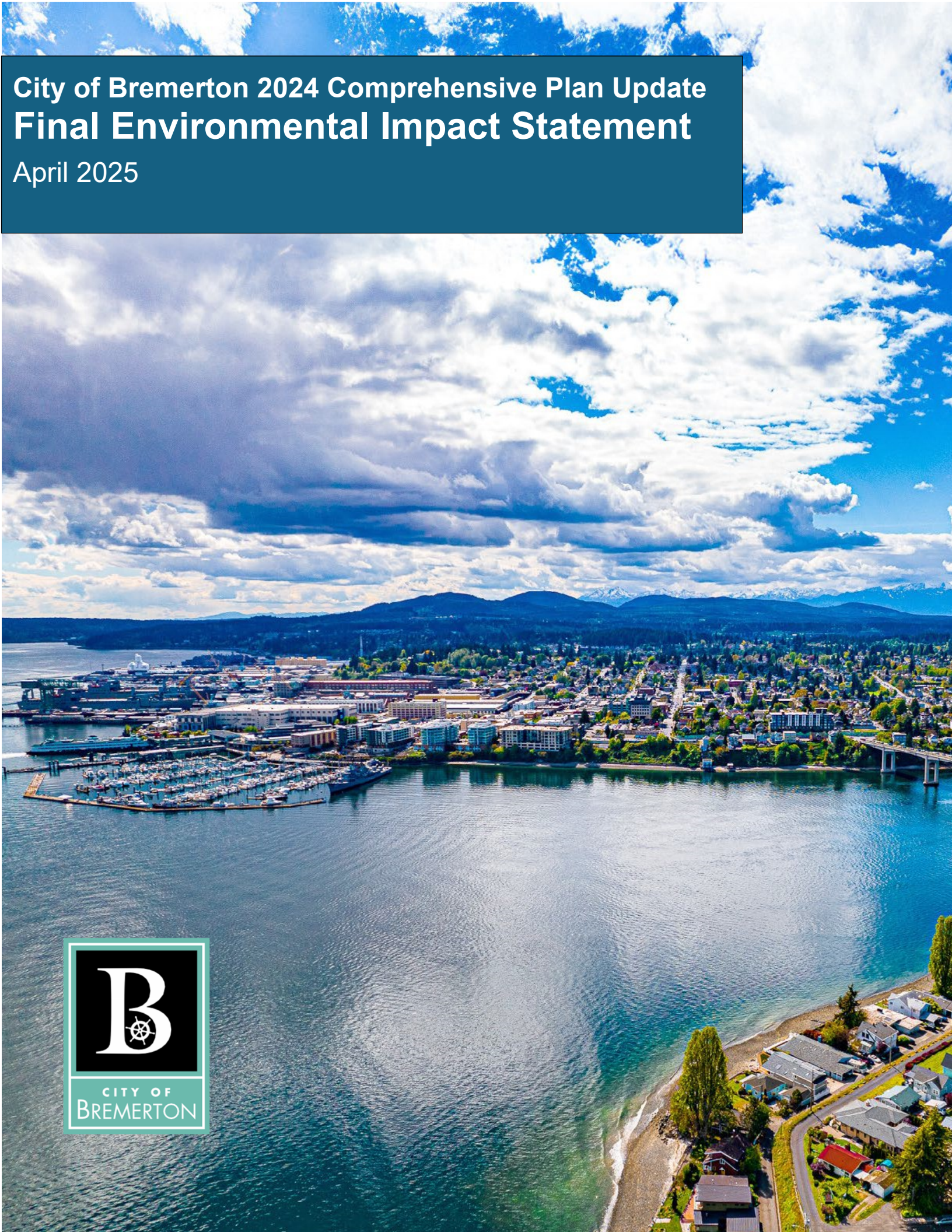


City of Bremerton 2024 Comprehensive Plan Update Final Environmental Impact Statement

April 2025



Land Acknowledgement

Ancestral Lands of the Coast Salish

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

The Suquamish Tribe

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

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

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Cover Letter

April 7, 2025

Subject: Bremerton2044 Comprehensive Plan Update Final Environmental Impact Statement

Dear Reader:

The City is updating its Comprehensive Plan consistent with the Growth Management Act (GMA; RCW 36.70A). The plan is designed to help the City meet its long-term vision for land use and growth management in incorporated city limits. In accordance with GMA, this update is for a 2044 horizon year, and considers new population, housing and job targets, changes to the future Land Use map, a fair share of affordable housing, housing policy amendments to address racially disparate impacts, and supporting investments in parks and multimodal/active transportation, utilities, and public services. The comprehensive plan is also required to be consistent with the Kitsap Countywide Planning Policies (CPPs), and with regional plans such as the Puget Sound Regional Council's (PSRC's) VISION 2050 which contains the Multi-County Planning Policies (MPPs).

The Final Environmental Impact Statement (FEIS) completes the environmental review process for a range of alternatives evaluated in the October 2024 Draft EIS, which studied three land use alternatives that include a no action and two action alternatives for Bremerton. Both Action Alternatives assumed growth targets consistent with PSRC's VISION 2050 and Appendix B-2 of the Kitsap CPPs for Bremerton: 20,252 new people, 9,556 new housing units and 14,175 new jobs.

Alternative 1 No Action, Current Adopted Plan

Alternative 2 Growth focused within City's Downtown Regional Growth Center and other designated Centers

Alternative 3 Growth focused within City's Downtown Regional Growth Center, designated other Centers, mixed use opportunities and increased residential high density

The DEIS evaluated: Earth; Air Quality/Climate; Water Resources; Fish, Wildlife and Plants; Land and Shoreline Use; Consistency with Plans and Policies; Population, Housing and Employment; Transportation; Historic and Cultural Resources; Public Services; and Utilities. The DEIS compares the alternatives and identifies mitigation measures for identified impacts.

Agencies affected tribes and members of the public had an opportunity to comment on the Bremerton 2044 Comprehensive Plan DEIS between October 18, 2024 through December 2, 2024. The City of Bremerton received 40 letters or emails, with a total of 113 separate comments during this period. This FEIS contains a response to all comments as well as additional analysis and information to address questions and comments where appropriate and possible.

The Bremerton Planning Commission evaluated the alternatives, staff recommendation, public comments received during the comment period and met on December 16, 2024. After discussion and deliberation, the Bremerton Planning Commission chose Alternative 2 as the Preferred Alternative at their meeting.

The Final EIS provides responses to comments, as well as any needed clarifications or corrections from the DEIS. Code amendment proposals necessary to implement the Preferred Alternative are also included. The Final EIS does not repeat the information in the 2024 Draft EIS.

If you have any questions, please email compplan@ci.bremerton.wa.us or visit the project website: <https://www.bremertonwa.gov/1300/Comprehensive-Plan-Update---Bremerton204>

Thank you for your interest in the future of Bremerton.

Sincerely,

Andrea Spencer, City of Bremerton, Community Development Director
SEPA Responsible Official

Fact Sheet

Project Title

City of Bremerton 2024-2044 Comprehensive Plan Periodic Update

Proposed Action and Alternatives

The City of Bremerton is updating the City's Growth Management Act Comprehensive Plan ("the comprehensive plan") consistent with the Growth Management Act (GMA; [RCW 36.70A](#)). The comprehensive plan is designed to help the City meet its long-term vision for land use and growth management. The comprehensive plan:

- allocates population, and employment growth to various areas of the county, with a majority of growth occurring in Urban Growth Areas (UGAs);
- reduces sprawl in rural areas and maintains rural character;
- addresses housing needs of all economic segments of the population;
- supports economic development;
- protects open space, cultural, and scenic resources;
- provides for parks, recreation, and capital facilities and utilities; and
- develops a transportation network necessary to serve the population and employment.

In accordance with GMA, the 2024 Update addresses and 2044 horizon year, and considers new population, housing and job targets, changes to the future Land Use map, a fair share of affordable housing, housing policy amendments to address racially disparate impacts, and supporting investments in multimodal/active transportation, utilities, public services and facilities, and parks. The comprehensive plan is also required to be consistent with the Kitsap Countywide Planning Policies (CPPs), and with regional plans such as the Puget Sound Regional Council's (PSRC's) Vision 2050 which contains the Multi-County Planning Policies (MPPs).

The Draft Environmental Impact Statement (DEIS) studied three land use and growth alternatives that include a no action and two action alternatives for the city. All three alternatives assume growth consistent with PSRC's Vision 2050 and Appendix B of the Kitsap CPPs: 20,252 new persons, 9,556 new housing units, and 14,175 new jobs. The following is a summary of the studied alternatives:

Alternative 1 No Action, Current Adopted Plan

Alternative 2 Growth focused within City's Downtown Regional Growth Center and other designated Centers

Alternative 3 Growth focused within City's Downtown Regional Growth Center, other designated Centers, mixed use opportunities and increased residential high density

The Bremerton Planning Commission evaluated the alternatives, staff recommendation, public comments received during the comment period and met on December 16, 2024. After discussion and deliberation, the Bremerton Planning Commission chose **Alternative 2** as the Preferred Alternative at their meeting.

The Final EIS provides responses to comments, as well as any needed clarifications or corrections from the DEIS. Code amendment proposals necessary to implement the Preferred Alternative are also included. The Final EIS does not repeat the information in the 2024 Draft EIS.

Proponent and Lead Agency

City of Bremerton Department of Community Development

Location

The proposal encompasses all incorporated areas of Bremerton.

Tentative Date of Implementation

June 2025

Responsible SEPA Official

Andrea L. Spencer, AICP, Director
 City of Bremerton Department of Community Development
 345 6th Street, Suite 100, Bremerton, WA 98337
 360-473-5275

Contact Person

Garrett Jackson, Planning Manager
 City of Bremerton Department of Community Development
 360-473-5275 | garrett.jackson@ci.bremerton.wa.us

Required Approvals

The Bremerton2044 Comprehensive Plan and all related regulatory updates will be considered by the Bremerton Planning Commission and its recommendations forwarded to the City Council who will deliberate and determine approval. The following City of Bremerton actions would be required to implement the proposal:

- Adoption of the updated City of Bremerton Comprehensive Plan
- Adoption of the update to the Downtown Regional Growth Center Subarea Plan
- Adoption of the amendments to the Puget Sound Industrial Center-Bremerton (PSIC) Subarea Plan
- Adoption of zoning and development regulations necessary to implement the policy and land uses changes.

The proposals will be reviewed by the Washington State Department of Commerce and other state agencies for a 60-day period prior to City action. Puget Sound Regional Council will conduct a comprehensive plan consistency review and Transportation certification review.

After city action, the likely permits to be acquired by individual development proposals include but are not limited to land use, construction, building, grading and right-of-way permits.

Principal EIS Authors and Contributors

The Draft EIS has been prepared under the direction of the City of Bremerton as follows:

Principal Author:

Cross Sound Consulting

Consultants:

Community Attributes – Land Use Market Studies
 Kennedy Jenks – Wastewater System
 Parametrix – Transportation
 Struck Environmental, FCS Group, Herrera
 Environmental, Associated Earth Sciences –
 Stormwater Comprehensive Plan
 BHC Consultants– Water System Plan

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 Chance W. Berthiaume, Utility Manager

Draft EIS Date of Issuance

Date of Issuance: October 18, 2024
 Commend Period: October 18 to December 2, 2024.

Final EIS 2025

April 7, 2025

Date of Final Action

June 2025

Prior Environmental Review

Since 1995, the City of Bremerton has issued the following series of environmental impact statements, addendums and supplements regarding the City's GMA Comprehensive Plans:

- City of Bremerton 1994 Comprehensive Plan Draft and Final Environmental Impact Statement
- City of Bremerton, 2003-2004 Comprehensive Plan Update, Final Supplemental Environmental Impact Statement (Final SEIS), December 1, 2004.
<https://www.bremertonwa.gov/DocumentCenter/View/2398/DSEIS-Comp-Plan-Update-PDF?bidId=>
- City of Bremerton, South Kitsap Industrial Area Final Planned Action Environmental Impact Statement (Final EIS), March 29, 2012: Addresses the City's major employment growth area annexed in 2009 now known as the Puget Sound Industrial Area – Bremerton. <http://www.bremertonwa.gov/743/Documents>
- Kitsap County, Urban Growth Area (UGA) Sizing and Composition Remand, Final EIS, August 10, 2012. Addresses cumulative growth across the county including the City of Bremerton and its UGAs. The assumed growth levels for the preferred plan are similar to the City's allocated growth targets for 2010-2036.
- City of Bremerton and Kitsap County, Gorst Creek Watershed Characterization and Framework Plan, Gorst Subarea Plan, and Gorst Planned Action, Final EIS, October 8, 2013. Addresses the City's watershed and assigned Gorst Urban Growth Area (UGA) to the south, and cumulatively addresses air quality, transportation, and other topics relevant to the City and its planning area. <http://www.bremertonwa.gov/696/Documents>.
- City of Bremerton 2016 Comprehensive Plan Environmental Impact Statement Addendum, November 2015. <https://www.bremertonwa.gov/DocumentCenter/View/3816/Environmental-Addendum-PDF?bidId=>

Adoption of Previous SEPA Documents

An agency may use previously prepared environmental documents to evaluate proposed actions, alternatives, or environmental impacts. The proposals may be the same as or different than those analyzed in the existing documents (WAC 197-11-600[2]). The City of Bremerton adopts the following documents as relevant to the 2024 Comprehensive Plan Update:

- City of Bremerton, Puget Sound Industrial Center Subarea Plan (formerly South Kitsap Industrial Area) Final Planned Action Environmental Impact Statement (Final EIS), March 29, 2012: Addresses the City's major employment growth area annexed in 2009 now known as the Puget Sound Industrial Area – Bremerton. The employment growth allocated by PSRC remains consistent with job growth evaluated in the FEIS. The Planned Action EIS Ordinance for PSIC is also adopted.
 - Subarea Plan: <http://www.bremertonwa.gov/743/Documents>.
 - [PSIC Planned Action Ordinance](#).
 - Updates to the PSIC Subarea Plan are proposed as part of the Comprehensive Plan Update and can be viewed [here](#). Amendments to the subarea plan (underlined are additions/strikeouts are deletions) are consistent with the DEIS' Action Alternatives 2 and 3 and bring the subarea plan into consistency with its designation as a Regional Manufacturing/Industrial Center (MIC).
 - In addition, minor alterations to development standards are proposed consistent with recommendations made in a *2023 Puget Sound Industrial Center Market Study*, which included feedback from PSIC property owners and businesses. Proposed changes include added flexibility to PSIC Subarea Plan zoning development criteria (landscaping, impervious surface coverage, parking, etc.) and removing redundant/outdated information related to transportation and stormwater within the plan. These amendments are not inconsistent with intensities assumed in PSIC's Final EIS and Planned Action EIS ordinance.
- City of Bremerton Harrison Heights (formerly East Side Village) Subarea Plan Final Planned Action Environmental Impact Statement (Final EIS), September 14, 2020 and Addendum, April 18, 2022.
 - [Subarea Plan, D/FEIS and Planned Action Ordinance](#)
- City of Bremerton and Kitsap County, Gorst Creek Watershed Characterization and Framework Plan, Gorst Subarea Plan, and Gorst Planned Action, Final EIS, October 8, 2013.
 - Available: <http://www.bremertonwa.gov/696/Documents>.

- Addresses the City’s watershed and assigned Gorst Urban Growth Area (UGA) to the south, and cumulatively addresses air quality, transportation, and other topics relevant to the City and its planning area.
- Kitsap County, Ueland Tree Farm Mineral Resource Development Project: Proposed CUP Modification, Final SEIS, August 2015. Addresses areas under consideration for the Mineral Resources Overlay in the City.
 - Available: Mark Mauren (253) 307-5900 mauren.wa@gmail.com
 - A SEPA Appeal was addressed through agreement of the parties to add additional conditions and dismissed by the Kitsap County Hearing Examiner in September 2015.

Location of Background Data

You may review the project website for relevant reports and studies associate with the 2024 Comprehensive Plan Update at: <https://www.bremertonwa.gov/1300/Comprehensive-Plan-Update---Bremerton204>. For clarifications or questions, please contact Garrett Jackson at contact information above.

Purchase/Availability of Final EIS

The Final EIS is posted at the City’s website: <https://www.bremertonwa.gov/1300/Comprehensive-Plan-Update---Bremerton204>.

This Final EIS has been distributed to agencies and organizations noted on the Distribution List below. Copies of the Draft EIS are also available for review at Bremerton Department of Community Development, 6th floor of the Norm Dicks Government Building: 345 6th Street, Bremerton, WA. Thumb drives are available for purchase at cost at Bremerton Department of Community Development.

Phased Environmental Review

Phased review of the proposal pursuant to WAC 197-11-060(5) is anticipated. Phased review assists agencies and the public to focus on issues that are ready for decision and exclude from consideration issues already decided or not yet ready. In phased review, broader environmental documents, such as the EIS for this proposal, may be followed by narrower documents that incorporate prior general discussion by reference and concentrate solely on the issues specific to that phase of the proposal.

Distribution List	
<p><u>Federal and Tribal Agencies</u> Suquamish Tribe Port Gamble S’Klallam Tribe U.S. Navy U.S. Army Corps of Engineers</p> <p><u>State and Regional Agencies</u> Department of Commerce Department of Archaeology and Historic Preservation Department of Ecology Department of Fish and Wildlife Department of Transportation Puget Sound Clear Air Agency Puget Sound Regional Council</p> <p><u>Local and Regional Jurisdictions/Agencies</u> Kitsap County City of Bainbridge Island City of Port Orchard</p>	<p>City of Poulsbo Kitsap Transit Port of Bremerton Bremerton School District</p> <p><u>Utilities</u> Puget Sound Energy Cascade Natural Gas</p> <p><u>Media</u> Kitsap Sun</p> <p><u>Commenters</u> Persons commenting on the Draft EIS have received a notice of availability (if contact information was available).</p>

1 Introduction & Proposal

1.1 Introduction

This section provides a summary of the City's proposals under consideration.

Overview of the Proposal

The City of Bremerton is updating its Growth Management Act Comprehensive Plan ("the comprehensive plan") consistent with the Growth Management Act (GMA; [RCW 36.70A](#)). The comprehensive plan is designed to help the City meet its long-term vision for land use and growth management. The comprehensive plan:

- allocates population, and employment growth to various areas of the county, with a majority of growth occurring in Urban Growth Areas (UGAs);
- reduces sprawl in rural areas and maintains rural character;
- addresses housing needs of all economic segments of the population;
- supports economic development;
- protects open space, cultural, and scenic resources;
- provides for parks, recreation, and capital facilities and utilities;
- develops a multimodal transportation network necessary to serve the population and employment; and
- updates the City's two regional growth center's subarea plans – Downtown and Puget Sound Industrial Center (PSIC).

In accordance with GMA, the 2024 Update addresses and 2044 horizon year, and considers new population, housing and job targets, changes to the future Land Use map, a fair share of affordable housing, housing policy amendments to address racially disparate impacts, and supporting investments in parks and multimodal/active transportation, utilities and public services. The comprehensive plan is also required to be consistent with the Kitsap Countywide Planning Policies (CPPs), and with regional plans such as the Puget Sound Regional Council's (PSRC's) Vision 2050 which contains the Multi-County Planning Policies (MPPs).

In a Draft Environmental Impact Statement (DEIS) released October 2024, the City evaluated three land use and growth alternatives. All three alternatives assume growth consistent with [PSRC's Vision 2050](#) and [Appendix B-1 and B-2 of the Kitsap CPPs](#): **20,252 new persons, 9,556 new housing units, and 14,175 new jobs.**

The following is a summary of the alternatives studied:

- **Alternative 1, No Action** continues the current Comprehensive Plan and zoning regulations. The No Action Alternative does not include effects of PSRC's VISION 2050, updates to Regional Centers Framework, and the Kitsap Countywide Planning Policies. While it does include the effects of HB 1110 and 1337 in the Low, Medium and High Densities residential zones with moderate unit increases, it assumes no other policy changes have been made. Land uses and densities are generally similar to existing development regulations, and housing unit capacity for the Alternative was calculated based on existing land uses, allowed densities, unit types and heights.

The No Action Alternative assumes a residential capacity of 7,410 housing units which is less than the 2044 housing growth target of 9,556 dwelling units (deficit of 2,146 units), and an employment capacity of 16,488 jobs (surplus of 2,313 jobs from employment growth target of 14,175).

- **Alternative 2 Centers** includes the effects of PSRC's VISION 2050, updates to Regional Centers Framework, and the Kitsap Countywide Planning Policies. Alternative 2 land use densities focus substantial residential capacity via increased heights in the City's Downtown Regional Growth Center with 43% of housing unit capacity allocated to that center. Other existing designated Centers, especially Harrison Heights Subarea and mixed use in Commercial zoning districts, also receive significant increased capacity. Alternative 2 also includes the moderate effects of HB 1110 and 1337 in the Low, Medium and High Densities residential zones would have under the Centers growth scenario. Alternative 2 includes a full update to the Downtown Regional Growth Center Subarea Plan and select amendments

to the Puget Sound Industrial Center – Bremerton (PSIC) to ensure consistency with PSRC’s Regional Centers Framework.

Action Alternative 2 assumes a residential capacity of 10,067 housing units and employment capacity of 16,448 jobs, which is more than the 2044 housing growth target of 9,556 dwelling units by 511 units, and the employment growth target with a surplus of 2,273 jobs.

- **Alternative 3 Centers, Mixed Use and HDR** includes the effects of PSRC’s VISION 2050, updates to the Regional Centers Framework, and the Kitsap Countywide Planning Policies. Alternative 3 is similar to Alternative 2 in land use densities focus substantial residential capacity via increased heights in the City’s Downtown Regional Growth Center, and other existing designated Centers. Alternative 3 also includes moderate mixed-use capacity in commercial and employment zones from Alternative 2. Alternative 3 includes the effects of HB 1110 and 1337 and assumes moderate increased capacity in the High-Density Residential zone. Alternative 3 includes a full update to the Downtown Regional Growth Center Subarea Plan and select amendments to the Puget Sound Industrial Center – Bremerton (PSIC) to ensure consistency with PSRC’s 2018 Regional Centers Framework.

Action Alternative 3 assumes a residential capacity of 10,192 housing units and employment capacity of 16,353 jobs. The housing unit capacity is a surplus of 636 units from the growth target of 9,556 dwelling units, and the employment capacity is a surplus of 2,178 jobs from the growth target of 14,175.

The Bremerton Planning Commission chose **Alternative 2 as the Preferred Alternative** at its December 16, 2024, meeting. The Final EIS provides responses to comments, as well as any needed clarifications or corrections from the DEIS. Code amendment proposals necessary to implement the Preferred Alternative are also included. The Final EIS does not repeat the information in the 2024 Draft EIS.

Study Area

The primary study area includes all lands within the City of Bremerton, located on the eastern edge of the Kitsap Peninsula with State Highway Route 3 bisecting east and west areas. Most of the City’s land area is located on two peninsulas, separated by the Port Washington Narrows. The city limits land area consists of 20,560 acres, including 8,000 acres of undeveloped land and open space in the western portions of the city limits, distributed between the Union River watershed, the city-owned Gold Mountain Golf Course, and other forested utility-owned lands.

Objectives and Purpose of Proposal

SEPA requires a statement of proposal objectives and the purpose and need to which the proposal is responding. Alternatives are different means of achieving objectives. The objectives of the Bremerton Comprehensive Plan 2024 Update include the following:

- Address state and regional goals and requirements.
- Comply with comprehensive plan periodic review requirements to meet state laws including changes to the GMA since the last periodic review and to align with the regional growth strategy in the PSRC VISION 2050.
- Demonstrate capacity to accommodate housing and jobs growth targets through 2044.
- Meet legislative requirements and countywide planning policies for affordable housing and housing types
- Support economic development and business for prosperous community and economic vitality.
- Support transit, non-motorized and other alternative transportation modes through appropriate housing choices, employment opportunities, and multimodal transportation infrastructure.
- Ensure that public services, multimodal transportation infrastructure and capital facilities can be efficiently and effectively provided to support forecast development at appropriate levels of service.
- Enhance access to parks, recreation, and cultural amenities.
- Update the City’s two regional growth centers – Downtown Regional Growth Center and Puget Sound Industrial Center subarea plans consistent with PSRC VISION 2050 and Centers Framework.

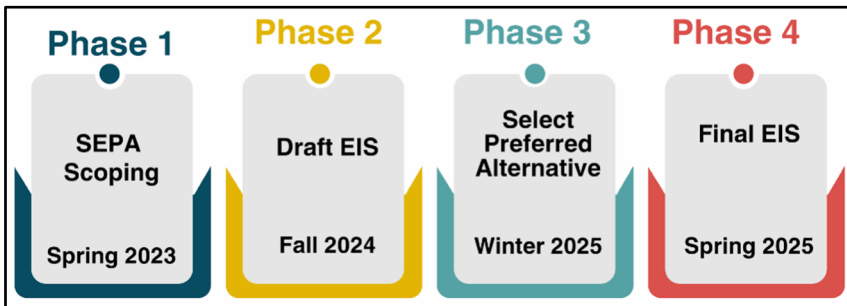
1.2 SEPA Process

Overview

Under the State Environmental Policy Act (SEPA), agencies conduct environmental review of actions that could affect the environment – including policy and regulation changes (considered non-project actions). Preparation of an EIS is required for actions that have potentially significant impacts so that the public, agencies, Tribes, and City decision-makers have information about the environmental effects of changes before a decision is made.

See the graphic below for an overview of the EIS process. The Final EIS is part of Phase 4. The Final EIS is in conjunction with the release and public review and hearing process of the 2024-2044 Comprehensive Plan on April 7, 2025.

Exhibit 1.2.1-1 Comprehensive Plan EIS Process Timeline



Draft EIS

The October 2024 Draft EIS identifies environmental conditions, potential impacts, and measures to reduce or mitigate any unavoidable adverse impacts that could result from the 2024 Comprehensive Plan Update and the three alternatives evaluated. The DEIS evaluated the following topics for the three alternatives:

Natural Environment

- Earth
- Air Quality/Climate
- Water Resources
- Plants and Animals

Built Environment

- Land and Shoreline Use
- Plans and Policies
- Population, Housing and Employment
- Historical and cultural preservation
- Transportation
- Public Services
- Utilities

Level of Analysis

The proposal is to perform the periodic update of the City of Bremerton Comprehensive Plan as required by the GMA. Under SEPA, this proposal is considered a “non-project” proposal. As defined in WAC 197-11-774, “non-project” means “actions which are different or broader than a single site-specific project, such as plans, policies, and programs.” For non-project proposals, SEPA allows for more flexibility in EIS preparation because “there is normally less detailed information available on their environmental impacts and on any subsequent project proposals.” Further, for such proposals, impacts and alternatives are to be discussed “in the level of detail appropriate to the scope of the non-project proposal and to the level of planning for the proposal.” Site specific analyses are not required (WAC 197-11-442).

Final EIS

The Final EIS is issued on April 7, 2025 and include responses to public comments received during the Draft EIS comment period. Following the EIS process, the Comprehensive Plan will be the subject of public meetings and public hearings by the Planning Commission and City Council. The Final EIS does not repeat the information in the 2024 Draft EIS.

Phased Review

Phased review of the proposal pursuant to WAC 197-11-060(5) is anticipated. Phased review assists agencies and the public to focus on issues that are ready for decision and exclude from consideration issues already decided or not yet ready. In phased review, broader environmental documents, such as the EIS for this proposal, may be followed by narrower documents that incorporate prior general discussion by reference and concentrate solely on the issues specific to that phase of the proposal.

Adoption of Previous SEPA Documents

An agency may use previously prepared environmental documents to evaluate proposed actions, alternatives, or environmental impacts. The proposals may be the same as or different than those analyzed in the existing documents (WAC 197-11-600[2]).

The City of Bremerton adopts the following documents as relevant to the 2024 Comprehensive Plan Update:

- City of Bremerton, Puget Sound Industrial Center Subarea Plan (formerly South Kitsap Industrial Area) Final Planned Action Environmental Impact Statement (Final EIS), March 29, 2012: Addresses the City's major employment growth area annexed in 2009 now known as the Puget Sound Industrial Area – Bremerton. The employment growth allocated by PSRC remains consistent with job growth evaluated in the FEIS. The Planned Action EIS Ordinance for PSIC is also adopted.
 - Subarea Plan: <http://www.bremertonwa.gov/743/Documents>.
 - [PSIC Planned Action Ordinance](#).
 - Updates to the PSIC Subarea Plan are proposed as part of the Comprehensive Plan Update and can be viewed [here](#). Amendments to the subarea plan (underlined are additions/strikeouts are deletions) are consistent with the DEIS' Action Alternatives 2 and 3, and bring the subarea plan into consistency with its designation as a Regional Manufacturing/Industrial Center (MIC). In addition, minor alterations to development standards are proposed consistent with recommendations made in a *2023 Puget Sound Industrial Center Market Study*, which included feedback from PSIC property owners and businesses. Proposed changes include added flexibility to PSIC Subarea Plan zoning development criteria (landscaping, impervious surface coverage, parking, etc.) and removing redundant/outdated information related to transportation and stormwater within the plan. These amendments are consistent with the intensity assumed in PSIC's Final EIS and Planned Action EIS ordinance.
- City of Bremerton Harrison Heights (formerly East Side Village) Subarea Plan Final Planned Action Environmental Impact Statement (Final EIS), September 14, 2020 and Addendum, April 18, 2022.
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- City of Bremerton and Kitsap County, Gorst Creek Watershed Characterization and Framework Plan, Gorst Subarea Plan, and Gorst Planned Action, Final EIS, October 8, 2013.
 - Available: <http://www.bremertonwa.gov/696/Documents>.
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 - Available: Mark Mauren (253) 307-5900 mauren.wa@gmail.com
 - A SEPA Appeal was addressed through agreement of the parties to add additional conditions and dismissed by the Kitsap County Hearing Examiner in September 2015.

1.3 Preferred Alternative

The DEIS Alternatives were evaluated upon the alternative’s ability to accommodate the City’s population, employment and housing targets as assigned by PSRC VISION 2050 and the Kitsap Countywide Planning Policies. For the City of Bremerton, the adopted 2020-2044 growth targets are: **20,252 new persons, 14,175 new jobs, and 9,556 new housing units.**

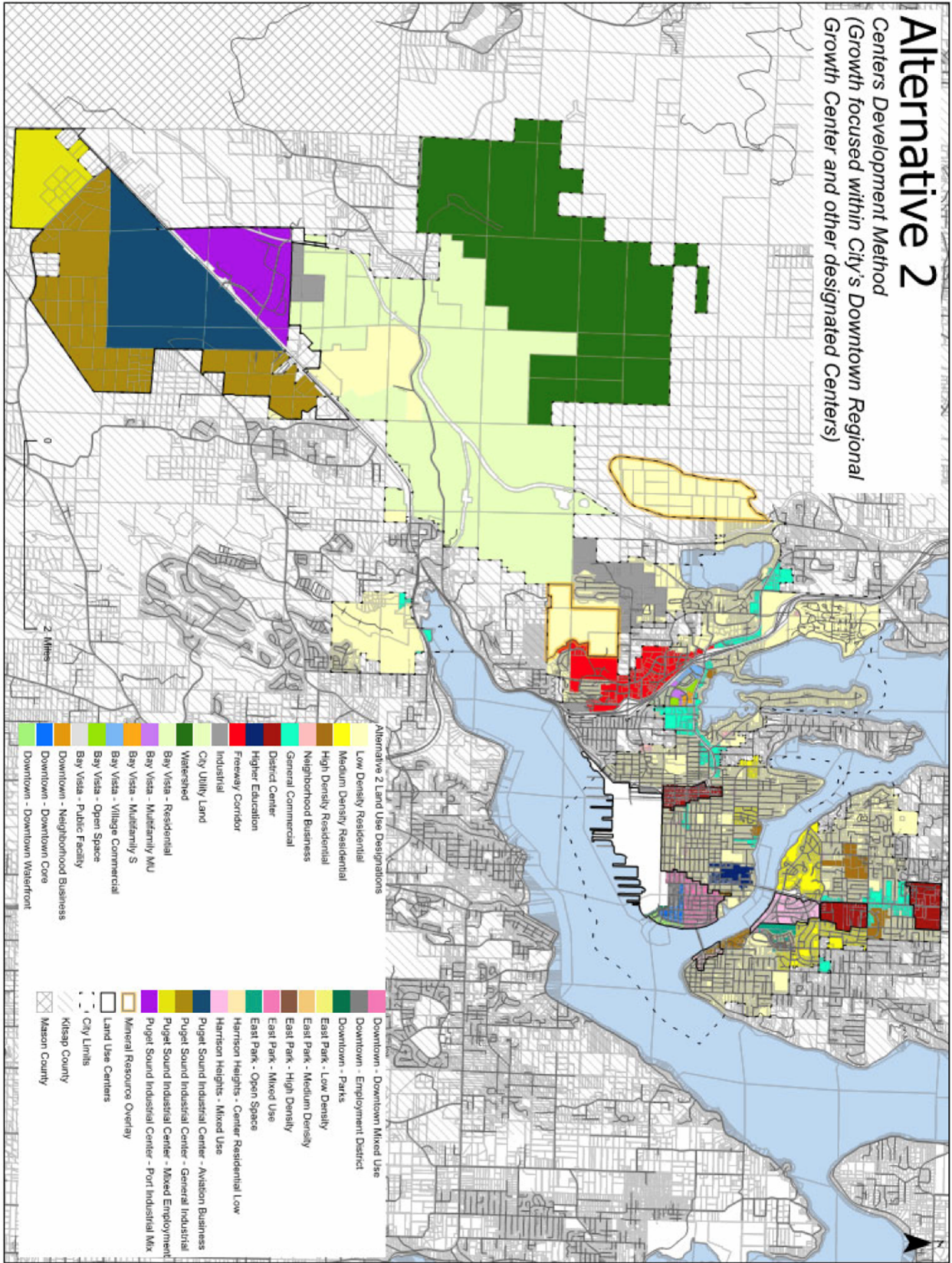
Alternative 2 has been chosen as the City’s preferred alternative, and includes the effects of PSRC’s VISION 2050, updates to Regional Centers Framework, and the Kitsap Countywide Planning Policies.

Alternative 2 land use densities focus substantial residential capacity via increased heights in the City’s Downtown Regional Growth Center with 43% of housing unit capacity allocated to that center. Other existing designated Centers, especially Harrison Heights Subarea and mixed use in Commercial zoning districts, also receive significant increased capacity. Alternative 2 also includes the moderate effects of HB 1110 and 1337 in the Low, Medium and High Densities residential zones would have under the Centers growth scenario. Alternative 2 includes a full update to the Downtown Regional Growth Center Subarea Plan and select amendments to the Puget Sound Industrial Center – Bremerton (PSIC) to ensure consistency with PSRC’s 2018 Regional Center Framework.

Alternative 2 assumes a residential capacity of 10,067 housing units and employment capacity of 16,448 jobs, which is more than the 2044 housing growth target of 9,556 dwelling units by 511 units, and the employment growth target with a surplus of 2,273 jobs.

Exhibit 1.3-1: Preferred Alternative 2 Growth Target Analysis			
	Preferred Alternative 2		
	SF Unit Capacity	MF Unit Capacity	Employment Capacity
Zoning Districts			
Low Density Residential (R-10) Pipeline housing units	1,394 209		0
Medium Density Residential (R-18)		131	0
High Density Residential (R-40)		341	0
Bay Vista Subarea Plan Pipeline housing units	120	62	41
East Park Subarea Plan		56	0
District Center Core (DCC) Pipeline housing units		469 359	163
Charleston District Center (CDC)		114	25
Downtown Subarea Plan (DSAP) Pipeline housing units		4,027 295	1,625
Harrison Heights Subarea Plan (HHSAP)		1,695	2,700
General Commercial (GC) Pipeline housing units		636 72	289
Institutional (INST)		3	101
Neighborhood Business (NB)		84	67
Freeway Corridor			441
Industrial			635
Puget Sound Industrial Center (PSIC)			9,638
Subtotal	1,723	8,344	15,795
Total All Units		10,067	N/A
Pipeline Jobs		N/A	653
Total All Jobs		N/A	16,448
2044 Growth Target		9,556	14,175
Surplus/Deficit		511	2,273

Exhibit 1.3-2: Preferred Alternative 2 Land Use Map



2 Draft EIS Comments and Responses

2.1 Draft EIS Comments

This section of the Final EIS summarizes the comments received on the Draft EIS from October 18 to December 2, 2024. Approximately 40 written comments were received on the Supplemental Draft EIS 2023. Exhibit 2.1-1 reports the commenters and date of submittal; Exhibit 2.1-2 summarizes the comment letters' content and FEIS response.

Exhibit 2.1-1: Draft EIS 2024 Commenters			
Letter Number	Last Name	First Name	Date
1	Frazier	Matthew	10/25/2024
2	Garland	William	10/25/2024
3	Anonymous		
4	Chiu	Janet	11/3/2024
5	Bailey	Priscilla	11/8/2024
6	Karchevsky	Ashley	11/10/2024
7	Childers	Shirlene	11/12/2024
8	Knight	Shirley	11/12/2024
9	Iverson	Dianne	11/14/2024
10	Michel	Charlie	11/14/2024
11	Reid	Jacqueline	11/18/2024
12	Stanfill	Jack	11/18/2024
13	Carpenter	Travis	11/19/2024
14	DeStephano	Paelina	11/21/2024
15	Simanskey	Cale	11/21/2024
16	Bradford	Alden	11/22/2024
17	Carrifee	Pamela	11/25/2024
18	Merrigan	Travis	11/27/2024
19	Walker	Teresa	11/29.2024
20	Stanfill	Jack	12/1/2024
21	Mauren	Mark	12/1/2024
22	Cline	Jim	12/2/2024
23	Hadden	Eric	12/2/2024
24	Islam	Marc	12/2/2024
25	Gruber	Tory	12/2/2024
26	Weldin	Robin	12/2/2024
27	Camacho	Jose	12/2/2024
28	A	Helen	12/2/2024
29	S	Olivia	12/2/2024
30	H	Casey	12/2/2024
31	W	Darrel	12/2/2024
32	B	Paula	12/2/2024
33		Ronda	12/2/2024
34	D	Gabriella	12/2/2024
35	B	Dana	12/2/2024
36	S	June	12/2/2024
37	B	Judy	12/2/2024
38	H	Dylan	12/2/2024
39	R	Melanie	12/2/2024
40		K.K.	12/2/2024

2.2 Responses to Draft EIS Comments

Exhibit 2.2-1 provides a summary of the comments on the Draft EIS and responses to the comments. Where comments reflect a preference or state an opinion regarding a topic, responses indicate that the comments are noted. For topics that include comments or questions about the environmental analysis or alternatives, a response is provided. Draft EIS clarifications or corrections are presented in Section 2.4. Appendix 4.3 includes the submitted DEIS letters.

Exhibit 2.2-1: Draft EIS 2024 Comments and Responses		
Letter Number	Comment Summary	Response
1	<p>1.1 Concern with access to the downtown area, with so little free parking</p> <p>1.2 Suggests a more robust public transportation and bike accommodations</p> <p>1.3 Suggests parking minimums</p>	<p>1.1 In an effort to promote affordable housing, the Draft Downtown Subarea Plan proposes no minimum vehicle parking standards.</p> <p>1.2 The City Public Works Department is updating the City's Active Transportation Plan, which will continue to be developed following adoption of the Comprehensive Plan. Components of the plan are included in the Draft Transportation Appendix.</p> <p>1.3 Suggest participation in Planning Commission review of minimum parking standards in 2025, sign up for notification at the City webpage https://www.bremertonwa.gov/list.aspx.</p>
2	<p>2.1 Thank you for work on the comprehensive plan update.</p> <p>2.2 Encourage allowing fourplexes or even sixplexes on Ash Street near former Harrison Hospital.</p>	<p>2.1 Comment appreciated.</p> <p>2.2 Area identified is zoned R-18, which allows for fourplexes and other attached housing types.</p>
3	<p>Comments noting need for more comprehensive network for active transportation.</p>	<p>The City Public Works Department is updating the City's Active Transportation Plan, which will continue to be developed following adoption of the Comprehensive Plan.</p>
4	<p>Suggests taking the design of affordable housing in a bold direction.</p>	<p>Design standards for multifamily and mixed-use structures are planned to be considered by the Planning Commission in 2025.</p>
5	<p>5.1 Wheaton/Riddell District shows a lot of improvement since City adopted less restrictive development requirements.</p> <p>5.2 Many buildings in the city are being torn down instead of being repurposed. City requirements make redevelopment unexpectedly expensive.</p> <p>5.3 What kind of employment is anticipated for the Eastside Employment Center? Can we get more medically related development?</p> <p>5.4 Cherry Avenue needs better planning. The area has old housing in poor condition. Need individual houses for families, not apartments and other multi-family housing, which do not often provide play areas.</p> <p>5.5 Low-income housing is needed in Bremerton. But they should include landscaped areas and play areas for children.</p> <p>5.6 Building height impacts to pre-existing apartment buildings should be considered when new development is reviewed.</p>	<p>5.1 Comment noted.</p> <p>5.2 Comment noted.</p> <p>5.3 The Harrison Heights Subarea Plan predicts and encourages a mix of uses, including commercial, institutional and residential.</p> <p>5.4 Draft Comprehensive Plan Policy addressing comment: H2(l): Plan for sufficient housing and a variety of housing types to meet the needs of the existing and projected population at all income levels while also encouraging the private sector to meet the changing demographic needs and preferences.</p> <p>5.5 Landscaping and play areas for multiplexes can be evaluated during development code update 1.3 Suggest participation in Planning Commission review of landscaping and open space requirements in 2025, sign up for notification at the City webpage https://www.bremertonwa.gov/list.aspx.</p>

	5.7 Multiple storied buildings need to consider its location over parking lots and/or access driveways and not result in impediments.	5.6 Comment noted and forwarded to decision makers. Standards addressing height can be evaluated during development code update. 5.7 Comment noted and forwarded to decision makers. Standards addressing height can be evaluated during development code update.
6	6.1 Areas with existing housing stock that reflect WWI and WWII housing architectural eras and styles should be protected or designated as historic districts. 6.2 Encourage significant incentives to preserve housing to historically accurate standards through tax incentives, grants, low-income loans, skilled trade training, and construction focused on historic preservation, while discouraging aesthetic modernization of high-density areas close-in to downtown. 6.3 Razing buildings that can be preserved is not an environmentally sound practice. 6.4 There are plenty of areas for new development, historic properties should be preserved and maintained.	6.1 Draft Comprehensive Plan Policy addressing comment: LU4(H): Consider appropriate levels of City participation in historic preservation opportunities at the Federal, State and Local level. 6.2 The City Council has indicated it may consider future ordinance proposals seeking to find an appropriate balance between needs for historic preservation and affordable housing. 6.3 See comments 6.2. 6.4 See comments 6.2.
7	7.1 Please add more lighting in Manette near the Boat Shed and Kaio Soi. 7.2 Please improve the safety of the staircase and handrail in front of the Boat Shed.	7.1 Comment noted and forwarded to City operations and maintenance regarding lighting. 7.2 Stairway is private property and is not a public improvement.
8	8.1 Consider the air space in any development planned for the old Harrison Hospital site. No building should kill the view of another building. 8.2 Consider height restrictions so all property owners can enjoy views.	8.1 No alteration to height standards within the Harrison Heights Subarea Plan is proposed with the Comprehensive Plan update. 8.2. Revised City Comprehensive Plan policies promote the preservation of public views, but not private views at this time. Due to prevalent natural resources, and topography that yields views from properties throughout the City, the preservation of private views may not be feasible and would create a barrier to creating needed housing.
9	Consider incentives for builders to provide accessibility.	The Comprehensive Plan currently promotes accessibility to public buildings and sidewalks, but not private structures at this time.
10	10.1 Would like a shared use path to be planned and developed for NAD Marine Park, to connect Jackson Park to Shorewood Drive. 10.2 Would like Werner Road (west of Sunnyside Road) as a bicycle corridor to Sherman Heights (Belfair) and car dealerships, National Avenue area. 10.3 Complete Streets as a minimum. Public/bicycle community needs to see 30 90% designs for road improvements.	10.1 Referenced N.A.D. project is currently on City's Capital Improvement Plan. 10.2 The City Public Works Department is updating the City's Active Transportation Plan, which will continue to be developed following adoption of the Comprehensive Plan. Components of the plan are included in the Draft Transportation Appendix. 10.3 Please visit the City's Projects webpage for updates on planned capital facilities https://www.bremertonwa.gov/404/Projects .
11	11.1 Commend the City staff and authors of the DEIS. 11.2 Transportation level of service (LOS) is measured by delays at intersections of traffic entering intersections. Some intersections identified in the DEIS indicate that existing	11.1 Comment appreciated. 11.2 Comment noted. 11.3 Comment noted. 11.4 Additional clarification provide in Section 2.3. 11.5 Comment noted. 11.6 Additional clarification provide in Section 2.3.

	<p>LOS for some intersections are not being met and many are at level of service D.</p> <p>11.3. With growth alternatives, the LOS will get worse and go below D.</p> <p>11.4. There should be additional review before the FEIS is issued.</p> <p>11.5 More traffic will occur during the peak periods (AM/PM), and impact local streets as they will be alternate routes.</p> <p>11.6 More analysis is needed for increase traffic, LOS and local streets impacts.</p>	
12	<p>12.1 Been involved with the city and county about the Kitsap Quarry since 2009.</p> <p>12.2 The DEIS/FEIS for the Port Blakely and Kitsap Quarry lacks scientific integrity, disinformation.</p> <p>12.3 Submitted several previous documents to Planning Commission with the comment.</p> <p>12.4 25 acres of Kitsap Quarry was supposed to be saved for infiltration.</p>	<p>12.1 Comment noted.</p> <p>12.2 Comment noted.</p> <p>12.3 Documents noted, see City Attorney opinion provided in section 4.2.</p> <p>12.4 Comment noted, see response to letter number 20 for additional detail.</p>
13	<p>Concern regarding height limits and new construction. Height limit in low-density area in Manette needs to be held to two stories. Variances to heights should not be granted.</p>	<p>The maximum height in the Lower Manette area as historically been 35-feet, with no alteration proposed with this Comprehensive Plan update.</p>
14	<p>14.1 Support dense zoning throughout the city.</p> <p>14.2 Parking minimums, especially for low density residential, are overly restrictive. Parking minimums should be reduced in a blanked fashion or if street parking is present.</p> <p>14.3 Easing regulations, streamlining permitting and allowing tax exemptions for multifamily housing will support affordable housing directly.</p> <p>14.4 Instituting a vacancy tax will ensure supply.</p> <p>14.5 Support projects like Smith's Cove. Robust plan for open spaces in close proximity of density.</p> <p>14.6 Support parkland dedication ordinance in lieu of surface parking lot</p>	<p>14.1 Comment noted, proposed development regulations related to density noted in Section 3.</p> <p>14.2 Suggest participation in Planning Commission review of minimum parking standards in 2025, sign up for notification at the City webpage https://www.bremertonwa.gov/list.aspx.</p> <p>14.3 Existing Comprehensive Plan Policy addressing comment: H3(E): Eliminate unnecessary regulatory impediments to the development of affordable housing.</p> <p>14.4 Existing Comprehensive Plan Policy addressing comment 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.</p> <p>14.5 Comment noted, please see Draft Downtown Subarea Plan for more information on potential zoning updates in this area.</p> <p>14.6 Existing Comprehensive Plan policies addressing comment E4(I): Protect natural resources that sequester and store carbon such as wetlands, estuaries, stream buffers and urban tree canopy.</p>
15	<p>15.1 Support increasing density in Bremerton, but in doing so, need to include a number of elements.</p> <p>15.2 Dense areas need to include green space requirement. Simple pocket parks for residents living in apartments/condos to utilize.</p>	<p>15.1 Comment noted.</p> <p>15.2 Standards addressing landscaping and recreational amenities can be evaluated during development code update. Please participate in the ongoing update to the City Parks, Recreation, & Open Space Plan; visit the City webpage for more information</p>

	<p>15.3 Increase tree canopy to reduce heat island effect. Consider adopting a more complete list of accepted street trees.</p> <p>15.4 Safe multimodal infrastructures. Cycling needs to be safe and inviting, with fully protected and shaded bike corridors.</p> <p>15.5 Downtown is full of empty store fronts; need to impose a vacancy tax to encourage redevelopment and improved land use.</p> <p>15.6 Remove parking minimums. Density efforts are stunted when parking areas are reserved for vehicles.</p>	<p>https://www.bremertonwa.gov/210/Parks-Recreation</p> <p>15.3 Existing Comprehensive Plan policy addressing comment E4(l): Protect natural resources that sequester and store carbon such as wetlands, estuaries, stream buffers and urban tree canopy.</p> <p>15.4 The City Public Works Department is updating the City’s Active Transportation Plan, which will continue to be developed following adoption of the Comprehensive Plan. Components of the plan are included in the Draft Transportation Appendix.</p> <p>15.5 Comprehensive Plan policy addressing comment 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.</p> <p>15.6 Suggest participation in Planning Commission review of minimum parking standards in 2025, sign up for notification at the City webpage https://www.bremertonwa.gov/list.aspx.</p>
<p>16</p>	<p>16.1 Support congregate living housing as a low-income/vulnerable population housing option.</p> <p>16.2 Allow congregate living housing in Bremerton especially near transit.</p>	<p>16.1 and 16.2 Per ESHB 1998, the City shall permit co-living buildings (also known as single-room occupancy) in areas that would allow six multifamily units by December 31, 2025. The Department of Community Development will be working with the Department of Commerce on appropriate implementation and timelines.</p>
<p>17</p>	<p>17.1 Building heights that allow for higher densities have impacts on existing, often long-time, homeowners.</p> <p>17.2 Proposed height limit along shoreline has impacted many existing homeowners.</p> <p>17.3 Height limits in Manette should be restricted.</p>	<p>17.1 Revised City Comprehensive Plan policies promote the preservation of public views, but not private views at this time. Due to prevalent natural resources, and topography that yields views from properties throughout the City, the preservation of private views may not be feasible and would create a barrier to creating needed housing.</p> <p>17.2 See comment 17.1.</p> <p>17.3 The maximum height in the Lower Manette area as historically been 35-feet, with no alteration proposed with this Comprehensive Plan update.</p>
<p>18</p>	<p>Should consider adding a statement for what the City believes. Provides Olympia as an example.</p>	<p>The City Council last reviewed the Comprehensive Plan Vision, Goals, Policies and Growth Strategy February 7, 2024. Please see additional opportunities for public comment to the Planning Commission and City Council at Bremerton2044.com</p>
<p>19</p>	<p>19.1 Bremerton lacks resources and will to enforce existing laws, ordinances and regulations.</p> <p>19.2 Dumpsters are not latched and health department does not inspect except on complaints. Pests strew garage all over neighborhoods. No action has been made on this.</p>	<p>19.1 Please see City Services Appendix for Level of Service standards. Code enforcement violations can be reported to Bremerton1@ci.bremerton.wa.us.</p> <p>19.2 Code enforcement violations can be reported to Bremerton1@ci.bremerton.wa.us.</p> <p>19.3 See comment 19.2.</p> <p>19.4 See comment 19.2.</p>

	<p>19.3. No designated dog areas for apartments results in animal waste in neighboring properties.</p> <p>19.4 Apartment tenants often park in areas that are not allowed or impacting neighboring properties. Parking ticket fine is low that is not a deterrent.</p> <p>19.5 While fireworks are illegal in City streets and sidewalks, there is no enforcement. City expanded the hours of firework discharge instead of restricting.</p> <p>19.6 Increases in density or even existing densities, can result in higher than anticipated occupancies in units. Parking for these apartment units are not nearly enough for the number of drivers per unit.</p> <p>19.7 Suggest rezone for area within the boundaries of Maple Street, Fir Street and Callahan Street, to allow for supportive uses for the multi-story apartments in the area, such as child care centers, overflow parking lots, storage units, laundromat and playgrounds.</p> <p>19.8 Install a stop sign at the “T” intersection of Fir and Maple Streets (replacing the yield sign).</p> <p>19.9 Flashing yellow light should be installed and white crosswalks be painted at this intersection (as children from many apartments cross walking to school or bus).</p> <p>19.10 Increased requirements and enforcement for owners of multi-story apartments, such as exterior cameras mounted towards the streets/intersections, and requirement for an on-site manager during fireworks holidays.</p>	<p>19.5 Illegal fireworks should be reported to the Bremerton Police Department (360) 473-5220.</p> <p>19.6 Suggest participation in Planning Commission review of minimum parking standards in 2025, sign up for notification at the City webpage https://www.bremertonwa.gov/list.aspx.</p> <p>19.7 Multifamily uses are proposed to be permitted with this Comprehensive Plan update within the Low Density Residential and Medium Density Residential zones.</p> <p>19.8 Comment were comments have been forwarded to the Public Works operations staff for consideration.</p> <p>19.9 Comment were comments have been forwarded to the Public Works operations staff for consideration.</p> <p>19.10 Provisions for Crime Prevention Through Environmental Design (CTED) have been added to the draft Downtown Subarea Plan, and may be considered with future development regulation updates.</p>
<p>20</p>	<p>The City is using an invalid FEIS for 2016 Comprehensive Plan Update, FSEIS December 1, 2004. Intent to appeal.</p>	<p>The 2016 Comprehensive Plan designates the Port Blakely area as Low Density Residential and is not subject to the abandoned Port Blakely Subarea Plan referenced in the comment. Attached documents reference a Port Blakely Subarea Plan (Staff Note: this is not a document utilized by the City), 2016 Comprehensive Plan (Staff Note: the adopted Comprehensive Plan designates the Port Blakely area as Low Density Residential and is not applicable to previously abandoned Subarea Planning efforts), Comments on Site Plan Review Permit # BP13 00005 (Staff Note: Comments pertain to a canceled asphalt plant permit, unrelated to the current DEIS), and Kitsap County Resolution 398-1978 (Staff Note: Kitsap County resolutions do not apply to the City of Bremerton). See City Attorney opinion provided in Section 4.2.</p>
<p>21</p>	<p>21.1 Ueland Tree Farm has 440 acres within city limits zoned for residential development, and a MRO which has permitted to remove some gravel underlying the R-10 zoning.</p>	<p>21.1 Comment noted.</p> <p>21.2 Comment noted. Discussed at Planning Commission meeting 12/9/24.</p>

	<p>21.2 Comprehensive Plan policy LDR LU-3 has language that may inadvertently prohibit development within a designated Mineral Resource Overlay.</p> <p>21.3 Recommend adding a language or goal to clearly state the intention to avoid misunderstandings or legal challenge.</p> <p>21.4 There are some properties in the city with underlying density of LDR that has development challenges regarding capital facilities, critical areas and other resources. The City should consider subarea planning for these areas.</p>	<p>21.3 Revised Policy LU3-LDR(D) is included in the April 2025 Draft Comprehensive Plan: <i>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. In cases where the landowner has no intention of commercially mining potential resources, allow for development consistent with underlying zoning standards; in such cases submission of a geologic study is not required for alteration of the mineral resource overlay.</i></p> <p>21.4 Comment noted.</p>
<p>22</p>	<p>22.1 Comment provides attached documents with the request to be applied to the Charleston Area Planning Study. Charleston Business District requests inclusion and actions by City.</p> <p>22.2 Request to meet with City Departments, Mayor and City Council to address concerns about how capital projects in Charleston are to be prioritized and funded.</p> <p>22.3 Request modifications to the Charleston Area Wide Planning Study, so it can be formally adopted by Council.</p>	<p>22.1 Comment noted.</p> <p>22.2 The Transportation Element and Appendix update, the City has added a project titled, "Callow Avenue Streetscapes Improvement Project," Which includes a festival street on Callow Avenue from 6th Street to 9th Street; includes crossing improvements; streetlights with Festoon lights and bike racks. Other public works requests included in the documents attached to the comment letter are relevant to the comprehensive plan update and are better responded/addressed by Public Works Operations and Maintenance and other City officials.</p> <p>22.3 While there are no plans to update the Charleston Areawide Planning Study (CAPS), the City will continue to work with the Charleston Business District on potential improvements and Public Works will update the CIP/TIP to correctly reflect the name "Charleston Area Wide Planning Study".</p>
<p>23</p>	<p>23.1 Bremerton is a desirable location for future development opportunities.</p> <p>23.2. Downtown and Manette are strong markets with transit and amenities, which would allow for a car-free or car-light lifestyle.</p> <p>23.3 Current parking standards impact feasibility. Recommend eliminating parking requirements throughout the city.</p>	<p>23.1 Comment noted.</p> <p>23.2. Comment noted.</p> <p>23.3. Suggest participation in Planning Commission review of minimum parking standards in 2025, sign up for notification at the City webpage https://www.bremertonwa.gov/list.aspx.</p>
<p>24</p>	<p>24.1 Commercial property owner and developer with interests in Harrison Heights and Manette.</p> <p>24.2 Supports reducing or eliminating parking requirements for subareas outside of the Downtown Core.</p> <p>24.3 DEIS identifies that parking ratios should be identified reflecting transit corridors and transportation options other than automobiles.</p> <p>24.4 Consider eliminating parking requirements and focus on transit and alternative forms of transportation.</p>	<p>24.1 Comment noted.</p> <p>24.2 Suggest participation in Planning Commission review of minimum parking standards in 2025, sign up for notification at the City webpage https://www.bremertonwa.gov/list.aspx.</p> <p>24.3 and 4. Revised Land Use and Transportation policies below, to be considered by the Planning Commission, address comments: LU1-Cen(F): Implement parking ratios that reflect the least amount of spaces required for development approval where transportation</p>

		<p>options other than the automobile are available to serve travel needs standards that prioritize Active Transportation, public transit, housing, and community uses, rather than expansion of an automobile-based built environment.</p> <p>TR5(K): 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. This includes:</p> <ul style="list-style-type: none"> • Develop Travel Demand Management (TDM) strategies to minimize the need for additional transportation infrastructure and expenditures. • Continue to coordinate with local employers, including the Naval Base Kitsap, to implement commute trip reduction plans and programs and stagger release where feasible. • <u>Develop a parking ratio reduction or parking elimination policy for development around planned high-capacity transit corridors as identified in the Kitsap Transit Long-Range Transit Plan.</u>
25	Concurs with comments provided in Comment Letter #25.	See responses under Comment #24.
26	<p>26.1 Commenter represents Friend of Smith Cove.</p> <p>26.6 Recent Planning Commissioner appointment is a conflict of interest.</p> <p>26.3 City's recent update to its Shoreline Master Program lessens shoreline protections by spot zoning two parcels with an "Isolated" designation, and exempts parcels from shoreline regulations, and allows an 80' building height on the two parcels. The application of the Isolated designation was made upon application of an "interrupted buffer" determination.</p> <p>26.4 Draft Comprehensive Plan is defective and invalid due to the spot zone, creation of "interrupted buffers," allowing building heights greater than what is allowed under SMA (35').</p> <p>26.5 Evergreen Pointe apartments will have a negative impact on adjacent to Evergreen Park, adjacent businesses and single-family residences.</p> <p>26.6 Investment into Evergreen Park, fast ferry, public access and shoreline were all done for the development community.</p> <p>26.7 Building market rate and luxury housing will push blue collar, working families, minimum wage and fixed income residents out of Bremerton.</p> <p>26.8 Similar developments are happening in Seattle, resulting in working families not being able to afford to live there and changed the character of many established and historic neighborhoods.</p>	<p>26.1 Comment noted.</p> <p>26.2 Comment noted. All Planning Commissioners are appointed by the Mayor and confirmed by the City Council.</p> <p>26.3 and 26.4</p> <p>After considering the recommendation of the Planning Commission, receiving public testimony, and deliberating, the City Council adopted updates to the Shoreline Master Program April 21, 2021 (Ordinance 5417). The Washington State Department of Ecology provided a June 26, 2021 Final Ecology Approval of the City of Bremerton Shoreline Master Program Periodic Review Amendment document, which details how the 2021 Bremerton Shoreline Management Program meets the requirements of the Shoreline Management Act, State Environmental Policy Act (SEPA), and other relevant statutes. The Findings & Conclusions section of the Department of Ecology approval specifically references mapping changes adding the Isolated designation to select areas of Evergreen Park.</p> <p>26.5 After review of the Shoreline Master Program, Downtown Subarea Plan, other relevant City regulations, and submitted public comments, Commercial Site Plan Review Permit (file # BP21 00099) was issued October 11, 2022 providing conditional land use approval for the Evergreen Pointe mixed use development.</p> <p>26.6 Comment noted.</p> <p>26.7 Comment noted.</p> <p>26.8 Comment noted.</p>

	<p>26.9 Draft Comprehensive Plan would not get past the Growth Management Act hearing board by breaking the Shoreline Management Act laws to favor shoreline developers.</p> <p>26.10 Shoreline Management Act was created out of concern for protecting shorelines and public spaces.</p> <p>26.11 Department of Ecology failed to enforce the SMA in regard to City’s Shoreline Master Program that allowed for spot zoning and Isolated designation.</p> <p>26.12 Bremerton officials bend over backwards for wealthy shoreline specific developers.</p> <p>26.13 Bremerton officials treat people who can no longer live indoors inhumane.</p> <p>26.14 Cannot trust Bremerton officials.</p>	<p>26.9 See City Attorney opinion provided in section 4.2.</p> <p>26.10 Comment noted.</p> <p>26.11 Department of Ecology approved the Bremerton Shoreline Master Program and maps June 26, 2021.</p> <p>26.12 Comment noted.</p> <p>26.13 Comment noted.</p> <p>26.14 Comment noted.</p>
<p>27</p>	<p>27.1 Commenter reports that during Shoreline Master Program update (2019-2021), Bremerton lessened environmental protection.</p> <p>27.2 DEIS offers zero alternatives that address the need to fix defective current Shoreline Master Program.</p> <p>27.3 DEIS fails to address the Shoreline Master Programs violations alleged in comment letter.</p> <p>27.4 The only way to proceed with a valid DEIS and comprehensive plan would be to repeal the SMP as amended in 2021.</p> <p>27.5 Remainder of comment letter includes statements and exhibits supporting the commenter’s allegation of SMP flaws.</p> <p>A number of documents are attached related to Evergreen Pointe project permit application processed by City.</p>	<p>27.1 Comment noted.</p> <p>27.2 The DEIS identifies the City’s Shoreline Master Program in Section 3.5 of the DEIS. Alternatives address different growth distributions citywide, and is not restricted to shorelines.</p> <p>27.3 After considering the recommendation of the Planning Commission, receiving public testimony, and deliberating, the City Council adopted updates to the Shoreline Master Program April 21, 2021 (Ordinance 5417). The Washington State Department of Ecology provided a June 26, 2021 Final Ecology Approval of the City of Bremerton Shoreline Master Program Periodic Review Amendment document, which details how the 2021 Bremerton Shoreline Management Program meets the requirements of the Shoreline Management Act, State Environmental Policy Act (SEPA), and other relevant statutes. The Findings & Conclusions section of the Department of Ecology approval specifically references mapping changes adding the Isolated designation to select areas of Evergreen Park.</p> <p>27.4 Department of Ecology approved the Bremerton Shoreline Master Program and maps June 26, 2021.</p> <p>27.5 After review of the Shoreline Master Program, Downtown Subarea Plan, other relevant City regulations, and submitted public comments, Commercial Site Plan Review Permit (file # BP21 00099) was issued October 11, 2022 providing conditional land use approval for the Evergreen Pointe mixed use development. See City Attorney opinion provided in section 4.2</p>
<p>28</p>	<p>Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).</p>	<p>Comment noted, is not specific to DEIS or Alternatives.</p>
<p>29</p>	<p>Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).</p>	<p>Comment noted, is not specific to DEIS or Alternatives.</p>

30	Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).	Comment noted, is not specific to DEIS or Alternatives.
31	Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).	Comment noted, is not specific to DEIS or Alternatives.
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33	Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).	Comment noted, is not specific to DEIS or Alternatives.
34	Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).	Comment noted, is not specific to DEIS or Alternatives.
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38	Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).	Comment noted, is not specific to DEIS or Alternatives.
39	Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).	Comment noted, is not specific to DEIS or Alternatives.
40	Comment expressed thanks to the Gather Together, Grow Together services (transportation, food and client assistance).	Comment noted, is not specific to DEIS or Alternatives.

2.3 Draft EIS Clarifications & Corrections

Comments on the Draft EIS, and City review resulted in minor corrections within the Draft EIS. By section, clarifications and corrections are presented below. The changes clarify the Draft EIS but do not change conclusions.

2.3.1 DEIS Section 3.9 Existing Transportation

DEIS Comments 11.4 and 11.5 point out there are deficient level of service standards for a number of City intersections and suggest additional review of these intersection. The following provides clarifications to address these comments, beginning with the relevant portions of the DEIS:

Section 3.9.2 Impacts - Vehicular Traffic, select sections, pages 203-206

Vehicular Network Needs

Level of Service (LOS)

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays. In urban street networks, intersections typically constitute mobility chokepoints and are the focus of LOS analyses.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to

clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period. LOS for minor-approach stop-controlled intersections is based on the control delay on the worst movement. Intersection LOS thresholds are defined by the Transportation Research Board Highway Capacity Manual. Signalized and roundabout intersections utilize different LOS thresholds than stop-controlled intersections. Intersection LOS thresholds for all intersection types are shown in Exhibit 3.9.2-6.

Exhibit 3.9.2-6 Level of Service Thresholds		
LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

The Transportation Element established a minimum level-of-service (LOS) standard of LOS E for City roadways. Minimum LOS standards for State routes are established by the Washington State Department of Transportation (WSDOT). WSDOT designates SR 3, SR 304 (Burwell St), and SR 310 (Kitsap Way) as Highways of Statewide Significance (HSS), with a minimum LOS D standard. The WSDOT designates SR 303 (Warren Ave) as a non-HSS route with a minimum LOS E/Mitigated standard, meaning that congestion should be mitigated when peak hour LOS falls below LOS E.

Anticipated future deficiencies in 2044 is based on forecasted growth from Bremerton’s growth targets and housing and job capacities from Alternatives 2 and 3 and distributed by transportation analysis zones. In urban street networks, intersections typically constitute mobility chokepoints and are the focus of LOS analyses. Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period. LOS for minor-approach stop-controlled intersections is based on the control delay on the worst movement.

2044 Traffic Operations

Seven intersections within city limits are anticipated to operate below their minimum adopted LOS standard by 2044 under Alternatives 2 and 3. These include existing (2023) deficiencies at three locations. **Anticipated deficiencies and forecast LOS at each intersection are summarized in Exhibit 3.9.2-7 and shown in Exhibits 3.9.2-9 and 3.9.2-10.**

Exhibit 3.9.2-7: Intersections with Anticipated Deficiencies by 2044			
Intersection	Deficiency Horizon	2044 AM Peak LOS (delay)	2044 PM Peak LOS (delay)
Kitsap Way (SR 310) & SR 3 SB Off-Ramp	2044	D (39)	F (86)
Kitsap Way (SR 310) & Marine Dr	2023	E (62)	E (72)
Kitsap Way (SR 310) & Corbett Dr	2044	F (262)	F (>300)
Warren Ave (SR 303) & Burwell St (SR 304)	2044	D (41)	F (82)
Wheaton Way (SR 303) & Sheridan Rd	2044	D (46)	F (87)
Loxie Eagans Blvd & SR 3 SB Ramps	2023	F (>300)	F (>300)
SR 3 & Imperial Way	2023	E (65)	F (75)

In addition, seven intersections in Bremerton are anticipated to operate at their minimum adopted LOS standard by 2044. While these intersections will satisfy overall intersection LOS standards, individual intersection approaches or lanes may operate overcapacity during periods of peak travel demand. Capacity improvements are not required to maintain transportation concurrency at these locations, but monitoring traffic operations at these intersections with expected growth should be incorporated into the City’s concurrency management process. Forecasted traffic operations at these intersections in 2044 is described in Exhibit 3.9.2-8.

Exhibit 3.9.2-8: Intersections at Traffic Operations Standard by 2044			
Intersection	Analysis Year	2044 AM Peak LOS (delay)	2044 PM Peak LOS (delay)
11th Street & Pacific Avenue	2044	B (12)	E (39)
Kitsap Way (SR 310) SR 3 NB Ramps	2044	B (18)	D (36)
Kitsap Way (SR 310) & National Ave	2044	C (23)	D (40)
Warren Ave (SR 303) & 11th Street	2044	C (31)	E (59)
Wheaton Way (SR 303) & Riddell Road	2044	C (29)	E (60)
Burwell Street (SR 304) & Naval Avenue	2044	C (20)	D (52)
SR 3 Southbound Ramps and Austin Drive	2044	C (23)	D (28)

DEIS Clarifications - Transportation Intersection LOS:

Exhibit 3.9.2-7 identifies seven intersections that the traffic future modeling based on 2044 Alternative 2/3 population growth, will experience delay in excess of the City’s Level of Service standards. Exhibit 3.9.2-8 identifies intersections where the LOS will not exceed the delay standard and capital improvements are not required, but monitoring operations at these intersections should be incorporated into the City’s concurrency management program (bolded above).

For those seven intersections that are predicted to have LOS deficiencies, mitigation is identified. In Section 3.9.3 Mitigation Measures, (pages 216-218), the seven intersections have identified mitigations (Exhibit 3.9.3-2) and then the intersections’ LOS was evaluated again with the mitigation (Exhibit 3.9.3-3). With the identified mitigation, applicable intersections’ delay improved to acceptable LOS standards. The following are the application sections in Section 3.9.3 Transportation Mitigation Measures:

Intersection Improvement Projects, page 216-218

The following improvement projects may be implemented to mitigate anticipated intersection LOS deficiencies through the 2044 planning horizon. These mitigations were identified through review of intersection operations model results, intersection and corridor context, WSDOT Design Manual guidance, and review of previous transportation planning studies.

The mitigation strategies identified are intended to guide long-range citywide transportation and capital planning efforts. The final selection of intersection improvement strategies will require more detailed analysis, and improvements on WSDOT facilities will require coordination with WSDOT, including following the WSDOT Intersection Control Evaluation (ICE) process. Intersection LOS deficiencies will occur along three WSDOT arterial corridors in Bremerton: Kitsap Way (SR 310), Wheaton Way/Warren Avenue (SR 303), and SR 3.

Exhibit 3.9.3-2: Potential Transportation Improvement Projects to Mitigate 2044 LOS Deficiencies		
Project Name	Deficiency Horizon	Potential Mitigation
Kitsap Way (SR 310) & SR 3 SB off-ramp	2044	Rechannelize north and south legs within existing right of way
Kitsap Way & Marine Drive	2023	Near term: Implement adaptive signal control. Long term: Convert westbound RT lane to peak usage through-right lane continuing to National Avenue, or alternatively a new roundabout.
Kitsap Way & Corbett Drive	2044	New multi-lane roundabout with two lanes in each direction of Kitsap Way
Warren Avenue & Burwell Street	2044	Implement adaptive signal control and close south leg driveway
Wheaton Way & Sheridan Road	2044	Implement adaptive signal control
Loxie Eagans Blvd. & SR 3 SB ramps	2023	Possible WSDOT-funded signal or roundabout; not subject to GMA concurrency requirements

SR 3 & Imperial Way	2023	Possible developer or WSDOT funded improvement; not subject to GMA concurrency requirements
Outside of city limits		
SR 3 & Sam Christopherson Avenue	2044	This intersection may be impacted by anticipated buildout of PSIC. Possible developer or WSDOT multi-lane roundabout
SR 3 & Belfair Valley Road/Sherman Heights Rd	2044	This intersection is anticipated to serve as an alternate route for PM peak. Possible WSDOT roundabout or closure of SR3 southbound off-ramp.
SR 3 & Airport Way	2044	This intersection. May be impacted by anticipated buildout of PSIC. Possible widening of existing single-lane roundabout to multilanes.

Long-range intersection operations forecasts were developed before and after the identified mitigation strategies for each of the LOS-deficient intersections within city limits. The 2044 intersection operations forecasts are summarized in Exhibit 3.9.3-3. The identified mitigation strategies will allow each LOS-deficient intersection to satisfy its minimum LOS standard through 2044.

Exhibit 3.9.3-3: 2044 Mitigated Intersection Results					
Reference Number	Project Name	Control	LOS Standard	2044 LOS AM	2044 LOS PM
1	Kitsap Way (SR 310) & SR 3 SB off-ramp		D		
	<i>Existing Configuration</i>	Signal		D	F
	<i>Reconfiguration</i>	Signal		C	D
2	Kitsap Way & Marine Drive		D		
	<i>Existing Configuration</i>	Signal		E	E
	<i>With WB Peak-Usage Lane</i>	Signal		D	C
	<i>With Multi-Lane Roundabout</i>	RAB		A	A
3	Kitsap Way & Corbett Drive		D		
	<i>Existing Configuration</i>	TWSC		F	F
	<i>With Multi-Lane Roundabout</i>			A	A
4	Warren Avenue & Burwell Street		E		
	<i>Existing Configuration</i>	Signal		D	E
	<i>Without South Leg</i>	Signal		C	D
5	Wheaton Way & Sheridan Road		E		
	<i>Existing Configuration</i>	Signal		D	F
	<i>With Adaptive Signal Control</i>	Signal		D	E
6	Loxie Eagans Blvd. & SR 3 SB ramps		D		
	<i>Existing Configuration</i>	TWSC		F	F
	<i>With Signal Control</i>	Signal		B	A
7	SR 3 & Imperial Way		D		
	<i>Existing Configuration</i>	Signal		E	E
	<i>With Multi-Lane Roundabout</i>	RAB		B	B

Source: Transportation Solutions Technical Memorandum – Future Conditions Analysis

Conclusion:

With the proposed capital improvements for these intersections, or exempt status due to location on State Routes, all seven intersections satisfy minimum Growth Management Act (GMA) requirements. Project 2 has been added to the 6-year Transportation Improvement Plan (TIP). Projects 3, 4, and 5 have been added to the 20-year Transportation Improvement Plan (TIP). Projects 1,6, and 7 will require coordination with WSDOT for mitigation improvements.

2.3.2 DEIS Section 3.11 Utilities

City staff have identified clarifications to the level of service standard for water and wastewater utilities; revisions are shown below in legislative mark up with deletions in ~~cross-out~~ and additions in underline.

Section 3.11.1 Affected Environment

Water Level of Service, page 240

Level of Service Standard: ~~Bremerton assumes 200 gallons per equivalent residential unit for average daily demand.~~ 150 gallons per equivalent residential unit for average daily demand, and 300 gallons per equivalent residential unit maximum day demand.

Wastewater Level of Service, page 243

Level of Service Standard: ~~A level that allows collection of peak wastewater discharge plus infiltration and inflow.~~ Manage the City-owned municipal sewer system in compliance with the requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit which establishes the requirements for collection and treatment of the City's wastewater discharge.

3 Code and Mapping Updates

3.1 Bremerton Municipal Code Identified Amendments

Bremerton has developed or is developing draft code regulations to implement the Bremerton 2044 Comprehensive Plan Update. The code updates would:

- Create capacity needed to accommodate housing at all affordability levels.
- Support housing supply and diversity, including expanding accessible housing units.
- Create opportunities for jobs.
- Facilitate meeting community vision.
- Facilitate permitting.
- Support transit-oriented development.
- Support compatible urban form.
- Support regional activity unit goals.
- Support multimodal transportation.

Exhibit 3.1-1 details code amendments addressing housing-related code amendments required by recent changes by the State Legislature and amendments necessary to implement the Preferred Alternative.

Exhibit 3.1-1 Preferred Alternative Development Regulation Update		
Location/Bremerton Municipal Code (BMC) Section	Proposed Code Update as part of 2024 Comprehensive Plan Update	Previous Code Updates in 2024-2025
Downtown Subarea Plan Section 7: Development Standards Supplemental to BMC Updated as part of 2024 Comprehensive Plan Update effort	<ul style="list-style-type: none"> • Definitions • Procedures • Downtown Core Zoning District • Downtown Waterfront • Employment District • Downtown Mixed Use • Downtown Neighborhood Business • Bonus Amenity Program • Consolidation of zoning districts 	
PSIC Subarea Plan Sections C and D: Development Standards Supplemental to BMC Updated as part of 2024 Comprehensive Plan Update effort	<ul style="list-style-type: none"> • Introduction • Definitions • Zoning Districts and Uses • Development Standards • Right of Ways • Sustainable Design Guidelines and Development Incentives – Low Impact Development Measures 	
Bay Vista Subarea Plan Section IV Zoning & Development Regulations	<ul style="list-style-type: none"> • Section 4 Village Commercial add Mixed Use • Table A-1 Village Commercial Minimum Density 15 DUA, 65 DUA Maximum Density 	
Shoreline Master Program	<ul style="list-style-type: none"> • Update allowed uses consistent with Comprehensive Plan update • Increased Tribal Notification • Revise standards for cultural resource protection 	
BMC 20.02 Project Permits		<ul style="list-style-type: none"> • Permit Processing (Ord. 5506/5508)
BMC 20.12 Land Division	<ul style="list-style-type: none"> • Unit Lot Subdivision • Boundary Line Adjustment 	

BMC 20.14 Critical Areas	<ul style="list-style-type: none"> • Definitions • Increased Tribal Notification • Cultural resource protection • Riparian buffers 	
BMC 20.42 Definitions	<ul style="list-style-type: none"> • Various 	
BMC 20.44 General Development Standards	<ul style="list-style-type: none"> • Light Pollution 	
BMC 20.46 Special Development Standards	<ul style="list-style-type: none"> • Middle Housing • Transitional Housing, Permanent Supportive Housing, Indoor Emergency Shelters, And Indoor Emergency Housing • Permit Family Day Care as Required per RCW 36.70A.450 • Co-living as required per HB 1998 • Neighborhood-scale Commercial 	<ul style="list-style-type: none"> • Temporary Encampment Permit (Ord. 5494) • Permit Processing (Ord. 5506/5508)
BMC 20.48 Off-Street Parking Requirements	<ul style="list-style-type: none"> • Eliminate Automobile Parking Minimums • Parking Regulations Required per SB 6015 	
BMC 20.54 Nonconforming Provisions	<ul style="list-style-type: none"> • Reuse of existing commercial buildings with residential uses as Required per RCW 35.21.990 	<ul style="list-style-type: none"> •
BMC 20.58 Land Use Permits		<ul style="list-style-type: none"> • Permit Processing (Ord. 5506)
BMC 20.60 Low Density Residential	<ul style="list-style-type: none"> • Middle Housing & Multifamily uses • Lot Requirements • Neighborhood-scale Commercial 	<ul style="list-style-type: none"> • Permit Processing (Ord. 5506)
BMC 20.62 General Commercial	<ul style="list-style-type: none"> • Maximum Height 65-feet • Minimum Density 15 DUA • No Maximum Density • Mixed use standards 	
BMC 20.70 District Center Core	<ul style="list-style-type: none"> • Minimum Density 30 DUA 	
BMC 20.74 Business Core	<ul style="list-style-type: none"> • Repeal BMC 20.74 	
BMC 20.75 Downtown Core	<ul style="list-style-type: none"> • Repeal BMC 20.75.110 	
BMC 20.78 Medium Density Residential	<ul style="list-style-type: none"> • Middle Housing & Multifamily uses • Lot Requirements • Neighborhood-scale Commercial • Maximum Height 45-feet 	<ul style="list-style-type: none"> • Permit Processing (Ord. 5506/5508)
BMC 20.79 High Density Residential	<ul style="list-style-type: none"> • Neighborhood-scale Commercial • Maximum Height 65-feet • Minimum Density 15 DUA 	<ul style="list-style-type: none"> • Permit Processing (Ord. 5506/5508)
BMC 20.82 Neighborhood Business	<ul style="list-style-type: none"> • Minimum Density 15 DUA 	
BMC 20.98 Institutional	<ul style="list-style-type: none"> • Minimum Density 15 DUA • No Maximum Density 	

3.2 Preferred Alternative Land Use & Zoning Map Adjustments

Exhibit 3.2-1 Preferred Alternative Development Regulation Update	
Land Use Map Edits	Zoning Map Edits
Bremerton Municipal Code Title 20 Maps	Update all City zoning maps to reflect Preferred Alternative 2, including alterations to the Downtown Subarea Plan, Bay Vista Sub Area Plan, East Park Subarea Plan, and parcels noted in Exhibit 4.1-1.
Consolidated zoning districts in Downtown Subarea	As part of the update to the Downtown Regional Growth Center Subarea Plan, several zones are proposed to be aggregated into a single zone – Downtown Mixed-Use zone. See Exhibit 3.5.2-6 in the DEIS.
Expanded UGA via Kitsap County Comprehensive Plan Update	City zoning will not apply to UGA areas until annexation occurs; City zoning will then be applied consistent with the Equivalence Table found within the Land Use Element.
Site Specific Requests	Recommended site-specific reclassification requests are included in Appendix Section 4.1, including staff-initiated proposals 4, 5, 6, 7, 8, and 9.

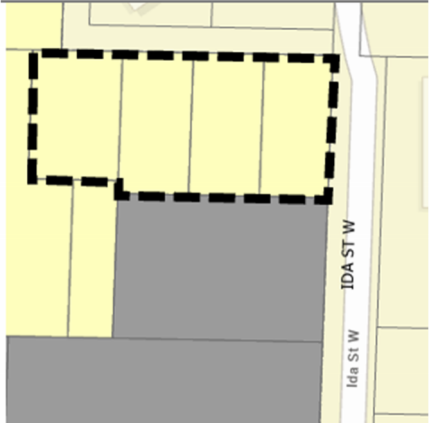
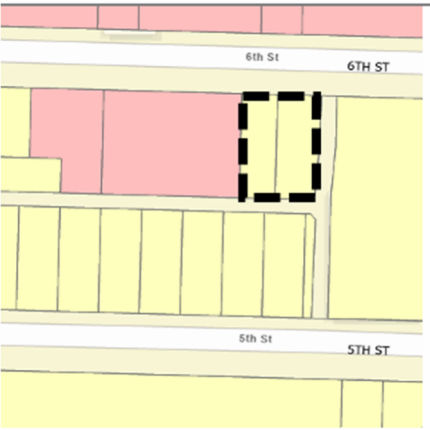

4 Appendices

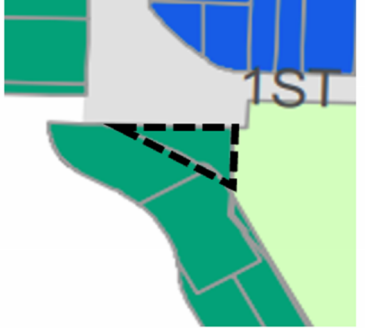
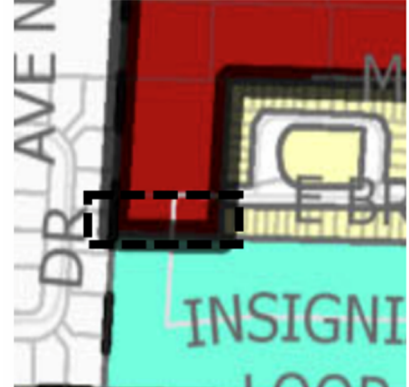
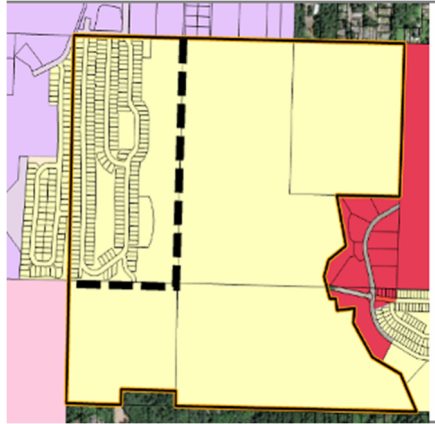

4.1 Land Use and Zoning Reclassification Requests

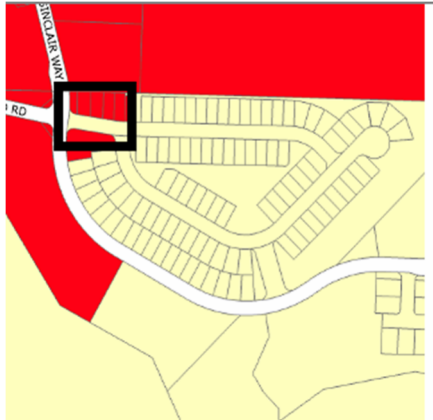
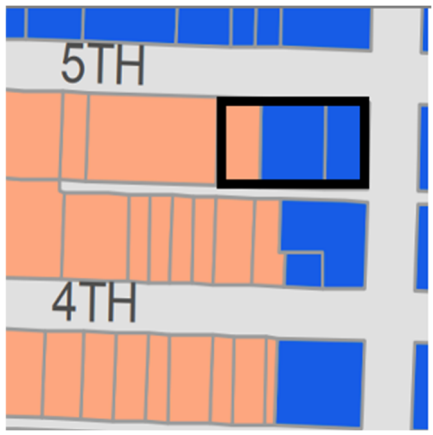

As part of the periodic update process, Bremerton DCD solicited reclassification requests for property land use/zoning changes. The City received 13 such requests. Exhibit 4.1-1 lists the reclassification requests that are incorporated into the Preferred Alternative 2.

Additionally, the site-specific reclassifications requests are subject to SEPA phased review, pursuant to WAC 197-11-060(5) is anticipated. In phased review, broader environmental documents, such as this DEIS, and may be followed by narrower documents, such as a SEPA environmental checklist, that concentrates solely on the issues specific to a site-specific development proposal.

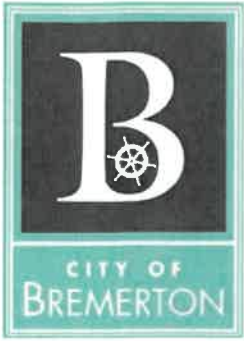
Exhibit 4.1-1 City Received Site-Specific Reclassification Requests

Proposal No.	Parcel Numbers	Current Zoning	Requested Zoning/ Explanation	Included Alternative #
1	<p>212401-2-073-2000, 212401-2-043-2007, 212401-2-101-2006, 212401-2-074-2009</p> 	Low Density Residential	<p>Industrial With the 2016 Comprehensive Plan update, the designation of these parcels changed from Industrial to Low Density Residential. The property owner of three of these lots has indicated that he did not receive proper notice of the change and would like the lots converted back to Industrial. The property owner notes that as a person of color, and long-time Bremerton resident, they feel previous inadequate notice constitutes inequity.</p>	2
2	<p>3751-001-002-0001, 3751-001-001-0101</p> 	Low Density Residential	<p>Neighborhood Business Our Lady Star of the Sea Church as requested that these two parcels designation be changed to better facilitate the construction of a new school building in this area</p>	2
3	<p>3797-008-001-0102 & 3797-015-001-0008</p> 	Low Density Residential	<p>Higher Education Bremerton School District (3797-008-001-0102) and Olympic College (3797-015-001-0008) request that the designation of these two parking lots be changed to Higher Education. These are two separate requests, displayed here as one illustration, due to the related nature of the requests.</p>	2

<p>4</p>	<p>242401-2-012-2001</p> 	<p>Park, Downtown Regional Growth Center Subarea</p>	<p>Downtown Waterfront, Downtown Subarea Plan The parcel lines have changed over time, and the area in black dash is not an improved street area leading to Washington State Ferry drive-up ticketing booth and sidewalk area. Currently this single parcel is split zoned and should be corrected.</p>	<p>2</p>
<p>5</p>	<p>022401-1-103-2009</p> 	<p>District Center Core</p>	<p>General Commercial This parcel was split zoned as a result of a past project being abandoned, and the lots being sold to separate parties who then had diverging development proposals. Both parcels are developed with multifamily housing, the proposed change is merely to "clean up" a split zoned property.</p>	<p>2</p>
<p>6</p>	<p>Various</p> 	<p>Mineral Resource Overlay, Low Density Residential</p>	<p>Low Density Residential The black dash line indicates the proposed new border of the Mineral Resource Overlay, all areas west of this line have been developed as single-family homes. The purpose of the Mineral Resource Overlay is to permit the temporary resource mining of basalt resources, prior to establishing a permanent use in allowed in the Low Density Residential zone. As a permanent use has been established, the overlay should be removed accordingly.</p>	<p>2</p>
<p>7</p>	<p>8069-000-000-0001</p> 	<p>Low Density Residential</p>	<p>High Density Residential A mapping error occurred where the drawn High Density Residential (or R-40 zone) did not exactly follow parcel lines. Condominium building constructed in the 1980s are developed on the site. This change is to correct a mapping error only.</p>	<p>2</p>

<p>8</p>	<p>5682-000-112-0009, 5682-000-111-0000, 5682-000-103-0000, 5682-000-102-0001, 5682-000-101-0002, 5682-000-100-0003, 5682-000-099-0006</p> 	<p>Freeway Commercial</p>	<p>Low Density Residential A few of the parcels within this residential subdivision are located in the Freeway Corridor zone and should instead be located in the Low Density Residential zone where residential uses are appropriate.</p>	<p>2</p>
<p>9</p>	<p>3718-015-026-0005</p> 	<p>Employment District, Downtown Subarea Plan</p>	<p>Downtown Core, Downtown Subarea Plan In 2014, the three indicated lots were aggregated into a single lot. This left the remaining lot split zoned. Staff suggest designating the .14 acre Employment District area to Downtown Core to avoid split zone status. The aggregation occurred prior to the City Boundary Line Adjustment Ordinance, which will prevent split zone parcels from occurring in the future.</p>	<p>2</p>
	<p>4504-000-001-0309</p> 	<p>City Utility Land (CUL) & Low Density Residential (LDR)</p>	<p>City staff have identified clarifications to the Alternative 2 Land Use Map. Existing City property, Otto Jarstad Park, located at 4230 W Belfair Valley Road is currently split zoned City Utility Land (CUL) and Low Density Residential (LDR) in the existing Comprehensive Plan, as pictured in the adjacent image. Land Use Map Alternative 2 incorrectly illustrated the full property as CUL in the DEIS. Parcel will maintain existing split zone status with the Comprehensive Plan update.</p>	<p>1</p>

4.2 City Attorney opinion on validity of Bremerton’s Shoreline Master Program & Department of Ecology Letter validating City of Bremerton’s Shoreline Master Program adoption, 2021



Office of the City Attorney
Kylie Finnell, City Attorney

Memorandum

To: Andrea Spencer – Director of Community Development

From: Brett Jette – Assistant City Attorney **Brett Jette** Digitally signed by Brett Jette
Date: 2025.03.24 09:48:03
-07'00'

Re: Inaccurate legal analysis in public comments to Bremerton 2044 Comprehensive Plan

Date: March 24, 2025

2021 Shoreline Management Plan

Some public comments to the City of Bremerton’s (“City”) Bremerton 2044 Comprehensive Plan assert that the City’s 2021 Shoreline Management Plan (“SMP”) violates the Shoreline Management Act (“SMA”) and the State Environmental Policy Act (“SEPA”). These comments argue that so long as the 2021 SMP remains in place, the Final Environmental Impact Statement (“FEIS”) for the Bremerton 2044 Comprehensive Plan will be invalid. This analysis is wrong.

The 2021 SMP was adopted by Ordinance 5417 on April 24, 2021. Prior to that adoption, the 2021 SMP underwent public comment, SEPA review, and Washington State Department of Ecology review and approval. The 2021 SMP was reviewed and approved by the Washington State Department of Ecology. See Attachment A. No appeal was filed with the Growth Management Hearings Board within 60 days as required by law. Any challenge, including legal appeals, to the 2021 SMP should have occurred during the adoption process of the 2021 SMP. The 2021 SMP is final and is the legally operative shoreline management plan for the City.

The City is required by law to use the 2021 SMP as the legally controlling shoreline management plan for the City. This includes its use in any SEPA review and any comprehensive planning.

Evergreen Pointe BP21-00099

Comments were also provided to the City’s Bremerton 2044 Comprehensive Plan regarding the approval and issuance of permit BP21-00099 (Evergreen Pointe). Permit BP21-00099 underwent public comment and SEPA review and was issued on October 11, 2022. Any concerns regarding the issuance of that permit needed to be appealed within 21 days of issuance. No appeal was filed. BP21-00099 is final and cannot be modified through the City’s Bremerton 2044 Comprehensive Plan.

Port Blakely

Additional comments were provided regarding the existence and reliance on old environmental impact statements and a three-party agreement between the City, Kitsap County, and Port Blakely Communities which included a subarea plan for Port Blakely. That three-party agreement was entered into in September of 2000. In 2004 the City adopted a Comprehensive Plan that designated the land use an “employment zone.” In 2005, the City zoned the area as R-10 zoning. The three-party agreement was subsequently terminated by the parties on August 3, 2009. The three-party agreement between the City, Kitsap County, and Port Blakely Communities is no longer in effect and the subarea plan included in that agreement does not control the land use.

Attachment A

**ATTACHMENT A: FINDINGS AND CONCLUSIONS
FOR PROPOSED PERIODIC REVIEW OF BREMERTON
SHORELINE MASTER PROGRAM**

SMP Submittal accepted May 10, 2021, Ordinance No. 5417 & 5418
Prepared by Department of Ecology on May 20, 2021

Brief Description of Proposed Amendment

The City of Bremerton (City) has submitted Shoreline Master Program (SMP) amendments to Ecology for approval to comply with periodic review requirements.

FINDINGS OF FACT

Need for amendment

The City's comprehensive update to their SMP went into effect in 2013. The City subsequently completed a limited amendment to incorporate updated critical areas regulations; this amendment was approved by Ecology in 2017. Now, the proposed amendment is needed to comply with the statutory deadline for a periodic review of the Bremerton SMP pursuant to RCW 90.58.080(4).

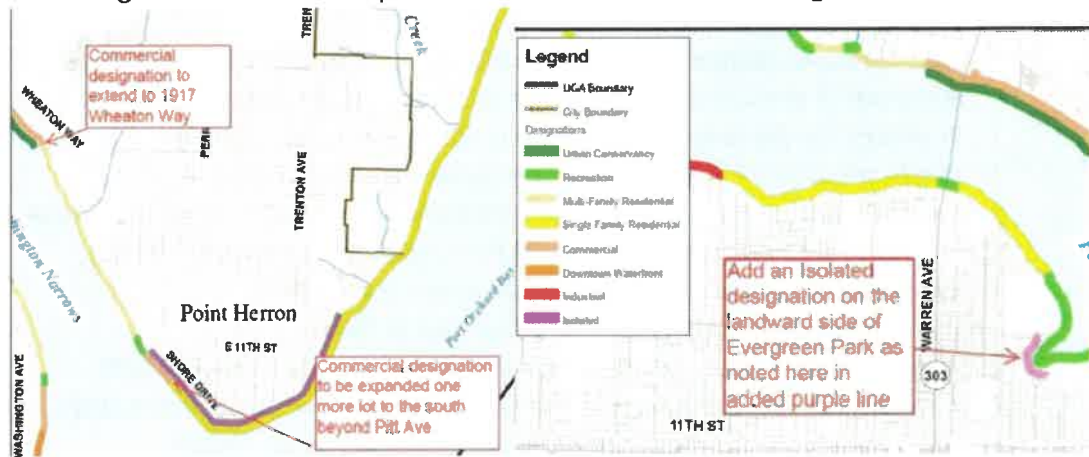
SMP provisions to be changed by the amendment as proposed

The City prepared a checklist and an analysis that documents proposed amendments. The amendments bring the SMP into compliance with requirements of the act or state rules that have been added or changed since the last SMP amendment, ensure the SMP remains consistent with amended comprehensive plans and regulations, and incorporate amendments deemed necessary to reflect changed circumstances, new information, or improved data. The City has proposed the following amendments:

1. An updated critical area ordinance is incorporated by reference into the SMP. Revisions to critical area regulations include:
 - i. Revisions to requirements for tree replacement ratios and sizes (20.14.190)
 - ii. Amendments to wetland regulations (20.14.320, 330 & 340). Standard wetland buffers are revised, resulting in smaller required buffers for wetlands with a medium habitat score. Wetlands with a habitat score of 5 will be considered "low habitat." Clarifications on reducing the standard wetland buffer are added.
 - iii. Clarifications on stream buffer enhancements and an allowance to reduce enhancement requirements on a case-by-case basis.
2. Goals and policies are updated as follows:
 - a. Add "address climate change adaptation/resiliency" to Master Goal of SMP (2.020)
 - b. Add policies for addressing climate change to the Conservation and Restoration Goal (2.030(b)). A new policy to avoid, retreat, protect, and accommodate in that order is added. New policies to establish a climate change strategic plan, to consider changes to shorelines in future SMP updates, and to consider sea level rise impacts as the City plans for new development are also added.

**City of Bremerton – SMP Periodic Review
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- c. The statement “and meet current ADA requirements” is added to the Public Access Goal (2.030(e)).
 - d. General policies as well as policies for uses, shoreline modifications, and development are relocated and consolidated into Chapter 2.
 - e. The following policy is added to the Vegetation Conservation Policies: “The City should implement the Environmental Standards within the Gorst Creek Subarea Plan, include the Gorst Creek Overlay, upon future annexation.” (2.040(b)(2)).
 - f. Recognition that forest practices within the City Watershed and City Utility Lands may include timber harvest is added to Forest Practices Policies (2.055).
3. Definitions (Chapter 3) are updated as follows:
- a. Definitions are added for the following terms: covered moorage, floating on-water residence, must, nonconforming lot, nonconforming structure, nonconforming use, reach, sea level rise, tender dock.
 - b. Definitions for the following terms are revised: development, floating home, may, mooring buoy, ordinary high water mark, qualified professional, setback, shoreline jurisdiction, shoreline substantial development.
 - c. Definitions for the following terms are deleted: nonconforming development, wetlands.
4. The shoreline maps (Chapter 4) are amended as follows:
- a. A small island in Oyster Bay that was undesignated will be designated as Urban Conservancy
 - b. Redesignate a parcel at 1917 Wheaton Way from Multi-Family Residential to Commercial.
 - c. Redesignate a parcel along Shore Drive from Shoreline Residential to Commercial.
 - d. Add a designation of Isolated to parcels on the landward side of Evergreen Park.



5. Permit Administration (Chapter 5) is amended as follows:
- a. Local review exceptions are added [5.010(g)].
 - b. A statement of applicability to areas under exclusive federal jurisdiction is added [5.010(h)].
 - c. Cost thresholds are updated [5.010(j)].
 - d. Specifics on some shoreline exemptions are removed, and references to WAC 173-27-040 are added [5.010(j)].
 - e. Clarification that the shoreline exemptions are not filed with Ecology is added [5.040(a)(3)]
 - f. Minor clarifications to conditional use permit requirements [5.040(b)].
 - g. The time requirements for permits is revised [5.060(c)].

City of Bremerton – SMP Periodic Review
Findings and Conclusions

- h. Special procedures for WSDOT projects are added [5.100].
- 6. Nonconforming Provisions (Chapter 6) are amended as follows:
 - a. A statement is added that lawfully existing uses, lots, and structures that are rendered nonconforming by the SMP may continue and be repaired [6.020(c)].
 - b. Definitions are moved to Chapter 3 [6.040].
 - c. Minor, non-substantive revisions to provisions for discontinuation of nonconforming uses [6.060(d)].
 - d. Revisions to provisions for expansion of nonconforming structures [6.070(b)].
 - e. Revisions to provisions for repair and maintenance of nonconforming structures [6.070(c)].
 - f. A section on Unsuitable Structures for Uses is deleted.
- 7. General Standards and Regulations (Chapter 7) are amended as follows:
 - a. The incorporation of the critical area ordinance is updated to incorporate the 2021 CAO [7.010(a)].
 - b. Revisions to the Shoreline Buffers and Setbacks table are incorporated to provide clarity of implementation, and a provision for interrupted buffers is added [7.010(b)].
 - c. Requirements for Habitat Management Plans are revised [7.010(b)(5)].
 - d. Allowances for shoreline buffer reductions are revised. A table of mitigation options to allow buffer reductions is added [7.010(b)(6)].
 - e. Allowances for fences are revised [7.010(b)(7)].
 - f. An allowance is added for up to 50 square feet of water enjoyment structures in the buffer.
 - g. Requirements for a Vegetation Management Plan are revised. Development entirely outside of shoreline buffers will no longer be required to provide a Vegetation Management Plan [7.020].
 - h. A clarification is added that proposals that are entirely addressed by specific, objective standards of the SMP are not required to demonstrate mitigation sequencing [7.030].
 - i. Provisions for the requirement of public access are revised [7.040].
 - j. Clarifications to the Height Restrictions table are added [7.090(b)].
 - k. A requirement to obtain a shoreline conditional use permit in order to increase building heights to the maximum allowed by the zoning code is removed [7.090(b)].
 - l. Exceptions to the height restrictions are added [7.090(b)(3)].
- 8. Shoreline Use Regulations (Chapter 8) are amended as follows:
 - a. Requirements for water-dependent commercial uses are revised. (8.030)
 - b. An allowance for Forest practices for the sole purpose of timber harvesting is added for shorelands in the City Watershed and the City Utility Lands. (8.040)
 - c. Requirements for public access are revised to include an exception for areas designated by the EPA as a Superfund site. An allowance to use shoreline armoring to prevent chemicals from leaching into a waterbody is added. (8.050)
 - d. Clarification that floating on-water residences established and moored within a marina prior to July 1, 2014 are considered conforming uses is added. (8.080)
 - e. Requirements for residential subdivision are added. (8.080)
 - f. Clarification that height restrictions do not apply to bridges is added. (8.090).
 - g. Storm drainage/sewer outfall requirements are revised (8.090).
- 9. Shoreline Modifications (Chapter 9) provisions are amended as follows:
 - a. Work window requirements for clearing, filling and grading are revised [9.020].

City of Bremerton – SMP Periodic Review Findings and Conclusions

- b. A requirement that light penetration be incorporated into private bridges is added [9.030].
- c. A provision for public pier and dock size limitations is added [9.030(k)].

Amendment History, Review Process

The City prepared a public participation program in accordance with WAC 173-26-090(3)(a) to inform, involve and encourage participation of interested persons and private entities, tribes, and applicable agencies having interests and responsibilities relating to shorelines.

The City used Ecology’s checklist of legislative and rule amendments to review amendments to chapter 90.58 RCW and department guidelines that have occurred since the master program was last amended, and determine if local amendments were needed to maintain compliance in accordance with WAC 173-26-090(3)(b)(i). The City also reviewed changes to the comprehensive plan and development regulations to determine if the shoreline master program policies and regulations remain consistent with them in accordance with WAC 173-26-090(3)(b)(ii). The City considered whether to incorporate any amendments needed to reflect changed circumstances, new information or improved data in accordance with WAC 173-26-090(3)(b)(iii). The City consulted with Ecology and solicited comments throughout the review process.

The City held a joint local/state comment period on the proposed amendments following procedures outlined in WAC 173-26-104. The comment period began on October 23, 2020 and continued through November 23, 2020. A virtual public hearing before the Planning Commission was held on November 16, 2020.

The City provided notice to local parties, including a statement that the hearings were intended to address the periodic review in accordance with WAC 173-26-090(3)(c)(ii). Ecology distributed notice of the joint comment period to state interested parties on October 20, 2020. Ecology sent invitations to comment and consult Government to Government, as necessary, to local tribal governments including the Suquamish Tribe, the Port Gamble S’Klallam Tribe, the Skokomish Tribe, and the Squaxin Tribe.

The City received four (4) comment letters on the proposed amendments. Comment letters were submitted by the Washington Department of Fish and Wildlife (WDFW), the Suquamish Tribe, the Department of the Navy (Naval Base Kitsap), and member of the public. The City identified 35 individual comments in these letters, as summarized in the Comment Response Matrix (Attachment B). The City made several changes to the SMP amendment in response to comments.

In response to comments from the Washington Department of Fish and Wildlife (WDFW), the City added a policy related to the Gorst Creek sub-area plan, added a shoreline buffer mitigation option, added requirements for avoidance and minimization when siting stormwater outfalls, replaced “plantings” with “vegetation” in the stream regulations, increased the mitigation ratio for stream buffer vegetation replacement to 1.5:1, and relocated tree planting requirements from the CAO to the vegetation conservation section of the SMP. In response to comments received from the Suquamish Tribe, the City updated the Historical, Cultural, and Educational Goal and added language to replacement ratio requirements for Category I wetlands that bogs and heritage wetlands cannot be created. In response to comments received from the Department of the Navy – Naval Base Kitsap, the City added “Jackson Park Housing Complex and Camp McKean” to the list of federal lands.

City of Bremerton – SMP Periodic Review

Findings and Conclusions

Ecology appreciates the level of interest and effort put forth by all commenters in this SMP periodic review, and appreciates and acknowledges that WDFW and the Tribe brought forth a number of legitimate concerns which enhanced Ecology's consistency analysis and resulted in modifications that benefit the SMP. Ecology has reviewed the comments received along with the City's responses. Ecology finds the City's responses are generally consistent with statutory and rule obligations required of SMP amendments. Ecology finds that the City considered comments and incorporated additional amendments to address issues raised during the comment period.

Initial Determination of Consistency

As part of this review, the City chose to utilize the joint review process set forth in WAC 173-26-104. After the joint City-State comment period and hearing, and consideration of the comments received, the City submitted the proposed amendment to Ecology for initial review. Ecology is required under WAC 173-26-104(3)(b) to provide the City with an initial determination of consistency with the policy of the Shoreline Management Act (SMA) and applicable rules.

The proposed SMP amendments were received by Ecology on January 27, 2021 for initial state review and verified as complete on January 28, 2021.

On February 26, 2021 Ecology provided the City a formal written statement documenting our initial determination of consistency. Ecology concluded that portions of the proposal were not consistent with applicable laws and rules, and provided a written statement describing the specific areas of concern and changes necessary. Ecology identified four (4) required changes. Ecology identified issues with proposed changes to the definition of "shoreline jurisdiction," the wording of the critical area ordinance incorporation, and expiration timelines for shoreline permits. Ecology also identified two (2) recommended changes to improve clarity of the proposed amendments. After review by Ecology of the complete initial record submitted and all comments received, Ecology determined that the City's proposed amendments, subject to and including Ecology's required changes, are consistent with the policy and standards of RCW 90.58.020 and RCW 90.58.090 and the applicable SMP guidelines (WAC 173-26-171 through 251 and .020 definitions).

The City considered the changes identified in Ecology's initial determination and accepted all required and recommended changes prior to local adoption.

Final Submittal

With passage of Ordinance #5417 and 5418 on April 21, 2021, the City authorized staff to forward the proposed amendments to Ecology for formal approval. The City submitted the amendments and Ecology verified the submittal as complete on May 10, 2021.

Consistency with Chapter 90.58 RCW

The proposed amendment has been reviewed for consistency with the policy of RCW 90.58.020 and the approval criteria of RCW 90.58.090(3), (4) and (5). The City has also provided evidence of its compliance with SMA procedural requirements for amending their SMP contained in RCW 90.58.090(1) and (2).

Consistency with applicable guidelines (Chapter 173-26 WAC, Part III)

The proposed amendment has been reviewed for compliance with the requirements of the applicable Shoreline Master Program Guidelines (WAC 173-26-171 through 251 and 173-26-020 definitions). This

City of Bremerton – SMP Periodic Review

Findings and Conclusions

includes review for compliance with the SMP amendment criteria found in WAC 173-26-201(1)(c) along with review of the SMP Periodic Review Checklist completed by the City.

Consistency with SEPA Requirements

The City submitted evidence of SEPA compliance in the form of a SEPA checklist and issued a Determination of Non-Significance (DNS) for the proposed SMP amendments on April 17, 2019. Ecology did not comment on the DNS.

Other Studies or Analyses supporting the SMP amendment

Ecology also reviewed supporting documents prepared for the City in support of the SMP amendment. These documents include a public participation plan and a periodic review checklist.

CONCLUSIONS OF LAW

After review of the complete record submitted and all comments received, Ecology concludes that the City proposed amendments are consistent with the policy and standards of RCW 90.58.020 and RCW 90.58.090 and the applicable SMP guidelines (WAC 173-26-171 through 251 and .020 definitions).

Ecology concludes that the proposed amendment satisfies the criteria for approval of amendments found in WAC 173-26-201(1)(c). This includes the conclusion that approval of the SMP amendment will not foster uncoordinated and piecemeal development of the state's shorelines (WAC 173-26-201(1)(c)(i) and will assure no net loss of shoreline ecological functions will result from implementation of the amended master program (WAC 173-26-201(1)(c)(iv)).

Ecology concludes that the City has complied with the requirements of RCW 90.58.130 and WAC 173-26-090 and WAC 173-26-104 regarding public and agency involvement in the SMP review and amendment process, including conducting open houses and public hearings, notice, consultation with parties of interest and solicitation of comments from tribes, government agencies and Ecology.

Ecology concludes that the City has complied with requirements of Chapter 43.21C RCW, the State Environmental Policy Act.

Ecology concludes that the City SMP submittal to Ecology was complete pursuant to the requirements of WAC 173-26-090, WAC 173-26-104, and WAC 173-26-110.

Ecology concludes that it has complied with the procedural requirements for review and approval of shoreline master program amendments as set forth in RCW 90.58.090 and WAC 173-26-104, WAC 173-26-110, and WAC 173-26-120.

Ecology concludes that with this action the City has completed the required process for periodic review in accordance with RCW 90.58.080(4) and applicable state guidelines (WAC 173-26).

DECISION AND EFFECTIVE DATE

Based on the preceding, Ecology has determined the proposed amendments are consistent with Shoreline Management Act policy, the applicable guidelines and implementing rules. Ecology approval of the proposed amendments is effective 14 days from Ecology's final action approving the amendment.

4.3 DEIS Comment Letters; Comments Notated

From: [Matthew Frazier](#)
To: [compplan](#)
Subject: compplan: Comprehensive Plan Bremerton 2044 Comment on Parking Downtown
Date: Friday, October 25, 2024 9:51:25 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I'm excited about the city's growth plan. My one concern is with accessing the downtown area. The downtown area is already often a challenge to visit because there is so little free parking. More robust public transportation and bike accommodations will help but sometimes it just works better to drive down there. It's rough when we're trying to go to dinner downtown on a Friday night and we have to use a parking garage and spend \$20 for parking before we even get to the restaurant. It would be nice if you made parking minimums a priority in the downtown area so that those of us who like to visit now can still do so in the future.

Thanks,
Matt Frazier

From: [WR.G](#)
To: [compplan](#)
Subject: compplan: Please consider increased density for..
Date: Friday, October 25, 2024 11:30:41 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

First, thank you to all who are working on the update of Bremerton's Comprehensively Plan. I am sure it requires a great deal of effort and careful judicious decisions.

I would like to strongly encourage that the new plan allow for four-plexes on the entire length of Ash Street which is near the former Harrison Hospital. There are currently all, but 2 structures that are duplexes and I believe at least one property, if not two, have 4 living units already. I live in one property at 2719 Ash St. and, despite the many living units on the street, there is very little traffic and certainly not the feeling of high housing density. Even when Harrison Hospital was fully operational that was the case.

Furthermore, below Ash Street on Cherry and on Callahan where Ash Street intersects there are a number of multi-family units, therefore I believe allowing four-plexes and even six-plexes would not really change the character of this area. I think Ash Street, apart from Ash Place, which appears to have but a few single family residences, fits more with the density and commercial use of the nearby areas of Cherry, Wheaton and further west to Warren, than further north and east.

I hope my suggestion will be seriously considered.

Please contact me if I can provide any other information or input.

Regards,

William Garland

[Yahoo Mail: Search, Organize, Conquer](#)



City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337



Want to Learn More?

Visit our website for more information
www.Bremerton2044.com



District 1 & 2
Active Transportation
Plans - For a 20 year
vision, we need
a more comprehensive
network for Active
Transportation.

To ask questions or to receive notices regarding the 2044 Comprehensive Plan, please contact City of Bremerton Planning Manager, Garrett Jackson, and request to be added as an interested party.

 Garrett.jackson@ci.bremerton.wa.us
 (360) 473-5289

From: [Janet Chiu](#)
To: [compplan](#)
Subject: compplan: Comment re compplan
Date: Sunday, November 3, 2024 6:10:50 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for taking public comments on the comprehensive plan governing our city's growth.

Affordable housing has been an indelible part of the region's history, often resulting in ghettos, but some communities, e.g. West Seattle, have built housing that is attractive and that enhances the entire area. Bremerton seems to have committed itself to unimaginative, soulless design - several generations of this model; that tradition serves to drag down our city. Our community would be a more desirable place to live by breaking with tradition. I implore the city planners to learn how other places in the region have succeeded, to see and feel the difference, and to take the design of affordable housing in a bold direction. Otherwise, Bremerton will continue to be a depressing backwater that many wish to avoid.

Please, do better!

Respectfully submitted,
Janet Chiu

From: eastsidetax@comcast.net
To: [compplan](#)
Subject: compplan: 2024 Comprehensive Plan
Date: Friday, November 8, 2024 1:16:29 PM
Attachments: [Comments on the City Comprehensive Plan 2044.docx](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached are my comments on city planning. Please call me at 360-728-2922 if you have questions.

Priscilla Bailey

Comments on the City Comprehensive Plan 2044.

November 5, 2024

As a Bremerton resident, I have taken many short trips throughout East Bremerton where I live and own two commercial buildings. I have been very disappointed at what I saw on these adventures. As I review plans for development, I hope you will consider these problems which I have discovered:

1. The Wheaton/Riddell District Center shows a lot of improvement due to the last planning effort. In that study, we learned that the lack of development in that area was due to some very restrictive zoning requirements to add more windows and make bicycle trails. These requirements were not affordable in a period when many businesses were moving to Silverdale and property owners were facing a loss of tenants. The current less restrictive requirements made development affordable and possible for the building owners. I must say thank you for these changes! Also, let's consider how we can make Bremerton a more desirable business location which will pencil out for the owners.
2. We are now facing another impediment to development. Many property owners have given up on repurposing their buildings and have decided to tear them down. This makes Bremerton look like another Detroit! Sadly, I see these buildings turned into rubble: the old hospital on Cherry Avenue, the former Doctors Clinic building across the street from the old hospital, the Bay Bowl on Lower Wheaton Way, and the Key Bank building on Wheaton Way. To add to this sad deconstruction, the Shari's Restaurant building on Wheaton Way is scheduled for demolition. How sad! All of these were solid buildings which have lost their purpose. What can we do to encourage redevelopment? We need help here. I continue to work to improve my Wheaton Way buildings and find new tenants for them. However, I understand that such redevelopment could lead to expensive requirements to remove asbestos. Perhaps this issue is stopping development and could be modified. Also the city could offer tax incentives for redevelopment. Next to my buildings, city requirements made redevelopment unexpectedly expensive for my business neighbor, Viking Fence. Fortunately, the owner was able to remodel the Parker Building despite the city requirements to build a large soundproof fence and put landscaping in the front. The owner was very upset about these requirements and I am very thankful that the project was completed. It might not have been possible.
3. I am puzzled about your label of the area near the Warren Avenue Bridge as the "Eastside Employment Center". What kind of employment are you anticipating? Currently the area contains health related offices and senior living units which benefited from being near the hospital. Fortunately, they do not appear to be leaving. Perhaps we can get more medically related development there. Can the city work toward this goal? Are there other types of businesses that would benefit from this location? I hope so. I am sorry I did not have time to take part in the planning session you had for that area.
4. Travelling down Cherry Avenue, I see a need for better planning. This area has old housing in poor condition. We need individual houses for families in Bremerton. All current housing plans seem to encourage apartments and other multi family housing. This won't meet the need. Children need safe play areas and such use is not provided in the current developments. The new Wheaton Landing apartments advertise that they welcome children and pets, but there are no play areas or pet parks included. Again, this does not meet the need.
5. Low income housing is needed in Bremerton, and the Mills Crossing development was purchased to meet that need. I applaud the intent, but again, the development is lacking a playground and pet facilities. I live on East Broad Street and have a good view of Mill's

- Crossing from my window. There are quite a few children living there and they have adopted the back parking lot of McCloud's as their playground. Clearly this is not an area designed for children! Also, sadly Mill's Crossing is not well landscaped. This is because the City insisted that they build as many housing units as the owner could fit in the space, and the same requirements led to poor grounds planning at Broadmoor Commons, another nearby development not designed for children or pets. This could have been better and would have attracted more tenants if fewer homes and more landscaping had been allowed. Another feature of Broadmoor Commons and Mills Crossing which is bad for my neighborhood (Broadmoor Village) is that these new "townhouses" are too tall and they block the nice views that the Broadmoor Village residents had from their homes. I see this as a major problem with the current city planning. The worst example I have seen of blocking views are two apartment complexes on Lower Wheaton Way. A new one was built in front of an old one blocking all their views! This is a disgrace in our city planning! Please help!
6. Also, another bad example of city planning is a medical office building on Cherry Avenue. The second floor extends over the parking lot, creating a traffic barrier. This has caused accidents for both the Access busses and the ambulances which have come to deliver or pick up the patients being treated there. Why was this allowed? Clearly this design does not meet our needs. Planning should consider the use of the building.

So those are my views on what Bremerton needs in planning. If you would like to discuss this with me, call me on my home phone 360-627-9000. I would be glad to discuss this further.

Sincerely,

Priscilla Bailey
1067 E Broad Street
Bremerton, WA 98310.

From: [Ashley Karchevsky](#)
To: [compplan](#)
Subject: complan: Public Comments Re: Elements 3, 4, & 7
Date: Sunday, November 10, 2024 8:32:25 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I am writing to submit my input on amendments to Bremerton's Comprehensive Plan. I plan to address one area in particular and highlight its connections with two others. Element 3: Housing presents an opportunity to incorporate Element 4: Economic Development and Element 7: Environmental Impact via the designation and preservation of Historic Districts within the Downtown, Charleston, West Bremerton, and Manette areas.

The current Comprehensive Plan calls for protecting and enhancing Bremerton's existing quality housing stock. Bremerton's boom-and-bust history during WWI and WWII has resulted in an archival record of homes that exemplify architectural eras and styles. Many homes derive from our nation's first foray into housing development: the United States Housing Corporation during WWI. Numerous single-family homes were built between the 1930s and WWII; many are of sound condition and architectural interest.

Areas with a high density of such homes should be designated historic districts, eliciting tourism and increasing opportunities for successful small businesses and job creation, in line with Element 4. Just as our shipyard has a rich history, so does the city surrounding it, and it is to the city's advantage that the historic housing stock be emphasized as integral. We already possess two landmark theaters, a bakery, a library, and shop fronts. Many downtown buildings have historic charm begging to be reclaimed. Thus, Bremerton is uniquely poised to become a growing city that honors and voraciously maintains its past.

To this end, I write to encourage the adoption of significant incentives to preserve extant housing to historically accurate (within reason) standards through homeowner tax incentives, grants, low-interest loans, skilled trade training, and construction focused on historic preservation while discouraging aesthetic modernization of high-density areas close-in to downtown(s).

Finally, razing buildings that could be preserved is not an environmentally sound practice. It foolishly glosses over history and unnecessarily squanders homes built of local, old-growth timber, of which the likes and strength are no longer commercially available. To do so flies in the face of environmental preservation efforts in Element 7, such as lowering carbon emissions and minimizing landfill waste.

The need for housing will be great, and there are plenty of areas for new development. However, as you will likely understand, new housing will be out of style, and sub-standard building practices and materials will look shabby within 10-20 years. Our historic properties, if maintained, will remain solid and classically appealing for another 100-plus years.

Thank you for your time and consideration,

Ashley Karchevsky,
Bremerton Resident

From: [shirlene childers](#)
To: [compplan](#)
Subject: compplan: Lighting
Date: Tuesday, November 12, 2024 7:29:10 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please add more lighting in Manette near the Boat Shed and Kaio Soi. Those string lights in front of the Hound and Bottle really light up the street but we are left in the dark.

Also please address the rickety stair case and hand rail in front of the Boat Shed.

Thank you,

Shirlene Childers

Sent from my iPhone

From: smknight1953@comcast.net
To: [compplan](#)
Subject: compplan: To: Garrett Jackson, planning manager RE Eastside Village
Date: Tuesday, November 12, 2024 1:55:10 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

One thing I think is highly important regarding zoning for any development planned for the old Harrison Hospital site is this: ZONING AIR SPACE !.. That no building can be built that would kill the view of another building. There are cities that do have this restriction. This property especially will have fantastic views and we need to protect this. Thank you for your consideration.

Shirley Knight
1135 Wheaton Way, Apt B-1
Bremerton, WA 98310
Em: smknight1953@comcast.net
Ph: 360-620-4183

Contact Us

Comment Period ends December 2nd, 2024

City of Bremerton
Department of Community Development

345 6th St. Ste 100 (mailing)
Bremerton, WA 98337

Garrett Jackson
Planning Manager
360-473-5289

Visit our Webpage
Bremerton2044.com

Send us your comments
complan@ci.bremerton.wa.us

Accessibility -

- 1) Map the city housing units and tell us how many are wheelchair accessible?
- 2) Incentivize builders for accessibility.
- 3) Promote ADU's as accessible

Diane Iverson

Contact Us

Comment Period ends December 2nd, 2024

City of Bremerton
Department of Community Development

345 6th St. Ste 100 (mailing)
Bremerton, WA 98337

Garrett Jackson
Planning Manager
360-473-5289

Visit our Webpage
Bremerton2044.com

Send us your comments
complan@ci.bremerton.wa.us

We want WAD
marine park to
develop a shared use
path thru from Jackson
Park to Shorewood
drive

Charrie Michel

Contact Us

Comment Period ends December 2nd, 2024

City of Bremerton
Department of Community Development

345 6th St. Ste 100 (mailing)
Bremerton, WA 98337

Garrett Jackson
Planning Manager
360-473-5289

Visit our Webpage
Bremerton2044.com

Send us your comments
complan@ci.bremerton.wa.us

Werner Rd ^{*} ~~has~~ is
still a bicycle corridor.
connects Kitsap Lake area
to Sherman Heights → Belfair
and car dealer strips,
National Ave area.

* as far west as
Sammethitt Sunnyhill
Rd.

Charlie Michel

Contact Us

Comment Period ends December 2nd, 2024

City of Bremerton
Department of Community Development

345 6th St. Ste 100 (mailing)
Bremerton, WA 98337

Garrett Jackson
Planning Manager
360-473-5289

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Send us your comments
complan@ci.bremerton.wa.us

*update Complete Streets
as a minimum, and the
bicyclist community as well,
we need to see 30% and 90%
designs on road improvements.*

Charliè Michel

City of Bremerton
Planning Commission
Monday, November 18, 2024

Draft Environmental Impact Statement (DEIS) Comments Received

Jacqueline Reed

My name is Jacqueline Reed, and I live on Jacobson Boulevard in Bremerton. I'd like to be included as a party of record by making comments. And 1st of all, I'd like to commend Andrea, Garrett and the planning department staff and also staff in the other city departments for their work on the Comprehensive Plan process, and also the authors of the draft environmental draft impact statement. I think the materials are very readable, and I can geek out on all the wealth of technical information as well provided in the draft EIS and also staff are very responsive. My comments today relate to characterization of existing conditions in the draft EIS and additional review of impacts and mitigation measures specific to transportation as identified in the draft EIS. Transportation level of service is measured by delays at intersections of traffic entering intersections and existing conditions described in the draft EIS indicate that the levels of service are not being met, and many are at level service D. With growth under the alternatives, the level of service will get worse below D, and that's identified in the draft EIS. And I would like to state at this point that I am very much in favor of jobs and housing growth in Bremerton to meet the target. So this isn't a rant about that, there shouldn't be growth, its to say that I think that there should be additional review before the final EIS is issued. And I say that because I think that with the level with the existing issues with level of service that vehicles are trying to find alternative routes to get around those intersections, and that that will get worse with the additional growth. 32%, I believe, increase in jobs. So there's going to be more traffic in the AM and PM, you know, peak periods. And I say that living with my house backing onto Trenton Avenue, which is a collector that's supposed to have low levels of traffic, it's not an arterial. And it's very obvious that with peak traffic in the morning and evening that it's seen as an alternative route, because there's very few stop signs, and there's very few other means for traffic calming. And this has not been described in the EIS. I don't believe the existing condition issues associated with the impacts and how it can be mitigated with the increased jobs and housing to meet the targets. So, I would like to see that addressed in the final EIS as a gap. And thank you. Thank you for your work on the planning commission.

A recording of the 11/18/2024 Planning Commission meeting is available at:
<https://bremerton.vod.castus.tv/vod/?nav=programs%2FBremerton%20Planning%20Commission>

City of Bremerton
Planning Commission
Monday, November 18, 2024

Draft Environmental Impact Statement (DEIS) Comments Received

Jack Stanfill

I'm Jack Stanfield, and I live at 2461 North Lake Way Northwest here in Bremerton, 98312, and I've been involved with the city and the county and other people about the Kitsap quarry since 2009. So I brought you some information there and handed that around to you. The problem is the original DEIS FEIS. which is talked about in here from Port Blakely. It lacks scientific integrity, it's full of disinformation and misinformation. and it's strictly just a manifest injustice. It lacks so very much so. On July 31st 2003, you can see that, Port Blakely wanted someone from the city and someone from the county to re-sign these pages that somehow inadvertently got lost. Okay. and there's an exhibition here you have that tells you what all got lost. But anyway, you'll have. You'll find Cary Bozeman's signature on one page and Jan Angel on the other. And also on March 18th of 2013. I sent this to the City of Bremerton planning. I'm sorry. I thought you might want to throw something at me, and we're kind of fired. Yeah, anyway, this is full of information, and I dropped it off to you folks here on March 18th, 2013, and one of the main concerns with this, with this disinformation is they're digging a 32-acre quarry, a gravel quarry where it was supposed to be saved. 25 acres of that was supposed to be saved for infiltration in the final FEIS which it was left out. I Oh, here we go! Pass that around. And it wasn't kept for infiltration. Using the same environmental impact statement. They blessed it to dig a 20, a 32 acre. 3 minutes. Okay. Well, if anybody really gives a rat's behind about what's happening there, feel free to contact me, will you?

A recording of the 11/18/2024 Planning Commission meeting is available at:
<https://bremerton.vod.castus.tv/vod/?nav=programs%2FBremerton%20Planning%20Commission>

LAWYERS



Davis Wright Tremaine LLP

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www.dwt.com

July 31, 2003

Roger Lubovich
City Attorney
City of Bremerton
239 4th St
Bremerton, WA 98337

Sue Tanner
Kitsap County Deputy Prosecuting Attorney
Kitsap County Courthouse
614 Division Street
Port Orchard, WA 98366

Chris Hugo, Director
Dept. of Community Development
City of Bremerton
286 4th St.
Bremerton, WA 98337

Kamuron Gurol
Director, Department of Community
Development
Kitsap County Courthouse
614 Division Street
Port Orchard, WA 98366

Re: Corrected "Exhibit 4" for Three-Party Agreement

COPY FOR
YOUR INFORMATION

To City and County:

The City of Bremerton, Kitsap County and Port Blakely signed a Three-Party Agreement dated October 3, 2000, as part of the implementation of the Port Blakely Sub-Area Plan. It appears that Exhibit 4 to that Agreement is missing its "page 2 of 2." Sue Tanner's office has checked the County's original version, which omits the second page of Exhibit 4. Likewise Port Blakely's copy omits that same page.

I propose that the parties countersign this letter and attach the corrected Exhibit 4 to correct this oversight. By way of background, Exhibit 4 was to be identical to Table 2A of the Port Blakely Sub-Area Plan (enclosed). Specifically, Table 2A is a one-page chart that lists the six types of critical areas and identifies the applicable City or County standards. However, when Table 2A was converted into Exhibit 4 for the Three-Party Agreement, it was reformatted into a 2 page document, but somehow page "2 of 2" got dropped in the signed version of the Agreement.

SEA 1391728v1 22688-187
Seattle

PLANNING COMMISSION EXHIBIT
DATE: 11/18/24
SUBMITTED BY: JACK Stanfill

July 31, 2003
Page 2



Consequently, since this was clearly a ministerial error, I suggest the parties concur in the correct version of Exhibit 4. If you agree, please have an appropriate person from the County and the City countersign this letter and return to me. This corrected Exhibit 4 would be placed in the official City and County files.

Please call me or Elizabeth Wilson at Port Blakely (360-697-7206) if you have any questions.

Very truly yours,

Davis Wright Tremaine LLP

Thomas A. Goeltz, attorney for Port Blakely
Communities, Inc.

KITSAP COUNTY

By: Jan Angel
Print name: JAN ANGEL
Date: 8-4-03

CITY OF BREMERTON

By: _____
Print Name: _____
Date: _____

TAG/hm
Enclosure

July 31, 2003
Page 2



Consequently, since this was clearly a ministerial error, I suggest the parties concur in the correct version of Exhibit 4. If you agree, please have an appropriate person from the County and the City countersign this letter and return to me. This corrected Exhibit 4 would be placed in the official City and County files.

Please call me or Elizabeth Wilson at Port Blakely (360-697-7206) if you have any questions.

Very truly yours,

Davis Wright Tremaine LLP

Thomas A. Goeltz, attorney for Port Blakely Communities, Inc.

KITSAP COUNTY

By: _____
Print name: _____
Date: _____

TAG/hm
Enclosure

CITY OF BREMERTON

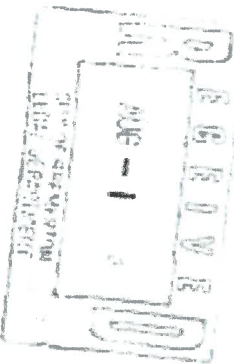
By:
Print Name: Cary Bozeman
Date: 8-25-03

Corrected 7/31/03

EXHIBIT 4-PORT BLAKELY SUB AREA - Applicable Critical Areas Standards.

Note: The following table represents the selection of the statute of Kitsap County's and the City of Bremerton's substantive critical area regulations and standards. All of these regulations and standards will be adopted and administered by the City as part of the substantive development standards governing the Port Blakely Master Plan.

CRITICAL AREA	BREMERTON CLO ¹	KITSAP COUNTY CAO ²	APPLICABILITY TO SITE ³	ORDINANCE ADOPTED AS STANDARD
Aquifer Recharge Areas	Regulated under Kitsap County Ground Water Management Plan.	Hydrogeologic report required in Category I or II areas. The report must address impacts to groundwater and surface water. Mitigation or design modification may be required.	Highly permeable soils on north part of site would be a Category II Aquifer Recharge Area of Concern.	Bremerton CLO, Section 21.22.070 (see attached)
Geologically Hazardous Areas (GHAs)	Lunar landing, amount, and severity of development, stabilize slope, or maintain 50-ft buffer from top of geologically hazardous areas. Erosion control plan, geotechnical and/or soils report required prior to development in GHAs.	Vegetated buffers (25 ft) required on steep slopes (>30%). Geotechnical report required for development within 200 ft of GHA.	Development not expected or proposed on steep slopes, except possibly on access roads.	Bremerton CLO, Section 21.22.100 (see attached)
Fish and Wildlife Habitat Conservation Areas	Regulated according to WDFW species management guidelines. Addresses habitats and otherwise covered under Hydraulic Project Approval and Shoreline Management Plan.	Habitat Management Plan required for portion of property within 200 ft of Class I or II Wildlife Conservation Area. ⁴ Stream buffer averaging only allowed for minor new developments.	On-site wetland and stream could be Class II areas.	Kitsap County CAO, Section 18.16.300 (see attached).
Flood Hazard Areas	Flood Hazard Areas are 100-yr flood plain designated by FEMA. No loss of storage volume.	Regulated under Kitsap County Flood Damage Prevention Ordinance No. 80.	No flood hazard areas located on site.	Bremerton CLO, Section 21.22.090 (see attached).



SEA 1391750v1 22688-1R7

SEA 1391756v1 22688 187

Wetlands & Streams	Uses Ecology's wetland classification and buffer requirements, buffer averaging and reduction allowed with mitigation. Development in Type I wetlands prohibited. Mitigation ration is minimum 1:1. Some stream buffer averaging allowed.	Also use Ecology wetland classification and buffers. Buffer averaging and reduction allowed with mitigation. Mitigation ratios range from 1.5:1 to 6:1 depending on wetland class.	Potential Category I-IV wetlands located on-site.	Kitsap County CAO Section 300 (see attached)
Storm Water and Drainage	Regulated under Bremerton Municipal Code Chapter 15.04. City's manual is based on 1994 King County Manual.	Regulated under Kitsap County Ordinance 199-1996. Equivalent with WIDOE Manual.	Both City and County are equivalent with WIDOE Manual, and both can require special plans and/or facilities for critical watersheds or water quality areas.	Bremerton Municipal Code, Chapter 15.04 (see attached).

1 City of Bremerton Department of Community Development June 1996. Critical Lands Ordinance No. 4422. Amended Ordinance No. 4476.
 2 Kitsap County Department of Community Development. Amended August 1999. Ordinance No. 217-1998.
 3 Based on preliminary assessment, to be evaluated further during Master Plan process.
 4 HMP would be prepared by the City on that portion of property within 200 ft of the conservation area.

Port Blakely Planning Area Sub-Area Plan

TABLE 2A: PORT BLAKELY SUB AREA - Applicable Critical Areas Standards.

Note: The following table represents the selection of the stricter of Kitsap County's and the City of Bremerton's substantive critical area regulations and standards. All of these regulations and standards will be adopted and administered by the City as part of the sub-area development standard to govern the Port Blakely Master Plan.

CRITICAL AREA	BREMERTON CLO ¹	KITSAP COUNTY CAO ²	APPLICABILITY TO SITE ³	ORDINANCE ADOPTED AS STANDARD
Aquifer Recharge Area	Regulated under Kitsap County Ground Water Management Plan.	Hydrogeologic report required in Category I or II areas. The report must address impacts to groundwater and surface water. Mitigation or design modifications may be required.	Highly permeable soils on north part of site would be a Category II Aquifer Recharge Area of Concern.	Bremerton CLO, Section 21.22.070 (see attached)
Geologically Hazardous Areas (GHAAs)	Limit timing, amount, and severity of development, stabilize slopes, or maintain 50-ft buffer from top of geologically hazardous areas. Erosion control plan, geotechnical soil/or risk report required prior to development in GHAAs.	Vegetated buffers (25 ft) required on steep slopes (>30%). Geotechnical report required for development within 200 ft of GHAAs.	Development not expected or proposed on steep slopes, except possibly on access roads.	Bremerton CLO, Section 21.22.100 (see attached)
Fish and Wildlife Habitat Conservation Areas	Regulated according to WDFW species management guidelines. Addresses habitats not otherwise covered under Hydraulic Project Approval and Shoreline Management Plan.	Wetland Management Plan required for portion of property within 200 ft of Class I or II Wildlife Conservation Area ⁴ . Stream buffer averaging only allowed for minor new developments.	On-site wetland and streams could be Class II areas.	Kitsap County CAO, Section 18.16.300 (see attached)
Flood Hazard Areas	Flood Hazard Areas on 100-yr flood plain designated by FEMA. No loss of storage volume.	Regulated under Kitsap County Flood Damage Prevention Ordinance No. 82.	No flood hazard areas located on site.	Bremerton CLO, Section 21.22.090 (see attached)
Wetlands & Streams	Uses Ecology's wetland classification and buffer requirements, buffer averaging and reduction allowed with mitigation. Development in Type I wetlands prohibited. Mitigation ratios in subsection 1.1. Some stream buffer averaging allowed.	Also uses Ecology wetland classification and buffers. Buffer averaging and reduction allowed with mitigation. Mitigation ratios range from 1.5:1 to 6:1 depending on wetland class.	Portland Category I-IV wetlands located on-site.	Kitsap County CAO, Section 100 (see attached)
Storm Water and Drainage	Regulated under Bremerton Municipal Code Chapter 15.04. City's manual is based on 1994 King County Manual.	Regulated under Kitsap County Ordinance 1996-1996. Equivalent with WDFW Manual.	Both City and County are equivalent with WDFW Manual, and both can require special plans and/or facilities for critical wetlands or water quality areas.	Bremerton Municipal Code, Chapter 15.04 (see attached)

¹ City of Bremerton Department of Community Development, June 1996, Critical Lands Ordinance No. 4422, Amended Ordinance No. 4476.
² Kitsap County Department of Community Development, Amended August 1999, Ordinance No. 217-1998.
³ Based on preliminary assessment to be evaluated further during Master Plan process.
⁴ HDAP would be prepared by the City on that portion of property within 200 ft of the construction area.

JACK STEIN FELL



City of Bremerton 2016 Comprehensive Plan Update Environmental Review Determination of Significance with Adoption of Existing Environmental Document

Proponent

City of Bremerton

Description of current proposal

The City of Bremerton is conducting its eight-year review and evaluation of its Comprehensive Plan and development regulations pursuant to the Washington State Growth Management Act. The update is due for completion by June 30, 2016.

The City's Comprehensive Plan Update addresses its 20-year population and employment growth targets. Each plan element's goals, and policies and strategies are being reviewed and amended to address recent trends, consistency with state and regional goals, including: Introduction, Land Use, Housing, Transportation, Environment, Economic Development, and City Services. City profiles identify current conditions for each council district as a backdrop to the plan update. Technical appendices for each element will be updated. The Transportation Plan Appendix addresses conditions, plans, and strategies for mobility by multiple modes including pedestrians, bicycles, autos, ferries, freight. The City Services Appendix updates the inventory, levels of service, capital plans, and revenues for police, fire, parks, public works, and other services.

The City's current land use plan would be amended in a targeted manner to bring land capacity into alignment with growth targets, and to reduce nonconformities between planned and existing land uses where future land use designations are considered inappropriate. The Neighborhood Centers in Haddon, Oyster Bay, Perry Avenue, Kitsap Lake Reserve, and Sylvan/Pine would be removed and replaced with Low Density Residential designations, and, in some cases, commercial designations. Mineral lands overlays would be applied to large tracts of Low Density Residential areas west and south of Kitsap Lake.

Implementing development regulations would be updated. The City's zoning map would be updated to match the land use plan. The City is also reviewing and evaluating its critical areas ordinance for amendment such as matching more recent wetlands rating systems identified by the Washington State Department of Ecology. The City's shoreline master program would be amended for consistency in terms of the land use plan changes (such as where the land use plan map is changed to recognize multifamily uses). Regulations would be amended to address National Pollutant Discharge Elimination System permit requirements to evaluate codes to provide for low impact development standards.

Location of current proposal

Bremerton City Limits and Urban Growth Area

Adoption of Documents: Titles, Agencies, Dates, Descriptions, and Availability

The City of Bremerton adopts the following documents for the 2016 Comprehensive Plan Update:

City of Bremerton, 2003-2004 Comprehensive Plan Update, Final Supplemental Environmental Impact Statement (Final SEIS), December 1, 2004: document addresses the city limits and planning area and is

March 18, 2013

Jack Stanfill,
Chico Creek Task Force
P.O. Box 4773
Bremerton, WA 98312

City of Bremerton
Department of Community Development
345 Sixth Street
Suite 600
Bremerton, WA 98337-1873

RECEIVED
City of Bremerton
MAR 18 2013
Department of
Community Development

Re: Comments concerning Lakeside Industries, 7000 Werner Rd., File Number: BP13 00005, and Request for a copy of the decision once made, and any appeal rights.

To Whom It May Concern:

I wish to express my concerns about the incomplete information about the environment, and the environmental impacts to Kitsap Lake, the Kitsap Lake/Gorst Wildlife Corridor, and the animals, salmon, birds that depend on a healthy habitat at the bottom of the steep hill where Lakeside industries proposes to build an asphalt plant.

In Lakeside Industries Application Checklist, B. Environmental Elements, 1d, "Are there surface indications or history of unstable soils in the immediate vicinity. The answer was basically, "NO".

The answer about unstable soils in the "project vicinity" is questionable. I base this on the Ueland Tree Farm Wildlife Corridor Elevation Map (Exhibit 1) provided by Ueland Tree Farm, and sworn testimony by Mark Mauren, UTF Spokesperson (Exhibit 2).

Please read lines 15 through 25 of Mr. Mauren's testimony for environmental issues in the Kitsap Lake/Gorst Wildlife Corridor.

In line 21-23, Mr. Mauren stated, "What this map shows in red is steep topography or elevation, and then the green is really the habitat, migration corridor that he was talking about in his. So from an environmental perspective, there's issues with the wetlands, streams, and wildlife corridor.."
It is evident by the reddish-brown coloring on the elevation map that steep slopes exist on the west side of the property that will host the asphalt plant.

Keith Folkert, Kitsap County Environmental Expert on the Kitsap Lake and Gorst Wildlife Corridor, further explained the wildlife corridor and steep hills in his sworn testimony, Page 53-54. In lines 10-16 (Exhibit 3), Mr. Folkert testified, "Yes. There's a ridge here to this side and another ridge to this side, and through this network of wetlands and corridors connects and provides good amphibian access between the lake and these smaller areas to the south. It's also a travel corridor for larger mammals."

RESOLUTION NO. 398-1978

A RESOLUTION APPROVING UNCLASSIFIED PUBLIC USE PERMIT.

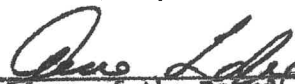
WHEREAS, Richard W. Martin has initiated a request for approval of an Unclassified Public Use Permit on property described in said petition, and all legal requirements have been performed; and

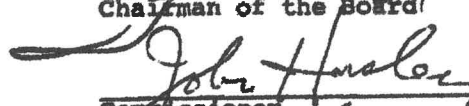
WHEREAS, the Kitsap County Planning Department has transmitted to the Board of County Commissioners, Kitsap County, Washington, a copy of the Kitsap County Planning Agency's findings and recommendations and for the reasons stated therein;

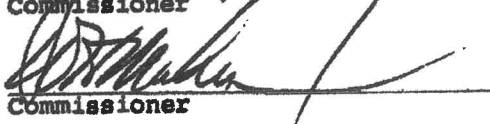
NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners does hereby adopt the findings and recommendations of the Planning Agency as its own (as shown on the attached material entitled "Exhibit A") and does hereby approve the Unclassified Public Use Permit subject to the conditions that the rock crushing operation be used for rock extracted from the legally recognized quarry only and the hours of operation of the rock crusher and hauling of crushed rock be limited to 8:00 A.M. to 6:00 P.M. Monday through Saturday; further, that any water used in washing rock shall be retained on the site.

PASSED this 18th day of September, 1978.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



Chairman of the Board


Commissioner


Commissioner

ATTEST:
TED WRIGHT
County Auditor & Ex-Officio
Clerk of the Board

BY: 

Auditor

CONTINUATION OF HEARING was held to consider an Unclassified Public Use Permit for installation of a rock crusher on an existing rock quarry site on 40 acres of Forestland, located one mile south of Kitsap Lake. Applicant is Richard W. Martin, 15741 Stevens Road SE, Olalia, WA. **COMMENT #12**

At public hearing a committee consisting of Myers, Zellinsky and Cusick was appointed to visit the site and report to the Commission.

Mrs. Myers read the staff's report as follows:

1. The site contains approximately 15 acres. A portion of 40 acres owned by the applicant is rectangular in shape, is irregular in topography and contains a rock quarry.
2. Zoning is Rural to the north and west of the site. The site abuts the Bremerton City Limits to the south and east, where zoning is R-1. Land use to the north of the site (in the vicinity of Price Road) is residential. Surrounding land use is otherwise Semi-Rural.
3. The proposal will impose little burden upon community facilities in the area.
4. The site lies on the western periphery of the Bremerton Urban Center.
5. Access to the site is by private easement connecting to Price Road.
6. The site is located within the Rural area on the Comprehensive Plan, and presently contains a rock quarry. The applicant originally submitted a legal description of 40 acres with the application. A review of County records revealed that only 15 acres are recognized as a legal, non-conforming rock quarry, and a revised legal description has been supplied.

Since the site is a legally functioning rock quarry (as evidenced by County records) the issue before the Commission involves the impact of a rock crusher on the site on the surrounding area. The site is reasonably well isolated from residential areas, but the access road impacts approximately five dwellings in the vicinity of Price Road.

The principal impacts of the requested use are traffic and noise. In light of the existence of the quarry, the additional impacts with regard to traffic and noise with the addition of a rock crusher on the site are therefore germane.

If approved, the application should be limited in such a way as to restrict the use of the rock crusher only to rock extracted from the legally recognized quarry. In addition, the hours of operation of the crusher and hauling should be limited to minimize noise and traffic impacts on the residences adjoining the access road and Price Road.

Given these limitations, the proposed rock crusher will not be unreasonably incompatible with the uses permitted in the surrounding area. Approval of the Unclassified Public Use Permit subject to the conditions outlined below is necessary for the preservation and enjoyment of the substantial property right of the petitioner and will not be materially detrimental to the public welfare nor to the property of other persons located in the vicinity thereof.

"Exhibit A"

5th Order of Old Business (Cont'd)
Richard W. Martin

7. A declaration of nonsignificance was signed by the responsible official August 22, 1978.

The staff's recommendation was for approval subject to the limitations of the use of the rock crusher to material and rock extracted from the legally recognized quarry and limiting of the hours of operation of the rock crusher and hauling of crushed rock to the period from 8:00 A.M. to 5:00 P.M. week days only. Further that any water used in washing rock shall be retained on the site.

Leonard Costello, attorney for the applicant, was present. He said there would be no objection to the conditions suggested except possibly the hours of operation. Mrs. Myers agreed that other operations are allowed Saturday hours.

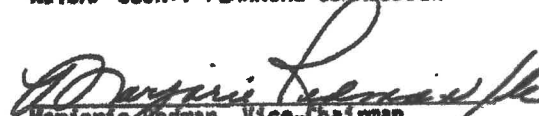
Mr. Martin said he had talked to the neighbors and they have expressed no opposition. He said there would be no dust created by the truck traffic.

BASED UPON the above-stated findings of fact and reasons MOTION was made and seconded that the Unclassified Public Use Permit be approved with the conditions that the rock crushing operation be used for rock extracted from the legally recognized quarry only and the hours of operation of the rock crusher and hauling of crushed rock be limited to 8:00 A.M. to 6:00 P.M. Monday through Saturday. Any water used in washing rock shall be retained on the site.

MOTION PASSED UNANIMOUSLY by those present. Absent: Bill Cusick.

Dated this 29th day of August, 1978.

KITSAP COUNTY PLANNING COMMISSION


Marjorie Redman, Vice-Chairman


Lucille M. Cooper, Secretary

From: [Travis Carpenter](#)
To: [compplan](#)
Subject: compplan: 2024 Distict 3
Date: Tuesday, November 19, 2024 8:12:02 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Travis Carpenter, 505 Shore Dr, I want to make mention that in my District 3, we enjoy a great view of the surrounding mountains and water. The height of new buildings in the low density area in Manette must be held to 2 stories. And the permit department must stop allowing variances to a few builders as they currently have been doing.

From: [Paelina DeStephano](#)
To: [compplan](#)
Subject: compplan: Comp Plan Comment
Date: Thursday, November 21, 2024 10:08:49 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

As a homeowner in District 4, I appreciate the tremendous work that's been done on this comprehensive plan thus far.

I fully support the increase in dense zoning throughout the city. However, I find that the parking minimums, particularly for low density residential are overly restrictive and should either be reduced in a blanket fashion or if street parking is present. My neighborhood and many in Bremerton have an overabundance of street parking, rendering parking minimums overly onerous. Parking minimums have a serious impact on developing lower cost housing, particularly as I consider trying to fit a 4-plex on the vacant lots in my neighborhood.

I would love to see more housing supply, understanding that even newer, expensive rentals reduce the strain in housing supply and lower rents in older apartments. While I support affordable housing, I think emphasizing increased supply through easing regulations, streamlining permitting, and allowing broadbased tax exemptions for multifamily housing support that goal most directly. Ensuring that supply is utilized and subject to market pressures by instituting a vacancy tax is a crucial step as well.

I support projects such as Smith's Cove, and welcome the vibrancy that project could bring to the park and farmers market. I would like to see a robust plan for open spaces in close proximity to density and I support the establishment of a parkland dedication ordinance to fund a more usable, open downtown park in lieu of a surface parking lot. Now is the time to establish public spaces to serve the desired density.

-Paelina DeStephano

From: [Cale Simanskey](#)
To: [compplan](#)
Subject: compplan: Comp Plan Comments
Date: Thursday, November 21, 2024 9:37:12 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm a district 4 resident and attended tonight's town hall, thanks for the great presentation.

I fully support increasing density within the city limits of Bremerton. With the increased density I have a few things I'd like the comp plan to include.

-Green space requirements inside our most dense areas. Simple 'pocket parks' for residents living in apts/condos to utilize.

-Increase tree canopy to reduce the heat island effect. Bremerton's list of accepted street trees is fairly limited. Consider adopting a more complete list, Portland OR is a great example <https://www.portland.gov/trees/tree-planting/street-tree-planting-lists>

-Safe multimodal infrastructure. We need to make cycling safe and inviting to all residents/commuters, this means fully protected and shaded bike corridors to travel across the city.

-Our downtown is full of empty shop fronts, we need to impose a vacancy tax to encourage redevelopment and improved land use.

-Remove parking minimums! We need to build our city for the residents, not for cars! Density efforts are stunted when we reserve an absurd amount of space for vehicles. This can also put major restraints on developers trying to increase housing stock.

Thanks for all the work you do making Bremerton a better place to live. And please, once again, eliminate parking minimums.

-Cale Simanskey

From: [Alden Bradford](#)
To: [compplan](#)
Subject: compplan: Comp plan comment
Date: Friday, November 22, 2024 3:04:30 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Comp Plan,

I saw this week that Seattle passed a law allowing developers to build congregate living facilities (<https://harrell.seattle.gov/2024/11/20/mayor-harrell-signs-legislation-to-expand-co-living-housing-opportunities-in-seattle/>). These can be much cheaper than other options, since you don't need a separate kitchen for every unit, and there is an economy of scale for shared spaces. I know we won't solve homelessness with just one strategy, rather we need lots of strategies all working together. It seems to me that this could be a real help to Bremerton, opening up housing to more people who otherwise would go without. I think our comprehensive plan would benefit from allowing congregate housing in some parts of Bremerton, particularly in areas close to transit.

Sincerely,
Alden Bradford

From: [Robert Carriffee](#)
To: [compplan](#)
Subject: compplan: COMMENTS ON DEIS BREMERTON 2044
Date: Monday, November 25, 2024 6:29:13 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Bremerton is a city that has always had a vibrant community with vast potential. It will always remain an economic mainstay in the Pacific NW due to its proximity to Seattle plus having the added benefit of being the home of Puget Sound Naval Shipyard. Some neighborhoods were developed during the early years of the shipyard itself and growth always has been and always will be a need that should be addressed. There are many areas and many houses that have been occupied for decades by the same family mainly due to the long careers the shipyard has provided. Because the city lies along Sinclair Inlet many of these homes have beautiful views of the water and the mountains. Development must include this in the planning of new higher buildings around the city. My husband and I have lived in our Manette home for 32 years and have always had a wonderful view of downtown Bremerton to Evergreen Park and beyond. That was the reason we chose to buy this house and it was the reason we continue to live here. In 2021 we saw the construction of the 3 story, 6 unit Manette View Townhomes on Wheaton way which blocked a good portion of our water view. Now there is the possibility of more of our view and many other home owner views that could be blocked with the proposed increased height allowance along the shoreline from the NW boundary of Manette to the Manette bridge. I have no doubt this will reduce our home value. We aren't house flippers, and we aren't developers, this is our home. We understand the need for growth but not at the cost to single family dwellings that have been owned by the same middle class people for decades by developing high rise structures that block the view and will only be affordable to the wealthy. Keep those buildings at the current height restriction and build the higher HDR structures in areas that won't hinder a water or mountain view.

Pamela and Robert Carriffee
2007 E 15th St
Bremerton, WA 98310

From: [Travis Merrigan](#)
To: [compplan](#)
Subject: compplan: Environmental Plan - missing environmental statement
Date: Wednesday, November 27, 2024 2:49:37 PM

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Comp Plan folks,

I appreciate many parts of the Environmental Plan, but I feel that it misses an opportunity to make a statement about what the city believes. The statement makes clear its obligation under state law and PSRC.

But it's a chance for the city to make a stand, to raise its voice. I think Olympia does a nice job in their statement.

<https://www.codepublishing.com/WA/Olympia/compplan/OlympiaCP03.html#03>

Thank you,

Travis Merrigan

Bremerton

From: [Garrett Jackson](#)
To: [compplan](#)
Subject: compplan: FW: Comprehensive Plan Update Input
Date: Monday, December 2, 2024 4:57:49 PM
Attachments: [Comprehensive Plan Comments 11-28-24.pdf](#)

From: twalker_72@comcast.net <twalker_72@comcast.net>
Sent: Friday, November 29, 2024 12:50 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Cc: Denise Frey <Denise.Frey@ci.bremerton.wa.us>
Subject: Comprehensive Plan Update Input

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Attached is my input for the Comprehensive Plan Update.

Sincerely,

Teresa Walker

November 28, 2024

Mr. Garrett Jackson
 Planning Manager
 City of Bremerton
 Department of Community Development
 345 6th St. Ste 100
 Bremerton, WA 98337

Re: Comments on Comprehensive Plan update

Dear Mr. Jackson,

Below are my comments re: the City's Comprehensive Plan update and specifically District 2 in which I reside.

General Comments: The document on page 2 states that the Comprehensive Plan meets the GMA “*by helping protect our environment, quality of life, and economic development.*” The City isn't doing that now, so why would residents expect that condensing more people into its boundaries is going to improve that situation?

Despite nice-sounding laws, ordinances, and regulations, Bremerton lacks the resources and especially lacks the will to enforce them for the public's protection and good, and isn't likely to with increased population. For example:

- Dumpsters. The City's health department does not demand latches to ensure dumpsters at the nearby apartments remain closed, and does not inspect them unless a complaint is made, which I have done several times to no permanent avail. Pests (seagulls, crows, feral cats, raccoons) strew the garbage all over the neighborhood. Has the City fixed this health problem? **NO!**
- Animal Waste. Apartment dwellers now are allowed to have large dogs in the Indigo apartments. The animals defecate all along the outside of my fence. Has the City taken action to resolve this health problem? **NO!**
- Parking. Apartment tenants park right up into the intersection and in front of the fire hydrant. Drivers making a turn cannot see oncoming traffic, and kids walking to Mountain View Middle School must cross where visibility to them is limited. Has the City taken effective action to solve this transportation and safety issue? **NO!** In fact, the City refuses to *even paint a red line in the “no park” zones* anymore. In addition, Impark parking enforcement does not operate during the peak parking times (evenings, weekends, early morning) when tenants are actually home and parked. No, Impark only patrols *occasionally* during the hours tenants have already driven off to work. However, even in the rare instance a ticket might be issued, the City has set the fine amount so small as to not be a deterrent.
- Fireworks. Fireworks discharge is supposedly illegal on City streets and sidewalks. However, there is NO widespread publicity of this regulation by the City and NO enforcement. My house is on a corner lot sharing the street with the multi-story Indigo apartments. The tenants set off fireworks in the street and sidewalks, inches from cars dripping oil and gas. My yard was set on fire by illegal fireworks and burned within a foot of the house. Another year the hedge was set on fire. Two years ago, the downspout was blown off my gutter by the concussion of fireworks. The seals on two windows were broken by the same. But the City's response is (1) don't call for help unless you have a physical injury or an active fire, and (2) report anything else if you wish to a “nuisance” line to which we will not respond, just collect “data” about the “nuisance.” Has the City banned fireworks sales and discharge to protect the public safety or even the environment from debris? **NO!** Instead, the City expanded the hours for fireworks discharge from 12 to 36 hours.

Zoning Definitions. Mr. Garrett, you told me (at the District 7 public meeting), that my area of District 2 was zoned “medium-density” residential. I stated then that the current assigned zoning (18 units per acre) *is very misleading*. Due to the economy and high cost of living, tenants are doubling and tripling up in apartments designed for lesser occupants. What is zoned “medium density” in number of units per acre may actually be closer to “high density” in terms of occupants. As such, the apartment owners in Bremerton have not supplied (and the City has not required) enough parking for the number of drivers that dwell in their units. I suggest the City revisit exactly how many occupants are in the Indigo, Park View Terrace, and other two and three story apartments in the area of Callahan, Schley, Magnuson, Fir, and Maple Streets, and take this

COMMENT #19

into account in its comprehensive plan update. Be aware that apartment owner reports and even self-reports from occupants may be under-stated to protect themselves.

Re-Zone. Because of the number of problems (see general comments) that have arisen due to the City allowing large apartment complexes right next to existing single family homes, I would suggest a re-zone of the area encompassed within the boundaries of Maple Street, Fir Street, and Callahan Street. Even if the older single family homes were replaced by duplexes, the existing problems would remain. The area encompassed by these streets should be re-zoned to allow supportive uses for the multi-story apartments in the area, for example, child care centers, overflow parking lots, storage units, laundromat, and playgrounds.

Other Suggestions.

- That a stop sign be installed at the “T” intersection of Fir and Maple Streets, replacing the “Yield” sign there.
- That a flashing yellow light be installed and white cross-walks be painted at this intersection, as well, since children from the many apartments cross here walking to school or the bus.
- That there be increased requirements (and enforcement) for owners of multi-story apartments:
 - exterior cameras mounted towards the streets/intersections (that would be available to police and fire departments)
 - the requirement for an on-site manager on fireworks holidays

Sincerely,

Teresa Walker
2703 Maple Street
Bremerton, WA 98310

From: [Garrett Jackson](#)
To: [compplan](#)
Subject: compplan: FW: Invalid SEPA
Date: Monday, December 2, 2024 4:59:17 PM

From: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Sent: Monday, December 2, 2024 2:01 PM
To: Jack Stanfill <Jackstanfill2@outlook.com>; City Council <City.Council@ci.bremerton.wa.us>
Cc: Eric Baker <Ebaker@kitsap.gov>; Kitsap Commissioners <KitsapCommissioners@kitsap.gov>; david.nelson@kitsapsun.com; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Jennifer Hayes <Jennifer.Hayes@ci.bremerton.wa.us>
Subject: RE: Invalid SEPA

Dear Jack,

Thank you for including me in your email to the City Council and providing comments. Although your comments are not specific, I am assuming you would like them considered as part of the City of Bremerton's 2024 Comprehensive Plan Update Draft Environmental Impact Statement comment period. I have asked staff to enter them in the record for that process.

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: Jack Stanfill <Jackstanfill2@outlook.com>
Sent: Monday, December 2, 2024 12:00 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Cc: Jack Stanfill <Jackstanfill2@outlook.com>; Eric Baker <Ebaker@kitsap.gov>; Kitsap Commissioners <KitsapCommissioners@kitsap.gov>; david.nelson@kitsapsun.com; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: Invalid SEPA

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Dear Bremerton City Council:

Above you will find your document that states Bremerton is using the invalid Final Environmental Impact Statement;

"The City of Bremerton adopts the following documents for the 2016 Comprehensive Plan Update: City of Bremerton, 2003-2004 Comprehensive Pland Update, Final Supplement Environmental Impact State (Final SEIS), December 1, 2004:"

I intend to file against Bremerton with the GMA Board, or Shoreline Hearings Board. Or, you can voluntarily repair your mistakes. Please let me know.

Thank you,

Jack Stanfill

From: [Garrett Jackson](#)
To: [compplan](#)
Subject: compplan: FW: Please read - Ueland Tree Farm - Comp Plan - EIS comments
Date: Monday, December 2, 2024 4:56:28 PM

From: Mark Mauren <mauren.wa@gmail.com>
Sent: Sunday, December 1, 2024 3:00 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Cc: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: Please read - Ueland Tree Farm - Comp Plan - EIS comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Garrett

I took the time this weekend to reread the City of Bremerton's draft Comp Plan. You and your team have done a great job of balancing the growing needs of the Bremerton community and protecting the values that are drawing people and businesses to the City. As you are aware Ueland Tree Farm has 440 acres within the City limits zoned for residential development, we also have a MRO over this development which has permitted us to remove some of the gravel underlying the R-10 zoning. As you know the wording in the Comp Plan and MRO designation clearly states the removal of the mineral resource is allowed but not required, hence our request to modify the wording in LDR LU3 to minimize potential future legal challenges to the comp plan and future permitting.

In order to **not** inadvertently prohibit development within a designated Mineral Resource Overlay, I recommend that the city add a land use goal to the LDR LU3 section of the comp plan to "**allow for development of the underlying zoning if the landowner has no intention of commercially mining that resource. Such development will not require a comprehensive plan update in order to approve permits consistent with the underlying zoning.**"

The above wording is draft and I defer to your judgement on how best to clearly state the intention of LDR LU3 and avoid misunderstandings or legal challenges if the wording is not clear.

In addition, some properties with underlying zoning of Low Density Residential have potential development challenges regarding capital facilities, critical area protection, and other resources. The city should consider utilizing subarea plans for these areas should they be developed in the future. This would allow for thoughtful development of these areas and encourage urban level density/design, critical area protection, potential capital facility gaps and other considerations."

If you have any questions you can call me at (253) 307-5900 or email me at mauren.wa@gmail.com

Thoughts

Mark

--

Mark Mauren

Chief Operating Officer

Ueland Tree Farm, LLC

(253) 307-5900

mauren.wa@gmail.com

From: [james cline](#)
To: [compplan](#)
Cc: [Greg Wheeler](#); [Thomas Knuckey](#); [Tim Barker](#); [Garrett Jackson](#); [City Council](#)
Subject: compplan: Charelston Comp Plan 2024 and revised 2025 will be sent seperately
Date: Monday, December 2, 2024 1:00:07 PM
Attachments: [Charleston District Project Planning 2024 \(pg 1-29\) \(1\) \(2\).pdf](#)

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The Charleston Business District would like the attached document to be reviewed and applied to the Rediscover Charleston Area Wide Planning Study. This reflects not only the actions taken by the CBD to address barriers listed for revitalization but also our current plans that will require the City of Bremerton's full support, staff resources, and funding for Bremerton's second Downtown to achieve our goals. We have submitted our goals both in 2023 and 2024 and want to have our requests updated for 2025 and the city to take the following actions.

First and most importantly we are asking that we be allowed to meet with both the Community Development Department, Public Works, Parks Department, Mayor Greg Wheeler, and the City Council to address our concerns.

We seek to strengthen our partnership and commitment to create a workable, time-specific agenda that is mutually beneficial to the City, Stakeholders, Businesses, Property owners, and residents

Now is Charleston's time to have an agreement based on the spectacular results we have achieved in the last three years.

As not only a District Center but the main entrance into Bremerton coming from the Highways South or North into West Bremerton via Callow to Burwell, Kitsap Way Sixth Street or Eleventh Street.

We are seeking low-cost, big bang for the buck, projects as shown on the attached.

Next, it is our understanding that projects must be included in the various plans and agendas, and the City Department Heads, along with Finance, the City Council, and the Mayor, must all partner together to set how and when capital projects move forward.

We have been patient with this process since around 1996. With only two of the major items in progress or completed, we are seeking to establish that the city will budget both the manpower and funding to take the actions listed in Chapter 7 and that you begin to address how the capital projects will be prioritized and what grants or other funding sources will be needed.

The Sub Area Planning Document includes both projects and what the CBD should do and should be adopted by the City Council. We would not need to redo the plan first but rather start moving forward and then modify as needed.

Some projects such as creating a Festival Street, could be accomplished without totally rebuilding the sides walks and street.

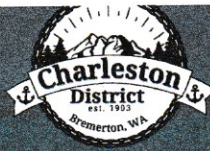
some very good streetscape ideas that we have modified below and in Chapter 7 Action Plans and Implementation

We fully support the 6th Street project which should have protected bike lanes. We also believe in eliminating all parking requirements for Charleston and the City. We are becoming a role model for what is walkable, Safe, Artsy. Crafty, Navy, Sassy, Tourist destination. We are using Callow as an Event Festival Center where we remember history, educate for sustainability and bring the community together. This communication serves as our comments regarding the comp. plan and to establish a meeting with City leaders to modify the Charleston Area Wide Planning Study, if needed so that it can be formally adopted by Council. We see the value in further establishing a more aggressive investment in both city staffing to make this happen and to strengthen our mutual understanding that the capital projects will have a significant impact on the Charleston Business District.

COMMENT #22

Finally, what questions do you have? Our key leadership team is available to meet with any interested parties to make Callow an example of how we can create the best district center in Washington State.

James Cline
Charleston Business District
480-532-1445



CHARLESTON DISTRICT PROJECT PLANNING 2024

Charleston District Project Planning Executive Summary

The City of Bremerton and community stakeholders have a common vision to “Rediscover Charleston as a distinctively creative historic district that celebrates its eclectic, imaginative, and artisan character through capital investments, local traditions, diverse tenants, and quality housing”.

This project planning document details the area-wide planning vision to bring investment and vitality to Bremerton’s Charleston District, which is supported by the rediscover Charleston area-wide planning study from 2020.



It is time to revitalize the Charleston Business District (CBD) in Bremerton by adapting the Area-Wide Planning (AWP) Study and taking action to secure funding for the suggested 2024 project list.

The CBD Revitalization Group (the Group) has taken action to move forward in response to the CBD AWP barriers to redevelopment. Now is the time to improve the CBD, Bremerton's second downtown, which serves as the main entrance to Bremerton from the west. What was a Bremerton visitor's perception just a few years ago? What is their perception now and what should it be?

As one of the most walkable shopping, entertainment, and socializing destinations in our city, investing in the CBD will have a positive financial impact on the city. Within the CBD is easy walking distance to Puget Sound Navy Shipyard and Intermediate Maintenance Facility, schools, a major grocery store, and many gathering spots.

We have taken steps to grow the Group and participation now includes property owners, merchants, community members, other business organizations, and the City of Bremerton. The Group is engaged, focused, and taking action such as growing participation with Tidy Up Tuesday, a CBD Newsletter, and First Friday Art Walks. Members of the Group are communicating directly with the District Commissioner Micheal Goodnow on an almost weekly basis. Our members are attending planning meetings, District 5 meetings, Green Drinks, etc. The CBD is listed as a major focus by the City of Bremerton's Mayor Greg Wheeler.

The following information begins with our suggested priorities for revitalizing the CBD starting today. We have used broad-based sources for this plan. We would suggest that the counsel assign staff as needed to help encourage and refine our project list and provide guidance on securing funding. Literally, hundreds of people have helped us, the CBD Revitalization Group, reach today. We want to thank all of them. We look forward to an exciting revitalization of the CBD with the city's commitment to act now and prioritize these and other projects within a time frame that starts today.

Faye Fleimister, President of the Charleston Business District
James Cline, Vice President of the Charleston Business District

Keep Callow Cool!



**"THERE IS NO POWER FOR CHANGE GREATER THAN A COMMUNITY DISCOVERING WHAT IT CARES ABOUT."
- MARGARET J. WHEATLEY**

Connect and create community through purposeful gatherings, networking, and resource sharing.

Organize events to attract positive change, increase foot traffic, and improve safety.

Offer perspectives and insights that open the door to change, impacting social growth and forward thinking movement.

Longevity through revitalizing spaces to energize interactions and investments in our community's health.

Monthly Charleston District community meetings are held the 3rd Tuesday of the month from 6PM-7.30PM. Meetings are open to the public to attend in person or virtually.

SUMMARY OF PROPOSED CHANGES: CHARLESTON AWP

1. Adopt Vision Charleston District Center
2. Allow interim uses in Center
3. Add overlay for artisan and live work
4. Parking flexibility for infill projects
5. Adopted streetscape enhancement plan
6. Support gathering place(s)
7. Other optional ideas – Charleston Brand, and/or develop neighborhood group

Charleston Business District

PROJECT REQUESTS 2024

Priority	Project	Purpose	Benefits	Resources Needed	Cost	Target Completion Date
1	List the Charleston District Sub-area Plan (CDSAP) on the Comprehensive Plan 2040 exhibits	This will help signal unity across Bremerton and connect sub-areas to the heart of the city.	Help encourage investors and entrepreneurs to seek out growth potential in underutilized lots and buildings.	Planning Commissions' Admin staff to redo exhibits	Minimal	Q3 2023
2	Repurpose the streetscape fixtures from Quincy Square and the Manette Downtown.	It is a low-cost upgrade to CBD to use the benches, bike racks, lighting, planters, kiosk, etc.	Creates uniform streetscape that demonstrates revitalization.	Public Works' assistance	\$25K	Q3 2024
3	Street Light Maintenance and upgrades	Ensure that the existing streetlights are fully functional and have additional lighting.	Makes the area safer, and more inviting at night. It reduces the clutter of different styles of light power poles.	Public Works' attention	Low cost as it is already in the city budget. \$5K - \$20K	
4	Crosswalks	Adding bump-out crosswalks with flashing signs to promote foot traffic and safety.	Safer streets for pedestrians.		TBD	Q2 2024
5	Landscaping	Improve visual perspective, create comforting scenery, and increase curb appeal.	Increased curb appeal will help revitalize Charleston District buildings.		TBD	Q1 2024
6	Develop Festival Street Section	Allow having events by closing off the street between the 6th and 9th.	Festivals will bring additional foot traffic and interest to the area by creating a unified community.	Public Works	TBD	Q3 2024
7	Festival String Lights	To make Callow more inviting	Increase foot traffic	Public Works	TDB	Q3 2024

8	Wycoff Ave/11th St Mural	Create a destination spot in an area that needs revitalization.	Would help that area look alive, increase foot traffic and help revitalization.	> \$50K	Q4 2024
9	Bike Racks	Adding bike racks to promote more people to bike to the neighborhood	Promotes bike riders to stay and shop in the neighborhood.	TBD	Q4 2024
10	Urban Art	Add urban artwork projects throughout the Charleston District to give a feeling of community and revitalization.	Promote foot traffic and revitalization.	TBD	2024
11	Development Partnership	The lots between 9th and 11th on Callow would be perfect for a mixed-use development.	People could live in the Charleston District and walk to work, shopping and entertainment.	Minimal	2024
12	Wycoff Sidewalks	Install and improve the sidewalks on Wycoff adjacent to the overpass.	This would make this a walk area in all weather and increase parking opportunities.	TBD	2024
13	Charleston District's History	Build awareness of the Charleston District's history.	Building community pride and foot traffic.	Minimal	2024/2025
14	Highway Entrance	Create a gateway design from the 304 highway exit into the Charleston District which would make the area a focal point and destination.	Encouraging people to stop and enjoy the Charleston District rather than drive past.	TBD	2024/2025
15	Promote Walkability between PSNS and the Charleston District	With over 14,000 people working at PSNS, we should promote how easy it is to walk to the Charleston District.	Increase foot traffic in Charleston District.	TBD	2024/2025

Charleston Business District

PRIORITY PROJECT LIST

Section 5.2: Community Priorities

Through a community engagement process, the public and stakeholder participants identified four primary community priorities for the Charleston District. These priorities support the community's vision and aim to address specific issues and challenges occurring in Charleston. Each community priority includes a list of supporting actions that, when employed, are believed to improve quality of life in Charleston and set the stage to attract reinvestment in the vicinity. Most simply, the "Priorities" are issues that the community wants to address and solve.



Priority 1.

Improve community perceptions of the Charleston District.

Charleston has a somewhat negative perception as an area that is blighted and has a lack of commercial services. When a neighborhood has a negative perception, it is difficult to attract new tenants, residents and customers. There is opportunity for Charleston to be rebranded as an exciting, mixed-use district with unique community destinations, businesses, and housing options. The City and community stakeholders can be instrumental in changing the local perception from negative to positive through the following actions.

Priority 1 - Supporting Actions

- Attract community serving businesses and tenants
- End vandalism and dumping
- Make the District family friendly
- Create a gathering place for the community
- Provide quality, affordable housing
- Celebrate the District's history
- Build upon the District's makers/artisan industries



Priority 2.

Address blight and property maintenance.

Charleston has several buildings and streets that show signs of deferred maintenance, trash/debris, and vandalism. When a neighborhood has blight and exhibits poor property maintenance, people perceive the area as unsafe, economically depressed, and risky for investment. At the same time, the City and community stakeholders should take incremental actions to address blighted conditions and property maintenance concerns.

Priority 2 - Supporting Actions

- Create green spaces/gardens
- Enhance the arts and provide grants for murals and art installations
- Address inconsistent streetscapes
- Improve building facades
- Plant more trees
- Clean up junk and debris



Priority 3.

Increase walkability and pedestrian safety.

Most of Callow Avenue and the surrounding neighborhoods follow a traditional development pattern with sidewalks, pedestrian-oriented buildings, and an urban street grid. Over time, Burwell Street, 6th Street, and 11th Street have been widened and have been subject to increased traffic volumes. Furthermore, some streets have gaps in the sidewalk network, poor lighting, lack signage, and have deteriorating paved areas. The City and community stakeholders can improve walkability and pedestrian safety through capital improvement projects.

Priority 3 - Supporting Actions

- Add/improve crosswalks
- Address sidewalk gaps
- Improve accessibility for the mobility challenged
- Improve the Callow Avenue Streetscape



Priority 4.

Address vacancies and underutilized properties.

Charleston has several abandoned buildings and Callow Avenue has numerous vacant storefronts. Furthermore, there are multiple vacant and underutilized properties. These conditions project a negative impression but also provide opportunities for attracting new tenants and infill redevelopment projects that would bring vibrancy to the neighborhood. The City and community stakeholder partners can implement short term actions to activate these sites with interim/temporary uses and pursue longer term actions to attract permanent tenants to empty storefronts, and redevelopment projects on vacant/underutilized properties.

Priority 4 - Supporting Actions

- Address empty signs/lack of signage
- Attract businesses for community gathering (e.g., coffee shop/restaurants)
- Recruit neighborhood serving businesses (e.g., childcare, food)
- Recruit developers and infill development
- Recruit building tenants
- Plan for interim uses to activate vacant lots/buildings

Charleston Business District

*REDISCOVER
CHARLESTON AWP AND
ACTIONS WE HAVE
TAKEN*

Our first Charleston Neighborhood clean up event with over 50 volunteers



Early morning on Callow now. Sparkling clean!



WYCOFF OVERPASS BEFORE



Rediscover Charleston AWP Actions and Next Step

From: james cline (jdwcline@yahoo.com)

To: city.council@ci.bremerton.wa.us; greg.wheeler@ci.bremerton.wa.us;
andrea.spencer@ci.bremerton.wa.us;
thomas.knuckley@ci.bremerton.wa.us

Cc: faflemister1@gmail.com

Date: Wednesday, October 12, 2022 at 04:44 PM PDT

Dear Bremerton City Leaders,

The Rediscover Charleston Area-wide Planning Study (Study) describes the community vision as "Rediscover Charleston as a distinctively creative historic district that celebrates its electric, imaginative and artistic character through capital investments, local traditions, diverse tenants and quality housing". Adding to that would be to have a marketing program that draws families, provides entertainment, and scheduled events to a safe, clean vibrant retail area while decreasing underutilized storefronts and improving amenities. It will require a partnership between the city, business owners, landlords, community residents and other stakeholders. We, the Charleston Business District Association, have read the study and would like to point out the steps that we have already taken that are listed in the Study.

CHALLENGES TO REVITALIZATION

Per the Study, the Charleston District faces barriers including issues with the perception of safety, aging infrastructure and imbalanced real estate economics including:

- Barriers include safety concerns due to poor lighting, heavy traffic, and a perceived lack of parking. Parking may become a bigger issue if the District were to develop further.
- Charleston / Callow lacks a cohesive vision. We did not have a formal business association or master plan. Local business owners have felt

we do not have a strong relationship with one another and that we did not have a vision that would motivate business and property owners to make improvements.

- There are few natural amenities, unlike downtown Bremerton.

Purpose of Charleston Business District Association

1. We want the Charleston Business District to be welcoming, with the community feel that "This is our house and we are inviting company in".
2. We want to unite as business and property owners to have a voice in how The City of Bremerton comprehensive study to revitalize the Charleston district is developed.

Section 5.2: Community Priorities of the Study listed the following four priorities. After each priority is listed the actions that have been taken by the business owners of the Charleston District.

PRIORITY 1. IMPROVE COMMUNITY PERCEPTIONS OF THE CHARLESTON DISTRICT

Charleston has a somewhat negative public perception as an area that is blighted and lack of commercial services. When a neighborhood has a negative perception, it is difficult to attract new tenants, residents and customers. There is opportunity for Charleston to be rebranded as an exciting, mixed-use district with unique community destinations, businesses, and housing options. The City and community stakeholders can be instrumental in changing the local perception from negative to positive... per the Study.

Actions Taken

1. We have improved communication with the City and found them to be highly responsive and willing to help. Several examples include street sweeping, code enforcement issues, city-provided trash cans emptied on a regular basis, scheduling restriping of street parking and many more.
2. We have also had several group clean-ups. Council President Michale Goodnow and State Senator Emily Randall along with over fifty

Michael

merchants and community members participated in the April 23, 2022 clean-up event. Not only did merchants and property owners help but several families showed the value of community service to their kids. When people participate in cleaning and beautifying our area, they feel pride, ownership and an improved perception.

3. Updated marketing program using Facebook and other media has resulted in increased shopping trips by customers. There is increased community participation in First Friday Art Walk which includes: Makers Market at Rimbart Illustrations, visits to McGavin's, Cafe Corvo, the newly opened Ridgeline Brewery, Typewriter Museum, ect.
4. Merchants have worked with the city to reduce vandalism and illegible dumping. They have worked with several homeless people and referred them to agencies that can help them. Merchants are aware of vandalism and have become proactive in quickly cleaning problems up as they occur. Our group has also contacted city code enforcement on several vacant storefronts regarding broken windows so the city can request property owners make the needed repair.
5. Merchants have worked with the police to reduce crime. At least one merchant has done a ride-along with a police officer to strengthen our relationship between the merchants and the police department.
6. Several stores are providing gathering places for the community, including Rimbart Illustration, Cafe Corvo, Discordia Game Center, Ridgeline Brewing, Charleston Cinema. They are all bringing youth, families and adults to the Charleston District. The new indoor go kart track is off to a great start. It will become another reason that shows Charleston District is coming back at full speed.
7. We have started to celebrate the Charleston District's history with Rimbart Illustration leading the way with historic pictures of Callow Avenue in their windows and selling artworks that highlight history. This will be an ongoing project which we, the Charleston Business District Association, hope will include currently vacant storefront windows. The Charleston Clock is featured on many items and makes a great photo opportunity for history buffs and selfie fans. Unique Experience just had Danielle Rimbart create another new selfie spot in their shop. How fun is that!

8. Building upon the Charleston's makers/artisans starts with Eastwind Glass on Burwell, Rimbart Illustration, Ridgeline Brewery. The Charleston also has the noted artisan chocolatier Amy's decadent chocolates on Wycoff, and the sweetest bakery in Washington State, McGavin's must be included as culinary artists. Did you know there is also a bead store on Callow?
9. We have also had several artists attend our monthly meetings to get information on how the Charleston on Callow Avenue is becoming the newest cultural center in the county.

PRIORITY 2. ADDRESS BLIGHT AND PROPERTY MAINTENANCE

"Charleston has several buildings and streets that show signs of deferred maintenance, trash/debris, and vandalism. When a neighborhood has blight and exhibits poor property maintenance, people perceive the area as unsafe, economically depressed, and risky for investment. At the same time, the City and community stakeholders should take actions to address blighted conditions and property maintenance concerns." per the Study.

Actions Taken

1. Enhance the Arts has provided grants for murals and art installations. Rimbart Illustrations has done several murals and the first Selfie Spot on Callow Avenue in Unique Experience. Her window art on many businesses change with the season. We have approached the Olympic College Art Department on creating murals and await their response. We also look forward to art installations funded by the City during public works projects to be constructed in the future.
2. With regards to improving building facades, several storefronts have been updated. Discordia Games is in the process of having a large graphic artwork. The bead shop has a bright fresh coat of paint. Unique Experience was one of the first buildings to get a fresh new look. The new go-kart track building has also been repainted and their parking lot repaved. The typewriter museum has a great exterior that could benefit from art on its sidewall. Two large buildings on the corner of Burwell and Callow are undergoing major remodels. All up and down the street the changes are visible and exciting.

3. The Charleston Business District Association has been having monthly meetings which have focused on community priorities. Members include merchants, property owners, residents and civic leaders. One of the most visible results has been the cleanup of Callow Avenue in the Charleston area. We have had a large group with upwards of over fifty participants in the April 23, 2022 Cleanup, which included not only the sidewalks but the alleyways from Burwell Street up to 11th Street. By contacting Bremerton Public Works, we now have periodic street cleaning and frequent trash pick-ups of the city-provided sidewalk trash cans. We would enjoy hosting city department personnel to take a tour of our neighborhood. Each meeting and event has been communicated via Facebook and other social media platforms. The more people hear about the changes, the more secure they feel.

Action Still Needed:

1. We have not tackled creating green spaces/gardens.
2. We look forward to planting more trees and addressing inconsistent streetscapes.
3. While we have cleaned up Callow Avenue to an acceptable standard, adding more trash cans, and having merchants or property owners improve the street remains an ongoing priority.

PRIORITY 3. INCREASE WALKABILITY AND PEDESTRIAN SAFETY

“Most of Callow and the surrounding neighborhoods follow a traditional...urban street grid.” Per the Study.

Of special note is that Callow Avenue from Burwell Street to beyond 11th Street is relatively flat and easy to walk. The exception is Burwell uphill to Wycoff Street, which has very little pedestrian flow. While Burwell Street, 6th Street and 11th Street have been widened, the traffic on Callow is still at a manageable level. Some streets do have gaps in the sidewalk network. The lighting could be improved. There is little to no wayfinding signing. The City and community stakeholders can improve walkability and pedestrian safety through capital improvement projects listed in the study.

Actions Taken

1. Charleston Business District Association has partnered with Chris Dimmitt to schedule restriping the on-street parking on Callow Avenue.
2. In addition, the city has put out to bid to also repaint the crosswalks which will result in increased pedestrian safety. This project should proceed in October and will have a major impact on how the area is coming back to a great place to shop, find entertainment and have a variety of places to eat and drink.

Actions in Current Progress

1. Improve the Callow Avenue streetscape. Much can be done to improve the area without major investments. As we involve more property owners and businesses using improved communication along with education, they will see the value in taking steps to renew their buildings. This will increase the number of tenants who will look favorably on locating in the area.

Action Still Needed

1. It will take city involvement to connect sidewalk gaps and improve accessibility for the mobility challenged.

PRIORITY 4. ADDRESS VACANCIES AND UNDERUTILIZED PROPERTY

When the Area Wide Planning study was written, there were several abandoned buildings and Callow Ave. had numerous vacant storefronts. There were multiple underutilized properties. This projected a negative impression but also provided opportunities for attracting new tenants that would bring vibrancy to the neighborhood. The City and the Charleston Business District are working to implement interim/ temporary uses and pursuing longer-term actions to decrease empty storefronts.

Actions in Current Progress

With regards to attracting businesses for community gatherings such as coffee shops and restaurants, this has become one of the best success stories for the Charleston Business District Association.

Thai Palace has reopened. Cafe Corvo brings a new cool vibe to Callow Avenue and is a great gathering spot for artists, coffee connoisseurs and music lovers. Danielle Rimbart of Rimbart Illustration has created a unique storefront that features various learning experiences, events, works of art and performances. *If you have not been there during a First Friday Art Walk, you are missing one of the most exciting venues in all of Bremerton.* Another example is the recently opened Ridgeline Brewing. They are great hosts and have supported the Charleston Business District Association by providing space for several of our meetings. Community gatherings can also be entertaining as The Charleston or the New GO KART track. The Typewriter Museum is not only a gem but has a large parking area that may serve as an outdoor gathering space for future events. There are many other examples of the changes that have occurred in the last three years that deserve recognition for another time.

Actions Taken

1. We will create a list and began addressing empty sign holders/lack of signage and begin the process of contacting building owners on the impact this has.

Action Still Needed

1. To address vacancies we will need to work with developers to recruit building tenants, plan for interim uses and find neighborhood-serving businesses such as child care and additional shops and restaurants.

The general findings of the Study highlight that the Charleston District is a "gateway" to the City.

- Naval Base Kitsap is one of the main drivers of economic activity
- Workforce and missing middle housing may be a good use for the area
- Interest in uses that could support military activities

Much of what is listed above is from the City of Bremerton Rediscover Charleston Area Wide Planning Study. Improving communication with the City has shown the City to be highly responsive and willing to help. Several examples include street sweeping, code enforcement issues, city-provided trash cans emptied on a regular basis, re-striping of street parking scheduled

and many more. The Callow/Charleston Business Association has made significant progress on key elements of the Community Priorities portion of the plan. What are the next steps in partnering with the various City departments that we can take to assure that Callow becomes the other downtown for our city?

The Charleston Business District Association, point of contact for this matter is Faye Fleminster, President, who may be reached via telephone at (360) 373-2076 or via e-mail at faflemister1@gmail.com and Jim Cine, Interim Vice Presiden, who may be reached via telephone at (480)n532-1445 or via e-mail at jdwccline@yahoo.com.

Sincerely,

Jim Cline

Charleston Business District

APRIL CBD ACTIONS AND MONTHLY MEETING AGENDA

Callow Actions April

From: james cline (jdwcline@yahoo.com)

To: faye@uniqueexperience1.com; jessica.i.sheldon@gmail.com; ron@uniqueexperience1.com; mcgavinsbakery@gmail.com; drimb79@gmail.com; mariannescilia@gmail.com; davesbeers127@gmail.com; jerri.eckmann@mossadams.com; miranda@cafe-corvo.com; info@discorddiagames.com; michael.goodnow@ci.bremerton.wa.us; cupples@gmail.com; easernwindglass@yahoo.com; kitsapbikeshop@gmail.com; wilsonelizabethjs@gmail.com; jennifer@mentorcompany.com; judy@mentorcompany.com

Date: Friday, May 5, 2023 at 01:49 PM PDT

Tuesday, April 4th. Tidy up Tuesday. I have seen merchants such as Miranda at Cafe Corvo have her front window professionally cleaned. As a result, Dave Dodge and Mary Ann were having their windows cleaned. Neighbors inspiring neighbors!

Wednesday the 5th. Attended city council meeting via zoon. reviewed notes from past meetings
Began work on Bremerton 2024 Charleston plan

Thursday the 6th. Met with Michael Goodnow. We talked about murals and he is still working on several ideas. He knows that the CBD and Mayor Wheeler is moving forward with the Wycoff overpass project.

Friday the 7th. First Friday. Had posted on several Facebook pages supporting Charleston.

Monday the 10th. Attended the District 6 Community meeting hosted by Anna Mockler. We talked about joining efforts to improve the West side of Bremerton

Thursday the 13th. Attended Bremerton Greendrinks at Rice, Fergus Miller in their office which is the former Sears store where I worked at. We handed out CBD material to about twenty-five people. It was amazing how many people knew about the changes we have made but made sure to talk about the great people who make up the CBD.

Monday the 17th. Attended the Planning meeting via Zoom

> 65% of population growth will be in urban centers including Bremerton. Under the Ecology Update presented by Garrett Jackson, NE4 goal is to reduce fine particulates by consistent street sweeping..Furthermore, another goal is to increase the tree canopy in cities.

Block grants apps are due in late July so the CBD has a short time frame to apply for funding projects listed in our plan. Several merchants have been awarded grants and it would be a great opportunity for all of them to tell their story to business and property owners.

Tuesday the 18th. CBD meeting at Cafe Corvo. Thanks to Marianda for hosting. Also did Tidy up Tuesday's work

Wednesday the 19th. Reviewed zoom city council meeting

Saturday the 22nd. Worked on CBD 2024 plan

Tuesday the 25th. Attended the Downtown Bremerton Association meeting via Zoom and shared what is happening in Charleston. Created contacts of many key stakeholders who can assist our efforts.

Worked on Tidy Up Tuesday and posted some information on Facebook

> We area compact mixed-use neighborhood that is a key feature of strong towns.

We need to improve our safe streets for all. Crosswalks, and sidewalks on Wycoff, slow traffic down

We need parks and plazas and courtyards.

Interesting features, what do we have? Art? Architecture? Lighting that is special?

To be strong, we must have residents help shape our plans.

Don't make small plans! Make big plans with small steps you can celebrate as they are completed!

Callow Vibes should be one way to share what actions we are taking and what the future will bring.

Wednesday the 26th. Reviewed several Ted Talks and Facebook information on " Strong Towns"

Thursday the 27th. Attend the history event at the Roxy Theater and talked with both Michael Goodnow and Jeff Coughlin.

April was a busy month. Sharing our story, making connections, taking action, and learning more about how we can make our dreams come true.

I love Callow and how the team of CBD in conjunction with stakeholders, the city, and all our new friends are making the future bright for Charleston

Jim Cline

Charleston Business Association
April 18, 2023

Agenda

Opening

Report-Jim Cline

Review-Faye

Charleston Logo
Tidy up Tuesday
Newsletter
New food guide/Charleston District

New Business

Urbanist Mural Festival
Winter/Krampus
Armed Day Parade/participation
Armed Forces Day Parade May 20th

“Callow Vibes”
Networking/Business/Display
May 17th 6-8pm(Wednesday)
Tables/refreshments

Next meeting May 17th 2023

CBDA Agenda

May 17th 2023

6pm-6:45-Business Meeting

Welcome/Opening

Elect/Vice President

Reports

Jim Cline/Vice President

Krampus

Armed Forces Day Parade

6:50-8:00-'Callow Vibes/Networking Social'

Next meeting June 20th 2023

Justin

Bikes

McKinze

Craft hair studio NW callow
- tarot card reading

Cindy

SK art

Axie Armfield

Eastern Winds Glass
14 years

Toay

carpenter shop 2006
2 1/2 yrs ago

BS Herman

- moments
Ballroom dance instructor
www.

Charleston Business District

LOGO

Option A

3/21/2023

Chain:

- Connecting communities
- Strength in neighbors
- Trades community

Tick Marks:

- Calls historic clock
- Rays of sunshine over the mountains
- Signifies energy and positivity

Mountain Line & Trees:

- Brothers mountain range (viewpoint West)
- Urban forest of trees

Banner & District Name:

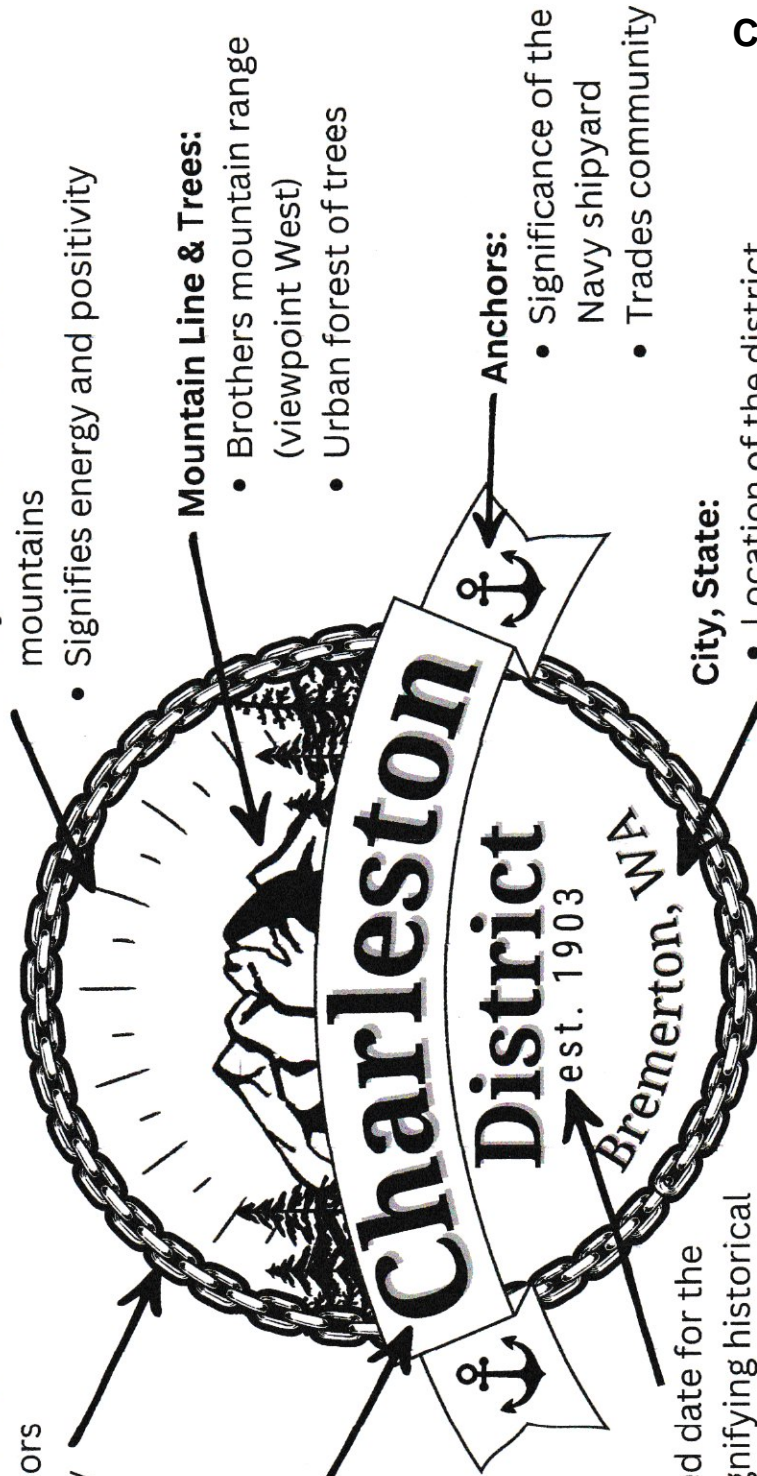
- Arching banner curving around the "district" for inclusion of all or many

City, State:

- Location of the district
- Could also be replaced with "Shop. Eat. Play."

Date:

- Established date for the district signifying historical importance of the area



City, State:

- Location of the district
- Could also be replaced with "Shop. Eat. Play."

Date:

- Established date for the district signifying historical importance of the area

From: [Eric Hadden](#)
To: [compplan](#)
Subject: compplan: Bremerton 2044 - Draft EIS Comment
Date: Monday, December 2, 2024 4:20:25 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello City of Bremerton,

I am emailing to provide comments to the Bremerton 2044 Draft Environmental Impact Statement.

As a quick introduction, I am a principal at Revolve, a Seattle-based real estate development company who prides itself in its design-forward approach to neighborhood-scale development.

In recent years, we have identified Bremerton as a desirable target for future development opportunities. We have been attracted by the following:

- Strong local job growth and in-migration
- Neighborhoods with the urban framework to allow for dense walkability
- High quality of life with reasonable cost of living
- Access to Seattle-area jobs and amenities (via ferry)

As we have searched for opportunities, most of the sites we have looked at are Downtown and adjacent neighborhoods (i.e. Manette). These areas are currently transit and amenity rich, which allows for a car-free or car-light lifestyle. However, one of the greatest limiting factors in developing any of these sites is the current parking requirements imposed by the City of Bremerton Zoning Code.

We understand that the City of Bremerton is in the process of updating its Comprehensive Plan, which will guide its future growth and have immediate impacts on the Zoning Code. We have reviewed the Draft Environmental Impact Statement and would like to provide comments. We would like to focus our comments on parking.

I would like to offer one specific site that we are actively looking to develop as an example of how parking requirements impact the feasibility of a new housing development in Bremerton. The subject site is zoned Neighborhood Business (NB) and is located within a Neighborhood Center. We have developed a design concept that conforms with the current zoning requirements except parking. In this scenario, we would be able to create 40 new apartments with ground-floor retail space and adequate off-street parking for both uses. Off-street parking would be partially below-grade and contained within the building envelope to limit its visibility.

If the current parking requirements for this zoning remain unchanged, additional parking could be allocated above-grade, but this would be in place of residential units and would make the project economically infeasible.

Bottom line, 0 units of new housing will be developed on this particular site with the current parking requirements, or 40 units of new housing will be developed if parking requirements are eliminated.

We understand there may be interest in exploring a “right-sized parking” approach rather than eliminating parking requirements altogether. However, it has been our experience that parking demand has decreased faster than zoning codes can keep up with. To meet the housing, transportation, and environmental goals outlined in Comprehensive Plan, it is our recommendation that parking requirements be eliminated throughout the city.

Eric Hadden

m 206.620.4615

e eric@revolvedevelopment.com

a 122 S Jackson Street, Suite 330
Seattle, WA 98104



From: marc.bpdaffodil.com
To: [compplan](#)
Subject: compplan: Comments on the Bremerton 2024 Comp Plan Update
Date: Monday, December 2, 2024 4:54:59 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a commercial property owner and developer in the City of Bremerton, with interests in the Harrison Heights and Manette subareas, please accept my comments below on the **City of Bremerton 2024 Comprehensive Plan Update: Draft Environmental Impact Statement** in favor of reducing or eliminating parking requirements in the subareas outside of the Bremerton downtown core.

This Update boasts two goals that deserve to be flushed out:

3.6.3 Relationship to Plans and Policies: Mitigation Measures: Comprehensive Plan Policies: 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.

3.9.3 Existing Transportation: Mitigation Measures: Comprehensive Plan Policies TR5(K): 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. This includes:

- Develop a parking ratio reduction policy for development around planned high-capacity transit corridors as identified in the Kitsap Transit Long-Range Transit Plan.

Existing parking requirements in these subareas are prohibitive to new development.

- in 2024, [The Urbanist](#) reports that the cost per parking space is in excess of the 2020 Brookings Institution estimate of \$50,000. It quoted unbelievable figures: \$100,000 per space in a City of Poulsbo project and \$240,000/space for the Sound Transit project. And while these figures don't translate directly to single or multi-family developments, the fact remains that the City's plans for population centers, which I applaud, necessitates the reduction or outright elimination of parking requirements for new development.

- As noted in the 2018 book "[Walkable City Rules](#)" which provides a number of excellent suggestions for cities to consider:

- a final counterintuitive note: in cities with good transit, eliminating the parking minimum results in less competition for on-street spaces, not more. Because when you allow a developer to put up a building without parking, the tenants show up without cars.

- I don't know what the magic ratio is, but the pushback from single-family residences will be predictable and Bremerton needs to have data to back up any meaningful reduction in parking requirements or it will fall prey to the comments from property owners. Also noted in Walkable City Rules, a city reduced the parking requirements for one project, for example, to .67 cars/unit which still increased construction costs by 38%. These numbers are not conducive to meeting the projected housing demand. Can the City find EIS studies from other completed projects of similar size to shore up its proposed changes?

But we can't reduce the parking options without making other improvements. We need population centers. PLEASE consider eliminating altogether the parking requirements for new development and let's focus on transit and alternative forms of transportation to serve those regions.

Sincerely,

Marc Islam
Manette Properties LLC
2601 Cherry Ave., Ste 109
Bremerton, WA 98310
360.317.5377

From: [Tory Gruber](#)
To: [Marc Islam](#)
Cc: [compplan](#)
Subject: compplan: Re: Comments on the Bremerton 2024 Comp Plan Update
Date: Monday, December 2, 2024 5:16:33 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello all,
I completely concur with all of Marc's concerns.

Tory Gruber
360.621.5971

On Dec 2, 2024, at 4:54 PM, marc bpdaffodil.com <marc@bpdaffodil.com> wrote:

As a commercial property owner and developer in the City of Bremerton, with interests in the Harrison Heights and Manette subareas, please accept my comments below on the **City of Bremerton 2024 Comprehensive Plan Update: Draft Environmental Impact Statement** in favor of reducing or eliminating parking requirements in the subareas outside of the Bremerton downtown core.

This Update boasts two goals that deserve to be flushed out:

3.6.3 Relationship to Plans and Policies: Mitigation Measures: Comprehensive Plan Policies:

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.

3.9.3 Existing Transportation: Mitigation Measures: Comprehensive Plan Policies
TR5(K): 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. This includes:

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2020 Brookings Institution estimate of \$50,000. It quoted unbelievable figures: \$100,000 per space in a City of Poulsbo project and \$240,000/space for the Sound Transit project. And while these figures don't translate directly to single or multi-family developments, the fact remains that the City's plans for population centers, which I applaud, necessitates the reduction or outright elimination of parking requirements for new development.

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- I don't know what the magic ratio is, but the pushback from single-family residences will be predictable and Bremerton needs to have data to back up any meaningful reduction in parking requirements or it will fall prey to the comments from property owners. Also noted in Walkable City Rules, a city reduced the parking requirements for one project, for example, to .67 cars/unit which still increased construction costs by 38%. These numbers are not conducive to meeting the projected housing demand. Can the City find EIS studies from other completed projects of similar size to shore up its proposed changes?

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Sincerely,

Tory Gruber
Manette Properties LLC
2601 Cherry Ave., Ste 109
Bremerton, WA 98310
360.317.5377

From: [Robin](#)
To: [compplan](#)
Cc: [Robin](#)
Subject: compplan: 2044 Bremerton Comp plan is Void
Date: Monday, December 2, 2024 11:56:49 PM
Attachments: [The 2044 Bremerton Comprehensive Plan is Void.pdf](#)
[Warping scheme\(1\).pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

December 2, 2024 at 11:55pm.
Please include all attachments and my comment below.
Thank you, Robin Weldin

[Evergreen Project is "essentially divorced" from Smith Cove Wetlands scientist Anna Mockler decries vitiation](#)
[Jack Pauuw installed in Planning Commission](#)

Below are my oral comments from the November 18th Planning Commission's 2044 Bremerton Comprehensive Plan public meeting and written comments that I did not get to, in the 3 minute limitation for public comment. I would also like to add that Mr. Pauuw's appointment, by Mayor Wheeler, to the Planning Commission board, not only is a conflict of interest, but it violates the Appearance of fairness doctrine.

11.18.24 Planning commission oral ("") and written comment

"Hello. My name is Robin Weldin. I am also here representing the Friends of Smith Cove -"

"I'm here to represent the Friends of Smith Cove and I incorporate and adopt all of Mr. Camacho's comments. I agree wholeheartedly with him about the appointment of Mr. Paauw. I think it's a conflict of interest, and it's basically a developer wolf right in the public henhouse. Basically, you might as well drop all pretense that there's any impartiality at all in the permitting process.

I don't know how far I'm going to get reading this but ... In 2019, Bremerton received a \$22,400 dollar grant from Ecology to do a routine update to the Shoreline Master Plan. The guidelines for changes and updates to the Shoreline Master Plan are only to enhance and not to take away or lessen Washington's shoreline protections. Garrett Jackson of the City of Bremerton's DCD, with the help of a \$100,000 city-hired "environmental" consultant, Dan Nichols, illegally rigged Bremerton's Shoreline Master Plan, and in doing so, they eliminated Washington state's Shoreline Management Act (SMA) protections.

Mr. Jackson spot zoned two parcels owned by Wesley Arthur Larson III as "Isolated" from the shoreline. These spot zoned parcels are less than 200 feet from Evergreen Park's Smith Cove recreational shoreline. The spot zone favor / exemption Larson received um exempted him from the shoreline substantial development permit for his shoreline Evergreen Pointe project.

The barrier that Mr. Jackson used for shore access was Sheldon Blvd.

Sheldon Blvd. used to be the actual natural bay. It actually has grates that still say "Puget Sound Starts Here." It's a flat road. There is no way that is a barrier to the access the shoreline. And that is the criteria they used when they made the "Interrupted Buffers." The Interrupted Buffers in the comprehensive plan will allow developers to build up to 80 feet all along the shoreline. And they aren't for low-income residents. They aren't for local residents. It's for bringing in wealthier residents. It's making Bremerton -"

Commission interjects: "Thank you. Your three minutes is up."

Continued prepared comments below:

Mr. Jackson (DCD) then misled and deceived the Planning Commission, Bremerton's city council and a rep from the department of Ecology, by showing them a misleading Map E, which shows an unidentified Smith Cove with a purple line around the tip, when to be transparent, he should have shown them a map with a purple line (isolation designation) drawn around Wesley Larson III's 2 parcels. The same 2 parcels that are across a flat road used by Mr. Jackson as "barrier to accessing the shoreline" (Sheldon Blvd.) and a flat park (Evergreen Park) that lead directly to the tip of Smith Cove via park paths. He referred to the Map E "spot zone" of Mr. Larson's parcels as a "minor change". Only one council person, Lori Wheat, saw through Mr. Jackson's SMP rig and questioned it as a lessening of shoreline protections. Mr. Nickel then tried to side track her question with official sounding jargon on the unrelated part of the Critical Area Ordinance.

Bremerton's 2021 Shoreline Master Program rig passed in a city council vote on April 21, 2021 with just one "no" vote from attorney and council member, Lori Wheat.

Bremerton's 2044 Comprehensive Plan is defective and invalid because of Mr. Jackson and Bremerton DCD's creation of the Map E "spot zone", creation of "interrupted buffers" and vitiation of SMA height restrictions, so that future shoreline specialist developers would be exempted from having to comply with height restrictions under the SMA and a Substantial Shoreline Development Permit. The 2021 rigged Shoreline Master Program (SMP) eliminated Shoreline Management Act

protections for Bremerton's shorelines and surrounding communities that would be negatively impacted behind a wall of 80 ft. shoreline market rate and luxury view housing. Those future 80 ft exemptions depend on Wesley Arthur Larson III's pending Evergreen Pointe, 123 market rate unit, massively out of scale, view stealing and light blocking "Shadow Caster" over Evergreen Park, to be built as a first-of-its-kind precedent. By being exempted from the recreation shoreline height restriction of 35 feet, Wesley Arthur Larson III can instead build 61 ft. high under a city building permit. This effectively silences the concerns of the Bremerton Evergreen Park residents and park users, who are negatively impacted, so Mr. Larson and his shoreline, tax sheltering investors can make millions more.

City of Bremerton public / shoreline specific developer alliance / KEDA/ KCAR / KBA and the Kitsap Chamber of Commerce, known by those on the inside as the "development community", have long had a Comprehensive Plan "dream list" to turn Bremerton into a shoreline suburb of Seattle. We locals actually fell for thinking that the extension of Evergreen Park and the fast ferry was for local public recreation, public access to the shore and local Bremerton to Seattle work commuter's convenience. We didn't think to question the motivations of the public officials that local residents voted into their jobs. We assumed they were being fair and impartial.

The rigged 2021 SMP was the DCD's final step to insure that their favored shoreline specialists, who already receive affordable housing subsidies, opportunity zone tax shelters and city tax and utility fee exemptions, to be able to build 80 ft. market rate and luxury housing ringing Bremerton's WA State public shorelines. The influx of wealthier tenants from Seattle, will push rents up, block public view access, destabilize and degrade our "feeder" bluffs and natural shoreline and forest ecosystems, including wildlife habitat. Building market rate and luxury housing will push blue collar, working families, minimum wage and fixed income residents out of Bremerton.

Since Bremerton "leaders" and the shoreline specific developers, that they favor, aren't interested in building actual "affordable" housing, many of our neighbors will no longer be able to afford to live here. This

already happened in and around Seattle. Working families cannot afford to live in or near Seattle, despite what the Seattle's public officials also promised "affordable" housing and labeled anyone in the way of "investment developers" as NIMBY's. It was a successful gaslighting campaign, because people who lived and worked there wanted everyone to have actual affordable housing. Seattle is now a soulless shell of what it used to be when the city was home to vibrant and diverse neighborhoods with a strong working class, artists, musicians, social workers and activists. The historic Black neighborhoods and businesses in Seattle's Central District have been gentrified by white tech workers and business like Ike's marijuana super store, that razed an entire block of beloved Central District restaurants, like Catfish Corner.

If allowed to pass, Bremerton's 2044 Comprehensive Plan ("development community dream list") would not get past the Growth Management Act hearing board. All those thousands of city employee hours and the DCD's misuse of state and city funds, since 2019, will be for nothing, because the DCD did not do its job impartially and broke WA State Shoreline Management Act laws and protections to favor Wesley Arthur Larson III / Sound West Group and future cookie cutter, shoreline specific investment developers.

Bremerton Department of Community Development officials did not want the public or Planning Commission to revisit the DCD's rigged 2021 SMP during the public meetings for their 2044 Bremerton Comprehensive Plan. However, it is still very much open for public comment, considering that WA state law was broken and it's protections to the shore and shoreline community eliminated by the Bremerton DCD's covert "spot zoning" rig of Bremerton's 2021 Shoreline Master Program (SMP).

In conclusion: WA State's Growth Management statutes RCW36.70A.480 and RCW36.70A020(15) require a valid SMP to move forward with a shoreline city's Comprehensive Plan. Therefore, Bremerton's 2044 Comprehensive Plan is void without a valid Shoreline Master Program (SMP).

Bremerton's 2021 Shoreline Master Program (SMP) was illegally rigged

by Bremerton's DCD and must be repealed to pre 2021 SMP protections under WA State's Shoreline Management Act law.

In addition to my original written comments:

The Shoreline Management Act was created over 50 years ago by Washington lawmakers who were concerned with protecting our fragile shorelines and shoreline public spaces and communities from unscrupulous local officials and developers. Washington has some of the strongest environmental laws, but they are only as strong as the people who enforce them and in the Department of Ecology's case, with the acceptance of a fraudulent SEPA checklist from Sound West's Mariane Weber and the DCD's Andrea Spencer or not investigating what Garret Jackson and the DCD were doing when they didn't enhance, but, instead, eliminated WA State shoreline protections in their routine update / rig of Bremerton's Shoreline Master Program (SMP). Ecology dropped the ball, in fact the ball just went flying right past them while they were looking the other way.

In trying to understand what the Shoreline Management Act is and what happened to SMA protections for Smith Cove, our public shoreline Evergreen Park and shoreline neighborhood over the last year of researching law and reading through public records, we found such jaw dropping favoritism to shoreline specific developers and blatant corruption by the City of Bremerton leaders and DCD officials. Every time we thought that we'd finally gotten to the bottom of it, another "holy cow" moment comes along. The most recent was in October 2024, when Mayor Wheeler installed Jack Pauuw, a principal partner to their most favored shoreline specific developer, Wesley Arthur Larson III, to Bremerton's Planning Commission. This was the developer that Garret Jackson created the Map E "spot zone" for. Jack Pauuw would be making permitting and city code decisions right from inside the DCD!

Bremerton leaders are willing to bend over backwards for wealthy shoreline specific developers and keep residents in the dark and gaslit with agreed upon "affordable housing", "density" and "streamlining the development process" talking points. They will cheerlead shoreline development like Evergreen Pointe in slide shows at the city council and interview with their favorite stenographer at the Kitsap Sun, but will say

"I am not permitted to talk about pending projects" to their constituents who will be negatively impacted. Compare their developer favoritism to their brutal treatment of people who can no longer afford to live indoors in Bremerton, such as the city's inhumane "no camping" ordinance, where police harass, fine and push unhoused residents out of town, while city workers are told to throw away homeless residents only possessions that would have kept them from freezing to death outside, but make sure you tell concerned citizens that the city is saving their property.

The Bremerton officials who broke WA State laws, misused public funds and harmed our most vulnerable residents cannot ever be trusted again to make decisions that affect people, the environment or the WA State shoreline that they are supposed to be stewards of.

Pre-Existing "Isolated" designation per SMP Section 4.030(f) language based on fact determination: "lands" "inherently" *isolated*.

(f) Isolated
Purpose: The objective of the ~~Shoreline~~-Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements **such as roads**. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are **inherently isolated** from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of ~~isolated~~-Isolated should also be removed.

DCD's Jan. 2019 Memo: "We want to change something on map: requires Comprehensive Plan Amendment ..."

Other Thoughts: We want to change something on map: requires Comprehensive Plan Amendment...

Calendar/Public Comments required:

Properties of SMP Thoughts

DCD's Feb. 2019 Memo: "Improve the isolated designation"

3. **Maps and Designations:**
 a. Make minor corrections on map and update maps if need be;
 b. **Improve the isolated designation**

4. **Height:**
 a. **Should it be a CUP? More details**

Properties of "Summary of updates"
 General Description Custom Properties CMIS P

DCD's Dec. 2019 "Bullpen" / "SMP List" Memo: "Allow isolated code for anywhere separated by a road" Memo

options.

19. Within Watershed – allow Forestry harvest in certain circumstances

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9-25-20 Email From DCD's "Consultant:" EP Project's Map E Is Same As "Interrupted Buffer"

is a real concern or not. Happy to discuss, if needed.

4. **Map E**
 a. **Add an Isolated designation along the landward side of Evergreen Park, as shown. This was a request, but similar to my previous comments on this SED, I don't think it is entirely necessary given the proposed amendments we have added regarding lots which are separated from the shoreline by roads.**

131 b. Change the first parcel south of Evergreen Park to Commercial designation

From: [Jose Camacho](#)
To: [compplan](#)
Cc: [friendsofsmithcove@gmail.com](#)
Subject: compplan: Comment re DEIS - Comp Plan "Bremerton2044"
Date: Monday, December 2, 2024 11:57:51 PM
Attachments: [DCDs Warring Scheme 2019.pdf](#)
[DCDs Prohibited Segmentation \(EP Project\).pdf](#)
[Jackson Transcript With Links, Context & Annotations.pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

12-2-24

Bremerton's Intentional Lessening Of Environmental Protections And Direct Contravention & Vitiating Of The Shoreline Management Act Happened, And Is Being Covered Up, Including In The DEIS

It is a public record that a scientist and an attorney charged Bremerton with vitiating of the Shoreline Master Program, and a lessening of environmental protection. This occurred during the SMP "periodic review" process. In response to this challenge, DCD lied. And this disingenuity and disinformation was consistently and pervasively deployed by Bremerton (particularly its DCD) to deceive the public. I adopt the comments of scientist Anna Mockler and attorney Lori Wheat as set forth below:

"Anna Mockler Decries Vitiating & Its Labelling As "Minor;" Jackson Then Cites Map E, i.e. Vitiating."

<https://youtu.be/r1kaKnjXI90?si=ChVN4ZOSX0XFxKgX>

"4-21-21 Lori Wheat Warns Us That City Lessened Environmental Protections Of Shoreline Master Program" https://youtu.be/9bAT4rRslY?si=sdsqsl_NI8MjDYwz

See also attached DCDs Warring Scheme Exhibit, and Jackson Transcript exhibit.

Exhibits show SEPA checklist misrepresentations allowed and encouraged by Bremerton's DCD.

DEIS for "Bremerton2044" Is Deceptively Hiding DCD Misconduct & And A Vitiating Shoreline Master Program Which Is Inconsistent With Bremerton's Shoreline Master Program (amended 2021).

The Comp Plan "Bremerton2044" DEIS is inherently defective and misleading. It offers zero alternative which addresses the need to fix a fatally defective *currently in effect* Shoreline Master Program. And this SMP is being carried forward in the DEIS and in all comprehensive plan proposals.

The DEIS fails to address DCD's 2019-2021 SMP "periodic review" partisan pro-developer misconduct, and the intentional vitiating results of that misconduct: the skewing if not elimination of an SMP consistent with the Shoreline Management Act's core purpose as set forth in **RCW 90.58.020**.

Bremerton's SMP, unacknowledged by the DEIS and comp plan proposals, contravenes the Shoreline Management Act at amended SMP, Sections 4.020, "**Map E**," Section 7.010(b)(3), "**Interrupted Buffer**," and Section 7.090 "**Height Restrictions**." Because SEPA supports the full implementation of the Shoreline Management Act, not its lessening, subversion, or vitiation, SEPA is violated every time a hobbled SMP is relied upon or otherwise used.

As a matter of practice, the city has disregarded such law while creating jargon upon paper feigning legal compliance with the SMA and SEPA. The \$57 million dollar Evergreen Pointe shoreline project exemplifies this. Thus, the city's targeted violation and dismantling of the Shoreline Management Act during the 2019-2021 "periodic review" process are also violations of SEPA. The taint of DCD's misconduct must be removed from the DEIS and all Comp Plan proposals.

The Growth Management Act at **RCW 36.70A.480** and **RCW 36.70A.020(15)** requires full implementation of the Shoreline Management Act, and will therefore require comp plans and all EIS to address objectively existing known SMP vehicles for contravention, subversion, or vitiation of the Act.

The only way to proceed to produce a valid DEIS and comp plan is by repeal of the SMP as amended in 2021 (Ordinance 5417). As long as the SMP remains unaltered in its current defective state, the DEIS continues this deception and defect, and is itself invalid.

BREMERTON CANNOT SUBORDINATE, CONTRAVENE, OR VITIATE THE SHORELINE MANAGEMENT ACT (The_SMA Trumps The GMA)

The DEIS does not address that Bremerton's approach to environmental review is premised on its subordination of state law (SMA and SEPA) to local law and policy. Until it fixes this fundamental skewing, its EIS and comp plan will miss the elephant in the room, and will be invalid or grossly insufficient.

The Growth Management Act requires the Shoreline Management Act, including its core purpose at **RCW 90.58.020**, be *upheld or advanced* in comprehensive plans. See GMA at **RCW 36.70A.480** and **RCW 36.70A.020(15)**. When it comes to development *in the shorelands*, Washington courts have made it clear this is an area of state interest controlling over municipal interest. Biggers v. City of Bainbridge Island, 124 Wash. App. 858 (Ct. App. 2004) holds "*The GMA clearly specifies that chapter 90.58 RCW [Shoreline Management Act] governs the unique criteria for shoreline development. In other words, the SMA trumps the GMA in this area ...*" accord, Biggers v. City of Bainbridge Island, 162 Wash. 2d 683 (2007); CRSP v. Whatcom County, 172 Wash.2d 384 (2011).

Hence, Bremerton cannot disappear, subordinate, contravene, or vitiate the Shoreline Management Act in either its SMP or Comp Plan. But in both the 2021-amended Shoreline Master Program (SMP), and in current comprehensive planning proposals for "Bremerton2044," the city (DCD) is attempting exactly that. It is an exercise in calculated and deceptive omission so as to increase the private profit of the realtor / developer lobby holding sway in Bremerton.

The DEIS contains little substantive analysis of Bremerton's Shoreline Master Program (SMP) nor its obligations under the Shoreline Management Act. In its Environmental chapter proposals in April 2023, the city repeatedly made clear it had no intention taking a fresh look at or fixing the amendments to the SMP it inflicted on us in 2021. Such comp plan proposals are hiding DCD's partisan Map E misconduct and misappropriation in its statutorily-defined 2019-2021 SMP "periodic review" process. The taint of the misconduct must be removed from the Comp Plan. The only way to do it now is by repeal of the SMP as amended in 2021 (Ordinance 5417).

Skewing Of SMP Section 4.030(f) Into Violative Meaninglessness

Bremerton has taken the SMP Section 4.030(f) "Isolated" designation and warped it into meaningless-ness - the Map E and Interrupted Buffer provisions - in which no actual consideration of environmental factors under

the SMA or SEPA takes place. The mere presence of an ordinary road is all it takes for the SMP to be suspended. This is a gross violation of SEPA and the SMA. See attached Warping Scheme Exhibit and Jackson Transcript.

Where an SMP is more restrictive than the policy of the Shoreline Management Act, there is no inconsistency with the Act, but an SMP allowing what the Act prohibits would be inconsistent with the Act and invalid. Maloney, et al., and Seattle-First National Bank, SHB No. 190 (1976); Seawall Construction Co. v. King County, SHB No. 90-51, 90-52 (1991). Such This restrictive-consistency rationale jibes with precepts exemplified in Town of Republic v. Brown, 97 Wash.2d 915 (1982), and with conflict of laws precedent such as State, Dept. of Ecology v. Wahkiakum County, 337 P.3d 364, 184 Wash.App. 372 (2014). The vehicles for violation of the Shoreline Management Act are inconsistent with the Act, and undermine and violate SEPA. They are amended SMP, Sections 4.020, "**Map E**," Section 7.010(b)(3), "**Interrupted Buffer**," and Section 7.090 "**Height Restrictions**" and cannot be reconciled with actual SEPA review or actual SMA compliance.

The DEIS only references the SMP in passing. But it does have ONE noticeable reference to its 2019-2021 "periodic review" product: the cynical result of DCDs warping scheme, on page 115:

"The SMP establishes a system of categorizing shoreline areas designed to provide a uniform basis for applying policies and use regulations for distinctly different shoreline areas. To accomplish this, a shoreline environment designation is given to specific areas based on the existing development pattern, the biophysical capabilities and limitations of the shoreline being considered for development, and the goals and vision of the local community. The SMP is designed to encourage a balance of preferred shoreline uses, ecological protection and public access where appropriate.

Bremerton's shoreline designations include: ...

*Isolated: The Isolated designation recognizes areas within the shoreline jurisdiction, but are **isolated** from the shoreline by intervening elements, such as roads. ...*

Recreation: The Recreation designation provides recreational and public access opportunities along Bremerton's shorelines, such as parks and marinas. ..."

supplants the Shoreline Management Act's battle against piecemeal uncoordinated shoreline development by creating sites which DCD will keep hands off as long as there is a road abutting the Interrupted Buffer parcel. Because Interrupted Buffer parcels are unmapped and latent until a shoreline developer decides to build upon it, these represent not only piecemeal shoreline plots but ad hoc piecemeal developments - hence, "uncoordinated." SEPA supports full implementation of the SMA, and this scheme is therefore a fundamental violation of SEPA.

* . " " for commercial, industrial and multi-family shoreline designations are not restrictions but ultra vires text effectively turning the SMA and SMP into meaninglessness, and excising or replacing strictures of the Shoreline Management Act and its progeny, the Shoreline Master Program, with local grifting municipal regulation favorable to developers. In particular, an entire analytical process is removed regarding the public interest. E.g., Grill and Tamm v. Baraka and City of Anacortes, SHB No. 02-001 (2002); Guon v. City of Vancouver, SHB No. 93-53 (1994).

DCD's Actual Permitting Practices Are Skewed To Favor Sound West Group & Developers Like It

Segmentation is barred by both the SMA and SEPA.

The actual day to day permitting practices of Bremerton's DCD allows for complete flouting of established well-settled law including Merkel v. Brownsville. This includes Merkel's prohibition against segmentation. See attached Exhibit: DCD's Prohibited Segmentation.

As a result of DCD's allowance and encouragement of prohibited segmentation in its review process, it allows and encourages disregard for **WAC 173-27-040**. Once WAC 173-27-040 is disposed of, developers easily side-step the SMA to be deemed "exempt" as has happened with the Sound West Group shoreline Evergreen Pointe project. In this matter, **WAC 173-27-040's** "total cost" language is plain, and utterly flouted by DCD and large influential developers like Sound West Group. Based on prohibited segmentation, the developer has been allowed to arrive at a ludicrous fraction of the cost of the EP project.

The Shoreline Management Act of 1971, RCW 90.58, though dealing with a limited area of the environment, is no less vigorous than SEPA in declaring a policy aimed at the preservation of our natural resources. The permit

system of the Shoreline Management Act "**is inextricably interrelated with and supplemented by the requirements of SEPA. The requirements of SEPA clearly overlay the whole SMA permit process.** RCW 43.21C.060." Sisley v. San Juan County, 89 Wash. 2d 78 (1977); Merkel v. Port of Brownsville, 8 Wash.App. 844 (1973).

This wholesale flouting and rigging of shoreline projects simply by ignoring well-settled precedent and plain statutory and regulatory law is an intrinsic problem within DCD, and this is completely unaddressed in the DEIS, and all comp plan proposals.

Pre-Existing "Isolated" designation per SMP Section 4.030(f) language based on fact determination: "lands" "inherently" *isolated*.

(f) Isolated

Purpose: The objective of the ~~Shoreline~~-Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements **such as roads**. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are **inherently isolated** from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of ~~isolated~~-Isolated should also be removed.

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Other Thoughts: We want to change something on map: requires Comprehensive Plan Amendment...

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DCD's Feb. 2019 Memo: "*Improve the isolated designation*"

3. **Maps and Designations:**

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9-25-20 Email From DCD's "Consultant:" EP Project's Map E Is Same As "Interrupted Buffer"

is a real concern or not. Happy to discuss, if needed.

4. **Map E**

- a. **Add an Isolated designation along the landward side of Evergreen Park, as shown. This was a request, but similar to my previous comments on this SED, I don't think it is entirely necessary given the proposed amendments we have added regarding lots which are separated from the shoreline by roads.**
- b. Change the first parcel south of Evergreen Park to Commercial designation

From: Kelli Lambert [Kelli.Lambert@ci.bremerton.wa.us]
Sent: Tuesday, May 19, 2020 4:10 PM
To: 'Marianne Weber' [Marianne@soundwestgroup.com]
Subject: RE: Evergreen Pointe Permits - BB13 00762 & BB13 00761

Hi Marianne,

You asked about the possibility of constructing only the larger building and holding off on the smaller building for a later phase. I wanted to let you know, I ran this by the Director (Andrea Spencer) and the Planning Manager (Allison Satter).

As this project has been reviewed as a 'package deal' from the beginning, if you propose to construct only one of the buildings, there are a lot of questions we'd need answered. It would likely need to be a new submittal, and that includes Design Review.

If this is something Sound West still wants to pursue, let us know and we'll have further conversations.

Best,

Kelli Lambert

Senior Planner

City of Bremerton | 345 6th Street | Bremerton, WA 98337

Physical Location: Suite 600 | Mailing: Suite 100

360.473.5245

Kelli.Lambert@BremertonWA.gov

From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Sent: Monday, September 14, 2020 5:11 PM
To: Marianne Weber <Marianne@soundwestgroup.com>
Subject: RE: Evergreen Pointe - Added Story

Hi Marianne,
Sorry it took me a while to get back to you. We had internal discussions based on the questions you raised in our call on the (5th).

4

We really need to have a complete proposal in order to provide clear guidance. The best way to do this is a Presubmittal Application meeting, so that each department looks at the same set of plans/questions and can respond in writing after the meeting. I can advise that any additional dwelling units will require a new SEPA environmental review, and I can tell you definitely that a parking stall will be required for each dwelling unit, regardless of whether it is used as a 'hospitality suite' or as a regular dwelling unit.

One other thing that I'd like to discuss by phone is the shoreline approval from 2009. Give me a call when you have time, or let me know a good time to call you.

Best,

Kelli Lambert

Senior Planner
City of Bremerton | 345 6th Street | Bremerton, WA 98337
Physical Location: Suite 600 | Mailing: Suite 100
360.473.5245
Kelli.Lambert@BremertonWA.gov

Kelli Lambert

From: Kelli Lambert
Sent: Friday, January 8, 2021 1:39 PM
To: 'Marianne Weber'
Subject: RE: Evergreen Pointe - SEPA

Hi Marianne,

Just to let you know, we have been discussing this and working through it. One thing that would be helpful if you have it, is a figure showing the proposed building is outside of the shoreline jurisdiction (200 feet). When the shoreline permit was issued back in 2008, it included the Pointe building (which is closer to the OHWM), and the building plan has changed slightly. With the current building plans, and the proposed building set back from the north property line, I believe the building will not be within 200 feet of OHWM but a plan showing that would be very helpful.

We're going to talk Monday about it again, so I'll let you know if we need anything else.

Have a great weekend.
Kelli

Kelli Lambert

From: Dean Kelly <DKelly@rfmarch.com>
Sent: Tuesday, January 12, 2021 1:57 PM
To: Kelli Lambert; Marianne Weber
Cc: Lorie Limson Cook; Adita Nelson; Jack Paauw
Subject: Evergreen Pointe - SEPA Shoreline Exhibit
Attachments: 210112 SWG Evergreen Pointe - Shoreline Exhibit.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hey Kelli,

Marianne asked us to look into the location of the revised building relative to the 200' offset from the shoreline. Please see the attached exhibit.

As you can see, the building that is included in the revised submission is farther than 200' from the shoreline. However, the corner of the property line and the frontage improvements do fall within that distance. I think we would still be exempt from the shoreline jurisdiction since the building is not within 200' but please confirm. For your reference, the shoreline location noted in the attached plan was taken from the Kitsap County GIS CAD section maps, so it may not be exact. Please advise if a survey locating the shoreline will be required.

Thanks,

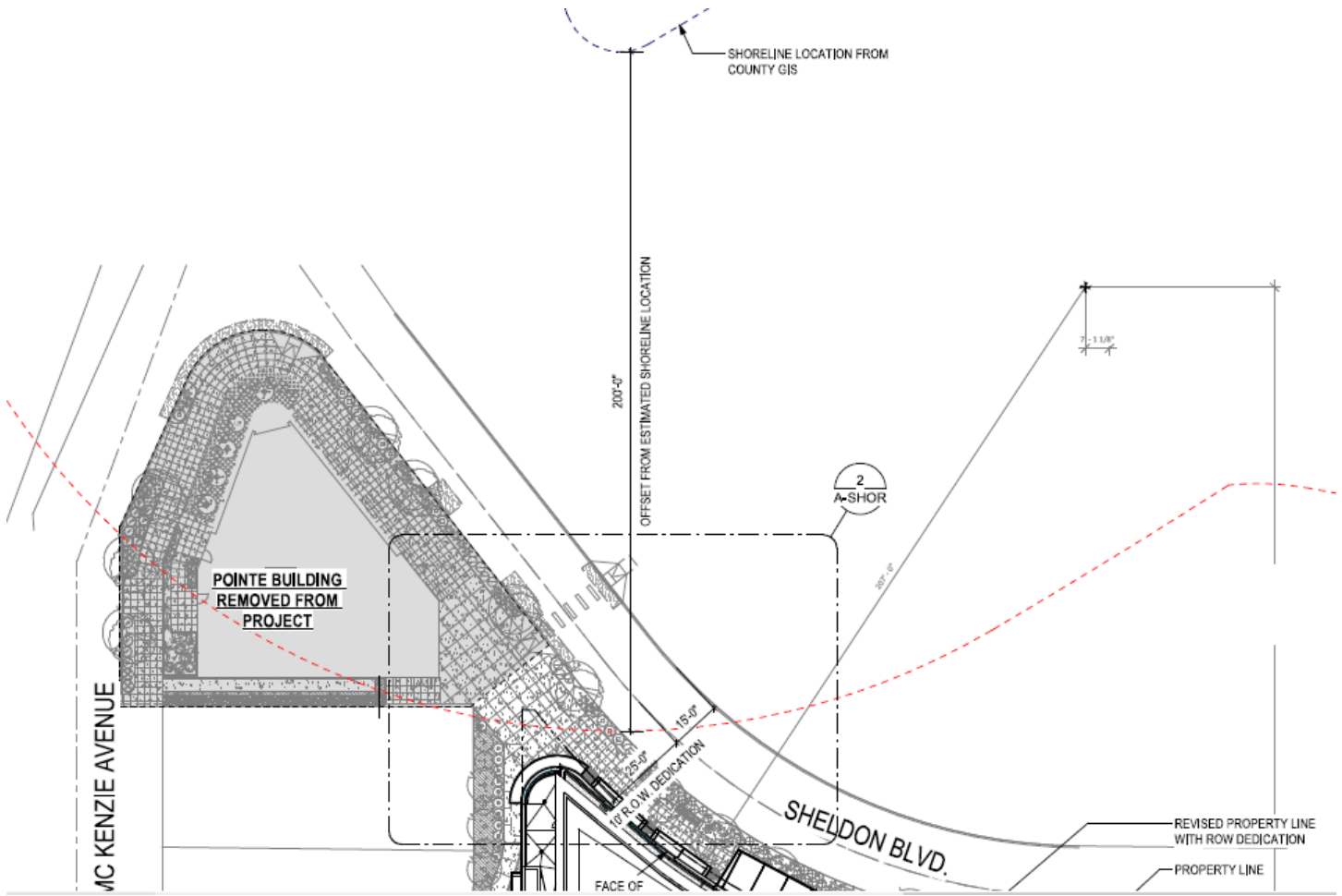
DEAN KELLY, AIA, NCARB
Architect
Associate Principal

*2021 NEWH Top Hospitality Interior Design Firms
2021 PSBJ Top Architecture Firms*

RICE FERGUS MILLER
275 Fifth Street, Suite 100, Bremerton WA 98337
rfmarch.com
C 512-632-0185
D 360-362-5043

Rice Fergus Miller design teams are fully engaged working remotely on your projects. We hope you and your family remain safe.

[Click Here for Confidentiality Notice & Full Copyright Disclosure](#)



From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>

Sent: Thursday, August 12, 2021 12:22 PM

To: 'COM GMU Review Team' <reviewteam@commerce.wa.gov>; Allison Satter (allison.satter@navy.mil) <allison.satter@navy.mil>; Aaron Leavell - BSD <aaron.leavell@bremertonschools.org>; David Herrington (david.herrington@bremertonschools.org) <david.herrington@bremertonschools.org>; Garth Steedman <garth.steedman@bremertonschools.org>; Edward Coviello <EdwardC@KitsapTransit.com>; 'DAHP' <sepa@dahp.wa.gov>; Alison Osullivan <aosullivan@suquamish.nsn.us>; Kathlene Barnhart <kbarnhart@suquamish.nsn.us>; 'sheacock@co.kitsap.wa.us' <sheacock@co.kitsap.wa.us>; 'Gordon, Brittany N (DFW)' <Brittany.Gordon@dfw.wa.gov>; Adam Brown <adam.brown@dfw.wa.gov>; Cindy Sommerfeld (csommerf@co.kitsap.wa.us) <csommerf@co.kitsap.wa.us>; 'Sandercock, Maria (ECY)' <MARI461@ECY.WA.GOV>; 'stevev@psc cleanair.org' <stevev@psc cleanair.org>; 'separegister@ecy.wa.gov' <separegister@ecy.wa.gov>; Amy Tousley <Amy.Tousley@pse.com>; Sam Phillips <sphillips@pest.nsn.us>; 'or-sepa-review@wsdot.wa.gov' <or-sepa-review@wsdot.wa.gov>; Stephen Posner <sposner@utc.wa.gov>; John Kiess <john.kiess@kitsappublichealth.org>; DFW <SEPAdesk@dfw.wa.gov>; Cascade Natural Gas <service@cngc.com>; 'sepacenter@dnr.wa.gov' <sepacenter@dnr.wa.gov>

Cc: Lorie Limson Cook <Llimsoncook@rfmarch.com>; 'Marianne Weber' <Marianne@soundwestergroup.com>

Subject: Notice of Application, Site Plan Review & SEPA, Evergreen Pointe Multifamily BP21 00099

Review Team,

The attached is a Notice of Application for Site Plan Review and SEPA environmental checklist for a 123-unit multifamily structure at 631 Sheldon Boulevard. This proposal was previously approved with two buildings on separate parcels, and a total of 109 units. The proposal is revised to include the main building only, with an additional story and 14 additional dwelling units. The building location is outside of the shoreline jurisdiction. Additional attachments include the civil and architectural site plans, stormwater report, and trip generation memo.

Notice is being sent to you for the requisite 15 day review. The comment period ends August 27, 2021.

Please let me know if you have any questions or comments. If we should be contacting someone else at your agency, please let me know so I can correct our records.

Best regards,

Kelli Lambert

Planner

City of Bremerton | 345 6th Street | Bremerton, WA 98337

Physical Location: Suite 600 | Mailing: Suite 100



September 19, 2022

Kelli Lambert
City of Bremerton, Senior Planner
345 6th Street, Suite 100
Bremerton, WA 98337

RE: Evergreen Pointe Shoreline Exemption

Dear Kelli Lambert,

Per WAC 173-27-040(2)(a), development whose fair market value does not exceed a certain dollar amount are exempt from a Shoreline Substantial Development Permit. Effective July 1, 2022, the dollar threshold for substantial development is \$8,504 (per WAC 22-11-036). The area of the project located within the Shoreline Jurisdiction is extremely limited, approximately 22 square feet, and in our estimation the cost of the planned pavement improvement is around \$7,282 based on current sales comp in the immediate area; and will in no case exceed \$8,504 in today's market, September 19, 2022."

Kindest Regards,

A handwritten signature in black ink, appearing to read "Marianne Weber", is written over a horizontal line.

Marianne Weber
Development Manager
Sound West Group

**CITY OF BREMERTON
DEPARTMENT OF COMMUNITY DEVELOPMENT**

<p>COMMERCIAL SITE PLAN REVIEW DECISION, FINDINGS, & STAFF REPORT</p>
--

Requested Action: Commercial Site Plan Approval and SEPA environmental review for construction of a 98,000 square foot, 123 unit multifamily structure at 631 Sheldon Boulevard (parcel 132401-2-084-2007), on a .68 acre site. The proposal will include 123 parking spaces provided within the structure, frontage improvements, and landscaping.

GENERAL INFORMATION	
File Number	BP21 00099
Applicant	Rice Fergus Miller Architects
Assessor Account Number	132401-2-084-2007
Date of Application	7/29/2021
Notice of Completeness	8/10/2021
Notice of Application	8/12/2021
Comment Period	8/12/2021 – 8/27/2021
Current Zone Classification	Pedestrian Oriented Mixed Use (POMU)
Comprehensive Plan Designation	Downtown Subarea (DSAP)
Documents Reviewed	Site Plan Review Application, Civil and Architectural Site Plan, Environmental Checklist, Utility Availability Letter, Transportation Impact Study, Geotechnical reports, Preliminary Drainage Memo, FEMA Letter of Map Amendment (Removal from SFHA), Site Lighting Plan, Building Elevation Renderings
SEPA Threshold Determination	MDNS issued 10/11/2022

CONCLUSION & DECISION

A review of the Commercial Site Plan Review application indicates that the proposal, as conditioned, is consistent with the criteria established in Bremerton Municipal Code (BMC).

IT IS NOW RESOLVED by the City of Bremerton Department of Community Development Director after considering the findings of this report, the proposed Commercial Site Plan Review Permit is approved subject to the following conditions of approval:

CONDITIONS OF APPROVAL

1. School mitigation fees will be paid to Bremerton School District to ensure services are not unduly burdened by the proposed development. This project has already paid \$12,500 of the \$98,800.98 total, leaving a balance of \$86,300.98. The Department requires proof that half (\$43,150.49) was paid to Bremerton School District before the building permit is issued, with the remainder due before final occupancy is granted.
2. Development shall comply with all recommendations from the *Krazan & Associates Geotechnical Record*.
3. Future submittals of grading permits, site development permits, and building permits shall each provide an addendum to the geotechnical record which relays that a geotechnical

COMMENT #27

engineer has reviewed the proposed plans, reviewed the *Krazan & Associates Geotechnical Record*, and affirms that the specific submitted plan meets all geotechnical recommendations and criteria per BMC 20.14.600.

4. Notice to Title and Hold Harmless agreement consistent with BMC 20.14.130(g) for geologically hazardous areas shall be recorded with the Kitsap County Auditor prior to issuance of any permit granting earth disturbing work.
5. Building permit must demonstrate that the four live/work units will be constructed in a way that allows easy conversion to commercial space in future.
6. Design Review Board approval is required before submittal of building permits. This approval is conditional upon departures being granted for the following:
 - a. Alternative frontage on Cogean Avenue, per DSAP 6.9.2(2)
 - b. Reduced depth of the live/work units from 30 feet to 20 feet, per DSAP 6.9.5(2)
 - c. Increased height to 61 feet and six stories, per DSAP 6.9.5(4)
 - d. Reduced rear setback along 12th Street from 15 feet to 10 feet, per DSAP 6.9.7A(i)
 - e. Vehicular access to parking garage from Cogean Avenue and Sheldon Blvd, per DSAP 6.9.7E(2).
7. Parking must be provided at a minimum of one parking stall per dwelling unit. Dimensions of parking stalls must meet the Parking Minimum Design Requirements in BMC 20.48, Figure 20.48(a). Motorcycle parking stalls are required at a minimum of one per every 25 required vehicle parking spaces.
8. As the proposed height of the building is within two feet of the maximum height allowed by building or zoning codes, verification of the height is required to be prepared and provided by a licensed surveyor prior to approval of a framing inspection.
9. A final landscaping plan consistent with BMC 20.50.060 shall be submitted with the Site Development Permit.
10. All plant material shall be maintained in a healthy growing condition free of weeds, trash or debris through the life and use of the development. Dead, damaged, diseased, or missing plant material shall be replanted or replaced as necessary to comply with the approved landscaping plan.
11. The dumpster enclosure must comply with the regulations in BMC 20.50.050(j), and requires a separate building permit.
12. Waste Management approval of the proposed dumpster location is required with Site Development Permit.
13. Development must comply with recommendations in the *March 2021 KPFF Consulting Engineers Stormwater Report*.
14. An Archaeological Monitoring and Inadvertent Discovery Plan approved by the Suquamish Tribe is required before Site Development Permit submittal.
15. Consultation with tribes, including a potential archaeological survey, is required before site development or building permit issuance. Archaeological monitoring is required during construction.
16. Project utilities shall adhere to the *August 26, 2022 Utility Availability Letter*.
17. All utility crossings and connections through City right-of-way shall be perpendicular to the street.
18. A fixture count shall be provided to the City to verify the adequate domestic water meter size.
19. A separate irrigation meter is required per City of Bremerton Municipal Code (BMC) 15.02.090.
20. With subsequent permit submittals, provide the 2012 Western Washington Hydrology Model (WWHM) file for the project with each submittal.

21. Hydraulic conveyance calculations via backwater analysis per the Kitsap County Stormwater Design Manual shall be conducted to verify adequate sizing of on-site stormwater conveyance infrastructure.
22. No offsite grading shall take place unless a signed agreement by Property Owner is provided, and proposed work is represented in permit submittals provided to the City.
23. All Utility General Facility Charges and monthly billing will be due and begin incurring respectively when the water meter for the Project is set.
24. Right-of-way shall be dedicated as follows for abutting City streets:
 - a. Sheldon Boulevard shall have a 10-foot dedicated. An access easement shall be provided for pedestrians along the portions of sidewalk that do not lie within right-of-way. Minimum sidewalk width is 9-foot. and can be partially located on private property.
 - b. No door swing into right-of-way permitted.
 - c. Cogean Avenue. shall have right-of-way dedicated to the back of the 6-ft sidewalk.
 - d. 12th St. shall have right-of-way dedicated to the back of the 6-ft sidewalk. If not possible then a pedestrian access easement will be acceptable but not desired.
 - e. Dedicate right of Way along Cogean Avenue and 12th Street to accommodate improvements and public pedestrian facilities. Right of Way or easement shall be generated for Sheldon pedestrian areas.
25. Driveway wing walls require a deviation request from City of Bremerton Public Works due to being in the right-of-way.
26. Crosswalks are not approved with this permit. Accessible ramps installed with this project shall have an existing receiving ADA ramp that meets all ADA requirements, or one shall be installed.
27. Stairways in City alley right-of-way are not approved with this permit.
28. New sidewalk, curb and gutter, patch/road restoration, utility connections, and all other work that involves public utilities or City right-of-way shall adhere to the City's engineering construction standards at the time of Site Development Permit. Removal of concrete street panels will require replacement to the nearest expansion joint.
29. Street lighting shall be designed and installed along Sheldon Boulevard, Cogean Avenue, and 12th Street. All project public lighting shall be decorative style per City Standard Division 7. A copy of the photometric plan is required with the Site Development Permit.
30. All onsite proposed dry utilities, and all dry utility crossings necessary to provide service to the Project shall be shown in the subsequent permit phase civil drawing submittals.
31. A building permit is required to occupy, construct, or modify any structure. Please provide floor plans with each room labeled, exiting configuration, plumbing fixtures, mechanical equipment, etc. Either an architect or engineer stamp, signature and analysis are required for a structure that is greater than 4,000 square feet in total floor area. Please provide a complete code analysis with construction type, occupancy classification, allowable area, allowable height, fire separation distance, separated or non-separated uses, exiting, etc.
32. An accessible route shall be provided within the site to and from the sidewalks, public streets, public transportation stops, accessible parking, accessible loading zones and accessible building entrances. The accessible route shall be provided by means of walkways, sidewalks and ramps that will comply with A117.1 Accessible and Usable Buildings and Facilities. The slope and cross slope of the finished elevations of all walkways, sidewalks, and ramps that are required and intended to be used as part of the accessible route shall comply with a cross slope of not more than 2% and the slope of a walkway or ramp shall comply with the standards for accessibility.

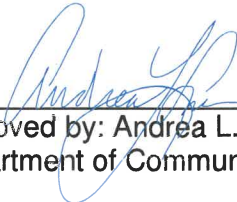
COMMENT #27

- 33. The building or tenant space may not be occupied until a Certificate of Occupancy has been issued as a result of a building permit application. The business may not open to the public until a Business License has been issued by the Tax and License Division.
- 34. The issuance or granting of a permit shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the Washington State Building code or of any other ordinance of the City of Bremerton. Permits presuming to give authority to violate or cancel the provisions of the Washington State Building code or other ordinances of the City of Bremerton shall not be valid. The issuance of a permit based on construction documents and other data shall not prevent the building official from requiring the correction of errors in the construction documents and other data. The building official is also authorized to prevent occupancy or use of a structure where in violation of the Washington State Building code or of any other ordinances of the City of Bremerton.



Prepared by: Kelli Lambert, Senior Planner
Department of Community Development

October 11, 2022
/ Date



Approved by: Andrea L. Spencer, Director AICP
Department of Community Development

October 11, 2022
Date

APPEALS: The decision of the Land Use Official is final unless appealed to the Bremerton Administrative Hearing Examiner within twenty-one (21) days of this decision. All appeals must be filed at the City of Bremerton Department of Community Development, 345 6th Street, Suite 100 (Mailing), Bremerton, WA 98337.

REPORT CONTINUES ON THE NEXT PAGE

SITE DESCRIPTION

Lot Size.

The lot is .68 acre, approximately 29,621 square feet.

Topography. The site slopes slightly (no more than 10 percent) from south to north.

Critical Areas. Kitsap County Critical Areas maps indicate the site contains geologically hazardous areas.

Access. Vehicle access to the site will be from Sheldon Boulevard and Cogean Avenue.

Development. The site is currently undeveloped.

Utilities. Power, gas, telephone, water, storm drainage, and sanitary sewer are currently available to the site. An *August 26, 2022 Utility Availability Letter* details City utilities conditionally available to the site.

Surrounding Land Uses.



<i>Direction</i>	<i>Description</i>
North	Evergreen Park (across Sheldon Boulevard)
South	12 th Street; single family properties, Pedestrian Oriented Mixed Use (POMU) zone
East	Cogean Avenue, single family properties, POMU zone
West	Alley (City right of way) and four single family residences, POMU zone

Previously Approved Proposal

A previous iteration of this project was approved in 2009, which included two buildings on two separate lots (parcel #s 132401-2-084-2007 & 132401-2-085-2006). The current proposal is for a single building on one lot (parcel # 132401-2-084-2007) and does not include any development on the separate lot (parcel # 132401-2-085-2006).

CRITERIA OF APPROVAL & FINDINGS

CRITERIA BMC 20.58.080(f): A site plan that complies with all applicable development regulations shall be approved or approved with conditions. The following provides an analysis of project code compliance:

I. COMPREHENSIVE PLAN

The Comprehensive Plan goals and policies help define the vision for Bremerton’s future. The following planning goals and policies support this proposal:

<i>Comprehensive Plan Goals & Policies</i>
GOAL: LU1, Plan for Bremerton’s population and employment growth.
GOAL: LU4, Promote community health by allowing opportunities for healthy lifestyle choices.
POLICY: LU4C, Ensure street design and orientation that encourage pedestrian and bicycle use.
POLICY: 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.
GOAL: H2, Encourage the development of a variety of new housing options and densities to meet the changing needs of Bremerton’s residents.
POLICY: H2(E), Support efforts to provide for a variety of housing options such as the integration of special needs housing within the community by allowing for government-assisted housing, housing for low-income families, manufactured housing, group homes, and foster care facilities.

ANALYSIS. Staff has reviewed the proposed site plan for conformance with the goals and policies of the Comprehensive Plan; excerpts which support the proposal are provided above. Staff finds that the proposed plan conforms with the goals and policies of the Comprehensive Plan. The code is satisfied.

FINDING. The proposal conforms to the Comprehensive Plan.

II. STATE ENVIRONMENTAL POLICY ACT (SEPA), BMC 20.04.

SEPA is intended to ensure that environmental values are considered during decision-making by state and local agencies. The SEPA review process considers environmental information (impacts, alternatives, and mitigation) before committing to a particular course of action.

ANALYSIS: Per BMC 20.04.100(d), as the proposed development plans more than 60 multifamily units, SEPA review is required. SEPA mitigation was identified by Staff through the public noticing and application review process; the resulting Mitigated Determination of Nonsignificance (MDNS) was issued concurrent with this decision and provided as Exhibit I. Mitigation measures were identified to ensure project impacts were addressed, and are as follows:

- School mitigation fees will be paid to Bremerton School District to ensure services are not unduly burdened by the proposed development. This project has already paid \$12,500 of the \$98,800.98 total, leaving a balance of \$86,300.98. The Department requires proof that half (\$43,150.49) was paid to Bremerton School District before the building permit is issued, with the remainder due before final occupancy is granted.

Specific comments/conditions are discussed later in more detail, in the Public Notice section of this report. The conditions of the MDNS have been added to this permit. Staff has reviewed the proposed plan for conformance with BMC 20.04, and found that as conditioned it conforms. The code is satisfied.

FINDING: As conditioned, the proposal conforms to the requirements of BMC 20.04.

SHORELINE MANAGEMENT PROGRAM (SMP). The overall focus of the SMP is to protect and restore shoreline resources and ecological functions, increase public access to the shoreline, promote economic development, accommodate water dependent uses and address climate change adaptation/resiliency.

ANALYSIS: The shoreline jurisdiction extends 200 feet from the Ordinary High Water Mark (OHWM). The very northwestern tip of the property lies within the shoreline, as shown in the *January 12, 2021 Rice Fergus Miller Shoreline Proximity* document submittal; this project is exempt from a Shoreline Substantial Development Permit per WAC 173-27-040(2)(a). The portion within shoreline jurisdiction is an area of approximately 22 square feet, proposed to contain frontage improvements only. This property has the shoreline designation of Isolated, as it is separated from the shoreline by developed area (Evergreen Park and Sheldon Boulevard). In these areas, development standards outlined in the Shoreline Master Program (SMP) are not applicable.

III. GEOLOGICALLY HAZARDOUS AREAS, BMC 20.14.600. The purpose of these regulations is to protect human life and property from potential risks related to development on or near geologically hazardous areas. Geologically hazardous areas include areas susceptible to erosion, sliding, geologic events, landslides, and moderate and steep slope areas.

ANALYSIS:

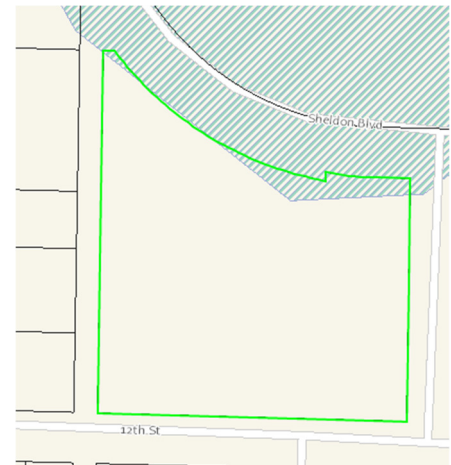
Kitsap County Critical Areas Maps identify the site as a Geologically Hazardous area. Per the submitted *March 17, 2021 Environmental Checklist*, the steepest slope onsite is 60 percent, which qualifies as a Highly Geologically Hazardous area per BMC 20.14.620(a)(1). The applicant has supplied a *November 7, 2014 Earth Solutions NW, LLC Geotechnical Engineering Study*, and a *July 15th, 2020 Krazan & Associates Inc. Limited Geotechnical Engineering* letter in support of the project. The Krazan letter refers to a previously completed

June 5, 2020 Zipper Geo Geotechnical Engineering Report. These combined reports, which will be referred to as the *Krazan & Associates Geotechnical Engineering Record*, provide project details including: site preparation, structural fill, erosion & sediment controls, drainage, shoring, inspections throughout the development process by Krazan & Associates, and other recommendations. Based on the recommendations presented in the geotechnical record, the permit shall be conditioned as follows:

- Development shall comply with all recommendations from the *Krazan & Associates Geotechnical Record*.
- Future submittals of grading permits, site development permits, and building permits shall each provide an addendum to the geotechnical record which relays that a geotechnical engineer has reviewed the proposed plans, reviewed the *Krazan & Associates Geotechnical Record*, and affirms that the specific submitted plan meets all geotechnical recommendations.
- A Notice to Title and Hold Harmless agreement consistent with BMC 20.14.130(g) for geologically hazardous areas shall be recorded with the Kitsap County Auditor prior to issuance of any permit granting earth disturbing work.

FINDING: As conditioned, the proposal conforms to the requirements of BMC 20.14.600.

IV. **FREQUENTLY FLOODED AREAS, BMC 20.14.500.** The purpose of flood plain regulations is to minimize public and private losses due to flood conditions in specific areas caused by flooding, while protecting the functions and values of the floodplains. As seen in the adjacent image from Kitsap County Parcel Viewer, the FEMA 100-year floodplain was formerly mapped extending from the shoreline, across Sheldon Boulevard, onto the north edge of the property. However, per the *April 6, 2022 Federal Emergency Management Agency (FEMA) Letter of Map Amendment Determination Document (Removal)*, this property has been removed from the Special Flood Hazard Area and is therefore no longer considered a frequently flooded area; as such, BMC 20.14.500 is no longer applicable to this project.



V. **LIGHTING.** A lighting plan, including a photometric plan, was reviewed for the lighting regulations in BMC 20.44.110. A total of nine street lights will be installed along Sheldon Boulevard, Cogean Avenue, and 12th Street. The submitted lighting plan complies with City requirements. As noted later in this report, a copy of the photometric plan will be required with the Site Development Permit.

VI. **DOWNTOWN SUBAREA PLAN.**

PEDESTRIAN ORIENTED MIXED USE ZONE (POMU), DSAP 6.9. The intent of the Pedestrian Oriented Mixed Use (POMU) zone is to create a transit supportive, pedestrian friendly corridor with medium-density residential uses featuring neighborhood retail and services on the ground floor.

ANALYSIS:

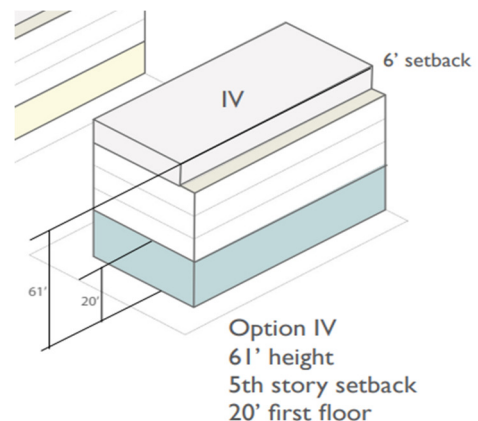
- a. **Use Standards, DSAP 6.9.2.** All types of residential uses are permitted in this zone. Ground oriented uses must either have at least 50 percent of the floor area abutting the sidewalk level be “pedestrian oriented”, or alternately, the floor area abutting 50 percent of the sidewalk level frontage must be designed and constructed to accommodate future conversion to “pedestrian oriented” uses. In this case, the sidewalk level façade must include an entrance or entrances to accommodate a single or multiple tenants, or be

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structurally designed so that entrances can be added in future. The proposed apartments, which will include four live/work apartments that can be converted into commercial retail space if the market allows in future, are a permitted use per the POMU use standards. This approval is conditioned that the building permit must meet the above requirements.

- b. Lot Requirements, DSAP 6.9.3. The minimum Floor Area Ratio (FAR) for structures in the POMU zone is 1.5. Maximum FAR is 3.0, or up to 4.25 for mixed use buildings. This proposal is considered mixed use due to the live/work units. The proposed FAR is 3.46, which satisfies code requirements.
- c. Open Space Requirements, DSAP 6.9.4. Required open space per residential dwelling unit is 100 square feet, therefore the requirement for this proposal is a minimum of 12,300 square feet of open space. Resident amenities include a central courtyard, a space for bicycle storage and repair, kayak storage area, meeting and fitness rooms, and select units have private porches. The proposed open space areas total 13,757 square feet, which satisfies code requirements.
- d. Commercial Space Requirements, DSAP 6.9.5. Commercial spaces must have a minimum depth of thirty (30) feet. The spaces fronting Sheldon Boulevard include the lobby, rental office, and four (4) live/work spaces. The depth of these spaces varies from approximately 20 feet, to approximately 30 feet for two of the live/work spaces. Previous Design Review approval included an approved departure from this minimum depth. This proposal would provide live/work spaces that will be constructed to a commercial standard, easily convertible to retail uses, with tall ceilings, ample storefront glazing, and lofts that could function as retail mezzanines or be removed by a future retail tenant. This is a departure from code, which must be approved by the Design Review Board; this approval is conditioned as such.
- e. Height Requirements, DSAP 6.9.5. The proposed structure height is 60 feet and 11-1/4 inches with six total stories. As the height and total number of stories exceed Subarea Plan minimum requirements Design Review Board (DRB) approval is required. Maximum structure height in the POMU zone is 45 feet, with additional allowances to increase building height. One foot may be added for each additional foot of ground floor height above 14 feet, to a maximum of six additional feet. Per DSAP 6.9.5(4), maximum structure height in the POMU zone may be increased with DRB discretion to achieve an additional story above four stories, and maximum height of 61 feet; an illustration from the Subarea Plan is provided to the right. In order for DRB to approve this option, the ground floor height must be 20 feet, and the top story must be set back six (6) feet from the façade to provide ample sunlight penetration; both of these criteria are met in the current proposal. This approval is conditioned that the DRB approves the increased height.

Per BMC 20.44.070, the height of a building or structure shall be measured as the vertical distance from grade plane to the average height of the highest roof surface. Per BMC 20.42.040(g) "Grade plane" means a horizontal reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet from the building, between the building and a point 6 feet from the building. Per DSAP 6.1, height calculations shall exclude parapets, roof forms & decorative elements not intended for occupancy, and stairs. The building permit will be conditioned to require confirmation of finished building height from a professional surveyor.

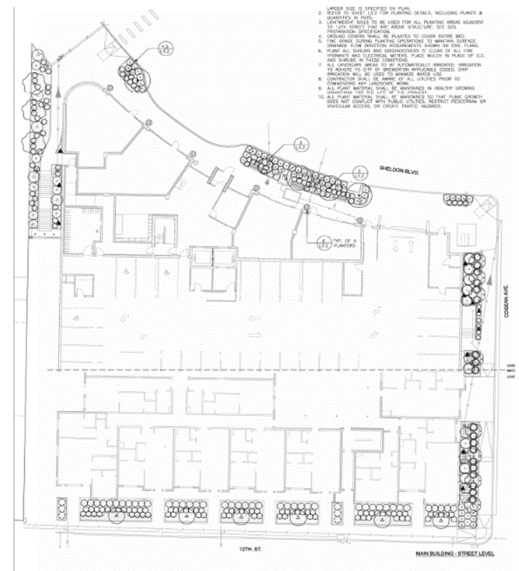


- f. Indoor-Outdoor Operations, DSAP 6.9.6. All permitted uses in the POMU zone must be conducted within completely enclosed buildings. The code is satisfied.
- g. Design Standards, DSAP 6.9.7.
 - A. Setbacks – Setbacks are subject to applicable Street Typology.
Sheldon Boulevard is a Multimodal street, with a required building frontage setback of zero (0) to five (5) feet. The setback proposed is from zero to two feet from the Sheldon Boulevard frontage, which satisfies code. The minimum side yard setback along Cogean Avenue, a Residential street, is 10 feet, and a 10-foot setback is proposed, which satisfies the code. The west side of the building faces a public alley, where there are no setback requirements. Minimum rear setback to 12th Street, also a Residential street type, is 15 feet; the proposal is for a 10 foot rear setback. The Design Review Board (DRB) will need to approve this departure from the 15 foot minimum rear yard setback, as the Board did in the previous iteration of this project, due to the narrow existing conditions of 12th Street and surrounding streets.
 - B. Façade. Per the POMU design standards, a building façade may not continue in an unbroken line for more than thirty (30) feet. Provided elevation drawings demonstrate that the building meets this requirement, and includes several different finishes, such as brick and horizontal siding.
 - C. Building Transparency. A minimum of sixty (60) percent between two and 12 feet in height must be comprised of doors or lightly colored windows that allow views of indoor space. The bottom of any window used to satisfy transparency requirement may not be more than 3.5 feet above the adjacent sidewalk. The proposed Sheldon Boulevard elevation meets this requirement. The Subarea plan allows an exception from transparency requirements for portions of the building façade where slopes make application of the requirement impracticable, which is the case on Cogean Avenue.
 - D. Entrances. Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement. Buildings shall have at least one entrance per fifty (50) linear feet of sidewalk, with at least two entrances on each street façade. This proposal complies, except for the Cogean Avenue frontage, which proposes one garage entrance and one pedestrian entrance. A Design Review Board departure will be requested for Cogean Avenue, to depart from the frontage requirements and treat Cogean Avenue as a ‘side’ or ‘rear’ of the building.
 - E. Vehicular and Parking Access. Subarea criteria requires vehicular and loading access shall be from rear alleyways; where alleys do not exist, vehicular access shall be from non-pedestrian primary streets. This proposal has vehicle access to the lower floor of the parking garage from Sheldon Boulevard, and a separate access to the upper floor of the parking garage from Cogean Avenue. The alley was previously found to not have adequate capacity for the volume of traffic that will be accessing the garage. Previous DRB approval for this alternate vehicle access noted that the Cogean garage entry makes good use of the existing topography and will not negatively affect pedestrian access. The Sheldon garage entry will disrupt pedestrian traffic, but as no other feasible alternative could be found, this departure was approved in the previous DRB decision. The above-mentioned departures from vehicular access requirements in DSAP 6.9.7E, which proposes to treat Cogean Avenue as a ‘side’ or ‘rear,’ and allow for vehicular access from Sheldon, will need to be approved by the DRB.
 - F. Parking Design Standards, DSAP 6.9.9. Structured parking is not permitted at the first floor street façade, per the POMU parking design standards in DSAP 6.9.9. Parking is proposed within the structure on levels 1 and 2, behind the lobby, rental office, and live/work units facing Sheldon Boulevard. The remaining regulations in this section pertain to surface parking lots, not part of this proposal. The code is satisfied.

G. Parking Requirements, DSAP 6.9.10. For residential uses, one (1) parking space is required per residential unit; the development proposes 123 units and 123 parking spaces. Bicycle spaces are required per BMC 20.48.180(b), at ten (10) percent of the required automobile spaces. Motorcycle spaces are required to be provided at one per 25 of the required automobile spaces. The project proposes 25 bicycle spaces, which complies with the code. Five (5) motorcycle spaces are required; these are not shown on the plans.

Staff has reviewed the proposed development for conformance with dimensional standards per BMC Figure 20.48(a), Nonresidential standards per BMC 20.48.080, and other development standards and found that some of the parking stalls do not meet the minimum size. Compact spaces (smaller than the prescribed dimensions in BMC 20.48(a)) may be provided only in addition to required parking stalls. This approval is conditioned that all required parking spaces will conform to the dimensional standards and requirements in BMC 20.48, and motorcycle parking will be provided per BMC 20.48.180(a).

H. Landscaping Requirements, DSAP 6.9.10. The intent of landscaping regulations is to contribute to a quality urban environment, maintaining native drought-resistant vegetation, providing visual relief of parking lots, retaining significant trees, and reducing erosion and stormwater runoff. Landscaping is subject to BMC 20.50.040. Landscaped buffers of five (5) feet in depth between non-residential components and adjacent residential uses are required. The provided preliminary landscape plans (figure at right) show planter beds between five and 10 feet deep along the north, east, and south ends of the property. Staff finds that with the following conditions the proposal satisfies landscaping code regulations:



- A final landscaping plan consistent with BMC 20.50.060 shall be submitted with the Site Development Permit.
- All plant material shall be maintained in a healthy growing condition free of weeds, trash or debris through the life and use of the development. Dead, damaged, diseased, or missing plant material shall be replanted or replaced as necessary to comply with the approved landscaping plan.
- The dumpster area must comply with the regulations in BMC 20.50.050(j), and the location must be approved by Waste Management.

FINDING: As conditioned, the proposal conforms to the requirements of BMC 20.62.

VII. TRAFFIC. The applicant submitted a *November 24, 2020 Gibson Traffic Consultants, Inc. Trip Generation* memo and an *April 2022 Kimley Horn Traffic Impact Analysis*. The trip generation memo concluded that the development would result in 44 AM and 54 PM peak-hour trips. Transportation staff with the City’s Public Works & Engineering Department reviewed the traffic documentation, and concluded that the resulting Level of Service will remain within acceptable levels per the City’s Transportation code in Title 11 of the BMC.

VIII. STORMWATER. Public Works & Engineering reviewed the *March 2021 KPFF Consulting Engineers Stormwater Report* which was submitted for this project, for compliance with Title 15 BMC. This report provides details regarding the proposed stormwater system, and

provides construction Best Management Practices (BMPs) to prevent sediment-laden water from leaving the site and entering the existing drainage system. This approval is conditioned that development must comply with the recommendations from the stormwater report. Additional conditions related to stormwater are listed under Public Works & Engineering comments.

IX. NOTICING, BMC 20.02.

Public notice is required for projects of this size, in order to allow members of the public to make their opinions on proposals known before development is approved.

ANALYSIS: Public notice was processed as Type II permit and SEPA notification per BMC 20.02. The public comment period was August 10 through 27, 2021. The following comments were received:

AGENCY COMMENTS.

Suquamish Tribe – Kathlene Barnhart, 8/19/2021

The building appears to be within the FEMA floodplain. A FEMA Habitat Assessment should be completed. Ms. Barnhart requested additional information, including geotechnical to address the soils. The environmental checklist did not address cultural resources. An Archaeological Monitoring and Inadvertent Discovery Plan should be developed, and provided to the Tribe for approval.

Response: The geotechnical report and letter were forwarded to the agency. A FEMA habitat assessment was prepared and submitted, and was forwarded to the agency. However, in April 2022, FEMA issued a Determination that the property is not within a Special Flood Hazard Area. The Archaeological Monitoring and Inadvertent Discovery Plan will be a condition of approval.

Washington Department of Archaeology and Historic Preservation (DAHP) – Stephanie Jolivette, 8/27/2021

While not currently on the shoreline, the proposal is within historic shoreline area and at high risk for presence of cultural resources. Requested archaeological survey of the area prior to ground disturbing activities; consultation with concerned Tribes; and monitoring along with (or in place of) archaeological survey.

Response: The archaeological survey, consultation with Tribes, and monitoring will be included in the conditions of approval.

Bremerton School District (BSD) – Porter Foster Rorick, Attorneys for BSD, 8/25/2021

The Bremerton School District requests mitigation for school impacts. Impacts estimated at \$98,800.98 total, minus the \$12,500 this development has already paid (before building permits were issued), leaving a balance of \$86,300.98.

Response: Mitigation fees for impacts on the Bremerton School District will be a condition of approval.

PUBLIC COMMENTS.

A total of eight (8) comments were received from the public, from six separate City residents, and one anonymous commenter. The comments are summarized below by topic; the comments are on file with the Department of Community Development. Comment summaries and Staff responses are as follows:

- Parking: Concerns raised that the required one parking space per dwelling unit will cause the adjacent street parking spaces to be used by overflow parking from the development.

Response: The proposed development satisfies the minimum parking requirements of the zone. The proximity to the Washington State Ferry terminal, the Puget Sound Naval

Shipyard, and downtown amenities, and Kitsap Transit bus routes, makes this area desirable for Bremerton residents who use other means of transportation (such as walking, cycling, or ferry).

Finally, on-street parking in this neighborhood is only available through residential parking passes via Impark and only allowed on certain streets. Residential parking passes for on-street parking are only allowed for single-family residential units and not allowed for multifamily units, therefore, residents of the project will not be eligible for City parking passes. Vehicles without a residential parking pass are subject to the posted two- or three-hour time limit.

- Traffic congestion/road infrastructure: Concerns were raised that the proposed development could lead to traffic congestion in the area.

Response: *A Traffic Impact Analysis report prepared by Kimley Horn was reviewed by the City's Transportation staff. It was determined that the Level of Service for the streets in question (Sheldon Blvd, Cogean Ave) will not drop below the standards in the Bremerton Municipal Code due to the projected additional trips generated by this proposal.*

- Safety: Concerns were expressed that the development would bring many new residents to the neighborhood, jeopardizing safety.

Response: *No evidence has been provided which concludes that the population to be housed in the proposed market-rate housing development will be more prone to criminal activity than the general population. It is likely that additional eyes on the street would increase opportunities to report potential neighborhood crimes to the Bremerton Police Department.*

- Suggests other uses for the property: Suggestions were made that other uses (for example, an off-leash dog park or skate park) would be of greater benefit to the neighborhood.

Response: *The proposed residential use is permitted within the Pedestrian Oriented Mixed-Use zone. Public comments were forwarded to the applicant to consider potential alternative uses. The City requires that all proposed development meet adopted code standards, however, the City has no authority to dictate which individual use will be implemented on the site.*

- Blocking views: Concerns were expressed that existing single-family properties will experience blocking of views.

Response: *City codes do not include view preservation. Any potential development, even a single-family residence, would likely block views to some extent. Existing topography (subject property is lower than affected properties to the south) lessens the impact on surrounding residences.*

- Shadows: Concerns were expressed that the shadows caused by the proposed building will affect surrounding properties.

Response: *A shadow study was provided by the applicant, which shows the projected shadows cast by the development at various times of the day, during four separate seasons. The most noticeable shadows occur during winter solstice, however surrounding topography already casts significant shadows. Most of the area affected by shadowing from this development is Sheldon Boulevard and Cogean Avenue. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone. The shadow study is included with the Design Review application for this project.*

- Out of scale: Comments expressed concern that this development is out of scale with the neighborhood, and is more fitting to the downtown core.

Response: *One of the goals of the City's Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections. Centers are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone.*

- Number of stories: A commenter pointed out that the POMU zone limits the number of building stories to five.

Response: *The POMU zone provides four separate options for building configuration, setting the limits for height and number of stories, based on meeting certain conditions. Option IV allows for a maximum height of 61 feet with five (5) stories, including a 20-foot ground floor height and a 6-foot façade setback at the top floor. This proposal would consist of six stories, while remaining within the allowed maximum height of 61 feet. The exterior dimensions of the structure are required to fall within minimum development requirements, regardless of the number of stories, as such no greater impact (shading, perceived bulk, etc.) is anticipated based on the inclusion of the additional story. The proposal includes the 6-foot façade setback at the sixth floor instead of the fifth, and carries it along the Sheldon, Cogean, and 12th Street frontages. This proposal would increase the modulation to further break down the scale of the building, including the extended 6-foot setback along the top floor, and stopping the window bays at the 4th floor. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone.*

- Environmental (water pollution): One comment expressed concerns about potential water pollution caused by runoff from the site.

Response: *This proposal was reviewed by the City's Public Works staff. The submitted stormwater report, prepared by stormwater engineers, was found to comply with City requirements and the Washington Department of Ecology Stormwater Management Manual for Western Washington. State agencies were notified through the SEPA environmental review process. Site plan approval does not grant authorization to construct the site improvements or building. Additional review will occur with every stage in the permitting process, ensuring conformance with stormwater standards established in applicable Public Works & Engineering code requirements.*

- Utilities and infrastructure: some residents expressed concerns that the infrastructure is insufficient to support the development.

Response: *The proposal was reviewed by Public Works & Engineering staff, and conditional approval has been granted as detailed in the August 26, 2022 Conditional Letter of Utility Availability.*

- Street lighting: One resident commented that street lighting in that general neighborhood is inadequate and unsafe.

Response: *This proposal would include street lights along Sheldon Boulevard, which are illustrated on the submitted Street Lighting plan, sheet E-102. Exterior lighting is required to comply with BMC 20.44.110. A photometric plan was provided, demonstrating that no glare extends beyond the property lines, except onto adjacent sidewalks.*

- Objection to transient student population: A concern was expressed that the transient student population expected to live in the development would have negative impacts on the neighborhood.

Response: *This proposal was previously intended to provide student housing through a partnership with Olympic College, but the developer confirms that is no longer planned.*

- Wants to see other stakeholders notified: One commenter suggested other stakeholders such as Salvation Army, Kitsap Community Resources, Peninsula Community Health Service, veterans' organizations, and local churches and local businesses should be notified.

Response: *The City's public notification process, per Bremerton Municipal Code (BMC) 20.02.100, was followed for this project. Notice includes a legal advertisement in the Kitsap Sun, a land use notice sign posted on the property for the duration of the comment period, and notification to local (Kitsap Public Health District, Bremerton School District, etc.) and State (Department of Ecology, Department of Fish & Wildlife, etc.) agencies. Additional opportunities for public comment will be made available through the Design Review permitting process.*

CITY DEPARTMENT COMMENTS.

Site plan review is an evaluation of development plans to identify overall compliance with applicable development regulations. Project materials were routed to City departments and reviewed for compliance with relevant regulations, the following comments shall be added as conditions to the permit.

➤ *Building Division.*

1. A building permit is required to occupy, construct, or modify any structure. Please provide floor plans with each room labeled, exiting configuration, plumbing fixtures, mechanical equipment, etc. Either an architect or engineer stamp, signature and analysis are required for a structure that is greater than 4,000 square feet in total floor area. Please provide a complete code analysis with construction type, occupancy classification, allowable area, allowable height, fire separation distance, separated or non-separated uses, exiting, etc.
2. An accessible route shall be provided within the site to and from the sidewalks, public streets, public transportation stops, accessible parking, accessible loading zones and accessible building entrances. The accessible route shall be provided by means of walkways, sidewalks and ramps that will comply with A117.1 Accessible and Usable Buildings and Facilities. The slope and cross slope of the finished elevations of all walkways, sidewalks, and ramps that are required and intended to be used as part of the accessible route shall comply with a cross slope of not more than 2% and the slope of a walkway or ramp shall comply with the standards for accessibility.
3. The building or tenant space may not be occupied until a Certificate of Occupancy has been issued as a result of a building permit application. The business may not open to the public until a Business License has been issued by the Tax and License Division.

➤ *Public Works & Engineering.*

1. Project utilities shall adhere to the Utility Availability Letter dated August 26, 2022.
2. All utility crossings and connections through City right-of-way shall be perpendicular to the street.
3. A fixture count shall be provided to the City to verify the adequate domestic water meter size.

COMMENT #27

4. A separate irrigation meter is required per City of Bremerton Municipal Code (BMC) 15.02.090.
5. With subsequent permit submittals, provide the 2012 Western Washington Hydrology Model (WWHM) file for the project with each submittal.
6. Hydraulic conveyance calculations via backwater analysis per the Kitsap County Stormwater Design Manual shall be conducted to verify adequate sizing of on-site stormwater conveyance infrastructure.
7. No offsite grading shall take place unless signed agreement by Property Owner is provided.
8. All Utility General Facility Charges and monthly billing will be due and begin incurring respectively when the water meter for the Project is set.
9. No further mitigation required following the City's review of the Traffic Impact Analysis report by Kimley Horn dated April 2022.
10. Right-of-way shall be dedicated as follows for abutting City streets:
 - a) Sheldon Blvd. shall have 10-ft dedicated. An access easement shall be provided for pedestrians along the portions of sidewalk that do not lie within right-of-way. Minimum sidewalk width is 9-ft. and can be partially located on private property. No door swing into right-of-way permitted.
 - b) Cogean Blvd. shall have right-of-way dedicated to the back of the 6-ft sidewalk.
 - c) 12th St. shall have the 6-ft sidewalk within right-of-way. If not possible then a pedestrian access easement will be acceptable but not desired.
11. Driveway wing walls deviation/departure request required due to being in the right-of-way.
12. Dedicate ROW along Cogan Ave. and 12th St. to accommodate improvements and public pedestrian facilities. ROW or easement shall be generated for Sheldon pedestrian areas.
13. Crosswalks shall not be constructed with this permit. ADA ramps installed with this project shall have an existing receiving ADA ramp that meets all ADA requirements, or one shall be installed.
14. Stairways in City alley right-of-way are not approved and shall not be constructed with this permit.
15. New sidewalk, curb and gutter, patch/road restoration, utility connections, and all other work that involves public utilities or City right-of-way shall adhere to the City's engineering construction standards at the time of Site Development Permit. Removal of concrete street panels will require replacement to the nearest expansion joint.
16. Street lighting shall be designed and installed along Sheldon Blvd, Cogean Ave, and 12th St. to include photometric plans. All project public lighting shall be decorative style per City Standard Division 7.
17. All dry utility crossings necessary to provide service to the Project shall be shown in the subsequent permit phase civil drawing submittals. All onsite proposed dry utilities shall be shown in the same plans.

FINDING: As conditioned, permit noticing satisfies requirements of BMC 20.02.

SUMMARY.

Staff has reviewed land-use regulations relevant to this project, reviewed special reports provided by the applicant, received comment from other City Departments, sought comment from the public and other jurisdictional stakeholders, in keeping with City protocols for the Site Plan Review process. Staff finds that the proposed Commercial Site Plan Review Permit, as conditioned at the beginning of this report, satisfies approval criteria per BMC 20.58.080(f).

FINDING.

As conditioned, the proposed development satisfies the BMC 20.58.080(f).

END REPORT

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

Evergreen Pointe

2. Name of applicant:

Student Housing Owner LLC and/or assigns

3. Address and phone number of applicant and contact person:

Applicant: Sound West Group / Marianne Weber

423 Pacific Avenue, Suite 402, Bremerton, WA 98337

Phone: 360-434-0067

4. Date checklist prepared:

November 5th, 2020

5. Agency requesting checklist:

City of Bremerton Department of Community Development

6. Proposed timing or schedule (including phasing, if applicable):

Construction is anticipated to begin by February 2021. Estimated completion of the project is August 2022.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

See environmental section below.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No

10. List any government approvals or permits that will be needed for your proposal, if known.

Building permits have been issued for original design. We will need a New Design Review Board determination and Building Permit Revisions for the proposed changes. This application is a revised SEPA checklist that will be submitted with a Revised Site Plan to provide the City of Bremerton with supporting documents to decide on writing an addendum letter to keep original MDNS in place instead of going through a new SEPA process.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This project was previously approved by the Bremerton DRB on 1/7/2013. At that time the project included 2 buildings, the Point Building and the Main Building, and provided a total of 109 apartments. The scope of the project has been revised, with the Point Building and its associated frontage improvements removed from the project scope, as shown in the Site Plan diagram below. The project now consists of one building, the Main Building, and the building footprint, frontage improvements, and site design, within the revised project scope, are virtually unchanged from the previously approved design.

The project now provides 123 total apartments and 123 parking spaces, with 4 of the 123 units as live/work units that can convert into commercial retail spaces. The site area is 30,315 SF, net building area is 104,869 SF with a project FAR of 3.46.

A solar array is included on the roof of the project to offset some of the power consumed by the building uses and parking stalls reserved for low-emitting-vehicles are included within the parking garage. Located across from the park and within walking distance from downtown and the Seattle ferries, the building promotes an active lifestyle, where a car may not be necessary.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project site is irregular in shape located on Sheldon Boulevard across the street from Evergreen Park, with the East side bound by Cogean Avenue and the South side of the site bound by 12th Street. The West portion of the site is bound by a shared alley and 4 residential parcels.

B. Environmental Elements [\[HELP\]](#)

1. **Earth** [\[help\]](#)

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? 9%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

There is 6" to 8" of topsoil which is underlain by an interbedded sequence of silty sand with varying amounts of gravel and sandy silt down to a level of 5.5' below grade.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not known.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Approx. 10,200 cubic yards of ut will be required for this project.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

TESC measures will be developed for this project the civil engineer and put into place in order to prevent erosion.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 98%

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

TESC measures as described by the Civil engineer are to be followed.

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During Construction: dust and emissions from construction equipment.

After Construction: automobile emissions from resident vehicles.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Maintain all power tools, equipment and construction machinery in good working order during construction.

3. Water [\[help\]](#)

- a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The project site is within 200' of Smith Cove which is part of Port Washington Narrows.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes, construction of the proposed project.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Material will not be added or removed from Port Washington Narrows.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Storm drainage from the site will be discharged into sanitary sewer.

b. Ground Water: [\[help\]](#)

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Runoff will occur from impervious areas which will include roofs, decks and plaza space. Water from these areas will be collected within the site boundaries, funneled and pumped through filtration tanks and into sewer.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The site will be mostly impervious. Water from these areas will be collected within the site boundaries, funneled and pumped through filtration tanks and into sewer.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

4. Plants [\[help\]](#)

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs
 grass
 pasture
 crop or grain
 Orchards, vineyards or other permanent crops.
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 water plants: water lily, eelgrass, milfoil, other
 other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

All vegetation on site will be removed as part of this project.

c. List threatened and endangered species known to be on or near the site.

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The site will be primarily impervious with planting mainly occurring in planters and between the face of building and back of sidewalk along portions of Cogean Avenue and 12th Street and in the public alley to the West starting at the staircase. Planters and trees will occur between the sidewalk and road along Sheldon in front of the Live Work / Future commercial spaces. The interior courtyard is heavily. The addition of a rooftop terrace will also house landscaping/planters, which is new from the original proposal.

e. List all noxious weeds and invasive species known to be on or near the site.

None known.

5. Animals [\[help\]](#)

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

None known.

c. Is the site part of a migration route? If so, explain.

No

d. Proposed measures to preserve or enhance wildlife, if any:

None

e. List any invasive animal species known to be on or near the site.

None

6. **Energy and Natural Resources** [\[help\]](#)

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity and gas will be used for heating. Electricity will be used for lighting, ventilation and household equipment.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The site is situated along the northern edge of the neighborhood, limiting the impact the project will have on the surrounding single family homes. Public R.O.W.s located along the South, East, and North sides of the project create further separation from the proposed project and surrounding properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The project will be designed to meet or exceed all adopted Washington State Energy Code requirements.

7. **Environmental Health** [\[help\]](#)

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No

1) Describe any known or possible contamination at the site from present or past uses.

There are 6 underground residential oil tanks that we will have to remove. There is no known residual contamination. If anything is found, it will be removed in accordance with federal and state laws.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
Not Applicable
- 4) Describe special emergency services that might be required.
Special emergency services will not be required by this project. Conventional fire and rescue services may be required.
- 5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
General automobile traffic noise.
- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)?
Indicate what hours noise would come from the site.
Short term: General construction activities – (6 a.m. – 6 p.m.) with compliance of Bremerton's noise ordinance.
Long term: Traffic in and out of the project.
- 3) Proposed measures to reduce or control noise impacts, if any:
Perform construction during normal working hours.

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Instead, maybe this: The site is devoid of any structures with non-native, overgrowing vegetation. To the West are other residential uses. To the East and South, across from Cogeon Ave and 12th Street, are other residential uses. Evergreen Parking is to the North of the site.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No

c. Describe any structures on the site.

None

d. Will any structures be demolished? If so, what?

Old concrete slab covered by brush.

e. What is the current zoning classification of the site?

According to the downtown sub-area plan, the site is zoned Pedestrian Orientated Mixed Use (POMU).

f. What is the current comprehensive plan designation of the site?

Downtown Regional Center

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

i. Approximately how many people would reside or work in the completed project?

Approximately 200

j. Approximately how many people would the completed project displace?

Zero

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project will be designed to comply with the City of Bremerton land-use policies and reviewed to ensure compliance.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable

9. Housing [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

123 housing units will be provided. Middle income housing will be developed.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Zero

- c. Proposed measures to reduce or control housing impacts, if any:

None

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest portion of the building is 60'-11 ¼" above the low side of the site (Sheldon Boulevard). The exterior material palette will consist of fiber cement siding, cedar siding, fiber cement panel, brick and metal siding plus windows.

- b. What views in the immediate vicinity would be altered or obstructed?

Some of the views towards Evergreen Park from residential properties to the South & West of the site will be impacted by the project.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

Comply with City of Bremerton zoning code standards. The project creates the "Mixed-use destination" envisioned for Sheldon Blvd. in the Pacific Avenue District. Specific elements encouraged within the district are higher density residential uses with active ground floors, enhanced and activated street frontages, high quality materials, and facades that are articulated both horizontally and vertically. The proposed project provides all of these elements.

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The proposed project is not anticipated to produce glare or cast light into neighboring properties.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

- c. What existing off-site sources of light or glare may affect your proposal?

None

- d. Proposed measures to reduce or control light and glare impacts, if any:

None required

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Evergreen Park, a City park on Smith Cove, is directly across Sheldon Boulevard from the subject site. In addition, the site resides along the Bridging Bremerton 3-mile trail connecting the Manette & Warren Avenue bridges in a walking loop.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Public entrances to the building are located within the pedestrian promenade along Sheldon Blvd., including the main building entry and entries into the ground level live/work units. These uses will serve to activate the promenade, while the seating areas and landscape plantings create a desirable place to sit and rest. Along the alley to the west of the project, a new sidewalk and stairway create a mid-block connection that links the neighborhood to the pedestrian promenade and the park.

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

No

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Not applicable

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Vehicle entry to the lower level of structured parking will be from Sheldon Boulevard and entry to the upper level of parking will be from Cogean Avenue. Pedestrian entry to the live/work spaces and the residential lobby will be from Sheldon Boulevard. A site plan and vicinity map have been provided as part of this submittal.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is served by public transit. The nearest transit stop is one block to the South of the site on 11th Street.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The completed project is proposed to have 123 structured parking stalls. The project would eliminate zero parking spaces.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Along the alley to the West of the project, a new sidewalk and stairway create a mid-block connection that links the neighborhood to the pedestrian promenade and the park.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Water, rail and air transportation are not within the immediate vicinity of the project.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

We are verifying with Public Works if they would like an updated TIA. This project is not increasing the amount of parking stalls. We will have 123 parking stalls as the original design did.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

- h. Proposed measures to reduce or control transportation impacts, if any:

The project will be constructed in conformance to City criteria.

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

There will be an increased need for police, EMT and health care services and possibly schools.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None planned.

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, telecommunications

- e. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Power – Puget Sound Energy – Existing overhead electrical undergrounding along south property line
 Gas – Cascade Natural Gas
 Water & Sewer – City of Bremerton
 Telephone – Comcast and Centurylink
 Refuse – Waste Management
 Internet – Comcast, Centurylink

C. Signature [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Marianne Weber

Name of signee: Marianne Weber

Position and Agency/Organization: Development Manager at Sound West Group

Date Submitted: 11/05/2020

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

Evergreen Pointe

2. Name of applicant:
Student Housing Owner LLC and/or assigns
3. Address and phone number of applicant and contact person:
Applicant: Sound West Group / Marianne Weber
423 Pacific Avenue, Suite 402, Bremerton, WA 98337
Phone: 360-434-0067
4. Date checklist prepared:
March 17th, 2021
5. Agency requesting checklist:
City of Bremerton Department of Community Development
6. Proposed timing or schedule (including phasing, if applicable):
Construction is anticipated to begin by September 1, 2021. Estimated construction duration is 21 months.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
No
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
See environmental section below.
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
No
10. List any government approvals or permits that will be needed for your proposal, if known.

Building permits have been issued for original design. We will need a New Design Review Board determination and Building Permit Revisions for the proposed changes. This application is a revised SEPA checklist that will be submitted with a Revised Site Plan to provide the City of Bremerton ~~with supporting documents to decide on writing an addendum letter to keep original MDNS in place instead of going through a new SEPA process.~~

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This project was previously approved by the Bremerton DRB on 1/7/13. At that time the project included 2 buildings, the Pointe Building and the Main Building, and provided a total of 109 apartments. The scope of the project has been revised, with the Pointe Building and its associated frontage improvements removed from the project scope, as shown in the Site Plan submitted with the drawing set. The project now consists of one building, the Main Building, which provides 123 total apartments and 123 parking spaces. The increased apartment count is the result of an additional story that has been added to the Main Building, but the building footprint is virtually unchanged from the previously approved design. 4 of the 123 apartments are live/work apartments that can

convert into commercial retail spaces. The site area is 30,315 sf, the net building area is 98,706 SF, and the FAR is 3.26

A solar array is included on the roof of the project to offset some of the power consumed by the building uses and parking stalls reserved for low-emitting-vehicles are included within the parking garage. Resident amenities include a central courtyard, roof-top deck, and fitness room. Located across from Evergreen Park and within walking distance from downtown and the Seattle ferries, the building promotes an active lifestyle, where a car may not be necessary.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project site is irregular in shape located on Sheldon Boulevard across the street from Evergreen Park, with the East side bound by Cogean Avenue and the South side of the site bound by 12th Street. The West portion of the site is bound by a shared alley and 4 residential parcels.

B. Environmental Elements [\[HELP\]](#)

1. **Earth** [\[help\]](#)

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? 9%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

There is 6" to 8" of topsoil which is underlain by an interbedded sequence of silty sand with varying amounts of gravel and sandy silt down to a level of 5.5' below grade.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not known.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Approx. 10,200 cubic yards of it will be required for this project.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

TESC measures will be developed for this project the civil engineer and put into place in order to prevent erosion.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 98%

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

TESC measures as described by the Civil engineer are to be followed.

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During Construction: dust and emissions from construction equipment.

After Construction: automobile emissions from resident vehicles.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Maintain all power tools, equipment and construction machinery in good working order during construction.

3. Water [\[help\]](#)

- a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The project site is in the vicinity of Smith Cove which is part of Port Washington Narrows. Based on county GIS information the proposed building appears to be over 200' from the Smith Cove Shoreline. The project was not determined to be within 200' of any water bodies during previous reviews.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No. See pervious response.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Material will not be added or removed from Port Washington Narrows.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Storm drainage from the site will be discharged into sanitary sewer.

b. Ground Water: [\[help\]](#)

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Runoff will occur from impervious areas which will include roofs, decks and plaza space. Water from these areas will be collected within the site boundaries, funneled and pumped through filtration tanks and into sewer.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The site will be mostly impervious. Water from these areas will be collected within the site boundaries, funneled and pumped through filtration tanks and into sewer.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs
 grass
 pasture
 crop or grain
 Orchards, vineyards or other permanent crops.
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
 water plants: water lily, eelgrass, milfoil, other
 other types of vegetation

b. What kind and amount of vegetation will be removed or altered?
 All vegetation on site will be removed as part of this project.

c. List threatened and endangered species known to be on or near the site.
 None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
 The site will be primarily impervious with planting mainly occurring in planters and between the face of building and back of sidewalk along portions of Cogean Avenue and 12th Street and in the public alley to the West starting at the staircase. Planters and trees will occur between the sidewalk and road along Sheldon in front of the Live Work / Future commercial spaces. The interior courtyard is heavily landscaped. The addition of a rooftop terrace will also house landscaping/planters, which is new from the original proposal.

e. List all noxious weeds and invasive species known to be on or near the site.
 None known.

5. **Animals** [\[help\]](#)

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
 mammals: deer, bear, elk, beaver, other:
 fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

None known.

c. Is the site part of a migration route? If so, explain.

No

d. Proposed measures to preserve or enhance wildlife, if any:

None

e. List any invasive animal species known to be on or near the site.

None

6. Energy and Natural Resources [\[help\]](#)

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity and gas will be used for heating. Electricity will be used for lighting, ventilation and household equipment.

b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

The site is situated along the northern edge of the neighborhood, limiting the impact the project will have on the surrounding single family homes. Public R.O.W.s located along the South, East, and North sides of the project create further separation from the proposed project and surrounding properties.

c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any:

The project will be designed to meet or exceed all adopted Washington State Energy Code requirements.

7. Environmental Health [\[help\]](#)

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal?

If so, describe.

No

1) Describe any known or possible contamination at the site from present or past uses.

There are 6 underground residential oil tanks that we will have to remove. There is no known residual contamination. If anything is found, it will be removed in accordance with federal and state laws.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
Not Applicable
- 4) Describe special emergency services that might be required.
Special emergency services will not be required by this project. Conventional fire and rescue services may be required.
- 5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
General automobile traffic noise.
- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)?
Indicate what hours noise would come from the site.
Short term: General construction activities – (6 a.m. – 6 p.m.) with compliance of Bremerton's noise ordinance.
Long term: Traffic in and out of the project.
- 3) Proposed measures to reduce or control noise impacts, if any:
Perform construction during normal working hours.

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is currently vacant and devoid of any structures with non-native, overgrowing vegetation. To the West are other residential uses. To the East and South, across from Cogean Ave and 12th Street, are other residential uses. Evergreen Park is to the North of the site.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?
No

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides,

tilling, and harvesting? If so, how:

No

c. Describe any structures on the site.

None

d. Will any structures be demolished? If so, what?

Old concrete slab covered by brush.

e. What is the current zoning classification of the site?

According to the downtown sub-area plan, the site is zoned Pedestrian Orientated Mixed Use (POMU).

f. What is the current comprehensive plan designation of the site?

Downtown Regional Center

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

i. Approximately how many people would reside or work in the completed project?

Approximately 200

j. Approximately how many people would the completed project displace?

Zero

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project will be designed to comply with the City of Bremerton land-use policies and reviewed to ensure compliance.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

123 housing units will be provided. Middle income housing will be developed.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Zero

- c. Proposed measures to reduce or control housing impacts, if any:

None

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest portion of the building is 60'-11 ¼" above the average finished grade. The exterior material palette will consist of fiber cement siding, cedar siding, fiber cement panel, brick, metal storefront and awnings, and vinyl windows.

- b. What views in the immediate vicinity would be altered or obstructed?

Some of the views towards Evergreen Park from residential properties to the South & West of the site will be impacted by the project.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

Comply with City of Bremerton zoning code standards. The project creates the "Mixed-use destination" envisioned for Sheldon Blvd. in the Pacific Avenue District. Specific elements encouraged within the district are higher density residential uses with active ground floors, enhanced and activated street frontages, high quality materials, and facades that are articulated both horizontally and vertically. The proposed project provides all of these elements. The previous proposal for this project had approval from the City of Bremerton Design Review Board (DRB) and this revision will also be reviewed by the DRB.

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The proposed project is not anticipated to produce glare or cast light into neighboring properties.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

- c. What existing off-site sources of light or glare may affect your proposal?

None

- d. Proposed measures to reduce or control light and glare impacts, if any:

None required

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Evergreen Park, a City park on Smith Cove, is directly across Sheldon Boulevard from the subject site. In addition, the site resides along the Bridging Bremerton 3-mile trail connecting the Manette & Warren Avenue bridges in a walking loop.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Public entrances to the building are located within the pedestrian promenade along Sheldon Blvd., including the main building entry and entries into the ground level live/work units. These uses will serve to activate the promenade, while the seating areas and landscape plantings create a desirable place to sit and rest. Along the alley to the west of the project, a new sidewalk and stairway create a mid-block connection that links the neighborhood to the pedestrian promenade and the park.

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

No

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

None

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Not applicable

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Vehicle entry to the lower level of structured parking will be from Sheldon Boulevard and entry to the upper level of parking will be from Cogean Avenue. Pedestrian entry to the live/work spaces and

the residential lobby will be from Sheldon Boulevard. A site plan and vicinity map have been provided as part of this submittal.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is served by public transit. The nearest transit stop is one block to the South of the site on 11th Street.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The completed project is proposed to have 123 structured parking stalls. The project would eliminate zero parking spaces. There is a recently completed revised trip generation report which indicates a reduced impact from the previous TIA on this project.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Frontage improvements along Sheldon Blvd, Cogean Ave, and 12th st are included with this project. Frontage improvements include new sidewalk, curb, gutter, and landscape planting areas. Other than the revised project scope, the proposed frontage improvements in this submission are largely unchanged from the previously approved design. The Sheldon Blvd frontage design has been modified to include a temporary parking stall, with slight changes to the hardscape and planter areas.

Along the alley to the West of the project, a new sidewalk and stairway create a mid-block connection that links the neighborhood to the pedestrian promenade and the park.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Water, rail and air transportation are not within the immediate vicinity of the project.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

We are verifying with Public Works if they would like an updated TIA. This project is not increasing the amount of parking stalls. We will have 123 parking stalls as the original design did.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

- h. Proposed measures to reduce or control transportation impacts, if any:

The project will be constructed in conformance to City criteria.

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

There will be an increased need for police, EMT and health care services. Added units could result in families with children. However, the likelihood of children residing in studio and open one bedroom units, 43% of the project, is low.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None planned.

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, telecommunications

- e. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Power – Puget Sound Energy – Existing overhead electrical undergrounding along south property line
 Gas – Cascade Natural Gas
 Water & Sewer – City of Bremerton
 Telephone – Comcast and Centurylink
 Refuse – Waste Management
 Internet – Comcast, Centurylink

C. Signature [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Marianne Weber

Name of signee: Marianne Weber

Position and Agency/Organization: Development Manager at Sound West Group

Date Submitted: 03/17/2021

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

From: Kelli Lambert [Kelli.Lambert@ci.bremerton.wa.us]
Sent: Tuesday, June 4, 2024 2:15 PM
To: Garrett Jackson [Garrett.Jackson@ci.bremerton.wa.us]
Subject: DRAFT Staff Report for review: Evergreen Pointe Type II Bldg Permit, BB23 00621
Attachments: Staff Report BLDG Evergreen Pointe_BB23 00621.docx

Dean Kelly provided some additional info re: design standard sections, so I updated, and included conditions.

I added all of the conditions that are in SmartGov – but not sure how to address those in the body of the report (all the miscellaneous building permit conditions).
I don't have Fire or Public Works approval yet – so potentially some conditions will be added.

**CITY OF BREMERTON
DEPARTMENT OF COMMUNITY DEVELOPMENT**

<p>TYPE II BUILDING PERMIT DECISION, FINDINGS, & STAFF REPORT</p>
--

Requested Action: Building permit for a 98,000 square foot, 123 unit multifamily structure at 631 Sheldon Boulevard (parcel 132401-2-084-2007), on a .68 acre site.

GENERAL INFORMATION	
File Number	BB23 00621
Applicant	Rice Fergus Miller Architects
Assessor Account Number	132401-2-084-2007
Date of Application	6/20/2023
Notice of Completeness	8/23/2023
Notice of Application	9/7/2023
Comment Period	9/7/23 – 9/21/23
Current Zone Classification	Pedestrian Oriented Mixed Use (POMU)
Comprehensive Plan Designation	Downtown Subarea (DSAP)
Documents Reviewed	Plans: Architectural, Civil, Mechanical, Plumbing, Electrical, Landscape; Geotechnical Plan Review Letter; Structural Calculations; Fire Alarm Plans; Energy Compliance Documents; Civil Stormwater Report.
SEPA Threshold Determination	MDNS issued 10/11/2022

CONCLUSION & DECISION

A review of the submitted building plans and associated documents indicates that the proposal, as conditioned, is consistent with the criteria established in Bremerton Municipal Code (BMC).

IT IS NOW RESOLVED by the City of Bremerton Department of Community Development Director after considering the findings of this report, the proposed building permit is approved subject to the following conditions of approval:

CONDITIONS OF APPROVAL

1. The development must comply with the Design Review Board decision dated March 21, 2023.
2. The building permit is conditioned to require confirmation of finished building height from a professional surveyor (*at what point?*)
3. All recommendations in the geotechnical reports provided (*November 7, 2014 Earth Solutions NW, LLC Geotechnical Engineering Study ; July 15, 2020 Krazan & Associates Inc. Limited Geotechnical Engineering letter, September 21, 2023 Krazan & Associates Geotechnical Engineering Plan Review letter*) must be followed.
4. A Notice to Title and Hold Harmless agreement consistent with BMC 20.14.130(g) is required to be recorded.

COMMENT #27

5. At least one operable emergency escape and rescue opening shall be provided in each sleeping room and basement, with a sill height less than or equal to 44" above the floor, minimum clear opening of 5.7 sq. ft., minimum width of 20" and minimum height of 24".
6. Smoke detectors required in all sleeping areas, adjacent hallways and floor levels. Smoke detectors shall be hard-wired with battery backup and interconnected. Exception: Smoke detectors installed in existing buildings may be solely battery-operated when interconnecting would require the removal of wall or ceiling finishes.
7. Addresses for all Buildings, Units, Apartments, ADU's, SFR's (new and existing) will be assigned by the City of Bremerton.
8. Washington's Lead Renovation Rule WAC 365-230 requires certification to bid or offer to perform work on any projects in a residential dwelling or child occupied facility built before 1978. Call 360-586-5323 or send email to lbinfo@commerce.wa.gov for compliance details.
9. The issuance or granting of a permit shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the Washington State Building code or of any other ordinance of the City of Bremerton. Permits presuming to give authority to violate or cancel the provisions of the Washington State Building code or other ordinances of the City of Bremerton shall not be valid. The issuance of a permit based on construction documents and other data shall not prevent the building official from requiring the correction of errors in the construction documents and other data. The building official is also authorized to prevent occupancy or use of a structure where in violation of the Washington State Building code or of any other ordinances of the City of Bremerton.
10. City of Bremerton Business License Required: Any person who "engages in business" shall first obtain a general business license pursuant to Chapter 5.02 BMC when engaging in any of the following: Installing, constructing, or supervising installation or construction, repair or maintenance of real or tangible personal property. Transportation of construction debris or excavated material. This is required to be completed prior to issuance of any building permits.)
11. The temporary use of streets or public property for the storage or handling of materials or of equipment required for construction or demolition, and the protection provided to the public shall comply with the provisions of the applicable governing authority, BMC 11.02 (IBC 3308.1).
12. Construction equipment and materials shall be stored and placed so as not to endanger the public, the workers or adjoining property for the duration of the construction project (IBC 3301.2).
13. Construction materials and equipment shall not be placed or stored so as to obstruct access to fire hydrants, standpipes, fire or police alarm boxes, catch basins or manholes, nor shall such material or equipment be located within 20 feet (6096 mm) of a street intersection, or placed so as to obstruct normal observations of traffic signs (IBC 3308.1.1).
14. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. (IFC 503.4)
15. Final Inspection Required: All building permits shall have a final inspection performed and approved by the City of Bremerton Department of Community Development prior to permit expiration. The failure to request a final inspection or failure to obtain final approval prior to expiration may require a reactivation fee, or a new permit application if more than a year has passed with no activity. The permit expires 180 days past the date of inactivity. Required inspections: Any work required to be inspected and that is covered before such inspection may be required to be uncovered so that the inspection may be performed. Examples of inspections to be performed before covering are mechanical rough-in, plumbing rough-in, gas piping, framing, and sheetrock nailing.

COMMENT #27

16. Reinspection Fee: All approved plans, the printed building permit, and the permit inspection placard, are required to be on-site for inspection purposes, and work to be inspected shall be complete and ready for inspection. If an inspection is called for and plans are not available on site, or the work is not ready for inspection, approval will not be granted. In addition, a re-inspection fee will be charged and must be collected by the Department of Community Development prior to any further inspections being performed or approvals granted.
17. Approved Plans, Engineering, Site Plan, Permit, Inspection Card and Conditions shall remain on site and be available for inspection. If the issued approved documents are not on site, a re-inspection fee may be added and the inspection will not occur.
18. ASBESTOS: Prior to performing any renovation or demolition work, Puget Sound Clean Air Agency and Washington Department of Labor and Industries (L&I) regulations require an asbestos survey be performed to determine whether there are asbestos-containing materials in the work area or structure. The asbestos survey must be conducted by and EPA-certified (AHERA) building inspector (except renovation or owner-occupied single family residences). For more information, please contact Clean Air Agency through their web site at www.pscleanair.org or by phone at 800-552-3565 or 206-343-8800. The L&I web site can be found at www.lni.wa.gov/TradesLicensing/LicensingReq/Asbestos/default.asp.
19. LEAD-BASED PAINT: A contractor or person receiving compensation who is performing renovation, repairs or painting on a residential building or a child-occupied facility built before 1978, must be trained and certified by an accredited training provider, and registered as a Renovator by the Washington State Department of Commerce- Lead-Based Paint Program. For further information please contact: The Department of Commerce website at: www.commerce.wa.gov/lead, or call: (360) 586-LEAD (5323).
20. CONTRACTOR: A contractor's registration issued by Washington State Dept. of Labor & Industries is required for anyone who contracts or submits bids for construction work, including new construction, alterations, repairs, or anyone who consults or superintends, improves, demolishes, develops residential property for sale, or "flips" houses. Contact L & I at (360)415-4000 for information.
21. A separate electrical permit issued through Labor & Industries (L&I) is required for any new, modified, repair, replacement, service, maintenance, or temporary installations. Electrical work is inspected by L&I prior to cover and the framing inspection. Contact L&I at 360-415-4000 or www.lni.wa.gov. (RCW 19.28)
22. Carbon Monoxide Alarms: For new construction, an approved carbon monoxide alarm listed in compliance with UL 2034 shall be installed outside of each separate sleeping area in the immediate vicinity of the bedroom in dwelling units and on each level of the dwelling. In a building where a tenancy exists, the tenant shall maintain the CO alarm as specified by the manufacturer including replacement of the batteries.
23. Engineered Wood Floor Trusses & Truss Roof Systems shall have a site-specific engineered design (Framing Plan) available at time of Under Floor and/or Framing Inspection.

Prepared by: Kelli Lambert, Senior Planner
Department of Community Development

Date

Approved by: Andrea L. Spencer, Director AICP
Department of Community Development

Date

APPEALS: The decision of the Land Use Official is final unless appealed to the Bremerton Administrative Hearing Examiner within twenty-one (21) days of this decision. All appeals must be filed at the City of Bremerton Department of Community Development, 345 6th Street, Suite 100 (Mailing), Bremerton, WA 98337.

REPORT CONTINUES ON THE NEXT PAGE

SITE DESCRIPTION

Lot Size.

The lot is .68 acre, approximately 29,621 square feet.

Topography. The site slopes slightly (no more than 10 percent) from south to north.

Critical Areas. Kitsap County Critical Areas maps indicate the site contains geologically hazardous areas.

Access. Vehicle access to the site will be from Sheldon Boulevard and Cogean Avenue.

Development. The site is currently undeveloped.

Utilities. Power, gas, telephone, water, storm drainage, and sanitary sewer are currently available to the site. An *August 26, 2022 Utility Availability Letter* details City utilities conditionally available to the site.

Surrounding Land Uses.



Direction	Description
North	Evergreen Park (across Sheldon Boulevard)
South	12 th Street; single family properties, Pedestrian Oriented Mixed Use (POMU) zone
East	Cogean Avenue, single family properties, POMU zone
West	Alley (City right of way) and four single family residences, POMU zone

Site Plan Review BP21 00099 – A Site Plan Review permit with SEPA environmental review was completed in 2022. A decision was issued 10/11/2022, with 34 conditions of approval (**Attachment A**). Site Plan Review is a Type II permit, and public notice was provided per BMC 20.02.100.

Design Review BMC 20.02.150(f)

Approval of a building permit that is subject to review by the Design Review Board is a Type II Director decision; however, the Board’s recommendation shall hold substantial weight. After reviewing the Board recommendation, the Director may grant, deny or conditionally approve an application for the proposed development. Any deviation from the Board’s recommendation shall be documented in the Director’s findings and conclusions.

This proposal underwent Design Review, including public notice provided per BMC 20.02.150(d). The Design Review Board (DRB) process consists of two meetings. A Conceptual Conference was held November 8, 2022. Based on feedback provided by the DRB at that meeting, the applicant revised the proposal, which was reviewed by the Board at a Response Conference held February 7, 2023. Following the Response Conference, the Board recommended approval to the Director, per the Board’s Decision dated March 21, 2023 (**Attachment B**). This approval is conditioned that the building must comply with the Design Review Board decision.

Building Permit Review BB23 00621 – A building permit package was reviewed for compliance with conditions of approval and compliance with applicable City codes.

CRITERIA OF APPROVAL & FINDINGS

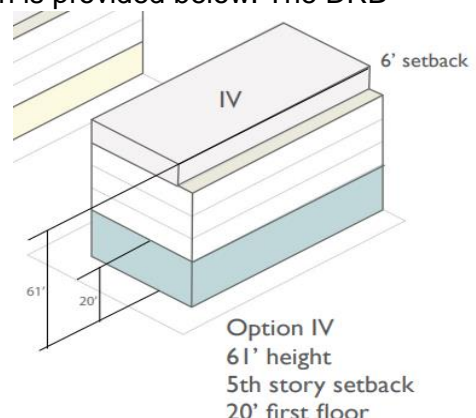
I. DOWNTOWN SUBAREA PLAN.

PEDESTRIAN ORIENTED MIXED USE ZONE (POMU), DSAP 6.9. The intent of the Pedestrian Oriented Mixed Use (POMU) zone is to create a transit supportive, pedestrian friendly corridor with medium-density residential uses featuring neighborhood retail and services on the ground floor.

ANALYSIS:

- a. Use Standards, DSAP 6.9.2. All types of residential uses are permitted in this zone. Ground oriented uses must either have at least 50 percent of the floor area abutting the sidewalk level be “pedestrian oriented”, or alternately, the floor area abutting 50 percent of the sidewalk level frontage must be designed and constructed to accommodate future conversion to “pedestrian oriented” uses. In this case, the sidewalk level façade must include an entrance or entrances to accommodate a single or multiple tenants, or be structurally designed so that entrances can be added in future. The proposed development includes four live/work apartments at ground floor along Sheldon Boulevard, which can be converted into commercial retail space if the market allows in future. The building has three (3) street frontages; due to topography and the steep slope along Cogean Avenue, the Design Review Board (DRB) granted a departure from the pedestrian-oriented requirement for Cogean Avenue and 12th Street, treating those frontages as more of a ‘side’ or ‘rear’ lot line. The code is satisfied.
- b. Lot Requirements, DSAP 6.9.3. The minimum Floor Area Ratio (FAR) for structures in the POMU zone is 1.5. Maximum FAR is 3.0, or up to 4.25 for mixed use buildings. This proposal is considered mixed use due to the live/work units. The FAR for the proposed development is 4.05, which satisfies code requirements.
- c. Open Space Requirements, DSAP 6.9.4. Required open space per residential dwelling unit is 100 square feet, therefore the requirement for this proposal is a minimum of 12,300 square feet of open space. In addition to outdoor landscaped areas, resident amenities include a central courtyard, a space for bicycle storage and repair, kayak storage area, meeting and fitness rooms, and select units have terraces or private porches. The proposed open space areas total 13,233 square feet, which satisfies code requirements.
- d. Commercial Space Requirements, DSAP 6.9.5. Commercial spaces must have a minimum depth of thirty (30) feet. The spaces fronting Sheldon Boulevard include the lobby, rental office, and four (4) live/work spaces. The depth of these spaces varies from approximately 20 feet, to approximately 30 feet for two of the live/work spaces. Previous Design Review approval included an approved departure from this minimum depth. This proposal would provide live/work spaces that will be constructed to a commercial standard, easily convertible to retail uses, with tall ceilings, ample storefront glazing, and lofts that could function as retail mezzanines or be removed by a future retail tenant. The Design Review Board approved this departure. The code is satisfied.
- e. Height Requirements, DSAP 6.9.5. The proposed structure height is 60 feet and 11-1/4 inches with six total stories. As the height and total number of stories exceed Subarea Plan minimum requirements Design Review Board (DRB) approval is required. Maximum structure height in the POMU zone is 45 feet, with additional allowances to increase building height. One foot may be added for each additional foot of ground floor height above 14 feet, to a maximum of six additional feet. Per DSAP 6.9.5(4), maximum structure height in the POMU zone may be increased with DRB discretion to achieve maximum height of 61 feet; an illustration from the Subarea Plan is provided below. The DRB approved this option, with a 20-foot ground floor height and the top story set back six (6) feet from the façade to provide ample sunlight penetration. The proposal includes a 20-foot ground level story (interior ceiling height ranges from 18 feet to 18 feet, 6 inches).

Per BMC 20.44.070, the height of a building or structure shall be measured as the vertical distance from grade plane to the average height of the highest roof surface. Per BMC 20.42.040(g) "Grade plane" means a horizontal reference plane representing the average of finished ground level



adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet from the building, between the building and a point 6 feet from the building. Per DSAP 6.1, height calculations exclude parapets, roof forms, decorative elements not intended for occupancy, and stairs. The building permit is conditioned to require confirmation of finished building height from a professional surveyor. **As conditioned, the code is satisfied.**

f. Indoor-Outdoor Operations, DSAP 6.9.6. All permitted uses in the POMU zone must be conducted within completely enclosed buildings. The code is satisfied.

g. Design Standards, DSAP 6.9.7.

A. *Setbacks* – Setbacks are subject to applicable Street Typology.

Sheldon Boulevard is a Multimodal street, with a required building frontage setback of zero (0) to five (5) feet. The setback proposed is from zero to two feet from the Sheldon Boulevard frontage, which satisfies code. The minimum side yard setback along Cogean Avenue, a Residential street, is 10 feet, and a 10-foot setback is proposed, which satisfies the code. The west side of the building faces a public alley, where there are no setback requirements. Minimum rear setback to 12th Street, also a Residential street type, is 15 feet; a 10-foot rear setback was approved by the DRB. The code is satisfied.

B. *Façade.* Per the POMU design standards, a building façade may not continue in an unbroken line for more than thirty (30) feet. Elevation drawings demonstrate that the building meets this requirement, and includes several different finishes, such as brick and horizontal siding. The code is satisfied.

C. *Building Transparency.* A minimum of sixty (60) percent between two and 12 feet in height must be comprised of doors or lightly colored windows that allow views of indoor space. The bottom of any window used to satisfy transparency requirement may not be more than 3.5 feet above the adjacent sidewalk. The proposed Sheldon Boulevard elevation meets this requirement. The Subarea plan allows an exception from transparency requirements for portions of the building façade where slopes make application of the requirement impracticable, which is the case on Cogean Avenue. The Cogean façade does provide some transparency closer to Sheldon Boulevard. No departure is required for this exception. The code is satisfied.

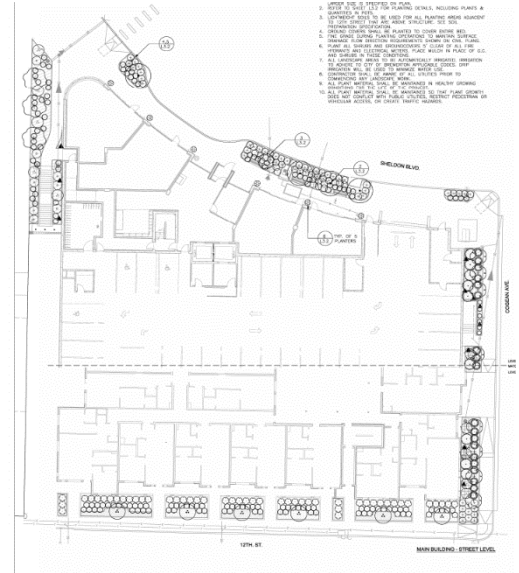
D. *Entrances.* Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement. Buildings shall have at least one entrance per fifty (50) linear feet of sidewalk, with at least two entrances on each street façade. This proposal complies, except for the Cogean Avenue frontage, which proposes one garage entrance and one pedestrian entrance. The DRB granted a departure from this requirement for Cogean Avenue, to treat Cogean Avenue as a ‘side’ or ‘rear’ of the building. The code is satisfied.

E. *Vehicular and Parking Access.* Subarea criteria requires vehicular and loading access shall be from rear alleyways; where alleys do not exist, vehicular access shall be from non-pedestrian primary streets. This proposal has vehicle access to the lower floor of the parking garage from Sheldon Boulevard. The DRB granted a departure from this requirement to allow a separate access to the upper floor of the parking garage from Cogean Avenue. The code is satisfied.

F. Parking Design Standards, DSAP 6.9.9. Structured parking is not permitted at the first floor street façade, per the POMU parking design standards in DSAP 6.9.9. Parking is proposed within the structure on levels 1 and 2, behind the lobby, rental office, and live/work units facing Sheldon Boulevard. The remaining regulations in this section pertain to surface parking lots, not part of this proposal. The code is satisfied.

G. Parking Requirements, DSAP 6.9.10. For residential uses, one (1) parking space is required per residential unit; the development proposes 123 units and 125 parking spaces. Bicycle spaces are required per BMC 20.48.180(b), at ten (10) percent of the required automobile spaces. The project proposes 28 bicycle spaces, which complies with the code. Motorcycle spaces are required to be provided at one per 25 of the required automobile spaces. Five (5) motorcycle spaces are required; eight (8) are provided. The code is satisfied.

H. Landscaping Requirements, DSAP 6.9.10. The intent of landscaping regulations is to contribute to a quality urban environment, maintaining native drought-resistant vegetation, providing visual relief of parking lots, retaining significant trees, and reducing erosion and stormwater runoff. Landscaping is subject to BMC 20.50.040. Landscaped buffers of five (5) feet in depth between non-residential components and adjacent residential uses are required. The provided preliminary landscape plans (figure at right) show planter beds between five and 10 feet deep along the north, east, and south ends of the property. A final landscape plan, consistent with the requirements in DSAP 6.9.10, was submitted with the Site Development Permit. The code is satisfied.



II. ZONING CODE TITLE 20

Geologic Hazards 20.14.600

The site has been identified as a geologically hazardous area. The applicant previously submitted a *November 7, 2014 Earth Solutions NW, LLC Geotechnical Engineering Study* and a *July 15, 2020 Krazan & Associates Inc. Limited Geotechnical Engineering letter* in support of the project, with Site Plan Review. The building permit submittal included a *September 21, 2023 Krazan & Associates Geotechnical Engineering Plan Review letter*, which states the project plans were reviewed and found to be consistent with the recommendations provided in the previous geotechnical letters/reports. The approval is conditioned that all recommendations of these documents shall be followed. A Notice to Title and Hold Harmless agreement consistent with BMC 20.14.130(g) will be recorded before the Site Development Permit (BD23 00014) is issued. **As conditioned**, the code is satisfied.

Shoreline Master Program

Approximately 22 square feet at the northwestern tip of the subject property extends into the shoreline jurisdiction. This segment, which will contain frontage improvements only, has the shoreline designation of Isolated, as it is separated from the shoreline by developed area (Evergreen Park and Sheldon Boulevard). Per the SPR decision, the proposal is exempt from the requirement of a Shoreline Substantial Development Permit per WAC 173-27-040(a).

Signs BMC 20.52

No signage is approved with this building permit. Any future proposed signage must comply with the sign regulations in BMC 20.52.

CITY DEPARTMENT COMMENTS.

- Building Division. (CONDITIONS FROM SMARTGOV)
- Public Works & Engineering. (CONDITIONS FROM SMARTGOV)

- Fire (CONDITIONS FROM SMARTGOV)
- Cross Connection (CONDITIONS FROM SMARTGOV)

III. NOTICING, BMC 20.02.

Approval of a building permit that is subject to Design Review Board (DRB) review is a Type II Director decision, per BMC 20.02.150(f). The DRB recommended approval to the Director in the March 21, 2023 decision.

ANALYSIS: Public notice was processed as a Type II permit per BMC 20.02. The public comment period was September 7 through September 21, 2023. The following comments were received:

AGENCY COMMENTS.

Washington Department of Archaeology and Historic Preservation (DAHP) – Stephanie Jolivette, 9/21/23

While not currently on the shoreline, the proposal is within historic shoreline area and at high risk for presence of cultural resources. Ms. Jolivette reiterated her earlier request for an archaeological survey of the area prior to ground disturbing activities; consultation with concerned Tribes; and monitoring along with (or in place of) archaeological survey.

Response: *The archaeological survey, consultation with Tribes, and monitoring are a requirement of the Site Development permit.*

PUBLIC COMMENTS.

A total of four (4) members of the public submitted comments. The comments are summarized below by topic; the comments are on file with the Department of Community Development. Comment summaries and Staff responses are as follows:

- 1) **Megan Thomson 9/21/23** - Ms. Thomson objects to the size of the proposed building in relation to the existing neighborhood, and is concerned about the scarcity of street parking. She also was concerned that the trash bins will be unsightly.

Response:

Size/Scale: *One of the goals of the City’s Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections. Centers are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone.*

Parking: *The proposed development satisfies the minimum parking requirements of the zone. The proximity to the Washington State Ferry terminal, the Puget Sound Naval Shipyard, and downtown amenities, and Kitsap Transit bus routes, makes this area desirable for Bremerton residents who use other means of transportation (such as walking, cycling, or ferry). Finally, on-street parking in this neighborhood is only available through residential parking passes via Impark and only allowed on certain streets. Residential parking passes for on-street parking are only allowed for single-family residential units and not allowed for multifamily units, therefore, residents of the project will not be eligible for City parking passes. Vehicles without a residential parking pass are subject to the posted two- or three-hour time limit.*

Trash Bins: *The building including internal trash rooms on each level that will be wheeled out by the building management through the garage entry on Cogean Avenue for collection. The building management is responsible for seeing that trash bins are returned to the building in a timely manner, the same expectation as any other property. City Code Enforcement will follow up if this becomes a problem.*

- 2) Jose Camacho 9/21/23** – Mr. Camacho objected to the public noticing due to the land use notice sign being found lying on the ground on the subject property. His other concerns include the City’s noticing process; the name of the ownership entity “Student Housing Owner, LLC” and the fact that the development is not intended for low-income housing; the building’s suitability to the neighborhood; the SEPA process used; the City’s notification for Type II permits; Opportunity Zones; and potential impacts to wildlife in the area.

Response:

Land Use Notice Sign: *The land use notice sign was posted on the site per BMC 20.02.100(c)(2). It was noted that the sign was lying down at some point during the comment period, which can happen occasionally and is outside of the control of staff. Nevertheless, comments were received from the public.*

Public Notice Process: *City of Bremerton public notice process is per BMC 20.02. Notice has been provided throughout the permitting phases of this project (Site Plan Review/SEPA, Design Review, and Building Permit) per zoning code requirements. No mailed notice is required for these permits.*

Student Housing Owner, LLC: *The project proponents initially planned to collaborate with Olympic College to provide student housing at this site, but this plan did not materialize. It is not a City requirement that student housing be constructed at this property.*

Size/Scale: *One of the goals of the City’s Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections. Centers are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This proposal was approved by the Design Review Board (DRB), which reviews for compliance with the design principles and the purpose and intent of the zone.*

SEPA Process: *The Mitigated Determination of Nonsignificance (MDNS) issued October 11, 2022 was distributed to all Interested Parties who commented during the SEPA process, per BMC 20.04.120(f). It was published on the Washington Department of Ecology SEPA Records, SEPA number 202104415.*

Opportunity Zones: *The federal Tax Cuts and Jobs Act of 2017 was signed into law on Dec. 22, 2017. The Opportunity Zone program was included in that act, which was designed to provide tax incentives to investors who fund businesses in underserved communities. This is a Washington State program; the City of Bremerton Department of Community Development is not involved in the decision to designate certain areas as Opportunity Zones.*

Wildlife Impacts: *The project site is in a developed urban area. The Washington Department of Fish & Wildlife received the SEPA Notice of Application, and did not comment.*

- 3) Roy Runyon 9/21/23** – Mr. Runyon noted a concern about the location of one of the garage entrances, otherwise supports the project.

Response: *The proposal was reviewed by Public Works & Engineering staff, and the proposed vehicle entrance was found to comply with City codes.*

- 4) **Robin Weldin Mercer 9/21/23** - Ms. Mercer objected to the name of the entity that owns the property (Student Housing Owner, LLC), stating it is misleading as the units will be mid-income, not student housing. Concerns include the size of the structure, impact on views, and traffic impacts, as well as lack of notice mailed directly to neighboring residents.

Response:

Student Housing Owner, LLC: *The project proponents initially planned to collaborate with Olympic College to provide student housing at this site, but this plan did not materialize. It is not a City requirement that student housing be constructed at this property.*

Size/Scale: *One of the goals of the City’s Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections. Centers are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone.*

Views. *City codes do not include view preservation. Any potential development, even a single-family residence, would likely block views to some extent. Existing topography (subject property is lower than affected properties to the south) lessens the impact on surrounding residences.*

Traffic. *A Traffic Impact Analysis report prepared by Kimley Horn was reviewed by the City’s Transportation staff. It was determined that the Level of Service for the streets in question (Sheldon Blvd, Cogean Ave) will not drop below the standards in the Bremerton Municipal Code due to the projected additional trips generated by this proposal.*

Noticing. *The City’s public notification process, per Bremerton Municipal Code (BMC) 20.02.100, was followed for this project. Notice includes a legal advertisement in the Kitsap Sun, a land use notice sign posted on the property for the duration of the comment period, and notification to local (Kitsap Public Health District, Bremerton School District, etc.) and State (Department of Ecology, Department of Fish & Wildlife, etc.) agencies.*

FINDING: *As conditioned, permit noticing satisfies requirements of BMC 20.02.*

SUMMARY.

Staff has reviewed land-use regulations relevant to this project, reviewed special reports provided by the applicant, received comment from other City Departments, and sought comment from the public and other jurisdictional stakeholders. Staff finds that the proposed Building Permit satisfies approval criteria per Building and Fire codes, and the Bremerton Municipal Code.

FINDING.

As conditioned, the proposed development satisfies the Bremerton Municipal Code.

END REPORT

FRIENDS OF SMITH COVE EXHIBIT – Garrett Jackson Transcript – with context

Testimony Re “minor” nature of “Isolated Code” “mapping changes” hides spot zoning special favor to Wesley Larson / Sound West Group, and to class of crony realtor / developers *in the know* via Interrupted Buffers- another form of spot zoning

<p>Garrett Jackson 9-21-20 Planning Comm. Initial general introduction to SMP “update”</p>	<p>Garrett Jackson 10-19-20 Planning Comm. Re Interrupted Buffer – new “Isolated” concept</p>
<p>Slide 1: “key takeaway not a major update” Jackson <u>testimony</u>: “limited changes” Slide 11: “Minor updates to Shoreline Environment Designations mapping to improve consistency with zoning” Jackson <u>testimony</u>: “some minor mapping changes to reflect new information ...”</p>	<p>Moving on from that - the iso - the interrupted buffer provision is intended to clarify between what an isolated mapping designation needs. The isolated mapping designation as we had said previously is for properties that are physically separated from the shoreline by a physical barrier. So we have existing provisions for properties that are not mapped as an isolated property that meet the same criteria as isolated in the code. So this has led to some confusion and properties that meet the isolated criteria that for properties that meet the isolated criteria that are not mapped. And all the properties - all properties were never meant to be mapped. Um so [unintelligible] ould qualify as an isolated property without being mapped is the point. That's the way the original SMP was written and our proposal is to separate those two definitions is to keep the isolated map designation and then add interrupted buffer to address properties that are not mapped as isolated but still meet the criteria. That would be helpful for staff and for property owners.</p>
<p>Garrett Jackson 10-19-20 Planning Comm. Re Map E – new “Isolated” concept</p>	<p>“the last of our proposed mapping changes would be to add an isolated designation to the area surrounding Evergreen Park. Currently Sheldon Boulevard separates Evergreen Park and the shoreline from properties landward of that road. The city has a shoreline designation of isolated for properties like these that are essentially divorced from the shoreline by physical barriers like streets and other parcels. So we're recommending the isolated designation be added to this area to recognize existing conditions.”</p>
<p>Garrett Jackson 11-16-20 Planning Comm. Re Map E – new “Isolated” concept</p>	<p>Garrett Jackson 11-16-20 Planning Comm. Re Interrupted Buffer – new “Isolated” concept</p>
<p>“... at Evergreen Park we're proposing to add an isolated designation. Now an isolated designation is for properties that are really separated from the shoreline by some large physical thing like like whether that's a separate property that separates your property from the shoreline or in this case a public road. So the public road on Sheldon Boulevard separates Evergreen Park from those landward properties and it doesn't seem appropriate to be having those properties meet shoreline code. So we're recommending that an isolated designation be added there which which seems appropriate to staff. ...”</p>	<p>“We're also adding language for an interrupted buffer. Now as I was explaining earlier about the isolated designation for the shoreline maps currently in our code we have a mapping designation of isolated and uh that covers both mapping and also instances now we are preferring to call interrupted buffer. In both cases, there is a road or a property or some similar physical barrier that separates someone from a shoreline. The only difference here is that the isolated designation would be specifically drawn out on a map where the interrupted buffer is a term we will use to describe on-the-ground circumstances like that. So essentially it's an isolated designation but without being mapped.”</p>



Continued – Planner Garrett Jackson “Isolated Code” Testimony

<p>Garrett Jackson on 4-14-21 Council Study Session Re Map E – new “Isolated” concept</p>	<p>Garrett Jackson on 4-21-21 Council Hearing Re Map E – new “Isolated” concept</p>
<p>“Another shoreline designation that we’re proposing is an isolated designation. So an isolated shoreline designation recognizes that your land though it may be within 200 feet of the shoreline, which is the shoreline jurisdiction, per state code, while you may be within that 200 feet, your parcel is divorced from the shoreline essentially. There is no connection there. And uh there are a couple of parcels near Evergreen Park that we’re proposing to apply this to. There’s a separation of Evergreen Park and then there’s additionally the Sheldon Boulevard there that separates these few parcels from the shoreline. And yet they are barely in the shoreline jurisdiction. So we’re proposing to add this isolated designation so that the buffers that would normally apply in these situations don’t apply to these parcels that are separated by the park, separated by Sheldon Boulevard.” - - - “the isolated designation specifically applies to the parcels across the street um Sheldon Boulevard. ... these are within the 200 feet shoreline designation but they’re not going to be regulated in the same way as if they were properties fronting on the water.”</p>	<p>“This is one of the maps that was shown at the last council study session. It shows the isolated designation that we’re proposing near Evergreen Park. The isolated designation is meant to recognize properties that are functionally separated from the shoreline. So Evergreen Park separates the properties that are on the other side of Sheldon Blvd. So that’s what this new shoreline designation is in reference to. It’s properties that are on landward side of Sheldon Blvd. So they’re barely within the 200 feet of the shoreline jurisdiction and so the shoreline jurisdiction applies to them. We’re adding these designations to say these properties are functionally separated from the shoreline. We have this mapping designation in a couple different places in the city to recognize the same fact. ...”</p>

Smith Cove stormwater outfall draining upland stormwater including from Sheldon Blvd. Evergreen Pointe’s 2 parcels (in black dots). City data: multiple stormwater outfalls at Smith Cove.



There is zero "isolation" of Evergreen Pointe project site from open park & Smith Cove shore



Open space of Evergreen Park was intentionally designed to invite access to Smith Cove. Photos below are by me depicting park walkway right up to and around cove, Berkey bench to view the cove, and EP project site behind Berkey bench and cove.

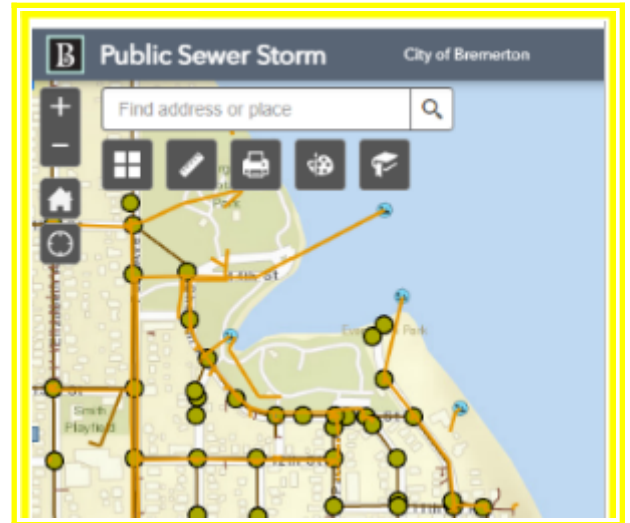


There are 9 stormwater grates / catch basins along the EP project block on Sheldon Blvd. Some still have "Puget Sound Starts Here" plaques epoxied next to drains.

The city maintains online stormwater GIS map showing drainage into Smith Cove's tip and mouth. In fact, the cove takes the brunt of such drainage compared to other areas including downtown

Bremerton's Sewer / Stormwater GIS Mapping Database Depicted "ST17" Outfall At Smith Cove Tip And Other Outfalls At The Mouth Of Smith Cove.

See: <https://gis.bremertonwa.gov/portal/apps/webappviewer/index.html?id=b31050b5b9d646a0b42271ff48ff8b15>



On 12-17-19, DCD Planner Allison Satter emails "Bullpen" / SMP List consultant for the planned skewing of the Shoreline Master Program so that it will "allow isolated code for anywhere separated by a road." This eventually becomes the illegal spot zoning provisions of Map E and Interrupted Buffers.

options.

19. Within Watershed – allow Forestry harvest in certain circumstances
20. Allow Isolated code for anywhere separated by a road (NOT only a designation).
21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment).
22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be

Disregarded Smith Cove / Evergreen Park Nearshore Restoration Projects

. <https://secure.rco.wa.gov/prism/search/ProjectSnapshot.aspx?ProjectNumber=14-1949>

. <https://srp.rco.wa.gov/Project/210/88520>

"Construct designed improvements that restore nearshore ecological functions along 600 feet of currently armored shoreline adjacent to Evergreen Rotary Park on the western side of Port Washington Narrows, which connects Sinclair Inlet with Dyes Inlet. Conceptual, preliminary, and final design are complete. Will benefit Chinook, Chum, Coho, steelhead, and Cutthroat Trout migrating between Dyes and Sinclair Inlets. Project improves over 1,600 linear feet of shoreline to provide feeder fish bedding areas." Construction phase of Evergreen Park shoreline restoration. The City of Bremerton completed a conceptual, preliminary, and final design to restore the nearshore area located adjacent to Evergreen Rotary Park on the western shoreline of the Port Washington Narrows, which connects Sinclair Inlet with Dyes Inlet. The goal of this project is to restore nearshore ecological functions along 600 feet of shoreline to benefit Chinook, Chum, Coho, steelhead, and Cutthroat Trout migrating between Dyes and Sinclair Inlets.



COMMENT #27

"Interrupted Buffers:" "Map E" conceptually tied to and the same as "Interrupted Buffers" Per Garrett Jackson. He describes "Interrupted Buffer" provision as defining Unmapped "shoreline parcels separated by mere ordinary road or parcel.

<p>10-19-20 @2:16:48 "Moving on from that - the iso - the interrupted buffer provision is intended to clarify between what an isolated mapping designation needs. The isolated mapping designation as we had said previously is for properties that are physically separated from the shoreline by a physical barrier. So we have existing provisions for properties that are not mapped as an isolated property that meet the same criteria as isolated in the code. So this has led to some confusion and properties that meet the isolated criteria that for properties that meet the isolated criteria that are not mapped. And all the properties - all properties were never meant to be mapped. Um so [unintelligible] could qualify as an isolated property without being mapped is the point. That's the way the original SMP was written and our proposal is to separate those two definitions is to keep the isolated map designation and then add interrupted buffer to address properties that are not mapped as isolated but still meet the criteria. That would be helpful for staff and for property owners."</p>	<p>11-16-20 @29:50 "We're also adding language for an interrupted buffer. Now as I was explaining earlier about the isolated designation for the shoreline maps currently in our code we have a mapping designation of isolated and uh that covers both mapping and also instances now we are preferring to call interrupted buffer. In both cases, there is a road or a property or some similar physical barrier that separates someone from a shoreline. The only difference here is that the isolated designation would be specifically drawn out on a map where the interrupted buffer is a term we will use to describe on-the-ground circumstances like that. So essentially it's an isolated designation but without being mapped."</p>
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Incomplete Listing Of Interrupted Buffer Parcels Using Kitsap Parcel Search Tool / Camino

"Interrupted Buffer" Parcels (In Jurisdiction Of The <u>Shoreline Management Act</u>)	
1. - 132401-2-080-2001	17. - 142401-2-045-2004
2. - 132401-2-080-2001	18. - 3702-003-001-0008
3. - 132401-2-006-2002	19. - 3702-003-010-0007
4. - 132401-2-008-2000	20. - 3703-004-002-0202
5. - 132401-2-009-2009	21. - 112401-3-058-2009
6. - 3709-002-005-0009	22. - 12401-3-032-2000
7. - 3709-002-006-0008	23. - 102401-4-121-2001
8. - 132401-2-024-2000	24. - 8542-000-001-0007
9. - 3802-001-004-0008	25. - 102401-1-018-2003
10. - 3802-001-005-0007	26. - 132401-2-040-2000
11. - 3802-001-006-0006	27. - 132401-2-039-2003
12. - 3804-006-001-1006	28. - 132401-2-036-2006
13. - 142401-1-002-2007	29. - 132401-2-049-2001
14. - 3708-002-001-0004	30. - 132401-2-040-2000
15. - 142401-2-002-2005	31. - 132401-2-039-2003
16. - 142401-2-044-2005	32. - 132401-2-051-2006



DCD WARPED "INHERENT ISOLATION" TO "ANYWHERE SEPARATED BY A ROAD"

DCD's 2019–21 SMP "periodic review" scheme demonstrated in [emails](#) and 2019 "Bullpen" / "SMP List": "Allow Isolated code for anywhere separated by a road (NOT only a designation)."

options.

19. Within Watershed – allow Forestry harvest in certain circumstances

20. Allow Isolated code for anywhere separated by a road (NOT only a designation).

21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment).

22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be

The "Isolated Code" in year 2013's SMP Section 4.030(f) Isolated Designation – Ordinance 5229
<https://lpublic.bremertonwa.gov/WeblinkPublic/0/doc/397488/Page44.aspx>

(f) Isolated

Purpose: The objective of the Shoreline Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements such as roads. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are inherently isolated from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of isolated should also be removed.

Policies: In these specific areas, the development standards of the SMP shall not be applied; however mandatory permit requirements of the Shoreline Management Act do apply. It is the intent that this area will be governed by underlying provisions of the zoning code, Critical Area Ordinance, Subdivision standards and stormwater requirements. Local, State and Federal regulations are applicable.

The "Isolated Code" in year 2021's SMP Section 4.030(f) Isolated Designation – Ordinance 5417
<https://lpublic.bremertonwa.gov/WeblinkPublic/0/doc/564993/Page52.aspx>

(f) Isolated

Purpose: The objective of the ~~Shoreline~~-Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements [such as](#) roads. In these areas the development standards outlined in the SMP, such as [buffers](#), are not appropriate. This designation is appropriate for lands that are [inherently isolated](#) from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of ~~isolated~~-~~Isolated~~ should also be removed.

Policies: In these specific areas, the development standards of the SMP shall not be applied; however mandatory permit requirements of the Shoreline Management Act do apply. It is the intent that this area will be governed by underlying provisions of the zoning code, Critical Area Ordinance, Subdivision standards and stormwater requirements. Local, State and Federal regulations are applicable.



Year 2013 SMP Section 4.030(h) Recreation Designation – Ordinance 5229

<https://lpublic.bremertonwa.gov/WeblinkPublic/0/doc/397488/Page44.aspx>

(h) Recreation

Purpose: The Recreation designation is intended to provide recreational and public access opportunities along Bremerton’s shorelines. It is an appropriate designation for areas occupied by recreational purposes such as parks and marinas. An additional purpose is to maintain and restore ecological functions to the area and preserve open space within the City.

Policies: The following management policies should apply to all shorelines in the Recreation designation:

- (1) Both to the goal of recreational use and the goal of ecological stewardship ensuring no net loss of ecological function should be implemented in all development.
- (2) Development should be related primarily to expanding recreational opportunities in the area. These activities include but are not limited to boating, swimming, walking, hiking, and recreational sports. Priority should be given to those developments related to a water dependent activity such as swimming or boating.

(3) Recreational opportunities should be accessible to all demographic populations in the City.

(4) Park management should encourage ecological stewardship as outlined in the Restoration Plan. This includes, but is not limited to such measures as setting picnic areas away from the water’s edge, planting and maintaining native vegetation buffers along the water, and making floodplain connections where feasible.

Year 2021 SMP Section 4.030(h) Recreation Designation – Ordinance 5417

<https://lpublic.bremertonwa.gov/WeblinkPublic/0/doc/564993/Page52.aspx>

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City SMP Recreation Designation

ENVIRONMENT DESIGNATION	HEIGHT
Commercial	35 feet
Downtown Waterfront*	175 feet
Industrial	35 feet
Multi-Family Residential	40 feet
Over-Water Structures** (All Designations)	15 feet
Recreation	35 feet
Single Family Residential	30 -35 feet
Urban Conservancy	25 feet
Table Notes: The height limit is restricted to that portion of the building physically located within the shoreline jurisdiction.	

SMA's RCW 90.58.320 – SSDP Tied To View Obstruction & Overriding Public Interest If Over 35 Feet

PDF **RCW 90.58.320**

Height limitation respecting permits.

No permit shall be issued pursuant to this chapter for any new or expanded building or structure of more than **thirty-five feet** above average grade level on shorelines of the state that will **obstruct the view of a substantial number of residences** on areas adjoining such shorelines except where a master program does not prohibit the same **and then only when overriding considerations of the public interest will be served.**

[1971 ex.s. c 286 s 32.]

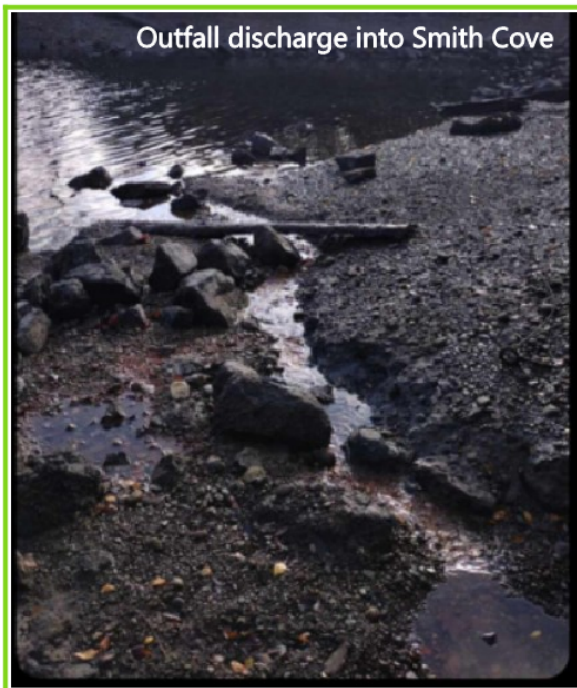
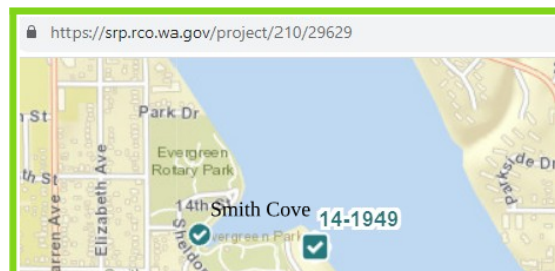
The *Isolated* Shoreline Environmental Designation of SMP Section 4.020(f) ("inherent isolation"), enacted in 2013, had never been used to zero in on about 40 feet of shoreline for one project based on the fact-free premise of mere "separation" by ordinary streets (EP project), nor used systemically without any mapping for future *ad hoc* shoreline development – suspending shoreline state law – also based on mere "separation" by ordinary streets and parcels (Interrupted Buffer sites). Map E and Interrupted Buffer provisions are used to illegally destroy height limits under color of law.



Map E deployed two outright lies: 1. Smith Cove is "isolated" and 2. DCD can suspend state shoreline law.



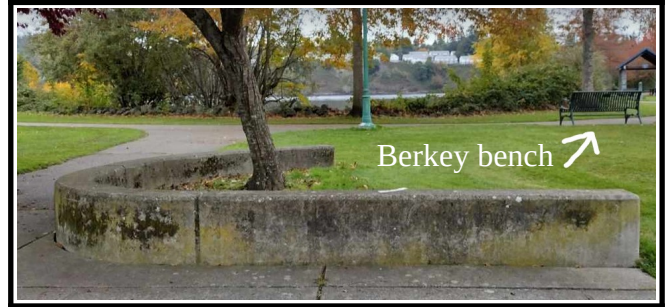
Observation belies Map E falsehood of Smith Cove *isolation*: People daily cross Sheldon to traverse Evergreen Park, viewing, walking, relaxing on Smith Cove's bank and beach. Upland catch basins and pipes direct stormwater flows to Sheldon, draining visibly into the cove, flanked by signs warning of toxic shellfish. The EP will contribute 742 daily car trips worth of 6PPD to this. Yet, there is a pending restoration construction plan for Smith Cove which would bolster ecological functions and marine life, including salmon, and public education.



COMMENT #27

Part I DCD Lies Smith Cove Is "Isolated:" Evergreen Park surrounding cove was made to be open, traversible, public, and inviting. Stormwater system connects cove to EP's pollutants

From 11th Street, the topography slopes downward and drains stormwater into Sheldon and Smith Cove in open Evergreen Park, along sloped McKenzie and Cogean. The Smith Cove area is not remotely comparable to Hwy 3 or Shore Drive, the only other "Isolated" areas in town.

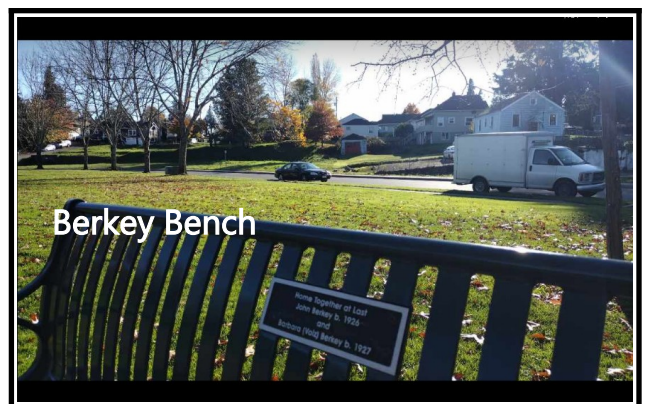


EP lot shown with black dots.



Berkey bench, Sheldon. Cogean/Sheldon corner at left. EP lot visible due to zero obstruction.

There are no four-lane highways, cliffs, bluffs, rock outcroppings, concrete walls, railroads, or private parcels here. This open public park is designed for visual and physical access to shoreline. and city stormwater systems drains into Smith Cove and Narrows.

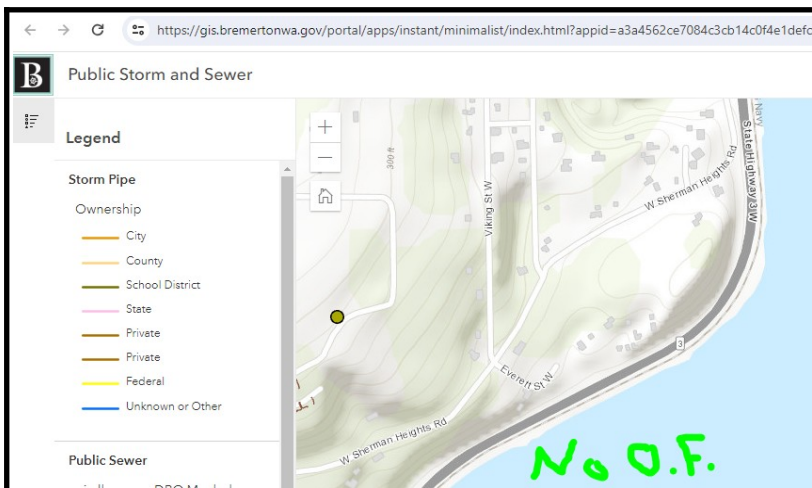


COMMENT #27

In contrast to DCD's gaslighting about the "isolated" Smith Cove area, the only other *Isolated* designations (vaguely cited by Jackson) has been miles of shore along Highway 3 and Shore Drive. Below is Highway 3, designated "Isolated" in 2013: non-traversable cliff-like elevation, 4 - 5 lanes of highway parallel to railroad tracks against the shore, and no outfalls.

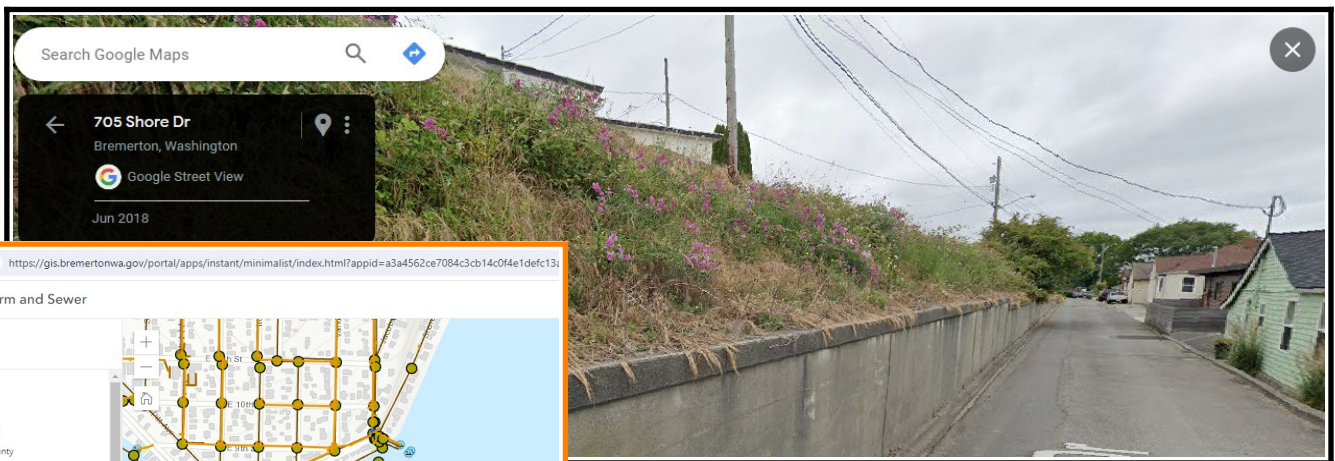


Per Stormwater Map – no outfall ("o.f.") drains into shore



COMMENT #27

Similarly contrasted against the reality of Smith Cove area, below is Shore Drive, designated "Isolated" in 2013: non-traversable steep ascent/descents, concrete walls, roads atop cliffs, houses and roads overlooking roofs of residences far below, and outfalls outside of any inlet.



Search Google Maps

705 Shore Dr
Bremerton, Washington
Google Street View
Jun 2018

Public Storm and Sewer

Legend

Storm Pipe Ownership

- City
- County
- School District
- State
- Private
- Private
- Federal
- Unknown or Other

Public Sewer 217
gisdb_sewer.DBO.Manhole



City of Bremerton
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Bremerton, WA 98337

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RECEIVED

DEC / 2 2024

City of Bremerton, DCD

~~IF~~ it was not for GZ
I'm not sure how I would
have gotten to my cancer treatment.
GZ is a blessing in disguise.
Helen A.



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City of Bremerton, DCD

Thank you so for the work you
do to help our moms. Helping
us get our moms to their medical needs. The
support groups has been amazing.

Dawn
S.



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GJ drove me to my car near ^{City of Bremerton, DCD} ~~freemont~~

they became family, they were the first ones

I called when I got the all clear, now I use them to grocery shop and go to other appointments.

Darrel W.



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City of Bremerton, DCD

The care and family feeling

BA brings to their job is

such a joy in these hard times

(and they let me talk about food... albt!!)

Paula B.



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DEC / 2 2024

City of Bremerton, DCD

I am disabled and I start work or get
off work at 11pm - 12~~pm~~ am they promptly
get me to and from work for over 2 years
and I will continue to enjoy G2's services

Ronda

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City of Bremerton, DCD

57 is valuable bringing people
comfort knowing we are being
taken care of. Their staff
has been kind to me and
my wallet.

Gabriela D.




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G2 makes it accessible for me (City of Bremerton PCP) and my husband to go to bible study every Wednesday. We live out in Bremerton but our bible study is in Keyport. We use G2 for doctors, dinners, shopping, retirement parties and holidays! They are a godsend!

Dana B

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DEC / 2 2024

City of Bremerton, DCD

I am so glad G2 was chosen
to drive me to my cancer treatments.
Their drivers are sweet, always professional
and plays my favorite music when I'm
done with my sessions. They are
so bleeding and I'm grateful to drive I.



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City of Bremerton, DCD

Ed was helped my husband
Stina see the last year so we
Navigated thru the end of Stina
Journey here on earth. I am
grateful to have found you & thank you
for being part of our journey through



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DEC / 2 2024

City of Bremerton, DCD

B2 has helped me get to walk, the store,
and daily errands since my ac broke
down I would have not made
it finally without them

Dylan H.



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Visit our website for more information
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City of Bremerton, DCD

I'm thankful for GZ! Not having
to take a bus one mile away from my
home & be able to afford my rides
So I can save to buy my own car.

Melanie R.



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Visit our website for more information
www.Bremerton2044.com

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DEC / 2 2024

City of Bremerton, DCD

GZ is kind, compassionate. Being,
I Service you as today God's work
+ some here on Earth. They helped
me navigate these difficult times.

Thompson

Thompson