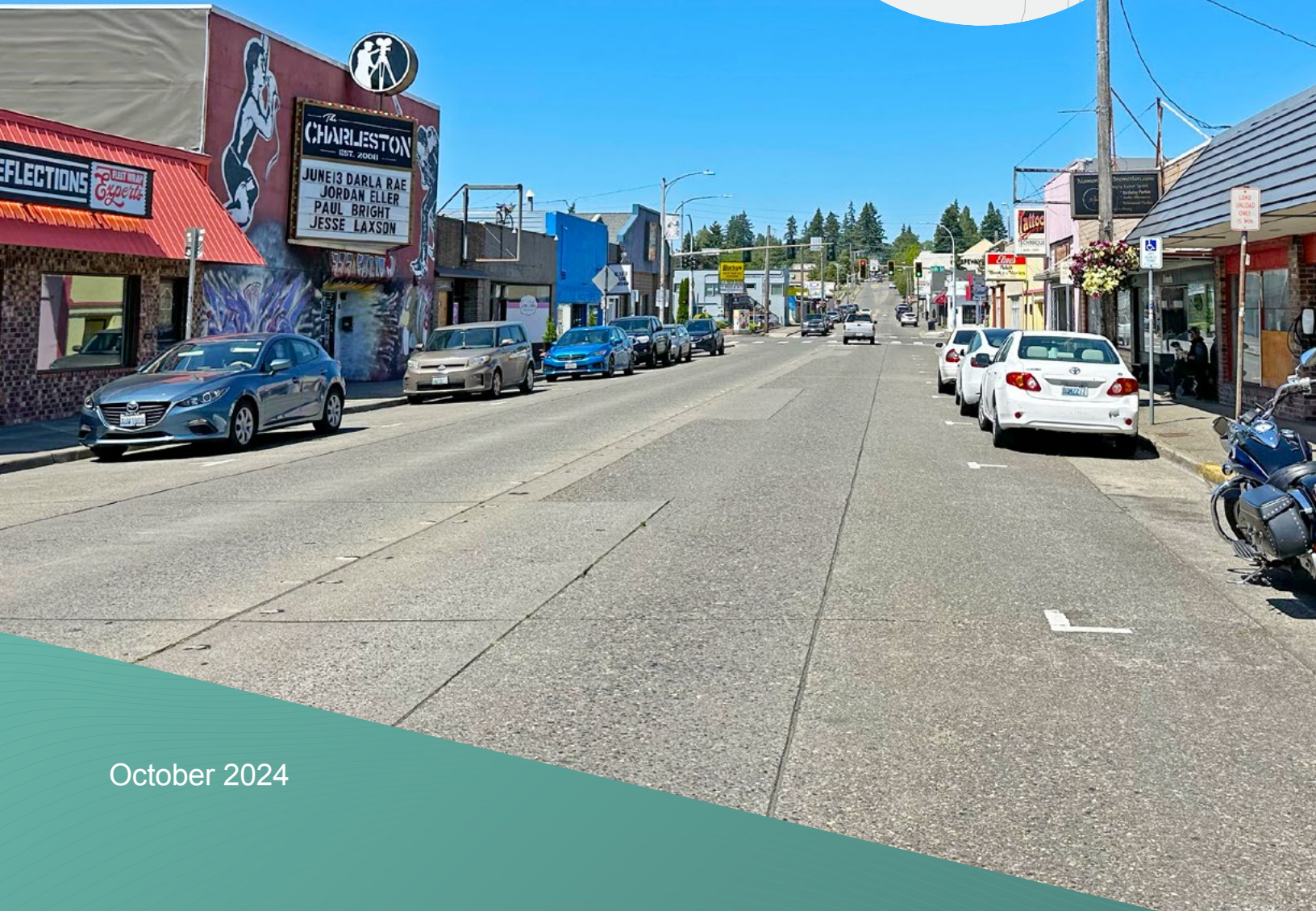
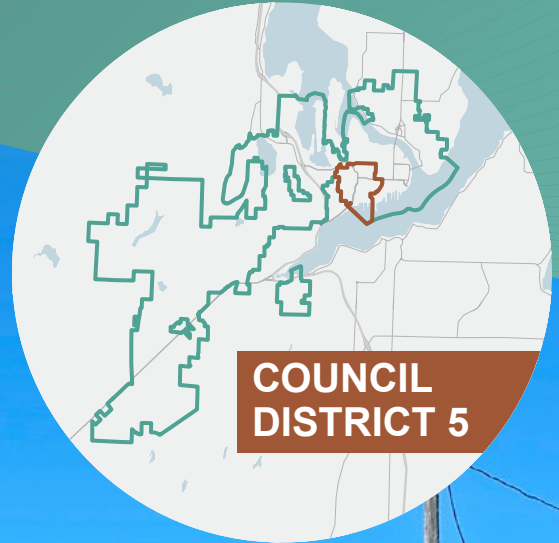




District 5 Digest

2024 COMPREHENSIVE PLAN UPDATE



October 2024



What is the Comprehensive Plan?

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



Michael Goodnow
District #5 Representative

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

Comprehensive Plan Update 2024

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)).



Scan or [click](#) to view
the Plan in its entirety



Now We Know Why, What's Next?

As the City embarks on the update to the Comprehensive Plan, we are encouraging everyone to consider current Comprehensive Plan goals and policies and where you see Bremerton in 20 years—do the policies and your vision match? The following pages summarize the current plan and trends. When you're considering this 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 Bremerton?

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 questions above?



Scan or [click to view the Plan in its entirety](#)



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CURRENT COMPREHENSIVE PLAN

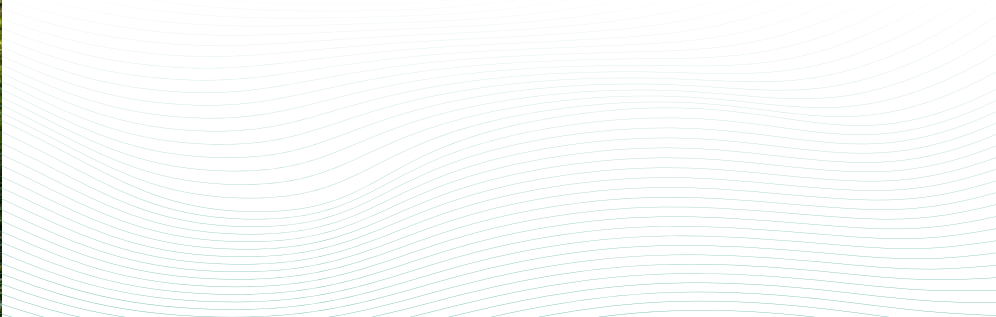
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SECTION 1

District 5 Overview



CITY COUNCIL DISTRICT 5
Vicinity Map



June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)



District Overview

DEMOGRAPHICS

General population and demographic information for District 5 are shown below. District 5 contains a more diverse population than that of Washington State, where nearly 77% of the population is white.

Population of Two or More Races, 12%

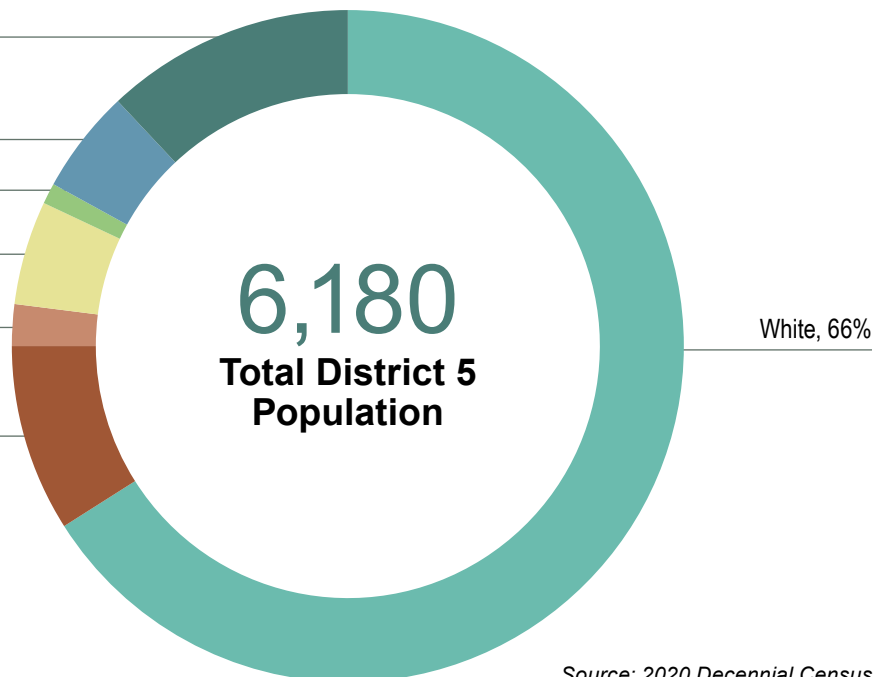
Other, 5%

Native Hawaiian and Other Pacific Islander, 1%

Asian, 5%

American Indian and Alaska Native, 2%

Black or African American, 9%



Source: 2020 Decennial Census

District Overview (continued)

Park Spotlight:

Forest Ridge Park

Forest Ridge Park encompasses over 21 acres and over 1,300 linear feet of trails within District 5. The park also has a playground, tennis courts, tables and benches for citizens to enjoy.



Forest Ridge Park



Forest Ridge Park



Public Art



Public Art



Public Art

DISTRICT ASSETS



Charleston is the City's second downtown, a County recognized growth Center, with an engaged business community seeking to revitalize this unique destination.



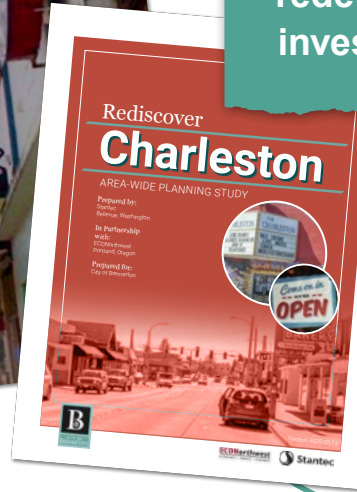
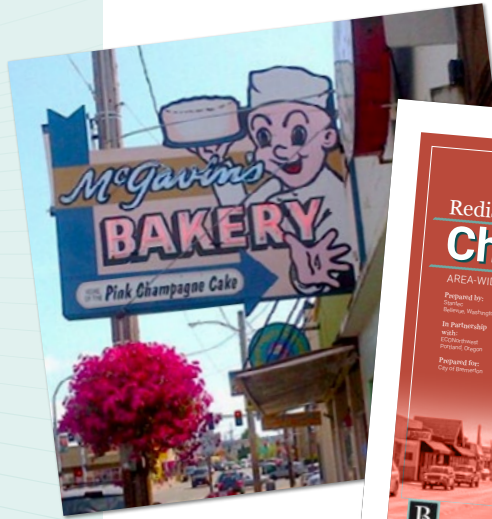
The resident population at Naval Base Kitsap is an important part of the district.

Vision Board

What items would you like to be considered within your district with the Comprehensive Plan Update?

Send a comment to compplan@ci.bremerton.wa.us

Items identified for evaluation thus far are shown below.



Continued support for the redevelopment and public investment of Charleston.



Scan or [click](#) to view the Charleston planning study.

Strengthen Active Transportation Plan connections between Charleston, Naval Base Kitsap, and Downtown.



Increase wayfinding signage to communicate shopping, dining, and other experiences within Charleston.



Permit Statistics

PERMITTING SUMMARY

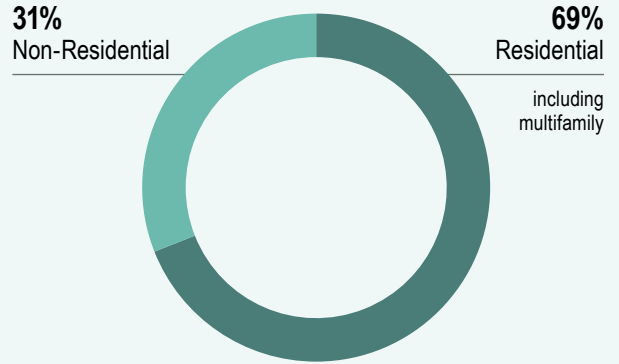
69% of permits were for new residential structures or for remodeling existing housing while only 31% were for non-residential projects. The District had the lowest valuation of permits issue amongst the seven districts.

82
Average
Yearly #
of Permits

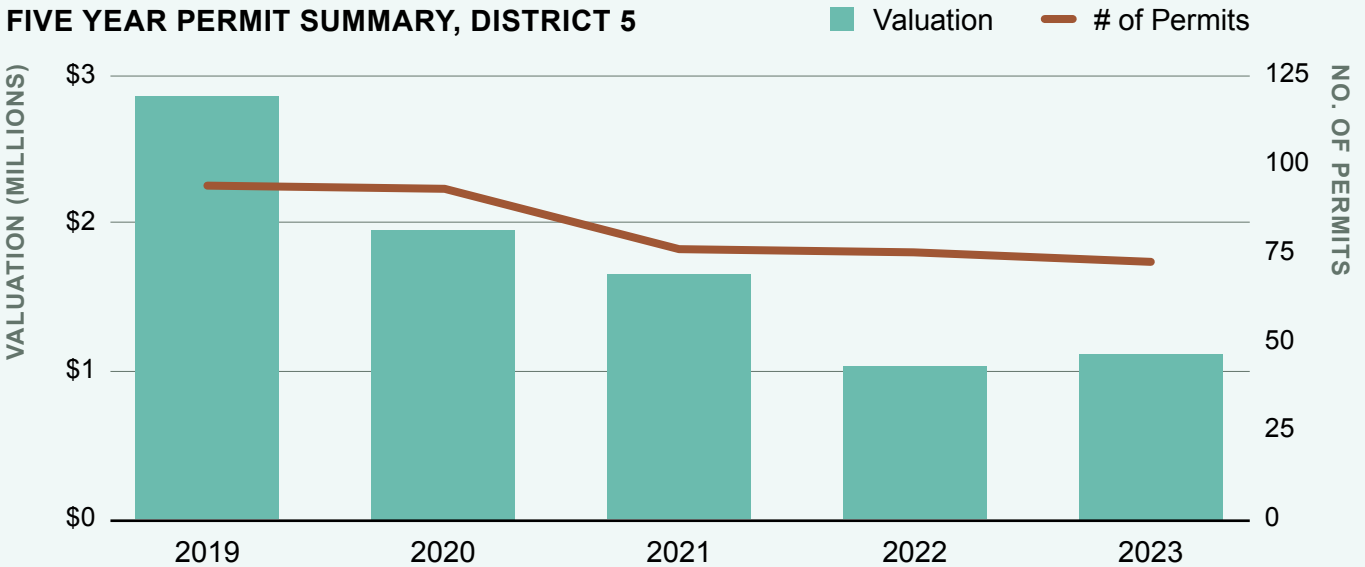
\$1.7M
Average Yearly
Valuation of
Permits

PERMITS ISSUED BY TYPE, 2019-2023

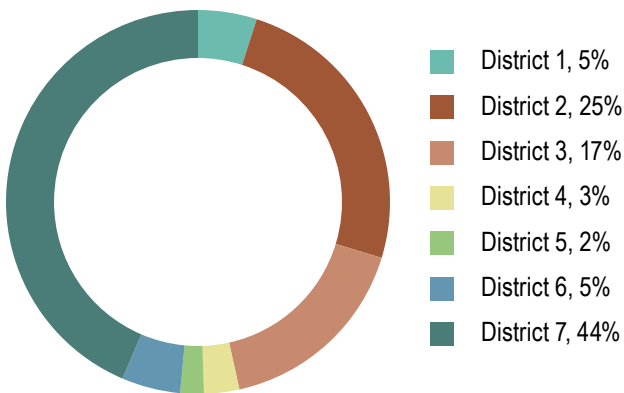
This chart shows where money is being spent on improvements (by permit value) within this district from 2019–2023.



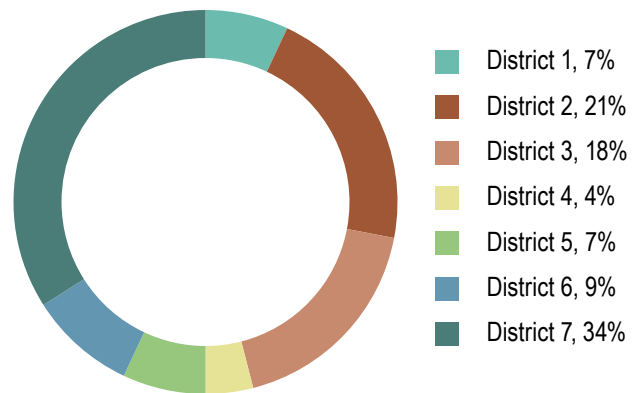
FIVE YEAR PERMIT SUMMARY, DISTRICT 5



PERMIT VALUATION BY DISTRICT, 2019-2023



PERMITS ISSUED BY DISTRICT, 2019-2023



SECTION 2

Current Comprehensive Plan (2016)



Current Comprehensive Plan (2016)

Within District 5, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



Kitsap Transit property, located in the Industrial zone



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	5 to 10 dwelling units per acre Three stories and conditionally allowed uses may be four stories
Character	The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood.

INDUSTRIAL (I)

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 zone 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.

Current Comprehensive Plan (2016)

Within District 5, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



Businesses located in the General Commercial zone



GENERAL COMMERCIAL (GE)

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, and Perry Avenue.
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.

Current Comprehensive Plan (2016)

Within District 5, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



Businesses located in the Charleston District Center



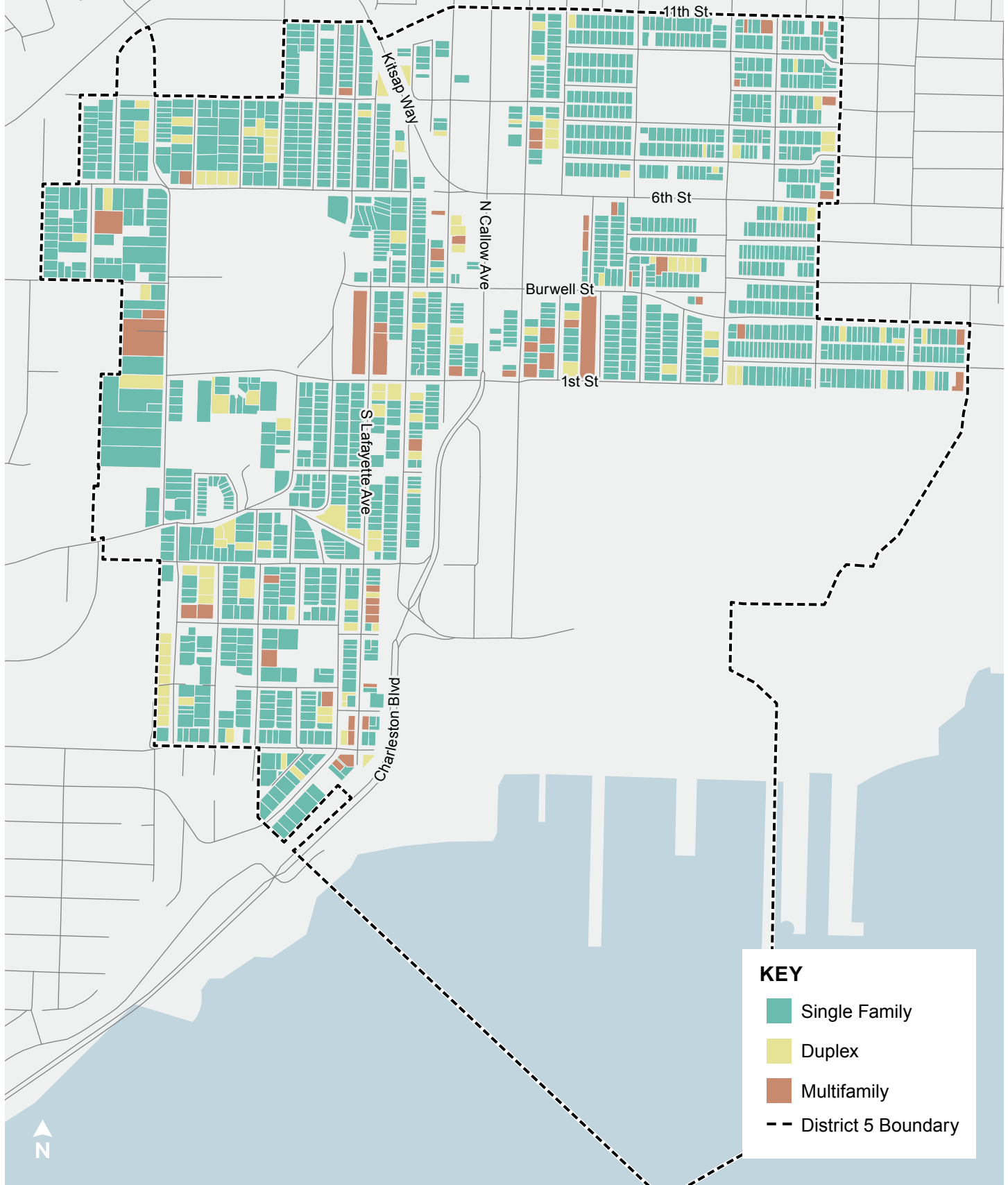
NEIGHBORHOOD BUSINESS

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 an 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

CHARLESTON DISTRICT CENTER (DC)

Purpose/ Intent	This center is intended to provide a mixed-use “Town Center” to support the surrounding neighborhoods and general public.
Character & Location	This Center designation seeks to encourage redevelopment of a historic business district that has long been considered as Bremerton’s second downtown with many different international appeals. The existing developments provide a variety of services for adjacent residential areas and are part of a pedestrian-oriented streetscape with potential for stories to be added above active street-level uses. The Center designation seeks to build on this existing nucleus. Areas on the surrounding blocks will be designated for mixed use or fairly dense residential structures. Emphasis in the Charleston District Center should be on preserving the stores fronting on the streets, better utilization of existing second floor spaces, and the addition of new residential uses in the immediate vicinity.
Land Uses	Mixed-use, commercial and residential
Intensity/ Density	30 units per acre Four to six stories
Character	Six to eight stories, with consideration for lower building heights to transition to Low Density Residential

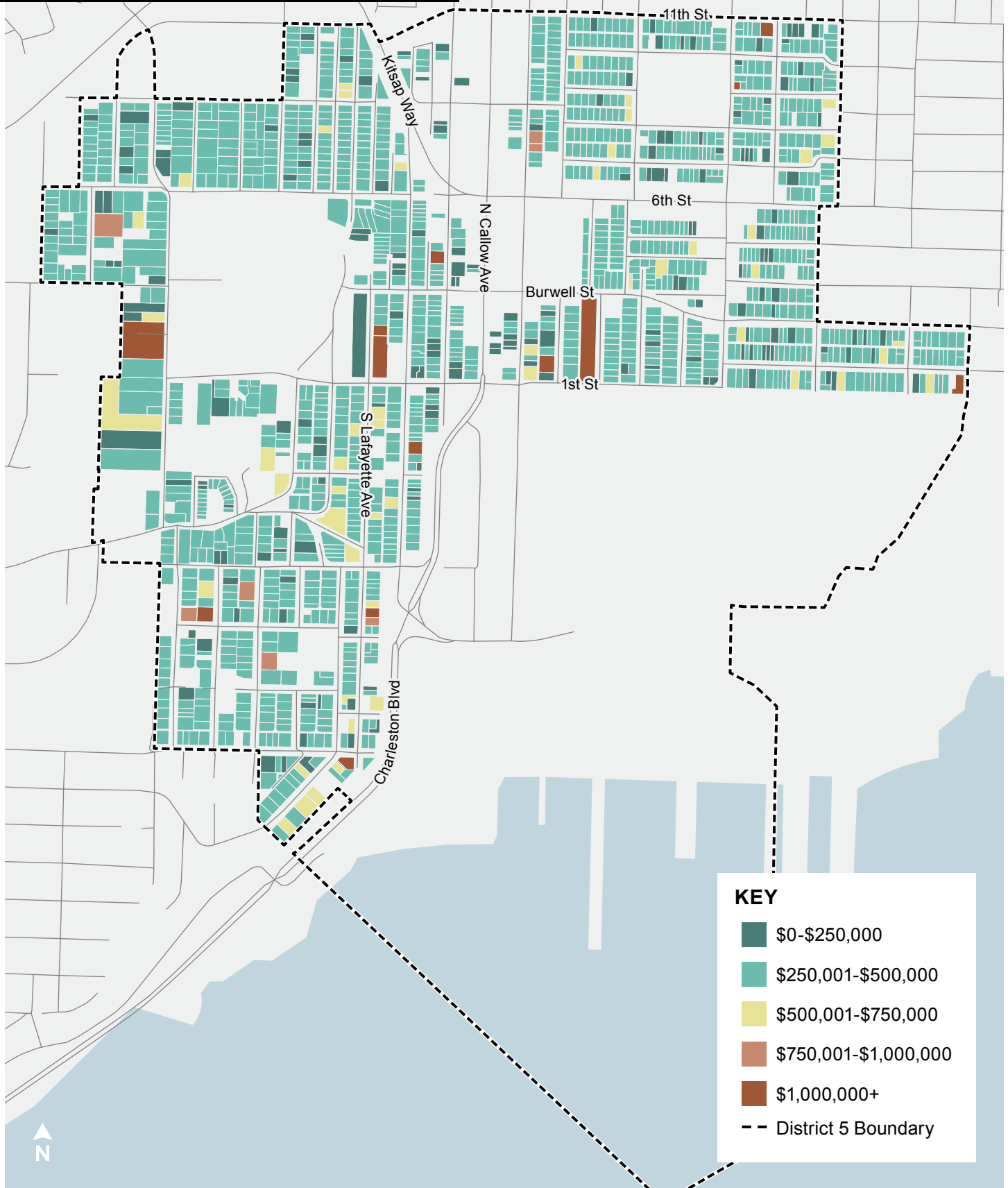
CITY COUNCIL DISTRICT 5 Existing Housing Types



KEY

- Single Family
- Duplex
- Multifamily
- - District 5 Boundary

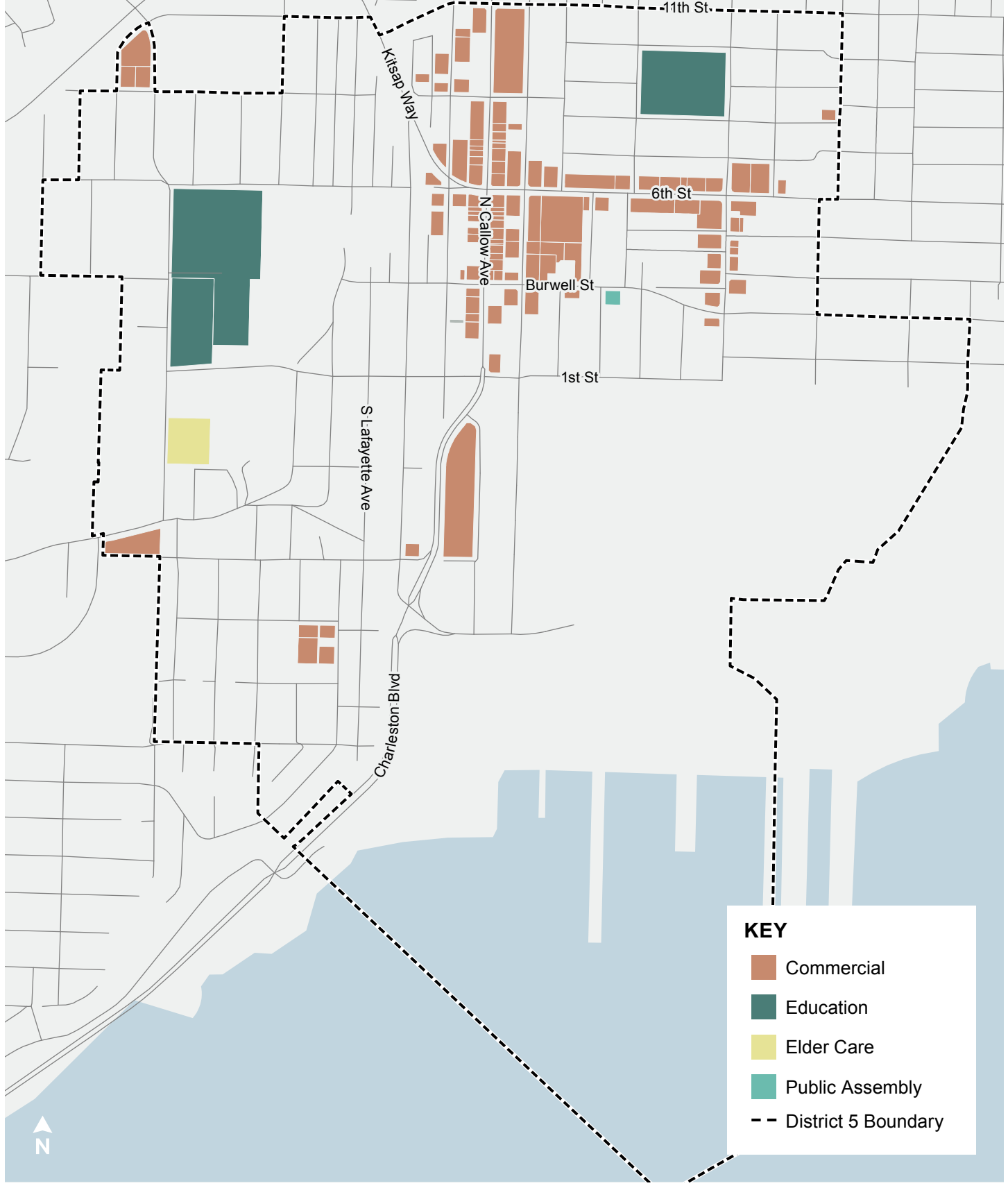
CITY COUNCIL DISTRICT 5 Residential Assessed Value



KEY

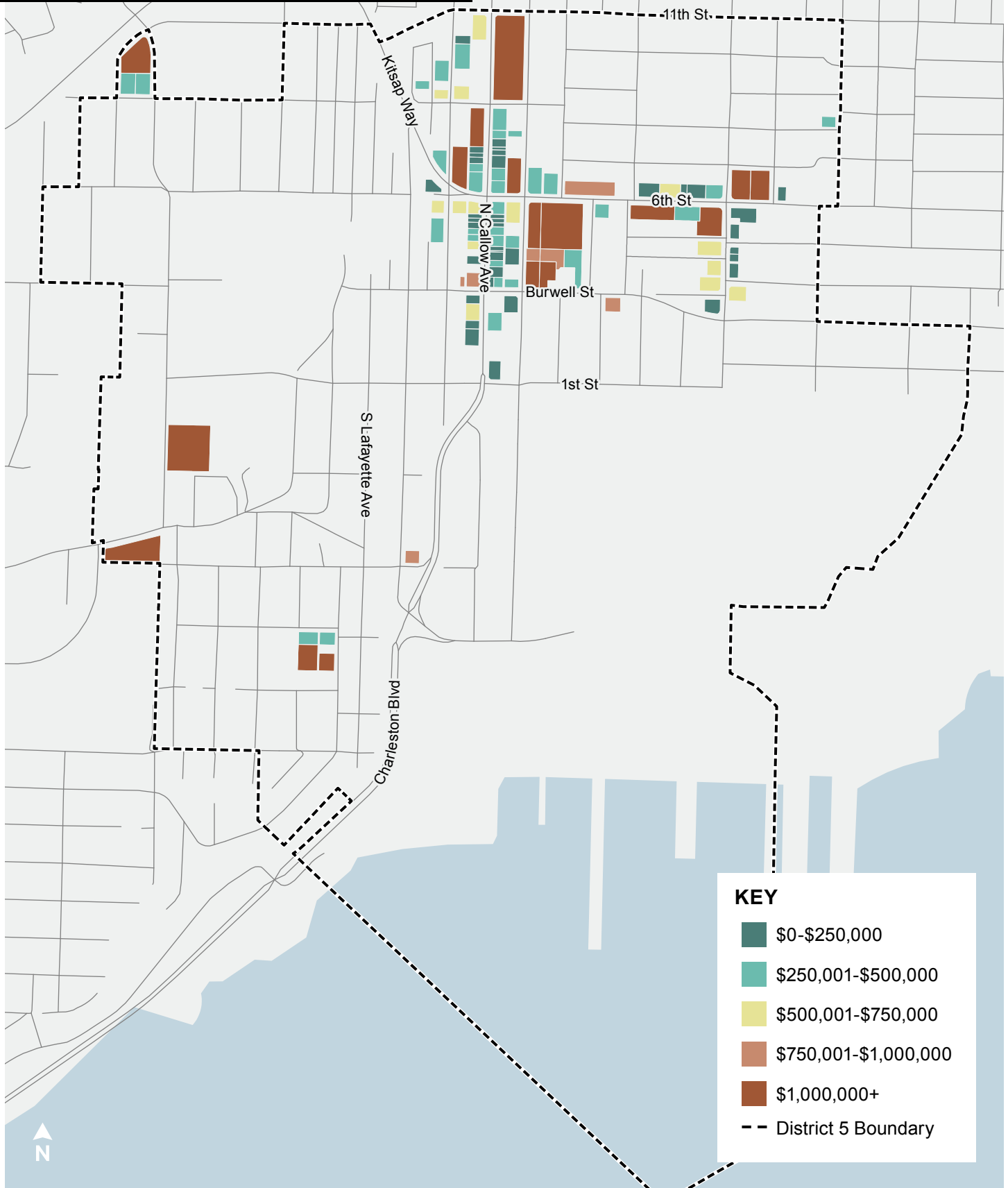
- \$0-\$250,000
- \$250,001-\$500,000
- \$500,001-\$750,000
- \$750,001-\$1,000,000
- \$1,000,000+
- - District 5 Boundary

CITY COUNCIL DISTRICT 5 Commercial Uses



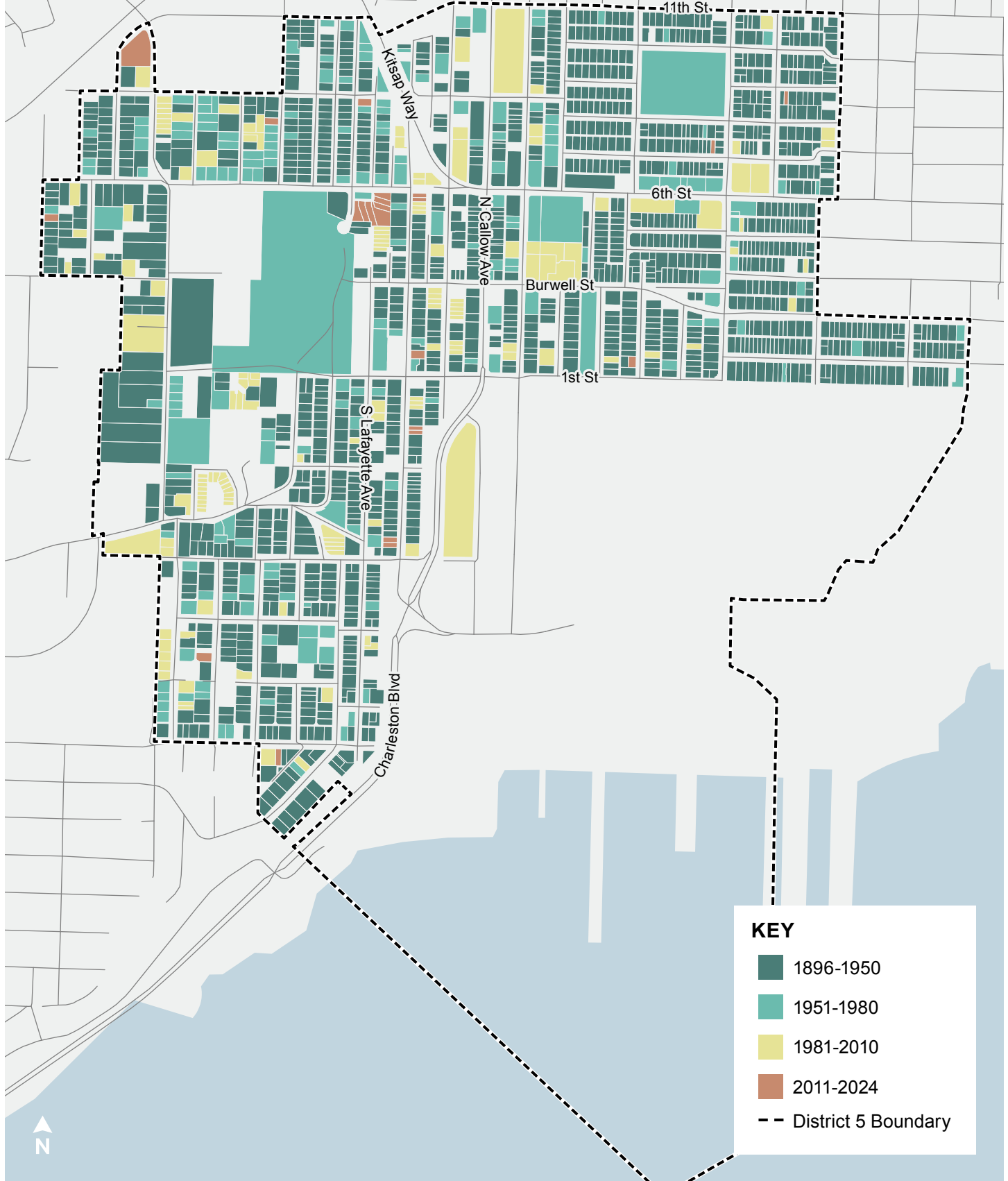
This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5 Commercial Assessed Value



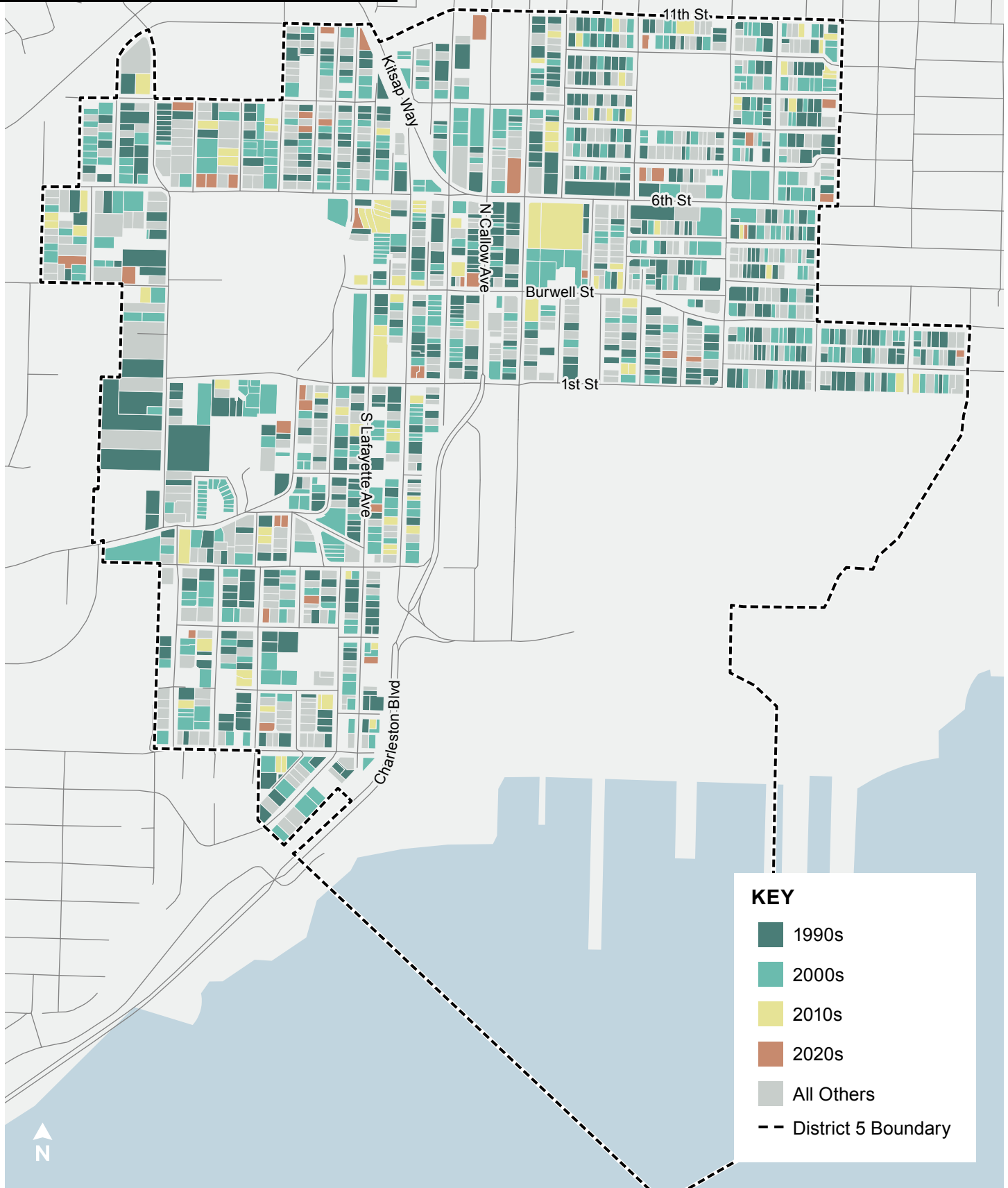
This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5 Year Constructed



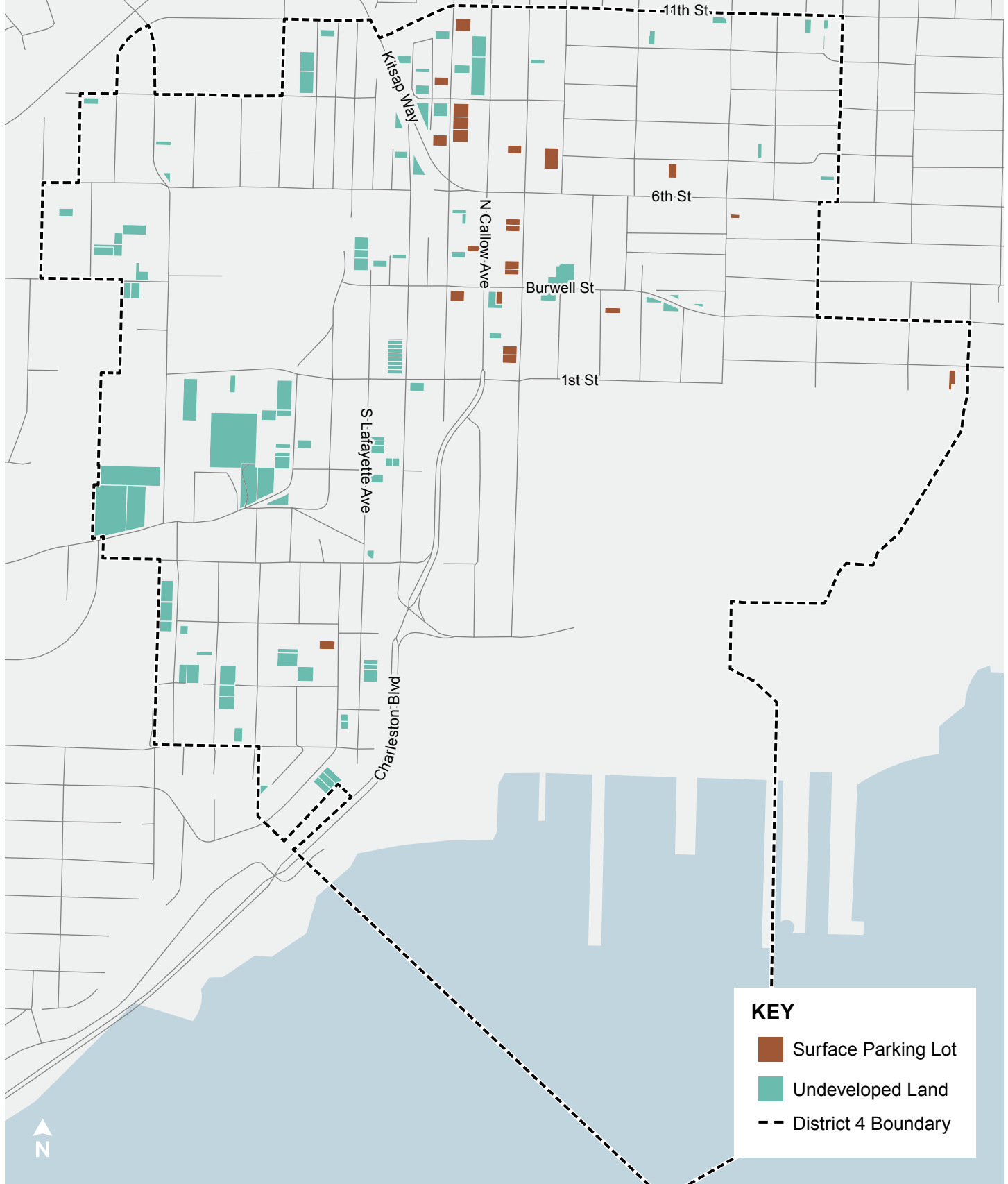
This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5 Year Property Last Sold



CITY COUNCIL DISTRICT 5

Undeveloped Land or Surface Parking



This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

SECTION 3

Active Transportation Plan



Active Transportation Plan

Active transportation describes human scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan provides a foundation for policies, procedures, investments, and improvements to the City of Bremerton active transportation system.



Goals include increased use of active transportation modes, such as walking, biking and to improve safety and mobility for all users.



Benefits of active transportation include reducing traffic congestion, improving access to economic opportunity, reduce greenhouse gases, increase in physical activity and improving human health.



Provides connectivity to support local travel around the city to key destinations

At the right you will find examples of Active Transportation Projects in your district.

Look for Active Transportation Plan updates at [Bremerton2044.com](https://www.bremerton2044.com), and email any comments you may have to: commplan@ci.bremerton.wa.us.

District 5

EXISTING

HSIP Phase 2 – Puget Sound Naval Safety Project 2017- (ADA Improvements, crossing enhancements and sidewalks; 6th Street & Callow Avenue, Callow Avenue & Burwell Street, Burwell Street & N Montgomery Avenue, Burwell Street & High Avenue)

PROPOSED

Naval Avenue: 1st Street to 15th Street Pedestrian & Bicycle Enhancement 2019- (Sidewalk, bike lane, crosswalk, ADA improvements, and lighting)

SECTION 4

2024 Comprehensive Plan Update



Housing Considerations



11-unit apartment, 7,164 square feet, Bremerton, WA



Single family home, 7,829 square feet, Bellevue, WA

Social Equity

The U.S. Census Bureau estimates that 46.6% 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.”* No density increases are proposed in LDR and MDR designations; however, multifamily housing types are a proposed use in these zones. This means that if your lot is large enough to construct five single-family homes, the option should be available to instead construct one structure containing five residential units. For example, the image to the right illustrates two structures, one is a 7,000+ square foot apartment with 11 dwellings, and the second structure is a 7,000+ square foot single-family home. Today’s code would allow the large single-family home to be built on a lot of any size, however, the apartment is a prohibited use even though density criteria would require it to be cited on a lot greater than an acre in size in the LDR zone.

Homelessness

It may sound like an oversimplification, but areas with more available housing experience less severe levels of homelessness. The short video linked below (about 8 minutes) offers an analysis to the root cause of homelessness and identifies difficult housing regulations as a barrier perpetuating homelessness. A 2023 Housing Underproduction in the U.S. report ranked the Bremerton-Silverdale-Port Orchard region 107th in the country for the underproduction of housing.



Scan or [click](#) to learn more about the root causes of homelessness

Housing Considerations



High-Capacity Transit

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) stations will be located along the highway 303 corridor at yet to be determined locations. HCT means that a bus would arrive every 15 minutes at HCT stations. To ensure this investment in transit is best utilized, regional planning commitments require the City to provide development standards conducive to high-density in areas surrounding HCT stations. That includes areas within a ½-mile radius of the Downtown ferry terminal property, and within a ¼-mile of HCT stations; this area encompasses the vast majority of Downtown. Other proposed development standard increases are largely planned along existing transportation corridors within existing commercial and high-density areas.

Visit the Kitsap Transit website to learn about HCT and other transit improvements planned for Bremerton in the next 20 years.



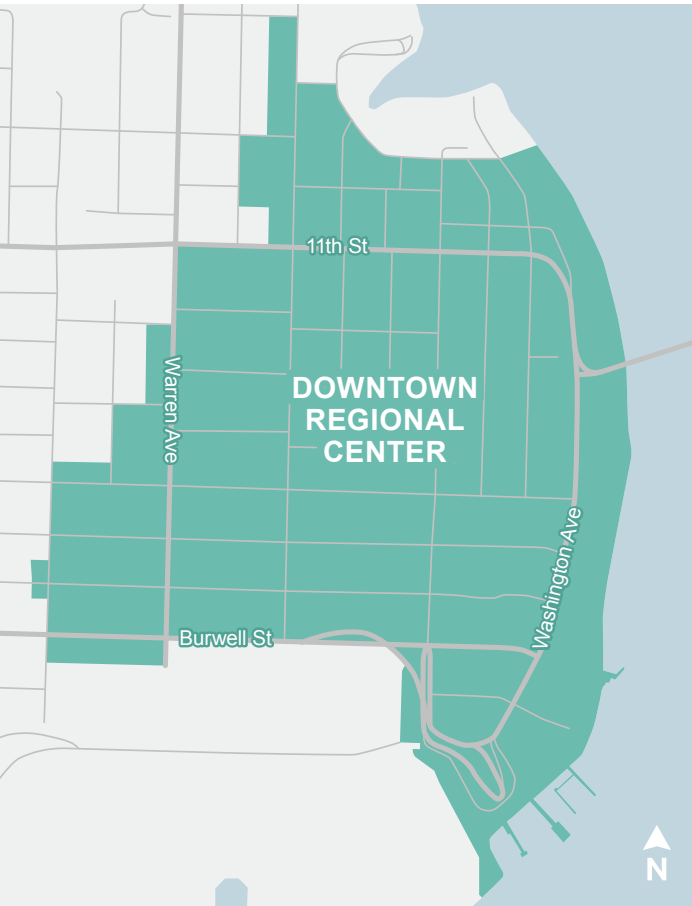
Scan or [click](#) to visit the Kitsap Transit Long Range Transit Plan



Environment

Concentrating density increases in Downtown, and increasing development conditions along transit and transportation corridors, promotes a walkable, bikeable community that doesn't require a single-occupancy vehicle to get to work, the store, or to recreate. Permitting multifamily structures in all residential zones throughout the city also contributes to meeting climate goals. 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 generates 42% more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral in meeting City climate goals. Proposed density increases in Downtown, and development standard alterations along transportation corridors, ensure reduced vehicle miles traveled (VMT) by locating housing adjacent walkable/bikeable areas and transit.

Housing Considerations



Centers

Per the Kitsap Regional Coordinating Council (KRCC), *“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.”* The Downtown Regional Center is the only area within the city identified for a notable density increase with the Comprehensive Plan update, this approach is consistent with citizen feedback received during EIS Scoping and regional planning requirements from PSRC and KRCC.

Locating high-density in Downtown keeps housing within walking distance of the city’s largest employer, within proximity to the most developed mass transit hub in the city, and preserves the remainder of Bremerton from more intense development patterns.



Housing Considerations

State Requirements

The Department of Commerce forecasts that the State will need more than a million new homes to be constructed in the next 20 years. Accordingly, the State of Washington has implemented a number of measures over the last few years aimed at promoting increased housing production, particularly *Missing Middle Housing*. “Missing Middle Housing” is typically more affordable to consumers, and is compatible in scale, form, and character with single-family houses. This includes housing types like duplexes, townhouses, stacked flats, small apartment buildings, and cottage housing. The City already permits many of these housing types. HB 1220 requires the City to allow for housing types that meet the needs of all income levels within our jurisdiction. HB 1337 further eases restrictions on Accessory Dwelling Units (ADUs) in the State. The Comprehensive Plan will need to demonstrate compliance with State statute, which will later be incorporated into our local regulations.

HB 1110 requires that the City allow Missing Middle housing types. These provisions do not apply to commercial or mixed-use zones, and include development incentives to construct Middle Housing related to parking, density, and subdivision.

PARKING

The City cannot require more than one off-street parking space per residential unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits, or more than two off-street parking spaces per residential unit on lots greater than 6,000 square feet.

DENSITY

The City must permit a minimum of two residential units of Middle Housing types per lot. The City must allow four residential units per lot if either of the following criteria are met: 1) At least one residential unit meets affordable housing criteria, and/or 2) the lot is located within ¼-mile of a major transit stop. Currently, Bremerton does not have any qualifying transit stops, however, they are included in the Kitsap Transit Long-range Plan.

SUBDIVISION

The City must allow separate sale of units and the land they sit upon. This includes subdivision of land into lots smaller than 1,000 square feet, if development standards such as maximum lot coverage, parking, and setback requirements are met.

The Missing Middle



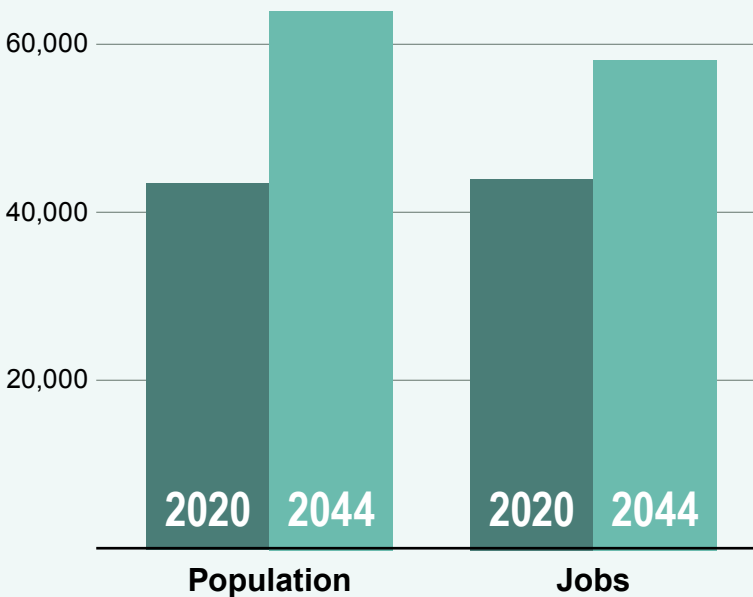
DETACHED HOUSING
Single Family Homes

MIDDLE HOUSING
Duplex, Triplex, Townhomes, Small Apartment Buildings, and Cottage Housing

MID AND HIGH RISE HOUSING
Mid- and High-Rise Apartment and Condo Buildings

Environmental Impact Statement (EIS) Preliminary Alternatives

**BREMERTON POPULATION AND JOB GROWTH
2020–2044**



43,505
2020 Estimated
Population



63,757
2044 Projected
Population

46%
Projected
Population Growth

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 that **the city is forecast to increase its population by over 46%**, with 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 effort 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**, and no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found on the following, followed by illustrative maps for each alternative later in the document.

Environmental Impact Statement (EIS) Preliminary Alternatives

Alternative #1

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

This alternative continues the Centers development method adopted by the City in 2004. The Charleston District Center is the only Center located within Council District 5. No development standard changes are proposed for this Center as District Centers already permit heights of 80 feet, mixed uses, and no maximum density. The Center will be evaluated for potential infrastructure improvements consistent with the Charleston Areawide Planning Study. The list below indicates specific zones where alterations are proposed:

LOW DENSITY RESIDENTIAL (LDR)

- Add multifamily as a permitted housing type
- Allow four dwelling units per lot as required per HB 1110

GENERAL COMMERCIAL (GE)

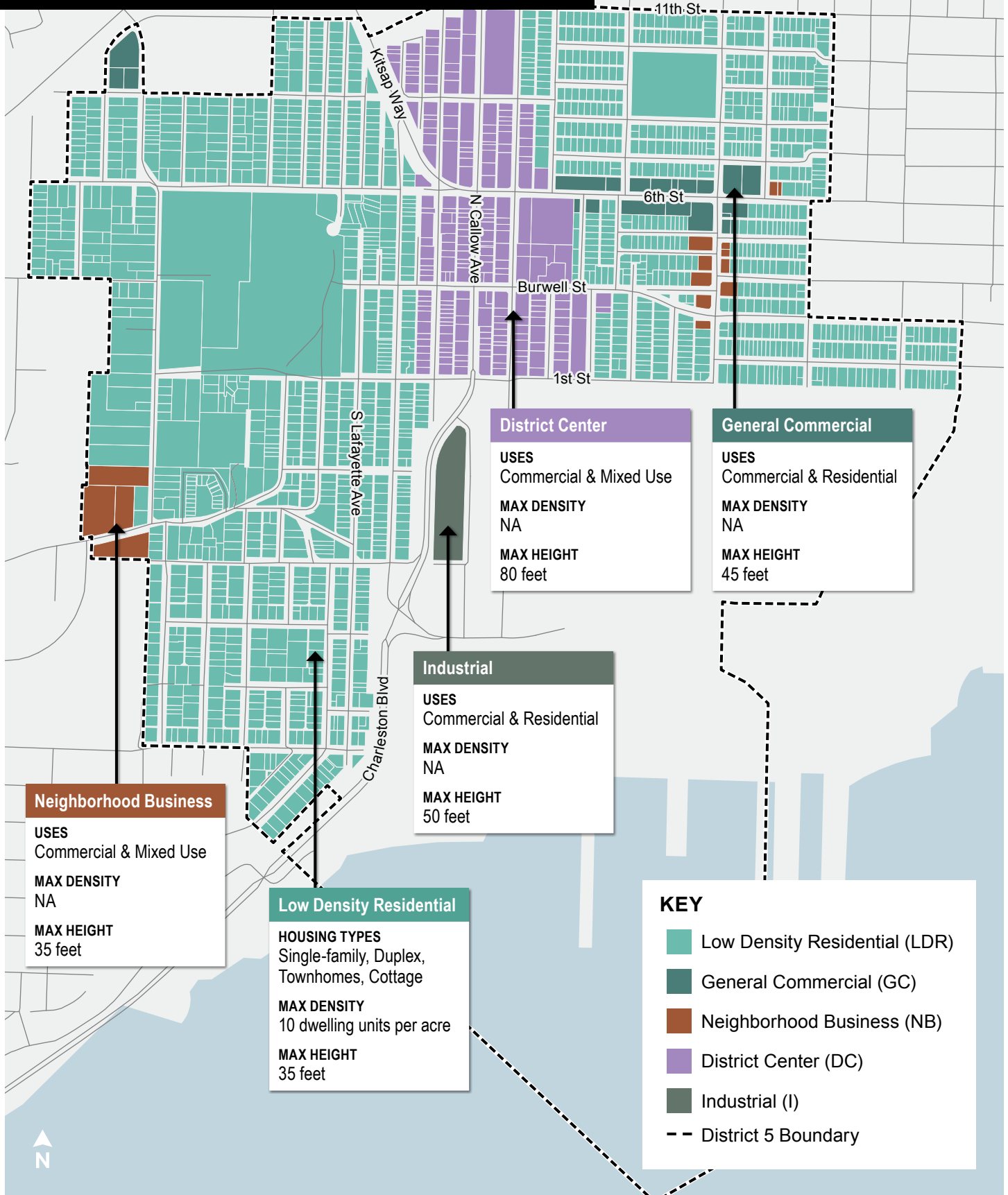
- Increase height from 45 feet to outright permitted 65 feet.

Alternative #3

This alternative includes all proposed changes from Alternative #2 with no alterations within this Council District. Overall, Alternative #3 otherwise proposes citywide growth patterns counter to those adopted with the 2016 Comprehensive Plan and outside of existing Centers and commercial areas.

CITY COUNCIL DISTRICT 5

Alternative #1: Current Designations



Neighborhood Business

USES
Commercial & Mixed Use

MAX DENSITY
NA

MAX HEIGHT
35 feet

Low Density Residential

HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage

MAX DENSITY
10 dwelling units per acre

MAX HEIGHT
35 feet

District Center

USES
Commercial & Mixed Use

MAX DENSITY
NA

MAX HEIGHT
80 feet

General Commercial

USES
Commercial & Residential

MAX DENSITY
NA

MAX HEIGHT
45 feet

Industrial

USES
Commercial & Residential

MAX DENSITY
NA

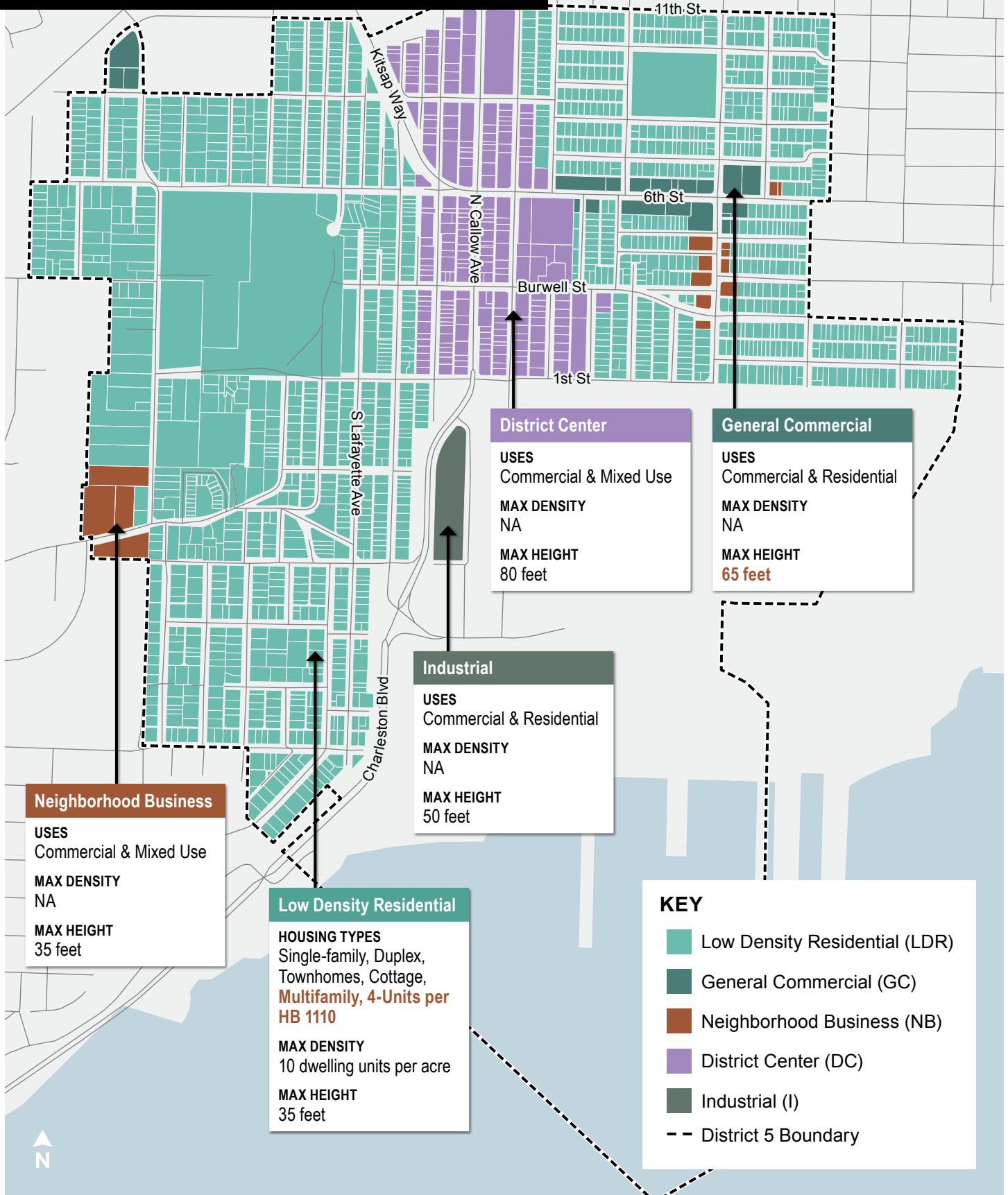
MAX HEIGHT
50 feet

KEY

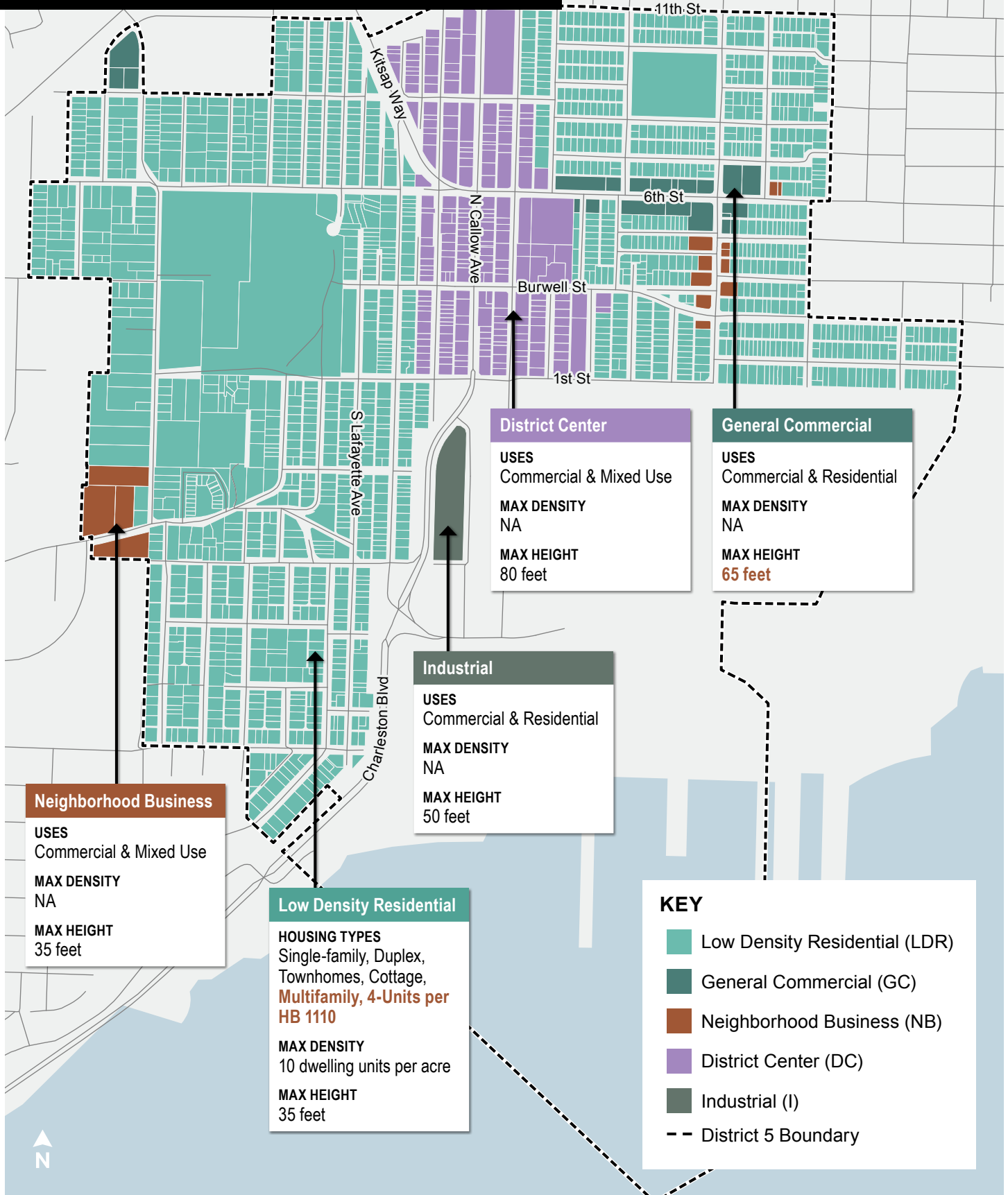
- Low Density Residential (LDR)
- General Commercial (GC)
- Neighborhood Business (NB)
- District Center (DC)
- Industrial (I)
- District 5 Boundary

CITY COUNCIL DISTRICT 5

Alternative #2: Centers Approach



CITY COUNCIL DISTRICT 5
Alternative #3: Citywide Approach



Neighborhood Business

USES
Commercial & Mixed Use

MAX DENSITY
NA

MAX HEIGHT
35 feet

Low Density Residential

HOUSING TYPES
Single-family, Duplex,
Townhomes, Cottage,
**Multifamily, 4-Units per
HB 1110**

MAX DENSITY
10 dwelling units per acre

MAX HEIGHT
35 feet

Industrial

USES
Commercial & Residential

MAX DENSITY
NA

MAX HEIGHT
50 feet

District Center

USES
Commercial & Mixed Use

MAX DENSITY
NA

MAX HEIGHT
80 feet

General Commercial

USES
Commercial & Residential

MAX DENSITY
NA

MAX HEIGHT
65 feet

KEY

- Low Density Residential (LDR)
- General Commercial (GC)
- Neighborhood Business (NB)
- District Center (DC)
- Industrial (I)
- District 5 Boundary



Community Outreach

The Department of Community Development (DCD) is eager to hear your perspective! There are several ways to get involved:



Join Us at Planning Meetings

Planning Commission meetings are held on the 3rd Monday of each month



Review Draft Goals and Policies

All documents are available for review on our website at Bremerton2044.com



Look for DCD Staff at Community Events

Look for our table advertising the Comprehensive Plan update at events



Contact Us with Questions

Contact us via email at complan@ci.bremerton.wa.us or call (360) 473-5289



Submit Comments and Feedback

Submit your comments to complan@ci.bremerton.wa.us

Not sure what to say? Try answering the questions on page 3 of this document.

Every person that emails a comment to the address above will be entered to win a free tumbler, with 2 winners chosen monthly!



District 5 Digest

2024 COMPREHENSIVE PLAN UPDATE

For more information and to view the plan in its entirety, go to

Bremerton2044.com

or scan the QR code below:



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