

(DRAFT) AGENDA
Regular Meeting – Bremerton Planning Commission
(Subject to PC approval)
April 21, 2015
5:30 P.M.
345 – 6th Street
Meeting Chamber – First Floor

- I. CALL TO ORDER**
 - II. ROLL CALL (quorum present)**
 - III. APPROVAL OF THE AGENDA**
 - IV. APPROVAL OF MINUTES:**
 - o March 17, 2015 meeting.
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V. PUBLIC MEETING

- A. Call to the Public:** Public comments on any item not on tonight's agenda
 - B. Workshop:**
 - 1. Comprehensive Plan Update
 - a. Follow-Up: Economic Development Element
 - b. Transportation Element – Goals and Policies
-

VI. BUSINESS MEETING

- A. Chair Report:** Rick Tift
 - B. Director Report:** Andrea Spencer
 - C. Old Business:**
 - D. New Business:**
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**VII. ADJOURNMENT: The next regular meeting of the Planning Commission is
May 19, 2015**

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

DRAFT

Subject to April 21, 2015 Approval

CITY OF BREMERTON

PLANNING COMMISSION MINUTES OF REGULAR MEETING March 17, 2015

PLEASE NOTE:

*We experienced technical difficulties with the audio recording for this meeting.
These minutes were produced from staff notes, PowerPoint presentations, and written comments.*

CALL TO ORDER:

Chair Tift called the regular meeting of the Bremerton Planning Commission to order at 5:31 p.m.

ROLL CALL

Commissioners Present

Chair Tift
Vice Chair Dinkuhn
Commissioner Nethery
Commissioner Nerf
Commissioner Strube

Staff Present

Andrea Spencer, Director, Department of Community Development
Nicole Floyd, Senior Planner, Department of Community Development
Allison Satter, Senior Planner, Department of Community Development

Commissioners Absent

Commissioner Albright
Commissioner Wofford

Quorum Certified

APPROVAL OF AGENDA

VICE CHAIR DINKUHN MOVED TO APPROVE THE AGENDA AS PRESENTED. COMMISSIONER STRUBE SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

APPROVAL OF MINUTES

COMMISSIONER STRUBE MOVED TO APPROVE THE MINUTES OF FEBRUARY 17, 2015 AS PRESENTED. VICE CHAIR DINKUHN SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC MEETING

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

Chair Tift asked if there were any comments from citizens. Seeing none, he closed the public portion of the meeting.

Workshop on Comprehensive Plan Update: Follow-Up, Summary and Schedule

Ms. Satter reminded the Commission that the Growth Management Act (GMA) mandates that all jurisdictions in the State review and update their Comprehensive Plans to be consistent with state and federal regulations and to reflect their changing needs. She explained that the Comprehensive Plan is intended to be a blueprint for growth in the City for the next 20 years, and the title of the current update is “Bremerton 2035.” She briefly reviewed the schedule for the 2015-2016 Comprehensive Plan Update, noting that the Commission has already had four workshop discussions. The remaining elements will be brought before the Commission in the next several months, with an anticipated public hearing in October. The intent is for the Commission to forward a recommendation to the City Council in December of 2015.

Ms. Satter recalled that, at the February workshop, staff presented the Housing Chapter, and the Commission requested additional information on how many rental units are within the City. To answer this question, **Ms. Satter** referred to a chart that illustrates 2010 census data, and noted that 43% of the units in Bremerton were owner-occupied, and 57% were renter-occupied. In 2000, 37% of the units were owner-occupied and 63% were renter occupied.

Ms. Satter said the Commission also requested additional information on Housing Goal H1, which calls for protecting existing quality housing stock. The specific request was how many houses in the City are considered “quality housing.” She provided a map and explained that staff used two different methods for calculating this information:

- **Alternative Method (Land Value vs. Building Value).** Using this method, properties with a house value four times greater than the land value were considered “excellent.” Those with a house value less than four times greater than the land value were considered “good,” and those with a house value less than twice the land value were considered “average.” Those with a house value that was less than or equal to the value of the land were considered “poor.” Citywide, this method identified 8% of the housing stock in Bremerton as poor, 23% as average, 55% as good, and 14% as excellent.
- **County Method (Assessor Determination).** This method considers the age of the structures and how the structures look. Using this determination, 2% of the housing stock in Bremerton was identified as very poor or poor, 56% fair or average, 32% good, and 10% good or excellent.

Ms. Satter indicated that from this analysis it appears that there are drawbacks to both methods and staff concluded that it is very difficult to quantify in a meaningful way what quality housing is, that it is often an aesthetic judgement of the viewer.

Ms. Satter advised that the City is participating in a joint effort with Kitsap County, Jefferson County, Navy Base Kitsap, Naval Magazine Indian Island, and other tribal and state agencies in a Joint Land Use Study (JLUS). She explained that the primary goal of the joint effort is to promote compatibility between community development and the Navy’s installations and testing and operational missions, while seeking ways to minimize the negative impacts of the Navy’s operations on adjacent communities and ecosystems. The JLUS plans can be viewed at <http://www.kijilus.com/>

Ms. Satter reported that two series of workshops have been held for the JLUS. The first series of workshops was held in September 2014 and included a presentation that introduced the project, described the process and goals, and educated the public about the military installations. It also included a report on the existing conditions inventory work, and identified community plans, emerging trends, and issues driving the area’s future. The second series of workshops was held on February 17th in Chimacum and February 24th in Bremerton, which allowed the public an opportunity to review and comment on the preliminary draft of the JLUS Report and ask questions of the JLUS development team.

Ms. Satter reminded the Commission that the draft land-use maps are available for public review at www.Bremerton2035.com. She also reminded them that the deadline for 2016 Comprehensive Plan amendment applications is April 1, 2015. She emphasized that the application process can take some time, as it involves a pre-submittal meeting and environmental review. Applications must be found compliant with Bremerton Municipal Code (BMC) 20.10. There is also an application fee, and supplemental documents must be provided.

Ms. Satter emphasized that public comments are welcome and encouraged. She reported that the City has received 53 written comments to date relative to the Comprehensive Plan Update, and all comments can be viewed at www.Bremerton2035.com.

Public testimony provided at Commission meetings will be included in the meeting minutes. Interested citizens can also learn more about the update, obtain project documents, and become an interested party by visiting www.Bremerton2035.com. She summarized that tonight's meeting would focus on the Economic Development Chapter, and the April meeting would focus on Transportation.

Chair Tift invited members of the public to comment, and none stepped forward.

Commissioner Nerf referred to Public Comment #49 (Attachment A of Staff Report) relative to environmental work associated with the Ueland Quarry. He particularly referenced the comments concerning acid mine damage and suggested that science is being misused and/or misrepresented in the testimony provided by Mr. Stanfill. As per science, there are no acid drainage issues associated with a quarry.

Chair Tift noted that the pie charts provided in the PowerPoint presentation relative to housing quality are inconsistent with the parcel maps. He invited staff to share their thoughts on how the City could best change the composition of housing to increase the number of quality structures and decrease the number of poor structures.

Commissioner Nethery asked about the timing of necessary revisions to the zoning code following adoption of the Comprehensive Plan Update.

Ms. Spencer responded that staff would be working on zoning code amendments immediately following the Commission's work on the Comprehensive plan in January 2016.

Workshop on Comprehensive Plan Update: Economic Development Chapter

Ms. Floyd advised that this discussion will focus on the Economic Development Chapter of the Comprehensive Plan, which is intended to establish local goals, policies, objectives and provisions for economic growth and vitality and a high-quality of life. Although it is an optional element, the State strongly encourages an Economic Development Chapter. She referred to the draft Economic Development Chapter (Attachment 1 of the Staff Report) and reminded the Commission that, as with other chapters of the Comprehensive Plan, staff made significant effort to streamline and simplify the content to provide a clearer, more concise, and user-friendly document. Because the chapter is not particularly complicated or lengthy, the changes are primarily related to format and readability. For example, the content was reduced from 9 to 6 pages, the goals from 6 to 5, and the policies from 53 to 17. In addition, the existing components within the document were reorganized and enhanced.

Ms. Floyd reviewed that, generally, the City witnessed extensive growth at the turn of the century, but the growth was stifled by the Great Recession. Only recently has the economy started to rebound in Bremerton and the surrounding areas. Although the economic growth anticipated in the last 10 years has not been realized, significant advances have been made relative to infrastructure and new facilities that will help entice commerce in the City. Examples of the infrastructure and facilities include the ferry terminal, conference center, Fountain Park, hotels, credit union, expanded marina, Washington Avenue Condominiums, Norm Dicks Government Center, and Manette Bridge.

Ms. Floyd referenced Census Bureau Data and noted that the population of Bremerton in 2013 was 39,056, which equates to 1,328 people per square mile. The median household income was \$43,183, and income was below the poverty level for 20.4% of the population. She reminded the Commission that Bremerton is designated by the Puget Sound Regional Council (PSRC) as the Metropolitan City within Kitsap County, and an estimated 28,359 people are employed within the City limits. The number of businesses in Bremerton is steadily climbing, as is the Business and Operations Tax revenue. She announced that the City of Seattle was the fastest growing City in 2013, with 18,000 new residents and 15,000 new jobs. It was also ranked in the top 10 as one of the most expensive cities to live in and the 4th worst for traffic. Many cities surrounding Seattle are already experiencing higher volumes of growth due to the high cost of living and rents within Seattle. Bremerton, which is just a ferry ride away from Seattle, is poised and ready to accommodate this growth surge. It is more important than

ever to have a strategic plan for how new growth and expanded commerce will shape the City's future. As the only Metropolitan City within Kitsap County, Bremerton expects to substantially expand employment and job variety over the next 20 years to support a growing economy and lifestyle diversity within the region.

Ms. Floyd advised that staff is not proposing significant changes to the existing Economic Development Chapter. However, some areas have been reworded and/or reorganized, and the language focuses more on measurable achievement. She specifically reviewed the five goals outlined in the chapter as follows:

- **Goal 1 – Support Expansion of Commerce.** Policies to accomplish this goal include providing incentives for redevelopment, focusing growth into Centers and encouraging higher education and workforce training.
- **Goal 2 – Upgrade Street Frontages.** Policies to accomplish this goal include encouraging the rehabilitation of existing streets by providing façade treatments such as decorative lighting, window displays, benches and trash cans; and ensuring new development promotes street level activation via required design standards and design board review of large projects in the downtown.
- **Goal 3 – Incentives and Partnerships.** Policies to accomplish this goal include pursuing regional and state investment interests through relationship building (grant funding and rehabilitation programs) and pursuing state programs and tax strategies. One option would be to expand the Community Empowerment Zone and offer tax incentives for businesses to locate within Bremerton. Another option would be to establish multi-family tax exemption programs that offer tax incentives for new multi-family housing.
- **Goal 4 – Improve Multi-Modal Transportation.** Policies to accomplish this goal include pursuing transportation funding for fast ferry multi-modal investments; expanding access to the airport, Puget Sound Naval Station, downtown and centers; expanding bus operation hours; and considering opportunities to stagger ferry let out and shipyard shifts to reduce afternoon rush hour traffic.
- **Goal 5 – Enhance Bremerton's Regional Perception.** Policies to accomplish this goal include working towards a business-friendly reputation by implementing a no-nonsense permit process and providing helpful staff and user-friendly documents; encouraging civic activities and community events; and encouraging tourism efforts by providing wayfinding signs, supporting attractions that bring people from the region, and advocating for enhanced ferry service.

Ms. Floyd summarized that staff is seeking the Planning Commission's guidance on the chapter's readability and core principles, including the vision statement. They are particularly interested in hearing the Commission's thoughts on whether or not the draft language provides clear policy direction in an efficient and reader-friendly format while still meeting the goals of GMA. She noted that all documents related to the chapter can be viewed at www.Bremerton2035.com. Citizens can also sign up to become interested parties by visiting the website.

Chair Tift invited members of the public to comment, and none stepped forward.

Commissioner Nerf commented that the draft language is geared more towards professionals and is not user-friendly to the general public. It seems that information is scattered all over the place, the discovery of the fundamental principles is left as an exercise to the reader. In addition, some principles are presumed to be obvious. However, because the "obvious" is not stated, there is the potential for an unrecognized coexistence of different regimes of the obvious.

Commissioner Nerf pointed out that in the 2004 plan, some important principles were described in the to-be-abandoned Community Character Chapter. For example, a top level goal included the citizens' unalienable rights (life, liberty, and the pursuit of happiness). For economic development, he suggested the City's most salient goal should be to maximize the subsequent happiness of its residents and visitors. If the term "happiness" seems too informal, it could be substituted with "economic utility," but the latter is merely a symptom of the former. He explained that in the context of the Commission, land is a scarce resource that society converts into happiness. Bremerton is fortunate to have land characteristics that make it easy to produce certain kinds of happiness, relative to more generic cities. With the concept of maximization of happiness comes the inference that not all economic development is desirable. For example, if Shell Oil were to discover an outlier to

the Bakken Shale under Bremerton, it is by no means obvious that resulting jobs and tax revenues would trump the unhappiness invoked in residents by the sight of a jack-up rig drilling alongside the Boat Shed Restaurant.

Commissioner Nerf further commented that increasing the sum of happiness in the City usually involves money, which leads to another obvious but unstated principle that to improve the City we need to import outside assets or zero-sum economics would result. As an example, he provided the following non-fact-checked illustration of economic development associated with Winco. When Winco opened, QFC closed and the Red Apple Market became stressed. Because most food is not taxed, probably neither were great sources of sales tax revenue. Winco likely does a better business than QFC did, in part because of a better location near the freeway, but the City's land base now has one more empty shopping center and one fewer freeway commercial site to produce sales tax revenue. While this process may have been net positive in happiness within the City, it represented a balancing between large positive and negative happinesses. He explained that, from an economic point of view, many businesses, such as big-box retail and franchise restaurants, can be considered as follows: customers gain happiness by buying items, the owner and employees get a fraction of the payments, the government gets tax revenue, and the rest is exported out of the region. This results in a net decline of regional assets. However, such a business could still have a positive net economic effect on the community if it indirectly attracts and holds sources of external economic assets.

Commissioner Nerf further explained that when judging the potential of any particular development, it would be good to understand what effect it has on the sources of external assets, on the characteristics of the City that make it attractive, and on its fit to the constraints. Much, but not all, of the material the City needs is in the 2004 document. Rather than "cooking down" these existing ideas, he suggested the Commission should more carefully study the following questions:

- What are some sources of external assets?
- What are the unique aspects of Bremerton that would attract and capture the external assets?
- What are some of the constraints and solutions?

In the interest of time, **Commissioner Nerf** agreed to submit his comments in writing, including specific comments related to the questions outlined above. Staff agreed to forward the comments to the Commissioners and prepare a response for the next meeting on April 21st.

Chair Tift suggested that rather than adding additional policies to draft language, many of Commissioner Nerf's points are or could be addressed in the existing policies.

Commissioner Dinkuhn stressed that communication and marketing are important elements of economic development and should not be overlooked in the chapter. She also emphasized the importance of addressing slum and blight in areas throughout the City. **Chair Tift** pointed out that Mayor Lent has implemented a marketing plan for the City, and the goal is to revitalize and reuse existing buildings to improve the overall appearance of the commercial areas.

Ms. Spencer responded that the City Council at their 2015 Retreat determined that they would work on a goal to develop a "Move to Bremerton" campaign.

BUSINESS MEETING

Chair Report

Chair Tift did not have any items to report.

Director Report

Ms. Spencer did not have any items to report.

Old Business

There was no old business to come before the Commission.

New Business

There was no new business on the agenda.

ADJOURNMENT

The meeting was adjourned at 6:59 p.m.

Respectively Submitted by:

Andrea L Spencer, AICP
Executive Secretary

Richard L. Tift, Chair
Planning Commission

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

AGENDA TITLE: Comprehensive Plan Economic Development Element– Follow up from March Workshop
DEPARTMENT: Community Development
PRESENTED BY: Nicole Floyd, Senior Planner; (360) 473.5279

SUMMARY

The Planning Commission held a workshop on March 17th to discuss the Economic Development Element. During the meeting there were comments made by Commissioner's and an indication that Commissioner's would submitting written comments to staff for distribution to the entire Commission (attached).

The purpose of this discussion at the April 21 workshop is for Commissioner's to provide additional feedback for document revisions based on the written comments that has been received.

In order to facilitate the discussion staff suggests that the Commissioners discuss:

Does the Economic Development Element's introduction provide adequate background information for the reader? Should additional or revised language be introduced such as:

1. More detailed description regarding the economic climate over the last 10 years?
2. Detailed explanation regarding the context of how this document relates to other regulatory documents in the city?
3. Additional language from the March workshop presentation addressing spill over growth from Seattle?
4. Other information?

Are there any necessary revisions to the Economic Development policy statements? Should additional or revised language be introduced such as:

1. Concepts to improve quality of life through sustainable economic growth?
2. Concepts to have a diverse local economy balancing the three concepts of financial prosperity, environmental protection, and social equity?
3. Concepts to support "quality of life" initiatives?
4. Other information?

The proposed draft Economic Development Element can be viewed at: <http://www.bremertonwa.gov/AgendaCenter/ViewFile/Agenda/03172015-64> (starts on page 78 of the link).

WORKHOP DESIRED OUTCOME

Provide direction to staff regarding specific edits that the Commission desires to be added to the Economic Development Element.

ATTACHMENTS

- **Attachment I:** Comment Letter from Commissioner Nerf
- **Attachment II:** Comment Letter from Commissioner Wofford
- **Attachment III:** Comments Matrix and Comments 54-56 regarding Bremerton2035

Comprehensive Plan Amendment Applications

The window for the Comprehensive Plan Amendment applications is closed for this update (open from January 5 to April 1, 2015). Staff has received one application which is proposing to change a 0.5 acre parcel to be re-designated from the Manette Center Core to Low Density Residential. Staff is reviewing the application and this proposal will be presented to Planning Commission with the next draft of the Land Use chapter and maps (anticipated end of summer).

Comments Received

Staff has included comments received from last Planning Commission Workshop for the Comprehensive Plan Update process as **Attachment III**. Comments include #54 through #56. All comments and Comment Matrix with summarized Staff's response can be seen at www.Bremerton2035.com.

Q: Does the proposed Economic Development chapter “adequately address the fundamental principles necessary, while maintaining a user friendly readability”?

A: Perhaps for a professional, but for an average resident, no.

In this document, the discovery of the fundamental principles is left as an exercise to the reader. Some principles are presumed to be obvious, e.g. commerce is good, others are indicated by clues found at the end of paragraphs, e.g. “as these activities tend to enhance a sense of community”.

Because the “obvious” is not stated, there is the potential for an unrecognized coexistence of different regimes of the obvious:

- mid-recession, any-port-in-a-storm, ideas are hopefully on their way to irrelevance, but
- pre-2008 optimism may need to be translated into
- a somewhat-different post-2015 economy.

In the 2004 plan, some principles were described in the to-be-abandoned Community Character chapter. But, to follow the desire to produce a short, self-contained chapter on Economic Development, I’ll try to sketch out the principles that I see (or intuit).

The top-level goal includes our inalienable rights — Life, Liberty, and the Pursuit of Happiness. For Economic Development our most salient goal is to maximize the subsequent happiness of Bremerton’s residents and visitors. If the term *happiness* seems too informal, one can substitute *economic utility*, but the latter is merely a symptom of the former.

In the context of this commission, land is a scarce resource that society converts into happiness. Bremerton is fortunate in having land characteristics that make it easy to produce certain kinds of happiness, relative to more generic cities.

With the concept of maximization of happiness, comes the inference that not all economic development is desirable. For example, if Shell Oil were to discover an outlier to the Bakken Shale under Bremerton, it is by no means obvious that resulting jobs and tax revenues would trump the unhappiness invoked in residents by the sight of a jack-up rig drilling alongside the Boat Shed Restaurant.

Increasing the sum of happiness usually involves money, which leads to another obvious but unstated principle: To improve the City we need to import assets from outside the City. Otherwise we have zero-sum economics.

A non-fact-checked illustration: the economic development associated with Winco. Winco opens, QFC closes, Red Apple is stressed. Because most food is not taxed, probably neither were great sources of sales tax. Winco likely does a better business than QFC did, in part because of better location near the freeway. The City’s land base now has one more empty shopping center and one fewer freeway commercial site to produce sales tax. This process may

have been net positive in happiness within the City, but it represents a balancing between large positive and negative happinesses.

From an economic point of view, many businesses, such as big-box retail, franchise restaurants, etc. can be considered as follows: customers gain happiness by buying items, the owner and employees get a fraction of the payments, the government gets some tax, and the rest is exported out of the region. The net assets of the region decline. Such a business can still have a positive net economic effect on the community if it indirectly attracts and holds sources of external economic assets.

In judging the potential of any particular development, it would be good to understand what effect it has on sources of external assets, on the characteristics of the city that make it attractive, and on its fit to the constraints. Much, but not all, of the material we need is in this & 2004 document, but we can't just cook-down the existing ideas. We need a closer study (citizen workshop?) of the following:

=====

Following are lists that came immediately to mind — more could be added...

What are some sources of external assets?

- Commuters who work elsewhere and spend in Bremerton
- Shipyard workers who spend Federal wages in Bremerton
- Federal contractors associated with Navy/Shipyard.
- Government & NGOs funded outside the region
- Retirees who bring pensions and savings from outside
- Seattle-based workers who can work from home
- Internet-based workers
- Tourists
- Businesses that leverage the local skills (shipyard, military) (e.g. SafeBoats)
- Entrepreneurs who desire a pleasant location and can adapt to geography.

What are the unique aspects of Bremerton which would attract and capture such?

- Cost of Living
- Mountain views
- Water views
- Affordable Waterfront
- Magnificent Parks, unique museums
- Local water recreation
- Easy access to forest and water recreation
- Hour access to Olympic wilderness
- Hour access to Seattle, Tacoma
- Hour access to Seatac
- Several-hour access to ocean, Vancouver Is, Cascades, San Juan Islands.

What constrains solutions?

- Connectivity: Location on two peninsulas attached to Kitsap Peninsula
- Connectivity: Highway 3 corridor
- Connectivity: Ferry is a special-purpose solution.
- Generic drab, e.g. Wheaton Way, Kitsap Way
- “Wasted” sites, e.g. Beautiful Oyster Bay view from Shell on Kitsap Way

Reviewing the minutes from the last meeting, I want to comment on Economic Development. In my mind we will not truly have economic prosperity until we improve our blighted residential areas.

The blighted areas have been a problem for the city for well over a decade. The city has made substantial gains, however, we have a long way to go.

Part of the problem as I see it, is a majority of buildings, both business and residential, are old. Some of the older structures downtown, are mostly empty and do not meet current building codes and would be expensive to retrofit but too valuable to take down.

However, the biggest part of the problem, in my opinion, is the blighted residential areas and the city's high percentage of rental housing. Much of the rental housing is older, subsidized and or low income housing.

We need some subsidized housing, just not as much as we currently have. The majority of housing in the blighted areas are old structures from the WW2 era. Being that old, they have problems that landlords or owners are not eager to invest the money to resolve. Also, rentals tend to not turnover as much as owner occupied property due to depreciation recapture and capital gains by the owner. The low turnover results in lower REIT, which results in lower services that the city can provide. This is a part of the federal tax code, we as a city, can not directly control.

One way we can have an impact is to create, in blighted residential areas, the same type of incentives that we have used in the downtowns core area. One tool that might work is the use of Community Development Block Grant money as seed money for public/private redevelopment in the blighted residential areas.

We also need to keep the employees of the higher paying business in Bremerton, not in the surroundings communities. Higher quality housing will result in more income for landlords and more support for local small business. This will result in more income for the city and better services for all citizens of Bremerton.

Finally, I think the staff working on updating and improving the plan are going in the right direction.

Nick Wofford

COMMENTS RECEIVED FOR COMPREHENSIVE PLAN UPDATE						
	Commenter	Date	Address	City	Comment Summary	Staff Response Regarding Comprehensive Plan Update
1	Dan Webster	9/8/2014	1350 N Callow Ave	Bremerton	Strongly object to rezone property in District 6 (casino proposal)	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
2	Cary Clayton	9/12/2014	PO Box 15 B	Newport Beach, CA	Own properties at: 1350 N. Wycoff, 2712 15th Street, and 2720 15th Street. Does not agree with rezone of property for casino proposal	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
3	Tiffany Gay	9/14/2014	1309 N. Montgomery Ave	Bremerton	Interested in hearing all sides of proposal in regards to the casino.	Staff has proposed recommendations within the Work Program to maintain residential zoning in this area, however applications from the property owners for the Plan Update are accepted from January 5, 2015 to April 1, 2015. All complete applications will come before Planning Commission Public Hearing for deliberation.
4	Leigh LeMar	9/15/2014	1333 N. Montgomery Ave	Bremerton	Object to rezoning property at 1333 N. Montgomery Ave for casino but recommend area near freeway	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets. The City has zoning districts established by the freeway where casino uses are allowed.
5	Robert Reiher	9/20/2014	1715 N Wycoff Ave	Bremerton	Crime is already a concern in neighborhood, the Casino will increase the crime. Please keep neighborhood safe	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
6	Robert Ragge	9/23/2014	1324 N. Liberty Lake Rd. #273	Liberty Lake, WA	In support of casino proposal on Callow Avenue	An application for Comprehensive Plan Amendment will be accepted from January 5, 2015 to April 1, 2015. Applications must be made by property owners or their authorized representatives.
7	Douglas Whittle	10/9/2014	3238 Ridgeview Drive	Bremerton	Owns property at 1305 N. Callow Ave. Supports rezoning parcel to commercial for casino proposal. States that City should provide opportunity for additional commercial development.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
8	Shane Trepasso	10/10/2014	1320 N, Callow Ave	Bremerton	Owns property at 1320 N. Callow Ave. Supports rezoning parcel to commercial for casino proposal. States that City should provide opportunity for additional commercial development.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
9	Greg & Michelle Dawson	10/10/2014	1424 Lindberg Place	Bremerton	Owns property at 1330 and 1326 N. Callow Ave. Supports rezoning parcel to commercial for casino proposal. States that City should provide opportunity for additional commercial development.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
10	Priscilla Bailey	10/10/2014	4171 Wheaton Way	Bremerton	Owns commercial property on Wheaton Way, and supports recent change to commercial zoning within the Wheaton Way District Center. Concern about property between Hanford and Broad St, and should support Senior Housing and small commercial in area. Supports adding housing to East Bremerton and encouraging small businesses.	The current Work Program supports Wheaton Way District Center as currently designated. The area between Hanford and Board Street currently allows for a Senior Housing Complex and small commercial business, no changes are proposed with this process. East Bremerton consists of many designations, but they do include residential and commercial uses to support her recommendations.
11	Billy Kay	10/10/2014	Kitsap Lake Area	Bremerton	Visiting musician first impressions of Bremerton: too many police patrols/red-light cameras, too many taxes on controlled substances (cigarettes), but the people are wonderful.	Comment has been noted and forwarded to the Police Department regarding Police enforcement.

Attachment III

	Commenter	Date	Address	City	Comment Summary	Staff Response Regarding Comprehensive Plan Update
12	Kono Enterprises	10/14/2014	3512 141th Street	Gig Harbor	Owns property at 1338 & 1519 N. Wycoff Ave. Supports rezoning parcel to commercial for casino proposal. States that City should provide opportunity for additional commercial development.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
13	Ron Ragge	10/14/2014	1324 N. Liberty Lake Rd. #273	Liberty Lake	Bremerton has an opportunity to host a casino which would greatly benefit the City with employment and bringing additional businesses. Please consider allowing 18 parcels within the Callow Area to be considered to be rezoned commercial. Additional discussions regarding Fireworks sales, and encouraging City Council to hear proposal of Casino.	An application for Comprehensive Plan Amendment will be accepted from January 5, 2015 to April 1, 2015. Applications must be made by property owners or their authorized representatives.
14	Dan Grimby	10/14/2014	1333 Ford Ave	Bremerton	Supports rezoning parcel to commercial for casino proposal. States that City should provide opportunity for additional commercial development.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
15	Tiffany Gay	10/16/2014	1309 Montgomery Ave	Bremerton	Supports rezoning parcel to commercial for casino proposal. States that City should provide opportunity for additional commercial development.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
16	Dan & Jean Webster	10/20/2014	1350 N Callow Ave	Bremerton	Against rezoning parcels for casino proposal due to traffic concerns and criminal activity.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
17	Vic Caba (assumed)	10/20/2014	1301 N Callow Ave	Bremerton	Supports rezoning parcel to commercial for casino proposal. States that City should provide opportunity for additional commercial development. No signature or identification was provided on formed letter. Pre-addressed envelope was to Vic Caba so staff assumed was the originator of letter, but origin can not be confirmed.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
18	John Hogan	10/21/2014	N/A	N/A	Owns Milan Apartments at 1019 Burwell Street which is currently designated as Limited Commercial. Supports redesignating this area to be included into Downtown Regional Center as this block includes multifamily buildings and the nonconforming provisions hinders potential improvements to the site.	Staff has proposed this change within the District 3 Profile. Proposal is to considering expanding Downtown Regional Center to areas that predominately consist of nonconforming buildings in this area.
19	Phil Hamlin	10/21/2014	N/A	N/A	Does not support rezoning of area for casino in any part of the City.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets. However, there are existing areas within the City that allow for Casinos, such as the Freeway Corridor.
20	Adam Simon	10/29/2014	1107 N. Callow Ave	Bremerton	Supports a expedited process to utilized existing buildings (or portions of buildings) that have been classified as nonconforming uses since the 2004 adoption and cannot reasonably be used for a use permitted by the current zone.	Staff has proposed within Work Program Summary #28 to evaluate options for reuse of existing nonconforming commercial structures.

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	Commenter	Date	Address	City	Comment Summary	Staff Response Regarding Comprehensive Plan Update
21	Larry Taylor	10/30/2014	N/A	Bremerton	Supports Staff proposal to rezone property on 13th as identified in the Work Summary #15 only if 13th Street no longer connects to Kitsap Way. He is the owner of the proposed property to be redesignated from CC to LDR.	Staff will consider the comments when revising the Land Use Map and review with the Public Works Department regarding the road closure.
22	Donna Nielson	11/4/2014	7986 Diane Ct. NE	Bremerton	Supports rezoning the area north of St. Vincent's from Residential to Commercial. Major road connection, and this is an great economic	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
23	Donna Nielson	11/5/2014	7986 Diane Ct. NE	Bremerton	Would like commercial zoning on her property at 1333 N. Callow Avenue.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
24	Greg Dawson	11/6/2014	1424 Lindberg Place	Bremerton	Please redesignated my properties south of 15th Street and north of 11th Street on Callow Ave to commercial.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
25	Greg Dawson	11/6/2014	1424 Lindberg Place	Bremerton	Same request as Comment #26.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
26	Unknown	11/7/2014	Unknown	Unknown	Postcard with no identification. Supports casino as it will boost the economy.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
27	Unknown	11/7/2014	Unknown	Unknown	Postcard with no identification. Supports casino as all neighbors want commercial zoning.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
28	Kelly Hudson	11/10/2014	Unknown	Unknown	Postcard. "The majority of our neighborhoods want commercial"	Staff is uncertain of address or way of contacting individual. Uncertain which parcels she supports for rezoning.
29	Unknown	11/12/2014	Unknown	Unknown	Postcard with no identification. "Would like to zoned commercial at 1304 Callow Avenue.	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
30	J Ross	11/12/2014	Unknown	Bremerton	Postcard. "Neighboring homes are between commercial zones and the majority of neighbors want commercial zoning",	Staff assumes this is in regards to the casino proposal. Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
31	Chad Mountjoy	11/13/2014	Callow Avenue	Bremerton	Postcard. "Keep this area residential. No casino please."	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
32	HRF	11/13/2014	Unknown	Unknown	Postcard. "My home town has not changed in over 60 years. It is time for a change. Make it happen before I get too old to appreciate it."	Comments noted.
33	Unknown	11/13/2014	Unknown	Unknown	Postcard. "The neighboring homes are between two commercial areas."	Staff assumes this is in regards to the casino proposal. Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
34	Shane Trepasso	11/17/2014	1320 N, Callow Ave	Bremerton	Postcard. Owns 1320 N. Callow Ave and would like property rezoned to commercial	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.

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	Commenter	Date	Address	City	Comment Summary	Staff Response Regarding Comprehensive Plan Update
35	Douglas Whittle	11/17/2014	3238 Ridgeview Drive	Bremerton	Postcard. Would like to see area of his property between 13th and Callow Avenue rezoned to commercial	Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
36	Larry Taylor	11/20/2014	N/A	Bremerton	Email: Would only support re-designating my property of 3131 13th Street from Commercial Corridor to Low Density Residential is if 13th Street was closed to through traffic. It is unsafe to have this intersection, and should be discontinued.	Noted the request to not redesignated his property from Commercial Corridor to Low Density Residential unless closing 13th Street. Following initial conversations with Public Works, uncertain if 13th Street can be closed at this time, thus this property will remain as commercial, but will remain as part of the discussion.
37	Unknown	11/20/2014	Unknown	Unknown	Postcard: "It would provide employment to many people. Bring business a boost. Attracts new vigor and activity to the community."	Staff assumes this is in regards to the casino proposal. Staff has proposed within District 6 Profile to not support rezoning of this area due to: (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets.
38	John Hogan	1/15/2015	1119 Burwell Ave	Bremerton	Supports Draft Land Use Map in regards to expanding the Downtown Regional Center to include the 1100 block of Burwell. "Bringing the boundary from Warren further west to Chester Ave as the draft shows is a welcome site in that this location transitions as a "gateway entrance" into the City while traveling eastbound on Burwell".	It is correct that the Staff proposed Draft Land Use Maps re-designated this area to be included in the Downtown Regional Center. Mr. Hogan is a owner of the Milan Apartment on Burwell Avenue which, under current designation of Low Density Residential, makes his multifamily complex a nonconforming use. This revision would make his property conforming.
39	Bill Broughton	1/16/2015	Washington Ave	Silverdale	Supports staff draft map, but would like mini storage to be considered in commercial designations	The Zoning Code is developed after the Comprehensive Plan Update. Your comment is noted and will be considered in the zoning code update.
40	Deirdre McKeel	1/18/2015	Unknown	Bremerton	Concerned with creating an industrial area near the hospital, and would like to see high density residential and shops. Also concerned with District Center designation around the Youth Center and the strenuous permitting process.	Reponses to commenter was that the Harrison Employment Center will continue to support higher density residential and retail, but will be renamed "Eastside Employment Center". In addition, great efforts have been made and are continuing to be made to simplify the permitting process. The Bremerton School District and Youth Wellness Campus has been supportive of the District Center Designation.
41	Bob Reiher	1/22/2015	1715 Wycoff Avenue	Bremerton	In response to the January Planning Commission Special Meeting, a citizen requested 13th Street to be vacated at the "5-way intersection." If this happens please consider removing access route to Ford Avenue through NAPA/West Bay Auto Store parking lot.	The City of Bremerton Public Work's Department is participating with the Comprehensive Plan Update and a formal proposal to vacate 13th Street has not been proposed or accepted. As the citizen claimed, this road is well utilized and as such additional analysis is required if this street is proposed for vacation. At this time, Staff is not proposing to vacate 13th Street, but your comment has been passed to the Public Works Department for their consideration.
42	Michael Mjelde	1/21/2015	Unknown	Bremerton	Supports redesignating the area at 11th and Warren (former tennis courts) to Higher Education designation. This provides additional opportunites for the community.	Staff is proposing to redesignate the area south of the current Olympic College to Higher Education, which allows multifamily structures such as dormitories which would provide greater opportunity for students and the community.
43	Paul Dutky	1/29/2015	Dockside	Bremerton	Surports mutlimodal transportation options including a trail around Kitsap Lake. Include infromation from the Bremerton's Non-Motorized Transportation Plan (2007). Additional note from Mr. Dukty was for staff to consider additional bike lanes on 6th Street from the Downtown to Kitsap Way to connect to the Sharrows	The Comprehensive Plan contains the big picture concepts, which has many goals and policies for multimodal transportation options, including suporting bike and pedestrain paths. The Comprehensive Plan references many more specific implementation plans that would better address and analysis specific trails. The City of Bremerton Non-motorized Transporation Plan (NMTP) identifies trails throughout Bremerton and connects to the County. The City of Bremerton Parks, Recreation, and Open Space Plan (PROS) addresses trails that are located with the parks. This comment has been forward to the Public Work's Department for their consideration when updating the NMTP. The NMTP & PROS will be incorporatated as "functional plans" with the Comprehensive Plan.

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	Commenter	Date	Address	City	Comment Summary	Staff Response Regarding Comprehensive Plan Update
44	Cherl & Robert Reiher	1/29/2015	1715 Wycoff Avenue	Bremerton	In regards to area between N. Wycoff Avenue and N. Callow Avenue, and 13th Street and 15th Street, citizen is concerned that by designating the northern portion of the block as Neighborhood Commercial, this may open the door for rezoning the whole block for potential commercial.	This area has been discussed at the previous Planning Commission Workshops in regards the potential casino proposal. This area is currently desingated as Neighborhood Commercial and remains in the new Plan. The northern portion of this block contains an old gas station site and the parking lot for Hi-Los Restuarant. Staff has proposed reducing the Neighborhood Center Designation in the vicinity due (1) established neighborhood and (2) the findings in the Update Land Capacity Analysis, indicates that the City has ample land zoned to accommodate Residential and Commercial uses for the City's Growth targets. Staff believes that the proposed land use changes in the vicinity address the concerns raised by the commenter.
45	Mike Mauren	2/4/2015	Unknown	Unknown	Supports Mineral Resource Overlay for the Low Density Residential in specific areas of West Bremerton. Encourages Zoning Code update to further support this overlay to follow.	Staff has proposed a Mineral Resource Overlay on large undeveloped parcels in west Bremerton. Part of the Mineral Resource Overlay approval will be to reclaim the site (inlcluding grading) at the end of the process for residential development.
46	Jack Stanfill	1/20/2015	Unknown	Bremerton	Document provided: Port Blakely Kitsap Lake JPA from May 12, 1999.	Staff received this document at the Open House and it provided for Planning Commission's consideration.
47	Steve Guiberson	2/14/2015	Unknown	Gig Harbor	Supportive of General Commercial designation along Wheaton Way, however he owns a car dealership there and cannot expand. Please consider allowing car dealerships not just in auto center but along the main corridors. Currently there seems to be a monopoly out near Auto Center Way for car dealerships.	In 2004, the Comprehensive Plan the zoning only allowed auto dealerships in the Freeway Corridor. Revisions to the Zoning Code will be considered following the Comprehensive Plan Update, which will have specific details on what land uses are allowed in specific zones. Planning Commission will consider appropriate uses in this detail during this Zoning Code update.
48	Lesley Kabelac	2/16/2015	3021 W State Hwy 16	Bremerton	Property north of her property is being proposed as General Commercial. Concern as she has access easements that may make this property hard to develop and access.	The subject property to the west is adjacent to State Hwy 16 (across from the Mattress Ranch). Staff is proposing General Commercial for this area and the Land Use designation line follows the topography of the site (the area that is relatively flat could be developed with General Commercial activities). The current designation is Low Density Residential. As for the easements, if this property is to be developed, the developer will need to comply with the easements (or revise them accordingly with the property owner) at the point of permit applications. Staff is not suggesting any further changes to the map to address the easement locations.
49	Jack Stanfill	2/17/2015	PO Box 4773	Bremerton	Provided the following documentation to be considered during the environmental review: Partial Transcription to Ueland Tree Farm Final Environmental Appeal Hearing (Dec 2009); pages 32 and 36 of Port Blakely Subarea Plan; Preliminary Scope for the Project page 5; Infiltration Map of the area; and a Mineral Resource Development Wetland Review.	These materials are excerpts from an Environmental Impact Statement for a project that is outside the City limits (Kitsap County jurisdiction). Documentation will be reviewed in conjunction to the Comprehensive Plan Update Environmental Review.
50	Judy Friedberg-Nerf	2/23/2015	Madrona Point	Bremerton	Had general inquires on the Draft Land Use Plan including the following: (1) Where is the development regulations for each designation (2) Why bring back the Multifamily Residential Designation (more information); (3) Council Districts should not separate existing neighborhoods; (4) express kudos to the District Profiles.	(1) The General Development parameters are addressed in the proposed Comprehensive Plan in the Draft Land Use Chapter at a higher level (generally what kind of development and what character should it have). The specifics will be addressed in the Zoning Code Update that will come after the Comprehensive Plan Update. (2) Staff is trying to reduce the nonconforming uses throughout the City, currently areas throughout the City that are primarily developed with multifamily structures, are being proposed to be redesignated from Low Density Residential (which allows one house, per one lot) to a more appropriate designation. (3) Council Districts were re-mapped a few years ago based on population, and unfortunately this did separate some cohesive neighborhoods. (4) Appreciate the kind words on the District Profiles. Staff created those in-house with the support of City Council.

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	Commenter	Date	Address	City	Comment Summary	Staff Response Regarding Comprehensive Plan Update
51	Laura Gardner	2/24/2015	1027 Walnut Street	Bremerton	Represents the owner at 1027 Walnut Street who supports the redesignation of Medium Density.	Staff proposed to redesignated this area as it is primarily developed with duplex type structures to reduce nonconforming uses within City of Bremerton.
52	John Stieber	3/6/2015	Unknown	Unknown	Feels the direction the Comprehensive Plan is heading in is generally good. Wants to make sure that consideration is coming downtown and having access for those that may not be able to get around easy (such as the senior citizens). Wants more sidewalks like the Manette Bridge	Appreciate the comments, and the Comprehensive Plan Update is strongly encouraging multi-modal options including wide sidewalks throughout the City. The Downtown area has additional criteria to support pedestrians of all types, including the those of a vulnerable population. This information is discussed in the Draft Land Use Chapter and will be further discussed in the Transportation element.
53	Bruce Riveland (Olympic College)	3/11/2015	1600 Chester Ave	Bremerton	The Olympic College supports Staff's proposal for the Higher Education desingation as proposed.	The Staff's proposed Higher Education desingation can be seen on Draft Land Use #2.
54	Vic Ulsh	3/20/2015	400 Warren Ave	Bremerton	Writing to ensure property at 800 11th Street maintains the current Neighborhood Business overlay in the Downtown subarea plan.	Staff does not foresee removal of the existing Neighborhood Business overlay in the Downtown Subarea Plan.
55	Dan Nelson	3/31/2015	Unknown	Unknown	Encourages the City to make literature available to the public which provides tips on submitting a complete permit application. Acknowledges this information may exist, but needs to be made more readily available.	The draft Economic Development chapter, policy ED4(A), seeks a permitting process which advocates for development by providing predictable requirements and timelines. This comment was forwarded to the Building Official for her consideration to implement into the City informational handouts and method of dissemination.
56	Mark Kulman	4/6/2015	3141 W State HWY 16	Bremerton	Seeks to enlarge portions of parcel 322401-4-113-2005 designated as commercial on the Comprehensive Plan draft land use map to follow natural contours/slopes of the land (provided geotechnical report supporting claim).	Based off of the provided geotechnical report, the City will reevaluate the commercial boundary for parcel 322401-4-113-2005. Any changes will be presented to Planning Commission with an update Land Use Map.



March 20th, 2015

Allison Satter, Sr Planner
City of Bremerton
345 6th Street
Bremerton, WA 98337

Dear Allison:

I am writing to you on behalf of Audrey Robinson and Jim Carlson who own the commercial property at 800 11th Street in greater downtown Bremerton. I represent them regarding this property. The property is a former bank building situated at the NW corner of 11th & Park. The building has more recently been used for office and retail purposes over the past few decades. The building and site improvements are clearly commercial in nature.

The owners have asked me to contact you to express their concern regarding the property's proposed zoning within the draft land use maps for Bremerton 2035. Current zoning of the property is *R-20* with a *Neighborhood Business* overlay within the downtown sub-area plan. The proposed zoning for this property shows as *Low Density Residential (R-20)*, but it is unclear whether there will be any additional consideration given for commercial uses. The ability to have outright approval for commercial uses of this property seems obvious and appropriate for such a commercial building at a high-traffic, high-profile corner location.

If not an outright commercial zone, then providing clearly defined allowance within a sub-area plan is requested by the property owners.

I welcome the opportunity of further discussion with you regarding their concerns. Feel free to call me at (360) 479-6900. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Vict C. Ulsh". The signature is written in a cursive, somewhat stylized font.

Victor C. Ulsh, CCIM
Commercial Sales

Cc: Audrey Robinson
Jim Carlson

Allison Satter

From: Dan Nelson <quogatroid@gmail.com>
Sent: Tuesday, March 31, 2015 1:13 PM
To: Allison Satter
Subject: 3/17/15 Planning Commission meeting comment

Hello

My name is Dan Nelson and I was in attendance at the Planning Commission meeting 3/17/15. I've been attending as many of them as I am able, but made certain to attend the one this month on the economic development update. There were several questions in the room around the lack of specific detail in the economic plan, and it became clear quickly that the comprehensive plan update was not going to tackle this issue, as it seems that is not the nature of the comprehensive plan. However, the questions posed indicate a discussion that of course needs to be had and perhaps city council has a forum to do just that, one that myself and others are perhaps not aware of. I will look into it. It is of course key to long term sustainable growth.

Regardless, there was one item that was discussed that I would like to comment on. Someone was discussing the difficulty in leasing existing commercial space that may need corrections before it can be occupied, due to people being put off by perhaps incorrect assumptions on code limitations or outright misunderstandings, either from outdated info or misinformation on the code. Seems making the correct, and in many cases updated info easier for people to get would help in this regard.

I work for the City of Seattle Department of Planning and Development as a Building Inspector, and we publish a series of online "tips" which basically are brief white sheets that describe aspects of the code in layman's terms. I looked around the City of Bremerton's website for some such thing and didn't find anything (doesn't mean it isn't there, I just couldn't find it).

Seattle DPD's code tips cover anything from how to get a permit to existing building code requirements for substantial alterations. They are available online as PDF. People find these very helpful when trying to understand broad aspects of the code, with some of the more common items spelled out in detail as is appropriate.

Something like this may be useful in Bremerton as well, since, citing the example I heard at the meeting 2 weeks back, any real estate or leasing agent could print and have handy these sheets, likely regarding issues around a specific property's deficiencies or needed repairs/corrections for any potential leasee. This way the potential leasee has an idea of what may *really* be required, and can think about whether they are willing to consider the lease of the building based on accurate info. And of course anyone in Bremerton that was interested could also find these tips for their use as well.

If the changes being made with this comprehensive plan update to zoning and how permits are processed, etc are creating more possibilities for people, getting the info out is of course an important step in bringing the investment in our area; correcting outdated info, especially info that has created an inaccurate bias toward coming to Bremerton, is very important to make public. As a member of the public, I can say that very few people know about the comprehensive plan at all, and I would not assume that people in business necessarily know about it either, or at least what is being done in Bremerton that makes us a great option.

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I feel this simple approach may create more possibilities for people around existing properties, rather than having them continue making uninformed assumptions that dissuade people from taking the next step in moving a business to our area.

Just a thought. I look forward to seeing the process continue, and good luck!

Dan Nelson

Allison Satter

From: Mark Kuhlman <mark@team4eng.com>
Sent: Monday, April 06, 2015 1:50 PM
To: Allison Satter
Cc: Nicole Floyd; Rob O'Neill (robertdoneill@comcast.net)
Subject: Northridge Redesignation
Attachments: 15.04.06LTRgeorezone.pdf

Hello Allison;

As a follow up to our discussions and my previous email of January 29, 2015, we have completed work with a Geotechnical Engineer and offer the attached letter for your consideration.

Again, we appreciate the City's recognition that the developable portions of these parcels should be designated commercial, but we hope that the portion of the parcels to receive the commercial designation can be enlarged from that currently proposed. We hope the attached letter will help in this regard.

Of course my confidence that the City's Critical Area Ordinance will control future development of the site remains unchanged, which is why we ask you to include the complete parcels under the commercial designation rather than create dual zoned parcels.

Thank you again for your recognition of the true and appropriate uses for the site.

Mark



EnviroSound Consulting Geotechnical & Environmental Consulting

March 23, 2015

ESC015-GL011

Mr. Mark Kuhlman
Team-4 Engineering
5819 NE Minder Road
Poulsbo, Washington 98370

**CITY COMPREHENSIVE PLAN REDESIGNATION PROPOSAL
FOR NORTHVIEW RIDGE PROPERTIES LLC.**

S. R. 16

BREMERTON, WASHINGTON

TAX PARCEL NUMBERS: 322401-4-113-2005, 322401-4-018-2001, 322401-4-017-2002, AND 322401-4-016-2003

Dear Mr. Kuhlman

EnviroSound Consulting, Inc. (EnviroSound) prepared this letter to address concerns raised by the City of Bremerton with regards to the proposed redesignation of the city parcels. The purpose of the letter is to address steeper slopes found on the property which are highlighted on the attached Figure 1. A representative of EnviroSound performed a site visit on March 19, 2015. Representatives of EnviroSound had previously visited the site in September 2012.

Site Description

The subject property is comprised of four parcels as shown on Figure 1. The three smaller parcels located on the north portion of the property have been partially cleared of trees with grass in place. The three parcels all generally gradually sloped toward the north with the steeper ascending slope located on the eastern lot. The larger south parcel had a plateau area on the northeast portion of the parcel with moderate to steep ascending slopes on the south portion of the parcel. A drainage swale is aligned in a southwest to northeast direction on the west portion of the parcel. The large parcel was forested primarily with mid-sized alder and maple trees with scattered mature maple and cedar trees. There was a secondary understory of young trees and ferns.

Access to the subject parcels is by a driveway off of S.R. 16. At the time of the site visit the property was developed on the north portion of the site with single family residences (SFR's) along S.R. 16 and one SFR with several out buildings on the central portion of the eastern small lot. An unnamed stream flowing north borders portions of the property to the east. Commercial development borders the site to the west-northwest and forested land with scattered SFR's borders the site to the east.

Proposed Development

At the time of this letter there is no proposed development for the subject parcels.

Discussion

In addition to the observation of available soil exposures and reconnaissance of the area, the readily available resources listed below were reviewed.

Resources used:

- “Soil Survey of Kitsap County Washington”, United States Department of Agriculture, 1977.
- “Slope Stability, Kitsap County, Washington”, Jerry Deeter, 1979.
- “Geologic map of surficial deposits in the Seattle 30' by 60' quadrangle, Washington”, Yount et al., 1993.
- “Geologic Map of Washington – Northwest Quadrant”, Washington State Department of Natural Resources, Division of Geology and Earth Resources, GM – 50, 2002.
- The Washington State Department of Ecology Coastal Zone Atlas, Kitsap County (Volume 10) dated 1979.
- U.S.G.S. 7.5 minute series topographic map “USGS Bremerton West Topographic Map”.

The majority of the lower (north) portion of the site is mapped as Kitsap silt loam which is typically found on 2 to 8 percent slopes. Permeability and runoff in the soil is slow with a slight water erosion hazard. The upper (south) portion of the site is mapped as Indianola-Kitsap complex typically found on 45 to 70 percent slopes. Permeability and runoff in the soil is rapid with a high erosion hazard.

The Washington Division of Geology and Earth Resource (WDGER), Geologic Map of Washington - Northwest Quadrant, dated 2002 and the 1993 Seattle 30' by 60' Quadrangle Map, indicates that the upper (south) portion of the site is located in an area mapped as Glacial Till (Qgt). The lower (north) portion of the site is mapped as Vashon Advanced Outwash (Qva). Glacial till is an unsorted, unstratified, highly compacted mixture of clay, silt, sand, gravel, and boulders deposited by glacial ice. Vashon advanced outwash is composed of moderately to well stratified sand and gravel and silt and clay.

A review of “Slope Stability, Kitsap County, Washington”, Jerry Deeter, 1979, and the Department of Ecology Coastal Zone Atlas also dated 1979 was performed in conjunction with preparing this study. The southern portion of the site appears to be located in an area mapped as Unstable (U) slopes. These slopes are generally greater than 15 percent and can include slopes without known failures of sand and gravel, till, or thin soils over bedrock. It should be noted that the mapping was performed in the 1970's and does not reflect more recent activity.

There was no visible evidence of groundwater, springs, or significant seeps observed on the slope face at the time of the March 19, 2015 site visit.

Conclusions/Recommendations

Based upon our reconnaissance's on the subject property and our experience with projects of a similar nature EnviroSound offers the following:

- No visible evidence of recent slides or sloughing was observed on the subject parcels at the time of the site visit. In addition there was no visible evidence of deep rotational slides. There was some minor sliding noted adjacent to the stream to the east at the toe of the slope on the adjacent property.
- It is our opinion that these parcels can be safely developed with a geotechnical engineering study with constructions recommendations for work within/adjacent to the Critical Area Slopes.

Limitations

We have prepared this letter based on standard practices, currently used in this area at the time of preparation. The conclusions are based on the observations made during the site visit. A subsurface exploration program was not conducted as part of this letter. The information presented in this letter was collected and interpreted in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions. Should you have any questions or concerns, which have not been addressed, or if we may be of additional assistance, please call our office at (360) 698-5950.

Sincerely,



Shawn E. Williams, L.E.G.
Senior Engineering Geologist

Attachments: Figure 1- Site Topography



Shawn E. Williams

3-23-15

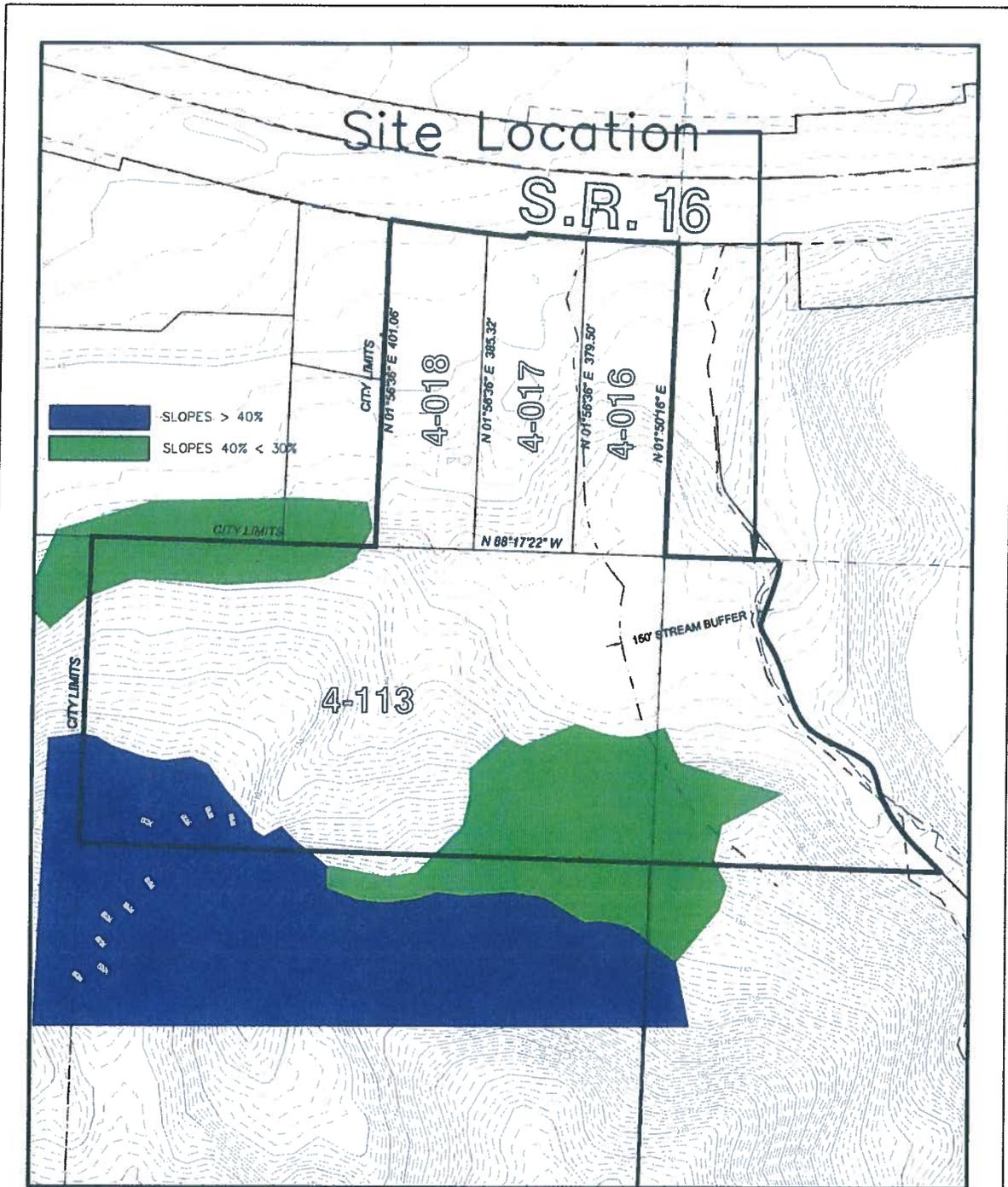


Figure provided by Team-4 Engineering.

Not to Scale



FIGURE 1. Site Topographic

Project: ESC15-GL011
 Project Name: Sinclair Ridge
 Location: Bremerton, WA
 Client: Team-4 Engineering
 Date: March 2015



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

AGENDA TITLE: Workshop for Comprehensive Plan Update: Transportation Chapter
DEPARTMENT: Community Development
PRESENTED BY: Allison Satter, Senior Planner; (360) 473.5845

PROJECT OVERVIEW

The City of Bremerton is currently working on the 2016 Comprehensive Plan Update that is mandated by the Washington State Growth Management Act (GMA). The City is required to evaluate and plan for growth over the next 20 years. Planning Commission and Staff have been holding monthly workshops which focus on evaluating which aspects of the existing Comprehensive Plan are working and what needs to be adjusted. The overarching principles and general concepts within the 2004 Comprehensive Plan continue to be applicable; however, some alterations are necessary to reflect changes related to the economic climate and overall goals of the community. At this time, Planning Commission has held workshops about the draft vision, goals and policies for the following Elements (draft documents can be seen at www.Bremerton2035.com):

- Land Use (including draft Land Use Map and designations);
- Housing; and
- Economic Development

A common theme throughout the update is to streamline and simplify the existing core elements of the Comprehensive Plan and to modernize the plan to ensure compliance with the GMA and other locally adopted planning policies.

SPECIFIC MEETING TOPIC

This meeting will focus on the “Transportation Chapter.” The Transportation Element establishes the local vision, goals and policies for how Bremerton should be planning our transportation system improvements. A good plan helps communities better identify and manage risk, and better understand long-range policy tradeoffs.

This month’s Workshop will focus on the vision, goals and policies, which will help direct Staff’s focus for further analysis on the transportation chapter and supporting appendix. The further analysis will be conducted in the upcoming months with the hiring of specialized transportation consultant to help and will be presented to Planning Commission as a complete Transportation Element and supporting appendix.

ATTACHMENTS

- *Attachment A: Draft Transportation Element Vision, Goals, & Policies*

WORKSHOP DESIRED OUTCOME

Staff is requesting the Planning Commission consider and deliberate on the proposed Transportation vision, goals and policies and provide staff with additions and or revisions.

Transportation Element Overview

The transportation element is one of the main parts of the comprehensive plan and is an effective tool for shaping Bremerton's future development. Development patterns have a major influence on the fiscal health of local governments and on the economic performance of the community. The nature of public streets will influence the level of traffic congestion and the character of neighborhoods. Related requirements will influence the cost to develop in a community and can present both opportunities and barriers to how people can access homes, schools, recreational opportunities and businesses within the community.

The 2004 Comprehensive Plan Transportation Element acknowledged the built environment and identified goals and policies for the future development patterns that included supporting Bremerton's Center approach (higher density and employment opportunities in the Centers and corridors where infrastructure is already existing, and preserving the residential neighborhoods). Within this update, Staff is utilizing the existing Transportation Chapter and supporting appendix as a starting place, but updates are required to be compliant with the Growth Management Act, the countywide planning policies and Puget Sound Regional Council's Vision 2040. To view the 2004 Transportation Chapter and Appendix, it can be located at: <http://www.ci.bremerton.wa.us/185/Comprehensive-Plan>.

Transportation Vision, Goals & Policies

The following section is referring to **Attachment A**, the 2016 Comprehensive Plan Update Draft Transportation Element.

To help guide the future of the City's Transportation system, a general vision statement is needed. This vision should support the implementing goals and policies. The City's proposed Transportation Vision for the 2016 Comprehensive Plan is ***to promote, manage, and maintain a safe and efficient, and integrated multi-modal transportation system to support a healthy and vibrant community.***

With the vision set, Staff reviewed the existing Comprehensive Plan Transportation Element goals. The 2004 Element identifies 13 goals and associated policies. Many of the 13 goals had similar objectives, and as this update is actively trying to consolidate the plan where appropriate, Staff is proposing the following five (5) consolidated goals.

Staff has provided a narrative to each goal for the purpose of this staff report for Planning Commission's consideration.

T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

The function of the transportation system is to reliably allow goods, and people of all ages and abilities, to get where they need to go. A good transportation system connects people and goods safely, efficiently and reliably which in turn helps support Bremerton's economic vitality. This is best accomplished with an interconnected network that provides a variety of transportation choices. No single facility or type of facility can meet the needs of all users because each individual and each trip is different.

T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

The best investment in a community's transportation system is the maintenance and preservation of the existing system. A community can significantly reduce the cost of the transportation system by prioritizing maintenance on their existing system. Adding new facilities to the inventory, while deferring maintenance of the existing system, only creates a larger backlog. By regularly inspecting the condition of transportation facilities, communities can make repairs at the optimal point in that asset's life cycle and lower the overall cost of system maintenance. Considering the increased maintenance and operations costs of new facilities when planning transportation system improvements can ensure that communities retain the financial capacity to keep the system in good working order.

T3. Provide for and improve the safety and security of transportation users and the transportation system.

Decisions about transportation facilities greatly influence the safety of your community. Walking, driving or bicycling on a public street is, statistically speaking, one of the most dangerous things the average person does on a regular basis. How your streets, roads and other transportation facilities are designed, built and maintained will influence safety in multiple ways for all types of users.

T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics, and protect the environment.

Meeting our transportation needs cannot come at the expense of other critical community values, nor can it compromise our ability to meet the needs of the future. Clean air, water and a more stable climate are critical components to Bremerton's health and well-being. A well-planned and well-designed transportation system can meet transportation needs while contributing to these other goals.

T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system..

Federal, state, county and municipal transportation systems are interrelated, so coordination with other units of government is essential. Responsibility for transportation systems spans all levels of government. Bremerton's transportation network connects to state highways, marine highways, federal and interstate highways, and adjacent county roads. However, the public does not experience the transportation system as a series of separate systems, but as a single, unified system, and it expects all the parts to function in an integrated fashion.

The five goals have additional supporting policies. Many of the policies have been lifted and consolidated from the 2004 Comprehensive Plan, however new policies have been also created to address the City's evolution to support all forms of safe transportation in a manageable way.

Staff is seeking Planning Commission's guidance on the vision, goals and policies. Does the draft chapter provide clear policy direction?

GMA & PSRC Requirements

The City is required to comply with the Growth Management Act (GMA) requirements; for the Transportation Element requirements are outlined specifically in [RCW 36.70a.080](#). In addition, the GMA also requires compliance with the multi-county Planning authorities, such as the Puget Sound Regional Council (PSRC). In 2009 and 2010, PSRC adopted [Vision2040](#) and [Transportation 2040](#) which is the multi-countywide long-range Planning and Transportation documents for its member jurisdictions (Kitsap, King, Pierce, and Snohomish). Many of the requirements can be evaluated and addressed by staff, however some requirements are very time consuming to produce or beyond the staff expertise. Such requirements include updating inventories (from all transportation facilities [road, sidewalks, bike lanes, buses, ferries, airports, etc.], and traffic counts), developing multi-year financing plans, to prioritizing capital improvements needed for the future planning horizon.

To ensure compliance with PSRC and the GMA, the City will be hiring outside consultant services. To assist the consultant team's analysis, they will review the Planning Commission's work on the proposed vision, goals and policies. The vision, goals and policies that have been discussed at previous workshops (including this Transportation Element Workshop) will be utilized to direct the consultant's focus. The consultant team's primary tasks are to assist staff with the environmental components (including performing environmental review to be SEPA compliant, and reviewing best available science and reducing greenhouse gas emissions) and provide findings for the Transportation, Capital Facilities and Utilities elements that will be provided as technical appendices to Comprehensive Plan.

These findings will be presented to Planning Commission and the public as available. As for this Transportation chapter, there are several sections of the Transportation Element that will be provided by the consultant's research. This includes analysis for the existing and future city transportation system (including a narrative about the inventories). Attachment A is a preliminary draft of the entire transportation element, and the focus of the review is confirmation of the vision, goals, and policies. Once a consultant is hired the element will be complete with their assistance, and the currently blank area will contain a lot of background data.

Transportation

Transportation Vision

Bremerton strives to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system to support a healthy and vibrant community.

DRAFT

Transportation Element - Table of Contents

Introduction *(to be completed)*

Existing Conditions *(to be completed)*

Future Conditions *(to be completed)*

Goals and Policies

Proposed Improvement Cost *(to be completed)*

Financing & Implementation Plan *(to be completed)*

***To be completed** items require further research that will be provided by consultant services. Upon completion, Planning Commission will review the complete draft document. This April release of the document is to focus on the Vision, goals and policies.*

Transportation

Introduction

To be completed at a later date.

DRAFT

Transportation

Existing Conditions

To be completed at a later date.

DRAFT

Transportation

Future Conditions

To be completed at a later date.

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Transportation Goals & Policies

Discussion: Goals & Policies

The following goals and policies form the foundation of Bremerton's transportation strategy for the future. These goals and policies are to support the overall transportation vision placed at the beginning of this element.

Transportation Goals

These Transportation goals are intended to be the basis for establishing detailed and measurable objectives and related performance measures.

T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

T3. Provide for and improve the safety and security of transportation users and the transportation system.

T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics, and protect the environment.

T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Transportation Policies

The five transportation goals support the overall growth strategy of the City specifically related to the City's transportation system. Associated policies have been created to support and implement the vision established by the goals.

T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

Implementing Policies:

TR1(A): Support and participate in cooperative regional transportation planning processes to ensure consistency and connectivity throughout the region.

TR1(B): Coordinate with WSDOT to ensure state facility improvements meet the goals of Bremerton and Comprehensive Plan, and minimize negative impacts to the local transportation system.

TR1(C): Promote the continuation of passenger only ferry service and support research and development in new ferry technology.

TR1(D): Incorporate the needs of business and commercial traffic flow in the development of

transportation improvements that affect commercial and industrial Centers.

TR1(E): A concurrency level of service (LOS) standard should be determined for all public streets (except as otherwise exempted) in the City of Bremerton in order to serve as a gauge to judge performance of the City's transportation system.

TR1(F): Create requirements such as a concurrency system that ensures adopted Level of Service standards are maintained when new development and re-development occurs.

- *Ensure the concurrency system establishes existing LOS on an identified list of links and/or intersections within the City;*
- *Require the concurrency system to evaluate the impact on LOS during the development permitting process;*
- *Ensure that development permits are not issued unless and/or until maintenance of adopted LOS standards are assured on links or at intersections impacted by a development proposal.*
- *Consider latecomer agreements to be developed and utilize for street improvements.*
- *Balance Level of Service appropriately with connectivity and mobility.*

TR1(G): Maintain and improve connectivity to link centers to neighborhoods and to the arterials. Including working with transportation providers to develop a public transportation system that allows convenient and efficient travel between Centers and ensuring that designated Centers are walkable, and encourage connectivity.

TR1(H): Inventory and assess parking capacity needs in the Downtown area.

- *Work with the United States Navy, Washington State Ferries, the City of Bremerton, and other major employers in the Downtown Core to address parking demands and their impacts on urban development.*
- *Encourage major employers to address and plan for increased parking demands. Encourage efforts to address increased parking demands through parking structures, transportation facilities, and other multi-modal solutions rather than promoting or expanding surface parking.*
- *Acknowledge the negative impacts surface parking has on urban renewal and economic growth and avoid increased surface parking.*

TR1(I): Encourage transportation improvements that take advantage of Bremerton's waterfront, by providing pedestrian and bicycle paths near the waterfront and encouraging development of urban boating opportunities including non-motorized craft such as kayaks. Identify, and clearly post, public beach access.

TR1(J): Support movement of freight by establishing and identifying clear signage, truck, hazardous material transport, and oversized load routes.

TR1(K): Identify possible corridors for development of future mass transit options such as bus rapid transit, etc.

TR1(L): Expand opportunities for public involvement in the identification, design, and implementation of transportation related improvements within Bremerton.

TR1(M): Enhance the movement of all people by implementing a plan that meets the Americans with Disabilities Act (ADA) requirements throughout the City.

T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

Implementing Policies:

TR2(A): *Require new development and redevelopment to incorporate transit, pedestrian, and non-motorized transportation measures during the development review process, including measures such as:*

- *Providing bus and transportation shelters and/or pullouts;*
- *Providing adequate sidewalks, pathways and crosswalks for access by all persons;*
- *Minimizing walking distance between buildings, streets, sidewalks, and transit stops;*
- *Extending the connectivity of the pedestrian, bicycle, and grid street system;*
- *Minimizing auto-dominance on streets by working towards further developing complete streets with multi-modal functions;*
- *Incorporating open space, and/or green space in streetscapes to enhance the pedestrian environment.*

TR2(B): *Enhance and maintain the functionality of the local circulation system by:*

- *Developing and utilizing clear and uniform wayfinding signage to guide traffic throughout the City;*
- *Encouraging bus pull-out lanes in convenient and appropriate locations;*

TR2(C): *Support the existing transportation grid system to promote a quality system to connect the commercial and industrial centers.*

TR2(D): *Incorporate appropriate street lighting as it relates to the land uses (i.e., residential, industrial, commercial use).*

T3. Provide for and improve the safety and security of transportation users and the transportation system.

Implementing Policies:

TR3(A): *Ensure transportation system safety for users and the transportation system through maintenance of infrastructure, and incorporation of safety enhancements, in transportation improvement projects.*

TR3(B): *Maximize the functionality and safety of the local circulation system.*

- *Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian accidents, confusing circulation patterns, and line-of-sight obstructions;*

TR3(C): *Further develop the Complete Streets ordinance to better be utilized within the City.*

TR3(D): *Provide a transportation system that effectively serves the needs of and encourages safe pedestrian, bicycle and other non-motorized travel by implementing the policies of City of Bremerton's Non-Motorized Transportation Plan.*

TR3(E): *Encourage the use of public transit by bicyclists and pedestrians by:*

- *Providing safe, attractive, and comfortable walkways and waiting facilities at public transit loading areas;*
- *Providing bicycle storage at transit facilities including bus stops;*
- *Installing bicycle racks on buses, and*
- *Developing and distributing information concerning local and regional non-motorized routes.*

TR3(F): *Reflect the urban nature of roadways within Bremerton by encouraging, where appropriate:*

- *Street trees and landscaping;*
- *Traffic calming strategies and devices;*
- *On-street public parking;*
- *Appropriately scaled and consistent street lighting;*
- *Frequent and appropriate accommodations for transit stops;*
- *Regularly spaced and ADA compliant crosswalks and sidewalks.*

TR3(G): *Minimize the impacts of traffic on residential neighborhoods by discouraging the use of local access streets by non-local traffic.*

TR3(H): *Restore/create unique neighborhoods via formation of distinctive streetscapes and traffic controlling devices.*

TR3(I): *Reduce speed on neighborhood streets through the use of street design devices such as curb bulbouts, "median obstacles," or other measures proven to be safe and effective at reducing travel speeds. Traffic calming measures should include minimizing neighborhood street widths and pedestrian crossing distances to promote a sense of safety for pedestrian crossings.*

T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics, and protect the environment.

Implementing Policies:

TR4(A): *Minimize impacts of road construction on environmentally sensitive areas; minimize damaging storm water runoff and pollution from road use and maintenance.*

- *Implement programs that encourage the planting of low-maintenance, vegetated groundcover and trees (where space is adequate) along roadways;*
- *Where possible the City shall require the use and maintenance of natural vegetated stormwater controls (bioswales, etc.).*

TR4(B): *Encourage City vehicles to utilize sustainable fuel and reduce emissions/air pollution.*

TR4(C): *Where possible, the City shall require the under-grounding of overhead utilities.*

TR4(D): *Require street beautification including landscaping along the edge of parking areas to reduce visual impact and aid in filtration of runoff.*

TR4(E): *Maintain existing and create new engineered bike lanes and adopt street standards that require bike lanes on identified bike routes to encourage healthier options for the community.*

T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Implementing Policies:

TR5(A): *Work with Kitsap County, WSDOT, regional transportation agencies, and transportation providers to plan, fund, and implement joint transportation projects and programs.*

TR5(B): *Coordinate plans and development with the Puget Sound Regional Council (PSRC)'s Transportation 2040 and Kitsap Countywide Planning Policies for regional consistency.*

City of Bremerton Comprehensive Plan

Transportation Element – DRAFT (April 2015)

TR5(C): *Support improvements on state highways to reduce congestion, and improve safety and access for through traffic, local traffic, non-motorized and transit users.*

TR5(D): *Work with WSDOT to develop solutions for the access to and from Bremerton with focus on the Gorst interchange.*

TR5(E): *Coordinate with Washington State Ferries and other possible service providers to operate ferry services to Bremerton that meet local service and commuter needs, coordinate with all travel modes, and provide regional service.*

TR5(F): *Support and promote ferry system programs that maximize the convenience of non-motorized connections, and high-occupancy vehicle (HOV) use, by providing priority status and discouraging single occupancy vehicle use on ferries.*

TR5(G): *Work with Washington State Ferries and Kitsap Transit to coordinate transit schedules of multiple modes of transportation, and to further transportation conveniences including multi-modal options.*

TR5(H): *Work with Washington State Ferries and Naval Base Kitsap and Puget Sound Naval Shipyard to coordinate schedules to reduce congestion from worker releases and the releasing of ferry commuters.*

TR5(I): *Encourage transportation agencies, especially public transit, to operate and maintain local/regional services and facilities that reduce the need for single-occupant vehicles and support the needs of transit-dependent users. Support efforts to expand usage and infrastructure for mass transportation.*

TR5(J): *Work with Kitsap Transit to establish and designate convenient park and ride locations. Incentives could include giving priorities to establishing park and ride in existing parking lots, and forming partnerships with community organizations along easily accessible arterials that have dormant parking during traditional commuting hours (i.e., churches).*

TR5(K): *Develop Travel Demand Management (TDM) strategies to minimize the need for additional transportation infrastructure and expenditures. Continue to coordinate with local employers, including the Puget Sound Naval Shipyard, to implement commute trip reduction plans and programs and stagger release where feasible.*

Transportation

Proposed Improvements & Cost

To be completed at a later date.

DRAFT

Transportation

Financing and Implementation Plan

To be completed at a later date.

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