

(DRAFT) AGENDA
Special Meeting – Bremerton Planning Commission
(Subject to PC approval)
July 17, 2023
5:30 P.M.
345 6th Street, Bremerton
First Floor Chambers

Zoom Meeting Option

<https://us02web.zoom.us/j/89651517986?pwd=b0dnVVhvSmd5KzFGL0ljS1NwVjJ3dz09>

Webinar ID: 896 5151 7986

Password: 948868

One tap mobile:

+1 253 215 8782 87980962793# *735937#
US (Tacoma)

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I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF THE AGENDA

IV. APPROVAL OF MINUTES: June 26, 2023 meeting

V. PUBLIC MEETING

A. Call to the Public: Public comments on any item not on tonight's agenda

B. Workshop:

1. Land Use Element of the City's Comprehensive Plan for the 2024 Update

VI. BUSINESS MEETING

A. Chair Report: Richard Tift

B. Director's Report: Andrea Spencer

C. Old Business:

D. New Business:

VII. ADJOURNMENT: The August 21, 2023 Planning Commission meeting is cancelled. The next regular meeting will be held September 25, 2023.

Planning Commission meeting packets are available on-line at
<http://www.BremertonWA.gov/AgendaCenter/Planning-Commission-4>

DRAFT

Subject July 17, 2023, Approval

CITY OF BREMERTON

PLANNING COMMISSION MINUTES OF SPECIAL MEETING June 26, 2023

CALL TO ORDER:

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

ROLL CALL

Commissioners Present

Vice Chair Rich
Commissioner Coviello
Commissioner Pedersen
Commissioner Wofford

Staff Present

Andrea Spencer, Director, Department of Community Development
Garrett Jackson, Planning Manager, Department of Community Development
Vicki Grover, Engineering Project Manager – Transportation, Public Works
Department
Christina Raine, Project Assistant, Department of Community Development

Commissioners Excused

Chair Tift
Commissioner Mosiman

Quorum Confirmed

CHAIR CALL FOR MODIFICATIONS TO AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

COMMISSIONER WOFFORD MOVED TO APPROVE THE PLANNING COMMISSION MEETING MINUTES OF MAY 15, 2023, AS PRESENTED. COMMISSIONER COVIELLO SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC MEETING

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

Vice Chair Rich invited comments from citizens.

Ms. Robolowski recommended the Commission consider many of the projects that were called out in 2007 in the Nonmotorized Plan and the 2016 Comprehensive Plan. She questioned why those major items haven't become projects. There are a lot of things that citizens already living in the City are looking for as opposed to the community that they hope moves to the City.

Vice Chair Rich closed the public portion of the meeting.

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

Mr. Jackson advised that the purpose of the workshop is for the Commission to consider public comments and provide staff with feedback on the revised Goals and Policies of the Transportation Element of the Comprehensive Plan. He announced that the May winners of the Bremerton tumblers were Doug Skrobut and Max Sinita

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

Mr. Jackson advised that an Environmental Impact Statement (EIS) scoping notice was sent out to the public via postcard, and about 75% of the respondents indicated that population and job growth should be located in existing centers and other existing high-density and commercial areas. He explained that the "centers" approach focuses development into concentrated areas to protect lower density areas from more intense development and to ensure strategic and efficient investments in infrastructure. It is also the preferred method of development by the City's regional planning partners at the KRCC and PSRC. He explained that focusing growth in centers has significant regional benefits, including supporting multi-modal transportation options, compact growth and housing choices near jobs, meeting climate goals, and providing access to opportunity. An important focal point for investment and development, centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service and employment, as well as to build on the community assets currently present within centers.

Mr. Jackson advised that, according to the U.S. Census Bureau's 2021 American Community Survey, 55% of the City's population commutes to work in single-occupancy vehicles, and 35% either walks, carpools or uses transit options. The average commute is about 26 minutes, while 11% of the City's population reports that they have to commute for 1 hour or more. Nearly 12% work outside of Kitsap County.

Mr. Jackson advised that the City has a number of partnerships in its transportation planning efforts:

- The **PSRC's Vision 2050** calls out that the City should have a "*sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the regional growth strategy and promotes vitality of the economy, environment and health.*" Vision 2050 calls out that 75% of the region's employment growth and 65% of the region's population growth should be focused within future high-capacity transit facility areas. Currently, there is a high-capacity line designated from Bremerton to Silverdale, and most of the growth and jobs should be located along that line. Vision 2050 also supports a transit system that has investments in zero-emission vehicles, low-carbon fuels, and other clean-energy options.
- The City also plans jointly with Klallam, Jefferson and Mason counties via the **Peninsula Regional Transportation Planning Organization (PRTPO)**. While funding mechanisms don't come from these partner counties, it is important to make sure that the transportation networks are fully coordinated.
- The **KRCC's Countywide Planning Policies (CPPs)** call for "*a transportation system that promotes human health and reduced greenhouse gas emissions by investing in high-occupancy vehicle lanes, public transit, van pool, car pool facilities, and electric and other low-emission vehicles, including bus, charging stations for all types of electric vehicles, bicycles, shared-mobility options, and partnerships with the private sector.*"
- The City plans with **Kitsap Transit**. Kitsap Transit's long-range plan is available on line and has a number of exciting options for the City that are planned in the future, including new local routes, frequency upgrades, new circulators, an express route from Bremerton to Tacoma, and high-capacity transit from Silverdale to Bremerton.
- **Washington State Ferries (WSF)** has a long-range planning document that was completed in 2019, which is also available online via a link in the Staff Report. Recently, they announced that they don't plan to establish full service in Bremerton until early 2024, and this has frustrated many residents. As part of the 2019 plan, bike ridership was

expected to increase on the Bremerton/Seattle route by 67%, and WSF had a plan to absorb that increased ridership by increasing the capacity of existing ships from about 1,500 to 1,800.

- The City's Transportation Element must also show conformance with **Washington State Department of Transportation (WSDOT)**. WSDOT published a state transportation plan in 2018, and the goals are for economic vitality, preservation, safety, mobility, stewardship and environmental health. The Washington State Transportation Plan indicates that transportation problems are also a housing issue. The transportation system is overly stressed due to a lack of housing in the communities where jobs are located.

Mr. Jackson explained that citizens can submit projects for inclusion on the list of potential Transportation Improvements. The City has received a number of transportation-related comments that are all available online at www.bremerton2044.com. The City's transportation professionals will be considering each of the comments as part of the update process. He advised there are documents available to inform the public on what development will be occurring in both the long-term and short-term:

- The **Capital Improvement Plan (CIP)** provides a 20-year look at projects that are being considered in the long-term and can be found in the appendices of the current Comprehensive Plan.
- The **Transportation Improvement Plan (TIP)** breaks the projects in the CIP into three tiers: Tier 1 identifies projects that are fully funded, Tier 2 projects that are partially funded, and Tier 3 projects that are not currently funded. Every year, the TIP is reviewed annually by the City Council to update which projects are funded, which projects have been accomplished and can be taken off of the list, etc. The City Council will be reviewing this year's TIP on June 28th.
- The **Nonmotorized Transportation Plan** provides an in-depth look at what pedestrian and bicycle improvements are being considered.
- A **2023 Construction Map** is also available for public information. It outlines the annual goals for the City, and other projects are also listed on the "Transportation Projects" page at www.bremertonwa.gov.

Mr. Jackson said there are a number of funding sources for transportation projects, including federal funding and grants from the PSRC, State Transportation Improvement Board and the Safe Routes to School Program. Recent improvements done via Safe Routes to School Program funding include added sidewalks near Crownhill, Kitsap Lake and View Ridge Elementaries. The City's Community Block Grant (CBG) Program has also provided sidewalk funding.

Mr. Jackson explained that once a project is added to the TIP and funding is identified, it moves forward to design and construction. The first step in design and construction is completing a project scope, as the list of CIP projects is intentionally vague to allow projects to be tweaked, expanded or contracted as needed. Once the project scope for important community projects has been defined and necessary right-of-way has been secured, the Public Works Department will seek input on design. The "Transportation Projects" page at www.bremertonwa.gov outlines the great amount of public outreach that is performed by the Public Works Department to solicit community feedback on what a transportation improvement project should look like. Once a project gets to the actual construction phase, the Public Works Department also works very hard to mitigate the impacts of construction when possible.

Mr. Jackson shared some of the exciting projects on the 2023 Construction List:

- **The Washington Avenue Roundabout.** In an effort to improve traffic flow, soon both sides of the Manette Bridge will feature roundabouts. The Washington Avenue roundabout will feature wide sidewalks, on-street bike lanes, and a rapid-flashing beacon to assist pedestrian crossings at the roundabout. The project will also include pedestrian improvements to Lower Washington Avenue, stormwater upgrades and water main improvements.
- **Street improvements on 11th Street.** These improvements will include new expanded sidewalks, pedestrian bulb-outs at crossing areas and improved lighting.
- **Wayfinding Signs.** Through a robust public process, the City commissioned a comprehensive wayfinding system to improve the City aesthetic and street navigation. The resulting signage will add vibrancy to City streets, while providing direction to notable destinations throughout the City. Phase 1 of implementation will start this year in the downtown, with future phases being implemented as funding is available.

Mr. Jackson pointed out that the Public Works Department is currently seeking public input on three projects:

- **Warren Avenue Bridge.** This project is still in the feasibility analysis phase. The proposal is to widen the existing bridge in order to provide Americans with Disabilities Act (ADA) accessible pedestrian and bicycle facilities. They are considering a number of expansion widths from 6 feet to 16 feet. Those who wish to comment can do so via the link provided in the Staff Report or by contacting Project Manager Shane Weber at the City of Bremerton.
- **View Ridge Elementary.** This project is currently under design. They are considering what the sidewalk width should be and whether it should be a multi-use path. In addition to comments regarding Phase 1, they are also looking for public feedback on future phases. Those who wish to comment can do so via the link provided in the Staff Report or by contacting Project Manager Nick Ataie at the City of Bremerton.
- **West Kitsap Way Planning Study.** The City is currently seeking participation for potential street improvements to Kitsap Way west of Highway 3. This effort began earlier in the year and is expected to extend envisioned pedestrian and bicycle improvements slated for the remainder of Kitsap Way east of the study area. There are three alternatives to choose from and citizens can comment via the link provided in the Staff Report or by participating in the online open house. Katie Ketterer is the project manager.

Mr. Jackson advised that, with this update, the Public Works Department has some exciting objectives in updating the Transportation Element and Active Transportation Plan:

- **Identify Infrastructure Needs.** City transportation professionals will consider where forecasted population and jobs will be located and propose infrastructure necessary to mitigate effects on the transportation system. Robust public outreach is planned to ensure that any proposed improvements meet the needs of today’s citizens.
- **Project Prioritization Framework.** Currently, the TIP and CIP are basic list that do not include a method for prioritization. With this update, the City will study potential ways to prioritize projects that are most needed by the community.
- **Summary Sheets for Projects.** The Public Works Department will be developing summary sheets for each project in the CIP to provide a description of what they are looking to accomplish.
- **Identify Potential Funding Sources.** As part of the Comprehensive Plan update, the Public Works Department is required to identify potential funding sources for the projects listed in the CIP and TIP.
- **Traffic Demand Model.** The Public Works Department will be looking to implement a Traffic Demand Model, which is software the City has had developed that will allow staff to determine what the impact to the City’s transportation system will be on a development-by-development basis. It is anticipated that electrification of the transportation system will also be factored into the model, and this will help identify optimal locations for charging stations, etc.
- **High-Capacity Transit.** Kitsap Transit has identified a HCT route from Downtown Bremerton to Silverdale, and the City will work closely with them to ensure HCT routes and stations are integrated into the overall multimodal plan.
- **Level of Service (LOS) Standards.** Currently, the City operates at a LOS of E, which means City streets operate at near-capacity with significant delay and low speeds. With this update, the Public Works Department will study whether a different LOS should be applied dependent on the street classification. In addition, whereas the City’s current LOS standards are based on vehicle trips, the Public Works Department will be considering LOS standards that reflect the City’s multimodal system of integrated vehicles, bicycles and pedestrians.
- **Active Transportation Plan.** The current Nonmotorized Plan is outdated and needs to be refreshed to reflect current conditions, study potential new projects, and include modern best practices. The plan’s name will be changed to “Active Transportation Plan.” The Public Works Department will be evaluating and updating the connectivity of existing and proposed systems for separate modes of travel.
- **Transportation Impact Fee.** Currently, the City of Bremerton is the only jurisdiction in Kitsap County that does not have a Transportation Impact Fee, which is a potential funding tool that could be utilized to improve the multimodal system. This would be a one-time fee paid by new development based on the number of vehicle trips the new use is expected to make. The intent is to ensure the fee is proportional to a use’s impact on the transportation system.

Mr. Jackson said the vision for the Transportation Element is that “*Bremerton strives to promote, manage and maintain a safe, efficient and integrated multimodal transportation system to support a healthy and vibrant community.*” There are currently five transportation goals, as well as implementing policies. He reviewed each of the goals and pointed out a few of the potential revisions:

- **Goal T.1** – *Promote and develop transportation systems that stimulate and support the movement of people and goods to ensure a prosperous economy.*
- **Goal T.2** – *Acknowledge the existing built environment and maintain, preserve and extend the life and utility of prior investments in transportation systems and services.*
- **Goal T.3** – *Provide for and improve the safety and security of transportation users and the transportation system.*
- **Goal T.4** – *Enhance Bremerton’s quality of life through transportation investments that promote energy conservation, health communities, aesthetics and protect the environment.*
- **Goal T.5** – *Continuously improve the quality, effectiveness, and efficiency of the transportation system.*
- **Policy TR1(A).** This policy would be updated to be consistent with PSRC requirements. *“To support and participate in cooperative regional transportation planning processes to ensure a multimodal transportation system that supports the Regional Growth Strategy and consistency and connectivity throughout the region.”*
- **Policy TR1(D).** This policy would be updated to reflect the City’s plan to evaluate alternative LOS standards as part of the Comprehensive Plan update. *“Evaluate and establish appropriate Level of Service (LOS) standards for all City streets.”*
- **Policy TR1(R).** This would be a new policy as recommended previously by the Commission and to support Vision 2050 and State EV regional coordination planning. *“Participate with the PSRC and other regional entities to understand and contribute to the implementation of regional plans for electric vehicle (EV) charging and accommodation of other alternative fuel sources. Support installation of electric vehicle (EV) charging stations on private and publicly-owned properties.”*
- **Policy TR5(K).** The current policy reads, *“Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs, enhance mobility and assist in achievement of the land use vision.”* Kitsap Transit has requested an additional bulleted item. *“Develop a parking ratio reduction policy for development around planned high-capacity transit corridors as identified in the Kitsap Transit Long-Range Transit Plan.”* This change would also be consistent with PSRC’s Vision 2050 requirements that says that development standards around high-capacity transit corridors should be flexible.

Mr. Jackson provided a brief synopsis of the public comments received to date:

- **Qwyn Schremser** voiced disappointment in the service provided by Washington State Ferries, which forced her to move.
- Another citizen commented about an inappropriate adult use located in the City and encouraged the City Council to prohibit those types of uses in the future.

Mr. Jackson reminded the Commission that the Department of Community Development staff has been out in the community at special events, spreading the word about the Comprehensive Plan update. Just this past month, staff has attended the Art Fair, Kitsap Transit Bus Rodeo, Juneteenth event, Make Music Day in Downtown, Farmers Market and Bridge Blast.

In conclusion, **Mr. Jackson** explained that this is an opportunity for the Commission to receive public comments regarding the Transportation Element and provide direction to staff for any desired modifications to the vision, goals and policies. He introduced Vicki Grover, Transportation Professional, who was also available for comments.

Vice Chair Rich invited public comments regarding the Transportation Element of the Comprehensive Plan.

Jim Cline, Vice President of the Charleston Business District Association, informed the Commission that the association has provided the City with a list of approximately 15 capital projects they are seeking to have completed in the Charleston area. He noted that five or six of the projects, while not currently funded, would fit quite nicely with TIP projects such as adding sidewalks to fill in the gaps, providing bulb-outs for pedestrian safety and improving transportation programs. The stakeholders in the Charleston area are working hard to make West Bremerton great looking, exciting, and a fun place to stop and shop, along with having the walkability that not all areas of Bremerton have. He encouraged the City to reach out to the business organizations in the various districts throughout the City. He said he and his association look forward to working with the City to find funding for projects. He specifically thanked Mr. Jackson for his efforts to attend community events and reach out to

the public for input. He has been an invaluable resource to the association so far. Lastly, **Mr. Cline** referred to the proposed budget and said it was a little surprising that the funded items have a flat rate going out six years. He suggested they reconsider this since the costs will likely go up every year. If there isn't an adjustment at some point, some of the projects may not end up being funded.

Director Spencer clarified that the workshop is primarily intended for educational purposes and to solicit feedback from the Commissioners and public regarding the goals and policies in the Transportation Element. The Comprehensive Plan update process is a very long one. The Transportation Plan must support the land-use decisions that are made in the Comprehensive Plan, and Ms. Grover and her team of consultants will be analyzing the land-use alternatives and the goals and policies in the Transportation Plan to identify what types of capital projects will be necessary. At this time, the Commission is not being asked to vote on the goals and policies that were outlined in the Staff Report. Instead, they will be providing very early feedback on the policies and expectations for the overall plan for the City. A lot of analysis will follow, including a lot of opportunity for the public to provide feedback on potential capital projects that will implement the land-use plan. This is the first chance to talk about the goals and policies to set up what we want the community to look like for the next 20 years.

There were no other public comments, and **Vice Chair Rich** closed the public portion of the business meeting and invited the Commissioners to comment.

Commissioner Coviello observed that, as the City grows, there will be more pressure on the local road network, sidewalks, etc. He knows the City Council has a goal to identify funding sources to deal with maintenance needs. He asked how maintenance of existing infrastructure is addressed in the goals and policies of the Comprehensive Plan. **Director Spencer** explained that funding from a Transportation Impact Fee could only be used for capital projects to address new growth and not for maintenance of existing infrastructure. **Mr. Jackson** added that it is part of the overall vision of the Transportation Element to manage and maintain a safe and efficient multimodal transportation system, and there are a number of goals and policies related to that in the Transportation Element. For example, Goal T2 calls for acknowledging the existing built environment and maintaining, preserving and extending the life and utility of prior investments in transportation systems and services. **Ms. Grover** said that taking care of the City's existing infrastructure is a high priority. She shared that the City has utilized funding from the Community Block Grant (CBG) Program, and the Transportation Improvement Board has provided significant funding for sidewalk projects. You can get a lot more sidewalk projects done using the City's maintenance crew than by using a contractor and paying prevailing wage. Money to resurface the roads typically comes from City funding.

Commissioner Pedersen asked if the City has ever considered adopting the Goal Zero idea where you look at corridors and identify the preventable pedestrian and bike injuries and deaths that have occurred. If preventable, the City should work to eliminate these accidents to zero. For example, the Wheaton Way Corridor Study identifies a number of places where accidents are predicted, and it would be great if the City could be more proactive. While solutions might be expensive, they should at least be considered. The goals and policies identify a number of items pertaining to pedestrian and bicycle safety, but it would be nice to elevate them to a higher level of importance. **Director Spencer** suggested that the work that is being done on the Active Transportation Analysis could involve a deep dive into those issues.

Commissioner Pedersen voiced support for a Traffic Impact Fee, which could be used to fund projects that are considered low-hanging fruit, especially if the City is the only jurisdiction in Kitsap County that isn't utilizing this funding source. Anything the City can do to provide additional funding for transportation projects would be great. He said he is in favor of the parking ratio reduction idea for development near transportation hubs. He recalled a specialist who spoke to the Commission a few months ago about the benefits of removing parking requirements for downtown properties.

Commissioner Pedersen referred to the regional trail planning effort that was started by Kitsap County 10 or more years ago. He noted that the Transportation Element includes a lot of great language that speaks to working with that, but more specific language would be helpful.

Commissioner Coviello commented that the goals and policies presented by staff really lay the ground work for the City to take steps to improve transportation systems. He thanked the staff, Commissioners and public for their input. **Vice Chair Rich** concurred and said she looks forward to all of the additional information and updates the Commission will receive in the coming months.

Vice Chair Rich thanked Director Spencer for her earlier clarification about the types of information that will be coming forward in the coming months and how the public will have many opportunities to participate in the process going forward.

BUSINESS MEETING

Chair Report

Vice Chair Rich did not have any items to report.

Director Report

Director Spencer thanked Vice Chair Rich for stepping up to chair the meeting upon a last-minute notice. She did a great job as facilitator. She announced that Commissioner Flemister has resigned from the Commission due to medical issues. She thanked her for her service and noted that Commissioner Flemister added a lot to the Commission’s conversation with her business perspective and will be missed.

Old Business

There was no old business.

New Business

There was no new business.

ADJOURNMENT

The meeting was adjourned at 6:26 p.m.

Respectively Submitted by:

Andrea L Spencer, AICP
Executive Secretary

Rick Tift, Chair
Planning Commission

**CITY OF BREMERTON, WASHINGTON
PLANNING COMMISSION AGENDA ITEM**

<p>AGENDA TITLE: Workshop for Comprehensive Plan Update: Land Use Element</p> <p>DEPARTMENT: Community Development</p> <p>PRESENTED BY: Garrett Jackson, Planning Manager; (360) 473.5289</p>
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MEETING PURPOSE

As part of the ongoing 2024 Comprehensive Plan Update, this workshop is intended to gather public input about the Land Use Element of the City's Comprehensive Plan. The third meeting in the Land Use series, this workshop will seek feedback from the Commission on revised Vision, Goals, and Policies and update the Commission on progress made related to the EIS process.

PROJECT OVERVIEW

“Bremerton2044” is the title of the City of Bremerton’s Comprehensive Plan Update, which focuses on evaluating which aspects of the plan are working and what needs to be adjusted. The update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the City will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton’s population was 43,505 with 44,083 jobs in 2020, this means the City is forecast to increase its population by over 46%, with a 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in Puget Sound Regional Council’s (PRSC) [Vision 2050](#) and County level planning efforts per the Kitsap Regional Coordinating Council (KRCC) [Countywide Planning Policies](#). The overarching principles and general concepts within the 2016 Comprehensive Plan continue to be applicable, however, some alterations are necessary to reflect changes in State and regional planning standards and to ensure that the document still represents the community.

ORDERS OF THE DAY

This workshop is primarily intended for educational purposes and as an opportunity for the Planning Commission to receive comments from the public regarding the Land Use Element of the City Comprehensive Plan and provide direction to staff for any desired modifications to the vision, goals and policies. The Planning Commission should review the existing Land Use Element chapter (Attachment A), draft revisions (Attachment B), Draft District Digest (Attachment C), and be prepared to offer comments to Staff on any areas of interest.

ATTACHMENTS:

- Attachment A:** Current Comprehensive Plan Land Use Element
- Attachment B:** Draft Revised Vision, Goals, and Policies
- Attachment C:** Draft City Council District Digest

BACKGROUND

At the [January 23, 2023 Planning Commission workshop](#), the Commission received comments on the pending Environmental Impact Statement (EIS) Scoping Notice, reviewed current land use designations, and directed Staff to provide suggestions on development standards inconsistencies noted between the Comprehensive Plan and Zoning Code. At the [February 27, 2023 Planning Commission workshop](#), Staff continued review of existing land use designations, provided the Planning Commission with an overall growth strategy to accommodate population forecasts adopted by the [Kitsap Regional Coordinating Council](#) (KRCC), and delivered recommendations on updated development standards for individual land use designations. Since that time, revised Vision, Goals, and Policies for the Land Use element have been drafted, market studies of the Downtown Regional Center (DRC) and Puget Sound Industrial Center (PSIC) have commenced, and Staff has begun to coordinate with the City Council on community outreach on the pending EIS alternatives through forthcoming the District Digests prepared for individual council districts. Each of these topics are discussed in this report, with further information provided at the workshop.

LAND USE ELEMENT: REVISED VISION, GOALS, AND POLICIES

Each element of the Comprehensive Plan is accompanied by a *Vision* statement, that is later further broken down into more specific goals. Last month, the Planning Commission considered the overarching *Vision* statement of the Transportation Element of the Comprehensive Plan. The Planning Commission has previously reviewed the Land Use Vision, Goals, and Policies at the January and February Planning Commission meetings, however, revised policies were not available at that time. The Land Use Element *Vision* reads:

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

The *Vision* statement for this element strives for a prosperous City where residents can *live, work, and play*.

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

LU2. Encourage economic development within the City.

LU3. Protect Bremerton's natural environment.

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

The Planning Commission should be prepared to direct Staff on any potential changes to the vision, goals, and policies of the current Comprehensive Plan Land Use Element. The Planning Commission should also note that initial revisions to the Vision, Goals, and Policies are provided in legislative mark-up as Attachment B; new language is underlined and language that has been removed appears with ~~strikethrough~~. Each revision is accompanied by a *Staff Note* indicating the reason for the proposed change.

MARKET STUDIES

The Department of Community Development is working with [Community Attributes Inc.](#) on market studies for the Downtown Regional Center and Puget Sound Industrial Center. These market studies will provide data needed to assess potential alterations to Subarea Plans associated with these geographies. At the workshop, Community Attributes will provide the Planning Commission with an update on the progress achieved thus far, as well as remaining steps and anticipated timeframe.

CITY COUNCIL DISTRICT DIGESTS

The Planning Commission is being provided with a model City Council District Digest. Based on feedback provided by the Planning Commission, Staff will replicate the format for the model digest and create digests for all other Council districts; please the model digest provided as Attachment C. Individual City Council District Digests are intended to provide Council members, and members of the public, with more fine grain examples of how potential EIS alternatives would be integrated into the smaller geographies Council Districts are comprised of. District Digests provide information on a variety of topics so that Council members, the public, and Staff can participate in an informed conversation based on a set of shared facts. Staff is seeking Planning Commission feedback to ensure that the Council and the public are receiving a document that meaningfully conveys proposed land use changes, and the reasoning for those changes. District Digest contain the following information:

- **Introduction:** Provides background on the Comprehensive Plan process, and introduces individual Councilmembers to the public.
- **Demographic & Permit Information:** Brief demographic information and permit information are provided here. Permit information is intended to display the amount of investment recently made within the district.
- **Current Code Information:** Each land use designation found within the district is described in this section. Proposed changes are discussed later in the each EIS alternative.
- **EIS Alternatives:** Explanations for each alternative are provided in this section. Maps for each alternative are also provided later in the Digest.
- **Housing Considerations:** There are a number of housing changes being proposed with the Comprehensive Plan update, this section is intended to provide the public with the reasoning behind those proposed alterations. State mandates, social equity concerns, climate change, and other factors have lead to the preliminary EIS alternatives being considered with the update process.
- **Mapping:** A number of maps are provided in the Digest so that the reader is provided an abundance of geographically specific information about their individual district.
 - **EIS Alternatives.** Each of the three potential EIS Alternatives has it's own map that contains callouts for any changes being considered for individual zones.
 - **Existing Housing Types.** Displays where single-family, duplex, and multifamily housing are located in the district. This can be a helpful tool in demonstrating that varied housing types already exist within the community, regardless of the zone they are located in.

- **Residential Assessed Value.** Provides a visual representation of property values determined by the Kitsap County Assessor's office. This data confirms the increased cost of local housing, and breaks values into different strata to determine where low/high housing costs are located.
- **Commercial Uses.** A snapshot of existing commercial uses available within each Council District. This map provides a better understanding of the economic output of individual districts.
- **Commercial Assessed Value.** Relays property values of individual commercial properties per the Kitsap County Assessor.
- **Year Constructed.** Illustrates where in each district older and newer structures are located. This can help in determining older structures potentially at risk of completing their useful lifecycle, and illustrate where investment has been made with new structures within the district.
- **Year Property Last Sold.** This map is meant to assist the reader in determining which district areas may have newer residents, as opposed to residents that have retained properties for longer periods of time.

ORDERS OF THE DAY

This workshop is primarily intended for educational purposes and as an opportunity for the Planning Commission to receive comments from the public regarding the Land Use Element of the City Comprehensive Plan and provide direction to staff for any desired modifications to the vision, goals and policies. The Planning Commission should review the existing Land Use Element chapter (Attachment A), draft revisions (Attachment B), Draft District Digest (Attachment C), and be prepared to offer comments to Staff on any areas of interest.



B

Element 2
LAND USE





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Land Use

Vision, Goals & Policies

Land Use Introduction

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

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

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

Concerns of a Wider Public: State and Regional Issues

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

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

Responding to the Technical Challenges

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

Discussion: User Guide

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



Land Use

Vision, Goals & Policies

Vision

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

Goals & Policies

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

Land Use Goals:

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

LU2. Encourage economic development within the City.

LU3. Protect Bremerton's natural environment.

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



Citywide Policies

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

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

Implementing Policies for Goal LU1:

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

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

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

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

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



Goal LU2. Encourage economic development within the City.

Implementing Policies for Goal LU2:

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

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

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

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

Land Use

Citywide Policies

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

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

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

Goal LU3. Protect Bremerton's natural environment.

Implementing Policies for Goal LU3:

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

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

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

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



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

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

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

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

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

LU3(K): Establish and encourage standards for implementing Low Impact Development (LID) Best Management Practices (BMPs) where appropriate.

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

Implementing Policies for Goal LU4:

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

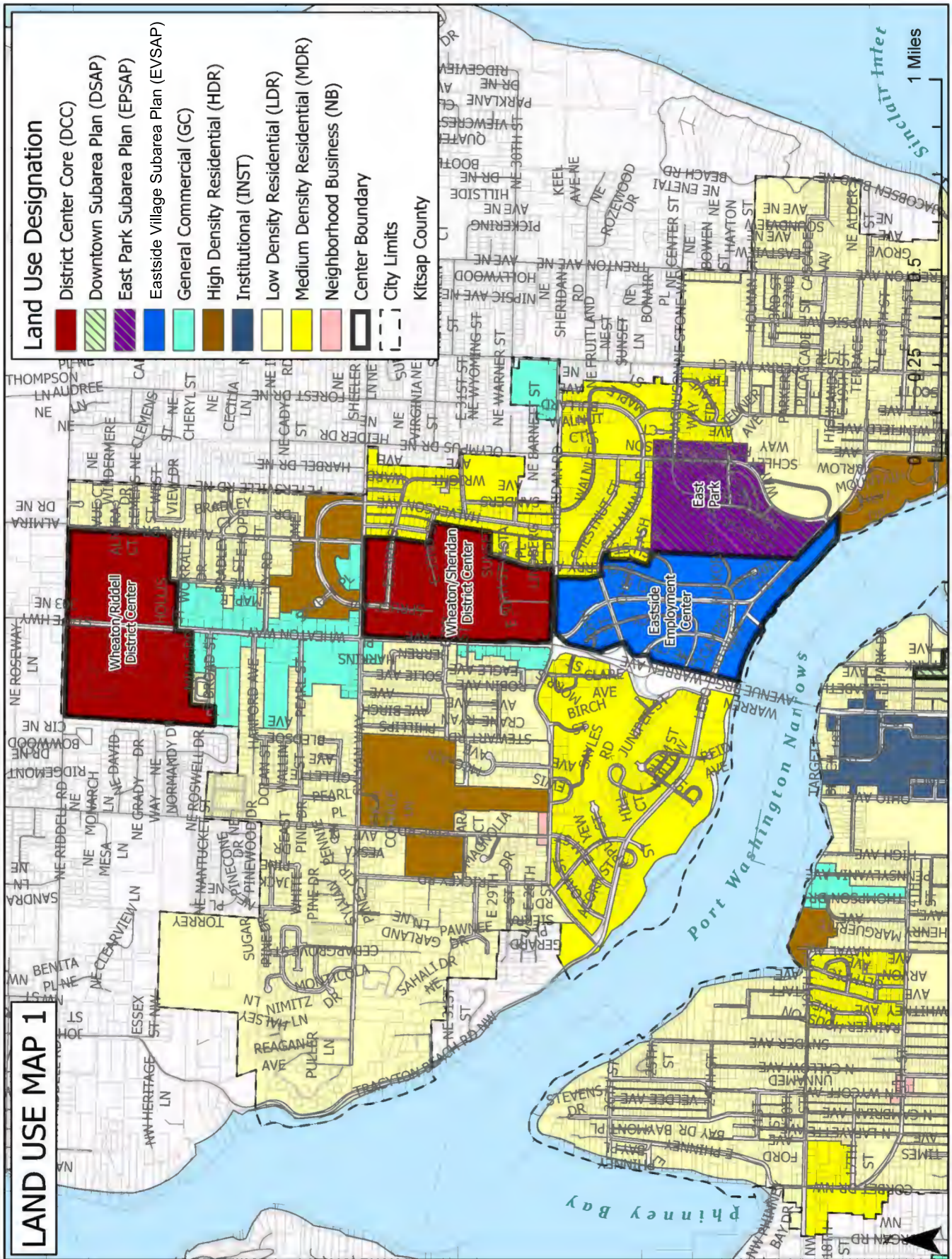
LU4(B): Provide multimodal options and standards that have connectivity throughout the City, especially linking centers and neighborhoods for all modes of transportation.

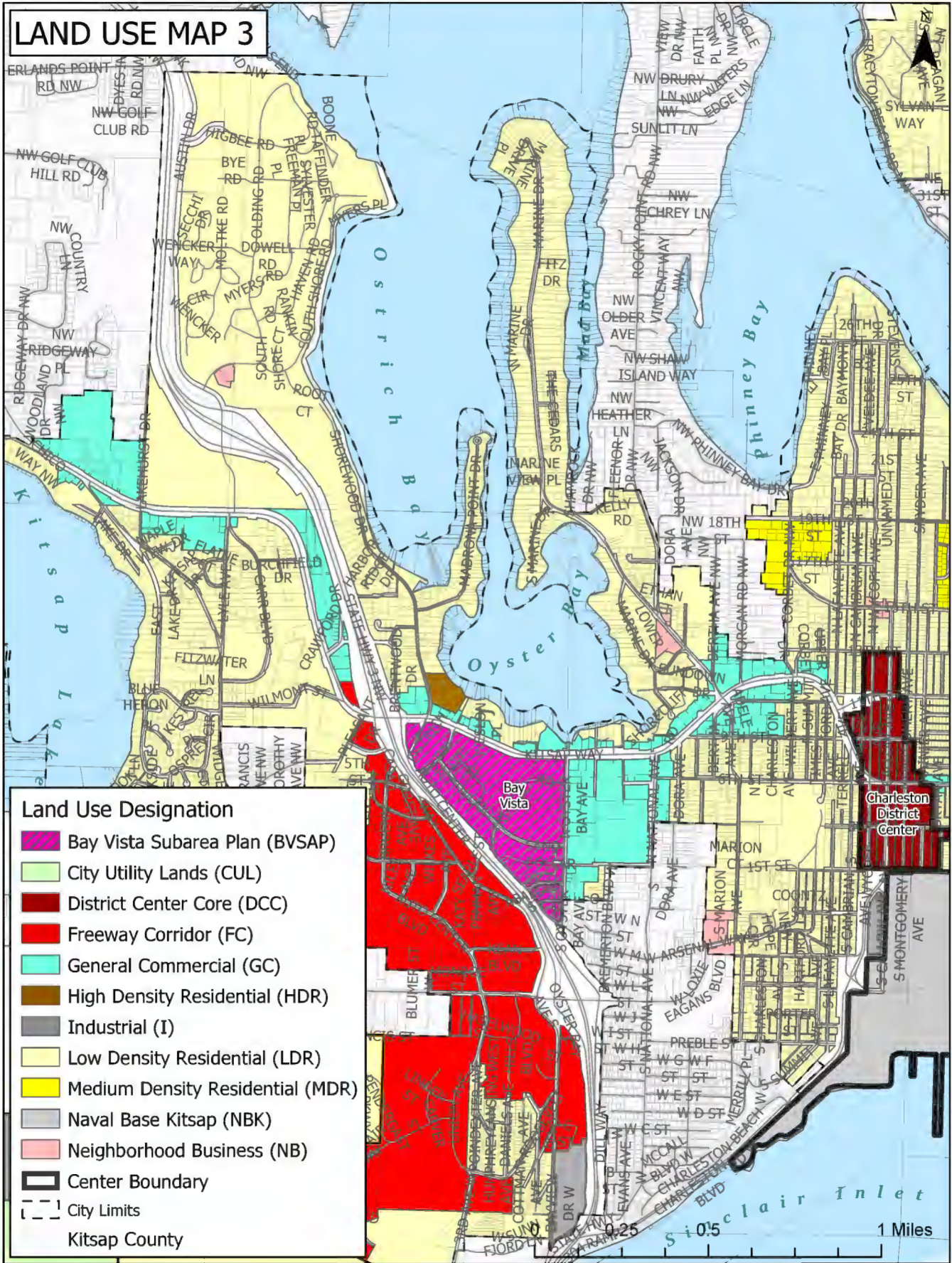
LU4(C): Provide land use regulations that give opportunities for the community to have fair access to livelihood, education, and resources.

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

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







LAND USE MAP 3

- Land Use Designation**
- Bay Vista Subarea Plan (BVSAP)
 - City Utility Lands (CUL)
 - District Center Core (DCC)
 - Freeway Corridor (FC)
 - General Commercial (GC)
 - High Density Residential (HDR)
 - Industrial (I)
 - Low Density Residential (LDR)
 - Medium Density Residential (MDR)
 - Naval Base Kitsap (NBK)
 - Neighborhood Business (NB)
 - Center Boundary
 - City Limits
 - Kitsap County

Charleston District Center

Bay Vista

Siouclair Inlet

1 Miles

Element 2

Land Use

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Centers General Description

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

This Plan employs five types of Centers:

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



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

Centers Policies

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

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

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

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

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

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

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

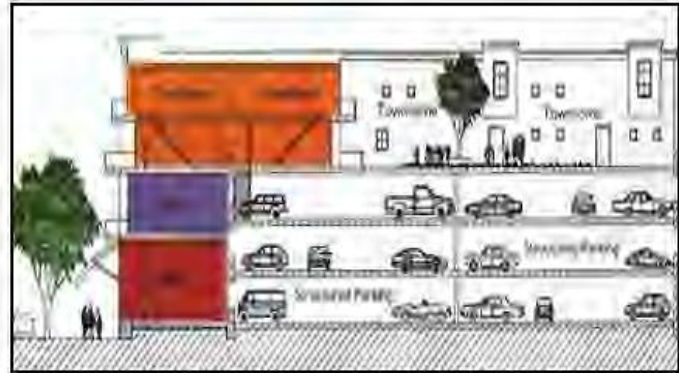


Figure LU-2 Parking Ratio

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

Goal LU2. Encourage economic development within the City.

LU2-Cen(A): Pre-qualify key areas and sites for environmental permitting through such tools as subarea plans and related programmatic Environmental Impact Statement's. Work toward enabling development in Centers to proceed as a Planned Action under the State Environmental Protection Act (SEPA) including coordination with the local tribal government for protection of treaty cultural and natural resources.

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

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

Goal LU3. Protect Bremerton's natural environment.

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

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

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

DRC (Downtown Regional Center)

Purpose/Intent

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

Location

West Bremerton in the Downtown area.

Land Uses

Residential, Commercial, and/or Mixed use structures.

Intensity/Density

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



Character

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

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

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

Land Use

Designation: Downtown Regional Center

LU1: Plan for Growth

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

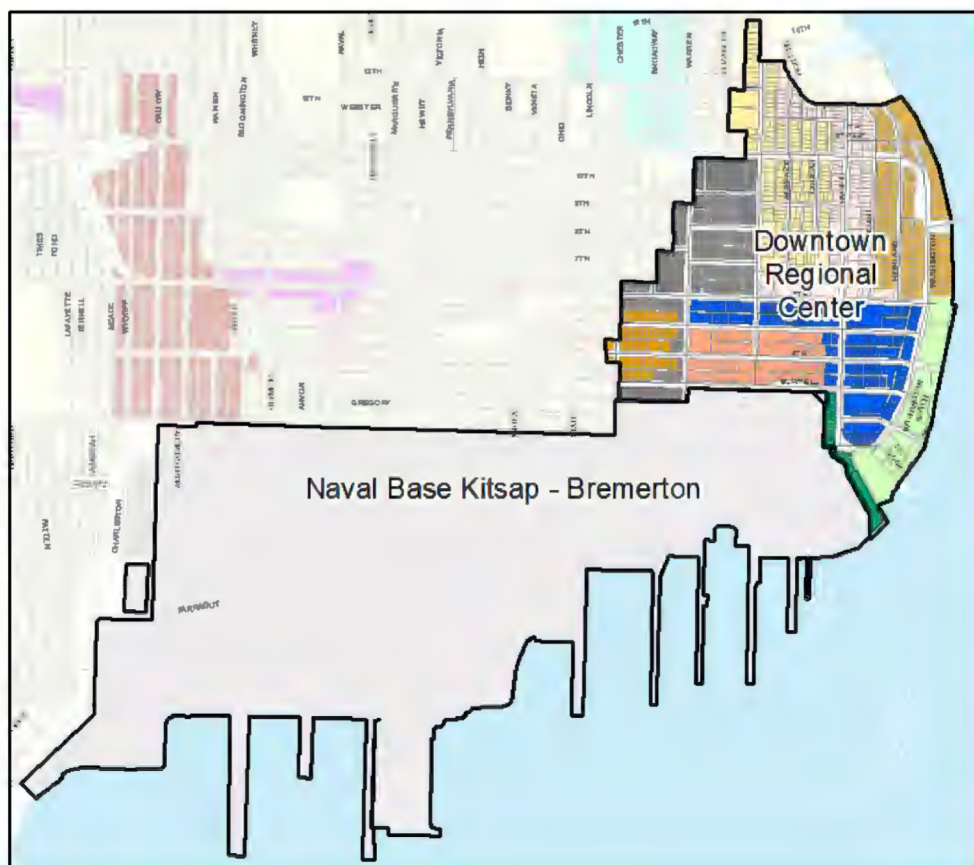
LU2: Encourage Economic Development

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

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

LU4: Promote Community Health

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



DC (District Center)

Intent

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

Character & Location

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

Land Uses

Mixed-use, Commercial and Residential

Intensity

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

District Center Specific Policies:

LU1: Plan for Growth

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

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

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

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

LU2: Encourage Economic Development

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

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

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

LU2-DC(D): In the Charleston District Center, provide additional flexibility for temporary uses, parking standards for infill projects, and allowed uses for light industrial and live/work occupancy types in select areas.

Land Use

Designation: District Center

LU2-DC(E): In the Charleston District Center, consider potential private and public investments in improved streetscapes, recreational opportunities, and open space as identified in the Charleston Area-wide Planning Study.

LU3: Protect the Natural Environment

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

District Center Character & Location

Charleston District Center Character:

Rediscover Charleston as a distinctly creative historic district that celebrates its eclectic, imaginative, and artisan character through capital investments, local traditions, diverse tenants, and quality housing.

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

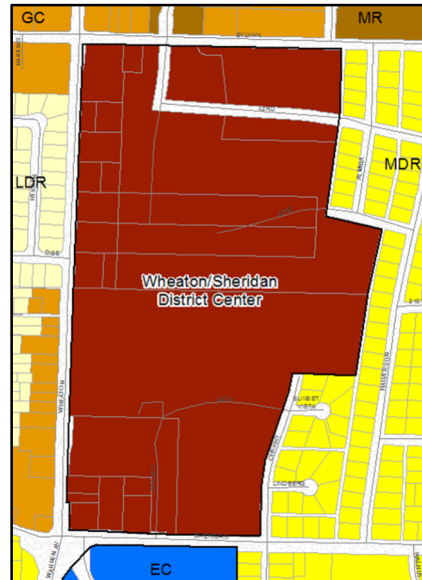


Land Use Designation: District Center

Wheaton/Sheridan District Center Character:

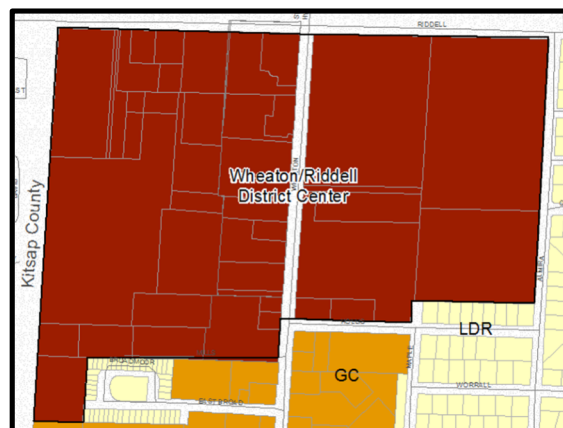
This center is anticipated to become an urban village will provide residential opportunities along a major transit route, close to downtown, and within easy pedestrian reach of a large variety of employment and shopping sites. Recognizing the surrounding neighborhood significance, existing commercial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

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



Wheaton/Riddell District Center Character:

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



Land Use

Designation: Eastside Village

EV (Eastside Village)

Intent

The Eastside Village is an essential residential and commercial center for which a Subarea Plan has been adopted in 2020. The Subarea Plan is a function plan that provides more detail on the vision, goals and policies for this center. With the largest employer of this area leaving for Silverdale, the hospital, the Subarea Plan has provided a new vision for this area as it transitions. The intent for the EV is for a vibrant and active Center of the City.

Location

East Bremerton, just west of the Warren Avenue Bridge.

Land Uses

Commercial, residential, and institutional uses, and development design and intensity that supports walkable streets.

Intensity

- 40 units per acre
- It ranges per the zoning district, but maximum height is Six to eight stories

Character

The EV encourages a wide range of commercial uses and diverse housing types within this Center. Flexible development regulations allow a complementary collection of uses to emerge. Within the 20-year vision, this center should have a newly improved multimodal SR 303 on the west, Wheaton Way and Lebo Boulevard are tree-lined streets with ample sidewalks and pedestrian friendly mixed-use street frontages and it is easy to walk and bike in the neighborhood and reach retail and services at mid-block crossings. Residents, visitors, and employees, find parks, plazas, and commercial nodes at the shoreline and hilltops.

By encouraging a mix of uses and high-quality, walkable development, the center has assured its long-term viability as a quality residential neighborhood with housing for all ages and incomes supported by commercial nodes and waterfront entertainment. Environmentally sensitive areas have been retained and enhanced and new development is located and constructed to ensure growth is balanced with environmental protection.

Eastside Village Specific Policy (for streamlining purposes, goals and policies currently addressed in the SHC Subarea Plan will not be repeated in this section but remain applicable)

LU1: Plan for Growth

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

Neighborhood Center

Intent

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

Character & Location

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

Land Uses

Mixed-use, commercial and residential.

Intensity/Density

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



Neighborhood Center Specific Policies:

LU1: Plan for Growth

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

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

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

LU2: Encourage Economic Development

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

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

LU4: Promote Community Health

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

Element 2

Land Use

Designation: Neighborhood Center

Neighborhood Center Character & Location

Manette Neighborhood Center Character:

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



NB (Neighborhood Business)

Purpose/Intent

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

Location

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

Land Uses

Commercial, and Mixed-Use Residential

Intensity/Density

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

Character

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

Neighborhood Business Specific Policies

LU1: Plan for Growth

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

LU4: Promote Community Health

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

Land Use

Designation: General Center

GC (General Commercial)

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

Location

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

Land Uses

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

Intensity/Density

- No residential density requirement
- Three to five stories

Character

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

General Commercial Specific Policy

LU1: Plan for Growth

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

FC (Freeway Corridor)

Purpose/Intent

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

Location

Adjacent to freeways.

Land Uses

Commercial, Light Industrial, and Offices

Intensity/Density

- No density
- No specific height

Character

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

Freeway Corridor Specific Policy

LU1: Plan for Growth

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

Land Use

Designation: Higher Education

HE (Higher Education)

Purpose/Intent

The Higher Education designation recognizes the Olympic College (OC) Campus and supporting uses. The designation provides for growth at the OC Campus, but promotes growth that is compatible with the surrounding neighborhoods and other nearby areas.

Location

In the vicinity of Olympic College, in West Bremerton near Warren Avenue Bridge

Land Uses

Educational Facilities, Residential (including dormitories), and Open Spaces (such as parks).

Intensity/Density

- 20 units per acre
- Four to six stories

Character

This designation recognizes public collegiate campuses and the uses that may need to be developed to support the campus.

Higher Education Specific Policies

LU1: Plan for Growth

LU1-HE(A): Provide for continued operation and facilitate managed growth of the existing major educational institutions within the City.

LU1-HE(B): Provide housing options for the students in the vicinity of the college.

LU4: Promote Community Health

LU4-HE(A): Ensure development is consistent with the surrounding residential neighborhood.

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



PSIC – B (Puget Sound Industrial Center – Bremerton)

Purpose/Intent

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

Location

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

Land Uses

Manufacturing and Industrial Activity and Supporting Commercial.

Intensity/Density

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

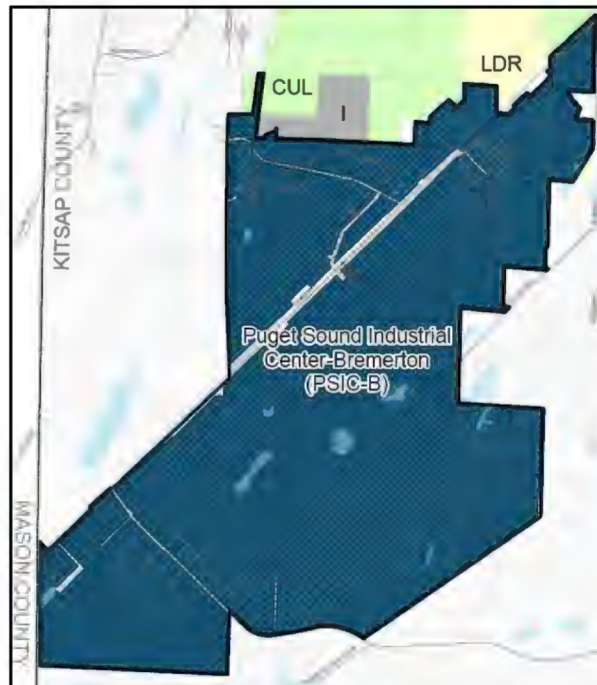
Character

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

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

LU1: Plan for Growth

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



Land Use

Designation: Industrial

I (Industrial)

Purpose/Intent

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

Location

Primarily in the southwestern region of Bremerton.

Land Uses

Industrial Uses.

Intensity/Density

- No density
- No specific height

Character

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

Industrial Specific Policies

LU1: Plan for Growth

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

LU2: Encourage Economic Development

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

LDR (Low Density Residential)

Purpose/Intent

To create new and support existing single family neighborhoods.

Location

Residential neighborhoods located throughout the city as mapped.

Land Uses

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

Intensity/Density

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

Character

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

Low Density Residential Specific Policies

LU1: Plan for Growth

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

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

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

LU1-LDR(D): Allow a variety of small residential development in the LDR as infill development including duplexes and townhouses provided the underlying density is met and design criteria within the Zoning Code is adopted to safeguard the character of the neighborhood.

LU2: Encourage Economic Development

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

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

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

Land Use

Designation: Low Density Residential

LU3: Protect Natural Environment

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

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

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

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

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

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

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

LU4: Promote Community Health

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

MDR (Medium Density Residential)

Purpose/Intent

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

Location

Neighborhoods that consist primarily of duplex type structures as mapped.

Land Uses

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

Intensity/Density

- 18 dwelling units per acre
- Three to four stories

Character

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

Medium Density Residential Specific Policies

LU1: Plan for Growth

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

LU2: Encourage Economic Development

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

LU3: Protect the Environment

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

LU4: Promote Community Health

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

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

Land Use

Designation: High Density Residential

HDR (High Density Residential)

Purpose/Intent

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

Location

Neighborhoods that consist primarily of multifamily type structures as mapped.

Land Uses

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

Intensity/Density

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

Character

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

High Density Residential Policies

LU1: Plan for Growth

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

LU2: Encourage Economic Development

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

LU3: Protect the Environment

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

LU4: Promote Community Health

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

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

BV (Bay Vista)

Purpose/Intent

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

Location

Located near Highway 3 and Kitsap Way.

Land Uses

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

Intensity/Density

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

Character

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



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

LU1: Plan for Growth

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



Land Use

Designation: East Park

EP (East Park)

Purpose/Intent

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

Location

Located in East Bremerton off of Lower Wheaton Way.

Land Uses

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

Intensity/Density

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

Character

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

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

LU1: Plan for Growth

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



CUL (City Utility Lands)

Purpose/Intent

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

Location

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

Land Uses

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

Intensity/Density

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

Character

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

City Utility Land Specific Policies

LU1: Plan for Growth

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

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

Land Use

Designation: Watershed Lands

WS (Watershed Lands)

Purpose/Intent

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

Location

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

Land Uses

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

Intensity/Density:

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

Character

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

Watershed Lands Policies

LU1: Plan for Growth

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

LU3: Protect the Natural Environment

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

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

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

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



Specific Area Plans

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

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

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

*These subarea plans have been adopted

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

Land Use

Designation: Urban Growth Areas

Urban Growth Areas

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

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

Policies:

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

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

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

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

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

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

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

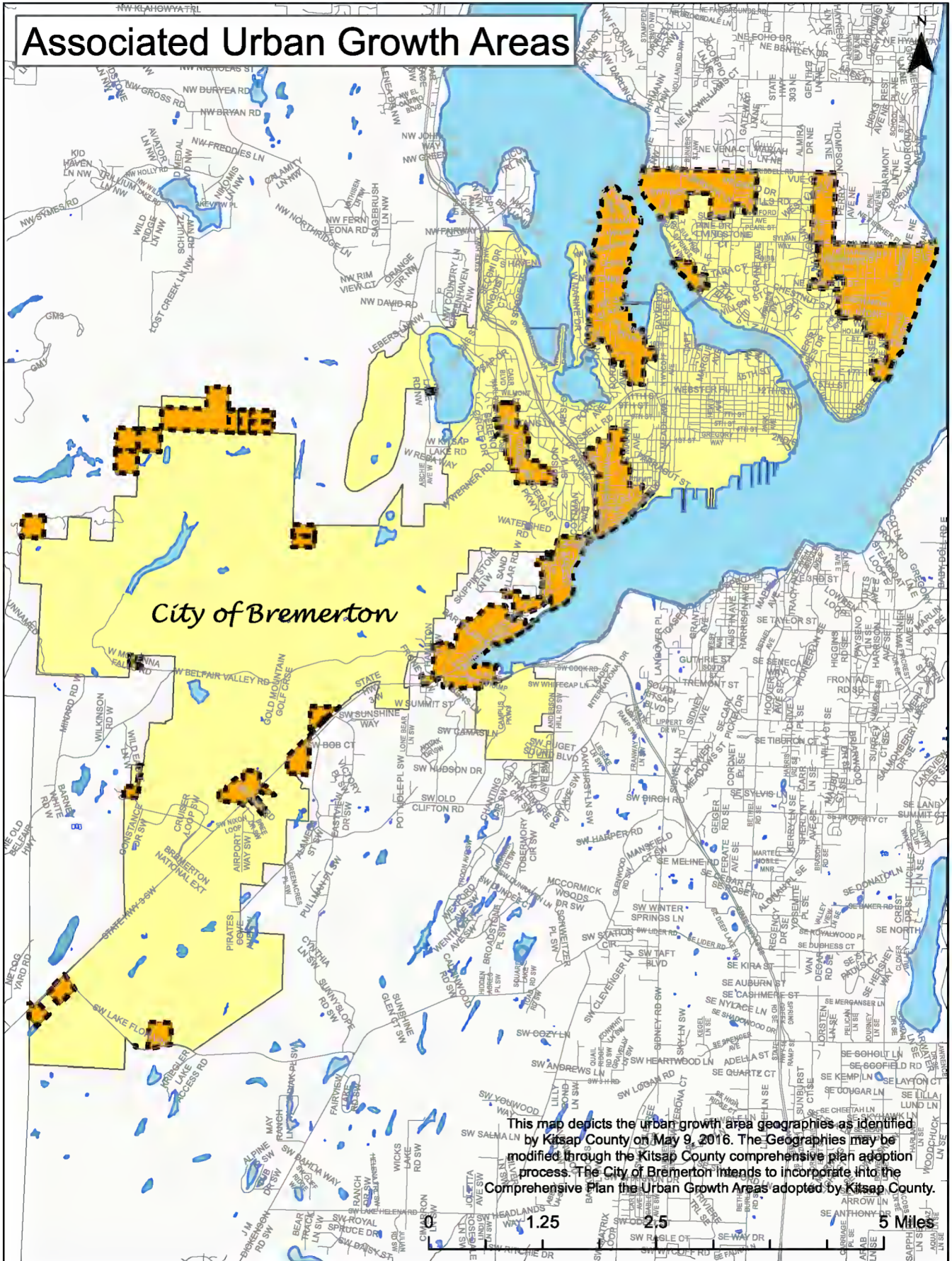
LU1-UGA(H): Support annexations that create logical boundaries and reasonable service areas within the City's urban growth areas, where the City has the fiscal capacity to provide services, while requiring property owners within an annexing area to assume a share of the city's bonded indebtedness.

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

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

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

Associated Urban Growth Areas



This map depicts the urban growth area geographies as identified by Kitsap County on May 9, 2016. The Geographies may be modified through the Kitsap County comprehensive plan adoption process. The City of Bremerton intends to incorporate into the Comprehensive Plan the Urban Growth Areas adopted by Kitsap County.

Land Use

Designation: Eventual Growth Intent

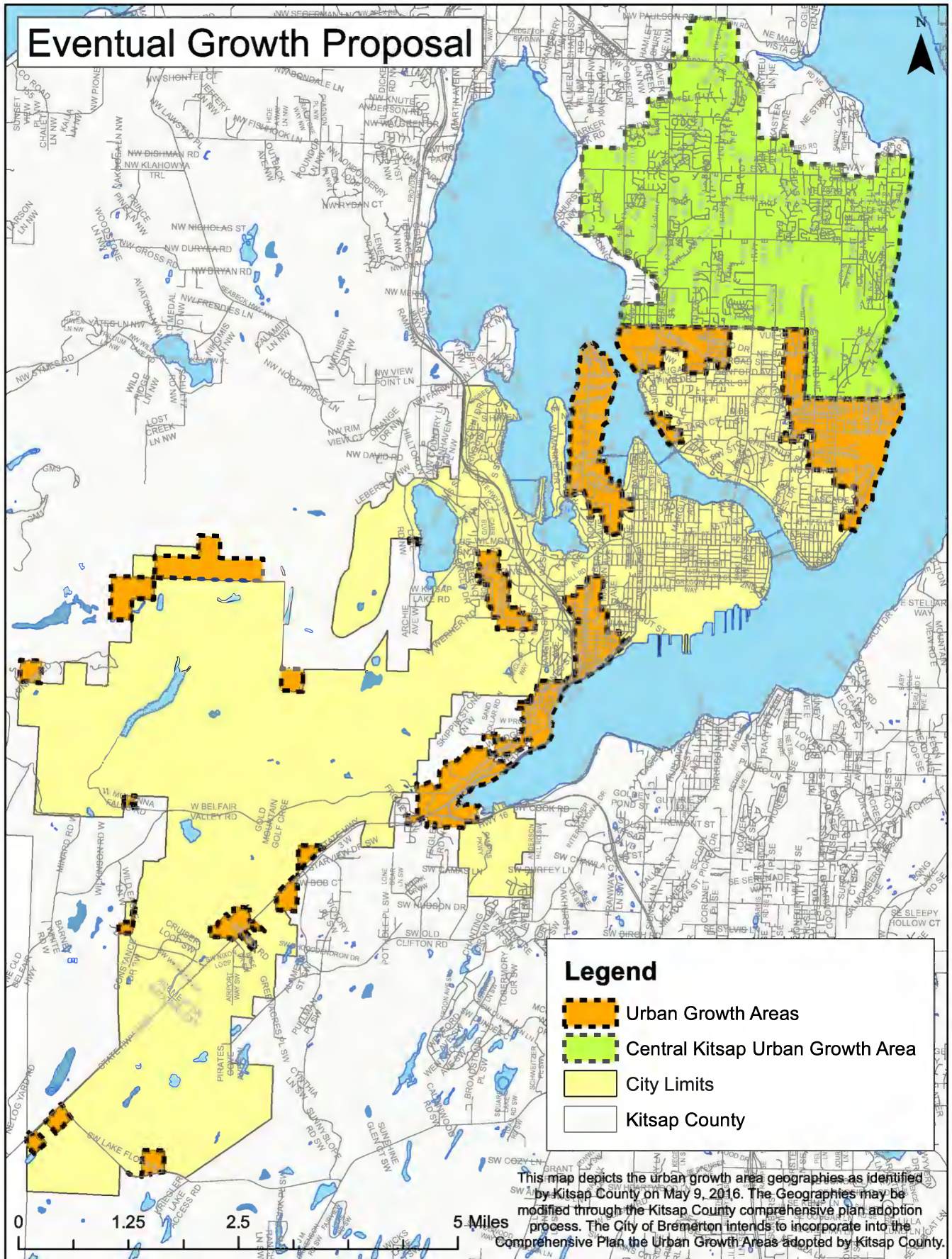
Eventual Growth Intent

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

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

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

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



Land Use

Designation: Equivalence Table

Equivalence Table

As discussed in the previous section of this chapter, the Urban Growth Areas (UGAs) are areas within the County that the City will be expanding into as the city grows. To assist with that transition of annexation, the following chart illustrates equivalent Kitsap County Land Use designations to corresponding City designation for all the City’s UGAs. For some of the City’s UGAs, we have lead subarea planning efforts, such as Gorst and Puget Sound Industrial Center – Bremerton (formerly the South Kitsap Industrial Center). For those areas, their adopted Subarea Plan’s designation would become enacted at the point of annexation.

Kitsap County Land Use District	Kitsap County Zoning	Allowed Uses	City of Bremerton (COB) Land Use Equivalent	COB Land Consistent Zoning
Urban and Rural Industrial	Business Center	Intended to provide for integrated grouping of medium to large size businesses within an attractive park-like setting. The Zone allows business dedicated to office use, warehousing, and/or light manufacturing operations. Permitted businesses are intended to support the creation, development and retention of primary wage employment in the professional and technical fields.	General Commercial	General Commercial
	Business Park	Provides for integrated grouping of small to medium size businesses within an attractive park-like setting. The zone allows flexibility in the amount of space within each business dedicated to office use, warehousing, and/or light manufacturing operations. Permitted businesses are intended to support the creation, development and retention of primary wage employment in the professional and technical fields, and not intended for the general retail commercial needs of the area.	General Commercial	General Commercial
	Industrial	Allows a wide range of industrial activities including heavy industry such as fabrication, warehousing, processing of raw materials, bulk handling and storage, construction, and heavy transportation. This zone is intended to provide sites for activities which require processing, fabrication, storage, and wholesale trade.	Industrial	Industrial

ATTACHMENT A

Element 2

Land Use Equivalence Table

Kitsap County Land Use District	Kitsap County Zoning	Allowed Uses	City of Bremerton (COB) Land Use Equivalent	COB Land Consistent Zoning
Urban Low Intensity Commercial	Neighborhood Commercial	Provide for the quick stop shopping needs of the immediate neighborhood in which they are located. These centers should be based upon demonstrated need and shall be sized in a manner compatible with a residential setting.	Neighborhood Business	Neighborhood Business
Urban Low-Density Residential	Urban Restricted	Applied to areas within urban growth areas that have been identified with a significant concentration of critical areas regulated, or are planned as greenbelts, and are therefore appropriate for lower-density development.	Low Density Residential	Low Density Residential
	Greenbelt	Applied to those areas which have identified parcels constrained by critical areas of fifty percent or greater and are within certified wildlife corridors.	Low Density Residential	Low Density Residential
	Urban Low Residential	Recognize, maintain, and encourage urban low density residential areas by including a full range of urban services and facilities that are adequate at the time of development.	Low Density Residential	Low Density Residential
Urban Medium-Density Residential	Urban Medium Residential	Intended to provide for higher densities where a full range of community services and facilities are present or will be present at the time of development.	Medium Density Residential	Medium Density Residential
Urban High-Density Residential	Urban High Residential	Provide for multiple-family residential and professional office development based upon compatibility with surrounding land uses. The primary use of this zone is intended to be high density residential. Professional office use is intended to compliment and support the residential use within the zone.	High Density Residential	High Density Residential
Public Facilities	Parks	Parks and County facilities are located within this zone. The City does not have a Parks specific zone and delineates these areas to low density residential.	Low Density Residential	Low Density Residential

Land Use

Designation: Equivalence Table

Open Space

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

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

Policies

LU1: Plan for Growth

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

LU3: Natural Environment

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

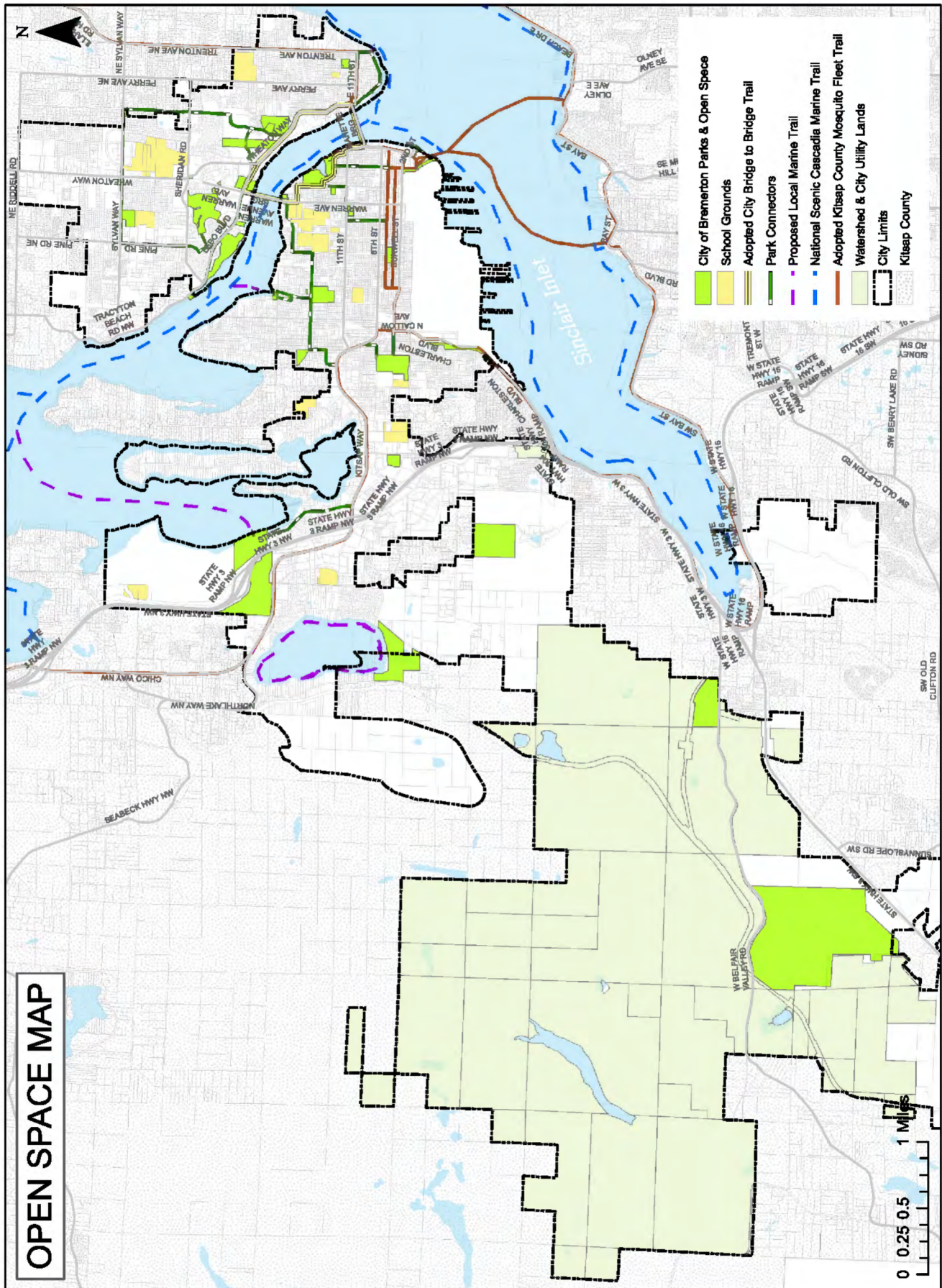
LU3-OP(B): Encourage open space along water ways to ensure public access both visually and physically.

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

LU4: Community Health

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





ATTACHMENT B

City of Bremerton 2024 Comprehensive Plan Update

Draft Land Use Goals and Policies | August 2023

~~Strikeout~~ and Underline = Staff Recommended Amendments

Vision

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

Goals & Policies

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

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

LU2. Encourage economic development within the City.

LU3. Protect Bremerton's natural environment.

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

Land Use Policies

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

Implementing Policies for Goal LU1:

LU1(A): Designate neighborhoods, communities, and centers throughout the City and encourage the implementation of design guidelines for new development and redevelopment that complement the designated purpose and scale. Compact, mixed-use development should be focused within the City's designated centers, through increased density that provides additional housing capacity.

Staff Comment: PSRC Vision 2050 consistency checklist.

LU1(B): Support coordinated planning efforts among jurisdictions, agencies, tribes, ports and Kitsap County. Coordinate Bremerton's growth consistent with the Kitsap Countywide Planning Policies and the Puget Sound Regional Council's Vision ~~2050~~ 2040, and state requirements.

Staff Comment: PSRC Vision 2050 consistency checklist.

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

Staff Comment: PSRC Vision 2050 consistency checklist.

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

ATTACHMENT B

City of Bremerton 2024 Comprehensive Plan Update

Draft Land Use Goals and Policies | August 2023

~~Strikeout~~ and Underline = Staff Recommended Amendments

LU1(E): Develop as a high-quality, compact City that imparts a sense of place, provides for mixed uses and choices in housing types, and encourages walking, bicycling, and transit use.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

~~*Preserve regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation.*~~

Staff Comment: Delete as redundant with Policy LU4(A).

LU1(F): Where appropriate, support the transformation of underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher- density, mixed-use areas when complementary to the development of City centers and/or the enhancement of existing neighborhoods.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

Goal LU2. Encourage economic development within the City.

Implementing Policies for Goal LU2:

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

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

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

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

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

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

- *Public facilities should showcase community design interests, guidelines, or standards, especially in their design and building processes.*

- *Encourage flexibility of use and maximum efficiency so that facilities and services will be harmonious with neighborhood needs, adjacent uses, and the environment.*
- *Develop citing criteria and processes to assure timely and consistent locating of essential public facilities.*

LU2(G): Promote economic activity and employment growth that reduces disparities and shares opportunities, prosperity and sustains a diversity of living wage jobs for the City's residents.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

Goal LU3. Protect Bremerton's natural environment.

LU3(A): Review and update as necessary Bremerton's regulations that protect critical areas, including anadromous fisheries, using the best available science as defined by and required in the Growth Management Act (per RCW 36.10A.172 (1)).

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

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

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

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

LU3(F): Protect Natural Resource Lands as defined and required under the Growth Management Act by discouraging incompatible uses in or near Natural Resource Lands and develop criteria for designation of Natural Resource Lands consistent with RCW 36.10A.050 and 365-190 WAC.

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

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

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

ATTACHMENT B

City of Bremerton 2024 Comprehensive Plan Update

Draft Land Use Goals and Policies | August 2023

~~Strikeout~~ and Underline = Staff Recommended Amendments

LU3(J ~~K~~): Establish and encourage standards for implementing Low Impact Development (LID) Best Management Practices (BMPs) where appropriate.

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

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

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

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

LU4(C): Provide land use regulations that give opportunities for the community to have fair access to livelihood, education, and resources. Conduct community planning that includes and considers the City's diversity and different needs and does not negatively impact historically marginalized populations.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

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

LU4(E): Promote healthy communities design that make it easier for people to live healthy lives through coordination with community groups, agencies, and businesses. Promote the reduction of health disparities and strive to improve health outcomes citywide.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

LU4(F): Support the design of transportation and infrastructure projects that promote and improve the community's physical, mental, and social health.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

LU4(G): Support prioritized services and access to opportunity for people of color, people with low incomes, and/or historically underserved communities to ensure all people can attain resources and opportunities to improve their quality of life and address past inequities.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

Centers Policies

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

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

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

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

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

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

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

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

LU1-Cen(G): Plan for densities and prioritize investments that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

LU1-Cen(H): Evaluate planning within the City's regional growth center Downtown Subarea Plan and any identified high-capacity transit station areas for their potential displacement of marginalized residents and businesses. Promote a range of strategies to address any identified or potential displacement impacts.

Staff Comment: Addresses PSRC Vision 2050 consistency checklist.

Goal LU2. Encourage economic development within the City.

LU2-Cen(A): Pre-qualify key areas and sites for environmental permitting through such tools as subarea plans and related programmatic Environmental Impact Statements. Work toward enabling development in Centers to proceed as a Planned Action under the State Environmental Protection Act (SEPA) including coordination with the local tribal government for protection of treaty cultural and natural resources.

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

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

Goal LU3. Protect Bremerton's natural environment.

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

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

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

DRC (Downtown Regional Center)

Goal LU1: Plan for Growth

LU1-DRC(A): Implement the plan for population and employment growth as detailed in the Downtown Subarea Plan to ensure that the center meets the growth expectations outlined in Puget Sound Regional Coordinating Council's Vision 2050. ~~2040~~.

Goal LU2: Encourage Economic Development

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

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

Goal LU4: Promote Community Health

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

DC (District Center)

Goal LU1: Plan for Growth

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

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

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

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

Goal LU2: Encourage Economic Development

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

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

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

LU2-DC(D): In the Charleston District Center, provide additional flexibility for temporary uses, parking standards for infill projects, and allowed uses for light industrial and live/work occupancy types in select areas.

LU2-DC(E): In the Charleston District Center, consider potential private and public investments in improved streetscapes, recreational opportunities, and open space as identified in the Charleston Area- wide Planning Study.

Goal LU3. Protect the Natural Environment

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

EV (Eastside Village)

Goal LU1: Plan for Growth

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

Neighborhood Center

Goal LU1: Plan for Growth

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

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

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

Goal LU2: Encourage Economic Development

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

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

Goal LU4: Promote Community Health

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

NB (Neighborhood Business)

Goal LU1: Plan for Growth

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

Goal LU4: Promote Community Health

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

GC (General Commercial)

Goal LU1: Plan for Growth

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

FC (Freeway Commercial)

Goal LU1: Plan for Growth

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

HE (Higher Education)

Goal LU1: Plan for Growth

LU1-HE(A): Provide for continued operation and facilitate managed growth of the existing major educational institutions within the City.

LU1-HE(B): Provide housing options for the students in the vicinity of the college.

Goal LU4: Promote Community Health

LU4-HE(A): Ensure development is consistent with the surrounding residential neighborhood.

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

PSIC-B (Puget Sound Industrial Center - Bremerton)

Goal LU1: Plan for Growth

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

I (Industrial)

Goal LU1: Plan for Growth

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

Goal LU2: Encourage Economic Development

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

LDR (Low Density Residential)

Goal LU1: Plan for Growth

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

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

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

LU1-LDR(D): Allow a variety of small residential development in the LDR as infill development including duplexes and townhouses provided the underlying density is met and design criteria within the Zoning Code is adopted to safeguard the character of the neighborhood.

Goal LU2: Encourage Economic Development

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

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

Goal LU3. Protect the Natural Environment

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

ATTACHMENT B

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Draft Land Use Goals and Policies | August 2023

~~Strikeout~~ and Underline = Staff Recommended Amendments

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

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

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

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

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

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

Goal LU4: Promote Community Health

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

MDR (Medium Density Residential)

Goal LU1: Plan for Growth

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

Goal LU2: Encourage Economic Development

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

Goal LU3. Protect the Natural Environment

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

Goal LU4: Promote Community Health

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

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

HDR (High Density Residential)

Goal LU1: Plan for Growth

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

Goal LU2: Encourage Economic Development

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

Goal LU3. Protect the Natural Environment

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

Goal LU4: Promote Community Health

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

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Draft Land Use Goals and Policies | August 2023

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

BV (Bay Vista)

Goal LU1: Plan for Growth

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

EP (East Park)

Goal LU1: Plan for Growth

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

CUL (City Utility Lands)

Goal LU1: Plan for Growth

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

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

WS (Watershed Lands)

Goal LU1: Plan for Growth

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

Goal LU3: Protect the Natural Environment

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

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

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

ATTACHMENT B

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

Urban Growth Areas

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

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

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

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

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

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

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

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

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

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

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

Open Space

Goal LU1: Plan for Growth

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

Goal LU3: Protect the Natural Environment

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

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

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

Goal LU4: Promote Community Health

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

City of Bremerton

Planning Commission **DRAFT**



DISTRICT 1 DIGEST

For the 2024 Comprehensive Plan Update

DRAFT



Prepared By Department of Community and
Recommended by the Planning Commission with Public Input

July 2023



2016 City of Bremerton Comprehensive Plan States:

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



Jennifer Chamberlin
District #1 Representative

Have comments, suggestions, want to stay informed? Please participate at: www.Bremerton2044.com



Comprehensive Plan Update 2024 – Work Program Comprehensive Plan Update

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PRSC) [Vision 2050](#) and [Kitsap County's Countywide Planning Policies](#).

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by December 31, 2024 to comply with State GMA (RCW 36.70A.130(5)).

Now We Know Why, What's Next?

As the City embarks in the update for the Comprehensive Plan, we are encouraging everyone to consider what the current Comprehensive Plan goals and policies say and where do you see Bremerton in 20 years (do the policies and your vision match?). The following pages are a summarization of the current plan and current trends. When you are considering the following information, keep the following questions in mind:

1. **What makes Bremerton a Special Place?**
2. **What makes people want to become part of this community?**
3. **What attracts new vigor and activity to this community?**
4. **What are the qualities that make Bremerton unique in the world and special to its citizens – both old and new?**
5. **What changes would you make to the Plan to make it match with your response to the last four questions?**

The Plan can be seen in its entirety at

[Bremerton Comprehensive Plan](#)

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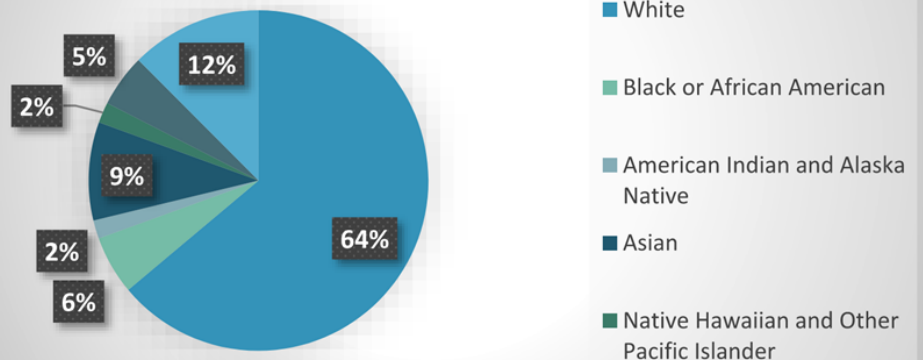
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Demographics

General population and demographic information for District 1 are provided in the adjacent graph. District 1 contains a more diverse population than that of Washington State, where nearly 77% of the population is white.

District 1 Population - 6325 persons



Recreation

District 1 contains a plethora of outstanding City parks. Residents in this district have ample access to the shoreline, hiking, participation in community gardens, in addition to taking in performances at the Bremerton Community Theater. New sidewalks give this residential area excellent walkability from the northernmost point of Lebo Boulevard to Downtown.

District Parks

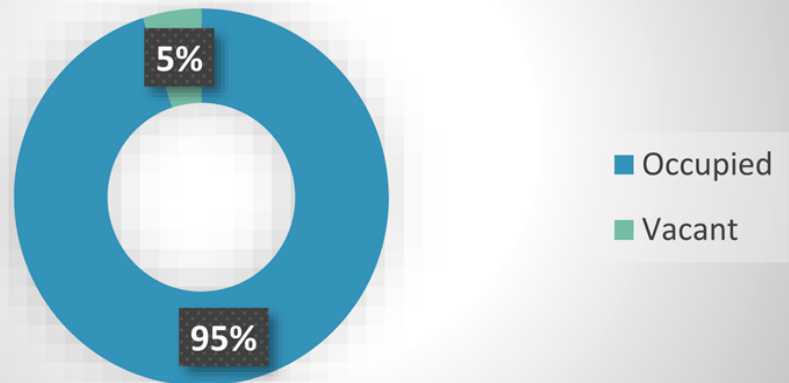
Blueberry Park
Lent Landing Park
Lions Park
Pat Carey Vista
Stephenson Canyon



Housing

Mirroring macro housing trends, the vacancy rate within District 1 remains very tight, within only 5% of dwellings being unoccupied.

District 1 Occupancy Status



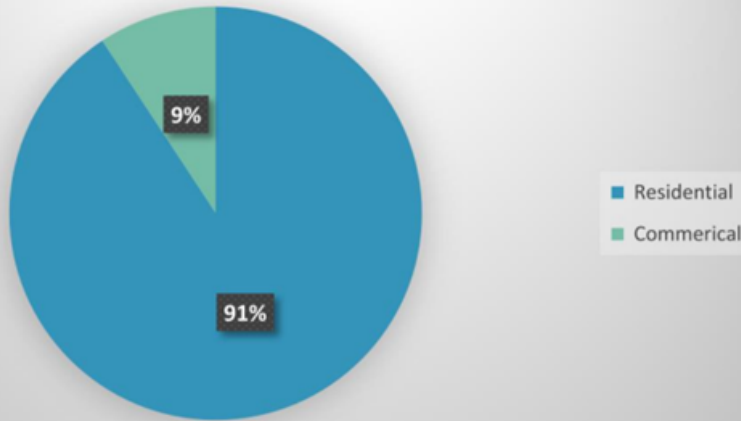
Permit Statistics

2022 DISTRICT 1 PERMITS
 52 permits issued – Value \$2,011,081

Permitting Summary:

Nearly all (91%) of permits issued within District 1 in 2022 were for residential structures. District 1 had the fewest permits issued of the seven districts, and saw the second smallest permit valuation invested.

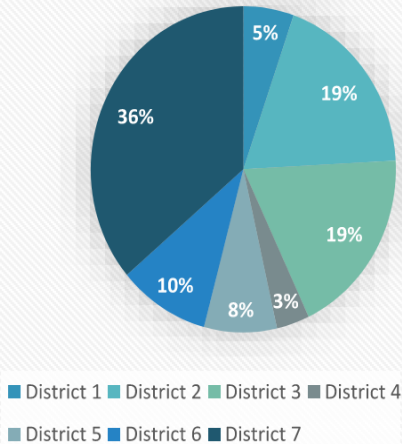
Permits Issued FY 2022 DISTRICT 1



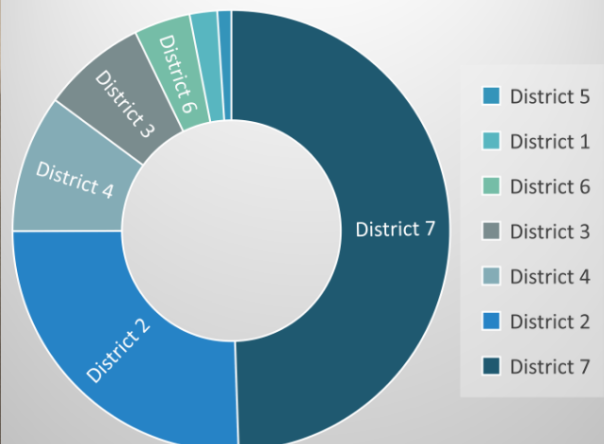
Permit Submittals

Graph to the left shows where money is being spent on improvements (by permit value) within this district between January – December 2022.

Issued Permits by District - 2022



VALUATION OF PERMITS



2016 Comprehensive Plan – Current Code

Within District 1 four designations have been identified within the 2016 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised.

Low Density Residential (LDR)

Purpose/Intent: To create new and support existing single family neighborhoods.

Location: Residential neighborhoods located throughout the city as mapped.

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

Intensity/Density:

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

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



Medium Density Residential (MDR)

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

Location: Neighborhoods that consist primarily of duplex type structures as mapped.

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

Intensity/Density:

- 18 dwelling units per acre
- Three to four stories

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

High Density Residential (HDR)

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

Location: Neighborhoods that consist primarily of multifamily type structures as mapped.

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

Intensity/Density:

- 40 units per acre
- Three stories and supporting residential up to five stories

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

General Commercial (GC)

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

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

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

Intensity/Density:

- No residential density requirement
- Three to five stories

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

Neighborhood Business (NB)

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

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

Land Uses: Commercial, and Mixed-Use Residential

Intensity/Density:

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

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

ENVIRONMENTAL IMPACT STATEMENT (EIS)

PRELIMINARY ALTERNATIVES

The 2024 Comprehensive Plan update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the City will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton's population was 43,505 with 44,083 jobs in 2020, this means the City is forecast to increase its population by over 46%, with a 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in the *Puget Sound Regional Council's (PRSC) Vision 2050* and County level planning efforts per the *Kitsap Regional Coordinating Council (KRCC) Countywide Planning Policies*. The City initiated the Comprehensive Plan update process in the fall of 2022. At that time a postcard was mailed to every property owner and resident in the City, requesting feedback on where forecasted population and employment increases should be absorbed in the City. Approximately 75% of all respondents indicated that population and employment increases should be located in existing Centers and commercial areas, while 25% responded that increases should be citywide, no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found below, followed by illustrative maps for each alternative later in the document.

ALTERNATIVE #1 (No Change)

In the EIS process, a baseline of existing conditions is always established in order to gauge impacts proposed changes might make to the current system. Alternative #1 represents existing conditions with no proposed changes. As current zoning cannot accommodate forecasted population and job increases, Alternative #1 is not meant to represent a viable option to demonstrate conformance with State GMA requirements for the Comprehensive Plan update.

ALTERNATIVE #2 (Centers Approach)

This alternative continues the Centers development method adopted by the City in 2004. As no Centers are located in District 1, this area is a good example of locations in the City that are meant to be set aside for less intense development. Proposed changes are as follows:

- **Low Density Residential (LDR):** The proposal is limited to 1) adding multifamily as a permitted housing type, and 2) Allowing an additional ADU as required per HB 1110.
- **Medium Density Residential (MDR):** 1) increasing height to 45-feet, 2) adding multifamily as a permitted housing type, and 3) Allowing an additional ADU as required per HB 1110.
- **High Density Residential (HDR):** The existing zoning code conditionally permits heights of up to 60-feet in this zone. This proposal would increase that maximum height to an outright permitted 65-feet.
- **Neighborhood Business (NB):** No changes are proposed in NB.
- **General Commercial (GC):** The existing zone permits heights of 45-feet, this proposal would increase heights to an outright permitted 65-feet.

ALTERNATIVE #3 (Citywide Approach)

This alternative includes all proposed changes from Alternative #2, but additionally includes a parcel designation change from LDR to HDR as requested by the property owner. Alternative #3 generally proposes citywide growth patterns counter to those adopted with the 2016 Comprehensive Plan and outside of existing Centers and commercial areas.

HOUSING CONSIDERATIONS

The Department of Commerce estimates that the State of Washington will need more than 1-million homes in the next 20-years, accordingly the State has codified a number of new housing requirements for local jurisdictions aimed at increasing the affordable housing supply. Per HB 1220, all jurisdictions are required to plan housing for all income levels to ensure housing equity, this comes with a mandate to provide additional housing types throughout the City. Additionally, HB 1110 also requires Bremerton to permit a variety of housing types, including a minimum of 4-dwelling units for lots within 1/4-mile of High-Capacity Transit Stations. A variety of other housing legislation was adopted by the State this year, which the Comprehensive Plan must include. The proposed City housing strategy includes the following elements:

CENTERS

Per the Kitsap Regional Coordinating Council, "*Growth in Centers has significant regional benefits, including supporting multi-modal transportation options, compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers.*" As no Centers are located in District 1, the community is intended to remain a lower intensity area with less intense development.

HIGH-CAPACITY TRANSIT

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) from the Downtown ferry terminal to Silverdale. HCT stations would be located at yet to be determined locations along the highway 303 route. HCT means that a bus would arrive at least every 15-minutes at HCT stations. The City is required to provide development standards conducive to high-density areas supporting HCT systems. This is achieved in District 1 as General Commercial properties fronting Highway 303 (Wheaton Way) are proposed to have heights increased to 65-feet. The proposed height increase will enable 5-over-1 construction to occur.

SOCIAL EQUITY

The US Census Bureau estimates that 47.5% of Bremerton residents own their homes. Promoting land use strategies that prohibit multifamily development likely results in artificially raising rental costs for the majority of the population due to limiting multifamily rental housing to select areas of the City. This has a disproportionate impact on people of color. Per a 2022 Harvard University Study:

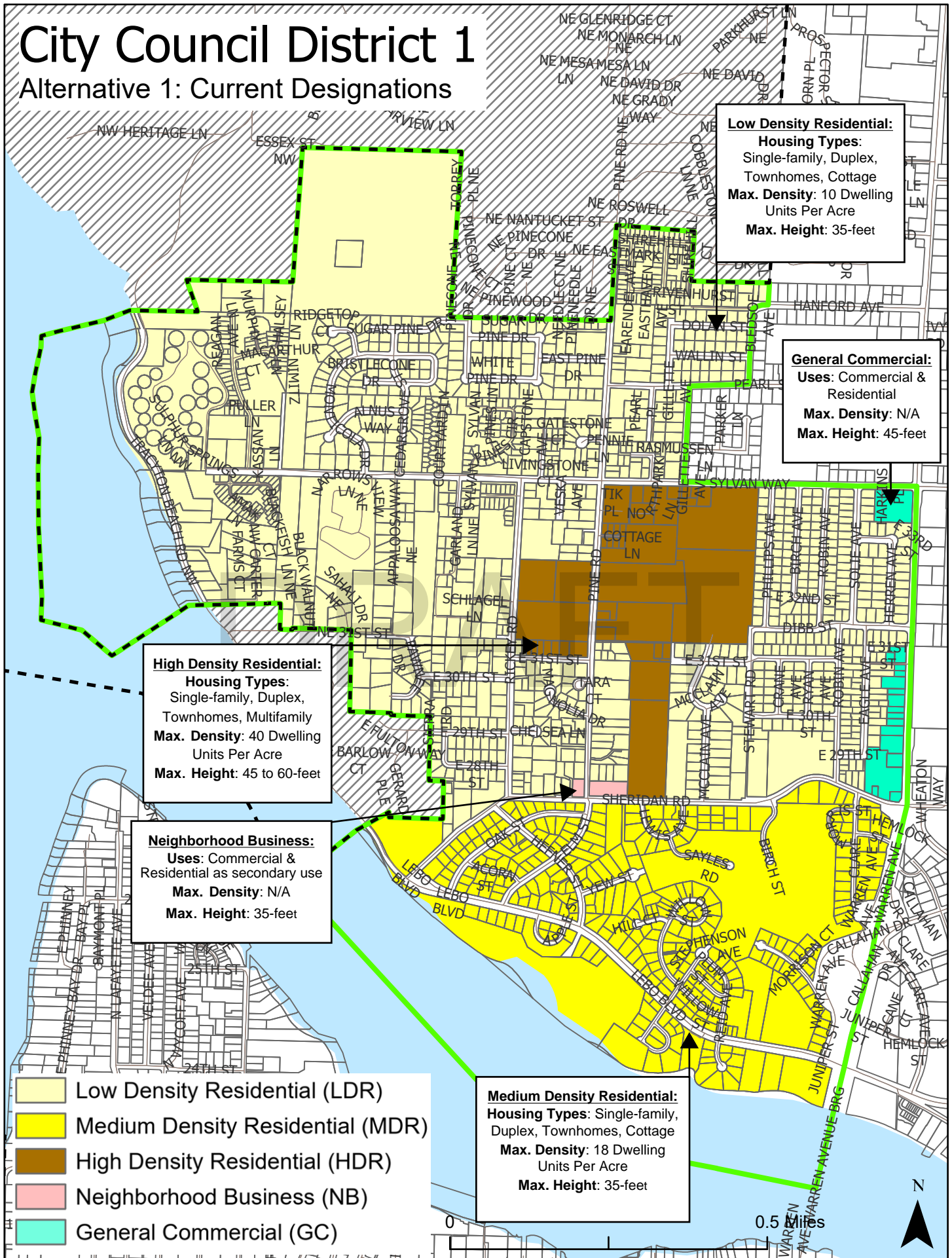
"Single-family only zoning and other density restrictions block the development of multifamily housing in many communities, thereby excluding renter households from those neighborhoods. Given that people of color are more likely to have lower incomes and to rent rather than own their homes, the geographic concentration of rental housing helps to perpetuate patterns of racial and socioeconomic segregation."

ENVIRONMENT

No density increases are proposed in District 1, however there is a proposal to increase the variety of housing types that can be developed in LDR and MDR such as multifamily housing. This means that if your lot is large enough to construct 5 single-family homes, the option should be available to instead construct 1 structure containing 5 residential units. As multifamily housing shares walls with other units, and is a more compact development type than single-family homes, it is inherently more environmentally beneficial. On average, a single-family home also generates 42 percent more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral to meeting City climate goals.

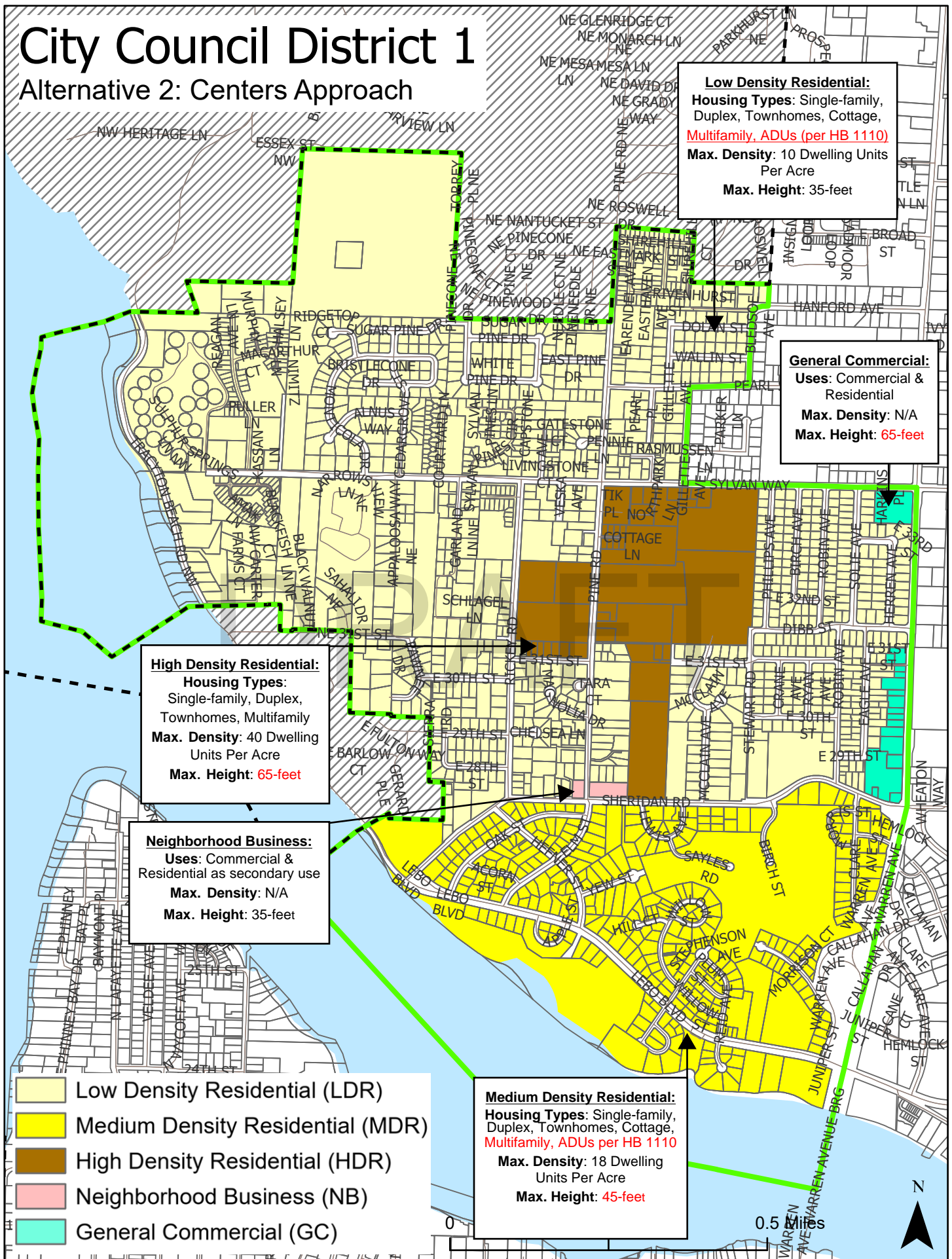
City Council District 1

Alternative 1: Current Designations



City Council District 1

Alternative 2: Centers Approach



Low Density Residential:
Housing Types: Single-family, Duplex, Townhomes, Cottage, Multifamily, ADUs (per HB 1110)
Max. Density: 10 Dwelling Units Per Acre
Max. Height: 35-feet

General Commercial:
Uses: Commercial & Residential
Max. Density: N/A
Max. Height: 65-feet

High Density Residential:
Housing Types: Single-family, Duplex, Townhomes, Multifamily
Max. Density: 40 Dwelling Units Per Acre
Max. Height: 65-feet

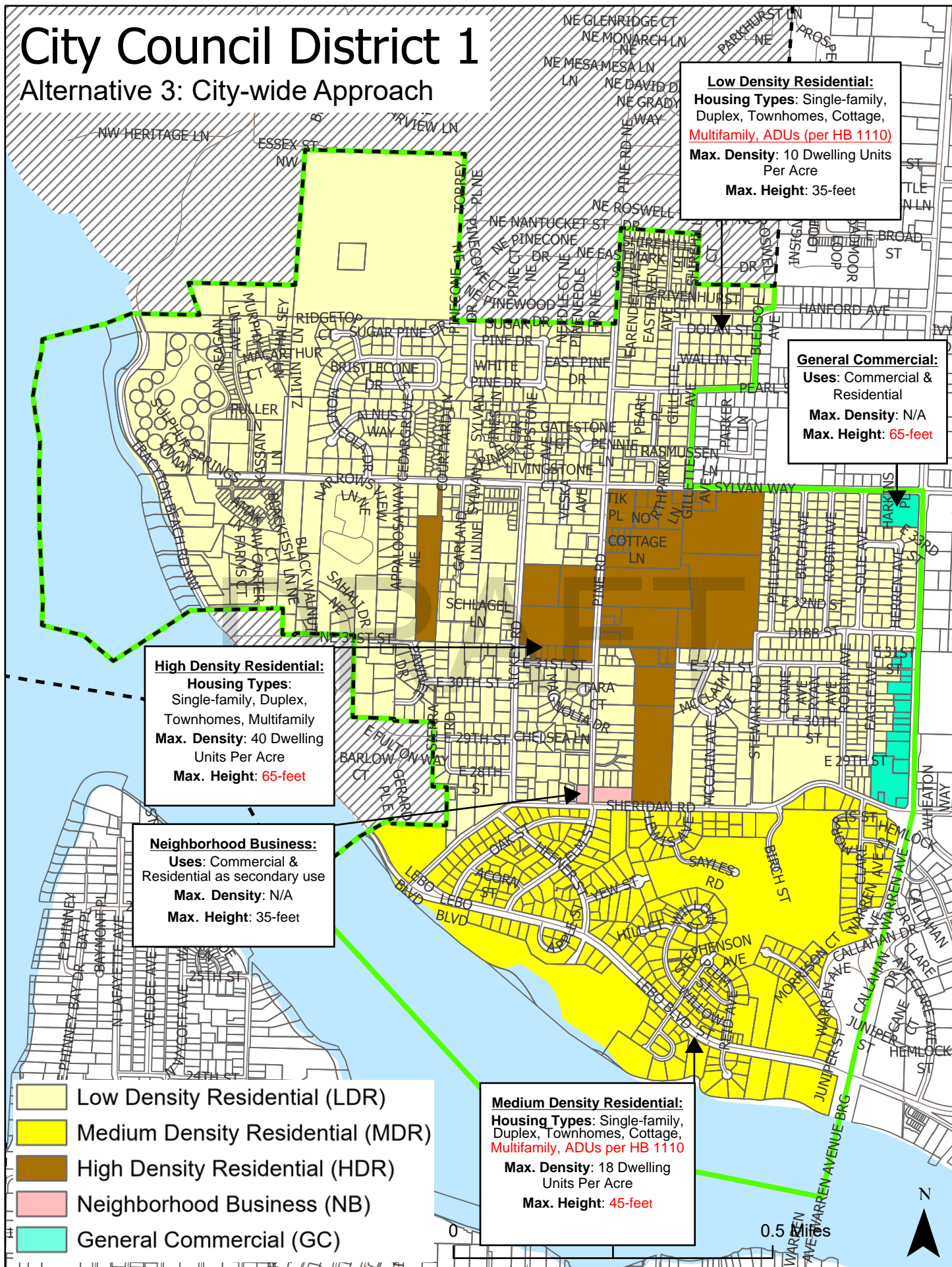
Neighborhood Business:
Uses: Commercial & Residential as secondary use
Max. Density: N/A
Max. Height: 35-feet

Medium Density Residential:
Housing Types: Single-family, Duplex, Townhomes, Cottage, Multifamily, ADUs per HB 1110
Max. Density: 18 Dwelling Units Per Acre
Max. Height: 45-feet

- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Neighborhood Business (NB)
- General Commercial (GC)

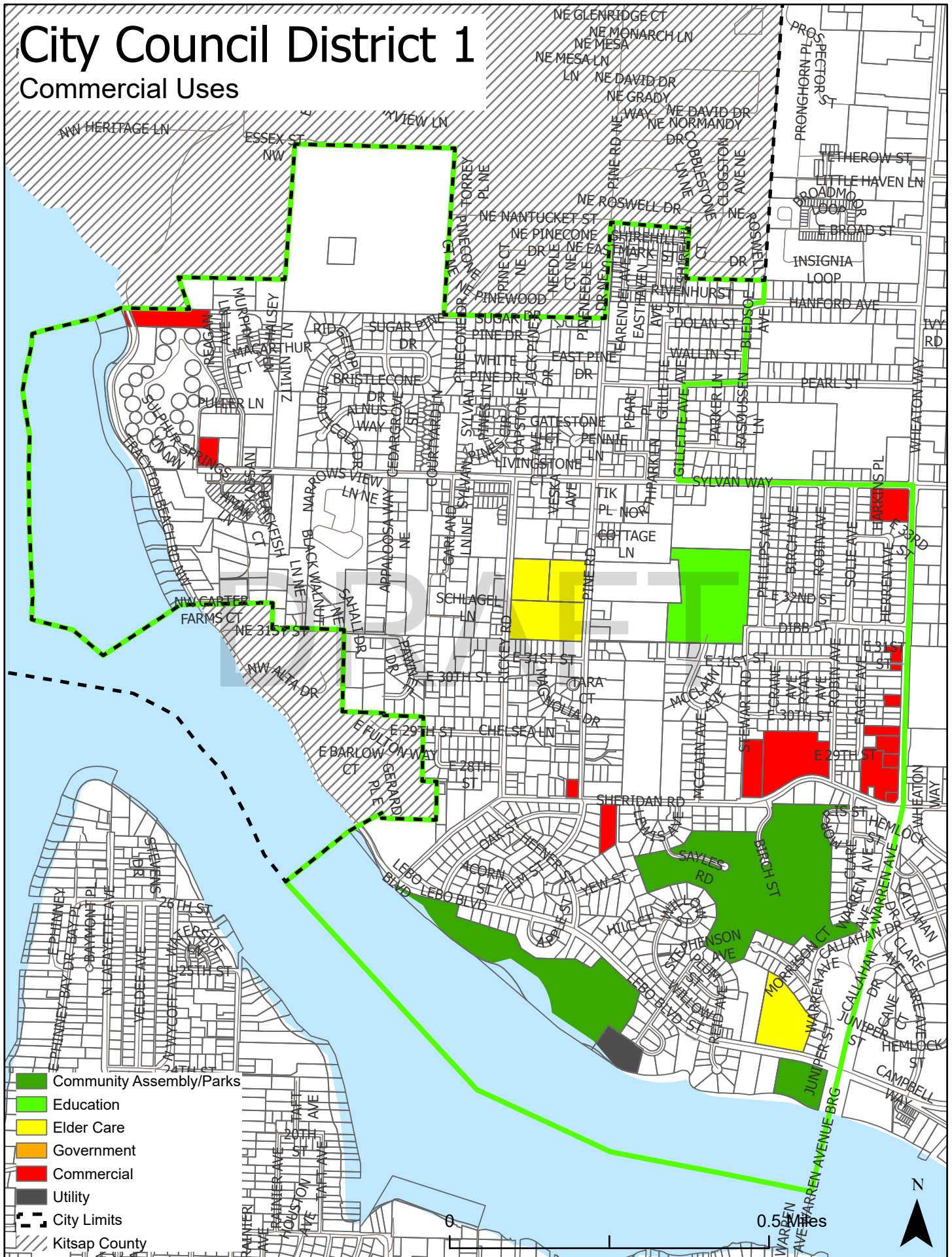
City Council District 1

Alternative 3: City-wide Approach



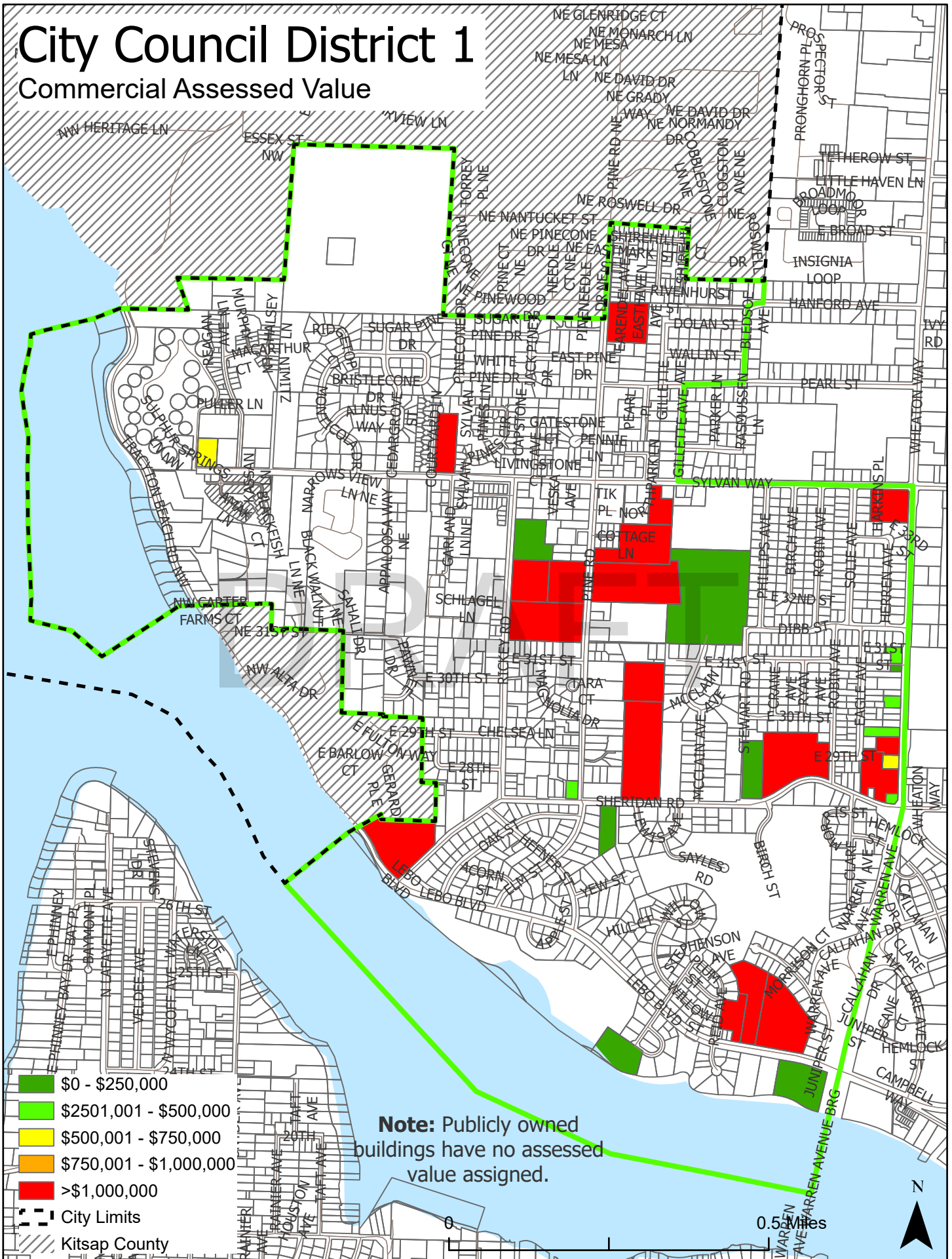
City Council District 1

Commercial Uses



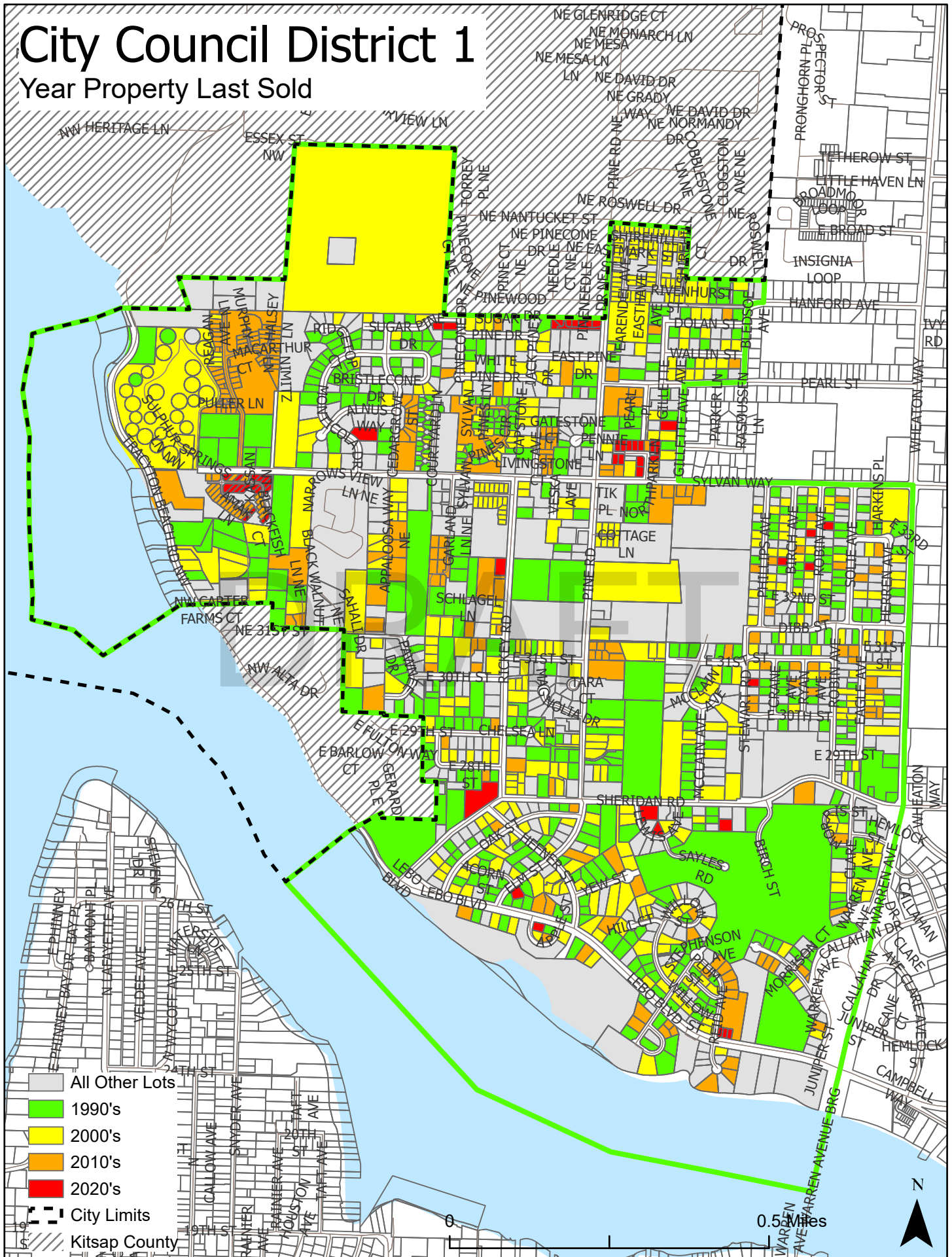
City Council District 1

Commercial Assessed Value



City Council District 1

Year Property Last Sold



District 1 Digest

Work Program

This report is one part of seven for the City of Bremerton Work Program for the Comprehensive Plan Update. The documents that comprise of the Work Program are the Report on Comprehensive Plan Consistency with State Law and Policy, and the other six District Digests, all are under a separate cover. All these documents are out for public comment. All documents of this Work Program can be seen at www.Bremerton2044.com.

The City is waiting for your comment

Get your neighbors, walk your district and help with this process. Provide comments about to the information provided within the Work Program and give us answers to the questions (1 to 5) on page one. Every person that emails a comment to compplan@ci.bremerton.wa.us will be entered to win a free tumbler, with 2 winners chosen monthly!



Please contact Garrett Jackson, Planning Manager,
at (360) 473-5889 or
compplan@ci.bremerton.wa.us with your feedback!

