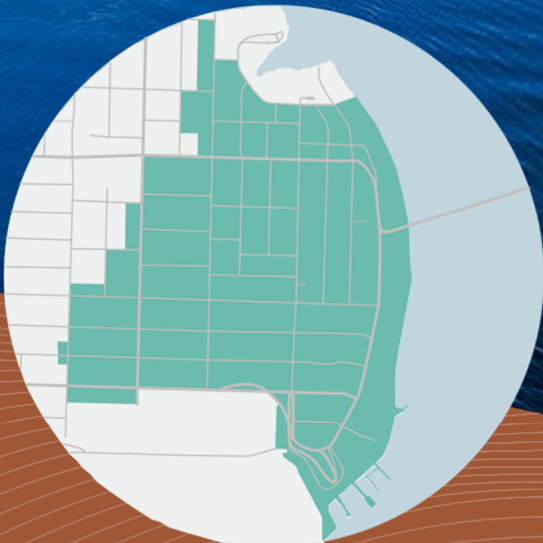




# Bremerton2044

DOWNTOWN BREMERTON  
REGIONAL GROWTH SUBAREA PLAN

June 16, 2025



# ACKNOWLEDGEMENTS

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

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Greg Wheeler

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BHC Consultants – Water System Plan

## CITIZENRY

Thank you to the many citizens who attended 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

# Introduction, Purpose and Vision



## 1.0 Introduction, Purpose, and Vision

### 1.1 Introduction

For over 20-years the broad goal for Downtown Bremerton has been consistent, per the 2004 Comprehensive Plan, Bremerton has planned to, “*Create and revitalize the downtown as the premier urban center of the West Sound region, providing jobs, residential opportunities, and cultural and economic activities.*” This policy was expounded upon with the adoption of the original 2007 Downtown Subarea Plan, which implemented development regulations further promoting concentrated urban growth. Our planning partners at the Puget Sound Regional Council (PSRC) have bolstered the importance of Downtown Bremerton’s regional status, by designating it the sole Metropolitan Regional Growth Center in Kitsap County. In the last 20-years, development in the Downtown Regional Growth Center has supported and forwarded multimodal transportation options, compact growth, improved access to opportunity, and housing choices near jobs and transit. This subarea plan document is intended to build on the success of past planning efforts by updating the subarea for consistency with 2018 PSRC Centers Framework requirements, adding policy language, and refining development standards to streamline zoning requirements.

### 1.2 Downtown Bremerton Growth Center’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. PSRC is an association of local governments, Native American Tribes, and State agencies that serves as a forum for developing policies and making decisions about regional growth management, economic, and transportation issues. VISION 2050 addresses a range 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.

Each of the four counties in the region contain at least one central city that has convenient access to high-capacity transit and serves as a civic, cultural, and economic hub. At least one regional growth center has been designated within each of these cities to serve as a focal point for accommodating both population and employment growth. The Regional Growth Strategy calls for the five Metropolitan Cities to accommodate 36% of regional population growth and 44% of regional employment growth by the year 2050. Within Metropolitan Cities, jurisdictions should encourage growth near high-capacity transit and within regional growth centers to achieve regional growth goals.

Bremerton is designated as Kitsap’s only Metropolitan City, with Downtown Bremerton identified as its regional growth center within the PSRC VISION 2050 plan; the plan assigns the DRC with access to high-capacity frequent transit that connects to other regional centers. Downtown Bremerton is designated as an “Metro” Regional Growth Center, which serves an important regional role with dense

existing jobs and housing, high- quality transit service, and plan for significant growth. Downtown Bremerton will serve as a major transit hub for the region, provide regional services, and serve as major civic and cultural center.

PSRC updated its Regional Growth Centers Framework, which was adopted in early 2018. This framework establishes new criteria and updates existing standards. The Metro Regional Growth Center Criteria is now:

- Existing density of 30 activity units per acre.
- Planned density of 85 activity units per acre.

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. Downtown Bremerton is identified specifically as a Metro Regional Growth Center in the [Kitsap CPPs](#).

Vision 2050 contains the following key land use development requirements. A full list can be found at the PSRC website ([Vision 2050](#)):

- MPP-DP-1 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.
- MPP-DP-2 Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.
- MPP-DP-9 Support urban design, historic preservation, and arts to enhance quality of life, support local culture, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.
- MPP-RGS-8 Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit.
- MPP-RGS-9 Focus a significant share of population and employment growth in designated regional growth centers.
- MPP-RGS-12 Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.

The City understands its responsibility as a PSRC designated Metropolitan City and the regional growth center designation of its Downtown. The 2024 Comprehensive Plan update has been carefully and thoughtfully crafted to support and forward the Downtown Regional Growth Center as the location of dense concentrated housing and employment growth not only for the city but for Western Puget Sound region. Downtown Bremerton Regional Growth Center is poised and planned to continue to grow and support the housing and employment needs for the next twenty years.

**Exhibit DRC-1: PSRC Regional Growth Centers**



Source: Puget Sound Regional Council

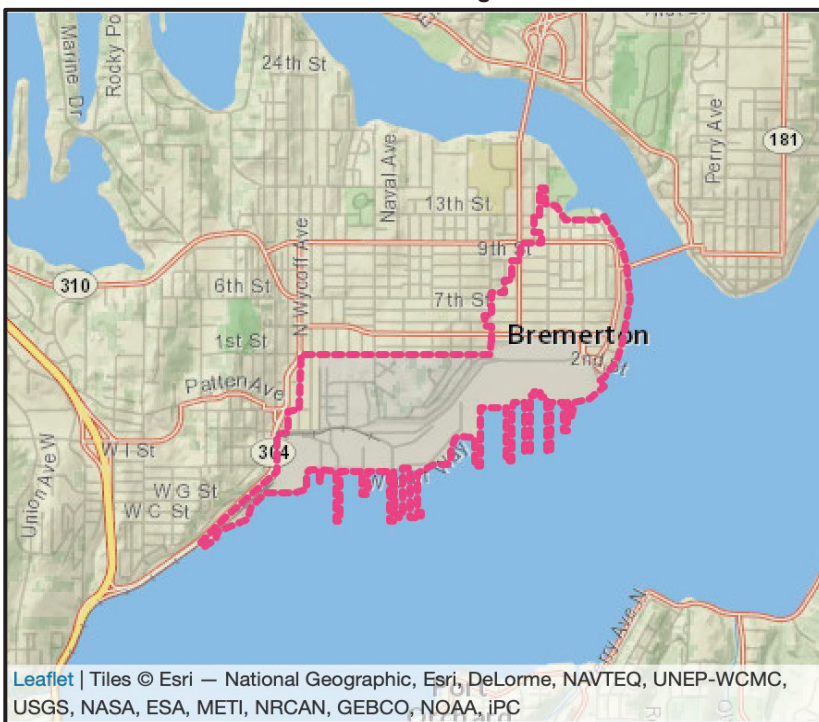
## 1.3 **Vision**

The Downtown Bremerton Metropolitan Regional Growth Center is a vibrant mixed-use urban destination characterized by dense housing, jobs, entertainment, active transportation, and transit choices. A revitalized Downtown will continue to serve as the City’s civic and cultural center, while providing a showcase of premier urban development in the West Sound region.

## 1.4 **Downtown Regional Growth Center**

The Downtown Bremerton Regional Growth Center was designated by PSRC as a Center in 1995, and as Metropolitan Regional Growth Center during its 2018 Centers Framework update. The subarea is 592 acres and is not proposed to increase in size as part of this update. The 2024 population is 6,511 persons, and total employment, which includes Naval Base Kitsap-Bremerton, is 33,369 jobs. Together, these represent 67 Activity Units per Acre and meet the PSRC Center’s Framework requirement for Metro Regional Growth Center with a minimum density of 30 activity units per acre.

**Exhibit DRC-2: Bremerton Downtown Regional Center**



Source: Puget Sound Regional Council

## 1.5 **Public Participation**

The Downtown Regional Growth Center Subarea Plan was updated under the 2024 Comprehensive Plan Update public participation plan, and included outreach to Naval Base Kitsap, the Downtown Bremerton Association, participation in community events, and posting flyers at the Downtown Library, Marvin Williams Center, and Evergreen Park. 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 for the DRC Subarea Plan 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 engagement efforts.

SECTION 2.0

# Existing Conditions



## 2.0 Existing Conditions

### 2.1 Introduction

Downtown Bremerton Regional Center has been designated by PSRC as a regional growth center since 1995 and has been guided by an adopted subarea plan since 2007. Designated as a Metropolitan Regional Growth Center by PSRC, this is the highest PSRC Center' designation given to geographic areas. These areas are intended to be the densest and most transit-connected locations in the region, and accordingly are expected to accommodate higher levels of growth. Metropolitan Regional Growth Centers are characterized by compact, pedestrian-oriented development, multimodal transportation, with a mix of office, commercial, civic, entertainment and residential uses. While federal property is not with the jurisdiction of the City, the DRC also includes Naval Base Kitsap.



The DRC's important features that support its Metropolitan Regional Growth Center designation include:

- Adjacency to Kitsap County's largest employer, Naval Base Kitsap
- Direct routes to Seattle, via Washington State Ferries and Kitsap Transit foot ferries
- Regular Kitsap Transit bus transit service
- Direct walkable connection to the nearby neighborhood center of Manette
- Cultural resources like the many seasonal festivals, the Admiral Theater, Roxy Theater, Quincy Square, and Kitsap Regional Library
- Walkable access to Boardwalk, Harborside Fountain Park and Maritime Museum, Port of Bremerton Marina, Turner Joy, Marvin Williams Recreation Center, and 3-mile urban trail loop
- Outside of the Center, but nearby, Olympic College main campus supporting both 2-year and 4-year higher education programs

### 2.2 Land Use, Existing Zoning and Activity Units

Centrally located and well-connected to the region and to downtown Seattle by two ferries (60-minute Washington State Ferry and 28-minute Kitsap Transit Fast Ferry), Bremerton is the largest city on the Kitsap Peninsula and has a well-established urban character. Already the most fully developed area of Bremerton, the Downtown Regional Growth Center is a high-intensity office and employment center, and primary hub for business, communications, office, and hotels.

Dynamic topography provides surprising street-end views of the Puget Sound and Olympic Mountains. The presence of Naval Base Kitsap augments Downtown character, while proximity to transportation center with Washington State Ferries' (WSF) and Kitsap Transit services, provide some of the best transit in Kitsap County and make this an obvious place for centralized activities. Relatively short blocks and narrow walkable streets contribute to the pedestrian friendliness of downtown and several historic buildings contribute to Bremerton's rootedness and connection to its past.

Situated along the shores of Sinclair Inlet and Port Washington Narrows, the DRC offers numerous public access opportunities to the shoreline, including the Port of Bremerton Marina, WSF Bremerton Ferry Terminal and Kitsap Transit's Foot and Fast Ferries. Naval Base Kitsap and PSNS-IMF, Kitsap County's largest employer, are also located south of the downtown core.

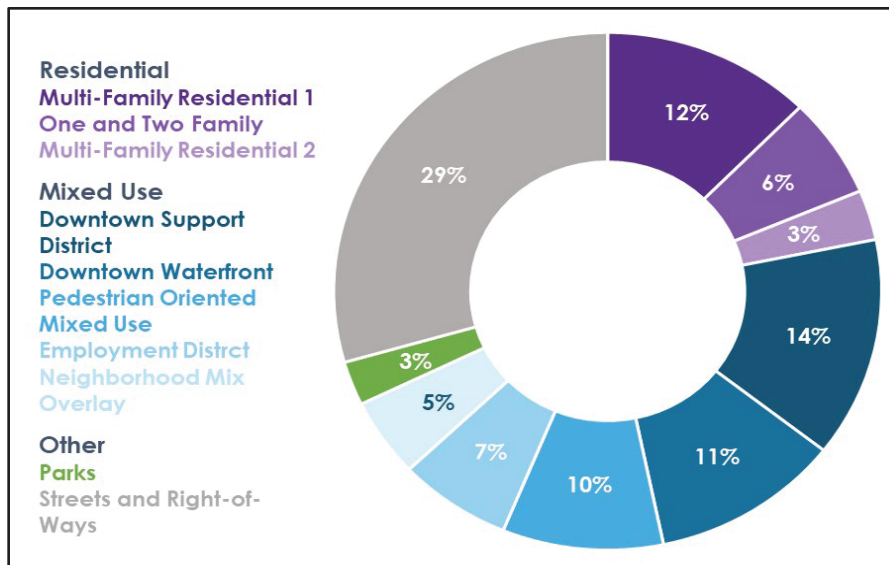
## Downtown Regional Growth Center Existing Zoning

The initial DRC subarea plan identified nine zoning districts within the DRC. They correspond to three types of land use. Approximately one-fifth (21%) of downtown is zoned Residential. There are three zones that permit only residential uses. One and two family residential (R-20) allows small lot single family and townhomes and account for 6% of downtown. Two multi-family residential zones (MR-1 and MR-2) allow medium-to-high density residential uses and totals 15% of downtown. MR-1 includes a number of historic comes on Highland.

Nearly one-half (42%) of downtown is zoned Mixed Use. The Downtown Support District (DSD) is the largest zoning district (14% of downtown acreage) and allows commercial and medium density residential. The waterfront (DW) accounts for 12% of downtown and allows for residential, office, and mixed-use activities. Pedestrian Oriented Mixed Use (POMU) allows medium-to-high density residential with neighborhood retail and services on the ground floor. The Employment District (ED) allows for mixed residential as well as a range of commercial and light industrial uses in support of the Puget Sound Naval Shipyard.

The park zoning district runs on the strip of land between the Ferry Terminal and the Puget Sound Naval Shipyard, and accounts for 3% of space in the DRC. The DRC has additional access to parks through the nearby Evergreen Park, and through parks provided on other land use types. Many developments in the DRC, including mixed-use and waterfront developments, require provisions of public and/or private open space.

**Exhibit DRC-4: Bremerton Downtown Regional Center Zoning Distribution**



Source: DRC Market Study, CAI

## Existing Activity Units Density

PSRC's Regional Centers Framework utilizes activity units as a singular measurement of residential and employment density within regional growth centers. An activity unit represents one person, either an employee or a resident, who spends a significant part of nearly every day in the center. Activity units represent the total amount of activity present in an area and do not distinguish by the mix or proportion or the activity that is residential versus commercial.

The Downtown Regional Growth Center as designated by PSRC is 592 acres, which includes Naval Base Kitsap and PSNS-IMF. The portion of the DRC that is within the City of Bremerton jurisdiction is 138 acres. As discussed in Section 1.4, PSRC established a minimum activity unit density of 30 for a Metro Regional Growth Center. Exhibit DRC-5 calculates the existing activity units density for the DRC, which meets the PSRC minimum activity unit density.

Exhibit DRC-5: Existing DRC Activity Units Density (2024)				
	Activity Units	Total Activity Units	DRC Acres	Activity Unit Density
Population	6,511	39,880	592	67.4
Employment	33,369			

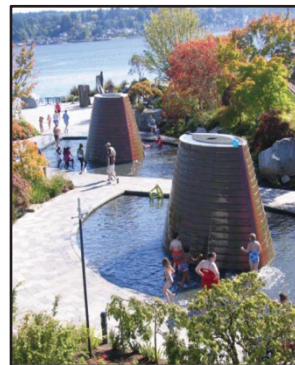
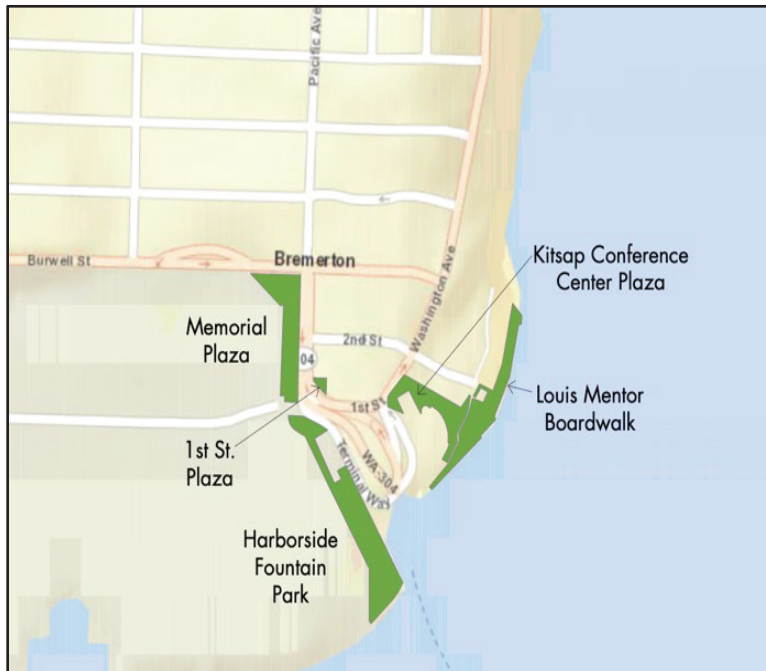
*Source: Puget Sound Regional Council*

**2.3 Existing Parks, Open Spaces and Public/Civic spaces**

Downtown RGC includes an outstanding and exciting mix of plazas, shoreline access, civic and arts/entertainment spaces. A summary of these regional amenities and opportunities is below:

**Plazas:** Downtown has numerous Plazas that reinforce retail and commercial areas by creating safe and enjoyable public places suitable for informal gatherings or community events. They may be developed with water features, public seating, art, and view areas. Plazas such as Harborside Fountain Park and the Louis Mentor Boardwalk focus on the downtown waterfront and accommodate large numbers of people for special events.

**Exhibit DRC-6: Bremerton Downtown Regional Center Plazas**



*Source: Bremerton Parks, Recreation and Open Space (PROS) Plan*

- **1st Street Plaza** is a 0.06-acre outdoor-seating area adjacent to the Bremerton Bar and Grill.
- **Harborside Fountain Park** is a 2.2 acre featuring five fountains, paved plaza spaces, tables and chairs, public art, landscaping, viewpoints overlooking Sinclair Inlet. Developed in partnership with Puget Sound Naval Shipyard, it was dedicated in 2007.
- **Kitsap Conference Center Plaza** is a 1.4-acre plaza centered between restaurants, a hotel and the conference center, featuring fountains, tables and chairs, landscaping and views of Sinclair Inlet and the Port of Bremerton marina.

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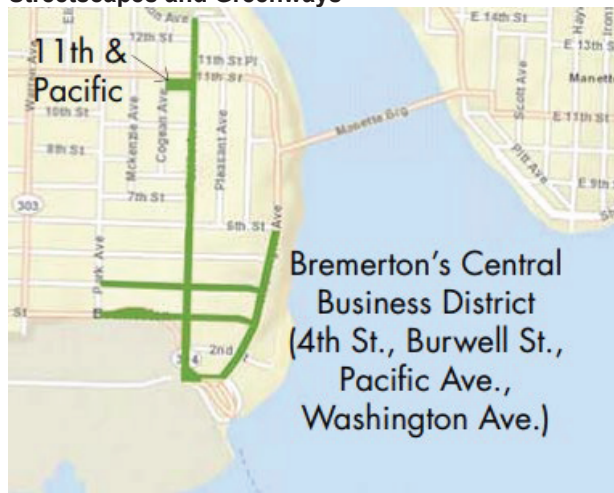
- *Louis Mentor Boardwalk* is a 0.7-acre area of boardwalk along the Bremerton DRC waterfront connecting the ferry terminal and convention center with the USS Turner Joy floating museum. This area is used for special events and festivals.
- *Memorial Plaza* is a 1.1-acre plaza along Pacific Avenue that features fountains and waterways, sculpture and artwork, tables and chairs, historical and interpretive signage, and the bow of the USS South Carolina.

**Streetscapes and Greenways:** Streetscapes and greenways are landscaped streets, located in the downtown core and are designed to attract pedestrians and increase the attractiveness of nearby businesses to downtown shoppers. They may include flower baskets, trees, decorative light poles, irrigation, planted medians, and Low Impact Development (LID) features such as rain gardens to cleanse stormwater run-off. Greenways are landscaped rights-of-way located outside the downtown core that provide visual relief from urban development along transportation corridors.

- *Pacific Avenue Streetscape* is thirteen blocks of landscaped right-of-way from 1<sup>st</sup> Street to Sheldon Street, including planters, street trees and hanging baskets.
- *4<sup>th</sup> Avenue/Park Avenue Streetscape* is a two and a half blocks of landscaped right-of-way downtown that includes two blocks on 4th Street, from Washington Avenue to Park Avenue, and continues a short block on Pacific Avenue, between 4th Street and Burwell Street. The city is currently working to transform the streetscape on 4th Street between Pacific and Washington into an open-air hub for special events at Quincy Square.
- *11<sup>th</sup> and Pacific* is a 0.1 acre landscaped parcel that also includes public art.
- *Burwell Streetscape* is two blocks of landscaped right-of-way downtown from Washington Avenue to Park Avenue with planters and street trees.

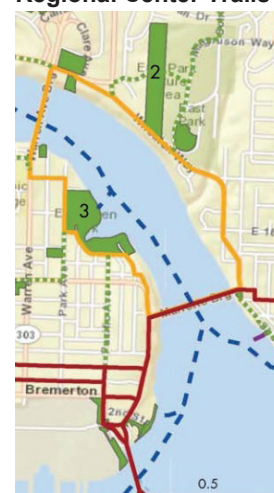
**Trails:** Downtown provides important links to citywide trails such as the County adopted Mosquito Fleet Trail depicted in red in Exhibit DRC-8 map, and the City adopted Bridge to Bridge Trail identified in yellow.

**Exhibit DRC-7: Bremerton Downtown Regional Center Streetscapes and Greenways**



Source: Bremerton Parks, Recreation and Open Space (PROS) Plan

**Exhibit DRC-8: Bremerton Downtown Regional Center Trails**



### Recreation and Event Facilities:

- *Kitsap Conference Center at Bremerton Harborside* is over 17,000 square feet, and can host events up to 700 guests, as well as smaller meeting spaces and events.
- The *Marvin Williams Recreation Center* located western edge of the DRC near Park Avenue and 11<sup>th</sup> Avenue, is a 20,000 square foot recreation facility that offers programs from toddlers to adults, an indoor recreation basketball court, meeting rooms, classrooms, commercial kitchen and hosts special events.

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**Arts District:** Centered at 4<sup>th</sup> Street and Pacific, the Downtown Bremerton Arts District offers a diverse and rich arts offering, such as live music, fine art galleries, eateries, museums, Admiral Theater and Roxy Theater year-round performing art venues, and public art. Quincy Square on 4<sup>th</sup> is an upcoming exciting opportunity for year-round special and musical events on 4<sup>th</sup> Street that supports and continues to activate the downtown core.



**USS Turner Joy:** The USS Turner Joy is a refurbished Vietnam- era destroyer that is now a floating museum operated by the Bremerton Historic Ships Association. Moored at the north end of the Bremerton Boardwalk, the ship can be explored topside and below decks. The tour also includes a Vietnam POW memorial. The ship is a popular location for group events, reunions, and guided tours.

## 2.4 **Naval Base Kitsap**

Naval Base Kitsap (NBK) is the Navy's third largest fleet concentration area in the United States, and perhaps the most complex. NBK is home to more than 70 tenant commands, including Commander, Navy Region Northwest; Commander, Submarine Group 9; Commander, Carrier Strike Group 3; Naval Facilities Engineering Command Northwest; Naval Undersea Warfare Center Keyport; and Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS-IMF).



Spanning more than 12,000 acres across the Kitsap Peninsula, Naval Base Kitsap supports a diverse range of strategic missions, including submarines, Nimitz-class aircraft carriers, Puget Sound Naval Shipyard and Manchester Fuel Depot. NBK is also the home of several Research, Development, Testing & Evaluation commands. NBK and its supported commands produce substantial economic benefits to the region, with 54% of all economic activity in Kitsap County originating from NBK and defense spending.

Within the DRC is the PSNS-IMF and Naval Base Kitsap-Bremerton (NBK-BR), located on 402 acres of the Downtown Center's 592 acres. NBK-Bremerton and PSNS-IMF is home to multiple large naval commands, up to two aircraft carriers are homeported at this military installation, and workforce of thousands of active-duty military, sailors, contract, and civilian employees.

PSNS-IMF is the Navy's primary provider for the maintenance, repair, modernization, inactivation, and recycling of ships, submarines, and aircraft carriers in the Pacific Fleet. PSNS-IMF is the only Navy shipyard on the West Coast with a dry dock that can accommodate the large size of nuclear-powered aircraft carriers for repair and maintenance. Additionally, PSNS-IMF is the only Navy shipyard that is approved to recycle nuclear-powered submarines.



Much of the infrastructure at PSNS-IMF dates to the late 1800s and early 1900s and it was primarily designed for building and maintaining ship classes that are no longer part of the modern naval fleet. Other than construction of Dry Dock 6 in the early 1960s, the shipyard has had few major infrastructure updates since the mid-1900s, which has led to significant production inefficiencies for maintaining current ships. The shipyard lacks the necessary capability to accommodate new and future classes of ships. The US Navy is underway with a Shipyard Modernizations Plan, that could see a total of \$5 billion in improvements at PSNS-IMF. The Navy's proposal is to construct a new multi-mission dry dock, upgrade Dry Dock 6 to meet current seismic standards, and to modify, demolish, and/or replace other piers, wharves, quay walls, buildings, cranes, and utilities to make space for the new dry dock.

NBK-BR and PSNS-IMF employ thousands of active-duty military (both as command base and stationed on air craft carrier(s)), contracted employees, civilians employed supporting NBK services, and the skilled labor force at PSNS-IMF employed with the building and maintenance of the Naval fleet. The numbers of employees fluctuate and can range from 30,000 when two carriers are stationed at one time, to 15,000 or less when no carriers are docked. Consistent with MPP-RC-5, Subarea Plan updates were coordinated with Naval Base Kitsap, and resulted in several policy updates identified in section 7.2.5 of the updated plan.

## 2.5 Existing Transportation Network

The City of Bremerton and Naval Base Kitsap partnered to prepare a comprehensive commuter traffic plan, to create a responsive and actionable plan to examine existing and future needs for all transportation modes serving NBK-BR and to account for the DRC's growth strategy. The following existing conditions summary is from the Joint Compatibility Transportation Plan, which can be found in its entirety [here](#).

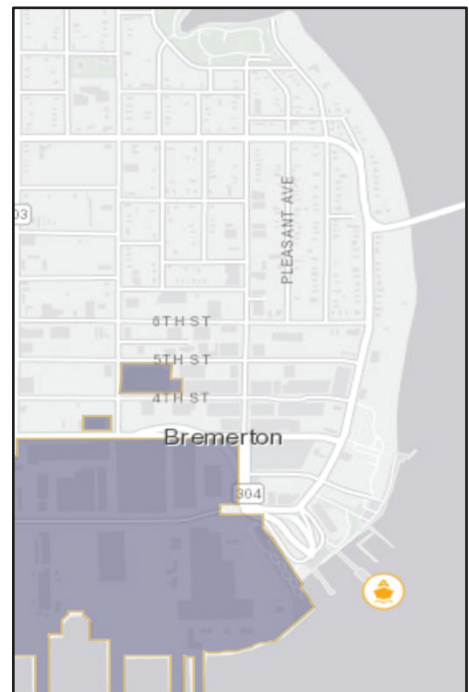
**Street System:** Downtown Bremerton's street grid was laid out in 1890's by William Bremer. With its relatively fine-grained street network, Bremerton has "the bones" already established for good walking and shopping neighborhoods. Existing commercial streets in DRC average 60' right of ways, with Burwell, Pacific, and Washington Streets as the exceptions with larger 70' right-of ways. Most of the streets are also served by small alleys; however, at 14' the alleys are substandard from the usual minimum of 20' required by loading vehicles. As such, the alleys may be designated one-way, and may need to be widened when significant development is proposed.

Through most of the downtown, streets were platted with long 600-foot blocks in the east-west direction and shorter 220-foot blocks running north south. A double block of 1,450 ft. runs north south on both Highland and Pleasant. In the Evergreen Park area blocks have small and irregular configurations which may make any future large scale development problematic.

Pacific, and 1st, 2nd, 3rd, and 4<sup>th</sup> Avenues east of Pacific, consist of Bremerton's historic pedestrian core. Here, street design prioritizes pedestrian movement with wider sidewalks, planting strip buffers and limited curb cuts which adds to a sense of continuity and safety. Buildings are set at the property edge. The narrow facades help to make a seamless transition between both indoor and outdoor uses.

**Active Transportation:** Active transportation is defined as using a human-scale and often human-powered means of travel to get from one place to another and includes walking; bicycling; using a

Exhibit DRC-9: Downtown Regional Center Street Grid System



Source: Joint Compatibility Transportation Plan

mobility assistive or adaptive device, such as a wheelchair or walker; using micro-mobility devices, such as skateboards or foot scooters; and using electric-assist devices, such as e-bikes and e-foot scooters. The DRC existing bicycle facilities, sidewalks, and crossings were evaluated to determine the existing active transportation network. Sidewalks are classified as one of three levels: poor or very poor; fair or marginal; and good, very good, or excellent. Many of the sidewalks near NBK-BR are classified as marginal or worse. Additionally, many sidewalks are narrow and have obstructions such as utility poles and fire hydrants.

Within the DRC, there are very few bicycle facilities. The existing bicycle facilities are located on high-speed and high-volume roadways that lack a buffer between cyclists and vehicles. There is a lack of wayfinding to help cyclists find marked routes and a lack of commuter cyclist amenities, like bike racks and storage.

**Exhibit DRC-10: Pedestrian Facilities Existing Conditions**



Source: Joint Compatibility Transportation Plan

Pedestrian existing conditions are depicted in Exhibit DRC-10. The marginal and poor existing facilities can contribute to perceived safety issues for active transportation users that may not encourage walking or bicycling to and within Downtown Bremerton. Many large employers provide easy access for people to drive onto the site and either park or get dropped off by another person. NBK-BR is a controlled facility that does not facilitate easy drop-offs or pick-ups, and there are no designated drop-off or pick-up locations adjacent to the NBK-BR gates. Dropoff or pick-up must occur on City streets or using one of the surface parking lots.

**Mode Share:** Mode share is the share of people using a particular mode of transportation. Mode share was collected for NBK-BR and Kitsap County to understand existing travel habits and how they compare to the region. The State Commute Trip Reduction (CTR) Law affects worksites with 100 or more full-time employees. Worksites conduct CTR surveys every other year to measure vehicle miles traveled and the mode choices of their employees.

The Naval Supply Systems Command Fleet Logistics Center Puget Sound and the U.S. Navy completed CTR surveys in 2012, 2014, 2016, and 2018, and the data were used to estimate mode share for NBK-BR. Compared to the rest of Kitsap County, there is a higher percentage people traveling to NBK-BR that use shared ride and transit and a lower percentage that walk, bicycle, or drive alone.

*Parking:* The City of Bremerton conducted a parking study in 2017 to better understand parking conditions in Downtown, including available parking facilities, occupancy, duration, turnover, and movement analysis showing where vehicles moved throughout the day.

In Downtown, there is both on-street parking and off-street parking. Bremerton's downtown on-street parking supply is currently available on a first-come, first-serve basis, with time restrictions in some locations. City-owned parking areas include Harborside Garage, Washington Garage, Park Plaza Garage, City Lot 95, and City Lot 98.

On average throughout the DRC area, on-street parking occupancy was between about 50 percent and 70 percent, with two 68 percent peaks shown at midday and the end of the workday. Occupancy for on-street parking on many streets near NBK-BR exceeded 85 percent.

Occupancy for off-street facilities peaked at 65 percent, which indicates overall system capacity, even if certain locations are experiencing higher demand. The data collection indicated that high demand for off-street parking was scattered throughout the downtown core, near the ferry terminal, and near NBK-BR. Some additional off-street facilities showed high use, some of which were smaller lots serving local businesses. Parking for employees and commuters tended to have higher occupancy with less variation throughout the day.

Within NBK-BR, there are about 8,200 parking stalls, half of which are available to civilians and half are available to active duty. This number includes the parking garage in Downtown located at 4th Street and Park Avenue that has approximately 960 parking stalls dedicated to NBK-BR civilians. Some of these spaces are restricted for carpool/ vanpool and are ADA-accessible stalls. According to NBK-BR, the available parking on NBK-BR and at the off-installation parking garage in Downtown is fully utilized. On a typical day, over 6,300 NBK-BR commuter vehicles park outside of the gates during the peak period.

*Transit Facilities:* The Bremerton Ferry Terminal is a major transportation hub for Kitsap County, with the WSF Bremerton to Seattle ferry carrying approximately 600,000 passengers and 360,000 vehicles in 2023. The ferry terminal also provides passenger-only connections to Seattle, Port Orchard, and Annapolis through the Kitsap Transit fast ferry and local ferry routes. Kitsap Transit's Bremerton/Seattle fast ferry ridership in 2023 was 517,270, a 54% increase from the previous year. The local ferries to Port Orchard and Annapolis 2023 ridership were 216,101 and 106,984 respectfully.

The Kitsap Transit Bremerton Transportation Center is adjacent to the Bremerton Ferry Terminal and provides connections to key local and regional destinations through 12 Kitsap Transit bus routes and two Mason Transit bus routes. Kitsap Transit operates several bus routes along the main travel corridors in Downtown Bremerton. Kitsap Transit also operates a Worker/Drive Bus program for employees traveling to and from NBK-BR. The buses operate like a large vanpool, with the driver boarding a bus near their home and picking up coworkers on the way to work. Kitsap Transit has 32 worker/drive routes and about 1,500 employees use it to commute to NBK-BR.

## 2.6 City Utilities and Services

The City of Bremerton provides utilities such as water, sanitary sewer and stormwater management, fire and emergency services, law enforcement, and streets/transportation for the Downtown Regional Growth Center. The Bremerton School District provides elementary and secondary facilities for instruction. Non-city utility providers include Puget Sound Energy, Cascade Natural Gas, Century Link and Comcast.



SECTION 3.0

# Market Analysis

## 3.0 Market Analysis

### 3.1 Market Conditions

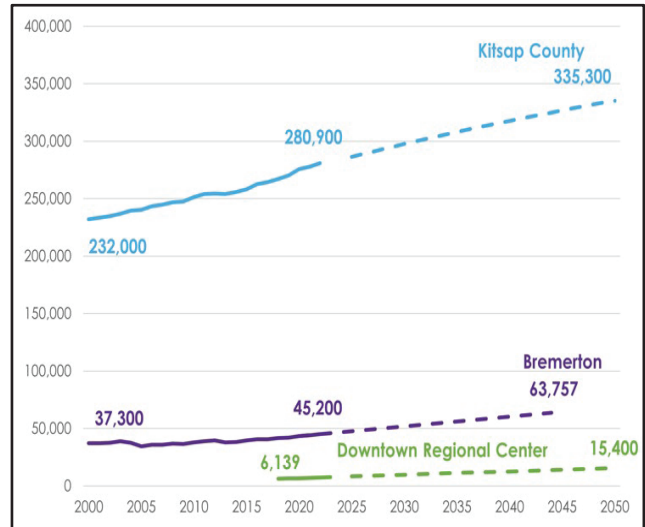
A market study has been prepared by Community Attributes Inc (CAI), where current market conditions of demographics, housing, downtown trends, and employment and economy, were analyzed in detail in conjunction with stakeholder outreach to understand local conditions.

**Downtown Trends:** Population Growth is a key indicator of economic vitality and can influence factors such as labor supply, market competitiveness, and investment potential. Analyzing Bremerton’s population growth helps identify how much growth Bremerton has been experiencing and how much growth is expected in the future, outlining future market opportunities or challenges, such as the need for infrastructure development, housing, or services to accommodate the population. Both Bremerton and Kitsap County have experienced steady population growth since 2000, with Kitsap County growing at a 0.87% annual growth rate and Bremerton at a similar 0.88%.

Today, Bremerton continues to make up approximately 16% of Kitsap’s greater population, reaching 45,200 residents in 2022. Growth estimates from the PSRC for the DRC show that the DRC is projected to make up a greater portion (22%) of Bremerton’s population by 2044. Both Bremerton’s and the DRC’s populations are projected to grow steadily, reaching 63,757 individuals and 13,708 individuals respectively by 2044. The DRC is further projected to reach 15,400 individuals by 2050.

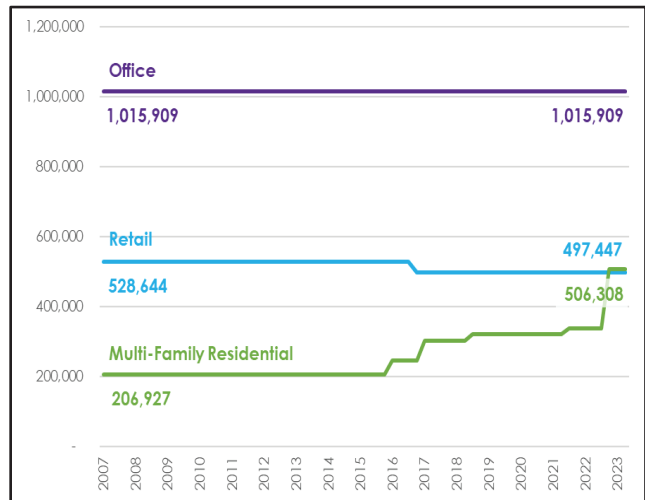
Exhibit DRC-12 displays changes in land use since 2007. Office space steadily maintains the highest square footage use in the DRC, unchanging between 2007 and 2023 at just over 1 million square feet. Retail square footage dropped by approximately 30,000 square feet in 2016. About 50,000 square feet of retail space in two buildings exists on Naval Base Kitsap; the remainder is in downtown Bremerton. Most dramatically, multi-family uses have seen an increase in square footage since 2015, jumping up from 207,000 square feet to 300,000 square feet in 2018 and increasing to slightly more than 500,000 square feet by 2023.

**Exhibit DRC-11: Historic and Projected Population Kitsap County, Bremerton, DRC**



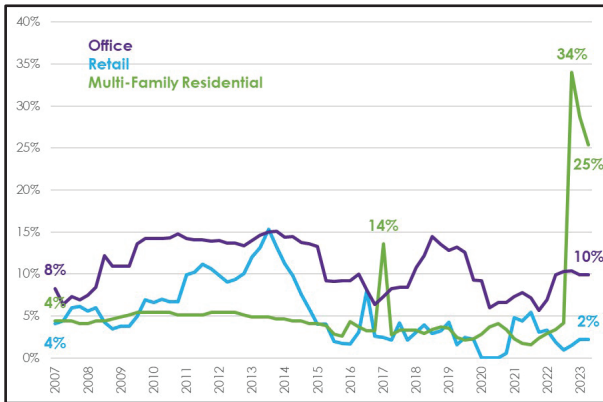
Source: PSRC, 2023; KRCC 2020; CAI, 2023

**Exhibit DRC-12: Square Footage of Land Use Types, DRC 2007-2023 Excluding Naval Base Kitsap**



Source: CoStar, 2023; CAI, 2023. Note: Data sources do not include the square footage of 100 residential units on Naval Base Kitsap. Those units are not featured in this data.

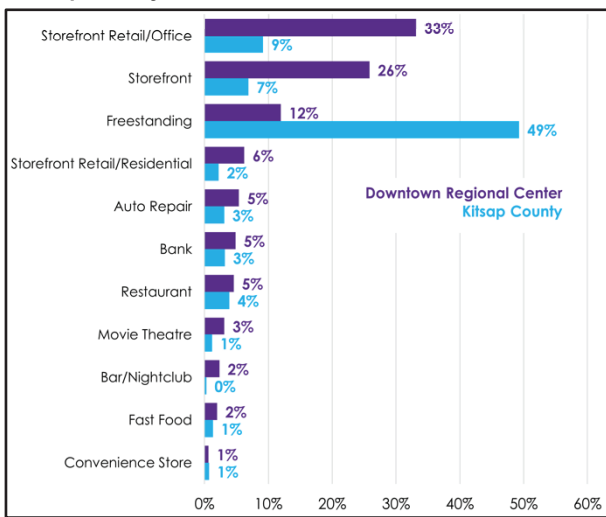
**Exhibit DRC-13: Vacancy Rate by Land Use Types, DRC 2007-2023 Excluding Naval Base Kitsap**



Source: CoStar, 2023; CAI, 2023.

Office vacancies have ranged between 5% and 15% since 2007. Following a recent low of vacancy between 2020 and 2022 (potentially reflecting pandemic-era rent or lease support), office vacancy has increased to approximately 10% in 2023. Retail has generally decreased to around 5% or less after a high of approximately 15% in 2013.

**Exhibit DRC-14: Retail Inventory by Type, DRC and Kitsap County 2023**



Source: CoStar, 2023; CAI, 2023.

Exhibit DRC-13 shows the change in vacancy rate by land use in the DRC from 2007 to 2023. There are two spikes in vacancy of multi-family residential units. The first occurs at the end of 2016, increasing to approximately 14% before returning to less than 5% in 2017. The second vacancy spike to 34% coincides with the development and opening of two new multi-family residential buildings offering 814 new units in the fourth quarter of 2022.

The decline from late 2022 into 2023 from a 34% residential vacancy rate to 25% indicates units in those buildings are being leased. The delivery of these new units likely masks any vacancy trend associated with market factors and housing demand for multi-family residential land uses.

As of 2023, there is approximately 450,000 square feet of retail space in the DRC. The DRC's retail inventory is mostly made up of storefront retail and/or office space. In contrast, Kitsap County's largest category of retail is freestanding retail, accounting for almost 50% of Kitsap County's inventory. Exhibit DRC-14.

The DRC saw low annual retail net absorption before 2014 but has been overall trending upwards since 2017. A spike of net absorption in 2014 was accompanied by a dramatic decline in 2016. While the DRC's net absorption has generally seen an increase since then, the first two quarters of 2023 have shown a drop of -3,478 square feet indicating the demand for retail real estate spaces in the DRC has declined slightly relative to the supply. Exhibit DRC-15.

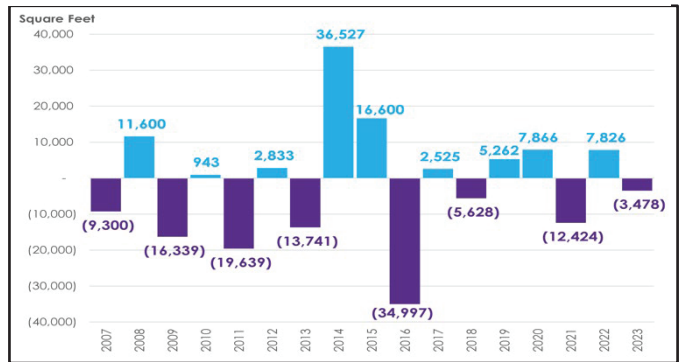
**Economic and Workforce Data:** The DRC continues to make up a large portion of Kitsap County's workforce, covering more than one third in 2021. The workforce population in both downtown Bremerton and Kitsap County has increased steadily since 2000, peaking in 2019 and each showing a small decrease in employment population through 2020 and 2021. Exhibit DRC-16.

# Bremerton2044

There are a total of 3,153 jobs in the DRC. The largest industry in the DRC are Services, which include professional services and food and entertainment services, with 55% of all jobs. This is a larger share of jobs than Bremerton (10%) and Kitsap County (19%). The next largest sector are finance, insurance, and real estate (FIRE) at 22% of all jobs, a much higher share than Bremerton and Kitsap County at 2% and 3%, respectively.

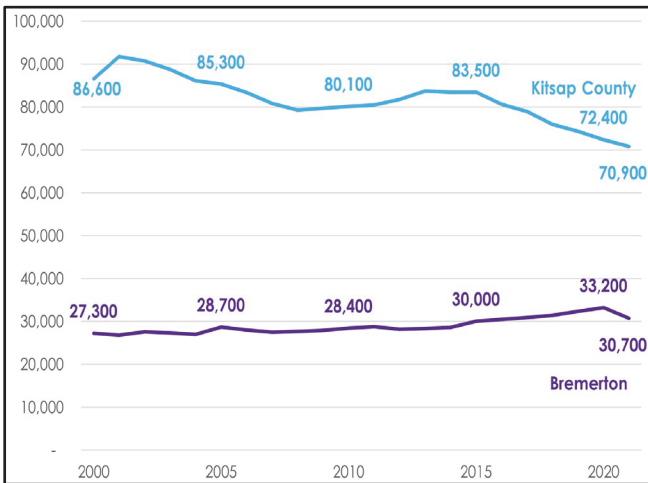
Approximately 11% of jobs in the DRC are government jobs, a smaller share than city- and countywide. Exhibit DRC-17.

**Exhibit DRC-15: Annual Net Absorption, DRC 2007-2023**



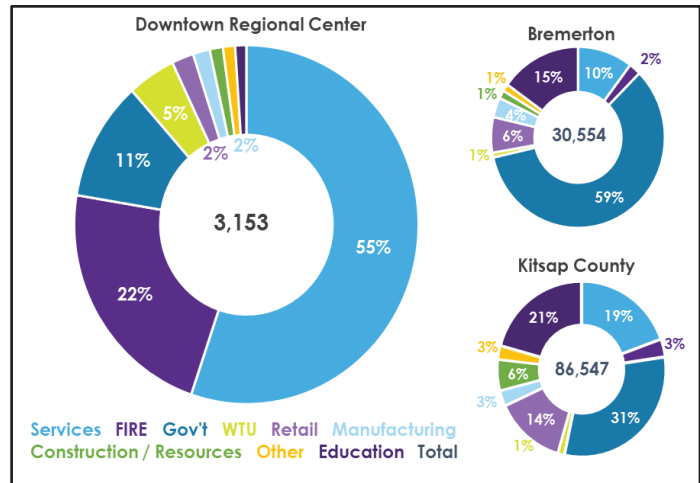
Source: CoStar, 2023; CAI, 2023.

**Exhibit DRC-16: Historic Covered Employment, Kitsap County, Bremerton 2000-2021**



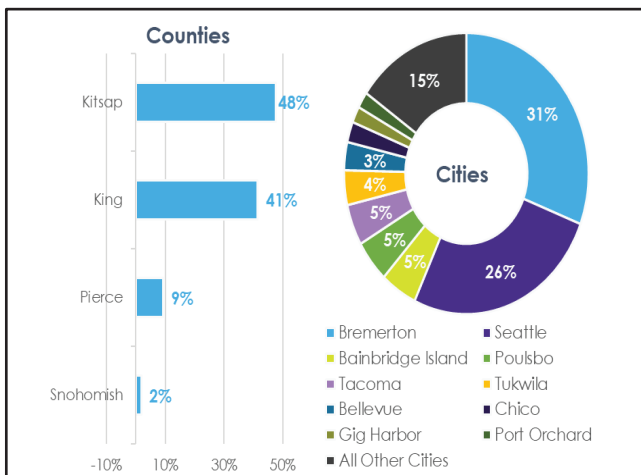
Source: PSRC, 2022; CAI, 2023.

**Exhibit DRC-17: Employment Share by Industry, Kitsap County, Bremerton 2021; DRC 2023 Excluding NBK**



Source: PSRC, 2023; ESRI Business Analyst, 2023; CAI, 2023. Note: Bremerton and Kitsap County data provided by PSRC for FY 2021. ESRI Business Analyst data for the Downtown Regional Center is for 2023.

**Exhibit DRC-18: Commute Destination of DRC**



Source: LEHD, 2020; CAI, 2023

Exhibit DRC-18 shows the county and city work destination for residents of downtown Bremerton. Nearly half of all residents stay within Kitsap County for work (48%), followed by 41% of residents who commute to King County. Approximately one-third of all residents (31%) work in Bremerton. Seattle is the next most common work destination with 26% of all downtown residents working in the city.



The image shows a modern, multi-story building with a grid of windows. The building has a mix of light-colored panels and dark window frames. In the foreground, there is a courtyard area with several large, rectangular, reddish-brown planters containing various plants and small trees. A paved walkway and a black light pole are also visible. The sky is clear and blue.

SECTION 4.0

# Downtown Regional Growth Center Policies

## 4.0 Downtown Regional Growth Center Policies

### 4.1 Downtown Regional Center Growth Targets

Based on regional growth policies, much of the future growth allocated to Bremerton will be accommodated in centers, with the Downtown Regional Growth Center as the primary urban center serving as the focal point of the City's growth strategy.

- 4.1.1 Focus housing and employment growth to the Downtown Regional Growth Center consistent with PSRC's Regional Growth Strategy. Ensure zoning capacity to accommodate the 2044 growth target for the DRC.
- 4.1.2 Maintain development regulations for DRC that provide capacity to accommodate job and housing growth allocations and consider related services, amenities, and infrastructure.
- 4.1.3 Plan for the Downtown Regional Growth Center 2050 goal of 85 Activity Unit Density consistent with PSRC Centers Framework for Metro Growth Centers.

### 4.2 Land Use and Economic Development

Bremerton will continue to focus on retaining and attracting a wide range of urban uses and activities for the DRC. The following land use policies will guide development in a manner that will serve the needs and desires of existing and future residents and businesses.

- 4.2.1 Continue to promote and plan the DRC as a location for a variety of businesses, including retail, office, service, cultural and entertainment that are complementary within a mixed-use urban environment and promote an improved quality of life. Consistent with PSRC Centers Framework, the DRC shall have a goal for a minimum mix of at least 15% planned residential and employment activity.
- 4.2.1 Ensure that transit-supportive land uses are allowed to maximize potential for transit access and ridership. Establish design and development standards for pedestrian-friendly and other transit-supportive planning that orients land uses to transit hubs.
- 4.2.2 Maximize opportunities for equitable, sustainable, and resilient transit-oriented development in the DRC that contributes to a vibrant urban mixed-use environment. Improve access to opportunity and equitable outcomes.
- 4.2.3 Coordinate land use and infrastructure plans that prioritize transportation and infrastructure investments in the DRC.
- 4.2.4 Seek opportunities for infill development, particularly on underutilized parcels.
- 4.2.5 Support economic development measures that retain and promote existing businesses and attract new businesses improving the employment opportunities within the DRC.
- 4.2.6 Promote strategies that expand access to opportunity and remove barriers, building on existing partnerships that forward workforce development, pipeline education and training.
- 4.2.7 Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Identify a range of strategies to mitigate displacements to the extent possible.
- 4.2.8 Prioritize services and access to opportunity for people of color, people with low incomes and historically underserved communities.
- 4.2.9 Ensure availability of public utilities and services, including support for Bremerton School District K-12 education, to meet the needs of the DRC's residents and businesses.
- 4.2.10 Continue coordination with tribes, ports, transit, military installations, and special purpose districts in the DRC to implement the growth strategy of the DRC.

- 4.2.11 Provide recreation opportunities within the DRC including access to the shoreline. Ensure equitable access to parks, open space, and shorelines.

## 4.3 **Environment and Climate Change**

One of the important characteristics and amenities of the Downtown Regional Center is its proximity and access to the shoreline and waterfront. Ensuring continued protection of natural systems and public access, as well as environmental stewardship within the urban context of the DRC remains vital. Recognition of the role of land use, development and transportation on greenhouse gas emissions is supportive of regional and state mandates.

- 4.3.1 Protect natural environment and the shoreline in the DRC through critical areas ordinance, shoreline master plan, surface water and stormwater management programs, development regulations and site-specific project review.
- 4.3.2 Support environmental stewardship on private and public lands and open spaces through partnerships and voluntary efforts to protect, restore and enhance the quality and functions of critical areas and associated buffers.
- 4.3.3 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.
- 4.3.4 Avoid or mitigate environmental impacts and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected by climate change.
- 4.3.5 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.
- 4.3.6 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.
- 4.3.7 Reduce vehicle miles traveled and driving alone through land use and transportation strategies that provide opportunities and access to walking, biking, and transit. Support regional and state efforts to electrify the transportation system.
- 4.3.8 Promote innovative green building practices and environmentally sensitive practices in site planning, design, materials selection, construction, and maintenance.
- 4.3.9 Reduce building energy consumption through green building and promote the adaptive reuse of existing buildings recognizing the emission-reduction benefits of retaining existing buildings.

## 4.4 **Housing**

Bremerton seeks to increase its supply and diversity of housing available to residents of various income levels, household sizes, abilities, and stages in life. Several opportunities exist in the DRC mixed-uses to provide the variety of housing needs of the community as well as allow more people to live near their place of work or transit hubs.

The 2024 Comprehensive Plan Housing Appendix includes citywide Housing Needs Assessment which documents total existing housing units and wide variety of demographic and housing data, including affordability and special needs. Future citywide housing need is also included in the Housing Needs Assessment. Exhibit DRC-19 below is an excerpt of the City's housing units' distribution by zoning district and income band, for the Downtown Regional Center.

Exhibit DRC-19: 2044 Housing Unit Distribution by Income for DRC				
	Housing Unit Capacity	AMI 0-80%	AMI >80-120%	AMI >120%
Downtown Regional Center	4,322	2,377	648	1,297
<i>Source: 2024 Comprehensive Plan Housing Appendix, Attachment A, Exhibits HAS 73&amp;74 for Downtown Subarea Plan</i>				

The following policies focus on ensuring housing types provided for a variety of incomes and needs are supported within the DRC. The 2024 Comprehensive Plan Housing Element also includes policies that are applicable citywide, including the DRC.

- 4.4.1 Provide opportunities to produce new housing with a variety of housing, that meet the needs for all residents.
- 4.4.2 Ensure DRC’s density standards and development regulations support a variety of housing for all major income categories are allowed. Provide opportunities to produce new housing, with a variety of housing types that meet the needs for all residents.
- 4.4.3 Support increased densities and infill projects to meet the requirements of PSRC growth strategy, encourage livability by equal access to transit and active transportation facilities, improvement opportunities to employment, and infrastructure investments that forward the Downtown Regional Growth Center.
- 4.4.4 Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing. Remove prior polices and regulations that may have resulted in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect and areas of disinvestment and infrastructure availability.
- 4.4.5 Promote, support, and encourage Bremerton Housing Authority, nonprofits, other agencies, and private developers to create housing and home ownership opportunities for low- and moderate- income households. Identify incentives for development proposals which create housing units for low-and moderate-income households.
- 4.4.6 Support agency and nonprofit organizations in the creation of housing opportunities for homeless, elderly, physically or mentally challenged, and other segments of the population who have special needs.
- 4.4.7 Promote a sense of community through gathering places and spaces, within new developments where residents and/or employees can gather and interact.

**4.5 Transportation**

Transportation policies for the DRC emphasize providing a variety of mobility choices to increase access to, from, and within the center. While private vehicles will continue to be used, the following policies also emphasize purpose and investments that will enable comfortable opportunities for walking, using transit, and bicycling.

- 4.5.1 Support an integrated multimodal transportation network including pedestrian and bicycle facilities, and linkages to adjacent neighborhoods and districts.
- 4.5.2 Plan for the DRC’s streets to serve all users, including pedestrian, bicyclists, transit users, and vehicles. Ensure convenient and efficient connectivity within and linkages to transit hubs and nearby neighborhoods. Support context-sensitive design of streets within the DRC.
- 4.5.3 Continue to coordinate with Kitsap Transit and WSDOT to provide a full range of transit services, stations, shelters and other amenities that support public transportation services.
- 4.5.4 When designing capital projects consider to Complete Streets criteria.
- 4.5.5 Encourage transportation improvements that take advantage of Bremerton’s waterfront, by providing pedestrian and bicycle paths near the waterfront and encouraging development of



urban boating opportunities including non-motorized craft such as kayaks. Identify, and clearly post, public beach access.

- 4.5.6 Establish a parking management strategy that addresses supply of parking, on-street parking and mitigating effects of parking. Coordinate and implement recommendations from the Joint Compatibility Transportation Study. Support and promote efforts to address increased parking demands through multi-modal solutions.

## **4.6 District Character and Design Principles**

Downtown will continue to develop with a distinct, high-quality urban character and sense of place that reflects its diversity of uses, services and employment. Ensuring new and renovated structures are complementary and supportive of the downtown urban character will be through application of design and development standards found in Section 6 of this subarea plan. The following policies provide the framework for the DRC design standards.

- 4.6.1 Establish development and design standards for the DRC and its variety of zoning districts, that ensure new and renovated structures are complementary and support the downtown urban character and form.
- 4.6.2 Identify land uses, design elements, and landmarks within the DRC that include differing building heights, design styles, entrance corridors, streetscaping, landscaping and pedestrian amenities.
- 4.6.3 Promote the continuation of parks, plazas, art, walkways, viewpoints and open spaces in the DRC as being part of a cohesive system of public spaces integral to the DRC as an active people-oriented place.
- 4.6.4 Continue use of distinctive signage, public art and other landmarks throughout the center that promote and enhance the DRC's character and identity.
- 4.6.5 Seek opportunities to create innovative public and private accessible recreation and open spaces, where can walk, rest, exercise or view natural features and shoreline.



SECTION 5.0

# Land Use Plan

## 5.0 Land Use Plan

### 5.1 Zoning

The Downtown Regional Center’s land use plan forwards the vision identified in Section 1.3 and is consistent with the Puget Sound Regional Council’s growth strategy. The uses for the DRC are residential, commercial, mixed use, institutional (military), civic and transportation.

The density and intensity established within the DRC is as follows:

- Minimum Density: 40 units per acre
- Maximum Density: No maximum
- Maximum Structure Height: 45 feet to market driven

The zoning districts within the DRC have been consolidated as part of the 2024 subarea plan update process; the zones within the DRC subarea are:

- Downtown Core (DC)
- Downtown Waterfront (DW)
- Employment District (ED)
- Downtown Mixed Use (DMU)
- Downtown Neighborhood Business (DNB)
- Parks (P)

The Downtown Core zone provides for taller structures, as does the Downtown Waterfront, which also requires additional open space on the shoreline. The Employment District is intended to provide NBK-BR with a wider variety of uses meant to support employment opportunities at the shipyard. The Downtown Mixed Use zone is intended to create a transit and pedestrian support environment allowing residential and commercial uses within same structure. The Downtown Neighborhood Business zone is located in the northernmost geography of Downtown and has standards that are more limited in scope to account for the transition from the Regional Center to less intensive development outside of the center.

Part Three of this subarea plan are the development and design standards for these zoning districts.

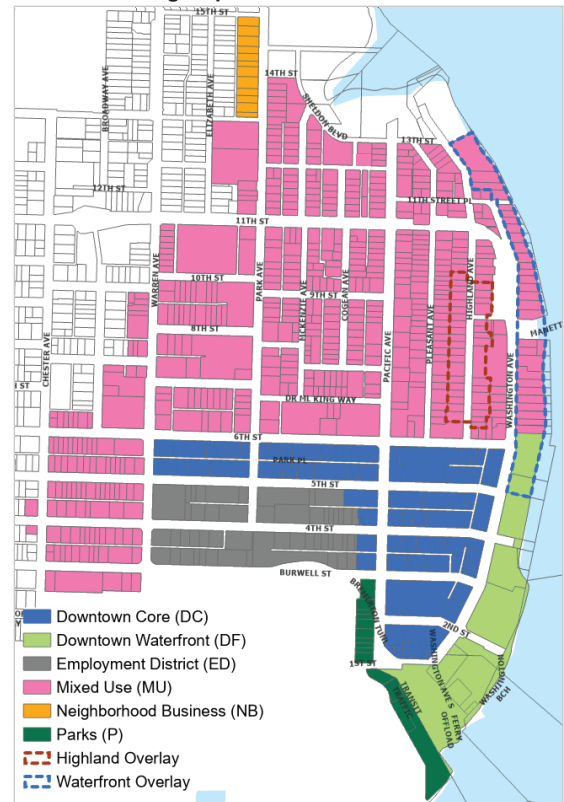
### 5.2 DRC Growth Target & Activity Units

PSRC’s VISION 2050 forwards the centers-focused growth strategy and calls for regional growth centers to identify a growth target during the planning period. The City completed a land capacity analysis using zoning density assumptions identified through the EIS scoping process. The increase in density and intensity identified in EIS Alternatives 2 and 3 resultant total population, housing unit and employment capacity are identified in Exhibit DRC-21 below. This increased density and intensity represents 45% of the citywide population development capacity and 43% of the housing unit development capacity designated to the Downtown Regional Center.

Employment for the DRC includes NBK-BR jobs, as well as jobs outside of the military installation.

The DRC growth target is concurrent with the zoned development capacity for purposes of this subarea plan.

**Exhibit DRC-20. Downtown Regional Growth Center Zoning Map**



Source: Bremerton DCD

Exhibit DRC-21: 2044 DRC Growth Target and Zoned Capacity			
	Existing Conditions 2024*	2044 Zoned Capacity**	Total
Population	6,511	8,692	15,203
Employment	33,369	1,625	34,994

*Source: \*PSRC Regional Growth Center Profile & Naval Base Kitsap \*\*Bremerton DCD*

PSRC’s Regional Centers Framework utilizes activity units as a singular measurement of residential and employment density within regional growth centers. An activity unit represents one person, either an employee or a resident, who spends a significant part of nearly every day in the center. Activity units represent the total amount of activity present in an area and do not distinguish by the mix or proportion or the activity that is residential versus commercial.

The Regional Centers Framework identifies that Metro Regional Growth Centers should plan for an activity unit density of 85 for 2050. A separate analysis performed per the 2024 CAI Downtown Regional Center Market Study, which incorporates separate population and employment estimates provided by Naval Base Kitsap, indicate PSRC’s 2050 population and employment estimate for the DRC results in an averaged 85.1 activity units per acre. Projected 2050 activity units per acre are a conservative estimate. Approved development projects within the DRC have achieved a residential density of approximately 213 dwelling units per acre, if this density were applied to 2050 growth projections using standard land capacity analysis methodology, 106 activity units per acre would be achieved. As the updated Subarea Plan removes minimum parking requirements, it is likely that greater densities will be achieved than realized under previous repealed Downtown Subarea.

Exhibit DRC-22: 2050 DRC Planned Activity Units Density				
	2050 Activity Units	Total Activity Units	DRC Acres	Activity Unit Density
Population	13,310	50,356	592	85.1
Employment	37,046			

*Source: CAI Downtown Regional Center Market Study*

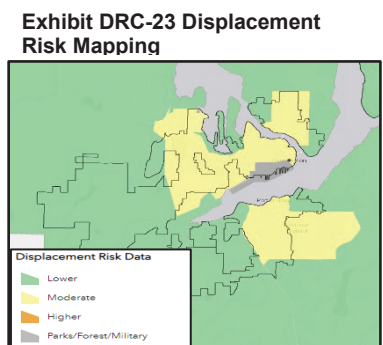
**5.3 Displacement Risk**

The Puget Sound Regional Council has developed a strategy to determine the risk of displacement of census tracts. Each census tract in Bremerton has received a place on the displacement index by analyzing factors in the following categories: socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

The Downtown Regional Center is shown to have a moderate level of displacement risk. Displacement risk is when new housing and jobs are locating near transit and redeveloping, but the new development can increase rents and property values, putting unintentional pressure on existing neighborhoods.

Displacement Risk Mapping can be useful for local governments, non-profit partners and community-based organizations to understand where and what neighborhoods are at a higher risk for displacement, and can help prioritize where services, outreach and resources are most needed.

A number of policies in Section 4 as well as within the 2024 Comprehensive Plan address displacement risk.



*Source: PSRC*



## 5.4 City Services

The City's 2024 Comprehensive Plan Capital Facilities Element and City Services Appendix contain the GMA required information including inventory, projected needs, and funding and financing. The Draft EIS prepared for the comprehensive plan Alternatives 2 and 3 evaluate impacts to the City's utilities and services citywide and within the DRC. The City's utilities prepare and adopt functional plans to manage and identify needed capital improvement projects. The City's water system plan (2020), sanitary sewer plan (2024), and stormwater management comprehensive plan (2023) support and plan for the DRC growth targets.



SECTION 6.0

# Transportation & Transit

## 6.0 Transportation and Transit Plans

### 6.1 Joint Compatibility Transportation Plan

The City of Bremerton, with cooperation from Naval Base Kitsap Bremerton, engagement with a community sounding board, public outreach with residents and commuters, completed a comprehensive commuter traffic plan in 2023. The study called the *Joint Compatibility Transportation Plan*, (JCTP) created a responsive and actionable plan to address transportation issues in Bremerton and ensure Bremerton’s growth will not impede NBK-BR mission. The major accomplishments of the study included:

- Examining existing and future need related to all transportation modes serving NBK-Bremerton, including parking, pedestrian facilities, transit facilities
- Developing solutions to resolve deficits
- Evaluating options to mitigate transportation and parking demands
- Developed a prioritized implementation plan.

Several alternatives were studied in the Joint Compatibility Transportation Study. The final preferred alternative supports a *livability-centered* approach that improves walking and bicycling experiences, reduced commuter parking in neighborhoods, increased available parking for businesses, setting mode shift goals that reduce congestion and improve travel times, consistent with and supportive of the City’s metropolitan city designation by PSRC with increased densities in the DRC.

The preferred alternative themes include the following:

- Build active transportation projects that facilitate modal shift for commute trips to Downtown and NBK-BR.
- Add parking in strategic locations outside Downtown.
- Develop and implement parking policies that improve and reduce NBK-BR commuter parking in Downtown and adjacent neighborhoods.
- Build transit capacity and reliability.
- Encourage mode shift using Downtown parking strategies, education and employer incentives.
- Improve inbound capacity at NBK-BR gates to minimize local roadway congestion and improve air quality.

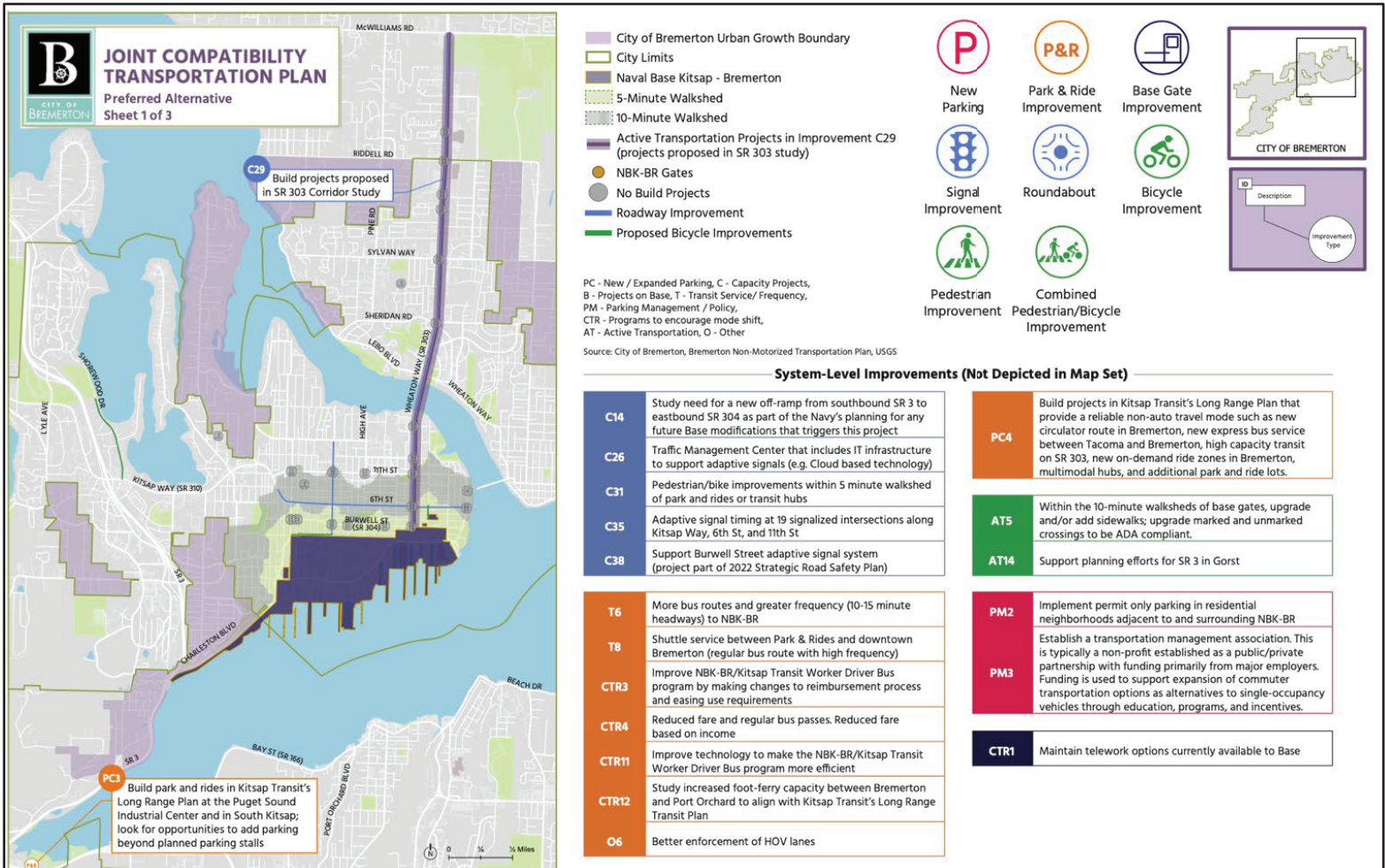
The Preferred Alternative includes a mix of capital projects and policy-based projects that address existing and future needs related to traffic, transit, active transportation and parking. There are four agencies identified for the ownership of the projects: City of Bremerton, NBK-BR, Kitsap Transit and WSDOT. While many of the projects are located outside of the DRC subarea boundaries, they all support and intended to ease congestion and commuting in and out of the DRC and NBK and PSNS-IMF. The following graphics from the Joint Compatibility Transportation Plan represent the Preferred Alternative identified improvements. These projects are described in detail in the JCTP in Appendix O.

Exhibit DRC-24: DRC Subarea and NBK Gates



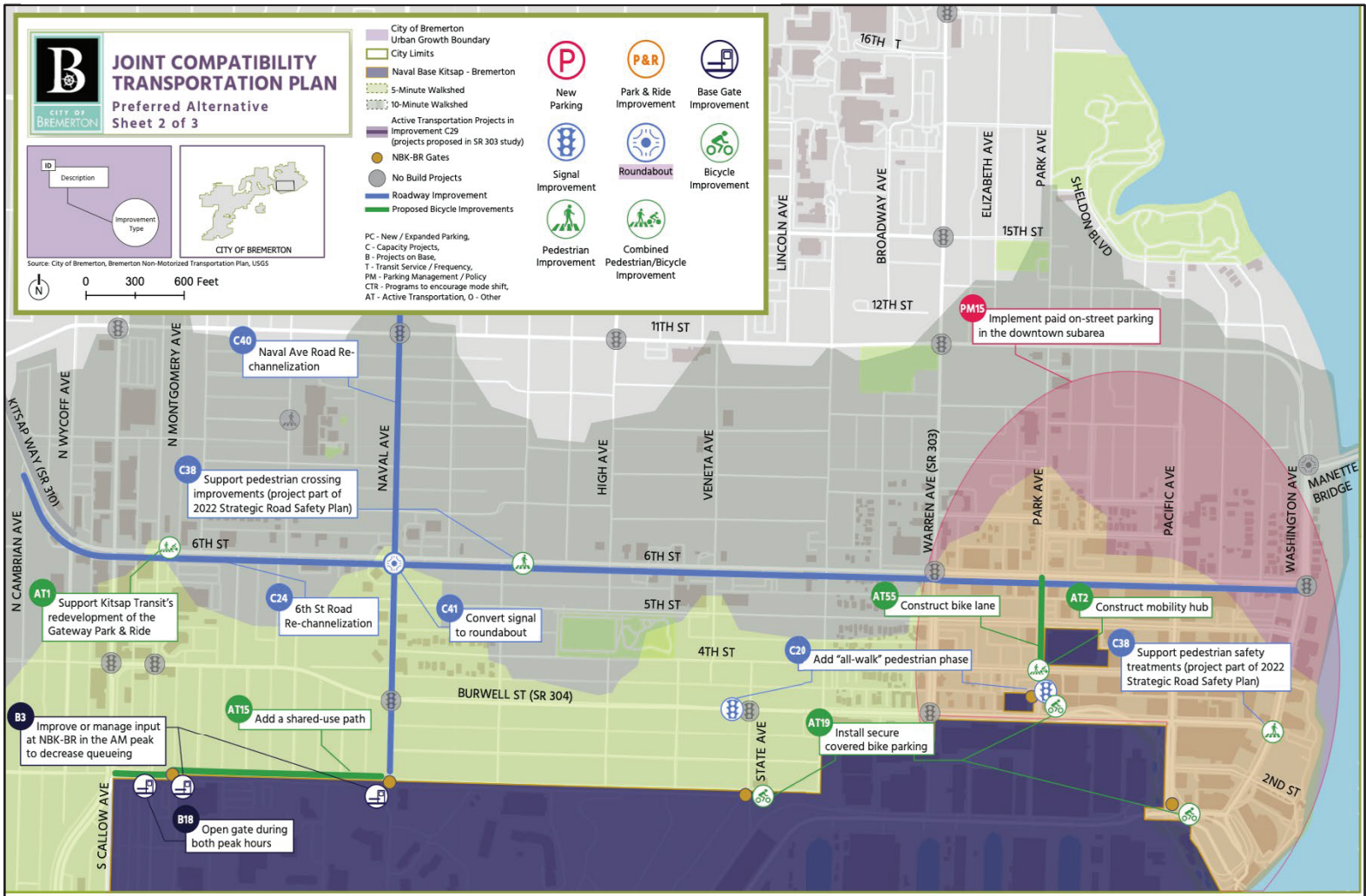
Source: Joint Compatibility Transportation Plan

## Exhibit DRC-25: Joint Compatibility Transportation Plan Preferred Alternative



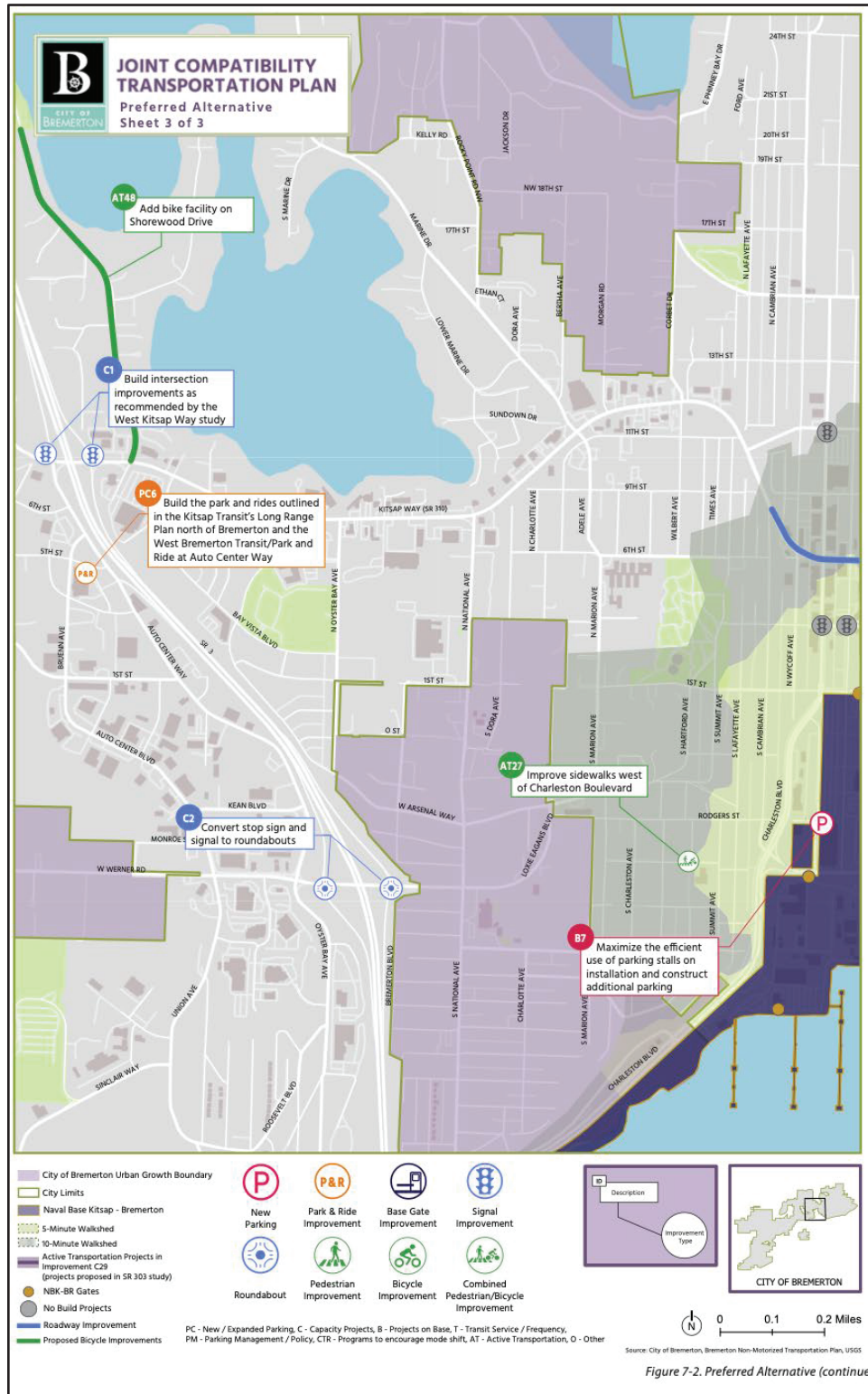
Source: Joint Compatibility Transportation Plan

## Exhibit DRC-25: Joint Compatibility Transportation Plan Preferred Alternative



Source: Joint Compatibility Transportation Plan

## Exhibit DRC-25: Joint Compatibility Transportation Plan Preferred Alternative



Source: Joint Compatibility Transportation Plan

# Bremerton2044

The Joint Compatibility Transportation Plan identified multiple funding options that are available, depending on the type of project. Exhibit DRC-26 below lists the potential funding sources for JCTP projects.

<b>Exhibit DRC-26 Funding Sources for JCTP Projects</b>	
<b>Grant Source</b>	<b>Project Eligibility</b>
Rebuild America Infrastructure with Sustainability and Equity Grants	Many types including road projects and public transportation projects
Safe Streets and Roads for All – Implementation Grants	Projects identified in a Safety Action Plan to address roadway safety problems
Transportation Alternatives Program	Community-based transportation improvements, such as bicycle and pedestrian facilities
PSRC Regional and Kitsap Countywide Competitive grants	Projects that support development of centers and the transportation corridors that serve them
Surface Transportation Block Grant Program	Variety of transportation projects and programs, including roadways, bridges, pedestrian and bicycle infrastructure, transit and other investments
Highway Safety Improvement Program	Projects that reduce fatal and serious injury crashes, following Washington state's Strategic Highway Safety Plan and the City's local road safety plan.
WSDOT's Safe Routes to School and Pedestrian/ Bicyclist programs	Projects for bicycle facilities, pedestrian facilities, crossing improvements for people who walk and bicycle, speed management, and education and encouragement about walking and bicycling.
Defense Access Roads program, jointly administered by DOD's Military Surface Deployment and Distribution Command Transportation Engineering Agency and the Federal Highway Administration	Defense Access Roads program allows the Secretary of Transportation to provide for the construction and maintenance of roads that give access to military installations and other defense-related properties and for the replacement of highways that are closed to the public due to closures or restrictions at military installations and defense industry sites. It is the only federal mechanism that allows for the military to fund improvements to roads outside of an installation.
DOD's Defense Community Infrastructure Pilot Program	Infrastructure projects located on a military installation; projects must support military installations, be owned by state or local government, be endorsed by local installation commander, and be construction-ready.
Washington State's Defense Community Compatibility Account	Projects that promote land use compatibility between communities and military installations, such as projects that improve or enhance aspects of the local economy, environment, or quality of life impacted by the presence of military activities.

*Source: Joint Compatibility Transportation Plan*



## 6.2 City Transportation Plans

**Streets:** Bremerton’s downtown circulation pattern is a mixed network of one-way and two-way streets that face unique geographic and traffic demands. The DRC’s daily congestion is between 4:00 pm and 4:45 pm when many workers are released from NBK- BR. This results in a rush of vehicles departing from downtown parking garages, bus trips departing from the Bremerton Transportation Center, and ferry trips arriving/departing to Seattle, Port Orchard, and Annapolis. As a result, daily vehicle traffic backs up quickly on Burwell Street, 6th Street, 11th Street and Warren Avenue.



As discussed in Section 6.1, the Joint Compatibility Study primary purpose is to address the commute trips into and out of the Downtown Regional Growth Center, and the preferred alternative consists of a holistic improvement approach that addresses vehicular trips, van and carpools, transit and active transportation.

addresses vehicular trips, van and carpools, transit and active transportation.

The City’s Transportation Capital Improvement Plan includes several planned projects identified in or are supportive of the JCTP.

- 6<sup>th</sup> Street Active Transportation Improvements
- Naval Avenue 1<sup>st</sup> to 15<sup>th</sup> Bicycle and Pedestrian Enhancements Project
- Washington Avenue and 11<sup>th</sup> Street Improvements

In addition, the following planned projects support the DRC:

- Quincy Square on 4<sup>th</sup> Avenue
- Wayfinding Signage Program

The City’s transportation functional plan update (2024) evaluates multimodal transportation citywide, supports and plan for the DRC growth targets, identifies project priorities and funding sources.

**Active Transportation:** Active transportation is any human-powered mode of transportation, such as walking and biking. Bremerton’s local streets tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds; the City’s arterials and commercial collectors do warrant pedestrian infrastructure. Dense areas such as the DRC with high density land uses and streets that serve transit and parks are particularly important for safe walking, as they support more pedestrians and may have a larger portion of vulnerable users than other streets.

**Exhibit DRC-27: Pedestrian Priority Network-DRC**



Exhibit DRC-27 highlights pedestrian infrastructure locations within the DRC. The improvements identified are filling gaps by providing sidewalk or wide shoulder on one side of the street.

Bremerton’s existing bicycle network consists of bike lanes, shared-use markings and several trails and shared-use pathways. Bicyclists face many challenges connecting to existing facilities and traveling crosstown due to limited bicycle facilities, poor pavement conditions, and feelings of unease on most of the connecting roads.

Exhibit DRC-28 highlights the primary streets bicycle improvements, such as bike lanes or shared use facilities, that should be incorporated with pedestrian improvements.

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**Mode Split Targets:** The City has identified mode split targets that align with PSRC’s growth strategy of planning for these areas to be more compact and accessible for walking, biking, and transit modes. Exhibit DRC-29 provides existing and envisioned future mode split targets for commute trips originating from Bremerton’s Downtown Regional Growth Center.

The 2022 mode share estimates come from Puget Sound Regional Council. The 2044 mode share target was based on the expected continuation of substantial number of DRC residents who walk or bike to their place of employment and increase in transit ridership based on planned improvements (see Section 6.3).

**Exhibit DRC-28: Bicycle Priority Network-DRC**

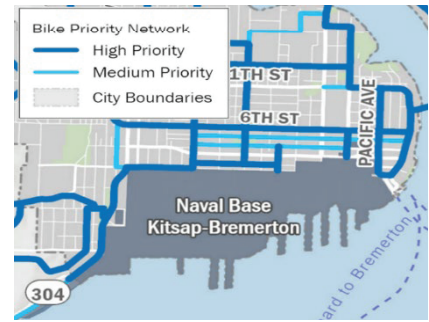


Exhibit DRC-29 Travel Mode to Workplace of DRC Residents		
Mode	Downtown Regional Center	
	2022*	2044 Target**
Drive Alone	26%	34%
Carpool	4.5%	30%
Transit	4.3%	10%
Walk/Bike/Work from home	65.2%	26%

\* 2022 data source: Puget Sound Regional Council; American Community Survey 5yr Data Table B08301  
\*\* Bremerton Public Works Department

The Joint Compatibility Transportation Plan (JCTP) identified existing commuter travel modes, and seen in Exhibit DRC-30, based on 2018 CTR survey completed by NBK-BR and evaluated future commuter travel mode split as part of its preferred alternative and parking analysis.

The action plan identified in the JCTP seeks to modify mode with planned transit and other operations projects. Projects addressing mode shift supports the *livability-centered vision* of the JCTP preferred alternative, which include improved walking and bicycling experiences, reduced commuter parking in neighborhoods, increased parking for businesses, and a desire to achieve mode shift goals.

Exhibit DRC-30: Commuter Travel Mode to NBK-BR	
Mode	NBK-BR
	2018
Drive Alone	62%
Carpool	18%
Transit/Walk/Bike	20%

Source: Joint Compatibility Transportation Plan, \*JCTP p. 6-9. (6300 park downtown & mode split assumption of 3630 take transit and/or active transportation)

**Parking:** The Joint Compatibility Transportation Plan identifies a number of parking strategies and policies that address and manage parking Downtown and support the vision of increased livability. The following strategies are summarized from the JCTP:

- **Implement permit-only parking in residential neighborhoods adjacent to and surrounding NBK-BR:** Bremerton currently maintains a residential permit parking program in neighborhoods near Downtown that have a high demand for commuter parking. Permits are available to residents at no cost, and parking for non-permit holders is typically restricted to 2 hours, although time limits vary. Enforcement has improved significantly in recent years but remains challenging. Commuter parking impacts still exist and, in some cases, have shifted to other parts of the City. Permit only zones would limit parking to only those who have a residential permit and their guests and would make enforcement easier because it would not require verifying compliance with time limits.



Nonresidential zone permits limit parking to only permit holders and, in some cases, short-term parking by non-permit holders. Nonresidential zones are typically in areas that are primarily business oriented. The City should specifically prohibit nonresidential zones in the Downtown subarea, where customer and visitor access should be prioritized so that long-term parking by employees, commuters, and businesses occurs elsewhere, such as in off-street facilities. Time limits and/or paid parking are better solutions in commercial areas to restrict commuter parking.

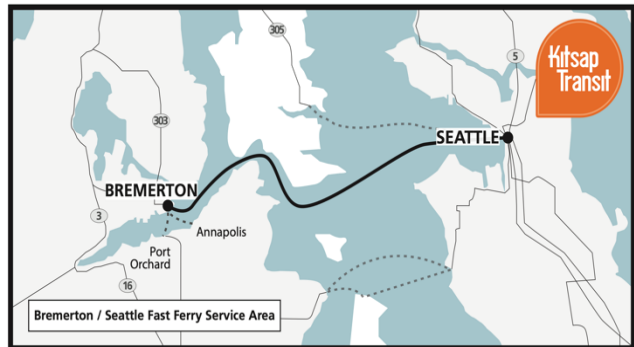
- *Establish a transportation management association:* A transportation management association is typically a collaborative effort among some combination of cities, public agencies, major institutions, and major employers to collectively address transportation issues in a localized area. Transportation management areas provide transportation demand management services within their boundary and can provide a wide range of services, such as marketing, commuter incentives, parking management, transit enhancements, and micro mobility. Once established, such areas can generate revenue beyond member contributions and through their programs.
- *Implement paid on-street parking in the Downtown Regional Center subarea:* The City should move forward with paid on-street parking using an asset-lite strategy, mobile payment, and demand-based pricing. Modern technology, such as mobile payment, has revolutionized the parking industry and allows cities to implement paid parking at relatively minimal cost and without the use of expensive hardware. The parking technology system allows for integration and management of the City's permit programs for both on- and off-street parking as well as the collection of routine parking data to inform pricing.

The City should implement a demand-based pricing program that varies rates by periods of demand. Demand-based pricing can vary by season, monthly daily, or hourly. Under demand-based pricing, rates are set higher at periods of peak demand and lower or potentially free at times of low demand. Rates can be preprogrammed to adjust and can easily be modified over time as demand changes. Rates are ultimately set to manage parking demand and ensure access to Downtown and not to achieve a certain revenue target.

### 6.3 Transit

*Kitsap Transit (KT):* 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.

Exhibit DRC-31: Kitsap Transit Bremerton/Seattle Fast Ferry



Source: Kitsap Transit

Additionally, passenger-only ferry service is expected to play an increasingly important role in the Puget Sound's regional transportation system. Ferry service provided by Kitsap Transit is an important component of the regional transportation network. The DRC plans and supports improved transit and non-motorized connections to ferry terminals.

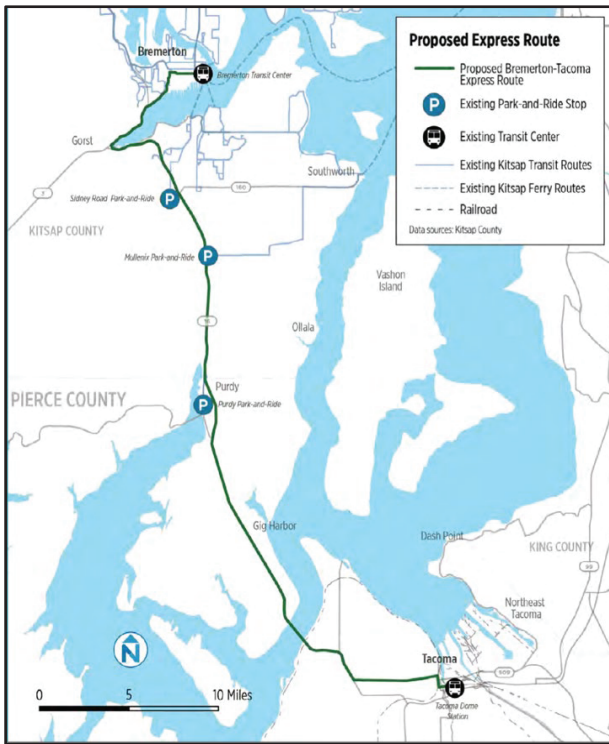
The Kitsap Transit Long-Range Transit Plan focuses on service improvements and capital projects. The projects for Bremerton's downtown center are summarized below.

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The service projects represent Kitsap Transit's planned approach to providing expanded and/or improved service. Examples of projects identified for or supportive of the Downtown Regional Center include:

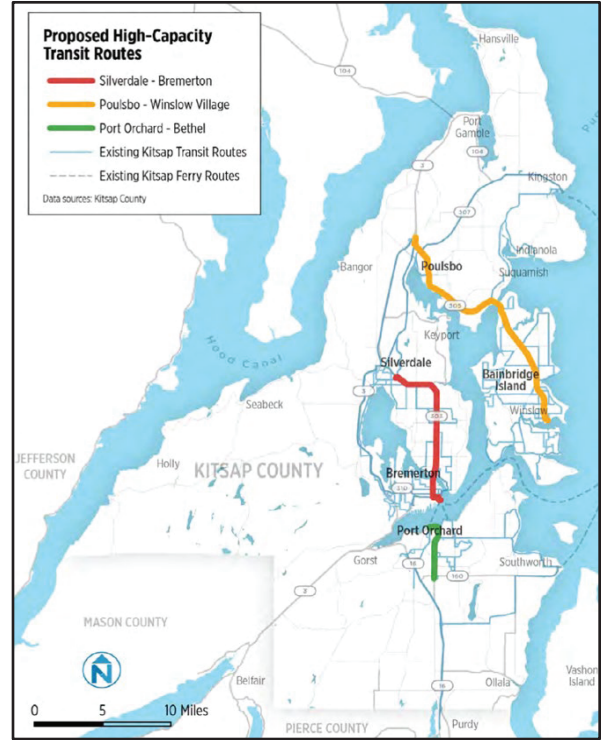
- More frequent transit is an important way Kitsap Transit can improve service, especially on local bus service. Service frequency has a major influence on transit ridership: high frequency service is more convenient because riders do not have to wait as long between buses. Kitsap Transit's LRTP calls for service every 30 minutes for a number of fixed routes, which will reduce wait times and improve connections. Routes identified for proposed frequency upgrades that serve or support the DRC include Routes 20, 24, 26, and 221/223.
- Some places are difficult to serve with a network of longer, bi-directional fixed-route buses. For many of these places, a circulator route can provide valuable transit mobility. Circulator routes are a type bus service that shuttles people around a small area, or can operate as "flexible fixed-route" service that follows a regular route but can deviate to provide on-demand service. Kitsap Transit's LRTP identifies a Bremerton Circulator that will serve the DRC.
- Planned express bus route from Downtown Bremerton to Tacoma. This service would have limited stops and would connect Downtown Bremerton to several points in Tacoma via park and rides in South Kitsap. This route will help reduce the number of single-occupancy vehicles on WA-16 and eliminate the current need for intercity bus transfers.
- High-capacity transit (HCT) is a high-quality transit service that is frequent, fast and can accommodate many passengers. In some communities, HCT takes the form of light or heavy rail. In Kitsap County, HCT is more feasible in the form of bus rapid transit (BRT). BRT includes features such as priority at intersections, sections of bus-only right of way, level boarding platforms, and amenity-rich stops and shelters. A planned BRT between Silverdale and Bremerton is identified in Kitsap Transit's LRTP.
- Multimodal Hubs are facilities that connect multimodal travel, such as walking, biking, bus, micro transit, vanpools, carpools, ferry or e-hailing service. Kitsap Transit is planning several multimodal hubs throughout Kitsap County, including one in Bremerton Gateway, which would serve both NBK/PSNS/IMF and DRC.
- Speed and reliability upgrades are planned by Kitsap Transit to be implemented in places where traffic congestion or complicated intersections slow buses. These types of improvements make buses more competitive with single-occupancy vehicles and create a more robust transit network. The LRTP identified two types of speed and reliability projects that will serve the DRC:
  - Bus only lanes are painted on roadways and allow only buses and autos turning into and out of businesses to use the lanes.
  - Queue jumps are short bus lanes that let buses cut to the front of traffic at signals, giving them a head start when the light turns green.

**Exhibit DRC-32: KT Proposed Bremerton/Tacoma Express**



Source: Kitsap Transit Long-Range Transit Plan

**Exhibit DRC-33: KT Proposed High-Capacity Transit Routes**

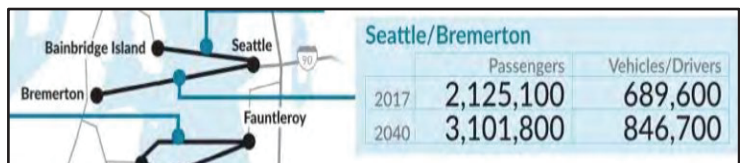


Source: Kitsap Transit Long-Range Transit Plan

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.

WSDOT Ferries: Washington State Ferries 2040 Long Range Plan identifies opportunities and challenges to the state’s ferry system, and recommends near, medium and long-term actions for WSF to pursue to address opportunities and challenges within the context of WSDOT goals of inclusion, practical solutions and workforce development.

**Exhibit DRC-34: WSF Forecasted Ridership for Seattle/Bremerton**



Source: WSDOT WSF 2040 Long Range Plan

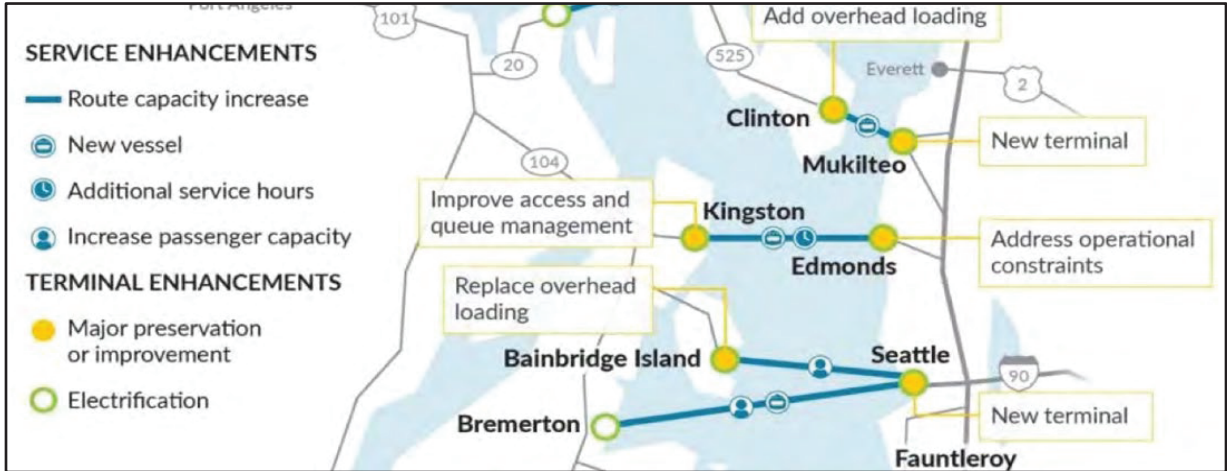
The recommendations in the plan provide a proposal for investments that support reliable, sustainable, and resilient ferry service beyond 2040, correlating to the DRC’s subarea planning period.

Implementation of WSF plan depends a coordinated set of investments in WSF’s fleet, terminal infrastructure, workforce and technology improvements, with a focus on building a fleet with a light footprint on the environment. The electric-hybrid propulsion fleet will cost less to operate, and WSF’s retiring vessels should be replaced with those designed to accommodate growing ridership and flexibility to respond to demands of a specific route.

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The WSF long-range Plan foresees expanding service in Bremerton. Plans are in place to increase passenger capacity from current boat capacity of 1,500 passengers to 1,800 passengers per vessel through the addition of life rafts and marine evacuation systems, and enclosure of deck space. Other changes include replacing diesel ferries with plug-in hybrids, leading to fuel cost savings and reduced carbon emissions. Terminal modifications are anticipated to accommodate future plug-in ferry models.

Exhibit DRC-36: WSF Proposed Service and Terminal Enhancements



Source: WSDOT WSF 2040 Long Range Plan



SECTION 7.0

# Development Standards

## 7.0 Development Standards

### Introduction

The following development standards apply as zoning within the Downtown Subarea. The development standards are supplemental to the Bremerton Municipal Code (BMC). These standards supersede where they diverge from the BMC. Topics not explicitly regulated remain subject to all provisions of the BMC.

### 7.1 Definitions

**“Articulation”** means the manner in which the exterior facades of the building include vertical and horizontal modulation.

**“Compatibility”** means the size and character of a building element relative to other elements around it.

**“Crime Prevention Through Environmental Design (CPTED)”** is an urban design practice that seeks to reduce crime in public spaces, commercial zones, and residential areas through specific design features.

**“Daylighting”** Daylighting means providing primarily natural rather than artificial lighting of an interior space. High daylighting potential is found in those spaces that are primarily daytime occupied. When properly designed and effectively integrated with the electric lighting system, daylighting can offer significant energy savings by offsetting a portion of the electric lighting load.

**“Easily Adaptable to a Commercial Use”** means the space is constructed to meet International Building Code (IBC), International Fire Code (IFC), and utility requirements for minimum standards accepted by the Department for a Type-B occupancy.

**“Expression Lines”** Elements of a building facade which express its structure including cornices, fenestration, columns and bays.

**“Facade”** any vertical, exterior face or wall of a building, often distinguished from other faces by fenestration and other architectural details.

**“Floor Area Ratio (FAR)”** is a figure that expresses the total floor area as a multiple of the lot area. This figure is determined by dividing the floor area of all buildings by the lot area.

**“Live Work”** means a commercial business that is physically combined with a residential unit, having direct and continuous interior access between business and residential and at least one persons resides in the dwelling unit where the commercial use they engage is carried on.

**“Mixed-use Building”** means the development of a site or building with a combination of residential and nonresidential uses in a single or physically integrated group of buildings.

**“Modulation”** means horizontal or vertical variations in the plane of a structure wall within specified intervals of width and depth, as a means of breaking up a structure’s apparent bulk.

**“Net Floor Area”** is the amount of floor area within a building as measured to the inside face of the exterior building walls, excluding:

1. spaces below grade
2. space devoted to parking
3. mechanical space
4. elevator and stair shafts
5. space devoted to special amenities
6. exterior decks open to the air

**“Open Space”** includes

1. Private balconies of any size immediately adjacent to residential units
2. Outdoor areas (roof gardens and terraces and at grade exterior spaces) with a minimum of ten (10) feet by six (6) feet.
3. Indoor common amenity areas such a bicycle/sporting-equipment storage areas, exercise rooms, party rooms, libraries, conference rooms, spas, or common rooms with a minimum dimension of ten (10) feet by ten (10) feet.

**“Pedestrian-Oriented”** means commercial uses with the following attributes:

1. Scale and character that encourages an approach by either walking or cycling.
2. Walk-in trade and small business establishments such as specialized retail and food stores, restaurants, personal service establishments, convenience stores, professional services.
3. Contain outdoor displays and contribute to the ground level activity of the street.

**“Roof Peak”** The highest point of the building.

**“Roof Line”** A horizontal rooflines that provide architectural interest to a structure. This may include the top of a roof, building parapet, or weather protection in instances where weather protection is provided on at least 75% of the facade.

**“Scale, Human”** means architectural and structural proportions that relate to the human form and/or that exhibits through its structural or architectural components of the human functions contained within.

**“Street Wall”** means that portion of the building which directly abuts the Building Frontage Setback.

**“Transitional Area”** Portion of property facing the linear street frontage which is required to achieve a desired pedestrian area as per street typology requirement.

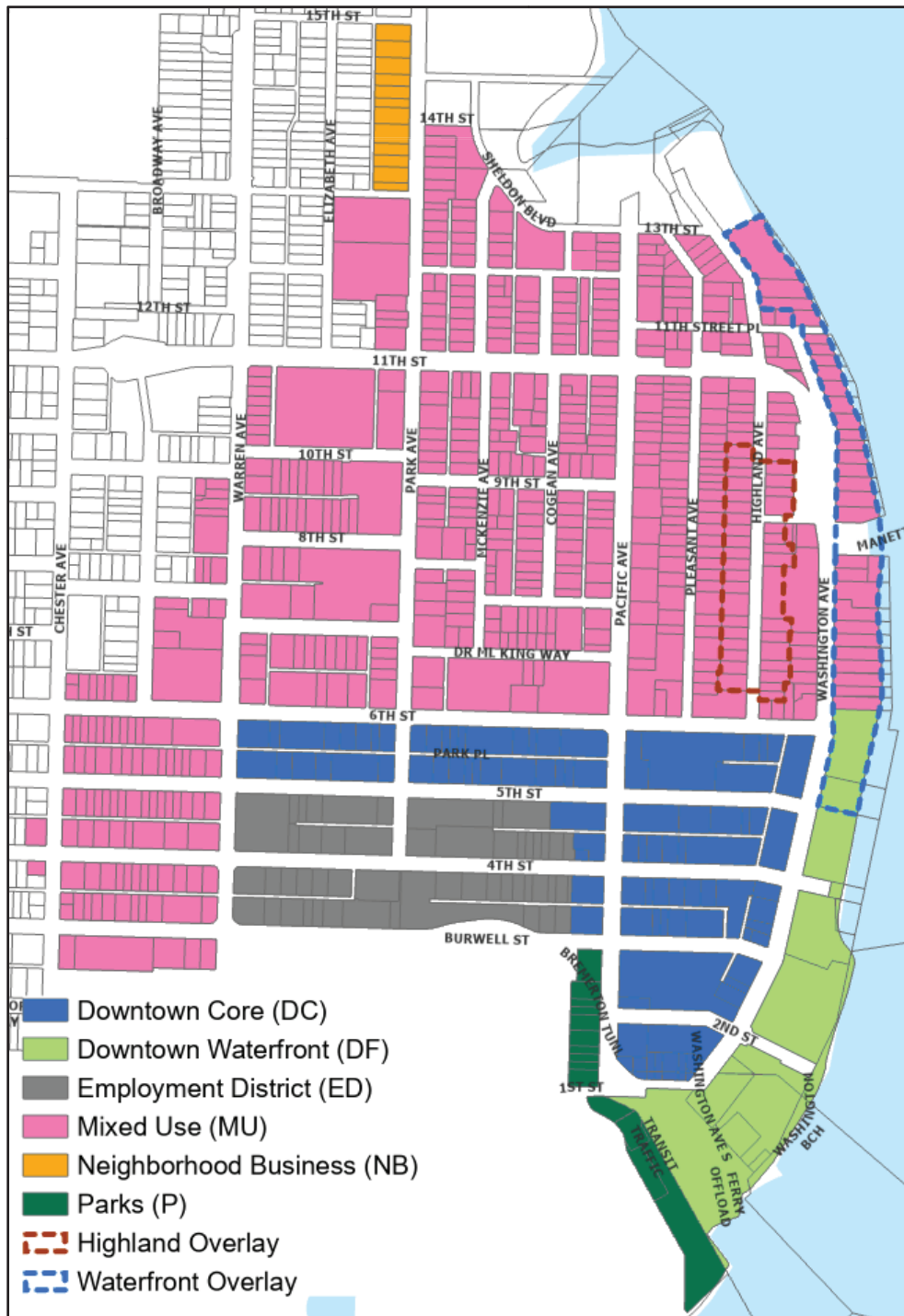
**“Tower”** means that portion of a building that penetrates a sky exposure plane above seventy-five feet (75') in height. Towers are allowed only in specified high-density areas of the city.

**“Wall Plate”** that structural element (often a horizontal timber) situated along the top of a wall at the level of the eaves for bearing the ends of joists or rafters.

**“Wall to Window Ratio”** is the proportion of a wall area to compared to the total window area where the window is located. For example, if a window covers 25 square feet in a 100 square- foot wall then the WWR is 25/100 or 0.25.

**“Weather Protection”** means awnings, canopies, arbors which extend from the building facade a minimum projection of four feet over the pedestrian area. Projection must be greater than eight feet in height.

7.1.2 Zone & Overlay Districts Defined



## 7.2 **Procedures**

### 7.2.1 **Design Review:**

- (1) All projects requesting a departure from Subarea Plan and Bremerton Municipal Code Title 20 prescriptive standards shall undergo Design Review per BMC 20.02.150. The DRB shall evaluate for compliance with the intent of the underlying zoning district.
- (2) Dimensional and Design within this chapter are departable by Design Review Board excepting height limitations. Any departure granted shall be formally documented in the Design Review process, including why a departure is necessary.
- (3) Modification of Development Standards: Any proposal to modify development standards through a Design Review Procedure shall not undermine the intent of the standards of this Chapter.

### 7.2.2 **Applicability of Overlay Zoning Districts:**

- (1) Mapping of overlay districts. The applicability of any overlay zoning district to a specific site is shown on the Zone and Overlay Districts Map.
- (2) Any land use allowed in the applicable base zoning district may be allowed within an overlay district, subject to any additional requirements of the overlay district.

### 7.2.3 **Crime Prevention through Environmental Design (CPTED):** All new development shall submit a CPTED plan to the City demonstrating how CPTED has been integrated into the proposed development. This could include elements such as how public surveillance of the site is maintained, lighting in alleys and parking areas, anti-graffiti coatings on at-grade walls, and control of access entry/exit points.

### 7.2.4 **Naval Base Kitsap-Bremerton (NKB) Considerations:**

- (1) Intent: To ensure forward compatibility with Naval Base Kitsap operations, Downtown Subarea regulations seek to ensure continued communication with NBK on potential development. Naval Base Kitsap-Bremerton is part of a major Navy installation and tenants include: Puget Sound Naval Shipyard & Intermediate Maintenance Facility and homeported aircraft carriers. As identified in the 2015 Joint Land Use Study (JLUS), development near the fence line or development that have *line-of-sight* into the installation may have Navy compatibility concerns.
- (2) Early Coordination with Naval Base Kitsap (NBK): Applicants for development proposed south of 6<sup>th</sup> Street within the Downtown Subarea Plan are highly encouraged to engage in early communication and work cooperatively with NBK in the design of proposed development in order to address elements that will promote compatibility with Navy operations and to mutually benefit both parties.
- (3) Notice: The City shall provide notice to Naval Base Kitsap for projects requiring public notice pursuant to BMC 20.02. The City may elect to provide additional notice to NBK at their discretion.

### 7.2.5 **Easily Adaptable to a Commercial Use:** Where the market is not yet available for pedestrian oriented uses, ground floor spaces may be designed in such a manner that frontages may be Easily Adaptable to a Commercial Use. To be considered adaptable, ground floor facades must meet the minimum floor to ceiling height of the zone, and the sidewalk level façade must include an entrance or entrances to accommodate a single or multiple tenants or be structurally designed so entrances can be added when building is converted to pedestrian oriented uses.

### 7.2.6 **Prohibited Uses:** Any use not listed as a permitted, conditional or accessory use by the zone; or any use not determined to be a similar use pursuant to BMC 20.40.150; or any use not found to be an allowable accessory use to the principal use shall be prohibited within that zone unless allowed otherwise by law. New commercial surface parking uses are prohibited in all zones.

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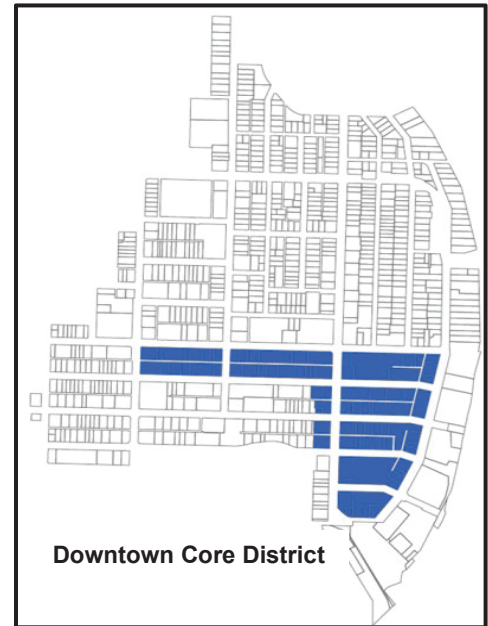
## 7.3 **Downtown Core**

### 7.3.1 **Intent and Purpose:**

- (1) The intent and purpose of this zone is to focus commercial, entertainment, cultural, civic uses and urban residential into an active compact, walkable area served by public transit.
- (2) Allow taller buildings with required spacing and bulk controls to lessen environmental impacts such as overshadowing and wind down drafts.
- (3) Introduce a vibrant mixed use neighborhood and improve the pedestrian oriented nature of downtown to reduce dependence on the automobile.

### 7.3.2 **Use Standards:**

- (1) Pursuant to BMC 20.75.020 and BMC 20.75.050 with the following additions:
  - A. Hotels shall be considered residential uses.
  - B. Live/Work
- (2) Pedestrian oriented uses required on a minimum of sixty (60) percent of ground floor. Where the market is not yet available for pedestrian oriented uses, ground floor spaces may be designed in a such a manner that frontages may be Easily Adaptable to a Commercial Use.



### 7.3.3 **Lot Requirements:**

- (1) Development shall have a minimum FAR of 1.0
- (2) Maximum Lot Coverage for structures above 45' – 75%

### 7.3.4 **Height Requirements:**

- (1) Maximum allowable heights within the DC zone are market drive
- (2) Minimum street wall height - 30'
- (3) Maximum street wall height - 45' (see also setback standards)
- (4) Minimum 12' floor to ceiling height at ground floor

### 7.3.5 **Amenity Space Requirements:**

- (1) Open space required per unit - 75 square feet

### 7.3.6 **Design Standards:**

#### (1) Downtown Core Setbacks:

	Height Condition	Building Frontage (Front Setback)	Minimum Side	Minimum Rear
Building Base	0-18'	0'	0'	0'
Building Mid	19-45'	0'	10'	0'
Building Top	45' up	8'	10'	10'

#### (2) Building Frontage Standards

- A. A minimum of sixty (60) percent between two (2) and eight (8) feet in height must be comprised of doors or transparent windows that allow views of interior product display areas on ground floor facades facing the public right of way.
- B. Minimum Required Entrances. One (1) entrance per fifty (50) lineal feet of sidewalk.
- C. Weather Protection. 75% of front façade.
- D. Top and Base. Buildings shall convey a visually distinct base and top. A 'base' can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.

- E. Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
- F. Blank Facades. Building facades shall not present a blank faced to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the façade.
- G. Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment for new development shall be screened from adjacent public right-of-way. Screening materials shall be architecturally similar to the primary structure.
- H. Façade may not continue in an unbroken line for more than thirty (30) feet.
- I. Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front façade.
- J. Façade Materials. At least three (3) different façade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). Transparent doors, windows, or other transparent façade features may be considered as a required façade material when exceeding transparency requirements per 7.3.6(2)(A) by at least 10%.

7.3.7 Tower Siting: Towers (structures above seventy-five (75) feet in height may not be built within an eighty (80) foot dimension from the edge of an existing tower. Exceptions may be considered when recommended by the Design Review Board if continuous public open space area is located between towers and is at least 30-feet in width.

7.3.8 Off-Street Parking:

- (1) 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.
- (2) Bicycle parking shall conform with the standards of BMC 20.48.

7.3.9 Parking Design Standards:

- (1) No surface parking shall be located between the building and front property line. On corner lots, no parking shall be located between the building and either of the two (2) front property lines. Loading zones may be permitted when approved by the Public Works & Utilities Department.
- (2) For surface parking lots greater than five thousand (5,000) square feet should provide clearly identifiable, lighted and landscaped pedestrian paths to building entrances.
- (3) Structured parking is not permitted at first floor street façade. All parking located on the ground floor shall be screened behind active pedestrian or residential uses. Minimum depth of uses is twenty-five (25) feet.
- (4) Where commercial or residential space is not available to accomplish this, features such as planters, decorative grills, green screens or public art shall be used for screening subject to DRB approval.
- (5) Parking garages are subject to design principles listed in Bremerton Subarea Plan Section 5.8.3.
- (6) Parking shall meet the requirements of Chapter 20.48 BMC except where conflicting the principles of this Chapter supersede.

7.3.10 Vehicular Access:

- (1) Parking and vehicular access from alley is required where alleys exist.
- (2) Driveways shall conform to requirements per Public Works *Driveway and Intersection Sight Triangles* (std.3123).

7.3.11 Landscaping: Landscaping standards are pursuant to BMC 20.75.090 except where conflicting the principles of this Chapter supersede.

7.3.12 Sign Standards: Sign standards are pursuant to BMC 20.75.100

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## 7.4 Downtown Waterfront

### 7.4.1 Intent and Purpose:

- (1) The intent of this zone is to provide for an array of uses related to the water, multimodal transportation facilities, residential and mixed uses.
- (2) Maintain view corridors and encourage creation of public access to the water.
- (3) Increase building height with bulk controls to lessen environmental impacts such as overshadowing, wind down-draft and loss of views.
- (4) Improve the pedestrian-oriented nature and promote the public significance of the downtown waterfront zone by reducing surface parking and encouraging a higher and better use.

### 7.4.2 Use Standards:

- (1) Pursuant to BMC 20.76.020 and BMC 20.76.050 with the following additions:
  - a. Hotels shall be considered residential uses.
- (2) Pedestrian oriented uses required on a minimum of fifty (50) percent at the ground floor façade. Where the market is not yet available for pedestrian oriented uses, ground floor spaces may be designed in such a manner that frontages may be Easily Adaptable to a Commercial Use.

### 7.4.3 Lot Requirements:

- (1) Development shall have a minimum FAR of 1.0
- (2) Maximum Development Coverage for structures above 45' – 75%

### 7.4.4 Height Requirements:

- (1) Minimum street wall height – 30'
- (2) Maximum street wall height – 45'
- (3) First floor heights within DW zone must be a minimum of 12' floor to ceiling.

### 7.4.5 Amenity Space Requirements:

- (1) Open space required per unit – 75 square feet
- (2) Properties within the Waterfront Overlay shall provide a public walkway promenade along the entire width of the property. Promenade shall be a minimum of 8' wide in width. Promenade connections shall be provided to the public right of way and adjacent properties. Where no adjacent property promenade exists, designs shall be forward compatible to enable future connection.
- (3) Waterfront public amenity spaces must be freely accessible to the public for a minimum of fourteen (14) hours daily. Access shall not be gated or similarly obstructed at any time.

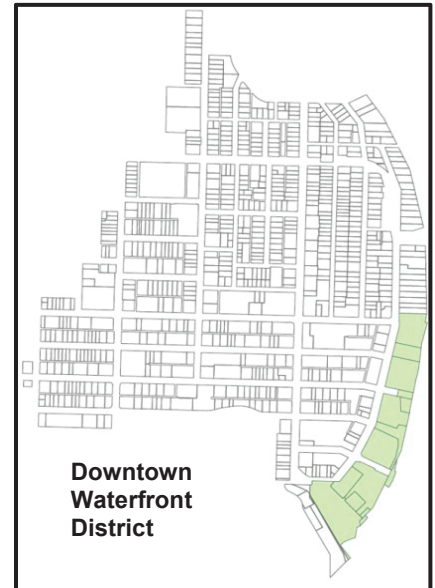
### 7.4.6 Design Standards:

#### (1) Downtown Waterfront Setbacks

	Height Condition	Building Frontage (Front Setback)	Minimum Side	Minimum Rear
Building Base	0-18'	0'	0'	0'
Building Mid	19-45'	0'	10'	0'
Building Top	45' up	8'	10'	10'

#### (2) Building Frontage

- A. A minimum of sixty (60) percent between two (2) and eight (8) feet in height must be comprised of doors or transparent windows which provide views to interior displays on ground floor facades facing the public right of way.



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- B. Minimum Required Entrances. One (1) entrance per fifty (50) lineal feet of sidewalk. This requirement may be met by the design of ground related entrances to townhouse units.
- C. Weather Protection. 75% of front façade.
- D. Top and Base. Buildings shall convey a visually distinct base and top. A 'base' can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.
- E. Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
- F. Blank Facades. Building facades shall not present a blank faced to view from public rights-of-way common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the façade.
- G. Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment for new development shall be screened from adjacent public streets. Screening materials shall be architecturally similar to the primary structure.
- H. Façade may not continue in an unbroken line for more than thirty (30) feet.
- I. Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front façade.
- J. Façade Materials. At least three (3) different façade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). Transparent doors, windows, or other transparent façade features may be considered as a required façade material when exceeding transparency requirements per 7.4.6(2)(A) by at least 10%.

### 7.4.7 Tower Siting:

Towers (structures above seventy-five (75) feet in height) may not be built within an eighty (80) foot dimension from the edge of an existing tower. Exceptions may be considered when recommended by the Design Review Board if continuous public open space area is located between towers and is at least a minimum thirty (30) feet in width. Open space area shall comply with view corridor requirements per the Bremerton Shoreline Master Plan.

### 7.4.8 Off-Street Parking:

- (1) 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.
- (2) Bicycle parking shall conform with the standards of BMC 20.48.

### 7.4.9 Parking Design Standard:

- (1) No surface parking lots are permitted between the building and the front property line.
- (2) Structured parking is not permitted at first floor street facade. All parking located on the ground floor shall be screened behind active pedestrian or residential uses.
- (3) All above grade structured parking shall be screened by one of the following and is subject to review by the Design Review Board:
  - A. Residential or commercial uses minimum depth of twenty five (25) feet.
  - B. Green landscaped walls
  - C. Public art

### 7.4.10 Landscaping:

Landscaping standards are pursuant to BMC 20.76.090 except where conflicting the principles of this Chapter supersede.

### 7.4.11 Signs:

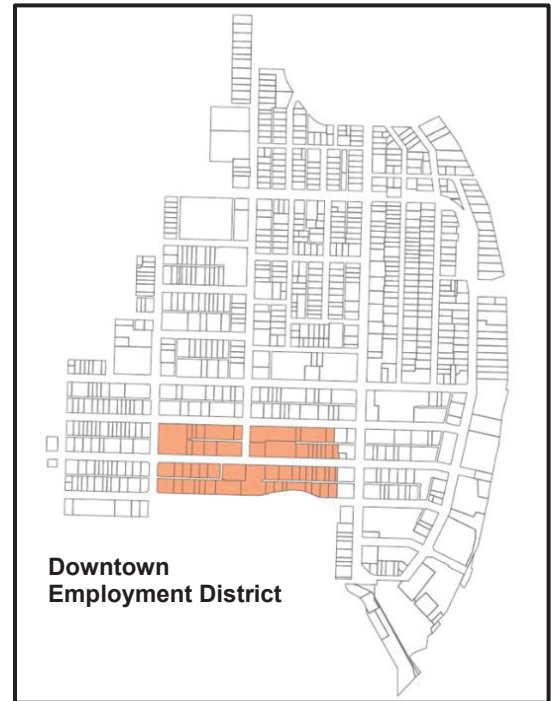
Sign standards are pursuant to BMC 20.76.100.



## 7.5 **Employment District**

### 7.5.1 Intent and Purpose:

- (1) The intent of this zone is to provide a central area for a range of industrial and commercial uses including artistic, light industrial, high tech, research and development and others. Residential uses are allowed but are not intended to dominate other uses in the area. Live/work or work/live residential development that is tolerant of light industrial uses is preferred.
- (2) Design standards encourage an adaptable building form that exhibits the physical design characteristics of a traditional warehouse district.
- (3) Encourage new development that incorporates building methods and materials to promote permanence and express skilled craftsmanship. Building massing and materials should contrast and be distinctive from the other neighborhoods in the downtown. The use of metals, exposed concrete and brick materials are encouraged.
- (4) Provide housing opportunities for workers as well as vibrancy and increased district activity.



### 7.5.2 Use Standards:

#### (1) Permitted Uses:

- Artist Studio and Gallery
- Co-location of wireless communications facility
- Communications and Broadcasting facility
- Educational facilities
- General Office and business service
- General Retail
- Light Industrial
- Live/work
- Entertainment Use, Motion Picture Theater
- Outdoor Storage
- Park/Playground and Open Space
- Personal Service Business
- Public Administration
- Public and Private Park
- Restaurant and drinking place
- Residential as a secondary use
- Structured Parking
- Transportation facility
- Veterinary hospitals
- Warehousing
- Welfare and charitable Services
- Worship, Religious or Community facility

#### (2) Prohibited uses:

- Automobile sales, service and repair

- (3) Pedestrian oriented uses required on a minimum of fifty (50) percent at the ground floor facade. Where the market is not yet available for pedestrian oriented uses, ground floor spaces may be designed in such a manner that frontages may be Easily Adaptable to a Commercial Use.

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## 7.5.3 Lot Requirements:

Development shall have a minimum FAR of 1.0

## 7.5.4 Height Requirements:

- (1) Maximum height – 80'
- (2) Minimum floor to ceiling height – 12'

## 7.5.5 Design Standards:

### (1) Setbacks:

Building Frontage – 0' (At least 75% of building must be located at Building Frontage Setback Line).

Minimum Side – 0'

Minimum Rear – 0' and 3' if alley

### (2) Building Frontage:

- A. Top and Base. Buildings shall convey a visually distinct base and top. A "base" can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.
- B. Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
- C. Minimum Transparency. At least fifty (50) percent of all facades facing a public street between two (2) and eight (8) feet in height shall be comprised of transparent windows or doors on ground floor facades facing the public right of way.
- D. Blank Facades. Building facades shall not present a blank façade to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the façade.
- E. Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment for new development shall be screened from adjacent public right-of-way. Screening materials shall be architecturally similar to the primary structure.
- F. Façade may not continue in an unbroken line for more than thirty (30) feet.
- A. Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front façade.
- G. Façade Materials. At least three (3) different façade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). Transparent doors, windows, or other transparent façade features may be considered as a required façade material when exceeding transparency requirements per 7.5.5.(2)(C) by at least 10%.

### (3) Entrances:

- A. Buildings must have a primary pedestrian entrance facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.
- B. Loading dock entrances and frontage may incorporate rolling overhead or sliding service type doors for indoor/outdoor opportunities.
- C. On 4th Street, raised loading dock entrances may project from the facade into public sidewalk right of way, with adequate transition to desired pedestrian area.
- D. Functional uses on raised docks and or pedestrian oriented activities is encouraged.

### (4) Screening of Outdoor Storage:

- A. Outdoor storage areas must be screened from Pedestrian Area by a minimum of five (5) feet wide and six (6) feet tall of landscaping.
- B. Additional screening walls and fences should be architecturally integral to the main building, including wood, brick, concrete, metals, masonry, and glass.
- C. Chain link fences will not be considered as an appropriate screening material.
- D. Maximum heights for screening walls and fences is one story.



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### 7.5.6 Parking Design Standards:

- (1) Surface parking lots are discouraged and must be screened by a five (5) foot landscaped strip or architecturally integral structural screen between pedestrian area and parking lot.
- (2) No more than thirty (30) percent of the lot may be developed as accessory surface parking.
- (3) Surface parking or structured parking lots may not be located within (30) feet of corner intersections.
- (4) Parking lots should incorporate designs to minimize storm water flow entering storm sewers. Large, contiguous areas of asphalt are discouraged.
- (5) Permeable pavers and bioswales shall be considered where feasible.
- (6) Structured and above grade parking other than corners is allowed if opening are screened with a) green landscape screens or b) decorative grilles.

### 7.5.7 Off-Street Parking:

- (1) 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.
- (2) Bicycle parking shall conform with the standards of BMC 20.48.

## 7.6 **Downtown Mixed Use**

### 7.6.1 **Intent and Purpose:**

- (1) This zone is designed to create a transit supportive, pedestrian friendly environment, permitting residential uses that feature pedestrian oriented uses on the ground floor.
- (2) Design standards encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront style shopping streets, teamed with increased street-facing open space areas.
- (3) Parking requirements are lowered in order to promote alternative modes of transportation and enable more compact development patterns.

### 7.6.2 **Use Standards:**

- (1) Pursuant to BMC 20.76.020.
- (2) Pedestrian oriented uses required on a minimum of fifty (50) percent at the ground floor. Where the market is not yet available for pedestrian oriented uses, ground floor spaces may be designed in such a manner that frontages may be Easily Adaptable to a Commercial Use.

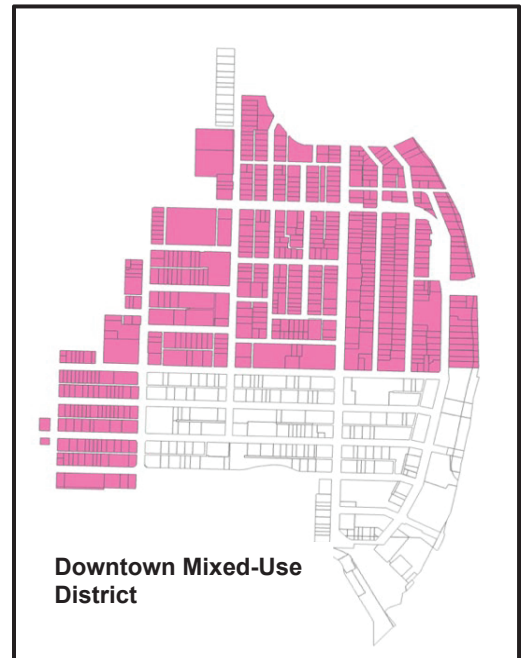
### 7.6.3 **Lot Requirements:** Development shall have a minimum FAR of 1.0

### 7.6.4 **Open Space Requirements:**

- (1) Open space per residential unit 75 sq. ft.
- (2) In addition to landscape requirements per 7.6.9, street-facing open space located within the front yard is required meeting the following criteria:
  - A. At a minimum, open space shall be 10-feet in depth along the entire street frontage. Alternative configurations will be considered for proposals retaining equivalent area, that maintain at least a 10-foot wide connection to the ROW.
  - B. Properties with more than one (1) street frontage may satisfy requirements based on the length of the shortest frontage (alleys not included).
  - C. Trees shall be planted throughout the required area in a manner that ensures tree canopy coverage of the area within 10-years of planting.
  - D. The following intrusions are permitted with no additional requirements, if conformance with 7.6.4(2)(A)-(C) is maintained: 1) Fencing that preserves visual access of the entire area from the ROW, 2) Walkways of 3-feet or less in width.
- (3) Properties located within the Waterfront Overlay shall provide a public walkway promenade along the entire width of the property. Promenade shall be a minimum of 8-feet in width. Promenade connections shall be provided to the public right of way and adjacent properties. Where no adjacent property promenade exists, designs shall be forward compatible to enable future connection. Properties located within the Waterfront Overlay are exempt from 7.6.4(2).

### 7.6.5 **Height Requirements:**

- (1) Maximum height – 80'
- (2) All commercial space provided on the ground floor must have a twelve (12) foot minimum floor to ceiling heights.



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## 7.6.6 Design Standards

### (1) Downtown Mixed Use Setbacks:

	Height Condition	Building Frontage (Front Setback)	Minimum Side	Minimum Rear
Building Base	0-18'	0**	5'**	5'**
Building Mid	19-45'	0'	10'	0'
Building Top	45' up	8'	10'	10'

\*Structures within the Highland Avenue Overlay shall be limited to 35-feet in height within 20-feet of the primary front lot line.  
 \*\* When development is located adjacent to a residential uses, a 6-foot tall sight obscuring fence shall be installed along the side and rear property lines outside of a 15-foot front yard setback. Fencing shall be composed of materials that are architecturally complimentary to the primary structure.

### (2) Building Façade:

- A. Top and Base. Buildings shall convey a visually distinct base and top. A "base" can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.
- B. Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
- C. Minimum Transparency. At least fifty (50) percent of all facades facing a public street between two (2) and eight (8) feet in height shall be comprised of transparent windows or doors on ground floor facades facing the public right of way.
- D. Blank Facades. Building facades shall not present a blank façade to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the façade.
- E. Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment for new development shall be screened from adjacent public right-of-way. Screening materials shall be architecturally similar to the primary structure.
- F. Façade may not continue in an unbroken line for more than thirty (30) feet.
- G. Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front façade.
- H. Façade Materials. At least three (3) different façade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). Transparent doors, windows, or other transparent façade features may be considered as a required façade material when exceeding transparency requirements per 7.6.6(2)(C) by at least 10%.

## 7.6.7 Parking Design Standards

- (1) Developments are required to screen all structured, above ground parking behind decorative grilles or green screens. Structured parking is not permitted at the first-floor street facade.
- (2) Surface Parking Lots shall be located to the rear of buildings and are not permitted between the building and front property line.
- (3) Vehicular and loading access shall be from rear alleyways.

## 7.6.8 Off-Street Parking

- (1) 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.
- (2) Bicycle parking shall conform with the standards of BMC 20.48.

## 7.6.9 Landscaping Requirements: Subject to BMC 20.50 except where conflicting, the principles of this Chapter supersede.



## 7.7 **Downtown Neighborhood Business**

### 7.7.1 **Intent and Purpose**

- (1) The predominate use for the zone is residential and all uses must be compatible with residential uses.
- (2) This zone permits commercial uses on the first floor in order to promote a transition into the Regional Center.

### 7.7.2 **Use Standards**

- (1) Pursuant to BMC 20.82.020 with the following additions:
  - A. Residential is permitted as primary use.

### 7.7.3 **Lot Requirements**

- (1) Maximum Building Coverage – 70%
- (2) Required open space per residential unit – 75 sq. ft.

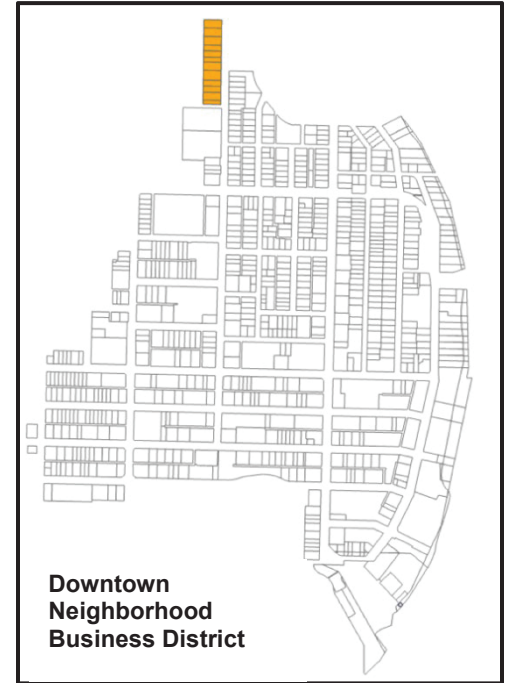
### 7.7.4 **Density**

- (1) Minimum Density 15 dwelling units per acre
- (2) Maximum Density 30 dwelling units per acre

### 7.7.5 **Height:** Maximum Height – 45'

### 7.7.6 **Design Standards**

- (1) Downtown Neighborhood Business Setbacks:
  - A. Building Frontage Setback – 10'
  - B. Minimum Side Setback – 5'
  - C. Minimum Rear – 5'
- (2) Building Façade:
  - A. Top and Base. Buildings shall convey a visually distinct base and top. A "base" can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.
  - B. Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
  - C. Minimum Transparency. At least forty (40) percent of all facades facing a public street between two (2) and eight (8) feet in height shall be comprised of transparent windows or doors on ground floor facades facing the public right of way.
  - D. Blank Facades. Building facades shall not present a blank façade to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the façade.
  - E. Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment for new development shall be screened from adjacent public right-of-way. Screening materials shall be architecturally similar to the primary structure.
  - F. Façade may not continue in an unbroken line for more than thirty (30) feet.
  - G. Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front façade.
  - H. Façade Materials. At least three (3) different façade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). Transparent doors, windows, or other transparent façade features may be considered as a required façade material when exceeding transparency requirements per 7.7.5.(2)(C) by at least 10%.



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### 7.7.7 Off-Street Parking

- (1) 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.
- (2) Bicycle parking shall conform with the standards of BMC 20.48.

### 7.7.8 Landscaping Requirements

- (1) Subject to BMC 20.50 except where conflicting, the principles of this Chapter supersede.

## 7.8 Bonus Amenity Program

Within the Downtown Regional Center, a special amenity is required to be provided whenever a proposed development requests a structure height exceeding 65-feet, up to the height permitted in the zone.

The design of each feature will be reviewed to ensure that it is appropriate for the proposed location and provides for a public benefit. Developers are encouraged to collaborate with DCD to prioritize and choose from the amenities listed in the table following.

Public Benefit or Amenity	Design Criteria
	Structures greater than 65-feet in height are required to include one item from the Bonus Amenity table. Structures greater than 80-feet in height are required to include three items from the Bonus Amenity table.
<b>Mid-Block Alley Pedestrian Promenade</b>	Pedestrian way bisecting the depth of a long blocks, street to street with a minimum 8' wide walkways, lighting, and landscaping. Must have 60% transparent facades to adjacent commercial and retail uses or have ground related entrances for live/work units.
<b>Pocket Parks</b>	Continuous open space, predominantly landscaped, accessible to the public at or near grade, open to the sky. Minimum size of 500 SF, minimum dimension 10', seating and associated walking areas may be included.
<b>Child Care Center</b>	A use for regular licensed care and training of children for less than 18 hours per day. Minimum 1000 square feet. Exempt from FAR calculations.
<b>Low Income Housing serving households below 80% median income</b>	Area of units to be rented or sold (for a period of no less than ninety-nine (99) years) to households meeting this income requirement per the local metropolitan statistical area generally used by HUD to establish income limits for federal programs.
<b>Ground Floor Related Terraces</b>	On side streets, in mid-block crossings or activated alleys. Raise terrace 18" minimum above sidewalk. Min 10' deep from sidewalk to face of townhouse, with private terrace and landscaping buffer.
<b>Green Roofs</b>	Areas of planted "green" roof. Minimum dimension 5', minimum continuous area 100 SF, minimum 25% roof area.
<b>Sculpture, Public Art</b>	Must be at or near street level, publicly visible and prominent, located on the exterior of the building or in a courtyard or planting area. The requirement for artwork may be filled in by providing one major work as a focal point, or several smaller works, as appropriate to the design of the public spaces. Subject to Design Review and Art Commission Approval.
<b>Water Feature</b>	Fountain, stream or reflecting pond visible at street level.
<b>Below Grade Parking</b>	Enclosed in a structure below average finished grade including access ramps. Exempt from FAR calculations.
<b>Cultural or Civic Space, Public Meeting Rooms</b>	Performing arts space, art gallery, public library, community center, public recreation facility. Spaces available for public meetings, gatherings. Exempt from FAR calculations.
<b>Historic Preservation</b>	Projects that rehabilitate or adaptively reuse any buildings within Downtown that are listed to the National Register of Historic Places and/or Washington Heritage Register or are seeking historic designation for the purposes of using the Federal Historic Investment Tax Credit: Development must have written confirmation from the Department of Archaeology and Historic Preservation of the property's historic register status and that the proposed project does not negatively impact the building's historic register status.
<b>Downtown Revitalization</b>	Projects that contribute to Downtown revitalization efforts: Development must have written confirmation of their contribution to Downtown revitalization from the Downtown Bremerton Association to qualify.
<b>LEED Certification</b>	Projects meeting the USGBC LEED certification. Alternative <i>green</i> building standards, either equivalent or exceeding LEED Certification, may be approved via the Design Review Board process.
<b>Bicycle Commuter Support Spaces</b>	Secured bicycle storage rooms, associated shower and locker rooms. Exempt from FAR calculations.





SECTION 8.0

# References

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## 8.0 References and Links

### **City of Bremerton Parks, Recreation and Open Space Plan, 2020**

<https://www.bremertonwa.gov/DocumentCenter/View/11302/Parks-Recreation-and-Open-Space-Plan-PDF>

### **City of Bremerton, Downtown Regional Center Market Study, 2024**

### **City of Bremerton Joint Compatibility Transportation Plan, December 2023**

<https://bremertonwa.gov/DocumentCenter/View/11077/JCTP-Final-Report-PDF>

### **Kitsap Transit**

Long-Range Transit Plan, 2022-2042

[https://www.kitsaptransit.com/uploads/pdf/planning/lrtpreport\\_6dec2022.pdf](https://www.kitsaptransit.com/uploads/pdf/planning/lrtpreport_6dec2022.pdf)

Annual Ridership

[https://www.kitsaptransit.com/uploads/pdf/newsreleases/20240105release\\_annual\\_ferry\\_statistics\\_corrected.pdf](https://www.kitsaptransit.com/uploads/pdf/newsreleases/20240105release_annual_ferry_statistics_corrected.pdf)

### **Kitsap Countywide Planning Policies**

<https://static1.squarespace.com/static/5660ba88e4b0e83ffe8032fc/t/65fcadf2aa8de03770c0df51/1711058429412/Kitsap+CPPs+with+Housing+Allocations+-+3.11.24.pdf>

### **Naval Base Kitsap Information**

<https://cnrnw.cnnc.navy.mil/Installations/NAVBASE-Kitsap/About/>

### **Puget Sound Regional Council**

Vision 2050

<https://www.psrc.org/planning-2050/vision-2050>

Regional Growth Centers Framework, March 18, 2022

<https://www.psrc.org/media/3038>

Centers Profile – Bremerton

<https://psrcwa.shinyapps.io/centers-monitoring/>

Administrative Procedures for Regional Centers

<https://www.psrc.org/sites/default/files/2022-03/centers-administration-procedures.pdf>

### **Washington State Ferries**

2040 Long Range Plan

<https://wsdot.wa.gov/sites/default/files/2021-10/WSF-LongRangePlan-2040Plan.pdf>

2023 Annual Ridership

<https://wsdot.wa.gov/sites/default/files/2024-01/WashingtonStateFerries-TrafficStatistics-2023Annual.pdf>



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DOWNTOWN BREMERTON  
*REGIONAL GROWTH SUBAREA PLAN*



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