

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

Zoom Meeting Option

<https://us02web.zoom.us/j/89696112427?pwd=TVdmWG1rN1UybUd4ajR5WkVlej4dz09>

Webinar ID: 896 9611 2427

Password: 246507

One tap mobile:

+1 253 215 8782 89696112427# *246507#
US (Tacoma)

Dial by your location:

+1 253 215 8782 US (Tacoma)
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I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF THE AGENDA

IV. APPROVAL OF MINUTES: March 20, 2023 meeting

V. PUBLIC MEETING

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

B. Workshop:

1. Environmental chapter of the City's Comprehensive Plan for the 2024 Update

VI. BUSINESS MEETING

A. Chair Report: Richard Tift

B. Director's Report: Andrea Spencer

C. Old Business:

D. New Business: Planning Commission delegate selection for the CDBG Grant Review Committee

VII. ADJOURNMENT: The next meeting of the Planning Commission is Monday, May 15, 2023.

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

DRAFT

Subject April 17, 2023, Approval

CITY OF BREMERTON

PLANNING COMMISSION MINUTES OF REGULAR MEETING March 20, 2023

CALL TO ORDER:

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

ROLL CALL

Commissioners Present

Chair Tift
Vice Chair Rich
Commissioner Coviello
Commissioner Flemister
Commissioner Mosiman
Commissioner Pedersen
Commissioner Wofford

Staff Present

Andrea Spencer, Director, Department of Community Development
Garrett Jackson, Planning Manager, Department of Community Development
Christina Raine, Project Assistant, Department of Community Development

Quorum Confirmed

CHAIR CALL FOR MODIFICATIONS TO AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

COMMISSIONER WOFFORD MOVED TO APPROVE THE MINUTES OF FEBRUARY 27, 2023, AS AMENDED. COMMISSIONER COVIELLO SECONDED THE MOTION, WHICH CARRIED 6-0-1, WITH COMMISSIONER FLEMISTER ABSTAINING.

PUBLIC MEETING

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

Chair Tift invited comments from citizens.

Jim Cline, Interim Vice President of the Charleston Business District, reported that the business district has implemented the Tidy Up Tuesday Program, which encourages all merchants to clean up the fronts of their stores on Tuesdays. They have also worked with the realtor for the old Wells Fargo Bank building to clean up the site and address the ongoing problem of homelessness and litter. He said the business district would like to continue its work with the City to identify programs and projects that will implement the existing subarea plan.

Workshop: Housing Element of the City's Comprehensive Plan for the 2024 Update

Mr. Jackson said the purpose of the workshop is for the Planning Commission to consider public comments received during the workshop and provide feedback to staff on the existing Housing Element of the Comprehensive Plan. He announced that Jeffrey Flogel and Blaine Peet were the February winners of the Bremerton tumblers. He reminded the public that those who provide comments related to the Comprehensive Plan will be automatically entered into a monthly drawing to win one of the tumblers.

Mr. Jackson reviewed that the State requires local jurisdictions to update their Comprehensive Plans to be consistent with the Growth Management Act (GMA). The City plans regionally with the Puget Sound Regional Council (PSRC), and they provide a guiding document for regional planning growth called Vision 2050. The City also plans with the Kitsap Regional Coordinating Council (KRCC). The KRCC's Countywide Planning Policies guide development within Kitsap County. The City's Comprehensive Plan must address local needs, while also meeting criteria for KRCC, PSRC and GMA. He reminded the public that the City is forecasted to grow to just under 64,000 people by the year 2044, which is an increase of about 30%. Jobs are forecasted to increase by about 58,000 or about 25%.

Mr. Jackson advised that an Environmental Impact Statement (EIS) scoping notice was sent out to the public via postcard, and about 75% of the respondents indicated that population growth should be located in existing centers and high-density areas. The City has been implementing a "centers" approach since 2004. The intent is to protect lower-density areas by concentrating the most intense development in the centers and ensure the strategic and efficient use of infrastructure. Centers are also the accepted method of development per the PSRC and KRCC.

Mr. Jackson shared a table that provides a brief overview of the City's population. He pointed out that from the 1980 census to the 2010 census the City only grew by about 4% (36,209 to 37,259). However, it is important to note that because the City is directly adjacent to Naval Base Kitsap (NBK), the population counts can vary due to ship location. During that same time period, the population increase in Kitsap County was about 42%. Between 2010 and 2020, the City's population increased by 14% (43,988) and the most recent Office of Financial Management Population Forecast (April 2022) had the City at just over 45,000.

Consistent with the Commission's review of each element of the Comprehensive Plan, **Mr. Jackson** reviewed the vision and goals in the Housing Element and invited the Planning Commission and public to provide feedback as to whether or not the aspirational statements are still applicable.

- **Vision.** *Encourage the growth of Bremerton by strategically locating a wide variety of housing types throughout the City in a way that protects the environment and fosters community health.*
- **Goal H1.** *Protect and enhance Bremerton's existing quality housing stock.* An example of this could be the Community Development Block Grant (CDBG) Program to weatherize and provide minor repairs for homes throughout Bremerton.
- **Goal H2.** *Encourage the development of a variety of housing options and densities to meet the changing needs of Bremerton's residents.* An example of this is the recently-adopted housing types for low-density and medium-density residential zones, adding duplexes, townhomes and cottage homes.
- **Goal H3.** *Support access to quality and affordable housing for all Bremerton residents.* An example of this is the Multifamily Tax Exemption (MFTE) Program, which provides an additional tax exemption for properties that provide affordable housing. The City is working on anti-displacement regulation for new development.
- **Goal H4.** *Implement and coordinate strategies that promote public and private efforts to facilitate improvements to the housing stock.* The City has a variety of public partners, including the Bremerton Housing Authority, Kitsap Community Resources, Kitsap Mental Health and others. These partners work in concert with private developers to ensure that that Bremerton's housing stock is expanded.

Mr. Jackson advised that there are also new State requirements that must be incorporated into the Comprehensive Plan. Previously, the City had to plan for a number of housing units based on forecasted populations from the State. Now, the State has further segmented this requirement into planning for housing types across all income bands. The State forecasts that an additional 1.1 million homes will be needed within the next 20 years, and there has been some inequity as far as the types of homes that have been constructed. The State also forecasts that an additional 91,000 emergency housing beds will be needed

in Washington during that planning period. He reviewed the five income bands that the City must plan for, noting that the area median income is based off all of Kitsap County.

- **Extremely Low-Income Households** are defined as a single person, family or unrelated persons living together whose adjusted income is at or below 30% of the average median income (AMI) adjusted for household size. This band includes both Permanent Supportive Housing (PSH) and Non-PSH. If your income is between 0% and 30% AMI, it is possible that you are in some sort of housing transition and may need PSH. A good example would be the new Pendleton Place project on Kitsap Way.
- **Very Low-Income Households** are defined as a single person, family or unrelated persons living together whose adjusted income is 31-50% AMI.
- **Low-Income Households** are defined as a single person, family or unrelated persons living together whose adjusted income is 51-80% AMI.
- **Moderate-Income Households** are defined as a single person, family or unrelated persons living together whose adjusted income is 81-120% AMI.
- **Higher-Income Households** are defined as a single person, family or unrelated persons living together whose adjusted income is greater than 120% AMI.

Mr. Jackson explained that the City must demonstrate it has planned for each of the income segments. He shared a table from the Department of Commerce that breaks down zoning categories, housing types and income levels. As per State guidance, detached single-family homes are associated with higher-income households, and townhomes, duplexes, triplexes and quadplexes are associated with moderate-income households. The remainder of housing for low-, very low- and extremely low-income households is associated with apartments, and accessory dwelling units (ADUs).

Mr. Jackson shared a graph illustrating the different income bands for Washington State and the percentage of population that is supposed to be absorbed in the State overall and in Kitsap County's jurisdiction. He summarized that, in Kitsap County, lower-income households are requiring a little more housing proportionally percentage wise than the State overall. Washington State Department of Commerce (Commerce) is still fine tuning what the individual jurisdictions' numbers will be, but they expect to have them soon. He explained that while the State's forecast is 1.1 million homes over the next 20 years, the PSRC is actually planning out to 2050. It is anticipated that an additional 800,000 new homes will be needed in the PSRC counties (Kitsap, King, Snohomish and Pierce). The State has three pillars that local jurisdictions must plan around for their housing elements. They are known as the Three S's of Affordable Housing:

- **Supply.** Build more housing of different types to support each demographic within the jurisdiction.
- **Stability.** Provide opportunities for residents to live in housing that meets their needs. For example, being located on a transit corridor will help people get from home to work. Is it walkable and bikeable?
- **Subsidy.** Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents. This will be a larger portion of the updated Comprehensive Plan to recognize that the lower-income levels will need to be subsidized. Pendleton Place is a good example of a fully-subsidized housing complex.

Mr. Jackson shared a graphic to recognize the interplay between what local government is able to do and what other public- and private-sector partners are needed to make development happen. For example:

- **Stability.** The City funds weatherization and home repair programs and has created development displacement programs. It has also set rental unit housing standards through code enforcement. If there is something wrong with the rental stock, code enforcement shows a basic level of housing consistent with City code.
- **Supply.** The private sector is more involved in addressing this element, but the City can help by implementing changes to the land-use regulations (see Infill Toolkit) and providing predictable permitting timelines.
- **Subsidy.** This could include rental assistant programs provided by the City, the MFTE, and a potential utility rate discount.

Mr. Jackson said the State asks jurisdictions to answer four questions:

- ***Does the housing element support sufficient housing to address the community’s population and housing growth targets?*** At the Commission’s February meeting, staff presented population and housing numbers for the City’s growth strategy.
- ***Does the housing element support housing growth where it will be supported by regional and local transportation infrastructure?*** Kitsap Transit and the PSRC have indicated that 65% of the population growth is supposed to occur along the planned rapid-transit corridor (Highway 303) leading from the downtown Bremerton Ferry Station up to Silverdale. That is where most of the City’s growth is planned.
- ***Do housing policies support the provision of housing to meet the needs of households with lower incomes and special needs?*** Reconsidering the types of housing allowed in each zone can open up areas that have been economically and/or racially segregated in the past.
- ***Do policies work to address racially-disparate impacts?*** This can also be addressed by reconsidering the housing types allowed in each of the zones.

As discussed at the January and February Planning Commission meetings, **Mr. Jackson** advised that Bremerton’s Housing Strategy is to focus development along transit routes and centers. The bulk of the zoning changes are proposed within the Downtown Subarea, which is within a 10-minute walkshed of NBK, ferries and bussing. This is in concert with the vision found in Kitsap County’s newly adopted plan of a Bremerton to Silverdale bus rapid transit. It also helps to address racial equity via different housing types.

Mr. Jackson recalled that, at their last meeting, the Commission talked about the types of housing allowed in the low- and medium-density residential zones. Staff provided an example of how a 7,000 square foot single-family home is allowed in these two zones, but a 7,000 square foot multifamily building that might house up to 11 families is not allowed by the code. The footprint, square footage and number of stories would be same, and multifamily uses are already allowed in low-density residential zones in the Kitsap County Urban Growth Areas (UGAs), which the City will likely annex at some point in the future. To maintain equity and jurisdictional cohesion, the Commission should consider allowing multifamily uses in low-density zones in Bremerton.

Mr. Jackson recalled that, at their last meeting, the Commission asked how pending State legislation would impact the City’s Comprehensive Plan update. The answer provided to this point is that staff will pivot, if necessary, in order to meet any pending State requirements. However, he acknowledged this could be difficult. For example, Senate Bill (SB) 5466 has been passed by the Senate and is currently in the House for consideration. The PSRC has shared a map that provides a visual representation of the areas in the City that the legislation would apply to. The bill would require cities to allow a minimum floor-area-ratio (FAR) of 4 to 6. Regardless of the size of a lot, you would be allowed to construct a building that is four times the square footage of the lot. No density restriction would be allowed, and no parking would be required within this geographic area. The minimum qualifying transit service would be seven days per week, with a minimum of three buses per hour for a span of at least 10 hours per day during weekdays. He summarized that SB5466 would have a significant impact on the City’s land uses, as it would result in more than a 1,000% increase just in the portion of low-density residential identified in the geographic area. Staff has requested further information from the State on the specifics of the legislation, and Kitsap Transit, the PSRC and State stakeholders are working through the details of the bill.

Mr. Jackson cautioned that it isn’t possible for the City to plan for every pending legislation. Sometimes the differences are so great that it would take the City very far afield of what is currently required by the State. For an example of how SB 5466 might be applied, he shared that the Marina Square development has a gross FAR of 3.5. This is a three-story, mixed-use building with a far lower FAR than what the City would be required to allow.

Mr. Jackson advised that all of the comments received to date can be viewed online at www.bremerton2044.com. For the Commission’s information he provided a brief synopsis of those that have been received since their last meeting.

56. **Marianne Weber** supports staff-proposed structure heights. She provided specific development recommendations for downtown.
57. **Allison Satter** provided formal public comments for NBK related to the joint land-use study and further coordination with the Navy. Staff is meeting regularly with the Navy to sort through the issues.
58. **Kathleen Kersten** writes that traffic and parking in the downtown is a concern.

59. **John Clauson, Kitsap Transit**, supports the proposed changes to the Land-Use Element that were presented at the Commission’s February meeting.
60. **Jennifer Kreidler-Moss, Peninsula Community Health Services**, writes to support the proposed changes for the Bay Vista Subarea Plan.
61. **Doug Skrobot** writes to support his previously-submitted mapping request.
62. **James Clough, Kitsap County Realtor Association**, writes to support the proposed changes to the Downtown Subarea Plan.
63. **Lori Knapton** writes to support lower residential cluster development open space requirements of 15%.

Chair Tift invited members of the public to comment on the staff presentation. There were none.

Commissioner Wofford asked staff to explain how AMI for Bremerton is determined. **Mr. Jackson** answered that the AMI for Bremerton is based off all of Kitsap County and is done by the Department of Housing and Urban Development. Traditionally, it has been skewed by incomes on Bainbridge Island.

Commissioner Mosiman asked if there are any housing policies or goals that have been met, are no longer applicable or need to be updated. **Mr. Jackson** answered that, as called out by the State and the PSRC, some changes are needed to include standards for racial equity. **Director Spencer** said that, in addition to the goals outlined by Mr. Jackson, the implementation strategies will need to be updated to reflect current practices for densities, etc. This is particularly true for the low-density residential zones to address racial inequities.

Commissioner Mosiman asked staff for clarification on the term “special needs” that is used in Goal H2(E). **Mr. Jackson** cautioned that thorough definitions will not be provided for every population type. That is more appropriate for the zoning code. However, he agreed to note the ambiguity and try to provide more clarity in a revision of the policy based on direction from the Commission. **Commissioner Mosiman** suggested the term should be taken out because the term is used widely in other venues and could result in confusion. **Director Spencer** explained that the intent is to make sure the housing policies are reflective of the needs of students who need close proximity to the college, etc. She agreed that the word “special” could be eliminated. She said staff would review the policies and identify other situations of ambiguous language.

Commissioner Coviello asked if the City has reached out to the Bremerton Housing Authority and if they have provided any comments regarding the Housing Element of the Comprehensive Plan. He referred to the slide showing the Department of Commerce’s housing types, which listed condominium under a lower AMI. His observation is that condominiums are expensive. He asked if any progress has been made on promoting condominium construction in the City. **Mr. Jackson** responded that the City receives condominiumization proposals every year, but insurance issues are still being worked out with the State in order to make it more advantageous to developers and lessen the amount of risk. Staff is scheduled to meet with the Bremerton Housing Authority later this month to go over the finer points of the Comprehensive Plan update and get feedback from them.

Commissioner Rich commented that the implementing policies under Goal H3 read like small paragraphs compared to the implementing policies in the rest of the Housing Element. Because they address things that people are particularly concerned about, she hopes they can be more similar to the other implementing policies. They need to be more specific and easier for people to understand.

Commissioner Pedersen observed that many of the comments submitted by the Suquamish Tribe are related to natural resource protection. He asked if the City could consider mapping natural resources on the outskirts of the City, such as stream buffer areas. He said it would be helpful to see where the stream resources are located and explore what additional buffers the City could require. **Mr. Jackson** answered that the County is currently working with the City of Bremerton to retype and map streams. Since the last Comprehensive Plan update, there has been a reclassification of streams by the Department of Fish and Wildlife, which leads to more streams being designated as fish-bearing. If a proposed development would fall within the most extreme buffer of a stream, the City requires the developer to get the stream typed by the Department of Fish and Wildlife because the City and County maps can sometimes be inaccurate.

In thinking of problems that might have slipped through the cracks in planning over the past 10 years, **Commissioner Pedersen** recalled the large tower that was planned for the Eagles Building. Although a number of residents voiced concern about its

height, there is no height limit in the Downtown and South Kitsap Industrial Subareas. He asked if his fellow Commissioners would be interested in exploring at least some height limit in these areas. He said he would be interested to learn how other jurisdictions address this issue. **Commissioner Wofford** said his understanding is that the height limit in the Downtown Subarea is 80 feet, with the option of additional height if certain amenities are included. **Mr. Jackson** said there is a bonus amenity program for FAR and height that allows incremental height increases. However, in the downtown core of the Downtown Subarea Plan, the height limit is market driven.

Commissioner Coviello asked if there are any safety regulations regarding height in the Downtown Subarea, such as from the Fire Department. He asked if there has been any recent push from the public to limit heights. **Commissioner Pedersen** said the concern came up through his own anecdotal conversations with members of the public. **Chair Tift** added that NBK has also identified some concerns related to height. He noted that the current height regulations have been in place since at least 2007. It's anyone's guess whether the market will result in a high-rise building. **Director Spencer** advised that staff hadn't planned on doing big edits to the established zones in the Downtown Subarea. However, at their last meeting, staff provided an overview of small expansion areas and tweaking some of the residential areas that are outside of the market-driven heights. In addition, staff will continue to work with NBK to address security measures for building heights closer to the fence line. However, these changes will be made in the Zoning Code and not in the Comprehensive Plan. She cautioned that lowering building heights would impact the City's ability to meet the housing targets.

Chair Tift asked what Senate Bill 5466 would do to the work done so far if it passes. **Director Spencer** responded that it would essentially require the City to start over. At this time, they don't know if the proposal for bus rapid transit, which is many years into the future, would even qualify to trigger the requirements of the bill. There needs to be a lot more clarity about the definitions provided in the bill, as well as the bill's intentions. Staff has spent a lot of time talking to the City's lobbyist, who attempts to influence how the bills are crafted and works very closely with the Association of Washington Cities (AWC). The AWC doesn't support the bill and has been trying to get it shaped correctly so that it can be implemented by local jurisdictions. As currently proposed, the change to low-density residential zones would result in a nearly 1,000% increase in development capacity, and the City doesn't have the infrastructure to support that kind of growth, and it isn't likely that other jurisdictions in the State would have the needed infrastructure, either. The City has written comment letters for the legislature's consideration. If the bill is passed, she is concerned that the City would not be able to meet the timelines established by the State to update the Comprehensive Plan by the end of 2024.

Commissioner Coviello said he spent the day in his regular job analyzing both the Senate and House bills. While he isn't a lawyer, he has a strong confidence that they would not apply to Kitsap County, as they reference a Revised Code of Washington (RCW) law that was essentially created for Sound Transit. **Director Spencer** said the concern is that the bills have round-robin references to transit, etc. Taking what they know of local plans, policy analysts at PSRC reviewed the bills and developed the map that was presented earlier in the meeting. She summarized there are a variety of interpretations, and staff intends to use as much influence as possible to make sure the City is not negatively impacted.

BUSINESS MEETING

Chair Report

Chair Tift commented on 100% attendance by the Commissioners.

Director Report

Director Spencer did not have any items to report.

Old Business

Commissioner Wofford asked Director Spencer for an update on how permitting has been going over the past few months. **Director Spencer** advised that the number of permits that have been issued is low, but the amount that is in the review queue is the highest they have ever seen. This is highly unusual, and she is working on a data analysis to identify why.

New Business

DRAFT

There was no new business.

ADJOURNMENT

The meeting was adjourned at 6:29 p.m.

Respectively Submitted by:

Andrea L Spencer, AICP
Executive Secretary

Rick Tift, Chair
Planning Commission

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

AGENDA TITLE: Workshop for Comprehensive Plan Update: Environment
DEPARTMENT: Community Development
PRESENTED BY: Garrett Jackson, Planning Manager; (360) 473.5289

MEETING PURPOSE

As part of the ongoing 2024 Comprehensive Plan Update, this workshop is intended to gather public input about the Environmental chapter of the City's Comprehensive Plan. As the City completed updates to the Shoreline Master Program (SMP) and Critical Area Ordinance (CAO) in 2021, it is not expected that substantive changes to these documents will be necessary. As such, this report primarily focuses on Climate Change related aspects to the Environmental Chapter.

PROJECT OVERVIEW

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

ORDERS OF THE DAY

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

ATTACHMENTS:

Attachment A: Current Comprehensive Plan Environmental Element

Attachment B: Draft Revised Vision, Goals, and Policies

Attachment C: Kitsap County Climate Change Resiliency Assessment, Executive Summary

COMPREHENSIVE PLAN, ENVIRONMENT CHAPTER

On April 8th, 2023 HB 1181 “*Improving the state's response to climate change by updating the state's planning framework*” passed both Chambers in the Washington State legislature. While the Governor has yet to sign the legislation, it is anticipated that this process will be completed. This bill adds additional required Climate Change criteria to be included in 2024 Comprehensive Plans. Future direction from the Department of Commerce is expected to assist jurisdictions in navigating these likely changes. With this in mind, the Planning Commission should consider this workshop as an introduction to the Environmental Element with more State compliance information to come at a future date.

Each element of the Comprehensive Plan is accompanied by a *Vision* statement, that is later further broken down into more specific goals. Last month, the Planning Commission considered the overarching *Vision* statement of the Housing Element of the Comprehensive Plan. The Environmental Element *Vision* reads:

“Protect Bremerton’s natural environment by meeting the needs of today’s citizens without compromising the needs of future generations.”

The *Vision* statement for this element imparts the importance of including long-term environmental impacts when analyzing the many development needs of the City. The goals of the Environment Element section are provided below; the full text of this element is provided as Attachment A.

E1. Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

E2. Earth: Preserve and enhance vegetation and earth resources.

E3. Water: Protect water resources for present and future generations.

E4. Air: Ensure compliance with good federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.

The Planning Commission should be prepared to direct Staff on any potential changes to the vision, goals, and policies of the current Comprehensive Plan Environment Element. An overview of impending State requirements is provided with the remainder of this report. The Planning Commission should note that State and Regional guidance on the Environment Element is yet to be finalized, and additional direction is expected from the State prior to Staff providing an updated Environment Element section for Planning Commission review.

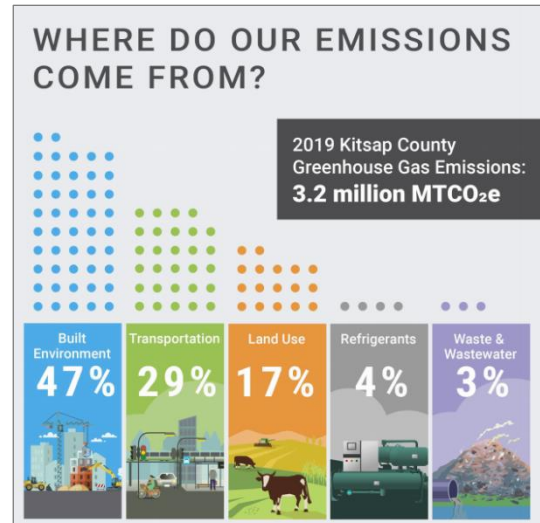
The Planning Commission should also note that initial revisions to the Vision, Goals, and Policies are provided in legislative mark-up as Attachment B; please see the example below. Each revision is accompanied by a *Staff Note* indicating the reason for the proposed change.

E4. Air: Ensure Support compliance with good applicable federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution and greenhouse gases, in order to address impacts of climate change.

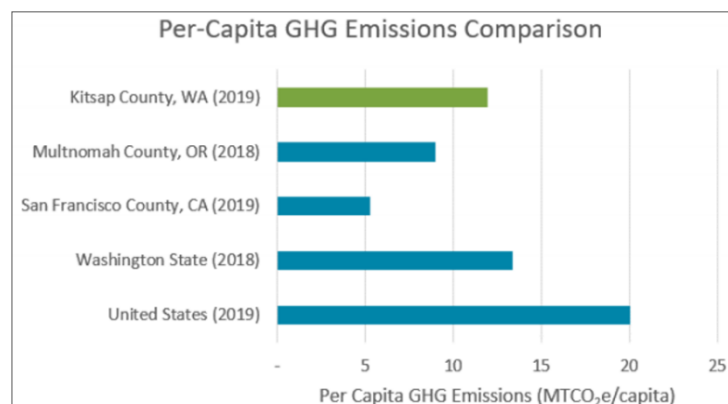
Background

The Environmental Element of the Comprehensive Plan relays goals and policies intended to protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water. Updates to the Environmental Element of the Comprehensive Plan will inform any needed alterations to the City [Critical Area Ordinance](#) (CAO) and [Shoreline Master Program](#) (SMP). As the SMP and CAO were last updated in 2021 to include *Best Available Science*, as required by [RCW 36.70A.172](#), it is not anticipated that substantive changes will be required. This Planning Commission meeting will focus on State requirements for the Comprehensive Plan, with formal assessments of the CAO and SMP to be discussed at future workshops. Per pending State legislation, this Comprehensive Plan update will now include more direction on how to implement Climate Change goals across jurisdictions.

Forecasted local impacts due to Climate Change are detailed in the *August 2022 Kitsap County Communitywide Geographic Greenhouse Gas Emissions Analysis* (hereafter referred to as the KCGGA). 2019 Kitsap contributors to Greenhouse Gas (GHG) emissions are detailed in the report, an illustration of individual contributing sectors can be viewed in the adjacent image. State and Regional contributing sectors breakdowns are also provided later in the report, readers will note that sector

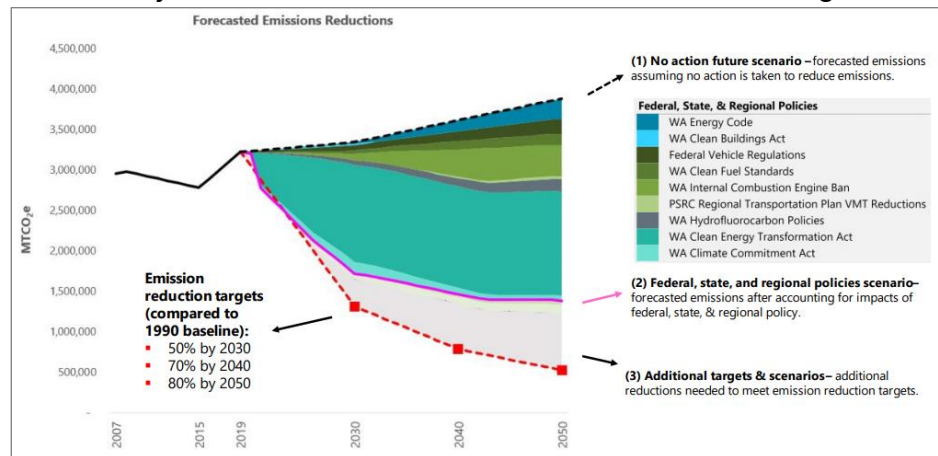


categories used by differing jurisdictions are not the same; this lack of standardization in reporting no doubt contributes to an unnecessary lack of understanding on the issue. The report notes that overall GHG emissions increased 16% from 2015 to 2019, while population increased 5% during that time. GHG increases are associated with tree loss, electricity fuel mix, and population growth. Though it should be noted that measured tree cover loss does not necessarily indicate deforestation, as it can result from harvesting, fire, disease, or storm damage. It is noteworthy that Transportation takes up a smaller percentage of GHG emissions in Kitsap (29%) than it does in the PSRC jurisdictions (35%) and Washington State (39%). The report notes that transportation emissions in 2019 decreased 2% from 2015 due to increased vehicle efficiency requirements, interestingly however, overall and per-capita Vehicle Miles Traveled have increased during that time period. As seen in the image below, the KCGGA finds that per capita Kitsap County has lower GHG emissions than the United States and Washington State as a whole. At 47%, the Built Environment is the largest contributor to GHG in Kitsap, 36% alone is attributed to electricity use in the Built Environment.



It should be noted that at the March 30, 2023 [Kitsap Energy Summit](#) Puget Sound Energy (PSE) addressed emissions originating from our electric utility provider. PSE representative noted a company commitment to reducing emissions from electric and gas operations and electric supply to net zero by 2030. By 2045, PSE will have a 100% carbon-free electric supply. PSE aspires to reach net zero carbon emissions for natural gas used in customer homes and businesses by 2045, with an interim target of a 30% emissions reduction by 2030. Here is a short [promotional video](#) providing additional detail to PSE emissions plans.

The report provides a wedge analysis *progress-report* illustrating how Federal, State, and Regional efforts to address Climate Change will reduce GHG emissions by the year 2050 to 80% of 1990 levels. As seen in the adjacent chart, the KCGGA estimates that existing federal, state, and regional policies will reduce Kitsap County's GHG emissions by 47% by 2050; this is only approximately half of what is needed to meet the State's goal of 95% reduction by 2050. The Planning Commission is encouraged to review this report, though some key findings are provided as follows:



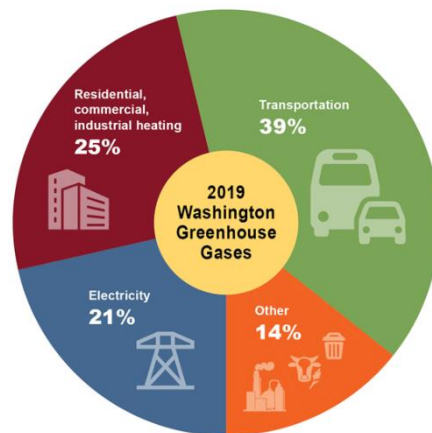
- *Sea level rise in Bremerton is expected to increase between .15-feet to 2.15-feet by the year 2100.*
- *By 2100, the number of extreme heat days are projected to increase by 17.1 days under a low-emissions scenario and 42.9 days under a high-emissions business-as-usual scenario.*
- *The annual average temperature will warm between 4.9°F and 8.5°F by 2100, and the maximum daily summer temperature will warm between 6°F and 10.5°F by 2100.*
- *The surface and subsurface water temperatures in Hood Canal and Puget Sound have warmed from 0.8°F to 1.6°F since 1950. Warmer waters for Kitsap County and the broader Puget Sound will have cascading impacts, including decreasing dissolved oxygen levels, increasing the likelihood of harmful algal blooms, and stressing marine species dependent on colder water, such as salmon and shellfish*
- *Under all climate scenarios, stream temperatures are projected to increase by 4.0°F to 4.5°F in response to warmer air temperatures and decreasing summer streamflow by the end of the century. By the 2080s, Puget Sound rivers will regularly exceed the thermal tolerance threshold for cold-water species, such as salmon and char, ranging from an average annual increase of a few days to 7.5 weeks*
- *There are clear historical correlations between climate change and air quality, as air quality degrades from wildfire smoke, increases in ozone, and increases in airborne allergens. Degraded air quality is clearly linked to acute and chronic health disease, particularly respiratory illnesses.*
- *Food insecurity will likely increase in the future, especially children, elderly people, Tribal and Indigenous peoples, outdoor laborers, homeless people, and people with chronic illnesses, among others.*

- *Future climate change projections will likely affect current industries and businesses in Kitsap County, especially those dependent on the natural resources, leading to impacts on revenue and worker health.*
- *Future climate change will likely increase risks to disruption of transportation routes, especially from extreme events, which will impact connectivity and emergency response capacity.*
- *Future sea level rise is likely to worsen saltwater intrusion and corrosion of the wastewater system, and larger storm events are likely to increase flooding of the stormwater system, potentially leading to more expensive operating costs and additional health risks for Kitsap County and its residents.*

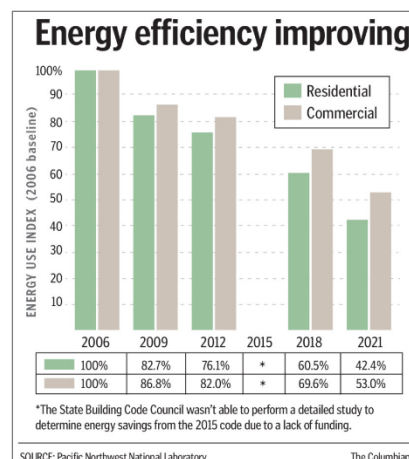
Additional information on how climate change will affect Kitsap County is provided in the *June 2020 [Kitsap County Climate Change Resiliency Assessment](#)*; this study was prepared jointly by Kitsap County, the City of Port Orchard, and the City of Bremerton. This report provides further detailed outcomes related to public health, the economy, culture/recreation, coastal flooding/infrastructure, land use/climate impacts, natural hazards, and habitats/fire. The Executive Summary to that report is provided as Attachment C, with additional discussion at the workshop presentation.

Washington State Requirements

The Growth Management Act (GMA) requires all cities and counties in Washington to adopt regulations protecting “critical areas” in order to preserve the natural environment, wildlife habitats, and sources of fresh drinking water. RCW 36.70A.030(6) defines five types of critical areas: wetlands, critical aquifers used for potable water, fish & wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. Through the [Shoreline Management Act](#), the State also requires jurisdictions to protect the shorelines of the state by regulating development in the shoreline area. As stated previously, the City Critical Area Ordinance (CAO) and Shoreline Management Program (SMP) were last updated in 2021, and so likely will not need substantial revisions. New State legislation may require updates, however, future guidance from the Department of Commerce is expected to provide clarity on the issue.



Washington legislators have aggressively been seeking strategies to address Climate Change within our State. Per State Law ([RCW 70A.45.020](#)) GHG emissions shall be 45% below 1990 levels by 2030, 70% below 1990 levels by 2040, and 95% below 1990 levels and net-zero carbon emissions by 2050. One of the greatest impacts from these efforts affecting conditions locally concerns Washington State Building Code amendments requiring more climate-conscious construction techniques. The Washington State Building Code Council updates the Building Code every three years, and the newest revisions take effect in July of this year. The chart below, provided by [The Columbian](#), illustrates energy efficiency improvements incorporated with each building code update. Washington aims to reduce 70% of its net annual energy consumption in new residential and nonresidential buildings by 2031 compared with the 2006 Washington State



Energy Code. Below is a selection of the most recent legislation adopted by the State, provided by the Department of Ecology, to combat climate change.

Adopted 2019

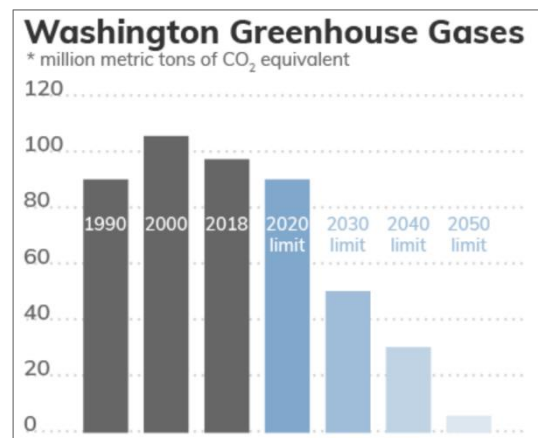
- [Clean Energy Transformation Act](#) All electric utilities must phase out coal-fired electricity from their state portfolios by 2025. By 2030, their portfolios must be greenhouse gas emissions neutral, which means they may use limited amounts of electricity generated from natural gas if it is offset by other actions. By 2045, utilities must supply Washington customers with electricity that is 100% renewable or non-emitting with no provision for offsets.

Adopted 2020

- [Greenhouse Gas Emissions Limits, Amendment](#) The original 2008 Greenhouse Gas Limit bill required State emissions be reduced to 80% of 1990 levels by the year 2050. The amended law now requires emissions be reduced to 95% of 1990 levels by 2050.
- [Motor Vehicle Emission Standards – Zero-Emission Vehicles](#) This law gradually increases the number of new zero-emission vehicles (ZEV) sold in Washington, until all new vehicles meet the ZEV standard starting in 2035. Plug-in hybrid vehicles, which combine a gas engine with a battery-electric system, will qualify for the 2035 ZEV standard as long as they can travel at least 50 miles on battery power. The requirements will take effect in 2024, with the release of model year 2025 vehicles.

Adopted 2021

- [Climate Commitment Act](#) A cap-and-invest program to reduce statewide GHG emissions. This program works by setting an emissions limit, or cap, and then lowering that cap over time to ensure Washington meets the GHG reduction commitments set in state law.
- [Clean Fuel Standard Act](#) The Clean Fuel Standard statute will cut statewide greenhouse gas emissions by 4.3 million metric tons a year by 2038. The law requires improving the efficiency of fuel production processes, production of low-carbon biofuels into the fuel, and purchasing credits generated by low-carbon fuel providers, including electric vehicle charging providers.
- [Hydrofluorocarbons Emissions Reduction](#) This statute transitions Washington away from using some of the most potent greenhouse gases known as hydrofluorocarbons (or HFCs) in products and equipment.



Adopted 2023

These bills have passed both Chambers of the Washington State legislature but have not yet received the signature of the Governor.

- [HB 1181](#) (April 7, 2023) Adds a climate change and resiliency element to the list of elements that must be included within the comprehensive plans. Requires jurisdictions to address the adverse impacts of climate change on people, property, and ecological systems, and identify actions the jurisdiction will take to reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT) under the climate change and resiliency element of their comprehensive plan. Requires the Department of Commerce to adopt guidance that creates a model climate change and resiliency element, and to publish guidelines that specify a set of actions counties

and cities have available to them to take related to GHG emissions reductions and per capita VMT reductions.

- [HB 1170](#) (April 8, 2023) Directs the Department of Ecology, in consultation and collaboration with multiple state agencies, to compile an updated Integrated Climate Change Response Strategy by September 30, 2024, and provide recommendations to the Governor and Legislature on a durable structure for coordinating and implementing the state's strategy, including a process to prioritize and coordinate state agency funding for climate resilience.

HB 1181 may affect the timing of the Comprehensive Plan adoption process, as it is unclear when the Department of Commerce will provide direction to jurisdictions regarding implementation of the yet-to-be-adopted statute. The Planning Commission can expect more information as it becomes available to Staff.

Puget Sound Regional Council (PSRC)

PSRC develops policies and coordinates decisions about regional growth within King, Pierce, Snohomish and Kitsap counties. All PSRC members incorporate mutually agreed upon planning goals for the region that are found in a document called [Vision 2050](#). PSRC's Vision 2050 was adopted in October of 2020 and sets regional goals for protecting the natural environment and reducing GHG emissions to 80% of 1990 levels by 2050. This regionally specific goal is due to the Puget Sound Clean Air Agency adopting economy-wide greenhouse gas emission reduction targets for the four-county central Puget Sound region in 2017. The strategy on how to achieve these goals also somewhat departs from the efforts thus far taken by the State. There are four tenets PSRC is utilizing to achieve these regional goals:

Land Use

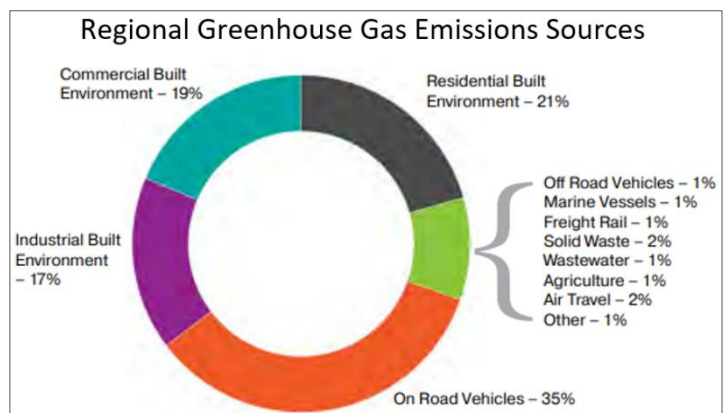
While the State has invested in mass transit options, ferry systems being the local example, there are not yet State growth expectations for areas surrounding these infrastructure investments. Alternatively, PSRC participating jurisdictions aspire to locate 65% of population growth to the region's growth centers and high-capacity transit station areas, which will help the region continue to reduce emissions.

User Fees

PSRC jurisdictions are encouraged to explore user fees for roadways in an effort to fund mass transit projects. User fees charge drivers for when and how much they use the system, rather than by gallon of gasoline. There are not large infrastructure projects (like the State Route 99 tunnel in Seattle or Tacoma Narrows Bridge) that apply themselves to local tolling; as at this time Kitsap is more rural in nature than other PSRC jurisdictions.

Transportation Choices

Multimodal transportation systems support equitable access to goods, services, and amenities. As seen in the adjacent image, on-road vehicles are the largest contributor to GHG emission in the region, and of those, 74% are passenger vehicles. With this in mind,



electrification of on-road vehicles teamed with increased transportation options could significantly reduce regional emissions.

Technology

Vision 2050 points out that technological improvements to vehicles and fuels have the potential to significantly reduce greenhouse gas emissions. PSRC sees a willingness of its jurisdictional partners to embrace technological advances as a method to combat climate change. For a local example, at the Kitsap Energy Summit, Kitsap Transit Executive Director John Clauson shared that the transit group currently has 8 electric buses, 20 more on order, and expects that in the year 2025, one fifth (1/5) of Kitsap Transit buses will be electric. In addition, Kitsap Transit is seeking federal funding for its first all-electric ferry.

Kitsap Regional Coordinating Council (KRCC)

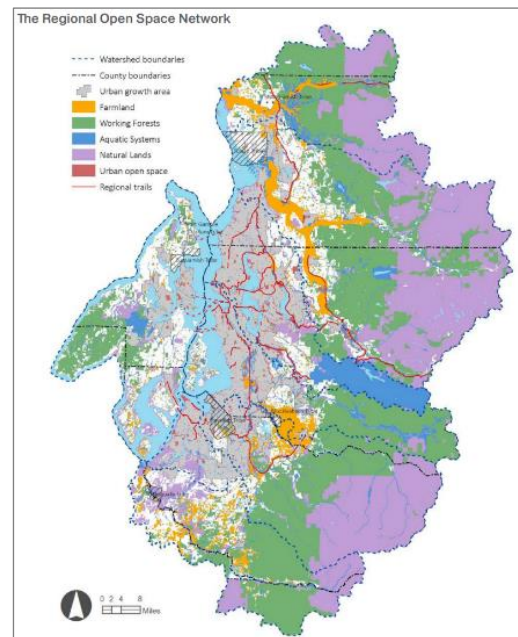
The Kitsap Regional Coordinating Council (KRCC) is the council of local governments for Kitsap County in Washington State. KRCC members collaborate on regional transportation and land use decisions, and establish [County-wide Planning Policies](#) (CPPs) that all jurisdictions within Kitsap adhere to. CPPs related to the natural environment are summarized below.

NE-1 *Creating a regional network of open space.*

Staff Note: Kitsap jurisdictions participated in the Regional Open Space Network map created by the Puget Sound Regional Council (as seen in the adjacent image).

NE-2 *Reduce impacts to vulnerable populations such as low-income communities, Black, Indigenous, and communities of color, people with disabilities, seniors, and communities that have been disproportionately affected by noise, air pollution, or other environmental impacts.*

Staff Note: Historically, vulnerable populations have at times been sited in environmentally hazardous areas. This CPP acknowledges that Kitsap jurisdictions should be cognizant of these practices when forming development plans.



NE-3 The County and the Cities will conserve and enhance the County's natural resources, critical areas, water quality/quantity, and environmental amenities while planning for and accommodating sustainable growth.

NE-4 Protection of air quality is accomplished by reducing the levels of toxins, fine particles, and greenhouse gases released into the environment, especially through transportation activities.

NE-5 Protection of water quality and quantity is accomplished by reducing the amount of toxins and pathogens in our water supply.

NE-6 Protect, and where possible, restore the functions of natural habitat for listed species under the Endangered Species Act (ESA).

NE-7 Coordination of watershed and land use planning.

NE-8 Addresses policies and actions to address climate change, such as:

- Focusing growth in urban areas, centers, and high-capacity transit areas.
- Support programs to reduce greenhouse gas emissions and to increase energy conservation and alternative/clean energy.
- Establish programs and policies that maintain and increase forests and vegetative cover.
- Recognize state and regional targets to reduce greenhouse gas emissions as they update local plans and regulations.

Bremerton Comprehensive Plan

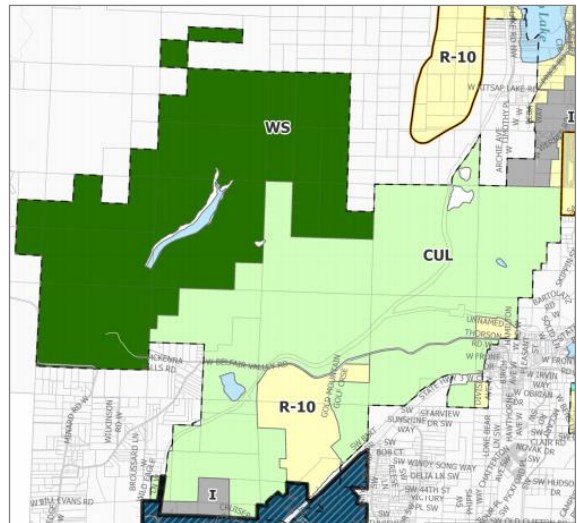
There are currently areas where the City of Bremerton is making positive contributions to climate efforts. The Watershed (WS) and City Utility Land (CUL) zones alone comprise over 40% of all the parcel area in Bremerton; these areas are dedicated to conservation and the City's forestry program. For context, according to the [Seattle Times](#), the City of Seattle has a goal of a 30% tree canopy; the City of Bremerton exceeds this thresholds in just these two zones which are owned by the City of Bremerton.

According to the KCGGA Report, 3% of GHG emissions originate with Kitsap water/wastewater being sent to landfills. In Bremerton, essentially no wastewater gets sent to the landfill because it is used to fertilize trees in the City [forestry program](#) in the CUL zone. This fertilizer then induces rapid growth of trees it is applied to. The City has a number of additional accomplishments regarding our urban tree canopy:

- [Tree City USA](#): Official member of Tree City USA, a program from the Arbor Day Foundation promoting urban trees.
- [Tree Committee](#): The City Tree Committee was formed in 1996 and acts as an advisory group to the City Council in efforts to protect urban trees. An inventory of municipal trees was originally accomplished in 1997 and last updated in 2018.
- [Street Tree List](#): In 2015 the City produced a list of street trees.

Since 2004, the City of Bremerton has been a forerunner of the *Centers* method of development that was later adopted by PSRC. Centers create compact walkable/bikeable mixed use areas that promote transit use over a more traditional automobile-centered development pattern. While the Downtown Regional Center is a PSRC regionally recognized center, City District Centers and Eastside Village are local efforts following the same principles of walkable, compact urban development beneficial to climate efforts. As detailed in the [February Planning Commission Packet](#), more compact housing development types are proposed throughout the City in order to provide equitable access to housing, retain the urban tree canopy, and limit the number of vehicle trips.

As detailed in Attachment B, in order to conform with Washington State requirements, and PSRC Vision 2050 criteria, the City is considering a number of amendments to the Environmental Chapter of the Comprehensive Plan, including:



- Greenhouse Gas Emissions: a number of policies are aimed at controlling GHG emissions from buildings, looking for opportunities to enhance the City tree canopy, reducing Vehicle Miles Traveled, promoting clean energy, electrification of the City fleet, and others.
- Climate Resiliency: several proposed policies are intended to ensure that City infrastructure investments consider the effects of climate change.

ORDERS OF THE DAY

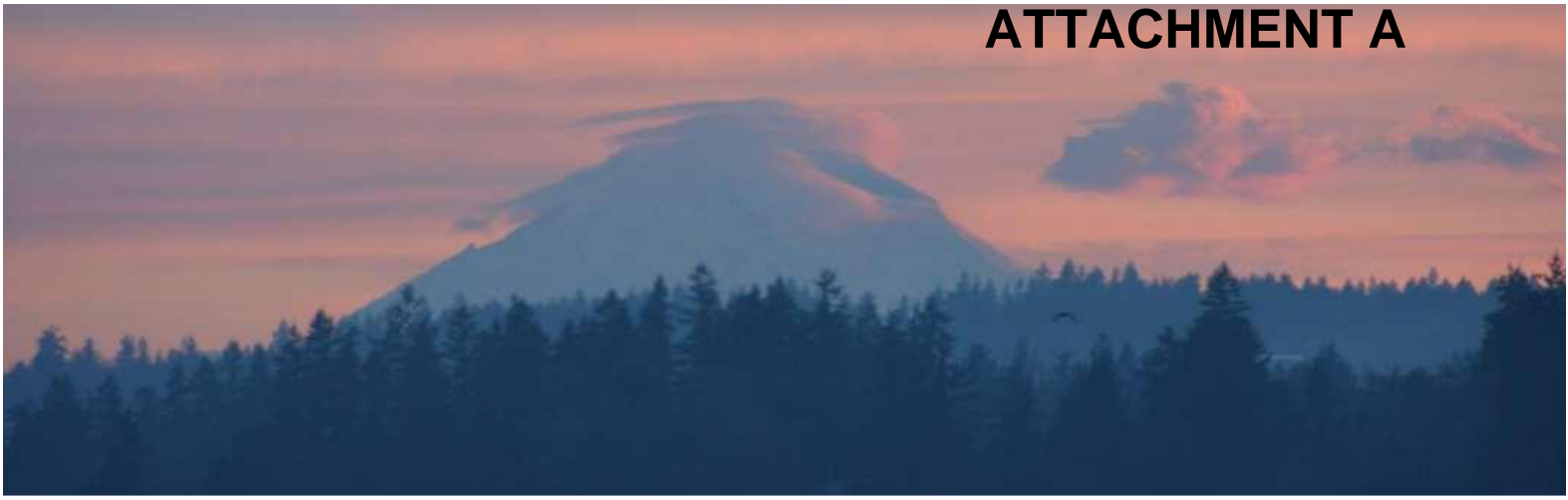
This workshop is primarily intended for educational purposes and as an opportunity for the Planning Commission to receive comments from the public regarding the Environmental Element of the City Comprehensive Plan and provide direction to staff for any desired modifications to the vision, goals and policies.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



Element 7

ENVIRONMENT





VISION

Protect Bremerton's natural environment by meeting the needs of today's citizens without compromising the needs of future generations.



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Environment Introduction

Bremerton has a vital interest in preserving its natural beauty and ensuring long-term environmental health. With vast marine shorelines, freshwater lakes, coastal bluffs, wetlands, a preserved watershed area, and scenic views of two mountain ranges, Bremerton is part of a complex ecosystem and provides a stunning natural setting for its residents and visitors. This natural setting is one of the most important amenities to Bremerton residents and visitors alike. While it is expected that Bremerton will increase in population over the next 20 years, it is imperative that the environmental resources be protected and, where possible, enhanced. Sustainability is a concept that addresses the problems and needs of the present, without compromising the needs of the future. In spirit, sustainability protects and adds natural beauty and function with growth. This Element provides a vision and commitment by the City of Bremerton to bring a sustainable approach to land use management.

This element of the Plan contains broad environmental goals and policies. Some of the Plan's other elements also include goals and policies addressing how environmental values specifically relate to the topics of those elements. For instance, the Land Use Element includes goals and policies governing development near environmental critical areas, and the Transportation Element addresses possible environmental impacts and improvements associated with transportation choices.

Greenhouse Gas Emissions

PSRC's Vision 2040 stresses the need for agencies at all levels of government to seek ways to both mitigate and adapt to the effects of climate change. This includes: Efforts to maximize energy efficiency, increase renewable energy, reduce greenhouse gas emissions from vehicles, decrease vehicle miles traveled, improve the convenience and safety of multimodal transportation, protect the natural landscape and vegetation, and increase recycling and reduce waste.¹

In an efforts to reduce greenhouse gas emissions and prepare for the anticipated impacts of climate change, PSRC has developed a set of reporting tools to assist countywide planning groups, local jurisdictions, and transit agencies as they work on climate change related updates and amendments to their policies and plans. These tools are designed to highlight key provisions that should be addressed as policy and plan updates. In regards to greenhouse gases, PSRC requires the following provisions:

- Policies and implementation actions to address federal and state clean air laws and the reduction of pollutants including GHGs. Incorporate the Puget Sound Clean Air Agency's adopted growth management policies into the Comprehensive Plan.
- Include specific provisions to reduce GHG emissions; include provisions addressing adaptation to the effects of climate change.²
- Develop clean transportation programs and facilities, including actions to reduce pollution and GHG emissions from transportation.

In the following section, policies related to greenhouse gas emission and climate change have been included.³

¹ PSRC, Vision 2040

² While both the Governor and the Legislature have set targets to reduce emissions to 1990 levels by 2020, 25 percent below 1990 levels by 2035, and 50 percent below 1990 levels by 2050, no specific targets are required by cities at this time.

³ PSRC Planning Requirements and Guidance. http://www.psrc.org/assets/4535/Comp_Plan_Reporting_Tool.pdf?processed=true

Vision

Protect Bremerton's natural environment by meeting the needs of today's citizens without compromising the needs of future generations.

Goals & Policies

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

Environmental Goals

E1. Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

E2. Earth: Preserve and enhance vegetation and earth resources.

E3. Water: Protect water resources for present and future generations.

E4. Air: Ensure compliance with good federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.



Environment

Vision, Goals & Policies

Environmental Policies

Goal E1: Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

Implementing Policies for Goal E1 – Stewardship: Planning

E1(A): Promote waste reduction and recycling measures throughout the community. Ensure that waste disposal occurs in an environmentally safe, efficient manner.

E1(B): Reduce the amount of waste disposed in landfills by reducing the amount of waste generated and promoting recycling and reusing materials.

- *Provide attractive, well-maintained recycling bins and garbage receptacles in public spaces that separate different types of waste.*
- *Ensure that all City departments practice recycling and attempt to reduce waste.*

E1(C): Maintain and support City sponsored public events for yard waste collection.

E1(D): Use the brownfields approach and grants to identify and restore potentially environmentally degraded property.

E1(E): Encourage environmentally sensitive businesses and practices.

- *Explore options to provide incentives to companies and facilities locating in Bremerton, and recognize existing facilities and companies that opt to use green building techniques or low impact development beyond what is required.*

E1(F): Promote use of alternative energy.

E1(G): Support and explore the multijurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

E1(H): Maintain good federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.

E1(I): Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources

E1(J): Coordinate planning of critical area and habitat with Kitsap County, Suquamish Tribe, and other local agencies.

Implementing Policies for Goal E1 – Stewardship: Development

E1(K): Ensure code flexibility to enable and encourage environmentally sensitive development and use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) where feasible.

E1(L): Use Best Available Science to preserve and enhance the functions and values of critical area through policies, regulations, programs and incentives.

E1(M): Utilize, where feasible, Best Management Practices (BMPs) and Low Impact Development (LID) technology in City projects and practices to achieve effective environmental stewardship.

E1(N): Encourage the use of sustainable building methods and materials (such as those specified under certification like LEED, Built Green, Salmon Safe, and Living Building Challenge) that may reduce impacts on the built and natural environment.

E1(O): Support the continued planting of Bremerton's urban forest, a diverse mix of native and non-native trees, shrubs and groundcovers, which line our streets and shade and beautify our homes, businesses, parks and natural areas.

E1(P): Reduce solid waste generation through salvage and reuse of building materials, including architecturally and historically significant materials.

E1(Q): Advocate for expansion of transit and encourage car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategies for reducing vehicle-related air pollution.

Implementing Policies for Goal E1 – Stewardship: Education

E1(R): Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as a catalyst and facilitator for partnership to leverage change in the broader community.

E1(S): Encourage environmental stewardship for the care and planting of trees through well-considered outreach and educational materials, along with City incentives.

E1(T): Educate citizens about sources of pollution.

- *Provide information to the public regarding the negative impact to water quality from the use of pesticides and herbicides. Encourage a reduction in the use of pesticides and herbicides.*

Environment

Vision, Goals & Policies

Goal E2: Earth: Preserve and enhance vegetation and earth resources.

Implementing Policies for Goal E2:

E2(A): Preserve environmental quality by taking into account the land's suitability for development, and directing intense development away from critical areas and soils with good infiltration potential for stormwater management.

E2(B): Encourage conservation of critical areas and nonrenewable resources.

E2(C): Ensure that development review includes evaluating potential negative impacts on habitat and avoids impacts, including off-site impacts. For those circumstances where avoidance is not possible and if mitigation is determined to be necessary, a detailed description should be considered related to what efforts were taken to avoid impact to the extent possible.

E2(D): Preserve the integrity of riparian corridors and steep slopes through the preservation of native plants and the replacement of invasive, non-native plants with native and drought tolerant plants.

E2(E): Preserve and enhance trees, native vegetation, and integrate suitable native plants in urban landscape development.

E2(F): Maintain and improve the City's tree canopy. Consider proper vegetation selection, taking into consideration potential conflicts, such as sidewalks and overhead utilities.

E2(G): During development review strive to preserve existing healthy and safe trees on private, commercial, and public property.

E2(H): Adopt lighting standards to prevent light pollution.

E2(I): Manage the City Utility Lands for multiple purposes including protecting water processes and forest habitat.

E2(I): Limit clearing, grading and soil disturbance outside of the building footprint or newly developed residential and commercial sites, especially those sites with sensitive features. Reduce compaction and restore infiltration capacity on already cleared sites whenever feasible.



Goal E3: Water: Protect water resources for present and future generations.**Implementing Policies for Goal E3:**

E3(A): Preserve and protect fish and wildlife habitat conservation areas through regulation, acquisitions, incentives, and other techniques, including considering regional initiatives such as the Chico Creek basin project and other salmon recovery plans.

E3(B): Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies as these are critical features that regulate surface flows and recharge groundwater.

E3(C): Participate in regional species protection efforts, including salmon habitat enhancement and restoration. Identify, prioritize, and eliminate physical barriers and other impediments to anadromous fish spawning and rearing habitat.

E3(D): Manage aquatic and riparian habitats to preserve and enhance their natural functions and processes, which provide fish and wildlife habitat and protect water quality.

E3(E): Conserve and protect groundwater resources, headwater wetlands and priority habitat areas.

E3(F): Promote alternatives to traditional storm water practices for new construction and require onsite stormwater management using Low Impact Development (LID) techniques and Best Management Practices (BMPs) where feasible.

E3(G): Conserve and protect groundwater resources.

- *Provide for well-head protection where appropriate.*
- *Protect aquifer recharge areas, especially those used to provide public water supplies.*
- *Coordinate measures to protect groundwater resources by using watershed plans and planning efforts.*

E3(H): Apply Bremerton's Shoreline Master Program goals and policies to development and redevelopment within the shoreline jurisdiction.

E3(I): Encourage restoration of degraded shoreline areas in coordination with shoreline redevelopment and the City's voluntary shoreline restoration.

E3(J): Coordinate with Kitsap Public Health District to abate environmental pollution from failing septic systems within City limits.

E3(K): Incorporate findings and science from joint watershed planning efforts.

E3(L): Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies.

Environment

Vision, Goals & Policies

Goal E4: Air: Ensure compliance with good federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.

Implementing Policies for Goal E4:

E4(A): Maintain high air quality through land use and transportation planning and management.

E4(B): Advocate for expansion of transit and encourage car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategies for reducing vehicle-related air pollution.

E4(C): Continue the city's commute trip reduction (CTR) program and work with Bremerton's employers to encourage their participation in CTR.

E4(D): Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources.

E4(E): Support and explore the multijurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.



ATTACHMENT B

City of Bremerton 2024 Comprehensive Plan Update

Draft Environment Goals and Policies | April 2023

~~Strikeout~~ and Underline = Staff Recommended Amendments

Vision

Protect Bremerton's natural environment by meeting the needs of today's citizens without compromising the needs of future generations.

Goals & Policies

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

Environmental Goals

E1. Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

E2. Earth: Preserve and enhance vegetation and earth resources.

E3. Water: Protect water resources for present and future generations.

E4. Air: ~~Ensure~~ Support compliance with good applicable federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution and greenhouse gases, in order to address impacts of climate change.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

Environmental Policies

Goal E1: Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

Implementing Policies for Goal E1 – Stewardship: Planning

E1(A): Promote waste reduction and recycling measures throughout the community. Ensure that waste disposal occurs in an environmentally safe, efficient manner.

E1(B): Reduce the amount of waste disposed in landfills by reducing the amount of waste generated and promoting recycling and reusing materials.

- *Provide attractive, well-maintained recycling bins and garbage receptacles in public spaces that separate different types of waste.*

ATTACHMENT B

City of Bremerton 2024 Comprehensive Plan Update

Draft Environment Goals and Policies | April 2023

~~Strikeout~~ and Underline = Staff Recommended Amendments

- *Ensure that all City departments practice recycling and attempt to reduce waste.*

E1(C): Maintain and support City sponsored public events for yard waste collection.

E1(D): Use the brownfields approach and grants to identify and restore potentially environmentally degraded property.

E1(E): Encourage environmentally sensitive businesses and practices.

- *Explore options to provide incentives to companies and facilities locating in Bremerton and recognize existing facilities and companies that opt to use green building techniques or low impact development beyond what is required.*

E1(F): Promote use of alternative energy.

~~*E1(G): Support and explore the multijurisdictional efforts to reduce greenhouse gases, address climate change, sea level rise, ocean acidification, and other impacts of changing of global conditions.*~~

Staff Note: Deleted for redundancy; same policy as Policy E4(E)

~~*E1(H): Maintain good federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.*~~

Staff Note: Deleted for redundancy; same policy as Goal E4

~~*E1(I): Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources*~~

Staff Note: Deleted for redundancy; same policy as Policy E4(D)

E1(G): Coordinate planning of critical area and habitat with Kitsap County, Suquamish Tribe, ~~and~~ other local agencies and countywide planning and watershed groups to protect critical area habitat and water quality.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E1(H): Protect critical areas, habitat and the natural environment through land use plans, surface water and stormwater management plans and programs, comprehensive park plans, development regulations and site-specific project review.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E1(I): Support integrated and interdisciplinary approaches for environmental planning and assessments.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

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~~Strikeout~~ and Underline = Staff Recommended Amendments

E1(J): Promote innovative and environmentally sensitive practices in site planning, design, materials selection, construction, and maintenance.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E1(K): Support environmental stewardship on private and public lands through partnerships and voluntary efforts to protect, restore and enhance the quality and functions of critical areas and associated buffers.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

Implementing Policies for Goal E1 – Stewardship: Development

E1(L): Ensure code flexibility to enable and encourage environmentally sensitive development and use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) where feasible.

E1(M): Use Best Available Science to preserve and enhance the functions and values of critical area through policies, regulations, programs and incentives. Critical Areas development standards shall incorporate and utilize applicable best available science for purposes of designating and protecting all regulated critical areas and give “special consideration” to conservation and protection measures for anadromous fisheries.

Staff Note: Addresses Commerce Periodic Update checklist

E1(N): Utilize, where feasible, Best Management Practices (BMPs) and Low Impact Development (LID) technology in City projects and practices to achieve effective environmental stewardship.

E1(O): Encourage the use of sustainable building methods and materials (such as those specified under certification like LEED, Built Green, Salmon Safe, and Living Building Challenge) that may reduce impacts on the built and natural environment.

E1(P): Support the continued planting of Bremerton’s urban forest, a diverse mix of native and non-native trees, shrubs and groundcovers, which line our streets and shade and beautify our homes, businesses, parks and natural areas.

E1(Q): Reduce solid waste generation through salvage and reuse of building materials, including architecturally and historically significant materials.

E1(R): Advocate for expansion of transit and encourage car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategies for reducing vehicle-related air pollution.

E1(S): Reduce building energy consumption through green building and promote the adaptive reuse of existing buildings recognizing the emission-reduction benefits of retaining existing buildings.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

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Implementing Policies for Goal E1 – Stewardship: Education

E1(T): Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as a catalyst and facilitator for partnership to leverage change in the broader community.

E1(U): Encourage environmental stewardship for the care and planting of trees through well-considered outreach and educational materials, along with City incentives.

E1(V): Educate citizens about sources of pollution.

- *Provide information to the public regarding the negative impact to water quality from the use of pesticides and herbicides. Encourage a reduction in the use of pesticides and herbicides.*

E1(W): Support programs that ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment, and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected by climate change.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

Goal E2: Earth: Preserve and enhance vegetation and earth resources.

Implementing Policies for Goal E2:

E2(A): Preserve environmental quality by taking into account the land's suitability for development, and directing intense development away from critical areas and encourage the use of infiltration for stormwater management in areas with appropriate soils. ~~with good infiltration potential for stormwater management.~~

Staff Note: City Stormwater Division recommended change.

E2(B): Encourage conservation of critical areas and nonrenewable resources.

E2(C): Ensure that development review includes evaluating potential negative impacts on habitat and avoids impacts, including off-site impacts. For those circumstances where avoidance is not possible and if mitigation is determined to be necessary, a detailed description should be considered related to what efforts were taken to avoid impact to the extent possible.

E2(D): Preserve the integrity of riparian corridors and steep slopes through the preservation of native plants and the replacement of invasive, non-native plants with native and drought tolerant plants.

E2(E): Preserve and enhance trees, native vegetation, and integrate suitable native plants in urban landscape development.

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E2(F): Maintain and improve the City's tree canopy. Consider proper vegetation selection, taking into consideration potential conflicts, such as sidewalks and overhead utilities.

E2(G): During development review strive to preserve existing healthy and safe trees and native vegetation on private, commercial, and public property.

Staff Note: City Stormwater Division recommended change.

E2(H): Adopt lighting standards to prevent light pollution.

E2(I): Manage the City Utility Lands for multiple purposes including protecting water processes and forest habitat.

E2(J): Limit clearing, grading and soil disturbance outside of the building footprint or newly developed residential and commercial sites, especially those sites with sensitive features. Reduce compaction and restore infiltration capacity on already cleared sites whenever feasible.

E2(K): Enhance the City's urban tree canopy appropriately to support community resilience, mitigate urban heat and stormwater runoff. This can be accomplished through a program of tree planting in public areas, including street trees, public parks, public open spaces, and public facilities. Tree placement shall not interfere with utility infrastructure, compromise Crime Prevention Through Environmental Design (CPTED) methods, or otherwise create other identifiable hazards, and shall be part of an approved capital facilities plan. Consider programs that create incentives for residents and business to plant trees on their private property, in addition to any required applicable landscaping standards.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

Goal E3: Water: Protect water resources for present and future generations.

Implementing Policies for Goal E3:

E3(A): Preserve and protect fish and wildlife habitat conservation areas through regulation, acquisitions, incentives, and other techniques, including considering regional initiatives such as the Chico Creek basin project and other salmon recovery plans.

E3(B): Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies as these are critical features that support hydrological functions, water quality, regulate surface flows and recharge groundwater.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E3(C): Participate in regional species protection efforts, including salmon habitat enhancement and restoration. Identify, prioritize, and eliminate physical barriers (such as fish-blocking culverts), and other impediments to anadromous fish spawning and rearing habitat.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

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E3(D): Manage aquatic and riparian habitats to preserve and enhance their natural functions and processes, which provide fish and wildlife habitat and protect water quality.

E3(E): Conserve and protect groundwater resources, headwater wetlands and priority habitat areas.

E3(F): Promote alternatives to traditional storm water practices for new construction and require onsite stormwater management using Low Impact Development (LID) techniques and Best Management Practices (BMPs) where feasible. ~~Support retrofitting basins~~ Support stormwater treatment retrofits and system improvements intended to improve stormwater management and quality.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E3(G): Conserve and protect groundwater resources.

- *Provide for well-head protection where appropriate.*
- *Protect aquifer recharge areas, especially those used to provide public water supplies.*
- *Coordinate measures to protect groundwater resources by using watershed plans and planning efforts.*

E3(H): Apply Bremerton's Shoreline Master Program goals and policies to development and redevelopment within the shoreline jurisdiction.

E3(I): Encourage restoration of degraded shoreline areas in coordination with shoreline redevelopment and the City's voluntary shoreline restoration.

E3(J): Coordinate with Kitsap Public Health District to abate environmental pollution from failing septic systems within City ~~limits~~ jurisdiction.

E3(K): Incorporate findings and science from joint watershed planning efforts.

E3(L): Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies. Promote natural yard care and encourage use of less toxic methods to manage vegetation and soil on private and public lands.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E3(M): Support state, regional and countywide actions that support resilience by identifying and addressing the impacts of climate change and natural hazards on land, water, infrastructure, and health.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E3(N): Address rising sea water by planning the siting of hazardous industries and essential public services away from the 500-year floodplain. Addresses PSRC Vision 2050 consistency checklist

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E3(O): Assess potential vulnerabilities of the City's infrastructure to climate change impacts, such as flooding, storm surge, sea-level rise, and land hazards. Support efforts to increase resilience of public services, utilities and infrastructure through coordinated planning.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

Goal E4: Air: ~~Ensure~~ Support compliance with ~~good~~ federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution and greenhouse gases, in order to address impacts of climate change.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

Implementing Policies for Goal E4:

E4(A): Maintain high air quality through land use and transportation planning and management.

E4(B): Advocate and promote alternatives to single-occupancy vehicles, including for expansion of transit, telecommuting/teleworking where appropriate, and encourage car-sharing, cycling and walking, to limit or reduce vehicle trips as ~~a~~ strategies for reducing vehicle-related air pollution.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E4(C): Continue the city's commute trip reduction (CTR) program and work with Bremerton's employers to encourage their participation in CTR.

E4(D): Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources.

E4(E): Support and explore the multijurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

E4(F): Consider purchasing policies and programs for clean and efficient fuels for City vehicles and equipment.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E4(G): Collaborate with other government agencies (such as Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Ecology, Kitsap County, other cities) and the private sector to develop and implement strategies for addressing climate change and greenhouse gas reductions.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E4(H): Encourage conservation by use of alternative energy sources and energy management technologies.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

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E4(I): Protect natural resources that sequester and store carbon such as wetlands, estuaries, stream buffers and urban tree canopy.

Staff Note: Addresses PSRC Vision 2050 consistency checklist

E4(J): Reduce vehicle miles traveled and driving alone through land use and transportation strategies that provide opportunities and access to walking, biking, and transit. Support regional and state efforts to electrify the transportation system.

Staff Note: Addresses PSRC Vision 2050 consistency checklist



KITSAP COUNTY

Climate Change Resiliency Assessment

JUNE 2020 | EXECUTIVE SUMMARY



BREMERTON
WASHINGTON

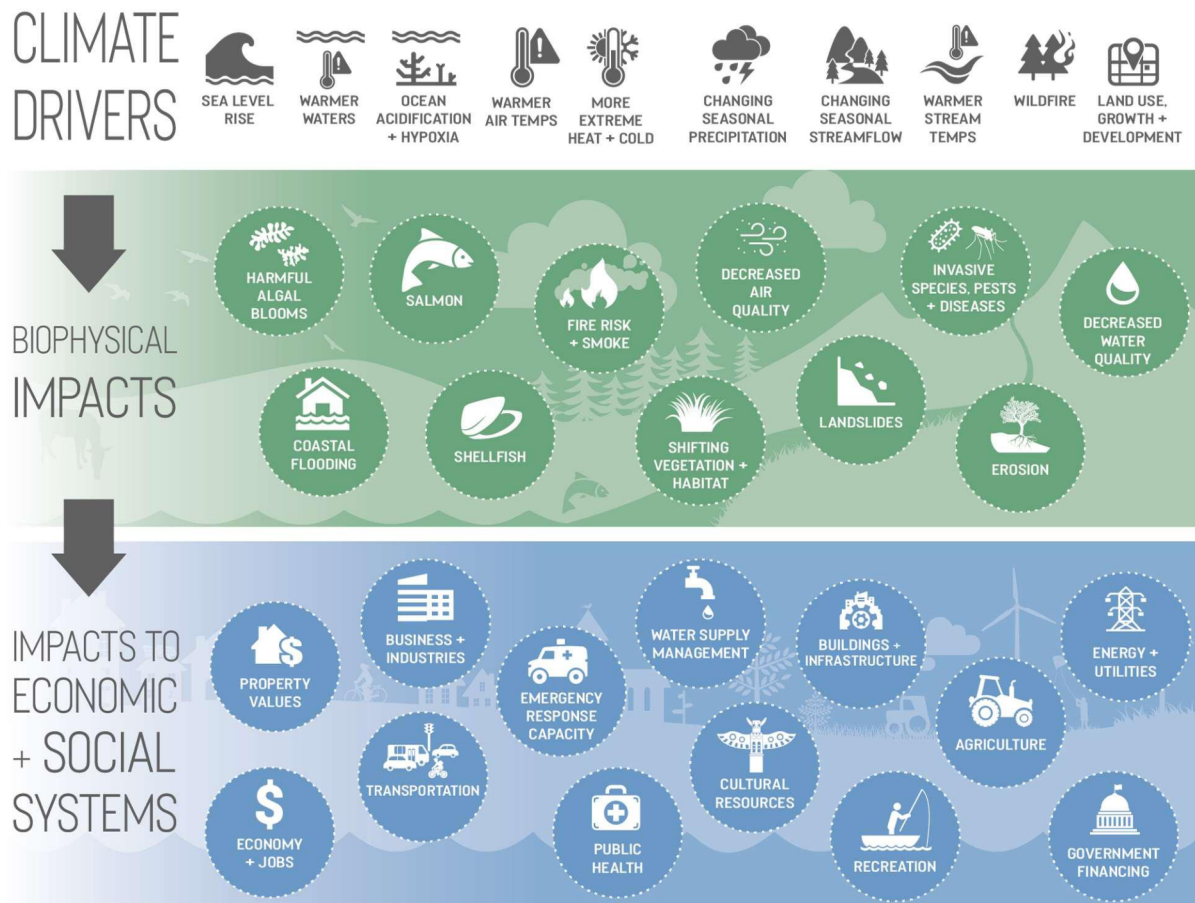




Kitsap County Climate Change Resiliency Assessment Executive Summary

Climate change has already affected and will continue to affect the infrastructure, natural systems, economy, culture, and livelihoods of people who live and work in Kitsap County. The Pacific Northwest, Puget Sound region, and Kitsap County have experienced measurable and observable climate change trends and impacts. Warmer air temperatures, warmer water temperatures, sea level rise, ocean acidification, increasing frequency and intensity of extreme weather events, changing seasonal precipitation and streamflow patterns, and increasing drought conditions and changing wildfire risk are all expected under future climate scenarios. Additionally, climate change will affect future land use decisions, population growth, and development, which in turn will shape how localized climate impacts are felt and realized.

Figure 1. Relationship between Changes in Climate, Associated Biophysical Impacts, and Impacts to Economic and Social Systems



About the Climate Change Resiliency Assessment

Kitsap County, the City of Bremerton, and the City of Port Orchard commissioned Cascadia Consulting Group, with Greene Economics and Herrera Environmental, to prepare this **Climate Change Resiliency Assessment** to review and summarize climate change drivers, impacts, and risks for Kitsap County. The assessment begins with an overview of climate drivers, biophysical climate impacts, and future climate projections (**Chapter 2. Climate Change Overview**).

The Climate Change Resiliency Assessment then presents syntheses of current and future climate impacts to the following **social and economic systems**:

Impacts to Social and Economic Systems	
Public health and healthcare services	Chapter 3. Public Health
Property values, businesses, energy supply and utilities, and future economic damages	Chapter 4. Economy
Historical and archaeological sites, recreational opportunities, and Tribal cultural resources	Chapter 5. Cultural Resources
Public infrastructure and support systems	Chapter 6. Public Infrastructure
Land use and development	Chapter 7. Land Use and Development
Agricultural crops, livestock, and livelihoods	Chapter 8. Agriculture
Insurance, municipal bonds, and County tax revenue	Chapter 9. Local Government Finance

Following the discussion of impacts to social and economic systems, the assessment then summarizes the **biophysical impacts** of climate change in the following areas:

Biophysical Impacts	
Landslide risk, bluff erosion, sediment transport, and storm surges and coastal flooding risk	Chapter 10. Geologic & Natural Hazards
Hydrologic patterns, stream and riverine flooding, regional hydropower production, and irrigated agriculture	Chapter 11. Hydrology and Hydrogeology
Terrestrial, freshwater, and marine and coastal habitats and the species that depend on them	Chapter 12. Habitat
Wildland-urban interface, wildfire risk, and emergency response capacity	Chapter 13. Fire



Key Findings

Key findings, explored in more detailed in the chapters by topic area, include the following:



Public health

More intense heat waves are likely to increase heat-related and respiratory illnesses and deaths. Food insecurity and mental health problems could increase for people with natural resource-related occupations, such as fishing, forestry, agriculture, recreation, service industries, and construction. Outdoor laborers, elderly people, and youth have a higher risk of a range of climate-related health issues.



Economic impacts

Values of property in low-lying or coastal areas may be adversely affected from future flooding and sea level rise. A wide variety of industries may be affected in the future, including construction and development, manufacturing, food and hospitality services, and natural resource economies. There is a broad range of future economic damages from climate change, most notably lost labor hours.



Culture and recreation

Historical sites and buildings, parks, waterfronts, and archaeological sites are likely to be damaged from future flooding, extreme heat, and shifting precipitation patterns. Flooding, habitat shifts, and impacts to certain species such as salmon will have detrimental cultural and health impacts for Tribes.



Coastal flooding and infrastructure

Coastal flooding impacts from a combination of sea level rise, storm surges, and heavy precipitation events can result in substantial physical, ecological, and infrastructure damage. This includes flooding of transportation routes, damage to waterfronts, inundation and saltwater intrusion of wastewater infrastructure, and overload of stormwater infrastructure.



Land use and local climate impacts

Future urbanization and the increased use of impervious pavements are likely to increase the probability and severity of climate impacts such as urban flood events. Land use and vegetation cover may also shift with warmer temperatures and changing precipitation patterns, which may have secondary effects on natural flood control, urban heat island effect, and wildfire risk.



Geologic and natural hazards

Landslide risk will likely increase due to heavier rain events, soil erosion and destabilization, and sediment transport patterns. Bluff erosion rates may accelerate from winter storms, storm surges, sea level rise, and heavy rain events. Increased rates of bluff erosion will have long-term implications for properties, roads, and habitat on coastal bluffs.



Habitat and fire

Future climate change will likely alter terrestrial, freshwater, marine, and coastal habitats. These habitat changes will have a wide range of impacts to sensitive species and ecological processes. The prevalence of invasive species and diseases is likely to increase. Though wildfire risk remains low for Kitsap County under future climate conditions, the expansion of the wildland-urban interface may increase the likelihood of wildfire spread across a landscape.