

4.040 Transportation, Parking, Circulation, and Pedestrian Access

- a. The purpose of this section is to reduce the visual impact of parking, reduce vehicle trips, encourage alternate modes of transportation, and reduce greenhouse gas emissions within PSIC-B. Parking is regulated through standards that address the design, location, and size of parking areas. Right-of-way standards and requirements for sidewalks, trails, and driveways are contained in Chapter C.5. Traffic requirements and parking development shall be in accordance with the provisions of the Bremerton Municipal Code, including Title 10 (Traffic), Chapter 11.12 (Transportation Development), Chapter 20.48 (Off-Street Parking), with the following revisions and exceptions.
- b. Commute Trip Reduction
1. The requirements of BMC Chapter 10.40, Commute Trip Reduction (CTR) Plan, shall apply, except as provided in paragraph (2) below.
 2. Once total new employment within SKIA has exceeded 2,000 new employees (resulting from actions permitted under the Planned Action Ordinance), all employers with 50 or more employees shall be required to participate in the CTR Program.
- c. Minimum Parking Requirements. ~~Development is exempt from providing automobile off-street parking spaces, except as otherwise required for conformance with the Federal Americans with Disabilities Act (ADA) and the State of Washington. Minimum parking standards shall be in accordance with BMC Chapter 20.48 Off-Street Parking Requirements, except as specified in Paragraph (1) of this subsection as well as in Subsection (e) below.~~
- ~~1. Parking reductions may be allowed, at the discretion of the Director, if a parking analysis is completed and indicates that sufficient parking is available to meet demand.~~
- d. Shared Parking Area Incentives Reductions
1. ~~The amount of~~ To qualify for incentives listed per Section 5.040, Exhibit PSIC-33, off-street parking for required in Subsection (c) above may be reduced where multiple buildings/tenants may share a common, centrally located parking area. Reduction shall be based on the type and mix of uses, as follows, except that these reductions shall not be used in conjunction with reductions specified in Subsection (c) above:
 - ~~i. Properties with only industrial or support retail and service uses: 30% reduction~~
 - ~~ii. Properties with retail or other uses: 10% reduction~~
 - ~~iii. Mixed retail/office uses with at least a 4:1 ratio of retail to office: 20% reduction~~
 - ~~iv. 50% reduction for retail uses of less than 5,000 sq. ft. when they are developed as part of a business park that contains at least 60% industrial or support retail and service uses.~~
- e. Parking Stall and Aisle Design. Shall be in accordance with BMC 20.48.080.
- f. Loading and Vehicle Storage Areas
1. Loading and vehicle storage areas shall not be located within required building setbacks.
 2. For sites fronting on Highway 3 or Lake Flora Road, vehicle loading docks and long-term vehicle storage areas shall be screened from public rights-of-way with Type I Visual Screening, walls, or other methods, as approved by the Director.
 3. The Director may waive or modify these standards where it is deemed infeasible for a particular industrial or manufacturing use.
- g. Pedestrian Access
1. Projects shall include an on-site pedestrian system connecting all parking areas and entrances to each other and the public right-of-way.

2. Pedestrian paths shall be integrated with the parking lot landscaping required in BMC 20.48.080 and BMC 20.50.050(c)(3).
 3. Bicycle circulation shall be considered in site design and appropriate measures taken to accommodate bicycle circulation on-site.
 4. Where feasible, provide steps and ramps across retaining walls and slopes.
 5. Pedestrian paths shall be well lit.
 6. Adjacent landscaping shall not block visibility to and from a pedestrian path, especially where it approaches a roadway or driveway.
 7. Refer to Chapter D.3 for more specific Design Guidelines.
- h. Gravel Paving Exception. The intent of this code is to allowed gravel "paving" for Industrial complexes and similar uses and developments in areas that do not typically have to-and-go daily traffic, but may be for those areas that are driven on infrequently or have vehicles/equipment that will typically parked/stationary for an extended period of time. Gravel "paving" shall not be used for daily customer or employee parking. The following is minimum standards to allow gravel paving:
1. Gravel paving is allowed within industrial complexes and similar uses, and developments in the following areas:
 - i. Surplus parking. This is parking beyond what is required for the development, such as special event parking for occasional events.
 - ii. Areas used primarily for industrial sales or rentals provided it does not require frequent trips on-and-off the gravel areas onto the all-weathered surface.
 - iii. Contractor storage yards.
 - iv. Logging/mining access roads, or
 - v. Similar applications that do not require frequent trips on-and-off the gravel area.
 2. An issued site development permit or a building permit with associated parking is required for the establishment of a gravel parking lot of driveway. At no time shall a gravel parking lot or driveway be installed without a permit approval.
 3. The gravel paved areas are intended to run with the land regardless if the property or business is sold or re-occupied. However, for the life of the project, any on-site changes to the occupancy, business or use that utilizes the gravel "paving" that violates any portion of this code, will require the gravel "paving" to be paved with an all-weather surface.
 4. The property owner provides a letter of request, provides a site plan (to scale) that clearly indicates where gravel or other previous surfacing area will be placed, quantification of the area and can demonstrate that the gravel or other pervious surfacing areas are designed and will be maintained in accordance with or exceeding the requirements contacted in the City's currently adopted Stormwater manual (or as amended).
 5. Gravel Parking Facilities shall be surfaced with no less than three (3) inches of crushed gravel and shall be maintained on a regular basis;
 6. Dust is controlled through the site, and control measures are provided and accepted by the City;
 7. Rock and other debris is not tracked off-site;
 8. To ensure pollution generating equipment is controlled with the area of gravel paving, an emergency spill control plan shall be prepared and implemented.
 9. Protection of Roads & Trails. To ensure non-bound materials, such as gravel, does not enter into a lane of travel, the criteria below is applicable:

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- a. This requirement is only for those parcels that access directly to a public or private street. This requirement is not applicable to areas that access a gravel easement or tract unless there is in an approved Site Plan or City document that identifies that the area is becoming a private or public street.
- b. Driveway and similar road approaches shall be paved with an all-weather surface, from at least 100 feet back from the property line of the paved right-of-way to ensure gravel or other non-bound material has been removed from the vehicle and tires.
- c. If the gravel drive land crosses an existing or under-construction paved urban trail for pedestrian and/or bicyclist, a minimum of ten (10) feet on both sides of the trail shall have an all-weather paved surface.

i. Bicycle Facilities. Bicycle parking shall be provided at 10% of the required automobile spaces consistent with BMC 20.48. Please see BMC 20.48.180(b) for bicycle parking requirements and Section D.3.170 for recommended Design Guidelines.

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

4.050 Landscaping

- a. The purpose of this section is to ensure that site landscaping within PSIC reflects key goals related to sustainable development and stewardship of critical areas. The retention of existing trees and vegetation is important to help promote the utilization of natural systems for environmental benefits, reduce the impacts of development on the storm drainage system, moderate the urban heat island effect and provide a better transition between various land uses within the City. The requirements of BMC Chapter 20.50 shall apply, except as modified or supplemented in this subsection. Please also see Chapter D.4. for recommended design guidelines.
- b. Vegetation Preservation
 - 1. To the greatest extent feasible, existing healthy significant trees defined in BMC 20.50.050(d)(4) shall be retained on site.
 - 2. Site design shall attempt to preserve existing trees where feasible. However, should a proposal include the removal of all or portions of a site’s significant tree cover a certified arborist or professional forester shall be retained by the applicant to inventory the tree(s) and make recommendations regarding the protection, retention, preservation, removal and replacement of the tree(s). A copy of the report and recommendations shall be submitted to the City as part of the site development process and prior to clearing.
 - 3. If any trees in required landscaped areas are deemed to be hazardous and must be removed, the following replacement standards are required:
 - i. Replacement trees shall be similar to the trees removed and all replacement plants in required landscaped areas are subject to native species requirement in Section C.4.050(c)(3).
 - ii. The evaluation report shall provide recommendations for methods to ensure that hazard removal and replacement planting do not harm adjacent trees and infrastructure and that harm to adjacent shrubs and groundcover is minimized.
 - 4. Where existing trees are preserved, the Critical Root Zone (CRZ) of each tree shall be protected. No more than 30% of the CRZ may be disturbed, and ground disturbance may not occur within the inner 50% of the CRZ radius from the trunk, unless such action is approved by an arborist or professional



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

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

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

2. Rebate Process

- i. Development permits are submitted to the City consistent with all local requirements, including payment of the full cost of all permit fees pursuant to the Bremerton Municipal Code.
- ii. Within 6 months of issuance of the final certificate of occupancy, the applicant submits a rebate checklist to the City, demonstrating that the aforementioned review criteria have been satisfied and requesting a building permit fee rebate.
- iii. The Director will administratively review the rebate checklist subject to the aforementioned criteria and determine the appropriate rebate.
- iv. The City will notify the applicant of the rebate decision and provide the rebate in a timely manner.

5.040 Site Development and Building Design Measures

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

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

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



Standard	Description	Points
Connections to Existing Road Infrastructure	Site design for new development is configured in such a way as to allow future businesses and site occupants shared access to roads within or contiguous to the development site.	5 points
Supports and Serves Local Business	Land use is manufacturing, storage, or support retail and service uses that primarily serve customers located within Kitsap or Mason Counties or are directly related to the Puget Sound Naval Shipyard, Port of Bremerton operations, Naval Base Kitsap, or any other business that is already located within Kitsap or Mason Counties. NOTE: The applicant must provide sales or ownership documentation to receive 10 points.	5 Points. 10 points if the business is directly related to (subsidiary of or more than 50% of gross sales to) an existing business within the Bremerton City Limits.
Support Retail and Service Uses	Allow space for support retail and service uses in development clusters with more than 100,000 sq. ft. of floor space that consist of at least 60% industrial uses. The total square footage of support retail and services shall not exceed 20,000 sq. ft. or 10% of the total development cluster building space, whichever is less.	5 Points for one local service or retail use. 10 Points for two or more.
Shared access	Shared access driveway is provided and designed to serve two or more development sites (one may be a future site), a joint tenant building is provided on a site, or the project is located within a multi-tenant industrial park.	5 Points
Shared Parking	Shared parking is provided that serves two or more tenants. No additional parking outside of the shared lot(s) may be provided. Shared parking lots shall be located within a 1,200 foot radius of the front door of the building. Number of parking stalls is no more than 50% greater than minimum requirement in Section C.4.040(c).	5 points
Shared Loading/ Service Court	Shared or consolidated loading areas are provided in a central service court or other location that is screened from public view.	5 Points
Job Density	Minimum of 10 jobs per acre employment density.	10 points
Innovative Measures	Points shall be awarded on a case-by-case basis, upon approval of the Director, to sustainable measures that are proven to promote compact, efficient development that maximizes the return on infrastructure investment and reduces VMT.	5 points per measure; no limit on the number of measures awarded points in this category

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