vegetated areas to assist in mitigating for carbon emitted from construction and operations of development in PSIC-B.

Strategies

GG 1.1 Outside of managed forest practice areas, promote and/or develop a City-approved forest/vegetation management program quantifying current carbon sequestration and anticipated growth for meeting carbon sequestration goals.

GG 1.2 Incorporate a City-approved carbon accounting program for efforts in minimizing carbon emissions through sustainable design techniques, construction methods, and operations.

GG 1.3 Avoid or mitigate environmental impacts and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected by climate change.

Goal GG 2

Coordinate transportation and land use planning to reduce greenhouse gas emissions from vehicles.

The transportation sector is a major contributor to a development's greenhouse gas emissions. Coordinating transportation and land use planning strategies can lead to substantial reductions in transportation-related greenhouse gas emissions.

Desired Outcomes

- Land uses are clustered to increase the viability of walking, cycling, and transit.
- Within the industrial development clusters, include key support services such as retail, banking, and childcare.
- Incentives are provided to encourage the development of support retail and service uses, which will reduce greenhouse gas emissions related to goods movement.
- The transportation system design incorporates best practices related to energy conservation and greenhouse gas emissions reductions.

Strategies

GG 2.1 Maximize opportunities for shared parking.

GG 2.2 Coordinate with adjoining jurisdictions to encourage housing development on compatible properties outside of the MIC boundary that do not conflict with FAA standards for airport operations.

GG 2.3 Support development of support services and retail within major employment areas, consistent with the MIC designation for PSIC-B.

GG 2.4 Target recruitment to industries that have relatively short shipping distances (e.g., local suppliers to the Navy and other major entities in the area).

GG 2.5 Implement greenhouse gas emissions reducing transportation design features wherever feasible. Examples include roundabouts and LED traffic signals while retaining market competitiveness.

GG 2.6 Require the use of energy efficient lighting technologies for roadways, trails, parking areas, and loading facilities.

GG 2.7 Develop and implement access (driveway spacing) standards that minimize conflicts with pedestrians and cyclists.

GG 2.8 Support the use of fuel-efficient and alternative fuel vehicles.

GG 2.9. Support achievement of state and regional air quality standards through coordinated, long-term strategies that address the main contributors to air pollution and greenhouse gasses.

GG 2.10 Advocate and promote alternatives to single-occupancy vehicles, including for expansion of transit, telecommuting/teleworking where appropriate, car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategy for reducing vehicle-related air pollution.

Goal GG 3

Adopt site and building standards that contribute to reduced greenhouse gas emissions and result in more sustainable development.

Sustainable development refers to compact development that is resource and energy efficient, results in reduced greenhouse gas emissions, and protects and sustains the natural environment. This Subarea Plan promotes development that is environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance and reuse or demolition. It also promotes LID native landscaping, alternative energy and water reuse.

Desired Outcomes

- At least 50% of new private buildings are recognized as high performance, efficient buildings.
- New site development adheres to sustainable development standards, including LID guidelines.

Strategies

GG 3.1 Adopt energy conservation goals for new development in PSIC-B.

GG 3.2 Adopt the International Green Construction Code, including the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRE) Standard 189.1, as a voluntary pathway for public and private development. Over time, consider making this standard a minimum requirement.

GG 3.3 Maximize implementation of green building and LID in PSIC-B through landowner outreach, incentives, specific technical information targeted towards permitting clients, advanced staff training and adoption of an ordinance that allows innovative pilot projects.

GG 3.4 Encourage the adoption of new technologies that reduce greenhouse gas emissions.

GG 3.5 Work with Puget Sound Energy to monitor the energy usage of the Subarea and determine if energy conservation goals are being met.

GG 3.6 Periodically update climate change goals and policies to respond to changes in technology, best management practices, and building techniques.

GG 3.7 Reduce building energy consumption through green building and promote the adaptive reuse of existing buildings recognizing the emission-reduction benefits of retaining existing buildings.

Goal GG 4

Develop public capital infrastructure that seeks to reduce greenhouse gas emissions.

Desired Outcomes

- New public infrastructure adheres to sustainable development standards, including Low Impact Development guidelines.

Strategies

GG 4.1 Utilize LID in the development of public roadways and pathways to the maximum extent practicable.

GG 4.2 Look for grant opportunities to bring renewable power generation to PSIC-B.

5.7 Utilities

Goal U 1

Water and wastewater systems should conserve resources and maximize efficiency.

The water and wastewater systems selected should use the latest technology in sustainable treatment approaches to maximize the efficient use and reuse of water. Similarly, techniques to support energy conservation should be encouraged. Recognizing that portions of PSIC-B have been designated as critical aquifer recharge areas, the stormwater systems should maximize groundwater recharge. These systems should also be managed and operated in such a way as to promote the conservation and reuse of resources through policies and rate and fee structures.

Desired Outcomes

- Water and energy is conserved
- Groundwater recharge is maximized
- Total water usage in PSIC-B is reduced by 50% compared to similar industrial areas and uses.
- In new development, primarily non-potable sources are used for non-potable applications (e.g. rainwater catchment, reclaimed process water and grey water reuse for industrial activities, toilets and irrigation).

Strategies

U 1.1 Incentivize green building standards, including certain water efficiency performance requirements, for new buildings

U 1.2 Where public reclaimed water infrastructure is nearby, encourage dual plumbing of buildings. Many industrial users could have a need for reclaimed water treated to Class A standards (as regulated by the Washington State Department of Health and Ecology) for certain manufacturing processes. New development in nodes identified to have a reclaimed water plant should be plumbed to reuse this water. Buildings outside of these node areas should be dual plumbed to make use of rainwater for these non-potable uses.

U 1.3 Provide reclaimed water distribution infrastructure when streets are built or sewer lines are laid.

U 1.4 Promote Membrane Bioreactor (MBR) wastewater treatment. MBR treatment uses membrane micro- or ultra-filtration and biological reaction to treat wastewater and can produce effluent with sufficiently high quality as to be reused as reclaimed water.

U 1.5 Allow rainwater reuse in areas where reclaimed water is not available. Industrial buildings tend to have very large roof areas relative to the number of occupants making them ideal candidates for cost-effective rainwater catchment systems. These systems should be encouraged for use in areas where reclaimed water is not available for non-potable supply.

U 1.6 Consider modification of the stormwater utility fee to promote low impact development, calibrate for true system impact and environmental cost, and encourage natural drainage improvements.

Goal U 2

Ensure new development does not negatively impact surface and ground water quality.

The wastewater collection, treatment and reuse/disposal systems should minimize the release of pollutants into the environment (i.e. groundwater & surface water). The stormwater management systems should employ the latest technology in LID Best Management Practices (BMPs) to provide high levels of stormwater treatment.

Desired Outcomes

- Water quality is measurably improved.

Strategies

U 2.1 Maximize the implementation of LID stormwater treatment as a cost-effective method for stormwater treatment and disposal to the greatest extent feasible under current market conditions. Where soils are conducive, infiltration can be used in lieu of traditional conveyance, detention, and flow control. Even in areas where the soils do not infiltrate well, the use of bioretention for stormwater treatment in landscape areas is a relatively inexpensive and effective stormwater treatment approach.

U 2.2 Limit hazardous material or hazardous waste storage on pervious pavement or LID areas to structures that are enclosed and protected from the weather, Ensure the containment system with prevent any release to the environment.

Goal U 3

Promote innovation, safety, reliability, and cost effectiveness in the delivery of utility services.

Utility services should be implemented by the City to encourage or allow the use of innovative sustainable on-site water systems by tenants and owners within PSIC-B. The water, wastewater, and stormwater systems should be provided such as to meet the industry standard levels of reliability and safety and at a reasonable economic cost.

Desired Outcomes

- The PSIC-B industrial center is a recognized leader in innovative sustainable infrastructure.
- Life safety and reliability expectations for the utility system are maximized.

Strategies

U 3.1 Design infrastructure to meet the expected performance levels. Sustainable infrastructure should be designed to meet comparable industry standard performance and reliability standards of the remainder of the City's infrastructure.

U 3.2 Encourage innovative sustainable development measures on projects

U 3.3 Create a water, wastewater, and stormwater connection and usage fee structure to encourage innovative and ultra high-performance water conservation. Establish a water rate structure to cover projects that have ultra-high performing water conservation systems such as 100% rainwater for building uses but rely on fire flow by the City of Bremerton system.

5.8 Capital Facilities

Goal CF 1

Seek funding for public facilities that are needed to support development in PSIC-B.

Capital facilities should support the location of industrial uses that will benefit the local economy. Such facilities should include transportation, utility, and other capital facilities that support the types of uses and building types desired in PSIC-B.

Desired Outcomes

- Sustainable businesses are attracted to PSIC-B.
- Development levels support high quality and innovative infrastructure

Strategies

CF 1.1 Prioritize future capital improvements that serve businesses committed to locating and staying in PSIC-B.

CF 1.2 Provide levels of service that are appropriate to present and future businesses in PSIC-B and consistent with the City's levels of service.

CF 1.3 Provide a range of utility service levels to support a range of uses. To the extent possible, encourage uses with similar utility needs to cluster together. For example, heavy industrial uses that have a high demand for process water could locate in proximity to each other so that infrastructure could be tailored to these needs.

CF 1.4 Street standards should be "self-mitigating" for stormwater when certain soil conditions are present and with certain sizing factors developed that could ease the design and use of these standards.

CF 1.5 Create visitor information centers at innovative capital facilities. For example, a visitor information center at a MBR wastewater plant could reinforce the sustainability brand and promote development of similar facilities.

Goal CF 2

Use capital improvements as an economic development measure to encourage private business investment in PSIC-B.

Businesses are attracted by realistic plans that clearly identify and plan for the necessary infrastructure to support industrial growth.

Desired Outcomes

- Build infrastructure that is financially feasible.
- Minimize cost of ongoing maintenance of infrastructure.

Strategies

CF 2.1 Use local funding to leverage other resources, such as grants, public/private partnerships, and investments by businesses locating in PSIC-B.

CF 2.2 If sources of revenue are available that can be committed to future debt payments, use debt to enable early completion of priority capital improvements and to amortize the cost over the life of the public facility.

CF 2.3 In recognition of current constraints on City government funding, rely on grants and private developer funding for provision of capital facilities. Over the long term, seek to establish a public/private partnership program for the provision of capital facilities to serve the area.

CF 2.4 Provide public facilities that minimize operating and maintenance costs of the facility.

CF 2.5 If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, the level of service, the planned growth, and/or the sources of revenue will be adjusted to maintain a balance between available revenue and needed capital facilities.

CF 2.6 Provide and seek opportunities to partner with the Port in funding of infrastructure.

SECTION 3.0

Implementation

3.0 Implementation

This section of the Subarea Plan is focused on the essential next steps to promote a vigorous start to sustainable economic development in PSIC-B. The first part of this section contains a discussion of priority implementation measures, based on City staff, stakeholder and broad public input. The second part contains some brief case studies that illustrate the potential opportunities associated with green, eco-industrial development.

Implementation Measures

From the beginning and continuing throughout planning for PSIC-B, the City has recognized the importance of a successful implementation strategy. Through the planning process, staff review, public meetings and stakeholder discussions have focused on implementation feasibility. As part of this focus, a key joint meeting of the Technical Working Group (TWG) and Executive Committee (EC) focused on two key implementation questions.

1. What are the underlying contradictions that could keep this Plan from being successfully implemented?

2. What are the strategic directions that could be taken to ensure Plan success?

The tables on the following pages summarize the key themes and ideas that emerged from brainstorming sessions associated with the aforementioned questions.

Exhibit PSIC-18 identifies the five emergent themes that may impede the future success of PSIC-B. A list of specific impediments further explains the themes.

Exhibit PSIC-19 identifies six emergent themes that would support the achievement of a successful PSIC-B. Measures and strategies are specified for each theme to provide direction for Plan development and implementation.

It is the intent that these ideas form the basis for the next steps in the Subarea Plan implementation process, including the administration of the PSIC-B specific-zoning code, development standards, and development incentives.

Exhibit PSIC-19: Impediments to Success

THEME	IMPEDIMENT
COMPETING INTERESTS & UNCLEAR BENEFITS	• No coordinated leadership • Need clear partnership between public & private • Not enough money for infrastructure • Need good development incentives
GREEN INDUSTRIAL IS EXPENSIVE	• Cost of environment mitigation/conservation expenses too high • Regulations required to achieve sustainability are difficult • Perceptions that “green” is expensive and small businesses can’t figure it out on their own
INFLEXIBLE TRADITIONAL ZONING	• Potential “incompatibility” with the airport • Development outside critical areas could have unmitigated impacts on environment

UNDEFINED MARKET STRATEGY	• Need to understand what the future of green tech is • Competing for a market that doesn't exist • Plan should not just seek to recruit, but also "keep and grow those who are here"
UNIDENTIFIED/ DISCONNECTED TRANSPORTATION ALTERNATIVES	• Perception of isolation—that PSIC-B is "far away" • Location, location, location—demonstrate that PSIC-B has some benefits of location

Exhibit PSIC-20: Strategic Directions for Success

THEME	HOW TO ACHIEVE SUCCESS
IMPLEMENTING	• Develop a communication plan and the benefits of PSIC-B • Beneficiaries are public – not only jurisdictions
DEVELOPING EFFECTIVE PARTNERSHIPS	• Government as a partner, not just as a regulator • Financial partnerships (public & private) • Define partner roles
CONNECTING	• Develop a map showing transportation options • Develop Gorst "Gateway" like transportation plan and get reliable connectivity to PSIC-B • Develop a transportation plan
INVITING BUSINESS CLIMATE	• Mitigation friendly zoning • Flexible progressive zoning

DEVELOPING MARKET STRATEGY	• Branding of area as innovative, eco-friendly industrial
	• Develop marketing strategy
	  ○ Local strengths (shipyard)
	  ○ Define market weaknesses
	  ○ Specific targets
	• Define market
	  ○ Who
	  ○ Why different
	• Economic benefit of airport (updated)

DEMONSTRATING BENEFIT OF PSIC-B PLAN	• Case studies showing green vs. traditional build • Green expense – show supporting information about developing green • Model Project, cost-benefit • Education (platform?)

Implementation Strategies
Based on input from the TWG, EC and interested members of the public, this section of the Subarea Plan identifies key initial steps to effectively and proactively achieve the vision for the PSIC-B Subarea.

As described below, implementation strategies are focused on building on recent growth and include a recommendation that the City review performance and adapt the preferred implementation approach accordingly at five-year intervals. This approach will keep the City's strategic outlook refreshed and flexible.

The text below identifies six key strategies. The first strategy recommends creation of an inter-agency steering committee to oversee the remaining future implementation activities. The remaining five strategies should all be viewed as having equal priority, with the success of one strategy dependent upon the success of the other four. The achievement of the future PSIC-B desired development intensity and character will require the City to make strategic and tactical decisions that are in alignment with each other. Therefore, the implementation strategies should be read together, as one integrated approach.

1. **Create a Steering Committee of existing agencies and interest groups focused on establishing PSIC-B as a successful industrial center.**

   As identified during the planning process, one of the obstacles to success of PSIC-B in the past has been the lack of an aligned and coordinated approach among the many different stakeholders. Creation of a Steering Committee is intended to create a forum for bringing these interests together and to provide leadership for future development of the Subarea. The Steering Committee could build from the partnerships that have begun with the TWG and EC. As a first step, the Steering Committee should create a charter that clearly establishes roles, common goals and benefits of development of PSIC-B as a successful industrial center. Over the next five years, it is intended that the Steering Committee will oversee the remaining implementation activities outlined below.

2. **Develop a comprehensive outreach and communication strategy to promote PSIC-B.**

   Discussion by the TWG and EC clearly identified the need for a comprehensive approach to communication as it relates to PSIC-B. As recommended by the TWG and EC, the communication plan should clearly establish the multiple benefits associated with future development in the subarea and ensure that all communication contains a clear and consistent message as to these benefits. Other elements of the communication plan identified through the planning process include:

   - Use of a web portal to conduct outreach;
   - Outreach to the Washington State legislative delegation;
   - Collaboration with partner agencies to achieve Subarea Plan goals, including the Washington State Department of Transportation, Washington State Department of Commerce and others;
   - Expanded outreach to the business community, including business owners, organizations and associations; and
   - Identification and communication of costs and benefits of sustainability measures in industrial development.

3. **Develop a specific marketing plan to promote PSIC-B.**

   As recommended by the TWG and EC, a marketing plan should provide a focused balance on traditional industrial development and the expanding clean tech sector. As identified during the planning process, some elements of a marketing plan could include:

   - Research, identify, and implement strategies for targeted industrial sectors;
   - Focused outreach and incentives for small businesses;
   - Incentives to encourage a range of new development;
   - Development of a PSIC-B brand;
   - Support for businesses seeking to meet sustainability goals;
   - Exploration of the opportunities provided by the Foreign Trade Zone; and
   - Development initiatives to monitor and celebrate successful sustainable businesses.

   The marketing plan would be implemented in conjunction with the comprehensive communication plan, described previously.

4. **Monitor and implement planning and regulatory review improvements.**

Sections C and D of the Subarea Plan contain development regulations, standards and guidelines intended to provide a streamlined review process and to promote sustainable industrial development. Over the next few years, the Steering Committee should monitor the success of these regulations in achieving their purpose and recommend adjustments as needed.

5. **Obtain funding for key infrastructure improvements.**

Throughout the planning process, the TWG, EC, and interested stakeholders all agreed that one of the key constraints to future development in PSIC-B is the lack of infrastructure and high cost associated with provision of future rights-of-way, water and sewer improvements. As described in Section E of this Subarea Plan, an essential element of securing success in for PSIC-B will be to identify, evaluate and lead efforts to secure funding for infrastructure development.

6. Assess progress and adjust plan for the next five-year period.

Although the Vision, Goals and Strategies in Section A of the Subarea Plan are based on a 20-year planning horizon, the approach to implementation is focused on the next five years. It is intended that in 2030, the City will review performance and update implementation activities as needed with a new five-year set of action strategies. This will keep the City's strategic approach to PSIC-B current as it responds to future growth and changes. It is recommended that this process be repeated every five years.

Case Studies

In order to illustrate the potential opportunities associated with sustainable and eco-industrial development, the following example case studies demonstrate how other national and international locations have planned for and implemented sustainable industrial development plans.

San Diego, California

To cultivate and strengthen a Cleantech cluster in San Diego, the City of San Diego is:

- Working with government, academia and industry partners to eliminate challenges and enhance opportunities for growth in the emerging clean technology sector.
- Providing clean technology companies with targeted assistance such as site selection services, expedited permit processing, business incentives and access to capital.
- Offering a comprehensive incentive package to all new industries but focuses recruitment and marketing efforts on clean-tech cluster development.
- Taking advantage of proximity to transportation hubs, the border, and availability of natural resources for alternative fuels and compatibility with existing industries such as biotech, software, aerospace and defense, paired with the Mayor's commitment to the effort, which have established the clean tech sector as the highest growing of any sector in San Diego.

Silver Bay, Minnesota

Located about 60 miles northeast of Duluth Minnesota, plans for this new eco-industrial park include a biomass heat and power facility, a greenhouse that could grow food for distribution within the city, and a fish farm that would make use of fish waste to grow algae for biodiesel fuel. The park will be subdivided geographically into industrial and business clusters in order to align commercial and industrial facilities to:

- Optimize resource productivity
- Recover energy and material byproducts
- Power facilities with an integrated renewable energy system
- Integrate conservation design and green building features

- Move toward zero waste and emissions
- Create synergies and economic benefits that will incent business growth
- Serve as a model for sustainable industrial development and tourist attraction

A keystone of the park will be the development and integration of a renewable, cyclical, self-sustaining, energy production system (electricity and heating). Project sponsors see this as a competitive advantage, with businesses attracted to the park based on the benefit of predictable renewable sustainable energy costs. In addition, the need for fossil fuel consumption will be eliminated, which ultimately results in reductions in greenhouse gas emissions and reductions in waste.

Groundbreaking was in October 2011. Council member Carlene Perfetto anticipated the effects an eco-industrial park could have on Silver Bay. "This is a start of bringing educated people from Silver Bay back home."

Silver Bay Eco-Industrial Business Park
Mission Statement

To network businesses to work with each other and the Silver Bay Community in order to create and diversify living wage employment, by improving resource productivity, eliminating pollution and expanding markets through renewable sustainable energy development.

Kalundborg, Denmark

Kalundborg, Denmark's eco-industrial development captures 'industrial symbiosis' based on the collaboration between five primary independent industrial enterprises for mutual economic and environmental benefit. It is based on a series of bilateral commercial agreements on three different kinds of projects: recycling water, exchanging energy at different levels, and recycling waste products. The Aeneas Power Plant, for example, produces a waste stream of steam and heated water. This water warms the tanks of a fish farm, while the steam is used by the municipality for heating and by Novo Nordisk, a pharmaceutical company, who then pipes organic sludge waste to farms to use as fertilizer. Cooperation between businesses was voluntary but conducted in close collaboration with regulatory authorities. By 1998, the Symbiosis agreements have amounted to some $160 million in savings. This level of cost savings and improved environmental performance becomes a competitive advantage for participating companies. It is interesting to note that the success of this development is based on the people that worked together to make it happen, less than the technological innovation they harnessed.

Conclusions

Each of these case studies represents a different approach to green industrial development. In San Diego, the City and its partners are collaborating to position the region as a global leader in cleantech development. In Silver Bay, a new eco-industrial park is in its infancy, while the Kalundborg development is a mature development with demonstrated success in providing economic and environmental benefits to the community. These varied experiences, however, share some commonalities that may provide some helpful tips in implementation of PSIC-B. Some key features are described below.

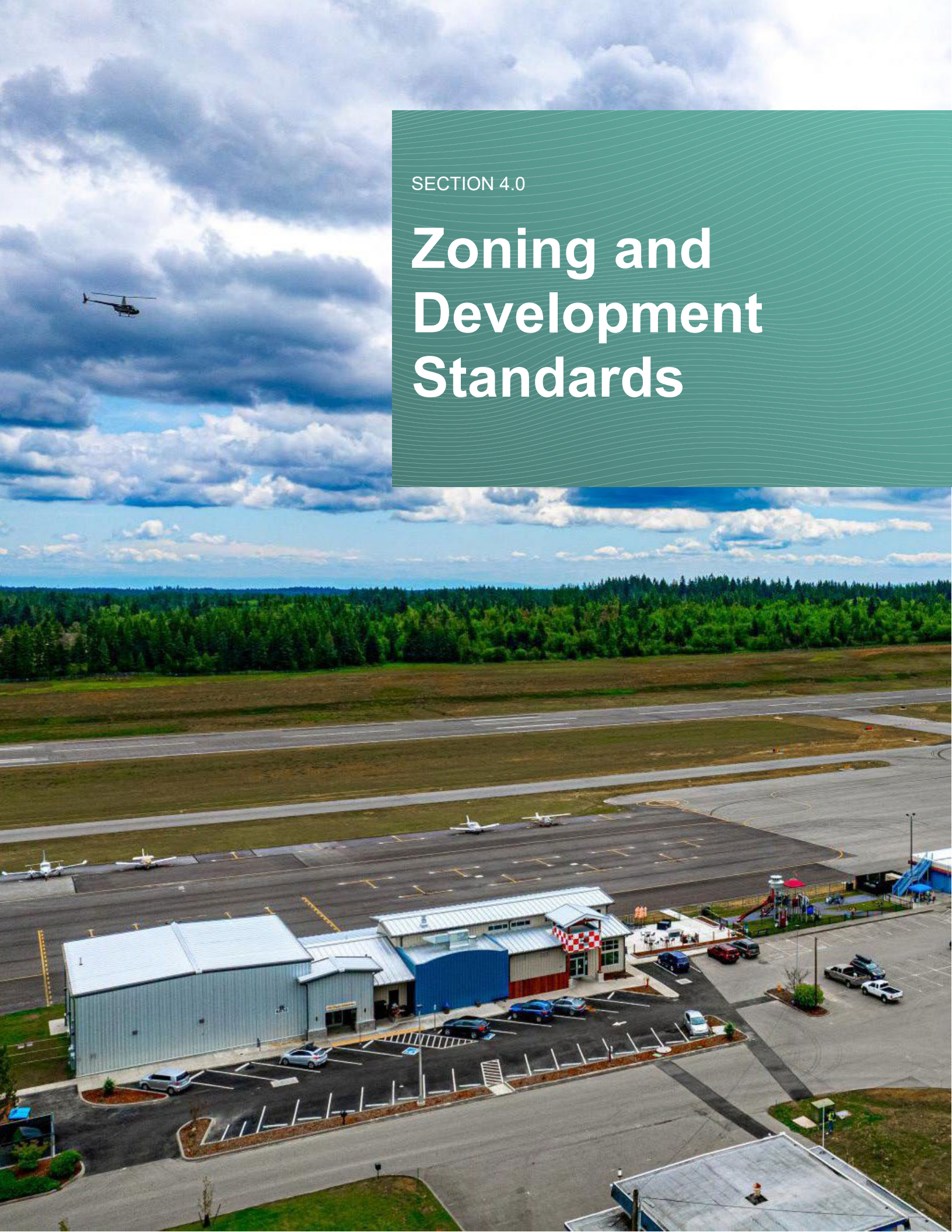
Collaboration breeds success. Both San Diego and Kalundborg emphasize that their success is, in large part, based on the willingness of people to work together toward a common goal. The public and private sectors have joined forces to achieve the shared goals of economic development and environmental preservation. The CleanTech San Diego website notes that the area is renowned for its culture of collaboration and collegiality, making it a natural setting for a clean tech "collaboratory" and attributing much of its success to a strong partnership between local colleges/universities and the private sector. Similarly, Kalundborg representatives describe that much of their success is based primarily on the willingness of people to work together and less on technological innovation.

Time and patience are needed. The eco-industrial development in Kalundborg is widely cited as a successful eco-industrial park, but this success was not immediate. Rather, development is often described as a spontaneous but slow evolution. The web of materials and energy exchanges has developed over the last 20 years. Originally, the motivation behind most of the exchanges was to reduce costs. Gradually, the managers and area residents realized they were generating environmental benefits as well, through their transactions. In contrast, the proposed eco-industrial development in Silver Bay has not experienced significant development levels, potentially due to the recent economic downturn. However, if Kalundborg is any example, patience and attention to connections between businesses will be key to future success in Silver Bay and PSIC-B.

Green industrial development is compatible with small urban settings. While the San Diego region is a large urban center, both Kalundborg and Silver Bay are small urban areas compared to Bremerton. In the case of Kalundborg, the relatively small size of the urban area has not been a deterrent to success. Similarly, Silver Bay has generated strong private and public sector support in launching the new business park.

SECTION 4.0

Zoning and Development Standards



Chapter 1: Introduction

1.010 Purpose

a. The Zoning and Development Standards establish zoning provisions, minimum development standards, performance standards and design criteria that will guide all development in the Puget Sound Industrial-Bremerton (PSIC-B) Subarea, including both areas within and outside of the designated Manufacturing/Industrial Center (MIC). The purpose of these development standards is to:

   1. Implement the vision and policy direction contained in Section A;
   2. Promote environmental stewardship and reward businesses for being responsible neighbors and contributing to the sustainable character of the community;
   3. Promote compact industrial and commercial development on environmentally suitable sites near existing and planned infrastructure;
   4. Promote regional job creation and long term economic vitality through standards and guidelines that encourage and reward attractive, more sustainable development;
   5. Provide a streamlined review process for development that is consistent with Land Use Goal 3 of Section A and related SEPA Planned Action;
   6. Ensure the continued viability of industrial and aviation uses by providing restrictions and physical separation of uses that are deemed incompatible by the City;
   7. Provide a regulatory balance between predictability and flexibility to recognize the evolving nature of land uses, unique site conditions and development technologies.

b. The standards address the following elements:

   1. Chapter 1: Introduction, including a description of the purpose, content, applicability and administration of the Zoning and Development Standards;
   2. Chapter 2: Definitions;
   3. Chapter 3: Land Use Zones, including purpose statements for each zone, zoning map, and standards for uses, height, setbacks, and other key standards;
   4. Chapter 4: Development Standards, including standards for site clearing and development; building design; transportation, parking, circulation, and pedestrian access; landscaping; signs; exterior lighting; noise and emissions; and low impact development;
   5. Chapter 5: Right-of-Way Standards

1.020 Applicability

a. The Zoning and Development Standards provide minimum requirements applicable to development in the PSIC-B_Subarea. The purposes outlined in this subsection are intended to be achieved through compliance with all mandatory standards and consideration of the design guidelines.

b. Conflict of Provisions and Severability

   1. The standards contained in Section C are specific to PSIC-B and are intended to supplement or modify standards contained in the Bremerton Municipal Code (BMC Title 20).
   2. In the event of a conflict between the standards contained in Section C and those contained in the Bremerton Municipal Code, the standards in Section C shall prevail.
   3. In the event that a provision of this Chapter is held invalid, the remaining provisions shall remain in full force.

Chapter 2: Definitions

2.010 Introduction

All definitions contained with the Bremerton Municipal Code (BMC) apply in PSIC-B, unless specifically modified by the definitions below. Specific land uses are defined in BMC Chapter 20.42. If a specific term is not defined or referenced herein or in BMC Chapter 20.42, it shall take its normal and customary meaning within the context of how it is used.

2.020 List of Defined Terms

Critical Root Zone (CRZ)	The minimum area beneath a tree that must be left undisturbed in order to preserve sufficient root mass to give a tree a reasonable chance of survival. The CRZ is typically represented by a concentric circle centering on the tree trunk with a radius equal to the distance from the outside of the trunk to any point twelve times the trunk diameter, which is measured at four and a half feet from the ground.
Dual Supply Plumbing	A plumbing system that provides separate piping and connections for the use of either potable water or reclaimed, non-potable water at the same fixture.
Effective Landscaping	An area that provides sufficient quantity and quality of plant materials to screen parking, building, or hardscaped areas of a project and provides color and viewing interest.
Feasible	Actions that can be accomplished with technologies and methods that have been used in the past in similar circumstances, or studies or tests have demonstrated in similar circumstances that such approaches are currently available and likely to achieve the intended results. Additionally, the action shall not physically preclude achieving the project's primary intended legal use. In cases where these standards require certain actions unless they are infeasible, the burden of proving infeasibility is on the applicant. In determining an action's infeasibility, the City may weigh the action's relative costs and public benefits, considered in short- and long-term time frames.
Habitat Corridor	A continuous area of retained, multi-layered native vegetation that provides habitat for native wildlife species and connects environmentally critical areas, such as wetlands, or other permanently preserved natural areas allowing passage of wildlife through developed areas with minimal human disturbance.
Hard Surfaces	Any impervious surface, as well as any pervious or partially pervious surface that is not predominantly covered with vegetation or landscape mulch.
Low Impact Development (LID)	Means a stormwater and land use management strategy that strives to mimic predisturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design (or as otherwise defined by BMC 15.04.030).
Multi-layered Landscaping	Landscaping that incorporates plants of varying sizes (trees, shrubs, groundcover) to mimic the natural understory-canopy forest relationship. Such landscaping should generally be planted at densities similar to intact forest communities in the general vicinity.
Neighborhood Electric Vehicles	Battery electric vehicles that are legally limited to roads with certain posted speed limits, usually are built to have a top speed of 30 miles per hour (48 km/h), and have

	a maximum loaded weight of 3,000 lbs. NEVs fall under the United States Department of Transportation classification for low-speed vehicles.
Off-Site Trail Connection	A non-motorized pathway, constructed for use primarily by pedestrians, bicyclists, and neighborhood electric vehicles, that provides a connection from one development site to another or that connects to an established public regional trail system.
On-Site Trail	A non-motorized pathway, constructed for use primarily by pedestrians, bicyclists, and neighborhood electric vehicles, that provides access between buildings, parking, common areas, and open space within a development site.
Pedestrian-Scaled	The relationship between the dimensions of a building, street, outdoor space, or streetscape element and the average dimensions of the human body, as well as the space and built environment as perceived by the senses of a human being.
Setback, External	The minimum required horizontal distance between the finished exterior wall of a structure and the nearest lot line that borders a property not located within the PSIC-B subarea.
Site Clearing	The clearing or removal of vegetative cover and other obstructions on a project site prior to undertaking construction work.
Support Retail and Services	Locally serving uses such as banks, childcare, cafés, cleaners, medical/dental offices, and similar uses that support employees of industrial office or business uses.
Trees, large	A tree with a canopy that will reach at least 30 feet in diameter at maturity.
Trees, small	A tree with a canopy that will not exceed 30 feet in diameter at maturity.
Vehicle Storage Area	An outdoor area where vehicles and equipment are accumulated and stored for an indefinite period of time.

Chapter 3: Zoning Districts and Uses

3.010 Zone Establishment and Purpose

The following zones are hereby established within PSIC-B_to protect the public health, safety and general welfare by implementing the goals and policies adopted in Section A. These goals include promoting the economic viability of manufacturing and industrial uses, encouraging employment growth, protecting Bremerton National Airport from incompatible land uses and preventing the encroachment of unplanned residential and other large non-industrial development within industrial zones. Specific purpose statements listed for each zone shall serve as a guide in determining the appropriate location of uses, conditions for development and in interpreting the standards.

a. General Industrial (GI)

   The purpose of this zone is to promote a wide range of light and heavy industrial uses and compatible support retail and service uses.

b. Port Industrial Mix (PIM)

   The purpose of this zone is to promote a wide range of light industrial, support retail and service uses, government uses and compatible service uses within a business park built form, as well as recreational facilities that are designed and operated in a manner that is compatible with industrial uses. Heavy industrial uses are also allowed in this zone, provided additional measures are taken to reduce the

potential negative impacts of these uses on adjacent property through site design, screening, buffers and landscaping.

c. Aviation Business (AB)

The purpose of this zone is to provide areas for aviation related business, manufacturing and service-related uses, while ensuring compatibility with aircraft operations. A broad range of non-aviation industrial uses that do not include significant outdoor operations are also allowed in this zone, provided measures are taken to reduce the potential negative impacts of these uses on adjacent property through site design, screening, buffers and landscaping.

d. Mixed Employment (ME)

The purpose of this zone is to promote a range of commercial, office and light industrial uses outside of the MIC boundaries that are compatible with land uses in the MIC, with improved non-motorized connections and amenities. Light industrial activities in this zone should occur within enclosed buildings and heavy industrial uses are discouraged.

e. Airport Compatibility Overlay (ACO)

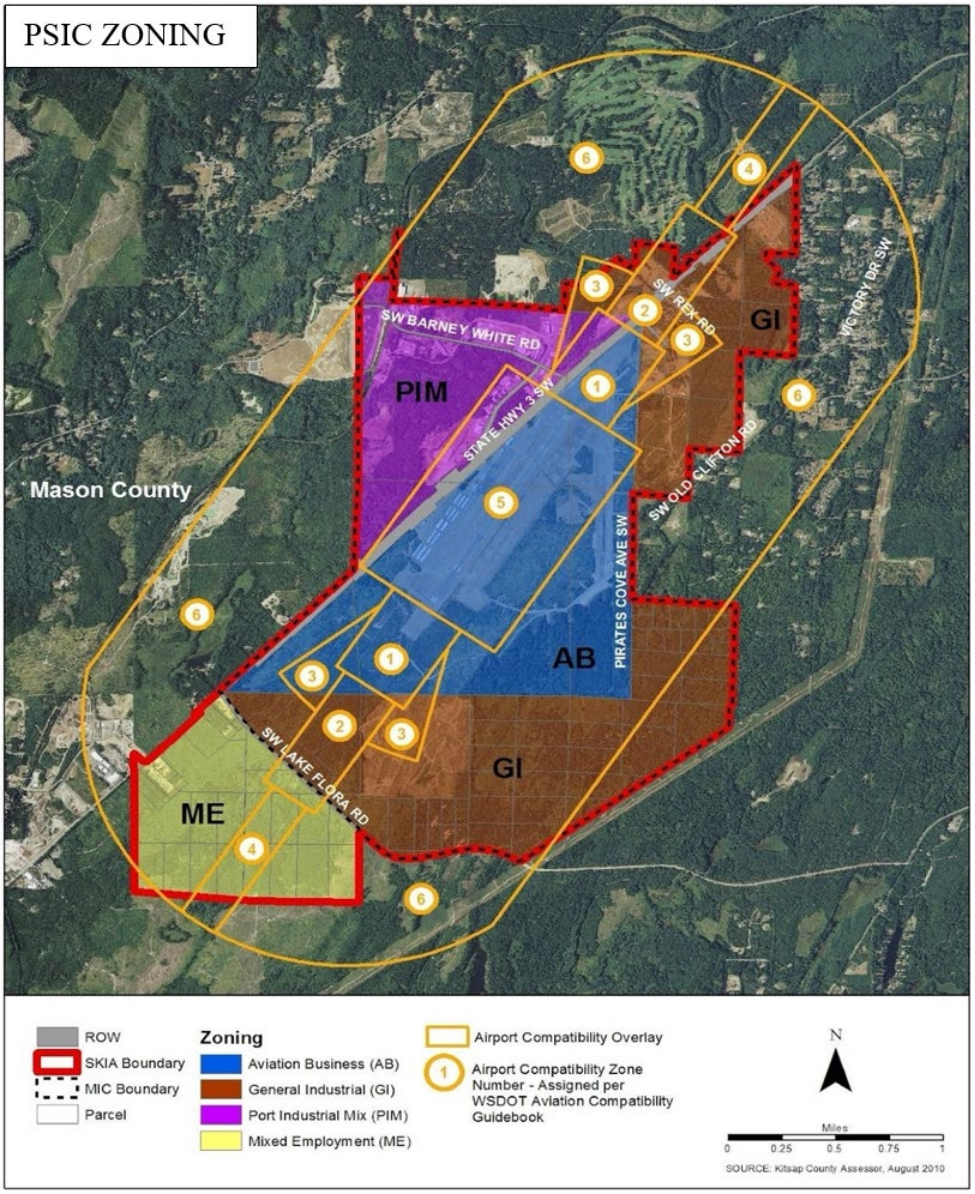
1. The purpose of this overlay zone is to protect the viability of Bremerton National Airport by discouraging incompatible land uses and requiring the evaluation and consideration of potential safety impacts when siting certain land uses in proximity to the airport while retaining City zoning authority.
2. Determination of ACO. The Airport Compatibility Overlay for Bremerton National Airport is derived from the most current edition of the Washington State Department of Transportation's Airports and Compatible Land Use Guidebook. The location and mapped extent of the ACO Zones 1 through 6 are based on the WSDOT Guidebook recommended zone overlay for runways exceeding 5,000 feet as applied to Bremerton National Airport. The City retains all rights to prohibit, establish, and/or modify land uses within proximity to Bremerton National Airport. Airport compatibility zones represent areas surrounding an airport that have the potential to be affected by airport operations, including exposure to lights, noise, vibration, or increased aircraft crash hazard. To minimize safety risks, the WSDOT Guidebook contains an advisory list of sensitive land uses that generally should not be located within certain compatibility zones. In general, the most sensitive land uses should not be allowed within Zones 1-4, which are directly affected by take-off and landing procedures. Each compatibility zone corresponds to a phase of the airport traffic sequence and has an associated level of crash risk:
    i. Zone 1 is the area immediately adjacent to either end of the runway, directly in the take-off or landing path. This zone lies on airport property and is generally kept free of structures to avoid interference with aircraft. This zone carries the highest crash risk for arriving aircraft.
    ii. Zone 2 is an extension of Zone 1 and consists of the approach path for landing aircraft or ascent path for departing aircraft. This zone represents the most likely crash area for departing aircraft.
    iii. Zone 3 is the inner aircraft turning zone. While crash risk is relatively low, land use compatibility is a concern due to the relatively low altitude of arriving and departing aircraft.
    iv. Zone 4 is the outer approach/departure zone, located on a direct line from the ends of the runway. Crash risk is relatively low, but structure height should be regulated to prevent interference with aircraft landing/departure.
    v. Zone 5 represents the runway itself and land immediately adjacent to the sides of the runway.
    vi. Zone 6 is the general traffic area for aircraft in the traffic pattern awaiting permission to land.
3. Compliance with FAA Regulations. In addition to local requirements established in the Section C, the applicant will be responsible for compliance with Federal Aviation Administration (FAA) Regulations, including, but not limited to, FAR Part 77 federal airspace regulations pertaining to the height of structures within defined areas.

4. Consultation with the Port of Bremerton. All applicants proposing work in ACO zones 1 through 6 shall consult the Port of Bremerton after submitting a land use, site development, or building permit application. Consultation with the Port of Bremerton encourages applicants to seek input on actions that may affect Bremerton National Airport and promotes land use compatibility.

3.020 Zoning Map

Exhibit PSIC-22 depicts the location and extent of land use zones within the PSIC-B Subarea. The boundaries of the designated Manufacturing Industrial Center (MIC), which includes the General Industrial, Port Industrial Mix, and Aviation Business zones is also shown.

Exhibit PSIC-22: PSIC-B Zoning Map



3.030 Permitted Uses

a. The purpose of this section is to ensure that land uses within PSIC-B are compatible with manufacturing, industrial, aviation and employment uses. The following use regulations shall apply to all zones within

the Subarea. All applicable requirements shall govern a use whether or not they are cross-referenced in a section.

b. Permitted Uses. Provided that they are consistent with the intent of the Zone as specified in Section C.3.010, all uses are permitted outright, except for those uses set forth as conditional per Section C.3.040, those uses prohibited per Section C.3.050, and provided that the Development Standards specified in Chapter C.4 and C.5 of the Subarea Plan are satisfied. The applicant shall bear the burden of proving that a proposed use achieves the stated intent of the particular zone.

c. Use Definitions. Definitions of the specific land uses are found in BMC Chapter 20.42.

d. Decision Authority. A use determination made by the Director may be appealed to the Hearing Examiner following a Type II decision process as set forth in BMC Chapters 20.02 and 20.40.

3.040 Conditional Uses

a. Conditional Uses. A conditional use permit, which is approved pursuant to BMC 20.58.020, may permit the following uses, provided that the Development Standards specified in Chapter C.4 and C.5 of the Subarea Plan are satisfied:

1. Group Residential Facility—Class II
2. Adult Entertainment Business
3. Essential public facilities, as defined in RCW 36.70A.200

3.050 Prohibited Uses

a. Prohibited Uses. Prohibited uses in the PSIC-B Subarea include:

1. Junk Yard
2. Residential as a primary use

b. In addition to the prohibited uses listed above, any use with significant adverse impacts on less intense uses in neighboring residential zones shall be prohibited. Determination of significant adverse impact is made by the City and is based upon the following criteria:

1. Noise encroachment. Generation of sound not meeting the provisions of the noise levels ordinance, BMC Chapter 6.32;
2. Light/glare encroachment. Unshielded glare visible during periods of darkness in an adjacent residential zone;
3. Odor, dust or smoke encroachment. Emission of an odor, dust or smoke byproduct clearly detectable in any residential zone.

3.060: Site Development Standards

a. The purpose of this section is to ensure that site development is accomplished in a manner that is compatible with neighboring uses, while providing flexibility. Minimum site development standards apply as shown in Table C-1.

b. Except those specified in Table C-1 below, there are no traditional setback requirements in PSIC-B. Instead, emphasis will be put on site conditions and corresponding site design to ensure safe, compatible, and effective building placement. Refer to the General Development Standards of Chapter C.4 for more specific development standards.

Exhibit PSIC-23: Site Development Standards

	General Industrial	Port Industrial Mix	Aviation Business	Mixed Employment
Standards				
Maximum Height [1]	Market Driven	Market Driven	Market Driven	Market Driven
Minimum External Setbacks when abutting an R-10 Zone or a residential use outside of PSIC-B boundaries. [2, 3]	50 feet	50 feet	50 feet	25 feet

Notes:

1. Where building heights might affect airport operations at Bremerton National Airport applicants must demonstrate compliance with the criteria specified in Federal Aviation Regulations Part 77 and other applicable requirements.
2. This setback applies where a property line abuts another property. Refer to Section C.2.020 for additional information on where these setbacks apply.
3. An additional setback of 10 feet is required for outdoor storage use only.

Chapter 4: Development Standards

4.010 Purpose

a. The following standards apply to all zones and land uses within PSIC-B. They are intended to set minimum basic standards (i.e. requirements) for all development. These standards are also intended to encourage sustainable development, consistent with the policy direction contained in Section A. An applicant must satisfy the minimum requirements specified in each Subsection. Additional recommended guidance on methods to increase overall project sustainability are contained in Section D – Sustainable Development Guidelines and Development Incentives.

b. In the AB zone, standards within this chapter may be modified by the Director in order to comply with FAA regulations.

4.020 Site Clearing and Site Development

a. The purpose of this section is to prevent the indiscriminate removal or destruction of trees and ground cover on undeveloped and partially developed property during construction activities while also limiting hard and impervious surface coverage.

1. Site Clearing. The maximum allowed site clearance for construction on a parcel shall not exceed the necessary area needed for construction purposes. Clearing for timber harvesting purposes shall be approved separately.
2. Grading. In geologically hazardous areas, on-site grading shall be limited to the greatest extent possible and shall be limited to the period between May 1st and October 1st, except when accompanied by a geotechnical report prepared by a qualified professional licensed in the State of

Washington, which specifically and realistically identifies methods of erosion control for wet weather conditions.

3. Hard Surface Coverage. The maximum allowed hard surface coverage on a parcel shall not exceed the area necessary for site development purposes and in no case shall exceed 75% of the total site area, except as specified in Tables D-1 or D-2 as appropriate.

4. Impervious Surface Coverage. The maximum allowed impervious surface coverage on a parcel shall not exceed the area necessary for site development purposes and in no case shall exceed 65% of the total site area, except as specified in Tables D-1 or D-2 as appropriate.

4.030 Building Design Standards

a. Basic Site Development Standards. The purpose of this section is to ensure building design that enhances the architectural and aesthetic quality of buildings in PSIC-B. Further guidance for specific standards in this section can be found in the Design Guidelines located in Section D.

1. No outdoor storage in required building setbacks shall be allowed.

2. Primary entrances shall be located so that they are visible and prominent from streets or access roads and parking areas.

   i. Primary entrances shall be made visible and prominent by using architectural elements such as canopies, fixed seating, large doors, or protruding or recessed entrances.

   ii. Avoid hidden building entrances, ensure good sight lines and well-lit inset doorway and alcoves to increase personal safety.

3. The primary public entrances of all buildings shall be enhanced by one or more of the following at or near the entry:

   i. Provide pedestrian facilities such as benches, kiosks, special paving; or

   ii. Provide a trellis, arbor or other building element that incorporates landscaping; or

   iii. Provide pedestrian-scaled lighting; or

   iv. Provide adjacent window displays; or

   v. Provide building ornamentation such as mosaic tile, relief sculpture, ornamental wood, metal trim, or other approved detailing; or

   vi. Provide artwork or special pedestrian-scaled signs; or

   vii. Other methods as approved by the Director as meeting the intent.

b. Basic Building Design Standards. One of the following basic building design standards are required for building façades longer than 100 feet that are visible from the public right-of-way:

1. A visual treatment applied for a continuous distance of at least 20 feet along the façade with the interval between treated areas not exceeding 100 feet;

2. An offset with a minimum depth of 5 feet;

3. A façade material, texture or color that is visually different and distinct from that of the base material, texture or color;

4. Landscape screening or other vegetated treatment as approved by the Director;

5. This requirement may be waived or modified for heavy industrial uses where determined not to be feasible by the Director.

c. Minimum Building Energy Efficiency. For all new construction, development shall meet at least one of the requirements, as described in LEED-ND GIB Prerequisite 2: Minimum Building Energy Efficiency, or functional equivalent standard as determined by the Director.

4.040 Transportation, Parking, Circulation, and Pedestrian Access

a. The purpose of this section is to reduce the visual impact of parking, reduce vehicle trips, encourage alternate modes of transportation, and reduce greenhouse gas emissions within PSIC-B. Parking is regulated through standards that address the design, location, and size of parking areas. Right-of-way standards and requirements for sidewalks, trails, and driveways are contained in Chapter C.5. Traffic requirements and parking development shall be in accordance with the provisions of the Bremerton Municipal Code, including Title 10 (Traffic), Chapter 11.12 (Transportation Development), Chapter 20.48 (Off-Street Parking), with the following revisions and exceptions.

b. Commute Trip Reduction

   1. The requirements of BMC Chapter 10.40, Commute Trip Reduction (CTR) Plan, shall apply, except as provided in paragraph (2) below.
   2. Once total new employment within PSIC has exceeded 2,000 new employees (resulting from actions permitted under the Planned Action Ordinance), all employers with 50 or more employees shall be required to participate in the CTR Program.

c. Minimum Parking Requirements. Development is exempt from providing automobile off-street parking spaces, except as otherwise required for conformance with the Federal Americans with Disabilities Act (ADA) and the State of Washington. Minimum parking standards shall be in accordance with BMC Chapter 20.48 Off-Street Parking Requirements, except as specified in Subsection (e) below.

   1. Parking reductions may be allowed, at the discretion of the Director, if a parking analysis is completed and indicates that sufficient parking is available to meet demand.

d. Shared Parking Area Incentives

   1. To qualify for incentives listed per Section 5.040, Exhibit PSIC-33, off-street parking for multiple buildings/tenants may share a common, centrally located parking area.

e. Parking Stall and Aisle Design. Shall be in accordance with BMC 20.48.080.

f. Loading and Vehicle Storage Areas

   1. Loading and vehicle storage areas shall not be located within required building setbacks.
   2. For sites fronting on Highway 3 or Lake Flora Road, vehicle loading docks and long-term vehicle storage areas shall be screened from public rights-of-way with Type I Visual Screening, walls, or other methods, as approved by the Director.
   3. The Director may waive or modify these standards where it is deemed infeasible for a particular industrial or manufacturing use.

g. Pedestrian Access

   1. Projects shall include an on-site pedestrian system connecting all parking areas and entrances to each other and the public right-of-way.
   2. Pedestrian paths shall be integrated with the parking lot landscaping required in BMC 20.48.080 and BMC 20.50.050(c)(3).
   3. Bicycle circulation shall be considered in site design and appropriate measures taken to accommodate bicycle circulation on-site.
   4. Where feasible, provide steps and ramps across retaining walls and slopes.
   5. Pedestrian paths shall be well lit.

6. Adjacent landscaping shall not block visibility to and from a pedestrian path, especially where it approaches a roadway or driveway.
7. Refer to Chapter D.3 for more specific Design Guidelines.

h. Gravel Paving Exception. The intent of this code is to allowed gravel "paving" for Industrial complexes and similar uses and developments in areas that do not typically have to-and-go daily traffic, but may be for those areas that are driven on infrequently or have vehicles/equipment that will typically parked/stationary for an extended period of time. Gravel "paving" shall not be used for daily customer or employee parking. The following is minimum standards to allow gravel paving:

1. Gravel paving is allowed within industrial complexes and similar uses, and developments in the following areas:

   i. Surplus parking. This is parking beyond what is required for the development, such as special event parking for occasional events.

   ii. Areas used primarily for industrial sales or rentals provided it does not require frequent trips on-and-off the gravel areas onto the all-weathered surface.

   iii. Contractor storage yards.

   iv. Logging/mining access roads, or

   v. Similar applications that do not require frequent trips on-and-off the gravel area.

2. An issued site development permit or a building permit with associated parking is required for the establishment of a gravel parking lot of driveway. At no time shall a gravel parking lot or driveway be installed without a permit approval.

3. The gravel paved areas are intended to run with the land regardless if the property or business is sold or re-occupied. However, for the life of the project, any on-site changes to the occupancy, business or use that utilizes the gravel "paving" that violates any portion of this code, will require the gravel "paving" to be paved with an all-weather surface.

4. The property owner provides a letter of request, provides a site plan (to scale) that clearly indicates where gravel or other previous surfacing area will be placed, quantification of the area and can demonstrate that the gravel or other pervious surfacing areas are designed and will be maintained in accordance with or exceeding the requirements contacted in the City's currently adopted Stormwater manual (or as amended).

5. Gravel Parking Facilities shall be surfaced with no less than three (3) inches of crushed gravel and shall be maintained on a regular basis;

6. Dust is controlled through the site, and control measures are provided and accepted by the City;

7. Rock and other debris is not tracked off-site;

8. To ensure pollution generating equipment is controlled with the area of gravel paving, an emergency spill control plan shall be prepared and implemented.

9. Protection of Roads & Trails. To ensure non-bound materials, such as gravel, does not enter into a lane of travel, the criteria below is applicable:

   a. This requirement is only for those parcels that access directly to a public or private street. This requirement is not applicable to areas that access a gravel easement or tract unless theres in an approved Site Plan or City document that identifies that the area is becoming a private or public street.

   b. Driveway and similar road approaches shall be paved with an all-weather surface, from at least 100 feet back from the property line of the paved right-of-way to ensure gravel or other non-bound material has been removed from the vehicle and tires.

c. If the gravel drive land crosses an existing or under-construction paved urban trail for pedestrian and/or bicyclist, a minimum of ten (10) feet on both sides of the trail shall have an all-weather paved surface.

i. Bicycle Facilities. Bicycle parking shall be provided consistent with BMC 20.48. Please see Section D.3.170 for recommended Design Guidelines.

j. Neighborhood Electric Vehicles. Neighborhood Electric Vehicles (NEV) and Electric Golf Carts shall be allowed on all pedestrian pathways within PSIC that are constructed to the standards contained in Section C.5.050. NEVs shall also be allowed on all public roadways in PSIC where their use is not otherwise prohibited by state or local law (e.g. roadways with a maximum speed limit of 25 miles per hour or less are suitable).

4.050 Landscaping

a. The purpose of this section is to ensure that site landscaping within PSIC reflects key goals related to sustainable development and stewardship of critical areas. The retention of existing trees and vegetation is important to help promote the utilization of natural systems for environmental benefits, reduce the impacts of development on the storm drainage system, moderate the urban heat island effect and provide a better transition between various land uses within the City. The requirements of BMC Chapter 20.50 shall apply, except as modified or supplemented in this subsection. Please also see Chapter D.4. for recommended design guidelines.

b. Vegetation Preservation

1. To the greatest extent feasible, existing healthy significant trees defined in BMC 20.50.050(d)(4) shall be retained on site.

2. Site design shall attempt to preserve existing trees where feasible. However, should a proposal include the removal of all or portions of a site's significant tree cover a certified arborist or professional forester shall be retained by the applicant to inventory the tree(s) and make recommendations regarding the protection, retention, preservation, removal and replacement of the tree(s). A copy of the report and recommendations shall be submitted to the City as part of the site development process and prior to clearing.

3. If any trees in required landscaped areas are deemed to be hazardous and must be removed, the following replacement standards are required:

   i. Replacement trees shall be similar to the trees removed and all replacement plants in required landscaped areas are subject to native species requirement in Section C.4.050(c)(3).

   ii. The evaluation report shall provide recommendations for methods to ensure that hazard removal and replacement planting do not harm adjacent trees and infrastructure and that harm to adjacent shrubs and groundcover is minimized.

4. Where existing trees are preserved, the Critical Root Zone (CRZ) of each tree shall be protected. No more than 30% of the CRZ may be disturbed, and ground disturbance may not occur within the inner 50% of the CRZ radius from the trunk, unless such action is approved by an arborist or professional forester and the Vegetation Management Plan (VMP) contains provisions for replacement of any affected trees that do not survive as a result of disturbance.

5. During construction, chain link fencing, or other type as appropriate, shall be installed at or beyond the limits of the CRZ to ensure protection, except in those portions of the CRZ where ground disturbance is allowed to occur.

c. General Landscape Requirements

1. Landscaping requirements shall be satisfied through the use of multilayered vegetation and/or retained significant vegetation, provided all other standards are also satisfied. Large areas of manicured lawn do not count toward landscaping requirement.

2. The minimum amount of the total site area required to be landscaped by zone is described in Exhibit PSIC-24 below:

Exhibit PSIC-24: Required Landscaping by Zone

Zone	Required Percentage of on-site Landscaping [1, 2, 3, 4]
Aviation Business	10%
General Industrial	10%
Mixed Employment	15%
Port Industrial Mix	15%

Notes:

1. Areas of retained native vegetation may be counted toward landscaping requirements provided that they are not degraded by infrastructure improvements, including, but not limited to, access roads and utility corridors.
2. Landscaping, visual screening, native vegetation and vegetated low-impact development facilities required under other standards in the code shall count toward the landscaping requirements.
3. Projects containing critical areas must comply with all standards of BMC Chapter 20.14. Critical areas may be counted toward required landscaping area.
4. Landscaping required at the base of all signs shall not count toward the required landscaping area specified in this table.
5. Landscaping shall result in tree densities consistent with one of the following criteria:
   i. At least 8 large trees per 10,000 square feet of landscaped area;
   ii. At least 14 small trees per 10,000 square feet of landscaped area; or
   iii. A combination of at least 12 large and small trees per 10,000 sq. ft. of landscaped area, of which at least 4 are large trees.
   iv. Tree density standards per 4.050(c)(3) may be waived when at least 10% of the site is retained as native vegetation. For sites without sufficient existing native vegetation, when permitted by the Port of Bremerton, an equivalent number of offsite trees required per 4.050(c)(3) may be substituted fronting Highway 3.
6. At least 90% of new plant material installed within designated landscaping/retention areas shall be native to the Puget Sound region.

d. Visual Screening

1. The retention of existing multilayered native forest vegetation is preferred over planted landscaping within required landscape buffers, provided it meets the basic screening intent or is inter-planted to comply with the standard. Please see BMC 20.50.050(D) for applicable credits given for retention of native vegetation.
2. All development in the MIC shall provide a minimum 25-foot Type II visual screen where a site abuts a zone outside of PSIC-B other than the Industrial Park zone.
3. Development in the ME Zone shall provide a 15-foot Type I visual screen where it abuts the R-10 Zone or a residential use.
4. Industrial development shall provide a minimum 25-foot Type II visual screen along any portion of the property boundary that adjoins the right-of-way of State Route 3 or Lake Flora Road. Existing native vegetation in the area shall be preserved to the greatest extent feasible, and retained plants within the buffer area shall be counted toward fulfillment of this requirement.

5. Heavy industrial development in the MIC that borders other properties within the MIC shall provide a minimum 20-foot Type II visual screen along any portion of the property boundary where the adjacent use is not also heavy industrial.
6. Tree spacing specified in BMC 20.50.050(b) for Type I and Type II visual screens may be modified when an arborist or other qualified professional determines that vegetation densities or spacing provided in BMC 20.50.050 are not recommended for vegetative health.

e. Maintenance

1. A Vegetation Management Plan (VMP) that describes management of planted and retained vegetation shall be prepared by a certified arborist or professional forester and submitted to the City with the landscaping plans. The VMP shall include maintenance procedures to ensure continued survival and/or forest management (i.e. timber harvesting and replanting) guidelines and will be transferred to future tenants and property owners. The VMP shall apply as follows:
    i. For vegetation within critical areas, the VMP shall apply after any required mitigation monitoring period has been satisfied.
    ii. For vegetation within non-critical areas, the VMP shall apply after final landscape as-built drawings are submitted.

4.060 Signs

a. The purpose of this section is to prevent poorly designed or improperly located signs, while enhancing the overall appearance of the community. Signage in all zones of the Subarea shall conform to the City's adopted sign standards contained in BMC Chapter 20.52, except as modified herein. Please also see recommended design guidelines for signage in Section D.3.120.

b. Signs

1. Pole signs are permitted, consistent with the industrial regulations found in Figure 20.52(a) of BMC 20.52.
2. Landscaping with a variation of shrubs and plants equal to the sign area shall be required at the base of all signs. Landscaping required in this paragraph shall not count toward required landscaping in Section C.4.050(c) or (d)
3. Multi-tenant buildings shall provide coordinated signage. Directional signage for visitors is encouraged as specified in Section D.3.120(b)(2).
4. Signs shall be constructed of durable weatherproof materials, such as metal, glass and wood.

4.070 Exterior Lighting

a. The purpose of this section is to ensure that new or expanded industrial development does not become a source of light pollution that will impair surrounding properties. Recommended design guidelines for exterior lighting are contained in Section D.3.140.

b. Exterior Lighting

1. Exterior lighting fixtures shall be directed in a manner that does not result in the trespass of excess light onto adjacent parcels or public rights-of-way.
2. The brightness of exterior illumination shall be the minimum necessary to ensure operational safety and security, and lighting shall be appropriately scaled for its purpose. For example, lighting for pedestrian walkways shall be smaller in scale than lighting used for security and parking, which shall be smaller in scale than lighting used for industrial operations.

3. All exterior building and site lighting (e.g. streetlights and parking area lights) shall use full cut-off fixtures except where waived by the Director due to specific lighting requirements of the proposed use, e.g. industrial process equipment, outdoor recreation facilities, etc.

4.080 Noise and Emissions

a. The purpose of this section is to ensure that new and expanded industrial development does not result in adverse effects on surrounding properties through the generation of excessive noise or through emission of dust, odors, or toxic substances. Development in all zones of the PSIC-B Subarea shall conform to BMC Title 6, except as modified herein.

b. Noise and Emissions

1. All zones within PSIC-B are herby established as Noise Control District III, as defined in BMC Chapter 6.32. All requirements of BMC Chapter 6.32 shall apply to development within PSIC-B, provided that the FAA shall be the sole regulator of noise levels associated with Bremerton National Airport.
2. New or expanded development within PSIC-B shall not result in odors, dust, or smoke that is clearly detectable on any property outside the MIC boundaries.

4.090 Low Impact Development

Inclusion of Low Impact Development and Feasibility Determination. All development in PSIC-B is encouraged to incorporate LID to the maximum extent feasible. Please refer to the BMC 15.04.020 *Adoption of Manuals* and BMC 15.04.100 *Low Impact Development – Alternative Standards* for further guidance.

Chapter 5: Right-Of-Way Standards

5.010 Purpose and Applicability

a. PSIC-B's circulation system includes streets, driveways, sidewalks and multi-use paths. This system is a critical element in site design and provides connectivity on and off-site. All standards shall be in accordance with BMC Title 11 with the following additions and/or revisions as detailed in this Section.

5.020 Deferred Construction of Street Frontage Improvements

a. Development that is required to construct right-of-way and frontage improvements per BMC 11.12 may seek a deferment from Section C.5.020 as follows. The deferment may allow elements of the streetscape to be constructed at a future date, as determined by the City Engineer. In the case of deferment, the applicant is required to dedicate the necessary right-of-way.

b. Conditions for deferment. Applicants may defer construction of the required street frontage improvements under the following conditions:

1. Development is located on a dead-end street; and
2. Development must be adjacent to vacant parcels or undeveloped lease lots.

c. Applicant shall:

1. Construct drive lanes as presented in Section C.5.020 for sites with substandard vehicular access; and
2. Property owner shall dedicate sufficient right-of-way necessary to construct the required streetscape(s) presented in Section C.5.020; and

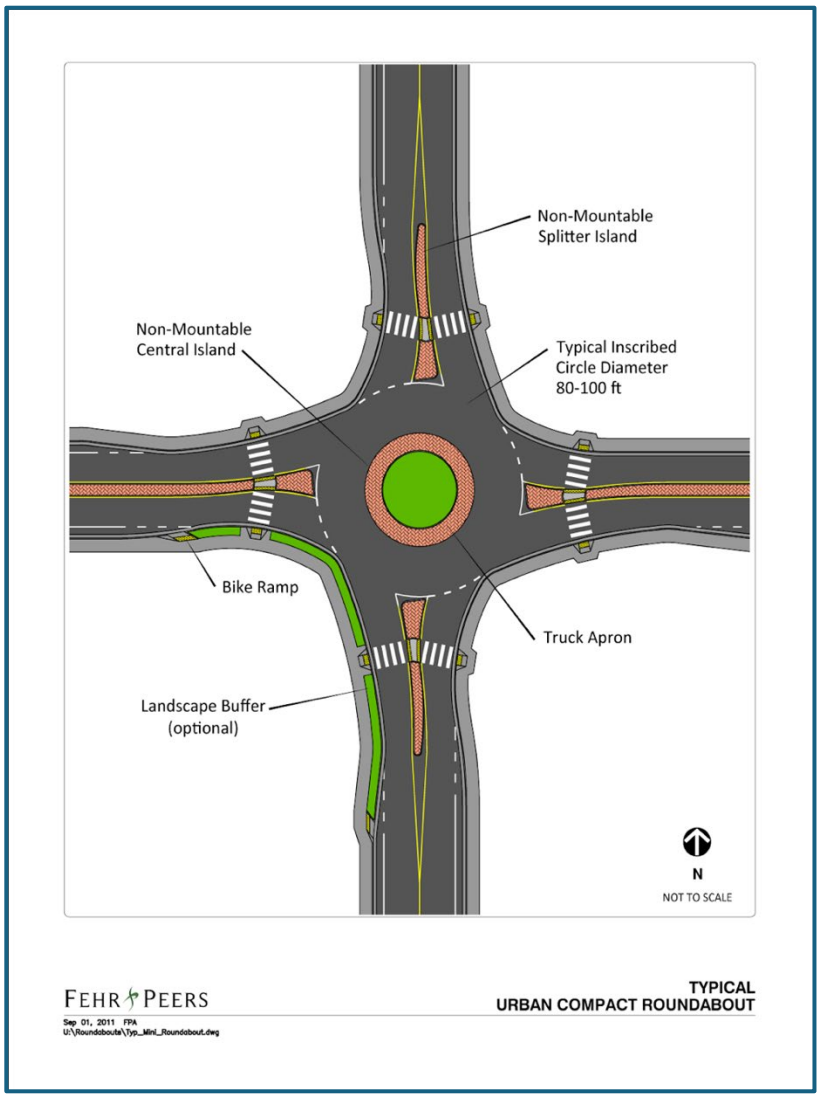
3. Agree to construct the improvements at a future date, as determined by the City.

5.030 Intersections – Preference for Roundabouts

a. Preference for Roundabouts. Roundabouts shall be used in lieu of traffic signals and all-way stop signs unless a roundabout is determined to be inappropriate by a traffic study and concurrence of the study by the City Engineer.

b. Conceptual Roundabout Design. Exhibit PSIC-25 contains a conceptual roundabout design.

Exhibit PSIC-25: Conceptual Urban Compact Roundabout



SECTION 5.0

Sustainable Design Guidelines And Development Incentives

5.0 Sustainable Design Guidelines and Development Incentives

Chapter 1: Introduction

1.10 Purpose and Applicability

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

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

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

1.020 Section Structure and Contents

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

1. Chapter 1: Introduction, including a description of the purpose and applicability of the Sustainable Design Guidelines and Development Incentives. Important project design features that advance the City's desire for sustainable project design are also outlined;
2. Chapter 2: Definitions;
3. Chapter 3: Site planning and building design guidelines, including purpose statements for each category followed by specific implementation measures;
4. Chapter 4: Landscape design guidelines, including purpose statements for each category followed by specific implementation measures;
5. Chapter 5: Sustainable development Incentives, including:
    i. Sustainable development tiers, measures and incentives
    ii. PSIC-B Evergreen Building Permit Fee Rebate Program
    iii. Sustainable development categories and associated point totals per measure. Categories include: Site Development and Building Design; Sustainable Transportation; Environmental Stewardship and Habitat; Low Impact Development; Water Conservation; and Energy Efficiency and Alternative Energy.

1.030 Basic Elements of Sustainable Project Design

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

1. Compact site development that minimizes environmental impacts through reduced impervious surface creation, the use of low impact development techniques, protection of critical areas and retention of additional remnant natural areas where feasible; and
2. Preservation of natural site features and view corridors to open areas and mountain vistas; and

3. Site design that considers the integration of multimodal transportation, particularly provisions that address large trucks, passenger vehicles, non-motorized circulation and the potential for future transit service; and
4. Retention of native growth areas adjacent to roadways and access drives; and
5. Prominent shared access driveways with clear visibility of entrances and coordinated signage; and
6. Landscaping and screened parking that capitalizes on opportunities for shared parking and loading facilities located at the rear and sides of buildings where possible to reduce hard surfaces; and
7. Significant, coordinated, landscape, streetscape and hardscape elements with landscaping that emphasizes native and drought tolerant plantings; and
8. Placement of structures that creates opportunities for plazas, courtyards and pedestrian use areas that can be utilized as on-site gathering and recreation spaces; and
9. Connection of developments through a pedestrian trail system to provide opportunities for recreation and reduce vehicle trips; and
10. Development of support services to industrial development, such as small retail, food, automotive services and childcare to reduce vehicle trips; and
11. Site design which anticipates the potential future reuse of buildings and sites for other purposes; and
12. Building and site treatments that put an emphasis toward public views, street façades and entrances that emphasize the “public zone”; and
13. Building design treatments to reduce massing where feasible and promote architectural definition and interest.

1.040 Sustainable Design Figures

Exhibits PSIC-26 and 27 depict recommended principles of sustainable site and building design, respectively. The features and design techniques illustrated in these figures are discussed throughout the subsequent chapters of this section.

Exhibit PSIC-26: Sustainable Site Design Techniques

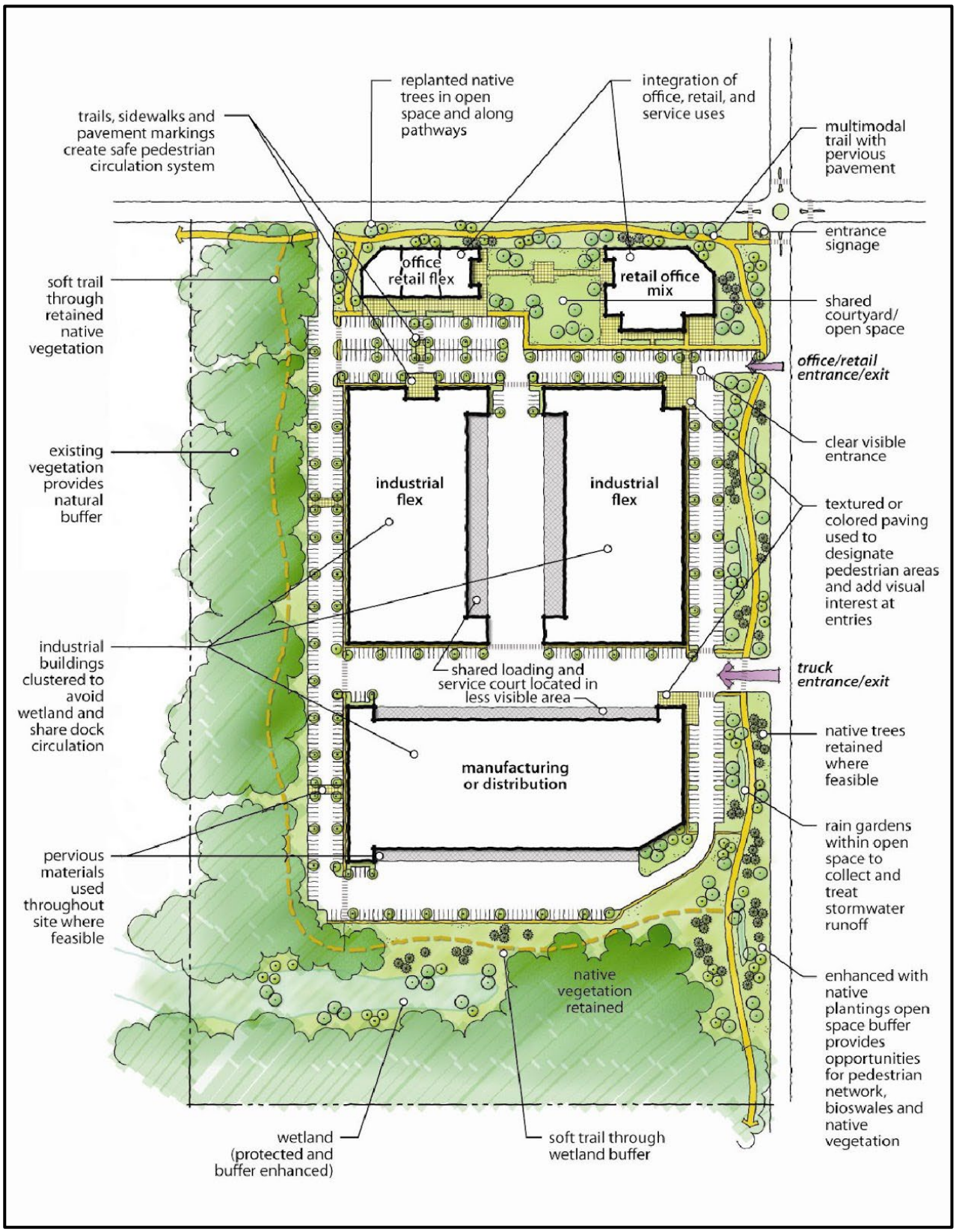


Exhibit PSIC-27: Sustainable Building Design Techniques

Chapter 2: Definitions

2.010 Introduction

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

2.020 List of Defined Terms

Blank Wall	A wall devoid of windows, doors, façade modulation, or other architectural detailing.
Bollard	A short post, typically constructed of metal or concrete, used in a series to delineate outdoor spaces or prevent vehicular access while allowing bicycles and pedestrians to pass. When combined with built-in illumination, it is referred to as a "bollard light."
Canopy	An architectural projection that provides weather protection, identity or decoration and is supported by the building to which it is attached. A canopy is comprised of a rigid structure over which a rigid covering is attached.
Dual Supply Plumbing	A plumbing system that provides separate piping and connections for the use of either potable water or reclaimed, non-potable water at the same fixture.

Earth Toned	A color scheme that draws from a color palette of browns, tans, greys, greens, oranges, whites, and some reds. The colors in an earth tone scheme are muted and flat in an emulation of the natural colors found in soil, moss, trees and rocks. Many earth tones originate from clay earth pigments, such as umber, ochre, and sienna.
Façade	The front face of a building, or any face that is given special architectural treatment.
Full Cut-Off Fixture	A luminaire that is designed to reduce light pollution by directing all light downward. degrees above nadir and emit no more than 100 candelas per 1,000 lamp lumens at 80 degrees above Full cut-off fixtures emit no light at a vertical angle of 90 nadir, as specified by the Illuminating Engineering Society of North America.
Habitat Corridor	A continuous area of retained, multi-layered native vegetation that provides habitat for native wildlife species and connects environmentally critical areas, such as wetlands, or other permanently preserved natural areas allowing passage of wildlife through developed areas with minimal human disturbance.
Hard Surfaces	Any impervious surface, as well as any pervious or partially pervious surface that is not predominantly covered with vegetation or landscape mulch.
Impervious Surface	Any material which reduces or prevents absorption of stormwater into previously undeveloped land.
Massing	The basic arrangement of a building's physical volume. The mass of a building is its three-dimensional form, perceived bulkiness, and relationship to exterior spaces. Variations in building massing can be achieved through façade offsets, upper-story setbacks, and transitions in roofline height.
Minimal Excavation Foundation	A type of low impact foundation using techniques that do not disturb or minimally disturb the natural soil profile within the footprint of the structure. This preserves most of the hydrologic properties of the native soil.
Modulation	Stepping back or projecting forward portions of the building façade or roofline to lessen apparent visual bulk.
Non-Public Zone	Buildings and other associated site improvements located on a development parcel that is located outside the Public Zone.
Off-Site Trail Connection	A non-motorized pathway, constructed for use primarily by pedestrians, bicyclists, and neighborhood electric vehicles, that provides a connection from one development site to another or that connects to an established public regional trail system.
On-Site Trail	A non-motorized pathway, constructed for use primarily by pedestrians, bicyclists, and neighborhood electric vehicles; provides access between buildings, parking, common areas, and open space within a development site.
Parapet	A low wall that runs along and protrudes above a roof.
Pedestrian-Oriented	Site and building design of such a nature that is mindful of a pedestrian's needs. Key elements of pedestrian-oriented design include building height and bulk, the placement of streetscape elements, and the mix of land uses.
Pedestrian-Scaled	The relationship between the dimensions of a building, street, outdoor space, or streetscape element and the average dimensions of the human body, as well as the space and built environment as perceived by the senses of a human being.
Plaza	An open area, usually paved, located near or adjacent to a building, and often featuring walkways, landscaping, seating, water features, or art.
Public Space	Any space that is accessible and usable by the general public, such as plazas, courtyards, widened sidewalks, stormwater rain gardens, or parks.
Public Zone	That portion of a development site that abuts a public street or lies between the primary façade of a building and a public street or parking area. The public zone is

	characterized by a connection between buildings on the site and the public right-of-way and may include parking and transit facilities, as well as the building façade itself. It does not include "private" or "semi-private" areas, such as building interiors or courtyards not used to connect building entrances to the public frontage.
Stacking Lane	A vehicular traffic lane for a drive-through facility where cars wait to be served.
Tilt-up Building	A type of building and a construction technique using concrete. It is a cost-effective building technique and efficient construction method. In this method concrete elements (i.e. walls, columns, structural supports, etc.) are formed on a concrete slab; usually the building floor, but sometimes a temporary concrete casting surface near the building footprint. After the concrete has cured, the elements are tilted from horizontal to vertical with a crane and braced into position until the remaining building structural components (roofs, intermediate floors and walls) are secured.

2.030 List of Defined Terms for Sustainable Development Incentives

Tier I	Refers to projects that meet all required point totals identified in Table D-1. A project meeting the Tier I designation has achieved at least the Tier I point threshold in each incentive category.
Tier II	Refers to projects that meet all required point totals identified in Table D-2. A project meeting the Tier II designation has achieved at least the Tier II point threshold in each incentive category.
PSIC-B Evergreen	Refers to projects that meet all required point totals identified in Table D-3, include a construction waste management plan for deconstruction and demolition (in the case of renovation and/or redevelopment projects), are either constructed to meet the requirements of LEED Silver or higher or an alternative green building standard as determined by the Director, and adhere to the Sustainable Development Guidelines identified in Chapters D.3 and D.4.

Chapter 3: Site Planning and Building Design

3.010 Clustered Development

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

b. Implementing Measures

   1. Development adjacent to and utilizing existing road and utility infrastructure is preferred.

   2. The development of planned, multi-tenant developments with shared access roads, driveways, service entrances, parking, service courts, recreational amenities, stormwater facilities and coordinated storage areas is encouraged.

   3. Single user developments should consider the potential for future expansion and consider the potential for coordination with adjacent existing and future development when designing access roads, parking areas and other infrastructure.

3.020 Building Location, Orientation, and Access

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

b. Implementing Measures

1. Buildings should be located so that façades and entrances are visible and obvious from public streets or private access drive and parking areas.
2. Parking should not dominate the streetscape in any of the PSIC-B zones. In the ME zone, at least 50% of the building façade should be located within 20 feet of the street. Where the building is not located at the back of a sidewalk, significant landscaping and/or public space should be provided where feasible to increase visual appeal.
3. Parking along the side or behind buildings, as viewed from public streets or private drives, is preferred, particularly in the ME Zone.
4. In the ME Zone, on-street parking is encouraged because it alleviates some demand for larger surface lots, thus better connecting the public realm and the building.
5. Parking areas should be set back from the street, and landscaping, open space, and/or distinctive building façades should be provided in all zones in order to create an attractive image along the street.
6. Where feasible, particularly on multi-tenant developments, car and heavy truck access to the building and site should be adequately coordinated to prevent both internal and external conflicts. Where feasible, car and heavy truck access should be separated.
7. Buildings with entries not facing the street or that have parking areas between the building and the street should have a clear and obvious pedestrian path from the street to the entry.
8. Parking aisles should be designed to accommodate a central pedestrian access to building entries where parking lots exceed 25 stalls. See examples at right.
9. A specially marked or paved crosswalk should be provided through parking lots greater than 150 feet long (measured parallel to the street front) or more than two bays deep (approximately 75 feet measured perpendicular from street front). Paths should be provided every four rows and a maximum distance of 150 feet should be maintained between paths.
10. Pedestrian access routes through parking areas should be separated from vehicular parking and travel lanes by use of contrasting paving material, which may be raised above the vehicular pavement, excluding the use of speed bumps.

3.030 Compatibility with Adjacent Land Uses

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

b. Implementing Measures

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

3.040 Compatibility with Environmental Features

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

b. Implementing Measures

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

3.050 Building Compatibility and Relationships

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

b. Implementing Measures

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

3.060 Building Massing, Forms, and Scale

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

b. Implementing Measures

1. Visual breaks in building massing are encouraged and should be accomplished by changes in materials, textures, forms and features. The use of entry elements as massing breaks is strongly encouraged. At a minimum, landscaping should be provided along blank walls if other forms of façade modulation are not feasible.
2. Greater attention should be paid to building massing and scale in the ME Zone. At a minimum, industrial buildings are encouraged to include changes in colors and materials, and architectural features such as columns, pilasters, canopies, etc.

3. Where heavy industrial activities and required building scale preclude these techniques, then design techniques should include the use of earth tone colors to blend with surroundings and the use of landscaping areas to break up building massing and soften building edges.
4. Structures containing general retail uses, restaurant uses, drinking place uses, or personal service business uses should have the following features:
    i. Large windows along any façade facing the public sidewalk or a sidewalk providing circulation within the site. At least 65% of all such façades measured to 10 feet above sidewalk or surface grade shall be comprised of such windows.
    ii. Either a clearly identifiable entrance that is recessed or protruding at least 3 feet, a canopy or overhang extending at least 5 feet over the sidewalk in the entrance area, or other similar entrance feature approved by the Director.

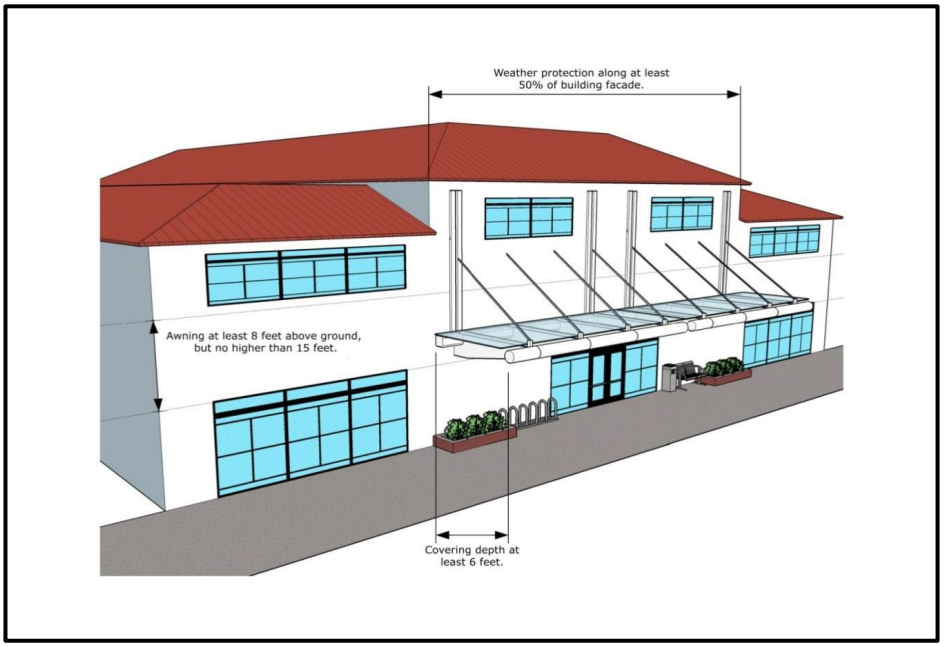
3.070 Weather Protection

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

b. Implementing Measures

1. All development should provide pedestrian weather protection at building entrances.
2. Commercial buildings should provide pedestrian weather protection on at least 50% of the front façade. Weather protection may be in the form of awnings, marquees, canopies or overhangs and should be between 8 feet and 15 feet above the sidewalk with a minimum depth of 6 feet.

Exhibit PSIC-28: Weather Protection Guidelines



3.080 Green Building and Energy Conservation

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

b. Implementing Measures

1. Construction is encouraged to demonstrate a commitment to sustainability by achieving the highest level of certification feasible under LEED or an equivalent green building certification system to the maximum extent feasible under current market conditions.
2. Buildings should be constructed so that one major axis is at least 1.5 times longer than the other; the larger axis should be oriented within 15 degrees of geographic east-west. This orientation maximizes southern exposure and creates optimum conditions for the use of active and passive solar strategies for energy efficiency.

3.090 Colors and Materials

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

b. Implementing Measures

1. Highly reflective materials such as glossy metal should not be used. Bright colors should be used only sparingly for accents if at all.
2. Designs are encouraged to reflect a Pacific Northwest aesthetic, including materials, colors and building forms. The use of wood, stone, and earth-tone finishes are encouraged. At a minimum tilt up industrial buildings should be earth toned, and wood or stone façade and entry elements are encouraged.
3. Building materials should be reusable or recyclable and should come from renewable sources to the greatest extent feasible.

3.100 Service Delivery and Storage Areas

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

b. Implementing Measures

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

3.110 Utilities and Mechanical Equipment

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

b. Implementing Measures

1. Where possible, utilities and mechanical equipment should be located away from public rights-of-way, major pedestrian routes, entrances, and outdoor seating areas.

2. Utilities and mechanical equipment should be screened with landscaping and architectural screens.
3. Meters should not be exposed in areas visible to the general public.
4. Where feasible, the location of exterior mechanical equipment associated with industrial processing or manufacturing should seek to minimize visual and auditory impacts from public streets, adjacent property and areas used by the general public.

3.120 Signs

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

b. Implementing Measures

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

3.130 Fences and Walls

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

b. Implementing Measures

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

3.140 Exterior Lighting

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

b. Implementing Measures

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

3.150 Drive-Through Facilities

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

b. Implementing Measures

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

3.160 Roof-Mounted Equipment

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

b. Implementing Measures

1. Roof mounted mechanical equipment should be located and screened so as not to be visible from the street or from the ground level of adjacent properties. An extended parapet wall or other roof form that is integrated with the architecture of the building should accomplish the screening.
2. Utility meters, electrical conduit and other service and utilities apparatuses related to the building should be located and screened so as not to be visible from the street

3. These guidelines do not apply where a specific industrial facility or process makes it infeasible to screen mechanical or utility equipment.

3.170 Pedestrian and Bicycle Access, Circulation, and Connections

a. The purpose of this section is to ensure that pedestrian and bicycle systems are incorporated into all developments and are designed to be safe and inviting, avoid conflicts with freight operations and other vehicles, and to provide connections within and between industrial sites, service uses, public streets and future transit stops.

b. Implementing Measures

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

3.180 Street Corners

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

b. Implementing Measures

1. New development on any street corner in the MIC should enhance the corner through at least two of the following means. Developments in the ME zone should incorporate at least three of the following:
   i. Installing substantial landscaping (at least 200 sq. ft. with trees, shrubs and ground cover) in excess of the required landscaping in Section C.4.050(c)(1) at or near the corner with coordinated signage;
   ii. Installing a decorative screen wall, trellis or other architectural element;
   iii. Incorporating usable open space, a pedestrian courtyard or seating area, or a trail gateway;
   iv. Placement of a building with a distinct architectural element such as a building core setback “notch” or curved façade surface;
   v. Provide a corner entrance to a courtyard, building lobby, atrium or pedestrian pathway;
   vi. Special pedestrian weather protection at the corner of the building; or
   vii. Other distinct, aesthetically-pleasing feature.
2. Large industrial buildings, such as clean tech and warehouse facilities, should provide similar treatments to those listed in Paragraph (1) above for building corners visible from public rights-of-way.

Chapter 4: Landscape Design

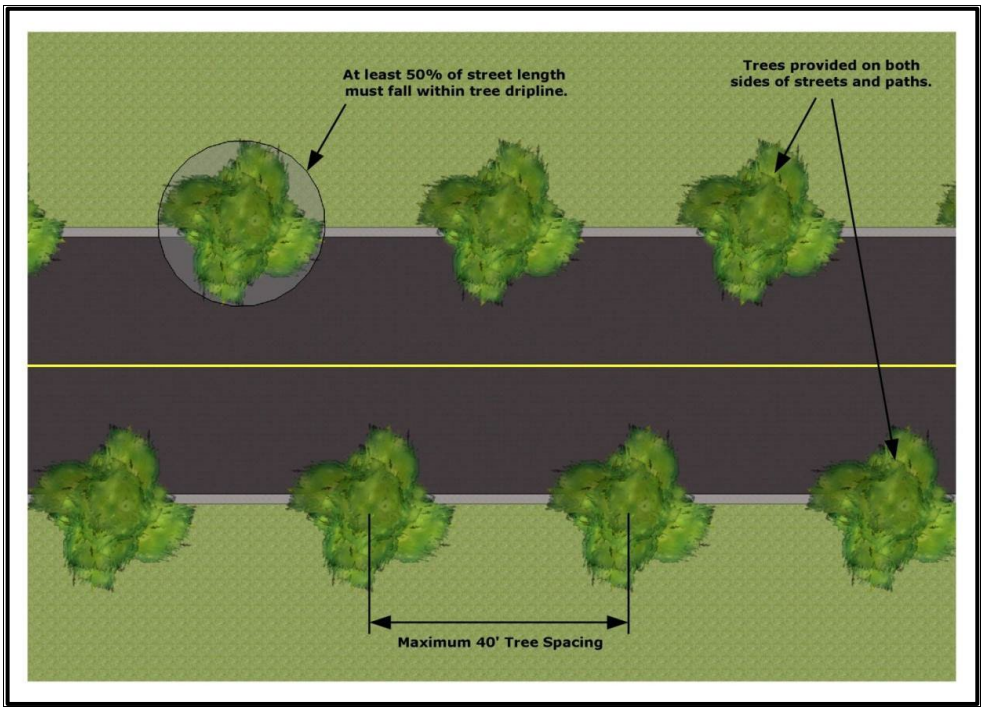
4.010 Landscape Design

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

b. Implementing Measures

1. To the greatest extent feasible, landscape design should screen and soften the appearance of industrial development particularly from high-traffic roads and prominent public viewpoints.
2. Establishment of habitat corridors as a means of providing landscaping on development sites is preferred.
3. Vegetation Management Plans (VMP) prepared for new development should be updated on a regular schedule, at least every 10 years, unless specified by the Director. Evaluations by a professional arborist or forester should be conducted a minimum of every 10 years to monitor the health of trees and inform the VMP update process.
4. At least 75% of all trees planted or preserved within designated landscaping areas should be evergreen species.
5. At least 50% of all shrubs and groundcover planted or preserved within designated landscaping areas should be evergreen species.
6. A minimum of 500 sq. ft. of landscaping should be provided at or immediately adjacent to the primary entrance of all buildings in the MIC.
7. When removing significant trees, as defined in BMC Chapter 20.50, they should be replaced at a 2:1 ratio. Non-significant trees should be replaced at a 1:1 ratio.
8. Projects should develop an integrated pest management (IPM) policy with tenant guidance related to pesticide use, housekeeping, and reporting.
9. Areas of retained native vegetation must not be degraded by infrastructure improvements, including but not limited to, access roads and utility corridors.
10. Development within the Subarea should provide street trees along both sides of new streets and non-motorized pathways within the project boundary at intervals of no greater than 40 feet on center. The intent of this provision is to create a tree-lined street, and as such, the trees should be planted so that half of the drip line extends over the roadway, provided that it does not conflict with utility infrastructure. Planted trees should be selected to promote shading of the pathway within ten years of planting and must comply with minimum planting sizes as stated in BMC 20.50.050(f).

Exhibit PSIC-29: Tree Spacing Guidelines



4.020 Open Space and Common Areas

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

b. Implementing Measures

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

Chapter 5: Sustainable Development Incentives

5.010 Purpose and Applicability

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

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

5.020 Sustainable Development Tiers, Measures and Incentives

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

Exhibit PSIC-30: Tier I Measures and Incentives

Tier I—Measures	**Required Points**
Site Development and Building Design Measures (See 5.040)	10
Sustainable Transportation Measures (See 5.050)	20
Environmental Stewardship and Habitat Measures (See 5.060)	10
Low Impact Development Measures (See 5.070)	10
Water Conservation Measures (See 5.080)	10
Energy Efficiency and Alternative Energy Measures (See 5.090)	10
Tier I—Development Incentives	**Relief from Code Section**
Hard Surface Coverage: 10% increase in coverage	C.4.020(a)
Effective Impervious Coverage: 10% increase in coverage	C.4.020(a)

Exhibit PSIC-31: Tier II Measures and Incentives

Tier II—Measures	**Required Points**
Site Development and Building Design Measures (See 5.040)	15
Sustainable Transportation Measures (See 5.050)	30
Environmental Stewardship and Habitat Measures (See 5.060)	15
Low Impact Development Measures (See 5.070)	15
Water Conservation Measures (See 5.080)	15
Energy Efficiency and Alternative Energy Measures (See 5.090)	15
Tier II—Development Incentives	**Relief from Code Section**
Hard Surface Coverage: 15% increase in coverage or up to the maximum limit identified in the section, whichever is less.	C.4.020(a)
Effective Impervious Coverage: 15% increase in coverage or up to the maximum limit identified in the section, whichever is less.	C.4.020(a)

Exhibit PSIC-32: PSIC-B Certified Evergreen Measures, Requirements and Incentives

PSIC-B Certified Evergreen—Measures	**Required Points**
Site Development and Building Design Measures (See 5.040)	20
Sustainable Transportation Measures (See 5.050)	40

Environmental Stewardship and Habitat Measures (See 5.060)	20
Low Impact Development Measures (See 5.070)	20
Water Conservation Measures (See 5.080)	20
Energy Efficiency and Alternative Energy Measures (See 5.090)	20
PSIC-B Certified Evergreen—Additional Requirements	
Project must achieve LEED Silver or higher (or alternative green building standard as determined by the Director)	
Renovation and/or redevelopment projects must prepare a construction waste management plan for deconstruction and demolition projects.	
PSIC-B Certified Evergreen—Development Incentives	**Relief from Code Section**
Hard Surface Coverage: 20% increase in coverage.	C.4.020(a)
Effective Impervious Coverage: 20% increase in coverage.	C.4.020(a)
PSIC-B Certified Evergreen—Additional Incentives	
Priority Permit Review – The City will apply its best efforts to reduce its target times for permit reviews by 30 days.	
Press Release and Economic Development Outreach – upon approval of all required land use and construction permits the City will publish a press release announcing the approval of a development as a PSIC-B Certified Evergreen Project.	
PSIC-B Certified Evergreen Award – The City will issue PSIC-B Certified Evergreen projects a Mayor's Sustainable Development Award.	
PSIC-B Certified Evergreen Building Permit Fee Rebate – All qualifying projects are eligible for the building permit fee rebate program as set forth in 5.030	

5.030 PSIC-B Certified Evergreen Building Permit Fee Rebate Program

a. Introduction

1. The PSIC-B Evergreen Building Permit Fee Rebate program supports the City's goals for sustainable development, reduced greenhouse gas emissions, conservation of natural resources and increased energy efficiency through a financial incentive.
2. Pilot Program. The PSIC-B Evergreen Building Permit Fee Rebate program is a pilot program that is limited to the PSIC-B Subarea only. The City will assess the effectiveness of this program and, depending on the observed outcomes, may amend the program in the future, including possible expansion to other parts of the City.

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

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

Location	Project is located in the City of Bremerton PSIC-B Subarea.
Certification	The project has met all requirements for PSIC-B Evergreen certification as identified in Table D-3.

Permits	The project has satisfied all City of Bremerton permit fee requirements per BMC 20.02.
Laws and regulations	The project complies with all applicable local, state and/or federal laws and regulations.

ii. Incentive Criteria. Any project that is certified PSIC-B Evergreen is eligible for a 75% building permit rebate. In addition, the Director may grant a rebate of up to 100% based on the use of measures that are expected to have the greatest impact on greenhouse gas emissions reduction or other unique factors. The Director shall have substantial discretion issuing the rebate.

Total Score	The degree to which the applicable PSIC-B Evergreen Certification score exceeds the minimum 140 point certification score.
Greenhouse Gas Emissions	Inclusion of measures that are expected have the greatest impact on long-term greenhouse gas emissions, evidenced through scores that exceed the minimum Tier II requirements in the following categories: *Development and Building Design Incentives (Exhibit PSIC-33); Low Impact Development Incentives (Exhibit PSIC-36); and Water Conservation Incentives (Exhibit PSIC-37).*
Unique Conditions	Project conditions or sustainability measures that are not included in Exhibit PSIC-32 but provide substantial public benefit.

2. Rebate Process

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

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

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

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

5.040 Site Development and Building Design Measures

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

Exhibit PSIC-33: Site Development and Building Design Measures and Points

Standard	Description	Points
Access to Open Space	Project sets aside open space equal to at least 2% of the gross floor area of all structures for use by employees and visitors.	5 points

Standard	Description	Points
Connections to Existing Road Infrastructure	Site design for new development is configured in such a way as to allow future businesses and site occupants shared access to roads within or contiguous to the development site.	5 points
Supports and Serves Local Business	Land use is manufacturing, storage, or support retail and service uses that primarily serve customers located within Kitsap or Mason Counties or are directly related to the Puget Sound Naval Shipyard, Port of Bremerton operations, Naval Base Kitsap, or any other business that is already located within Kitsap or Mason Counties. NOTE: The applicant must provide sales or ownership documentation to receive 10 points.	5 Points. 10 points if the business is directly related to (subsidiary of or more than 50% of gross sales to) an existing business within the Bremerton City Limits.
Support Retail and Service Uses	Allow space for support retail and service uses in development clusters with more than 100,000 sq. ft. of floor space that consist of at least 60% industrial uses. The total square footage of support retail and services shall not exceed 20,000 sq. ft. or 10% of the total development cluster building space, whichever is less.	5 Points for one local service or retail use. 10 Points for two or more.
Shared access	Shared access driveway is provided and designed to serve two or more development sites (one may be a future site), a joint tenant building is provided on a site, or the project is located within a multi-tenant industrial park.	5 Points
Shared Parking	Shared parking is provided that serves two or more tenants. No additional parking outside of the shared lot(s) may be provided. Shared parking lots shall be located within a 1,200 foot radius of the front door of the building.	5 points
Shared Loading/ Service Court	Shared or consolidated loading areas are provided in a central service court or other location that is screened from public view.	5 Points
Job Density	Minimum of 10 jobs per acre employment density.	10 points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote compact, efficient development that maximizes the return on infrastructure investment and reduces VMT.	5 points per measure; no limit on the number of measures awarded points in this category

5.050 Sustainable Transportation Measures

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

Exhibit PSIC-34: Sustainable Transportation Measures and Points

Standard	Description	Points
On-Site Trail Construction	Pursuant to C.5.050 or as proposed by the developer and agreed to by the City, dedication and construction of an off-street trail is provided.	5 points
Off-Site Trail Connections	Project provides a connection to an existing or future multi-modal trail system that connects site with at least one other service use or employment use.	5 points
Local Shuttle Service	Employer provides a free shuttle service that provides access to multiple work sites, services used by employees, park and ride lots and/or transit stops.	Minimum of 5 points. Up to 10 points depending on extent of service.
Neighborhood Electric Vehicles	Employer provides access to a neighborhood electric vehicle which can provide access to multiple work sites, services used by employees and other destinations.	Minimum of 5 points. Up to 10 points depending on extent of service.
Proximity to Transit	Project is located within a quarter mile of transit service that at a minimum serves peak commute periods. This condition can also be satisfied if the employer subsidizes a vanpool program for employees by paying at least 25% of the cost.	10 points
Proximity to existing services	Project is located within half a mile of an existing support service or retail use as defined in Chapter C.2. Credit for location near other support retail and service uses not listed here may be granted as determined by the Director.	5 Points
Use of Rail	Project utilizes rail transportation for shipping or receiving of goods or materials.	10 points
Idle Truck Restrictions	Prohibit trucks from idling for more than 5 minutes.	5 Points
Electric Vehicle Parking	Provide electric vehicle parking spaces with battery charging facilities, 1 per 100 standard spaces, minimum of 1 for parking lots with more than 50 stalls.	10 Points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote efficient multi-modal connections to services for employees, clients and other users while promoting increased use of transit, reduced vehicle trips, and reduction of greenhouse gas (GHG) emissions.	5 points per measure; no limit on the number of measures awarded points in this category

5.060 Environmental Stewardship and Habitat Measures

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

Exhibit PSIC-35: Environmental Stewardship Measures and Points

Standard	Description	Points
Landscaping Area	Provide multilayered landscaping including trees, shrubs and groundcover per standards in Section C.4.050(c) on at least 20% of the site.	5 points
Tree Retention	Provide a landscape plan that demonstrates that at least 20% of the significant trees on the buildable area of the site are retained. Tree protection standards are contained in Section C.4.050(b).	5 points, 10 points if 40% of significant trees are retained.
Habitat Corridor	Site plan includes a minimum 35-foot habitat corridor vegetated with native trees, shrubs and groundcover that connect critical areas or permanently preserved natural areas within or adjacent to and across the project site. Site design shall ensure that lighting from adjacent development does not intrude on corridor. For guidance for landscaped areas, including habitat corridors, see Section C.4.050 and Chapter D.4. To receive 10 or more points, the corridor shall be protected with a native growth protection or conservation easement and fencing to prevent encroachment.	5 points. 10 points if the habitat corridor constitutes more than 5% of the total site area, 20 points if more than 10% of site area is contained in the corridor.
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote the retention of forest vegetation and habitat, and strong stewardship of both retained natural areas and developed lands within PSIC-B.	5 points per measure; no limit on the number of measures awarded points in this category

5.070 Low Impact Development Measures

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

Exhibit PSIC-36: Low Impact Development Measures and Points

Standard	Description	Points
Permeable Pavement in Vehicular Areas	Project uses permeable surfacing in parking and loading areas, except where potential contamination or a specific industrial activity precludes its use. Contamination sources include vehicle fuel stations, storage of industrial chemicals, oils and grease, and	5 points 10 points where all parking and loading areas use permeable pavement, except where potential

Standard	Description	Points
	other hazardous substances, dust and dirt storage, etc.	contamination precludes its use.
Bioretention	Project locates bioretention cells in publicly visible areas, includes a planting plan by a licensed landscape architect, provides a plant maintenance warranty for 1 year, and the bioretention cells treat a minimum of 10,000 sq. ft. of Pollution Generating Impervious Surfaces (PGIS).	5 points
Native Vegetation (Option 1)	Project uses retained native vegetation areas to treat and manage stormwater and interpretive signage is provided indicating this feature. The retained native vegetation areas shall be fenced off during construction with a minimum 4 foot tall orange construction fencing.	5 points
Native Vegetation (Option 2)	Native vegetation areas are retained onsite. For sites without sufficient existing native vegetation, when permitted by the Port of Bremerton, an equivalent area of vegetation may be substituted fronting Highway 3.	10 points for 10% retention. 15 points for 15% retention.
Foundation Design	Project uses minimal excavation foundations for at least 50% of the building area.	10 points
Green Roof	Project incorporates a green roof covering at least 50% of the roof surface area. The green roof area should not be directed to any cistern.	10 Points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote protection of surface water quality through reduced pollutant loading and the treatment and infiltration of stormwater runoff on-site.	5 points per measure; no limit on the number of measures awarded points in this category

5.080 Water Conservation Measures

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

Exhibit PSIC-37: Water Conservation Measures and Points

Standard	Description	Points
Advanced Building Water Efficiency	Reduce water usage by 20% compared to baseline as calculated using the methods in LEED-ND GIB Prerequisite 3: Minimum Building Water Efficiency, or functional equivalent approved by the Director. This incentive may be modified by the Director where there is not an appropriate	5 Points for 20% reduction; 10 Points for 40% reduction

Standard	Description	Points
	reference standard and/or ability to meet this requirement for an industrial process.	
Water Reuse Plumbing	Install dual supply plumbing for non-potable end uses so that reclaimed water may be supplied to these fixtures in the future. Plumb these fixtures on separate run to the exterior and provide pipe labeling.	10 Points
Water Reuse Implementation	Requirements of Water Reuse Plumbing above are met, and project installs a gray water irrigation drip system per Washington Department of Health standards and RCW 90.46 or connects to reclaimed water system to meet a portion of the project's non-potable water needs.	10 Points, 15 points if reused water provides all demand for non-potable uses
Basic Rainwater Harvesting	Install a system to meet at least 60% of the project's average annual demand for non-potable water uses with collected rainwater.	5 Points, 10 points for 90% of average annual demand for non-potable water uses
Water-Efficient Landscaping	Reduce water consumption for outdoor landscaping by 50% from the calculated midsummer baseline as described in LEED-ND, GIB Credit 4: Water-Efficient Landscaping or functional equivalent approved by the Director.	5 Points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote the conservation of potable water and reuse of treated wastewater.	5 points per measure; no limit on the number of measures awarded points in this category

5.090 Energy Efficiency and Alternative Energy Measures

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

Exhibit PSIC-38: Energy Efficiency and Alternative Energy Measures and Points

Standard	Description	Points
Building Commissioning	Complete a building commissioning process as described in LEED-NC, EA Prerequisite 1: Fundamental Commissioning of Building Energy Systems.	5 points
Water Heating	Provide water heating through the use of one of the following techniques: • Photovoltaic-powered heaters; • Direct solar gain; or • Captured industrial waste heat.	5 points if used for non-industrial water usage only. - and - 10 points if used for at least 50% of industrial water usage.
District Heating and Cooling	For sites comprised of multiple buildings, install a district heating or cooling system that is capable of providing at least 75% of the combined annual building heating or cooling consumption and incorporates at least one of the following: • Geothermal heat source/sink; • Solar energy (photovoltaic, thermal massing, etc.); or • Captured industrial waste heat.	10 points
On-Site Renewable Energy	Install photovoltaic (PV) panels, wind turbines, geothermal heat pumps, biomass or other renewable energy source with production capacity of at least 5% of the project's annual electrical and thermal energy cost.	5 points for 5% 10 points for 20%
Green Power Contract	Provide a defined portion of the building's electricity from renewable sources by engaging in at least a two-year renewable energy contract. Renewable sources are as defined by the Center for Resource Solutions (CRS) Green-e products certification requirements. The Department of Energy (DOE) Commercial Buildings Energy Consumption Survey (CBECS) database or other credible source as determined by Director shall be used to determine the estimated baseline electricity use. Documentation of the signed contract as approved by the Director is required.	5 points for 25% 10 points for 50% 20 points for 100%
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote the use of renewable energy and to reduce energy consumption.	5 points per measure; no limit on the number of measures awarded points in this category

SECTION 6.0

Capital Facilities Plan

TO BE UPDATED

6.0 Capital Facilities Plan

This Capital Facilities Plan (CFP) contains all the elements required by Washington law for capital facilities plans that comply with Washington's Growth Management Act.

1.0 Purpose

Capital facilities are needed to support current development and future growth. They can include:

- roads
- water,
- sewers,
- stormwater,
- parks and open space,
- garbage disposal and recycling, and
- government buildings which house public services, such as law enforcement, fire protection, libraries and schools.

This CFP includes the transportation, water, sewer, and stormwater facilities that will be needed in PSIC in order to support the preferred development plan. No other public facilities were identified as being needed in PSIC to support the Subarea Plan.

This CFP is developed in conjunction with, and is part of, the PSIC Subarea Plan and it is consistent with the requirements of the Growth Management Act (GMA).

The purpose of the CFP for PSIC is to provide adequate public facilities consistent with the development plan of the Subarea Plan. Careful planning and sound fiscal policies will provide the needed facilities that achieve and maintain the City of Bremerton's standards for level of service concurrent with, or prior to, the impacts of development.

2.0 Growth Management Act

The CFP is required by Washington's GMA. The GMA requires the CFP to identify specific facilities, include a realistic financing plan, and make adjustments to the plan if funding is inadequate.

The GMA requirements for the CFP are set forth in RCW 36.70A.070(3),

> Each comprehensive plan shall include a plan, scheme, or design for … the following:
>
> > A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

3.0 Constraints on Planning for PSIC's Facilities

Some capital facilities plans are based on very specific growth plans. The resulting CFP contains specific facility improvements to support the growth plan. The financing plan is also detailed because specific funding sources can be matched to the timing and location of each facility project.

The CFP for PSIC is a general plan, not a specific plan, for the following reasons:

- PSIC is a very large area with significant portions that are not yet developed. The next development project could occur at many different locations in PSIC. This makes it difficult and risky to determine precisely where to provide facilities, and to estimate its cost.
- PSIC contains one of the Manufacturing Industrial Centers (MIC) designated by the Puget Sound Regional Council. Within the designated MIC, development must be primarily manufacturing or other industrial uses. This provided a focus for planning, but limits the ability to include other uses, such as commercial, general office, or residential.
- PSIC also contains a mixed-use area, located south of Lake Flora Road, that is not part of the designated MIC. In this area, commercial and general office uses are anticipated.
- The funding for the preparation of this Subarea Plan is from a grant that included specific goals and requirements for the plan to address greenhouse gases and other environmental concerns. This provided an important focus, and created opportunities for some approaches to the plan, but also constrained other alternatives.

4.0 Organization of the CFP

The capital facilities plan for the PSIC Subarea Plan contains the following:

Development Assumptions

The Development Assumptions section summarizes the type and planned amount of development in PSIC. The CFP is designed to provide adequate public facilities for the planned development.

Transportation, Water, Sewer, and Stormwater

Each of the four types of public facilities is presented in a separate section that contains the following three subsections:

- Inventory of Existing Facilities

  This section summarizes the current public facilities that are described in more detail in the existing conditions sections of the PSIC EIS.
- Forecast of Future Needs

  This section summarizes the need for capital improvements that are described in more detail in the mitigation sections of the PSIC EIS.
- Capital Projects

  This section lists the capital improvements that will eliminate existing deficiencies, make available adequate facilities for future growth, and repair or replace obsolete or worn out facilities.

Financing Plan

The Financing Plan section addresses the question of who will pay for PSIC facilities and lists the funding sources that can pay for needed capital improvements.

Coordination Among Land Use, CFP and Financing Plan

Strategy CF 2.5 in Section A addresses the statutory requirement to reassess the land use element if probable funding falls short.

> CF 2.5 If projected funding is inadequate to finance needed capital facilities that provide adequate levels of service, the level of service, the planned growth, and/or the sources of revenue will be adjusted to maintain a balance between available revenue and needed capital facilities.

5.0 Development Assumptions

State law requires the CFP to include an analysis of future needs. The CFP is also required to include capital improvement projects and funding that address the future needs. The needs and projects must be consistent with the proposed land use and development plan.

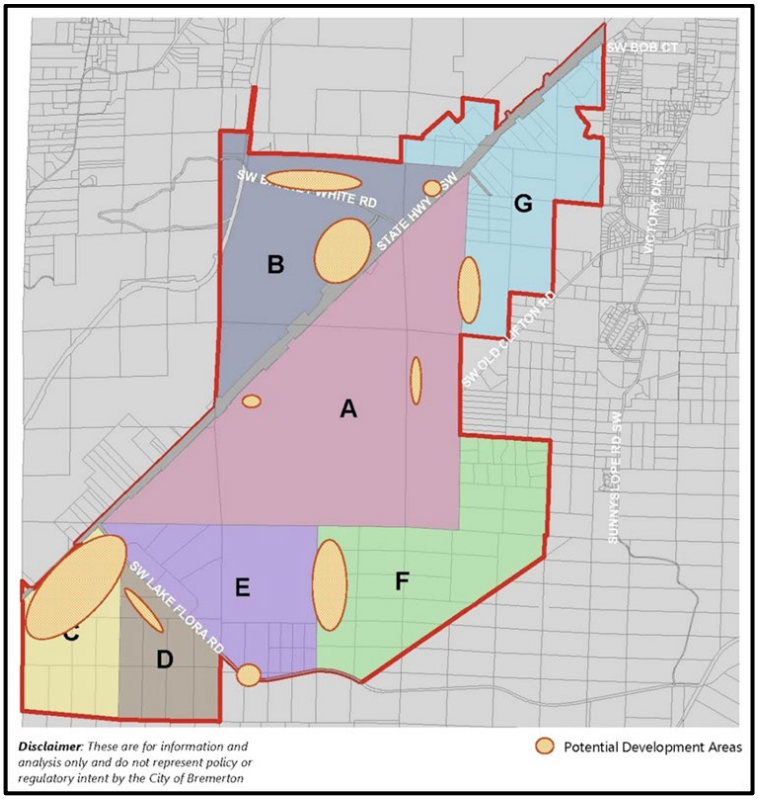
Table E-1 summarizes the distribution of the new jobs, buildings and developed acreage among seven analysis areas within the PSIC site (see Figure E-1 for the analysis areas). The distribution among the analysis areas was developed in order to identify the general location of development within PSIC so that estimates could be prepared for roadway, water, sewer and stormwater projects. The allocation among the seven areas is narrowed a bit more by identifying highly generalized locations of development within each analysis area. These locations appear as "bubbles" on maps in the roadway, water and sewer sections of this CFP. The bubbles are for general planning purposes, and are not intended to indicate specific parcels that will be developed, or others that will not be developed. Development within each area could occur on different land within the area without significantly affecting the estimated quantity and cost of roads, water and sewer facilities.

Table E-1: Growth by PSIC Analysis Area

PSIC Development Analysis Area	Employment	Acres Developed[1]	Square Feet of Buildings[2]
A	500	23	350,000
B	1,500	69	1,175,000
C	1,500	69	775,000
D	400	18	225,000
E	850	39	425,000
F	1,150	53	575,000
G	600	28	325,000
Total	6,500	299	3,850,000

1. The Developed Acres column is intended to show the projected total acres of developed land within each analysis area.
2. The Square Feet of Buildings column is intended to show the projected total estimated square feet of developed building area in each analysis area.

Figure E-1: Analysis Areas and Development Assumptions



Future employment growth is expected to be primarily industrial in nature with two notable exceptions:

- Areas in the designated MIC may contain up to 20% of employment as supporting retail/business services.
- The area south of Lake Flora Road (Areas C and D) is designated as a mixed use development with a blend of outlet center, entertainment center, and office uses. The retail development would serve populations in a 25 to 75 mile trade area.

The development and employment projections contained in the Subarea Plan are the basis for the CFP's analysis of future needs, and the capital improvements projects that will serve those needs.

6.0 Transportation

6.1 Inventory of Existing Facilities

The following is a summary of the existing transportation facilities that are described in more detail in the PSIC EIS (see Section 3.6 Transportation) and 2024 Comprehensive Plan Transportation Technical Appendix. See the PSIC Subarea Conceptual Roadway Network Exhibit PSIC-8.

Roadway System

State Route (SR) 3 is the principal north/south roadway on the Kitsap Peninsula and links US 101 near Shelton to SR 104 at the Hood Canal Bridge.

SR 16 is a major freeway that connects the Bremerton area with Tacoma and I-5 to the east.

Lake Flora Road is a two-lane county road that extends between SR 3 at the southern end of the PSIC site to SR 16, approximately 8 miles east of the PSIC site.

Imperial Way serves as the primary access roadway for Bremerton National Airport and the Olympic View Industrial Park. West of SR 3.

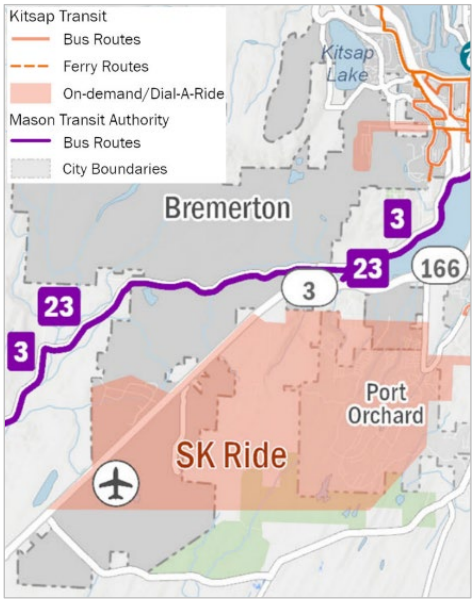
Sunnyslope Road is a two-lane county road that primarily serves the rural residential area located to the northeast of the Bremerton National Airport.

Old Clifton Road is a two-lane road that extends from the eastern edge of the Bremerton National Airport to SR 16 at an interchange located about two miles south of the SR 3 interchange.

Cross SKIA Connector is a new two-lane road that is that extends south from SR 3 to the property line at Bremerton National Airport.

Transit, Bicycle, and Pedestrian System

The transit, bicycle, and pedestrian systems are very limited within the study area. Mason County Transit provides fixed route transit service between Belfair and the Bremerton Ferry terminal; however, the transit route travels along Old Belfair Highway and does not provide any transit service to the PSIC site. Kitsap Transit does not have any bus routes near the site, however, does have weekday dial-a-ride service as pictured in the adjacent image.



Kitsap County designates Lake Flora Road and Glenwood Road as bike routes between SR 3 and Lider Road.

Freight Rail

There is a freight railroad that parallels the west side of SR 3 through the study area. The majority of the rail traffic on this route serves the military installations at Bremerton and Bangor.

6.2 Forecast of Future Needs

The following is a summary of the future transportation needs that are described in more detail in the PSIC EIS and 2024 Comprehensive Plan Transportation Appendix and includes the proposed projects as shown in the Capital Improvement Plan for the City of Bremerton.

City of Bremerton Comprehensive Plan LOS Standard

The City of Bremerton's Comprehensive Plan defines the City's level of service (LOS) standards as D for all roadways and intersections in the study area.

Roadway Improvements Needed for Existing Conditions

The signalized intersection of SR 3 / SR 16 / Sam Christopherson Avenue operates at LOS E. The two unsignalized intersections at the SR 16 interchange with Old Clifton Road perform at LOS F.

Internal to the PSIC area, the Port of Bremerton Cross SKIA Connector Phase 1 has been completed from SR 3 to the east boundary of the airport. The port is currently pursuing a variety of funding sources to extend the road south to Lake Flora Road. The Cross SKIA Connector is assumed to be constructed south to Lake Flora Road.

In addition to the Cross SKIA Connector, other internal roadways, sidewalks, bicycle lanes, and trails will have to be constructed to support the future development.

Roadway Improvements Needed Because of Growth

The following seven intersections are expected to operate at an undesirable LOS (i.e., LOS E or F) under 2030 conditions:

- SR 3 / NE Clifton Lane
- SR 3 / Lake Flora Road
- SR 3 / Imperial Way
- SR 3 / Sunnyslope Road
- SR 3 / SR 16 / Sam Christopherson Avenue
- Old Clifton Road / SR 16 Eastbound Ramps
- Old Clifton Road / SR 16 Westbound Ramps

Poor traffic operations can generally be mitigated if the following improvements are implemented:

- Construct the Belfair Bypass
- Widen SR 3 to four lanes from a point south of Lake Flora Road to SR 16 and install traffic signals at the Lake Flora Road and Sunnyslope Road intersections
- Widen Lake Flora Road between SR 3 and the SKIA Connector Road
- Grade separate the northbound and southbound SR 3 movements at SR 3 / SR 16 / Sam Christopherson Avenue intersection
- Implement minor intersection widening and signalization at the Old Clifton Road / SR 16 ramp intersections

Details on specific mitigation measures are provided below.

SR 3 at Airport Way will reach LOS-deficient status by 2044, operating at LOS F in the AM and PM peak hours. The anticipated buildout of PSIC by 2044 will require intersection improvements to maintain mobility and property access to local and regional trips using this intersection. Mitigation may include widening the existing single-lane roundabout to provide two lanes in each direction of SR 3.

Belfair Bypass – WSDOT has identified the Belfair Bypass as a high priority project to relieve traffic congestion near the PSIC site. The Belfair Bypass would construct a new segment of SR 3 east of and parallel to the existing alignment to avoid the congested intersections in Belfair and provide an alternate and less congested route. As part of this project, the traffic congestion at the SR 3 / NE Clifton Lane intersection road will be improved, but not to a LOS of D or better. In addition, this project would likely include improvements at the SR 3 / Lake Flora Road intersection, improving its operations to acceptable levels.

SR 3 / NE Clifton Lane – The only intersection configuration that improves this intersection to LOS D or better is the addition of northbound and southbound through lanes on “Old SR 3.” However additional lanes are inconsistent with the current Belfair Area Widening and Safety Improvements project (currently funded for construction in 2012) to add a two-way left turn lane on SR 3 south of this intersection, and may be infeasible due to right-of-way impacts and the configuration of the railroad undercrossing located north of Belfair. While WSDOT has not ruled out additional improvements at this location, constructing lanes beyond what is identified in the Belfair Area Widening and Safety Improvements plan is not considered as part of this CFP for PSIC.

SR 3 & Imperial Way operated at LOS-deficient status in 2023. The anticipated buildout of the Puget Sound Industrial Center (PSIC) by 2044 will require intersection improvements to maintain mobility and property access to local and regional trips using this intersection. Mitigation may include a multi-lane roundabout, as identified in the SR 16 Tacoma Narrows Bridge to SR 3 Congestion Study. This intersection is on a WSDOT facility and is not subject to GMA concurrency requirements. Intersection improvements may be led by WSDOT.

SR 3 & Sam Christopherson Ave operated at LOS-deficient status in 2023. By 2044, it will operate at LOS F in the AM and PM peak hours. This intersection will be significantly impacted by the anticipated

buildout of PSIC, as described above. Mitigation may include a new multilane roundabout, as identified in the SR 16 Tacoma Narrows Bridge to SR 3 Congestion Study.

Old Clifton Road / Tremont Street / SR 16 EB Ramps – Signalizing this intersection and adding a dedicated right-turn lane for eastbound vehicles and a dedicated left turn lane for westbound vehicles results in an acceptable LOS D.

Old Clifton Road / Tremont Street / SR 16 WB Ramps – Signalizing this intersection with the current lane geometry results in LOS B operations.

In addition to existing intersections, there are five new access intersections assumed. The list below describes each of the intersections:

- New Intersection: Analysis Area C and SR 3. This intersection is necessary to provide access to Analysis Area C and is located southwest of the existing Lake Flora Road / SR 3 intersection. (Identified as Intersection 12 in the PSIC EIS Section 3.6.10, PSIC Site Access Evaluation.)
- New Intersection: Analysis Area C/D and Lake Flora Road. This intersection is necessary to provide access to parts of Analysis Areas C and D and is located southeast of the existing Lake Flora Road / SR 3 intersection. (Identified as Intersection 13 in the PSIC EIS Section 3.6.10, PSIC Site Access Evaluation.)
- New Intersection: Analysis Area E/F and Lake Flora Road. This intersection is necessary to provide access to parts of Analysis Areas E and F and is located southeast of the existing Lake Flora Road / SR 3 intersection. (Identified as Intersection 14 in the PSIC EIS Section 3.6.10, PSIC Site Access Evaluation.)
- New Intersection: Cross-SKIA Connector and Lake Flora Road. This intersection is the southern terminus of the proposed extension of the Cross SKIA Connector. It provides access to Analysis Areas E, F, A, and G. (Identified as Intersection 15 in the PSIC EIS Section 3.6.10, PSIC Site Access Evaluation.)
- New Intersection: Cross SKIA Connector / Analysis Area B Access / SR 3. This intersection is located at the current northern terminus of the Cross SKIA Connector. It is envisioned that an extension of the Cross SKIA Connector would proceed into Analysis Area B, providing additional access and circulation in the northeast portion of the Olympic View Industrial Park. (Identified as Intersection 16 in the PSIC EIS Section 3.6.10, PSIC Site Access Evaluation.)

In addition to the intersections described above, roads internal to the PSIC site are necessary to accommodate future growth. There are two broad categories of internal roadways:

- Collector Roads: These are small (generally two-to-three lane) roads that connect local access roads (described below) to major regional roads and state highways. The collector roads shown on Figure CFP-2, below, are based on an extension of the existing collector road system, best transportation planning practices, and the location of potential development areas.
- Local Access Roads: These are small roads that provide direct access from project driveways to the overall roadway network. Because of the small and localized character of these roads, they are not shown on Figure CFP-2. Their costs are based on development patterns of industrial areas in the Green River Valley (i.e., 50 lineal feet of local access road are provided for every acre of developed industrial land).

6.3 Transit, Bicycle and Pedestrian Improvements Needed for Existing Conditions

There are no planned transit improvements in the PSIC area, but future growth in the PSIC region may lead to bus services provided by Mason County Transportation (which currently operates a route parallel to SR 3 along Old Belfair Road) and/or Kitsap Transit. Additionally, the Kitsap Transit vanpool program could

start service in the PSIC area. For the purposes of this analysis, no new transit service was assumed in the study area.

6.4 Transit, Bicycle and Pedestrian Improvements Needed Because of Growth

Internal to the site, implementation of the Plan will result in the development of a robust pedestrian and bicycle network. For additional information please see the forthcoming Active Transportation Plan. Roadway standards are recommended that include sidewalks and possibly bicycle lanes on both sides of the street within more developed areas. In the undeveloped areas of the site, a multi-use path and wide shoulders are recommended, similar to the current Cross SKIA Connector design to accommodate active transportation modes. In addition, the PSIC Subarea Plan recommends that development be clustered to allow employees to walk or bicycle to retail and service commercial uses that will be located adjacent to industrial uses. Furthermore, it is recommended that a separate network of multi-use paths be constructed between clusters of development to provide direct connections between development areas for active transportation modes.

Given the sparse transit, pedestrian, and bicycle network in the study area, along with the industrial character of the PSIC site, the transportation needs analysis indicates the need for capital improvement projects that address vehicular impacts on roadways.

6.5 Roadway Improvements Projects

There are 25 roadway improvements recommended to serve future development under the Subarea Plan. Figure E-2 shows the location of the roadway projects in the PSIC area.

A few of the projects are outside the boundaries of the PSIC subarea. They are included in this CFP because they are needed to mitigate the impacts on roads and intersections outside PSIC caused by development in PSIC. These impacts and mitigations are identified in the PSIC EIS. In the project list below the full cost of each project is listed. However, in the financing plan section of this CFP the cost is apportioned between development in PSIC and development outside PSIC. The fair share portion attributable to PSIC development is financed by sources appropriate for PSIC. The portion of the cost attributable to development outside PSIC is financed by other sources and are not considered the responsibility of development in PSIC.

Similarly, improvements to the SR 3 and SR 16 state facilities have been provided for information. Improvements to these facilities will likely be required as PSIC becomes more developed. However, the State is responsible for funding the cost of state facilities, except for potential local match requirements. Although the future local match is unknown, recent experience ranges from 1% to 20%. The cost of state facilities is not included in Table E-8, summary of Local Capital Facilities Project Costs.

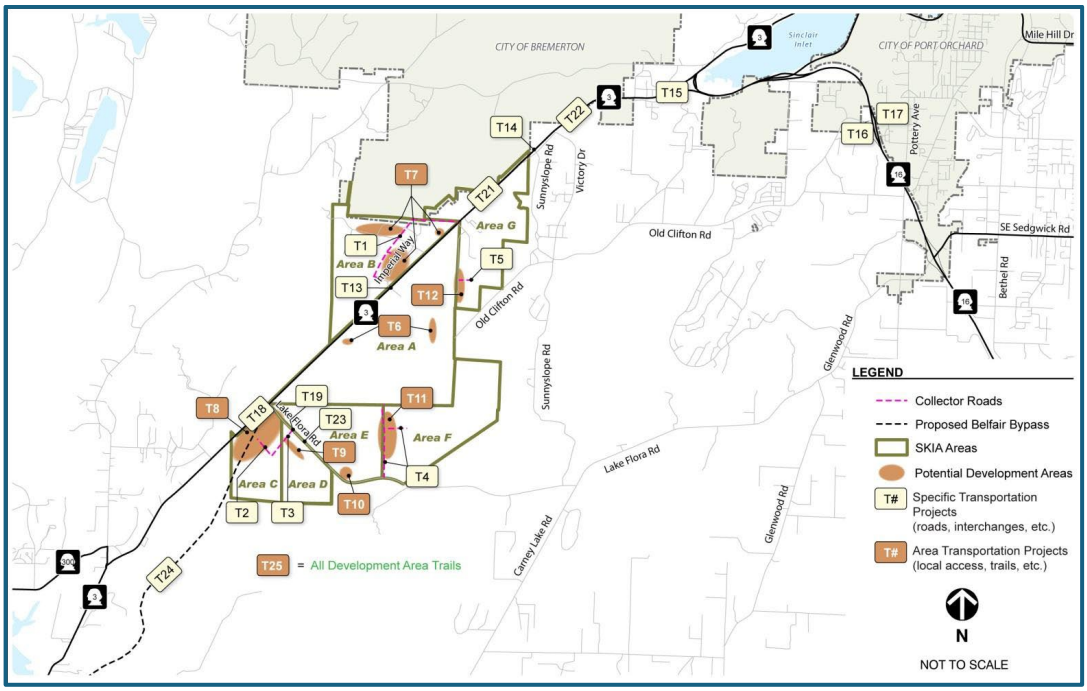
Table E-2 lists the projects with a brief description and the estimated cost of each project. Intersections with state roads may be signalized, but most intersections within PSIC can be roundabouts or traditional intersections at the discretion of the City. The cost estimates were largely based on WSDOT's "Project Bid Tabulations" and the "Highway Construction Cost Report."

Table E-2: Roadway Project Descriptions and Costs

#	Project	Description	Cost
Local Roads			
T1	Area B Collector Road	New roadway west of SR-3 at Cross SKIA intersection	$ 73,998,198
T2	Area C Collector Road	New roadway south of Lake Flora Road to the Belfair Bypass	3,056,409
T3	Area D Collector Road	Portion of new roadway south of Lake Flora Road	829,207
T4	Area F Collector Road	New roadway north from Lake Flora Road	5,228,331
T5	Area G Collector Road	New roadway east from Cross SKIA Road	691,172
T6	Area A Local Access Road	0.43 miles of local access roads	1,134,082
T7	Area B Local Access Road	1.30 miles of local access roads	3,428,719
T8	Area C Local Access Road	1.30 miles of local access roads	3,428,719
T9	Area D Local Access Road	0.35 miles of local access roads	923,117
T10	Area E Local Access Road	0.74 miles of local access roads	1,951,799
T11	Area F Local Access Road	1.00 miles of local access roads	2,637,476
T12	Area G Local Access Road	0.52 miles of local access roads	1,371,521
T19	Analysis Area C/D and Lake Flora Road	New intersection southeast of existing Lake Flora Road / SR 3 intersection	1,665,074
T20	Cross-SKIA Connector and Lake Flora Road	New intersection at southern terminus of extension of Cross-SKIA Connector	1,665,074
T23	Lake Flora Widening	Widening to southern end of potential southern end of Cross-SKIA Road	5,330,067
T25	Trails	12 miles of trails	2,164,596
Total Cost of Local Roads			109,503,561
State Roads			
T13	SR 3 / Imperial Way	Signalize intersection, modify approaches	3,330,147
T14	SR 3 / Sunnyslope Road	Signalize intersection, modify approaches	3,330,147
T15	SR 3 / SR 16 / Sam Christopherson Ave	Grade separation	104,899,631

#	Project	Description	Cost
T16	Old Clifton Road / SR 16 Eastbound Ramps	Signalize intersection add dedicated right turn EB and dedicated left turn WB	1,665,074
T17	Old Clifton Road / SR 16 Westbound Ramps	Signalize intersection	832,537
T18	Analysis Area C and SR 3	New intersection southwest of existing Lake Flora Road / SR 3 intersection	3,330,147
T21	Cross-SKIA Connector / Analysis Area B / SR 3	New intersection at northern terminus of Cross-SKIA Connector	832,537
T22	SR 3 Widening	Widening from Imperial Way to Gorst	181,493,012
T24	Belfair Bypass	2-lane divided highway with capability for 4 lanes	126,545,587
Total Cost of State Roads			426,258,819

Figure E-2: Roadway Project Locations



Source: Fehr & Peers, 2011

Transit, Bicycle and Pedestrian Improvements Projects

Roadway project T25 provides for 12 miles of trails within PSIC. There are no other planned and funded transit, pedestrian, or bicycle improvements anticipated within the study area. It is conceivable that Mason County Transportation or Kitsap Transit could provide bus service to the area as employment grows. It is also possible that some vanpool services could serve PSIC.

7.0 Water

7.1 Inventory of Existing Facilities

The following is a summary of the existing water facilities that are described in more detail in the 2020 Water System Plan.

PSIC lies within the West 517 pressure zone (W517Z) of the City of Bremerton water system. W517Z includes PSIC, the Port of Bremerton Airport and Industrial Park, Gold Mountain Golf Course, Aero Mobile Home Park, and a few other commercial users. In 2021 the City of Bremerton and Kitsap Public Utility District resolved parcels split by Bremerton's service area boundary line in PSIC, fully incorporating those parcels into Bremerton's service area. A service area agreement amendment with Sunnyslope Water District was also completed to move 5 parcels from Sunnyslope service area to Bremerton service area.

Water Supply

Water for W517Z is provided by three wells. Pump Station 3 contains a zone intertie between W256Z and W517Z to provide additional supply in an emergency.

Water Storage

Two above ground steel tanks co-located in the Olympic View Industrial Park provide a total of 1.2 million gallons of storage.

Water Distribution

The water distribution system extends from the north to serve the Port of Bremerton properties at Olympic View Industrial Park and the Airport.

7.2 Forecast of Future Needs

The following is a summary of the future water facility needs that are described in more detail in the 2020 Water System Plan.

Water Supply

As described in the 2020 Water System Plan, the Bremerton's water system as a whole has sufficient water rights and supply to serve current and future development. However, the supply of water to the PSIC area is through a single transmission main. To provide resilience to the system, a second supply route is needed.

Water Storage

Water demand is estimated to increase in PSIC by 0.6 – 0.8 MGD (million gallons per day). Existing storage can meet this demand. However, additional storage is needed to meet the additional commercial and industrial fire flow and suppression storage requirements.

Water Distribution

Water demand described under Water Storage will also exceed the City's transmission capacity to PSIC. The water transmission main between the City of Bremerton and PSIC would require expansion and new trunk lines and distribution lines would be required to serve areas of development.

Water Conservation

Green building standards should be encouraged or required for PSIC. Development to such standards can typically achieve 30% or more conservation for non-process related water consumption for domestic fixtures and irrigation and thus minimize the need for additional water system facilities. Process water consumption is the water used in the manufacturing process. Non-process water consumption is water used in bathrooms, kitchens and other uses not directly part of the manufacturing process.

7.3 Capital Projects

There are several projects proposed to address capital improvements needed to serve future development under the Subarea Plan. Figure E-3A lists water system improvements as described in the 2020 Water System Plan and PSIC EIS to address additional supply and resilience, and Figure E-3B and Figure E-3C shows the location of the water system transmission and distribution pipeline improvements needed.

Table E-3A lists potential projects described in the 2020 Water System Plan – Appendix W - *W517 Water Supply Alternatives*; including a brief description and the Opinion Of Probable Project Cost (OPPC) of each project. W1 through W4 include capital projects needed to serve retail areas for future development noted in the 2020 Water System Plan. W-A1 includes Pump Station 3 (PS 3) improvements to provide more flows from the W256Z. W-A2 would provide an intertie with the W580Z, requiring the installation of 10,000 linear feet of new transmission water main. W-A3 assumes capital projects from W-A1 and W-A2 are both completed. W-A3 has the highest OPPC, but it would increase the source resiliency of the W517Z by providing improved access to water from the W256Z and access to additional supply fromthe W580Z.

Table E-3A: Water System Project Descriptions and Costs

#	Project	OPPC
W1	16” Transmission Main from City system to New Reservoir	$2,784,770
W2	1,000,000 Gallon Water Storage Reservoir and Miscellaneous Pump Station & Treatment Upgrades	7,240,403
W3	Primary 16” Loop	1,002,517
W4	Secondary 8” & 10” Loops Built Along with Local Access Roads	2,215,006
W-A1	PS3 Improvements	2,000,000
W-A2	W580/W517 intertie/PRV	5,200,000
Total cost		$20,442,696.00

Source: City of Bremerton 2020 Water System Plan, and US Bureau of Labor Statistics

Figure E-3B: Water System Project Locations

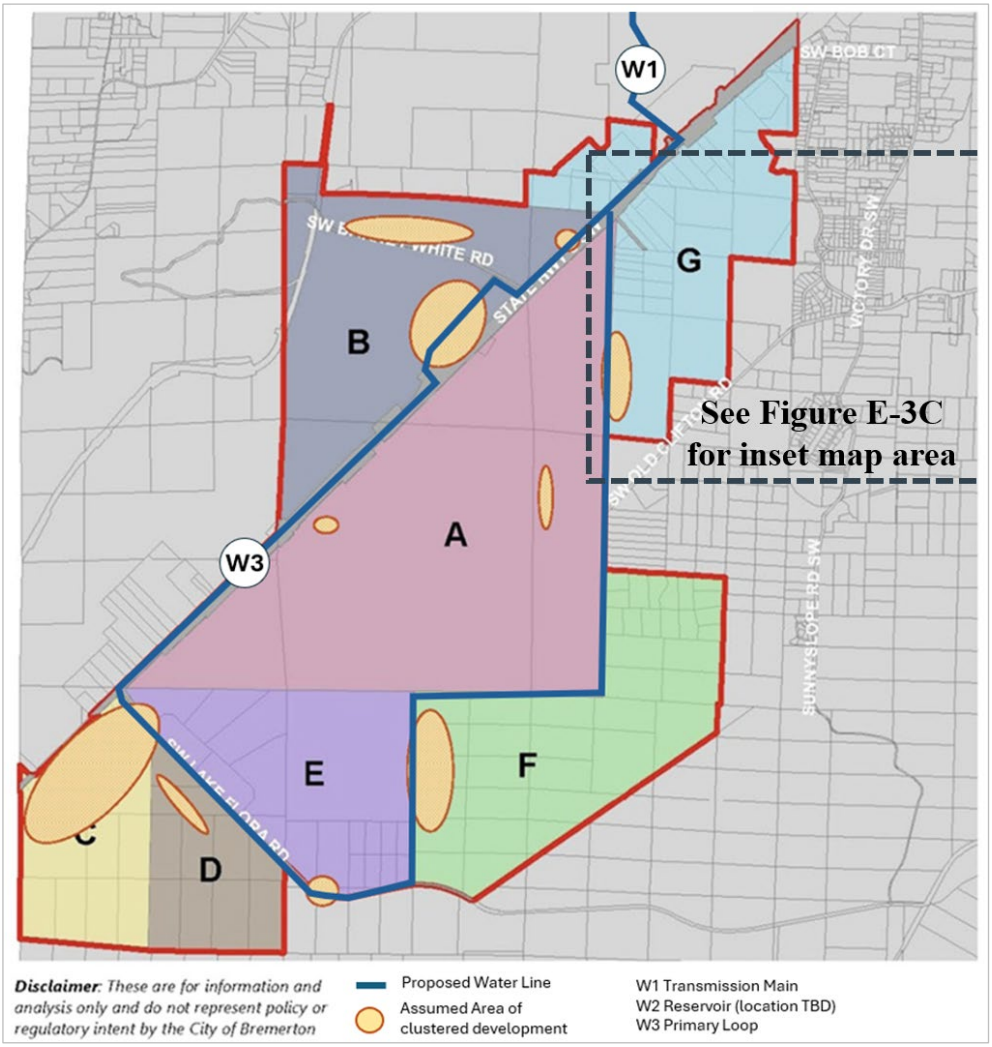
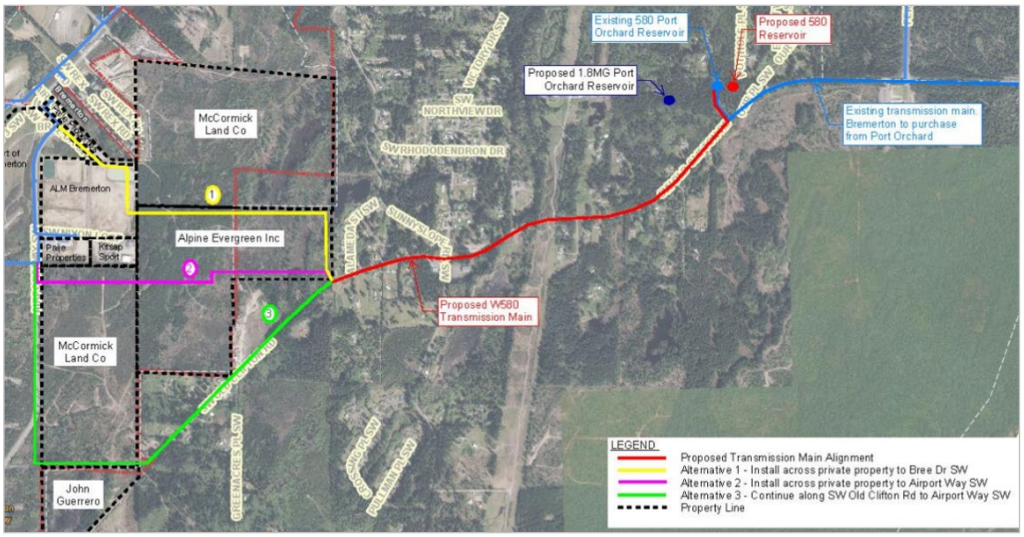


Figure E-3C: Water System Project, Inset Map Area



Source: City of Bremerton 2020 Water System Plan

8.0 Sewer

8.1 Inventory of Existing Facilities

The following is a summary of the existing sewer facilities, which are described in more detail in the 2024 Wastewater Comprehensive Plan (WWCP) Update (pending adoption by Bremerton City Council) and the 2014 WWCP Update.

Sewer Treatment

The Port of Bremerton's sewer treatment facility is a large on-site septic system consisting of lagoons and drain fields. The system is located off of SW Barney White Road and serves about 158 acres of the core Port development in the study area, including the airport, supporting facilities and the Olympic View Industrial Park.

Sewer Collection

The existing Port sewer collection system primarily consists of 8-inch gravity pipes to convey flows to the sewer lagoons. Near the airport, there is a small pump station that conveys flow under State Route 3. The existing system was constructed in 1972 and upgraded in 1987.

The majority of the study area is outside of the area served by the existing sewer treatment facility and relies on onsite septic systems. The City of Bremerton completed a project to extend sewer service to the Gorst Area in 2011, which is the existing City sewer infrastructure closest to PSIC.

8.2 Forecast of Future Needs

The following is a summary of the future sewer facility needs that are described in more detail in the PSIC EIS (see Section 3.8 Utilities).

Sewer Treatment

The 2024 WWCP Update projects 10,000 jobs in PSIC, which are expected to result in peak flows of nearly 1,000 gpm (see Figure E-4B). Projected sewer flows would exceed the Port's treatment capacity in this area.

As part of the 2024 WWCP Update, three alternatives were considered for providing sewer service to the PSIC area. The evaluation and results are presented in the document "Bremerton Puget Sound Industrial Center (PSIC) Feasibility Study", February 2025, Kennedy Jenks, which is included as an appendix in the 2024 WWCP Update. The preferred alternative is a phased approach and is contingent upon an agreement between Mason County and Bremerton, with Mason County being willing to accept the future flows generated by the South PSIC developments, which are currently underway. The initial phase calls for the installation of a new pump station in the south end of PSIC that conveys flow in this area to the existing wastewater treatment facility in Mason County. As development continues and additional capacity for conveyance and treatment is required, subsequent phases would construct a new pump station in the North PSIC area, along with force main piping, that would convey flows north along State Route 3 to the City's collection system in Gorst, where it would be pumped to the existing wastewater treatment plant. It is anticipated that the South PSIC pump station routed to Mason County would be funded by others. When flows in South PSIC approach an agreed-upon threshold, the phase to plan and construct the additional pump station and force main piping in the North PSIC area would be implemented. State Route 3 is considered a limited access ROW and WSDOT does not allow utilities to be installed unless all other options are expended. Further conversations with WSDOT should be had if conveyance along State Route 3 is considered. Figure E-4A below depicts a preliminary plan view of this alternative. Other alternatives were considered and may require further consideration in the future should additional information or opportunities become available.

Sewer Collection

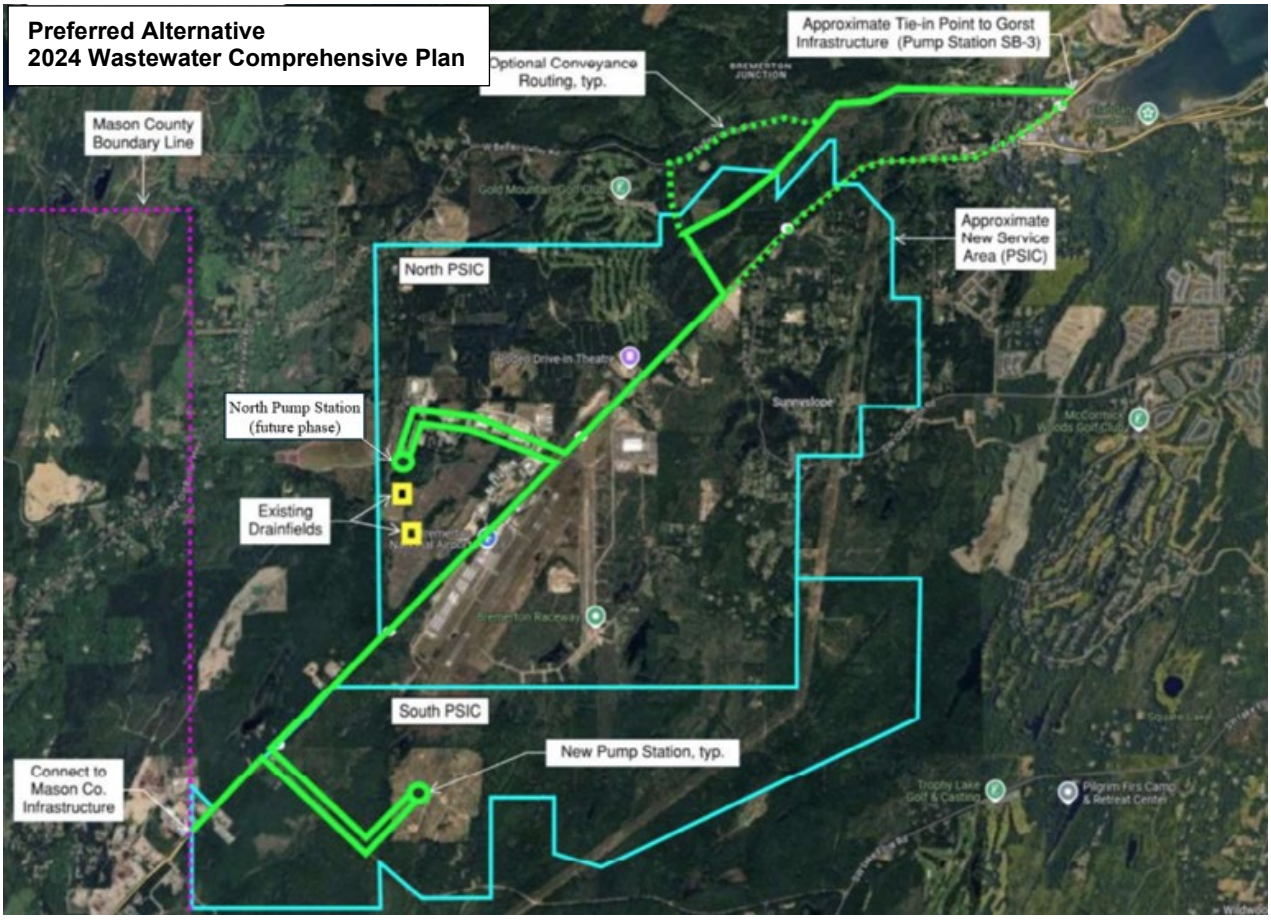
A sewer collection system of trunk lines, pump stations, and collector lines would be needed to connect developed properties to available treatment plants.

8.3 Capital Projects

Sewer system improvement alternatives are described in the 2024 Wastewater Comprehensive Plan (WWCP) Update (pending adoption by Bremerton City Council). Figure E-4A shows the location of the sewer system projects for the preferred alternative in the PSIC area, with anticipated annual peak flow rates from existing and proposed pump stations at 2,952 GPM.

The Summary of Phased Approach for Preferred Alternative section lists the projects with a brief description and the estimated cost of each project; see the 2024 Wastewater Comprehensive Plan for additional detail.

Figure E-4A: Sewer System Project Locations



Source: City of Bremerton 2024 Wastewater Comprehensive Plan

Summary of Phased Approach & Cost for Preferred Alternative
Source: 2024 Wastewater Comprehensive Plan

Overall project costs for the preferred alternative range from $43 Million (M) to $93M. The expected accuracy range for a Class 5 estimate ranges from -30% to +50%. These estimates serve as a high-level cost comparison between each alternative and should be considered in further evaluations.

Phase 1 (Estimated Project Construction Costs $11M)

- City enters interagency agreement with Mason County to send up to 160,000 gpd of flow from South PSIC to their infrastructure.
- City begins design for constructing a new pump station in South PSIC that is capable of processing interagency agreement flows at a minimum. Applicable pump station infrastructure would be sized for future capacity upgrades to accommodate more flow at full buildout of South PSIC per Phase 3.

Phase 2 (Estimated Project Construction Costs $28M)

- City begins design for constructing a new pump station in North PSIC that is capable of processing full build out flows.

Phase 3 (Estimated Project Construction Costs $23M)

- City begins developing plans for connecting the newly constructed North and South PSIC pump stations once a specific flow capacity threshold is reached.

9.0 Stormwater

9.1 Inventory of Existing Facilities

There are no major stormwater treatment and/or flow control facilities in PSIC. The Port of Bremerton owns two detention ponds on the west side of Highway 3 and there is another detention pond at the Waste Management property, but these do not affect the analysis of needs for stormwater facilities in PSIC.

9.2 Forecast of Future Needs

A detailed analysis of future stormwater needs in PSIC is presented in the PSIC EIS (see Section 3.8 Utilities). The following is a summary of the future stormwater needs that are described in more detail in Section 3.8 of the EIS.

Given the largely undeveloped and rural nature of the PSIC area there are no known drainage problems within the study area.

Most of the soil in PSIC is an Alderwood series gravelly sandy loam (+/- 63%) and Harstine series gravelly sandy loam (+/- 13%). These soils tend to be deep moderately well drained soils underlain in some cases by a cemented till layer.

Even assuming planned development, much of the area would remain in forest or other undeveloped state and much of the vegetated area would remain undeveloped.

Property owners that develop their land will be required to meet stormwater standards on their site, therefore there is no need for public stormwater facilities. Furthermore, site development will be required to use low impact development (LID) as the primary stormwater management approach. The emerging practice of LID has the ability to mitigate water quality impacts of development in a more effective manner than conventional stormwater treatment practices. Additionally, LID can address water quantity by reducing run-off and recharging groundwater. In till soils, LID can reduce the size of any required detention and flow control facilities and in outwash soils LID can often be used in place of detention facilities for stormwater flow control.

9.3 Capital Projects

There are no separate capital improvement projects for stormwater for PSIC. LID stormwater management is included in the design and the cost of street projects in the Transportation section of the CFP. The balance of the stormwater facilities would be private.

10.0 Financing Plan

10.1 Policies Regarding Paying for PSIC's Facilities

There are many sources of funds that could be used for PSIC's transportation, water, sewer and stormwater facilities. The first step in selecting the most appropriate funding sources is to determine the policies that will provide direction to the financing plan. The policies address important issues concerning who will pay for PSIC's facilities, and when the facilities will be built.

Who Pays?

There are two parties that typically pay for facilities: the government, and the developer/property owner. In some situations, one party pays all the costs, in other situations each party pays a portion of the cost.

Understanding who will pay for PSIC's facilities will directly affect the selection of funding sources for the financing plan. When governments pay the costs, the funding typically comes from one or more taxes, rates, grants, or low-interest loans. When developers pay the costs, the funding usually comes from private investments.

The policy direction of who pays for PSIC facilities will also have other consequences. The City, on behalf of all of its residents and taxpayers, may be willing to underwrite part of the cost in order to support economic development and system expansions, but it may also expect the developers to share the cost so that growth pays for part of its costs, and taxpayers do not subsidize growth. Property owners and developers typically look for the lowest cost and the greatest competitive advantage in order to create incentives (or avoid disincentives) to attract potential businesses.

Lastly, the policy direction of who pays for PSIC facilities has to account for risks and benefits. The party or parties that pay for the facilities are taking the risk that they might not recoup their investment if the property does not develop. This risk can be reduced by phasing the facilities to correspond to increments of development. Alternatively, the risk can be eliminated by waiting to install the facilities until a commitment is received from a buyer or tenant. However, some facilities take significant time to design and build. If the timeline exceeds the time to build the occupant's building, this would be a significant disincentive to the prospective occupant.

Consistent with Strategy CF 2.3, this financing plan for PSIC facilities is based on the assumption that the costs will be paid with a combination of governmental and developer resources with phasing consistent with growth's demand.

When Will Facilities be Built?

The most economically efficient timetable to build facilities is immediately before they are needed. This reduces or avoids carrying costs for facilities before they are used, and it also avoids lost opportunities when a potential occupant chooses a different location because they are unable to wait for facilities to be built after they select a location.

As a practical matter, many potential occupants are looking to move in to fully developed space with all facilities in place, or else to develop on a site that already has central facilities, such as collector roads and sewer treatment capacity, leaving only the local streets and water and sewer lines to be installed as the first step in developing their site.

Understanding when PSIC's facilities will be built directly affects the selection of funding sources for the financing plan. Facilities that are constructed prior to commitments to buy or lease sites requires substantial cash investments and/or the ability and willingness to incur debt by borrowing the money. Facilities that are constructed at the time the development occurs can be paid by fees associated with the development, or debt incurred for the facilities needed to serve the specific site.

This financing plan for PSIC facilities is based on the assumption that the costs of "central" or "core" facilities will be phased in targeted areas within PSIC, and the costs of "local" facilities, such as local access streets and local water and sewer lines, will be incurred when a developer or potential occupant commits to and initiates plans for a structure.

10.2 Sources of Funds Available for PSIC's CFP

As noted in the introduction to this Financing Plan section, there are many sources of funds that can be used for PSIC's transportation, water, sewer and stormwater facilities. The next step in selecting the most appropriate funding sources is to identify specific sources that could be used for PSIC's facilities. The introduction identified two parties that typically pay for facilities: the government, and/or the developer/owner of the property. The following list of potential funding sources for PSIC's CFP is organized according to the party that generates the money:

Government Funding Sources

The following are sources of funding that some Washington cities use to pay for capital improvements, please see the 2024 Comprehensive Plan City Services Appendix for additional information on funding sources:

- Real Estate Excise Taxes
- Motor Vehicle License Fees (Transportation Benefit District)
- Business License based on Census of Employees
- Property Taxes (pledged to repay general obligation bonds)
- Tax Increment Financing (RCW 39.114)
- Bond Proceeds (borrowed money)
- Grants (from Federal or State governments using their taxes to fund the grants)

The funding by the government can be targeted to come from specific zones for specific development (i.e., PSIC), or spread across all taxpayers in the City.

Developer/Property Owner Funding Sources

The following are sources of funding that developers and property owners use to pay for capital improvements:

- Owner and/or Investor Capital
- General Facility Charges (paid to government for utilities facilities)
- Impact Fees (for transportation facilities)
- Assessments (paid to Community Facilities Districts or Local Improvement Districts until the property is occupied and the assessment transfers to the occupant)
- Tax Increments (portions of property taxes, sales & use taxes, and/or other taxes). Note: these are very limited in Washington, as described below.

The cost of funding by developers and property owners is typically passed along to occupants in the form of higher rents or higher purchase prices.

10.3 Transportation Financing Plan

Table E-5 lists groups of transportation projects from Table E-2, and the estimated cost of each group.

Table E-5: Transportation Project Financing Plan

Project Group (#)	Total
Local Roads	$ 109,503,561
State Roads	426,258,819
Total	535,762,380

Source: City of Bremerton Comprehensive Plan Transportation Technical Appendix

The financing plan for transportation projects is based on the following assumptions:

- Grants will be sought and used to pay for as much of the project costs as possible.
- PSIC developers/property owners are responsible for funding the portion of local roads that are not funded by grants.
- The state is responsible for the cost of state road projects other than local matching requirements. Note that the cost of state facilities is not included in Table E-8, Summary of Local Capital Facilities Project Costs.
- The local share of state road projects depends on the matching requirement of specific grants. Recent experience ranges from 1% to 20%.
- Specific funding to be raised by each party will be one or more of the funding sources generated by each party, as described above. A Community Facilities District (CFD) is particularly interesting in part because of the ability to establish assessments that will be paid by future occupants, thus reducing the front-end cost to the City and the developers/property owners. Another desirable feature of a CFD for PSIC is that the requirement for unanimous approval by property owners is easiest to accomplish when there are relatively few property owners, as is the case with PSIC.

10.4 Water Financing Plan

Table E-6 lists groups of water system projects from Table E-3, and the estimated cost of each group.

Table E-6: Water System Project Financing Plan

Project Group (#)	Total
Local Access Water Lines (W4)	$ 2,215,006
Other Water System Projects	18,227,690
Total	$20,442,696.00

Source: City of Bremerton 2020 Water System Plan, and US Bureau of Labor Statistics Calculator

The financing plan for water system projects is based on the following assumptions:

- PSIC developers/property owners are responsible for the local access water lines that provide access to their property from the core water system.
- The cost of core water system improvements could be paid by the City and/or PSIC developers/property owners.

- Specific funding to be raised by each party will be one or more of the funding sources described above. A Utilities Local Improvement District (ULID) is a funding mechanism that is commonly used for water and sewer. A Community Facilities District (CFD) is an alternative to conventional funding of utility facilities through general facility charges and water rates. The CFD alternative would establish assessments that will be paid by future occupants. As noted in the Transportation Financing Plan, the CFD's requirement for unanimous approval by property owners is easiest to accomplish when there are relatively few property owners, as is the case with PSIC.

10.5 Sewer Financing Plan

Table E-7 lists groups of sewer system projects from Table E-4, and the estimated cost of each group.

Table E-7: Sewer System Project Financing Plan

Project Group (#)	Total
Phase 1	$ 11,000,000
Phase 2	28,000,000
Phase 3	23,000,000
Total	62,000,000

Source: City of Bremerton 2024 Wastewater Comprehensive Plan

Improvements in North PSIC will consist of the design and construction of new pump stations and conveyance infrastructure sized for 20-year projected build-out flows. The flow from PSIC will be pumped to existing pump station SB-3 in Gorst. The City anticipates that private or grant funding would be required for the construction of this infrastructure. Improvements in South PSIC will consist of the design and construction of new pumping and conveyance infrastructure to send flows generated from this area to North PSIC and Mason County. An agreement with Mason County will be required to send flow to Mason County. The City anticipates that private or grant funding would be required in the near term for the construction of this infrastructure. The financing plan for sewer system projects is based on the following assumptions:

- PSIC developers/property owners are responsible for the local access sewer lines that provide access to their property from the core sewer system.
- The cost of core sewer system improvements could be paid by the City and/or PSIC developers/property owners.
- Specific funding to be raised by each party will be one or more of the funding sources described above. A utilities Local Improvement District (UUD) is a funding mechanism that is commonly used for water and sewer. A Community Facilities District (CFD) is an alternative to conventional funding of utility facilities through general facility charges and sewer rates for the same reasons described above for the Water Financing Plan.

10.6 Stormwater Financing Plan

There is no financing plan for stormwater because there are no separate capital improvement projects for stormwater for PSIC. The financing plan for transportation capital improvements includes the LID stormwater management costs included in street projects in the Transportation section of the CFP. All other stormwater improvements will be private investments on site by property developers and owners.

10.7 Notes About Other Funding Sources That May Be Infeasible or Unsuitable

There are some other sources of funding that are authorized by Washington law that include authorization for transportation, water, sewer, and stormwater facilities, but which are not likely to be implemented, or

are not suitable to fund PSIC's facilities for the reasons listed below. The funding sources are included in the CFP in the event that circumstances change so that one or more of the funding sources becomes feasible and suitable for PSIC.

- Community Revitalization Financing (CRF) - RCW 39.89 authorizes financing through limited increments of property taxes. The requirement for approval by 75% of other taxing entities makes this difficult to implement, and therefore unlikely.
- Local Infrastructure Financing Tool (LIFT) - RCW 39.102 authorizes financing through limited increments of property taxes, sales and use taxes, and other excise taxes. LIFT requires a contract or letter of intent from a private developer, therefore LIFT funding would not be available to build infrastructure prior to such a commitment. LIFT is limited to $1 million per year per city and $5 million per year statewide which makes it unlikely and unsuitable. LIFT also requires approval of the other taxing entities which increases the difficulty to implement, and therefore makes it even less likely.
- Local Revitalization Financing (LRF) - RCW 39.104 102 authorizes financing through limited increments of property taxes, sales and use taxes, and other local public sources of revenue. LRF requires a contract or letter of intent from a private developer, therefore LRF funding would not be available to build infrastructure prior to such a commitment. LRF is limited to seven pilot projects in the State, and they have already been selected, therefore LRF is not available for PSIC.
- Hospital Benefit Zone (HBZ) - RCW 39.100 authorizes financing through limited increments of sales and use taxes. HBZs can only be used for an area that will be served by a hospital for which a certificate of need has been issued. The PSIC subarea is not likely to include a hospital, therefore HBZ is not suitable for PSIC.
- Public Facility District (PDF) - RCW 35.57 authorizes cities to issue bonds and charge fees and taxes that can be used for infrastructure to support the PDF's "public facility". The PFD is required to be for convention centers or special events centers. These type of centers are not likely to be developed in PSIC because of its status as one of eight MICs (Manufacturing Industrial Centers) designated by the Puget Sound Regional Council) and required to be used for manufacturing and industrial activities.
- Stadium, Convention, Arts & Tourism Facilities - RCW 67.28 authorizes revenue bonds repaid by special lodging and excise taxes. The improvements could include infrastructure. RCW 67.28 requires that the primary purpose be a "tourism-related facility" such as a public stadium, convention center, performing arts center, or visual arts center. It is unlikely that PSIC will develop such facilities, therefore this is an unlikely funding source.
- Community Renewal Area (CRA) - RCW 35.81 authorizes financing through limited increments of property taxes and sales and use taxes which are used to pay debt on bonds that fund the infrastructure. CRA's are required to be used in "blighted" areas, or to prevent the spread of blight to another area. The PSIC area does not qualify as blighted or potentially blighted, therefore a CRA is unsuitable for PSIC.
- Main Street Tax Credit Incentive (MSTCIP) - RCW 43.360 and 82.73 authorize business and occupation tax credits or utility tax credits for donations to Main Street Program revitalization activities. MSTCIP applies only to downtown commercial and neighborhood commercial districts, neither of which are suitable for PSIC.
- Public Development Authority (PDA) - RCW 35.21.730-747 authorizes creation of PDAs to receive federal or state grants. This could be suitable for PSIC, but it is not a funding source, per se, but a mechanism for receiving grants that are the actual funding source.

10.7 Conclusion

This capital facilities plan includes all the components required by state law. It includes 16 transportation projects, four water system, and five sewer system projects.

Table E-8: Summary of Local Capital Facilities Project Costs

Type of Facility	Cost
Local Roads	$ 109,503,561
Water	20,442,696.00
Sewer	62,000,000
Stormwater	0
Total	$191,946,257

In addition, State transportation projects estimated to cost $426,258,819 million.

There are many ways to pay for these projects as described above. Each method of payment requires the City, or the owners/developers of the properties to raise revenues that they do not currently have. The City would have to charge taxes, fees, or assessments. The owners/developers would have to raise private capital.

If the City and the owners/developers of the PSIC properties expect each other to pay for the capital facilities, it is likely that future capital facilities will be developed in an unpredictable and incremental manner. Under this approach, capital facilities may continue to serve as a constraint to future development and deterrent in achieving the PSIC vision. Alternatively, if the City and the owners/developers of the properties can work in collaboration to develop a mutually acceptable financing approach based on the resources identified in this plan, future public facilities that support the PSIC vision may be developed and serve as an incentive for future economic development. The potential for a public/private partnership to obtain public facilities funding is envisioned as a key implementation measure for this Subarea Plan, please see Section B, Implementation, of this document.

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