

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

**AGENDA TITLE:** Workshop Overview for Comprehensive Plan Update and Work Program  
**DEPARTMENT:** Community Development  
**PRESENTED BY:** Allison Satter, Senior Planner; (360) 473.5845

**MEETING PURPOSE**

The purpose of this workshop is to introduce Planning Commission to the Comprehensive Plan Update including Work Program, Public Participation Process and overview of schedule. The public and commission are encouraged to comment.

**PROJECT OVERVIEW**

The City of Bremerton is at the beginning process of updating our Comprehensive Plan. A major update like this happens every ten years and is focused on evaluating which aspects of the plan are working and what needs to be adjusted. Bremerton2035 is the name of this update as we are looking towards how Bremerton will grow over the next 20 years. The overarching principles and general concepts within the 2004 Comprehensive Plan continue to be applicable, however some minor alterations are necessary to reflect the changes related to the economic climate and overall goals of the community.

As Bremerton’s Department of Community Development, we are tasked with developing a work plan, verifying state regulations compliance, having a public participation plan including listening and engaging the public, and presenting Planning Commission recommendations to City Council for their approval in 2016. This recommendation will include considering numerous Planning Commission workshops throughout 2015 with staff presentations and public comments.

**STAFF GUIDE TO ATTACHMENTS AND PUBLIC COMMENTS ARE ENCOURAGED**

*All attachments are in draft form. Staff encourages public comment on all documents.*

- **Attachment A** – *Comprehensive Plan Schedule*
- **Attachment B** – *Public Participation Program*
- **Attachment C** – *Work Program (includes eight documents):*
  - **Attachment C-1:** *Department of Commerce Expanded Comprehensive Plan Checklist*
  - **Attachment C-2:** *District Prolife of District 1*
  - **Attachment C-3:** *District Prolife of District 2*
  - **Attachment C-4:** *District Prolife of District 3*
  - **Attachment C-5:** *District Prolife of District 4*
  - **Attachment C-6:** *District Prolife of District 5*
  - **Attachment C-7:** *District Prolife of District 6*
  - **Attachment C-8:** *District Prolife of District 7*

**STAFF RECOMMENDATION**

This information is presented for Planning Commission consideration and discussion. A public hearing and recommendation is scheduled for October 21st. No further action is required at the September workshop.

## COMPREHENSIVE PLAN REQUIREMENTS

The update to the City's Comprehensive Plan focuses on ensuring that the Plan meets the requirements of the Washington State Growth Management Act (GMA) and its consistency with both the multi-county planning policies in Puget Sound Regional Council's (PRSC) [Vision 2040](#) and [Kitsap County's Countywide Planning Policies](#).

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by June 30, 2016 to comply with State GMA (RCW 36.70A.130(5)). To help establish the work plan, a schedule has been attached to this staff report as **Attachment A**. Please note that including September's Workshop, there are 25 public meetings where public can provide comments.

The GMA requires that each Washington city and county establish a public participation program and procedures for amendments, updates and revisions of comprehensive plans and development regulations. A Public Participation Program should describe the methods and opportunities for early, open and continuous citizen participation. A draft of the plan has been attached as **Attachment B**. Please note that this document will be Staff's guidelines for our continual reach to access the public and encourage public participation throughout this process. In addition to public meetings, staff will continually update the City's project website: [www.Bremerton2035.com](http://www.Bremerton2035.com).

## WORK PROGRAM

It is anticipated that the Comprehensive Plan update process will utilize the existing Comprehensive Plan as the overarching core vision for the City's growth, though some minor alterations are necessary to reflect the changes related to Washington State law and consistency with county and multi-county planning policies, as well as to incorporate updates desired by the community.

the Work Program identifies the major steps or phases of the planning process, identifies the roles and relationships among the participants in the process, proposes a timeline for program execution, specifies the major technical tasks, and describes the products of each phase. Staff has provided a draft version of the Work Plan as **Attachment C**. As there are eight documents that comprise the Work Plan the attachment is categorized as **Attachment C-1, Attachment C-2** and so on to **Attachment C-8**.

The Draft Work Program consists of two review types: compliance with State Law and Regulations (this is a checklist) and local review to accommodate City changes and growth (performed in the "District Profiles").

**STATE REGULATIONS COMPLIANCE:** This task is to review relevant plans and regulations that are required by the State and regional plans. The Washington State Department of Commerce has provided jurisdictions a periodic update checklist to help assist in this task. Filling out the checklist has helped staff compare our plan against the latest requirements, determine what needs to be reviewed

in greater detail, and what may need to be added, deleted, and amended in our plan to maintain compliance with the act. Counties and cities may elect to adopt an ordinance or resolution after reviewing and analyzing what will be updated and determining the scope of changes needed. This is a formal way to let the public know early “what is on the table” as part of the update. Staff has reviewed the Department of Commerce Expanded Comprehensive Plan Checklist and has provided that as part of **Attachment C-1**. Staff has provided feedback on how the current Comprehensive Plan sufficiently does or does not address the regulations within this attachment. If the regulation is not addressed sufficiently or if updates are required, staff has provided a recommendation within **Attachment C-1** to address those items. Staff has briefly described how the Comprehensive Plan meets the checklist items, but to see the current Comprehensive Plan in its entirety to review specifics please visit: <http://www.ci.bremerton.wa.us/compplan.html>.

**DISTRICT PROFILING:** As the City embarks in the update for the Comprehensive Plan, we are encouraging everyone to consider what the current Comprehensive Plan goals and policies state and where do you see Bremerton in 20 years (do they mesh?). To help encourage the public and City Council to consider those questions, Staff has provided a document with specifics on each Council District (as the City was conveniently already separated into seven City Council Districts). The District Profile includes graphs and data on trends of development, age of structures, assessed value, and other such items. It also includes the Land Use Designations descriptions from our current Comprehensive Plan. The reader could use the document to learn about land use designations near their home such as: *I live next to Commercial Corridor (CC) designation, what are CC targets with density, design, and development in the next 20 years.* The last item within the District Profile is the analysis portion in which Staff has captured potential changes to the plan. The analysis portion identifies what staff saw out in the field (“field note”) and recommendations. The recommendations include items for the Comprehensive Plan and the Zoning Code. As this process is to update the Comprehensive Plan, which directly affects the Zoning Code, Staff identified this as an opportunity to consider both documents (as you will see references to in the District Profile). However, the main focus was the Comprehensive Plan Update. As Planning Commission reviews this document, please consider staff recommendations at the end of each District Profile as part of the Work Program.

**PUBLIC PARTICIPATION ON WORK PROGRAM:** At this Planning Commission Workshop staff is presenting the Work Program as identified above. The documents are in draft form and public comment is being sought to determine: has Staff addressed this update sufficiently, or is there something missed. All public comments will be considered and presented to Planning Commission in October’s Planning Commission Hearing to establish a Work Program recommendation to be presented to City Council by the end of 2014.

### **COMPREHENSIVE PLAN AMENDMENT APPLICATIONS**

In addition to the major comprehensive plan review and updates that are required every eight years, many local jurisdictions consider proposed amendments on a more frequent basis. As per RCW 36.70A.130(2) cities and counties may consider proposed amendments no more frequently than once every year, with some exceptions. Rather than adopting changes on a piecemeal basis, proposed amendments must be considered "concurrently so the cumulative effect of the various proposals can be ascertained." The City of Bremerton considers such amendments (typically as docket of proposed

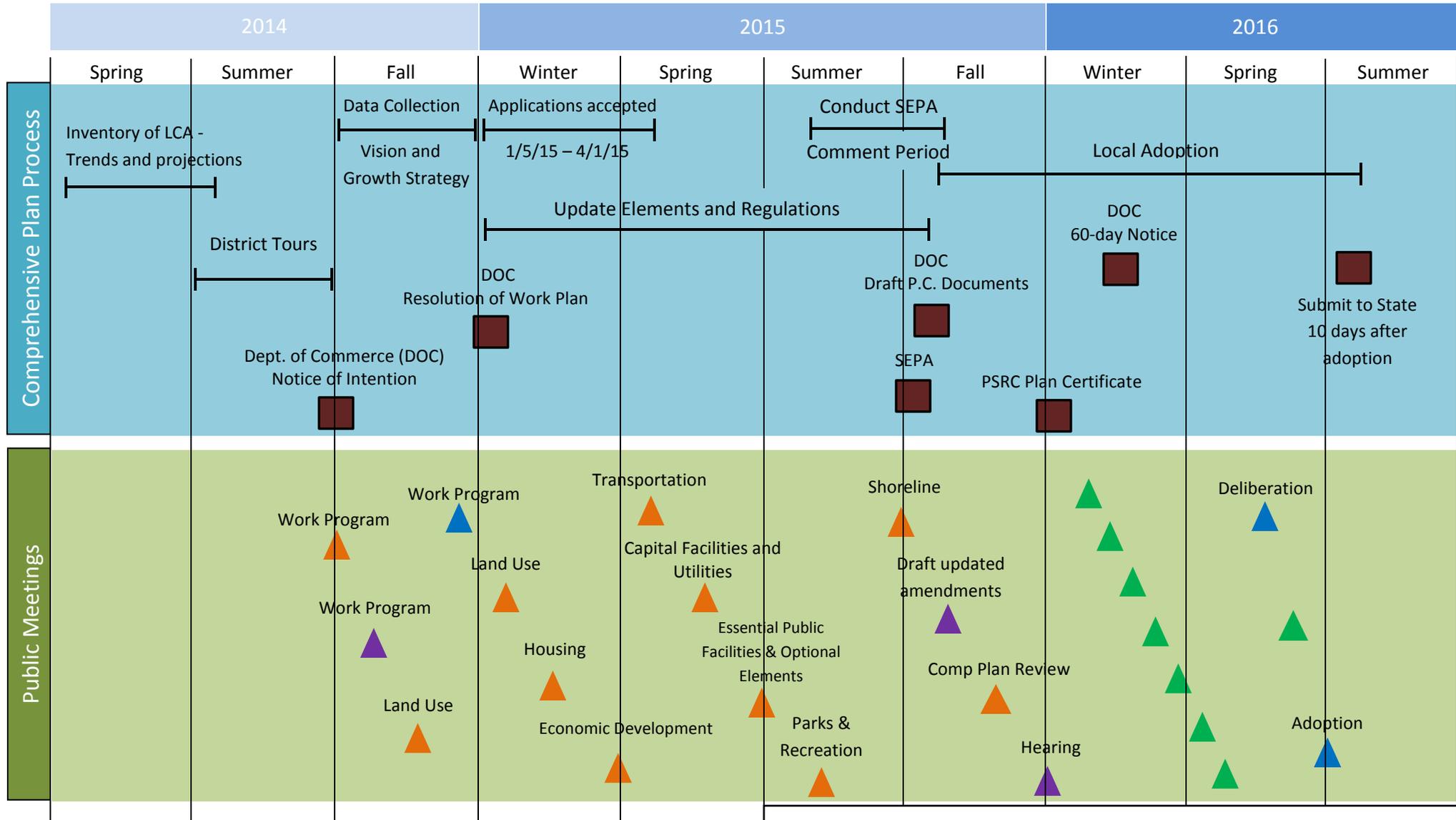
amendments) on an annual cycle pursuant to Bremerton Municipal Code (BMC) 20.10.010. Filing of application for a Comprehensive Plan Amendment is only accepted between the first business day in January to the end of the first business day of April.

The city will accept applications to be considered as part of the 2016 Major Update of the Comprehensive Plan between January 5, 2016 (first business day) and April 1, 2015. Because the plan update is due in June 2016, and the environmental review for the update will occur in late 2015, it will not be timely to accept applications during 2016, and therefore it is anticipated that the City Council will pass a resolution to suspend acceptance of amendment applications in 2016 pursuant to the provisions in BMC 20.10.040.



# Comprehensive Plan Update – Plan Schedule 2014-2016

## BREMERTON2035



Schedule Prepared: August 2014  
Please note that dates are subject to change

**LEGEND**

- ▲ - Planning Commission Public Workshop
- ▲ - City Council General Business
- ▲ - Planning Commission Public Hearing
- ▲ - City Council Hearing

*Bremerton  
Comprehensive Planning*

# PUBLIC PARTICIPATION PROGRAM

## **1. PURPOSE AND MISSION:**

Public participation is an essential part of the City of Bremerton's planning process. This public participation program provides the framework for public input on the review, amendment, and ultimate update of the city's comprehensive plan.

In designing this public participation program, the City of Bremerton attempts to involve the broadest cross-section of the community, particularly encouraging both groups and individuals not previously involved in planning. Early, continuous, effective public participation will result in a comprehensive plan that assures the community's desired future, while meeting the mandates of the Washington State's Growth Management Act.

## **2. REQUIREMENTS OF THE ACT**

The Growth Management Act requires that the City of Bremerton establish procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations. The procedures described below for the City of Bremerton Update Process will achieve the following:

### **1. Early and continuous participation**

From the onset of the process, including the creation of the participation program, the Planning Commission and city staff will ensure expansive and effective public involvement by using methods that include surveys, information bulletins, and distribution lists for all interested parties to receive regular notices, meeting advertisements, and updates. The public will be well advised of the opportunities for involvement and particularly encouraged to participate in the drafting and review of the proposed updates to the Comprehensive Plan.

### **2. Communication and information programs**

City staff will use all available means to encourage participation at all levels, through outreach and educational efforts, including television appearances that will be available throughout the proposal (web-video), presence at public events, and an interactive website.

Keeping the public informed through a variety of mediums is a key aspect of this program, and the website will be used as a top source of information. Web publications will be posted and updated regularly. These are designed to describe the Comprehensive Plan and the update process, outline opportunities for public involvement, and provide contact information, including the web site, email, and facsimile address for public inquiry and comment. Detailed information and progress reports will be available for local organizations and media outlets, such as local newsletters, news articles, and Bremerton-Kitsap Access Television (BKAT) regular appearances.

### **3. Public meetings with adequate notice**

All public meetings concerning the Comprehensive Plan will be advertised throughout the community. Formal public notices will be posted and published in consistent locations including the Department of Community Development, and “The Sun” (local daily newspaper). Interested parties will be further notified through a notice distribution list, providing process updates and meeting details.

### **4. Provisions for open discussion**

Open discussion will result from a fair and open process, with various opportunities for public input. Public workshops will be advertised and made accessible to the broadest audience possible. Public notification of the meetings will be distributed in advance of the workshops. Discussion will be ensured and encouraged by designated time for facilitated discussion, public hearings prior to adoption of amendments, and well-noticed public comment periods.

### **5. Opportunity for written comments**

Written comments will be accepted and encouraged at all venues and in various forms, including email messages and facsimiles. Notice of public comments periods will encourage written comments and provide contact information, especially on draft comprehensive plan updates. Comments should be addressed to the City of Bremerton Planning Commission at: (Mail Address) Department of Community Development, 345 6<sup>th</sup> Street Suite 600, Bremerton, Washington 98337; or (E-mail Address) [compplan@ci.bremerton.wa.us](mailto:compplan@ci.bremerton.wa.us). For specific questions Long Range Planner, Allison Satter will be available throughout this process at (360) 473-5845.

Planning staff will provide public comment cards at Commission meetings and at strategic locations throughout the city. The comment cards will be regularly collected but also designed for easy postcard mailing. In addition to this, assorted City of Bremerton swag will be handed out to those who are involved in the commenting process. Written comments will be presented to the Planning Commission during official public meetings.

## **6. Consideration and “fair response” to public comments**

All comments on draft proposals and alternatives will be accepted and brought to the attention of the Planning Commission for their consideration. Written comments will also be kept on file for public review. City Planning Staff will acknowledge the receipt of written comments by sending a letter with notification of opportunities for further involvement.

## **7. Broad dissemination of proposals and alternatives**

Draft proposals and alternatives will be broadly disseminated throughout the community. A bulletin-type publication, posted at various locations to provide general information about the process, will direct the public to the city-wide locations for reviewing the draft materials. Locations for the review of draft proposals and alternatives include:

1. Department of Community Development, 345 6<sup>th</sup> Street, Suite 600 Bremerton
2. Downtown Library, 612 5<sup>th</sup> Street, Bremerton
3. Bremerton Area Chamber of Commerce, 286 4<sup>th</sup> Street, Bremerton
4. Kitsap Regional Library – Sylvan Way Branch. 1301 Sylvan Way, Bremerton
5. Sheridan Community Center, 680 Lebo Blvd., Bremerton
6. Olympic College Library, 1600 Chester Avenue, Bremerton
7. School District Office, 134 Marion Avenue, Bremerton

## **3. PROGRAM POLICIES AND PROCEDURES:**

Throughout the Comprehensive Plan update process, the City of Bremerton will maximize citizen involvement opportunities. This participation program specifically details the comprehensive update process, striving for city-wide participation as opposed to a process which tends to focus on isolated issues or properties. Efforts will continue to make the process open and accessible to all concerned parties and to make related materials and presentations easily understood by the citizens of Bremerton.

### **STAGES of the COMPREHENSIVE UPDATE PROCESS:**

#### **1. Scoping Stage: Review of the Comprehensive Vision and Goals**

Public participation efforts begin with accepting public comment on the Work Program established through the District Profiling exercise and review for consistency with State law and regulations. The existing Comprehensive Plan’s vision, goals, policies, and implementation strategies are the starting point for the update. Fine-tuning of the Comprehensive Plan, compliance with Kitsap County-wide planning policies, Puget Sound Regional Center Vision 2040 and Washington State mandates will be raised for discussion.

## **2. Adopting Stage: Proposed Updates for a Comprehensive Revision**

The Comprehensive Plan Update will be conducted through public, noticed hearings at which community members and interested parties will be encouraged to participate. Planning Commission and City Council will conduct workshops to deliberate the code as a whole, in addition to separating key policies into their own workshops (such as separate meetings for Housing, Land Use, Economic Development, Parks & Recreation, and Capital Facilities & Utilities). All those workshops will provide time for public comment, approximately 24+ meetings. Public Hearings will be held at both the Planning Commission and City Council levels, complete with notices and written comment periods. At hearings, all persons desiring to speak should be allowed to do so, consistent with time constraints.

### ROLES in the COMPREHENSIVE UPDATE PROCESS:

As outlined above, the Planning Commission chairs the update process for the Comprehensive Plan. Following the City Council's final adoption of comprehensive plan updates and supplemental development regulations, the Commission will monitor implementation and compliance. The Commission will hold public meetings to provide information on how implementation is progressing and to receive public input on changes that may be needed. When amendments are proposed for adoption, the same public hearing procedure should be followed as attended in the Update adoption process. Public participation and comprehensive planning are iterative and continuous.

Planning staff will provide frequent progress reports on the update to the Planning Commission and the City Council, including verbal reports during regularly televised Council meetings.

Members of the Planning, Engineering, Parks and Recreation, Utilities, and other City Departments will provide technical assistance throughout the process, including requests for neighborhood meetings, sub-committee work, and other opportunities.

The City will support and participate in public education/involvement offered by Puget Sound Regional Council, Kitsap County, Kitsap Regional Coordinating Council, surrounding jurisdictions, special districts, and other area organizations.

[Statutory Authority: RCW 36.70A. -020(11), -.140,-.035,-.070,-.130(2),-.390]



# Report on Bremerton's Comprehensive Plan Consistency with State Law and Policy

*2016 Comprehensive Plan Update-  
Growth Management Act Monitoring*

September 2014

DRAFT



**2004 City of Bremerton  
Comprehensive Plan  
States:**

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



Have comments, suggestions, want to stay informed? Please participate at: [www.Bremerton2035.com](http://www.Bremerton2035.com)



## Comprehensive Plan Update 2016

### Work Program - Introduction

Prior to embarking on the Comprehensive Plan Update, jurisdictions can produce a work program to help assist in their Comprehensive Plan Update. Staff has created a work plan that consists of eight documents that summarizes State policy compliance and need for local updates.

**STATE POLICY COMPLIANCE UPDATES:** The Washington State Department of Commerce has provided jurisdictions an [Expanded Checklist for Comprehensive Plan Updates](#) (which is attached to this document). This checklist is intended to help jurisdictions update their comprehensive plan, as required by [RCW 36.70A.130\(4 & 5\)](#). It is encouraged, but not required, for jurisdictions to complete the checklist. This checklist is for local governments fully planning under the Growth Management Act (GMA). This report contains analysis performed by staff about how our current Comprehensive Plan meets the requirements in the checklist.

**LOCAL UPDATE:** Staff and the City Council representatives have participated in a walking district profile for each Council District. This provided a chance to identify potential improvements that can be made to the Comprehensive Plan. Please note that the overarching principles and general concepts within the 2004 Comprehensive Plan continue to be applicable, however some minor alterations are necessary to reflect the changes related to the economic climate and overall goals of the community. Each District Profiles are under a separate cover.

### Comprehensive Plan Update Work Program

This document is one of eight. All of these documents represent the Work Program for the 2016 Comprehensive Plan Update. The documents are under separate covers and include the following:

1. State Policy Review (*this document*) –
  - a. Dept of Commerce Expanded Comprehensive Plan Checklist
2. District Profile for District 1 (*under separate cover*)
3. District Profile for District 2 (*under separate cover*)
4. District Profile for District 3 (*under separate cover*)
5. District Profile for District 4 (*under separate cover*)
6. District Profile for District 5 (*under separate cover*)
7. District Profile for District 6 (*under separate cover*)
8. District Profile for District 7 (*under separate cover*)

## Current Code Department of Commerce – Expanded Comprehensive Plan Checklist Summary

This report is in response to the Department of Commerce Expanded Comprehensive Plan Checklist (see Appendix A). The numbers below are directly correlated with the Checklist requirements. Staff has considered the requirements of the Checklist, and has responded to how the Comprehensive Plan addressed said requirement. After the description of compliance, Staff has provided a recommendation for the Comprehensive Plan Update Work. For example: Question 1(a) evaluates the Land Use Element as to its consistency with the multicounty and countywide planning policies. The commentary illustrates how the current Comprehensive Plan meets the requirement, and Staff's recommendations for the next update. To see what State code requires this (what RCW or WAC) or the complete un-paraphrased question, one must read the Department of Commerce Expanded Checklist included in the Appendix A.

Please note that one main goal of this process is to make the Comprehensive Plan more user friendly. This will require removing duplicative information and consolidating the information that has been provided as we update this document. However, Staff will verify that all State requirements are included within the update. References to this are made in the analysis below.

This report includes detailed analysis the following items: *Land Use Element, Housing Element, Capital Facilities Plan Element (CFP), Utilities Element, Transportation Element, Economic Development Element, Parks and Recreation Element, Shoreline Element, Siting Essential Public Facilities, Subarea Plans, Consistency, and Public participation.*

### 1. Land Use Element:

- a. Multicounty and countywide planning policies compliance: Addressed in current plan however in a broad nature. As the [Kitsap County Countywide Planning Policies](#) (CPPs) just completed a major update in 2012, and addition review is required to ensure polices are consistent with CPPs. In addition, the multicounty planning policies adopted by Puget Sound Regional Council (PSRC) in 2008, called [Vision 2040](#). Vision 2040 is the multicountywide planning policies between jurisdictions located in Pierce, King, Kitsap, and Snohomish. The Comprehensive Plan does not address Vision 2040.
  - i. STAFF RESPONSE: Updates to policies will be made to ensure consistency with the CPPs and Vision 2040.

- b. Land Use and Urban Growth Area Maps: Addressed in current plan, however the maps will be updated with changes from identified from this process.
  - i. STAFF RESPONSE: All Maps will be updated based on District Profiles and any approved Comprehensive Plan Amendment applications.
  
- c. Population densities, building intensities and future population growth: Within the Land Use Element, each land use designation is discussed with target densities and building intensities. Population and future population is discussed broadly throughout the Land Use Element chapter, however specific numbers are addressed in the Land Use Appendix. Staff will update the Land Use Appendix throughout this process, and minor updates will be performed to the Land Use designations as Staff is recommending consolidation and reduction of some land use designations, for a more user friendly document.
  - i. STAFF RESPONSE: Will update Land Use Appendix, and modify Land Use designations appropriately.
  
- d. Urban Densities: After completely the data for the Land Capacity Analysis and Buildable Land Review (as of the publishing of this report Kitsap County has not published the Update Land Capacity Analysis (ULCA), but is anticipated for adoption in late 2014), urban densities have been reviewed for projected forecast population and have found to be appropriate. Though as mentioned above, due to consolidation of land use designations, some urban densities may be revised. This item also requires compliance with Urban Growth Areas (UGAs) for densities. The Comprehensive Plan addresses this requirement in Land Use Policy – LU20.
  - i. STAFF RESPONSE: Will review urban densities and revise if appropriate
  
- e. Buildable Land Analysis: A Buildable Land Analysis is currently underway, and is schedule to be adopted by Kitsap County late 2014. This will be completed prior to this adoption of the Comprehensive Plan Update. This preliminary data for the Buildable Land Analysis was presented to Planning Commission at a Workshop in July 2014. It is not anticipated that any additional measures to meet appropriate densities is required as the land supply capacity for commercial and residential uses is provided in excess with current land use designation’s densities.
  - i. STAFF RESPONSE: No reasonable measures are needed to be adopted.

- f. Increase Physical Activity: There are many different elements that help promote physical activity, but two primary goals and policies are Land Use Policy – LU4 and LU12. LU4 policy is to provide for walkability throughout Centers and neighborhood, by having connections from commercial areas and community services to the neighborhoods, ensuring that street design and building orientation encourage pedestrian and bicycle use (like setbacks, landscaping, and flow patterns). LU12 is a policy to support community-wide access to amenities and services, with goals like to providing recreational spaces and trails for pedestrian and bicyclist between communities, Centers, and neighborhoods and encourage high density residential and mixed use development near transportation Centers and hubs.
- i. STAFF RESPONSE: This requirement has been largely met, and the City will work with the Kitsap Health District to see if there are other ways to incorporate this principle into the Plan.
- g. Land Use for public purposes: This requirement is to make sure that there is area in the City for uses that are necessary for a city to accommodate growth, such as sewage treatment facilities, corridors, stormwater management area, schools, etc. Again, this requirement is addressed in many places throughout the Comprehensive Plan, but specifically in the Land Use chapter, this is address in the Land Use policy: LU12, LU15, and LU17. LU12 is to support communitywide access to amenities and services such as transportation and open space corridors. LU15 is a policy to assure that future land uses and land use patterns conserve and protect groundwater resources. LU17 is a policy to adopt and implement appropriate standards and regulations for stormwater management.
- i. STAFF RESPONSE: This requirement is addressed adequately throughout the Land Use chapter. However, staff has identified this as an opportunity to consolidate the three land use policies stated above. The Comprehensive Plan policies should be well integrated into each of our functional plans for water, sewer, parks, and non-motorized transportation.
- h. Land Use for open space corridor: This is addressed in an Open Space Map provided at the beginning of the Land Use chapter and within the Land Use policy – LU2. LU2 is to integrate an open space system into the land use pattern that increases the amount of open space, protects Bremerton’s natural resources, and provides a source of beauty and enjoyment for all residents.
- i. STAFF RESPONSE: This requirement is addressed adequately.

- i. Airport and discouraging the siting of incompatible uses adjacent to Airport: Land Use policy LU16 specifically discusses support appropriate land use policies and regulations to prevent siting of incompatible uses adjacent to general aviation airports. This requirement was emphasized within the South Kitsap Subarea Plan (SKIA SAP), which is now known as Puget Sound Industrial Center – Bremerton, goals and polices, which was developed with the support of the Port of Bremerton and Washington State Department of Transportation Aviation Division
  - i. STAFF RESPONSE: This requirement is met.
  
- j. Military Base and discouraging the siting of incompatible uses adjacent: This is currently not addressed in our Comprehensive Plan.
  - i. STAFF RESPONSE: Currently the City of Bremerton is jointly working with Kitsap and Jefferson Counties on the Naval Base Kitsap and Indian Island Joint Land Use Study (JLUS) which is a cooperative land use planning effort between local governments and military installations. It works to minimize the military’s impact on its neighbors and ensure community growth is compatible with military operations. The Report will identify goals and polices that local jurisdictions can adopt within their Comprehensive Plans regarding this topic. This document will be completed in summer 2015. Those goals and policies will be considered for adoption within this Comprehensive Plan update.
  
- k. Drainage, flooding and Stormwater: The current Comprehensive Plan addresses this with Land Use policy LU17 to adopt and implement appropriate standards and regulations for stormwater management and it follows with specific discussion regarding this topic.
  - i. STAFF RESPONSE: This is addressed sufficiently, however, staff will be working closely with Public Works Department to update the discussion component of this Land Use Policy as it addresses Seattle/King County Stormwater manual, and updates to National Pollution Discharge Elimination System (NPDES) may need to be included.
  
- l. Critical Areas: Critical Areas are addressed throughout the Comprehensive Plan including the Environmental Element including the Environmental Policies E8, E13, and E14, and the Shoreline Master Program. Additionally within the Land Use Chapter, Land Use policy LU18 discusses that protecting natural resources including using best available science per RCW 36.70A.172(1), protecting anadromous fisheries and having appropriate regulations for protection.
  - i. STAFF RESPONSE: This is addressed sufficiently.

- m. Critical Aquifer Recharge Areas: There is one Land Use policy that address the importance of protecting aquifer recharge areas specifically which is LU15. LU15 assures that future land uses and land use patterns conserve and protect groundwater resources (with cross references with the Environmental Element goal E8, to protect and preserve Bremerton’s marine and fresh water resources). The SKIA SAP also addressed the importance of the aquifer recharge area.
  - I. STAFF RESPONSE: This is addressed sufficiently
  
- n. Agricultural resource lands: Not applicable (for County jurisdiction’s compliance).
  
- o. Mineral resource lands: Currently our Comprehensive Plan is relatively silent about mineral resource lands. In addition, the Department of Natural Resource (DNR) has provided new information since last update that should be considered regarding this topic.
  - I. STAFF RESPONSE: Mineral resource lands should be addressed more specifically in this update and coordination with the DNR’s new information should be considered (RCW 36.70A.131 and .030(11)).
  
- p. UGA planning: Priciniple “P”, “W”, and “R” are not applicable (for County jurisdiction’s compliance).

## 2. Housing Element:

- a. Inventory of existing and needed housing units: There is reference in the Housing Element and the Housing Appendix to the Comprehensive Plan contains the specific data. This item will be required to be updated with new analysis provided by the Land Capacity Analysis and targeted growth for Bremerton.
  - i. STAFF RESPONSE: The inventory of existing housing units and what housing will be required to accommodate the growth for the next 20 years will need to be updated. As stated above, the analysis is underway with the Land Capacity Analysis (LCA) and Buildable Lands Review (BLR) will provide the data to update this item. The LCA and BLR which will be completed prior to the adoption of this update and the results will be incorporated into the Plan.

- b. Preservation, improvement and development of housing: In the introduction to the Housing chapter within our current Comprehensive Plan, this item is discussed in detail. To support that discussion, Housing policies have been included such as H1, H2, H3, and H4. Preservation is address in H1 to preserving and enhancing Bremerton quality of housing stock. Improvements are discussed in H2 which promotes private commitments to improvements to the housing stock by using public resources to remove or abate blighting influences within or near residential areas. Development of housing stock is address in two Housing policies: H3 which discusses providing a variety of housing types and densities to meet changing needs of Bremerton (this includes housing for all different incomes, ages, and family types and encouraging provisions for short-term residents including military household and students); and H4 which echoes the H3 but discusses a variety of housing within the Centers.
- I. STAFF RESPONSE: This is addressed sufficiently.
- c. Housing for low-income, manufactured, multifamily, group homes, group homes and foster care facilities: This item is addressed in the above stated Housing policies such as H3 (which specifically states allowing residential care facilities, including foster care and group housing, in residential zones), however is it discussed further in detail within the *Consistency of the Housing Element* (page HS-19) within the Housing Element.
- I. STAFF RESPONSE: This is addressed sufficiently throughout the *Consistency of the Housing Element*, however reference to the Countywide Planning policies were provided regarding this item. As the [Kitsap Countywide Planning Policies](#) were updated in 2012, additional review to update will be required.
- d. Housing needs for all economic segments: The Housing policies address providing housing for all different economic situations in H3, H4 and H5. H3 discusses providing a variety of housing types and densities to meet changing needs of Bremerton (this includes housing for all different incomes, ages, and family types and encouraging provisions for short-term residents including military household and students). The H4 policy has a goal to target the use of affordable housing tax credits. Housing policy H5 promotes access to quality affordable homes for all Bremerton residents, regardless of economic capabilities.
- I. STAFF RESPONSE: This is addressed sufficiently.

### 3. The Capital Facilities Plan (CFP) Element

- a. Capital facilities, levels of service and regulatory strategies for concurrency: This requirement is addressed in our current Comprehensive Plan Update under the City Services Element under the City Service policies HS5 and HS6. HS5 is to maintain the public investments in existing capital facilities including maintain, rehabilitate or reuse existing facilities whenever possible and considering future maintenance and repair costs of new capital items when making selection and expenditure decisions on new capital facilities. HS6 is to ensure adequate funding for public facilities and services for existing development and new growth. In addition, HS27 is to adopt a Concurrency Management Ordinance (requiring capital facilities meet adopted Level of Service standards at the same time with development) in order to maintain the community's identified desired level of service
  - I. STAFF RESPONSE: This is addressed sufficiently but may be able to be simplify this chapter to create a more user friendly document.
- b. Inventory of existing capital facilities owned by public entities: The City Service Element does discuss our inventory within Table CS.i.; however specific details can be located in the City Service Appendix to the Comprehensive Plan. Since 2004, capital facilities have been changed in some areas.
  - I. STAFF RESPONSE: This inventory will be updated with most recent information.
- c. Adopted levels of service (LOS) for public services: Level of service have been addressed in the City Service Appendix, in addition to the City Service policies CS26 and CS27 (which has been discussed above) addressing LOS for public services. CS26 is to adopt Level of Service (LOS) standards for public facilities, reflecting community preferences for quality of service delivery. Within the Appendix, following each table for Fire, Police, Emergency services, and the like, the LOS is identified.
  - I. STAFF RESPONSE: This is addressed sufficiently but updated information on LOS will be required.
- d. Future need to maintain adopted LOS: As it is important for the City to look to the future of the level of services required, as such, the current Comprehensive Plan does contain policies for future needs to maintain adopted LOS like CS22 (assure all capital projects are consistent with the Comprehensive Plan) and CS23 (which requires planning ahead to coordinate with Kitsap County on future services). In addition, the City Service Appendix provides a forecast for future needs for LOS for the different considerations (for Fire, Law Enforcement, Emergency Services, Parks, and the like).
  - I. STAFF RESPONSE: This is addressed sufficiently but updated information on the LOS.

- e. Expanding or new capital facilities: The City Service chapter has a policy, CS17, which identifies enhancing the role that infrastructure and capital facilities play in the development of maintenance of quality neighborhoods. In addition, as mentioned above, CS22 and CS23 also support this requirement by having policies for achieving proper placement and consideration for future capital facilities. In addition, the Transportation Appendix does provide insight into this requirement in Chapter 3 and 4.
  - I. STAFF RESPONSE: This is addressed sufficiently.
  
- f. Six-year plan to plan for capital facilities: The current Comprehensive Plan addresses this specifically as City Service policy CS28. CS28 is to adopt six year capital facilities programs (CIPs), including Transportation Improvement Programs (TIPs) on an annual basis to demonstrate funding capability that supports the land use patterns and other goals and policies adopted within the Comprehensive Plan.
  - I. STAFF RESPONSE: This is addressed sufficiently, and the City has an annual process for CIP and TIP adoption.

#### 4. The Utilities Element

- a. Location of existing and proposed utilities: Within the City Services element utilities have been addressed and listed in Table CS.i., in addition, the City Service Appendix goes into further detail.
  - i. STAFF RESPONSE: This is addressed sufficiently but updated information will be required.

#### 5. The Rural Element - This whole section is not applicable as this is for counties only.

#### 6. The Transportation Element

- a. Goals and Policies for Transportation: The Comprehensive Plan has a whole chapter about Transportation and it does contain many goals and policies for all the elements of transportation. An additional item that is requested to be addressed is if this area is in a nonattainment area identified from the National Ambient Air Quality Standards, the plan should include a map with those areas. The City of Bremerton is an attainment area, and therefore this does not apply.
  - i. STAFF RESPONSE: This is addressed sufficiently.
  
- b. Inventory of air, water, and ground transportation facilities and services: The current Comprehensive Plan outlines air, water and ground transportation facilities and services throughout the Transportation Chapter and the Transportation Appendix attached to the Comprehensive Plan, however this could be consolidate and more appropriately addressed. Transportation Policies T11 (encouraging public transportation agencies multimodal transportation options), T10 (coordinate with Washington State Department of Transportation to ensure state facility improvements) and T9 (coordinate with Washington State Ferries) does support this requirement.
  - i. STAFF RESPONSE: This is addressed sufficiently.

- c. Regionally coordinated level of service (LOS) standards for all arterials and transit routes: Within the Transportation Element, the Transportation policy T6 states to improve connectivity and mobility within Bremerton's transportation system through the identification and implementation of improvements that maintain Level of Service standards. In addition, there are many references to coordinating on a regional level within the Transportation Appendix including coordination with the Mosquito Fleet Trail.
  - i. STAFF RESPONSE: Coordination will continue, and this is addressed sufficiently.
- d. Compliance for locally owned transportation facilities and services that are below an established LOS standard: The Transportation Chapter and Appendix identify deficiencies in our transportation facilities that need proper planning for improvements in the future. The *Proposed Transportation Improvements and Cost* on page TR-19 outlines the cost and need for improvements.
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated with current data.
- e. There is no Letter "E" in the checklist
  - i. STAFF RESPONSE: None
- f. Transportation demand management (TDM) strategies: This requirement is to have policies for HOV lanes, and parking policies. The Transportation policy T 7 states to develop Travel Demand Management (TDM) strategies to minimize the need for additional transportation infrastructure and expenditures. The TDM include implementing commuter trip reduction and working with the ferry system to coordinate ferry traffic
  - i. STAFF RESPONSE: This is addressed sufficiently
- g. Pedestrian and bicycle component: The Transportation policy T1 encourages the development of an integrated multimodal transportation system that provides a variety of convenient transportation choices to improve the movement of people, goods, and freight. This includes pedestrian and bicycle component. In addition, within the Transportation Appendix, 2.7 and 4.4 specifically discusses pedestrian and bicycle facilities, and improvements.
  - i. STAFF RESPONSE: This is addressed sufficiently
- h. Ten-year forecast of traffic: Within the Transportation Appendix 3.1, it discusses travel demand forecasting for year 2030, which exceeded the ten year requirement in 2004.
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated with current data.

- i. State and local system expansion needs to meet current and future demands: Within the Transportation Appendix Chapter 3, it identifies existing conditions along with future conditions and deficiencies.
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated with current data.
  
- j. Multiyear financing plan for the six years for road improvements: Within the Transportation Appendix 5.2, table 5-1 identifies the City of Bremerton Six-year Transportation Improvement Program and Finance Plan Expenditures, which identifies that revenue will be sufficient to cover anticipated expenditures for local system expansions and current needs.
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated with current data.
  
- k. Intergovernmental coordination efforts: Within the Transportation Appendix, chapter 1.4 identifies compliance with the Countywide Planning Policies, but as discussed above, the Kitsap Countywide Planning Policies have been update in 2012 and thus this section will need to be updated.
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated.
  
- l. Transportation plan implementation: The Transportation Chapter discusses implementation of the transportation plan, but specifically the Transportation Appendix Chapter 5.3 discusses the implementation strategies. In addition, this requirement needs to show compliance regional transportation plans. As mentioned above, within the Transportation Appendix, Chapter 1.4 provides goals and policies for compliance with statewide transportation plans, regional transportation plans, and communitywide planning policies in relationship to the Vision for Bremerton (in regards to transportation).
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated with current data.

## 7. The Economic Development Element

*NOTE FROM CHECKLIST: This Element is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements*

- a. Summary of the local economy: To provide this foundation, the Economic Development (ED) Appendix to this Comprehensive Plan presents a “City Profile” outlining contributing demographic, physical, and historical conditions in Bremerton. The ED Appendix also contains an “Inventory of Local and Regional Economy”, citing the key data needed to understand Bremerton’s current economic conditions and to make reasonable forecasts about its economic future. The ED Appendix is found in the companion appendices to this Comprehensive Plan.
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated.
  
- b. Strengths and weaknesses of the local economy: Within the ED Appendix, contains information titled: *Economic Assessment, City of Bremerton and Region*. This section of the appendix does outline the strengths and weaknesses of the local economy. This analysis help guided goals and polices within the Comprehensive Plan, thus this can be seen throughout the Economic Development chapter.
  - i. STAFF RESPONSE: This is addressed sufficiently
  
- c. Future economic growth and development: The chapter within the Comprehensive Plan for Economic Development has six goals and policies which support/encourage economic growth and development. The primary goal of the chapter is to encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state’s natural resources, public services, and public facilities.
  - I. STAFF RESPONSE: This is addressed sufficiently

## 8. A Parks and Recreation Element

*NOTE FROM CHECKLIST: This Element is not required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA ([RCW 36.70A.070\(8\)](#)). However, park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities*

- a. Goals and Policies for Parks: Parks do not have their own section within the Comprehensive Plan, but they have been addressed throughout the plan including goals and policies within the following chapters: Land Use Element, Housing Element, Environmental Element, Economic Development and City Services Element. In addition, the Parks Department has updated their 2014 Parks, Recreation & Open Space Plan, which provides their own set of goal and policies.
  - i. STAFF RESPONSE: This is addressed sufficiently and seek ways to formally incorporate the newly added plan into the Comprehensive Plan if desirable.
- b. Ten-year plan for Parks Demand: Within the City Services Appendix, *Capital Facilities Program Section*, it does include an inventory list of local open space park lands. This analysis also includes a forecast of future park needs and level of services
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated.
- c. Park facility's needs: As mentioned above, within the City Services Appendix, *Capital Facilities Program Section*, the Parks needs have been forecasted for the planning time period. It is acknowledge that this information will be updated with recent data.
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated.
- d. Intergovernmental coordination opportunities for regional needs: This item is not specifically outlined within the Comprehensive Plan goals and policies, however the plan does require compliance with the multicountywide planning policies and countywide planning policies which do address parks in a regional nature. In addition, the Transportation Appendix goes into detail about the connection of the Mosquito Fleet trail to parks.
  - i. STAFF RESPONSE: However staff will consider adding a goal or policy to address this requirement further (the current code does address this element).
- e. Consistent to Capital Facilities Element: As mentioned in parts (a) and (b) above, the Capital Facilities portion in the City Services Appendix specifically addresses parks.
  - i. STAFF RESPONSE: This is addressed sufficiently but will need to be updated with current data.

## 9. The Shoreline Element

- a. SMP goals and policies: This requirement is to include the Shoreline Master Program goals and policies within the comprehensive plan. Goals and policies have been adopted with the recent SMP update; however they are located in a supporting document to Comprehensive Plan. As Staff will recommend that those goals and policies be added to the Comprehensive Plan Update, existing goals are within the Environmental Chapter with the Environmental policy E12, which is to ensure consistency between the goals and policies of this Comprehensive Plan and those found in the Bremerton Shoreline Master Program.
  - i. STAFF RESPONSE: Though the current Comprehensive Plan meets this requirement, the SMP goals and polices in the recent update will be included in the Environmental Element.

## 10. Siting Essential Public Facilities

- a. Identifying and siting essential public facilities: The Comprehensive plan addresses essential public facilities in Land Use Policy LU19 by requesting to coordinate and work cooperatively with the State of Washington, Kitsap County, and appropriate agencies for the siting of essential public facilities. It also describes that essential public facilities are defined – in part – in the Revised Code of Washington. In addition, county-wide planning policies, local cooperative efforts, or individual jurisdiction’s deliberations may further refine this definition. After considering these State, regional and local efforts, the City must develop a list of potential EPF’s – or at least a clear set of definitional criteria that will allow it to establish which facilities it will consider under EPF siting criteria that are locally established. The City will engage in just this sort of effort.
  - i. STAFF RESPONSE: This is addressed sufficiently
- b. No comprehensive plan may preclude the siting of essential public facilities: Including the above states Land Use policy that the Comprehensive Plan will site essential public facilities, the Comprehensive Plan Transportation Appendix chapter section 2.2 states specifically that a Comprehensive Plan cannot preclude the siting of essential public facilities.
  - i. STAFF RESPONSE: This is addressed sufficiently

- c. List of likely essential state public facilities: The Office of Financial Management has developed a list ([RCW 36.70A.200](#)) of likely essential state public facilities that could be built within your jurisdiction which include: airports, State education facilities, State/regional transportation facilities, Regional transit authority facilities, State & local correctional facilities, Solid waste handling facilities, Inpatient facilities. Though this is not specifically addressed within our current Comprehensive Plan, these uses are considered essential public facilities which are included within Land Use Policy LU19 which includes information such as developing criteria for the siting of essential public facilities in such a way as to minimize negative impacts to neighborhoods and other areas of Bremerton, while recognizing the needs of the people of the State and region for these facilities.
- i. STAFF RESPONSE: This is addressed sufficiently

## 11. Subarea Plans

- a. Additional Elements within Subarea Plans: This requirement is to have Subarea plans be consistent with the Comprehensive Plan goals and policies and to include such items as energy conservation, historic preservation, natural hazardous or community design. Currently the City of Bremerton has five Subarea Plans that are consistent with the Comprehensive Plan: Bay Vista, Downtown, East Park, Manette, and the South Kitsap Subarea Plan (now known as Puget Sound Industrial Center - Bremerton). Some of these plans may be consolidated into our Comprehensive Plan update and will no longer be classified as a Subarea Plan. All the information that was developed from said plan will be incorporated into the Comprehensive Plan as appropriate.
- i. STAFF RESPONSE: As the Comprehensive Plan update is underway, it will be considered to consolidate the Subarea Plans as appropriate (to help with the user friendly goal of this document).

## 12. Consistency

- a. Elements are consistent with countywide planning policies: Cities and counties are required to work together to establish Countywide Planning Policies, which provide a regional policy framework. By working to ensure that their plans address a common framework, neighboring jurisdictions create consistency between their plans. The Comprehensive Plan does comply with the [Kitsap Countywide Planning Policies](#) (KCPPs), however the KCPPs have been update since the adopt of the Comprehensive Plan thus the Comprehensive Plan may need to be updated. In addition, Vision 2040 has been created since the adoption of the Comprehensive Plan (in 2008). [Vision 2040](#) is the multicountywide planning policies between jurisdictions located in Pierce, King, Kitsap, and Snohomish. The Comprehensive Plan does not address Vision 2040.
- i. STAFF RESPONSE: Will need to be updated to comply with most recent KCPPs and Vision 2040.

- b. The plan describes how all elements fit together: This is plan does describe how all the elements fit together in the introduction chapter of the Comprehensive Plan. It explains how the document is formatted, identifies consistent with the Growth Management Act goals, description of relationship to regulations and citizen participation. This will be utilized in the updated process.
  - i. STAFF RESPONSE: This is addressed sufficiently and will be updated as the formatting of the document changes with the amendments.
  
- c. Plan is coordinated with the plans of adjacent jurisdictions: Within the Introduction of the Comprehensive Plan, there is a section titled: *Meeting the Challenge of Growth*. It states that Kitsap County and its jurisdictions, including the City of Bremerton, agreed to each conduct a community dialogue about the desired future - how it wants to grow and accommodate a portion of the State's population allocation to the County. This process occurs at the Kitsap Regional Coordinating Council where discussions have occurred for population and employment growth countywide and for each jurisdiction.
  - i. STAFF RESPONSE: This is addressed sufficiently

### 13. Public Participation

- a. Public participation in the comprehensive planning process: Within the opening Chapter of the Comprehensive Plan it identifies Public Participation and how it was met. The City Council approved Public Participation Program that was utilized in the 2004 adoption and that a similar process will be used for this update.
  - i. STAFF RESPONSE: This is addressed sufficiently within the Comprehensive Plan. Staff has prepared an updated Public Participation Program to guide this update process.
  
- b. Process for making amendment to Comprehensive Plan: Within the opening Chapter of the Comprehensive Plan, the section titled *Periodic Review and Update of the Comprehensive Plan*, does address the process for making amendments to the Comprehensive Plan. The City's Municipal Code has provisions for annual updates and emergency amendments.
  - i. STAFF RESPONSE: This is addressed sufficiently

- c. Program for monitoring: Within the opening Chapter of the Comprehensive Plan, the section titled *Periodic Review and Update of the Comprehensive Plan*, does address following adoption of the Comprehensive Plan and related development regulations, the City will continually monitor their effectiveness and document needed amendments.
- i. STAFF RESPONSE: This is addressed sufficiently

## Work Program

*This report is one part of eight for the City of Bremerton Work Program for the Comprehensive Plan Update. The documents that comprise of the Work Program are the Report on Comprehensive Plan Consistency with State Law and Policy, and the other six District Profiles, all are under a separate cover. All these documents are out for public comment. All documents of this Work Program can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com).*

## ***The City is waiting for your comments!***

*Please contact Allison Satter, Long Range Planner, at (360) 473-5845 or [compplan@ci.bremerton.wa.us](mailto:compplan@ci.bremerton.wa.us) with your feedback or to become an interested party.*

DRAFT



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**Appendix A –**

**Department of Commerce**  
**Expanded Comprehensive Plan**  
**Checklist**



## Expanded Comprehensive Plan Checklist

A Technical Assistance Tool From Growth Management Services – update: July 2013

<p><b>Instructions:</b></p> <p>This checklist is intended to help jurisdictions update their comprehensive plan, as required by <a href="#">RCW 36.70A.130(4 &amp; 5)</a>. We encourage but do not require jurisdictions to complete the checklist and return it to Growth Management Services (GMS). This checklist is for local governments fully planning under the Growth Management Act (GMA), not for those planning for resource lands and critical areas only. For general information on update requirements, refer to <i>Keeping your Comprehensive Plan and Development Regulations Current: A Guide to the Periodic Update Process under the Growth Management Act</i> and <a href="#">WAC 365-196-610</a>.</p> <p><b>Bold items are a GMA requirement.</b> Other items may be requirements of other state or federal laws, best practices, or ideas to consider. <b>Highlighted</b> items are links to Internet sites. Dates are included for recent additions or amendments to the GMA. If you have questions, call GMS at (360) 725-3066.</p>	<p><b>Checklist Topics:</b></p> <table> <tr><td>Land Use</td><td>1</td></tr> <tr><td>Housing</td><td>6</td></tr> <tr><td>Capital Facilities</td><td>7</td></tr> <tr><td>Utilities</td><td>10</td></tr> <tr><td>Rural</td><td>10</td></tr> <tr><td>Transportation</td><td>11</td></tr> <tr><td>Economic Development</td><td>14</td></tr> <tr><td>Park and Recreation</td><td>15</td></tr> <tr><td>Shoreline</td><td>16</td></tr> <tr><td>Essential Public Facilities</td><td>16</td></tr> <tr><td>Optional Elements</td><td>17</td></tr> <tr><td>Consistency</td><td>17</td></tr> <tr><td>Public Participation</td><td>17</td></tr> </table>	Land Use	1	Housing	6	Capital Facilities	7	Utilities	10	Rural	10	Transportation	11	Economic Development	14	Park and Recreation	15	Shoreline	16	Essential Public Facilities	16	Optional Elements	17	Consistency	17	Public Participation	17
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<p><b>1. The Land Use Element</b> should be consistent with countywide planning policies (CWPPs) and <a href="#">RCW 36.70A.070(1)</a>, and should consider , <a href="#">WAC 365-196-400</a>, <a href="#">WAC 365-196-405</a>, <a href="#">WAC 365-196-300</a> through <a href="#">345</a></p>		
<p>a. The element integrates relevant county-wide planning policies into the local planning process, and ensures local goals and policies are consistent. For jurisdictions in the Central Puget Sound region, the plan is consistent with applicable multicounty planning policies. <a href="#">WAC 365-196-305</a></p>	<p><input type="checkbox"/> Consistency with countywide planning policies</p> <p><input type="checkbox"/> Consistency with multicounty planning policies, where applicable</p>	<p>2004 CP does discuss consistency with KCPP (but not updated CPPs). Vision 2040 not addressed.</p>
<p>b. The element includes a future land use map (or maps). Maps fulfill the requirement to <b>show the general distribution of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses.</b> <a href="#">RCW 36.70A.070(1)</a> and <a href="#">WAC 365-196-400(2)(d)</a></p> <p><b>The future land use map shows city limits and urban growth area (UGA) boundaries.</b> <a href="#">RCW 36.70A.110(6)</a>, <a href="#">RCW 36.70A.130</a>, <a href="#">WAC 365-196-310</a> and <a href="#">WAC 365-196-405(2)(i)(ii)</a>.</p>	<p><input type="checkbox"/> Land use map</p> <p><b>Land Use designation maps are included</b></p>	<p>Will be updated with current data.</p>

Comprehensive plan provisions	Page # and how addressed in plan	Update action, if needed
<p>c. <b>The Land Use Element includes population densities, building intensities, and estimates of future population growth.</b> RCW 36.70A.070(1) WAC 365-196-405(2)(i) suggests including a table with the range of dwelling units per acre allowed in each land use designation and implementing zone as a projection of existing and projected development capacity.</p> <p>The plan should also indicate the population for which it is planning, which should be consistent with the Washington Office of Financial Management’s forecast for the county or the county’s sub-county allocation of that forecast, and should be the same for all comprehensive plan elements, and is. If OFM population projection is not used, the plan includes the rationale for using another figure. RCW 43.62.035 and WAC 365-196-405(f)</p> <p>Counties should indicate the percentage of county-wide population growth allocated for urban growth areas. This allocation should be consistent with GMA goals of encouraging urban growth in urban areas, reducing sprawl, and ensuring public facilities and services are efficiently provided. WAC 365-196-405 (f)</p>	<p><input type="checkbox"/> Population projection uses latest forecast</p> <p>Land Use Appendix and Designations descriptions in LU section</p>	<p>Data will be updated with current data.</p>
<p>d. <b>Urban densities and urban growth areas (UGAs) have been reviewed.</b> RCW 36.70A.130(3)(a), (5), and (6) and WAC 365-196-310(2)</p> <p>By definition, urban growth areas all incorporated lands in cities and town, and unincorporated urban growth areas designated by a county. A review should be completed as part of the 8-year update under RCW 36.70A.130. Review WAC 365-196-310(2) for suggestions on evaluating and designating UGAs. Supporting information should include: selected population growth forecast scenario RCW 43.62.035; population allocation and percentage of land devoted to urban, rural, and resource uses (counties) RCW 36.70A.070(1); land capacity analysis for UGAs, ability to provide urban services. RCW 36.70A.110, CWPPs and WAC 365-196-310.</p> <p>There should be a coordinated approach to planning for development in urban growth areas, especially among adjacent jurisdictions. WAC 365-196-330 Urban growth areas (incorporated or not) must plan for urban densities and urban services. If a county designates a fully contained community (FCC), part of the county’s population allocation should be reserved for the FCC. RCW 36.70A.350(2) If a potential UGA expansion area is within the 100-year flood plain of major western Washington rivers, consider RCW 36.70A.110(8).</p>	<p><input type="checkbox"/> UGA review (required every 8 years)</p> <p>LU20 – A through J (Goals &amp; Policies for Uninc. UGAs).</p> <p>Complies with ULCA.</p>	<p>Will be updated with current data</p>

Comprehensive plan provisions	Page # and how addressed in plan	Update action, if needed
<p>e. <b>If a buildable lands analysis shows measures needed to ensure appropriate densities, such measures have been adopted.</b> <a href="#">RCW 36.70A.215</a> and <a href="#">WAC 365-196-315</a> The <i>Buildable Lands Program Guidelines</i> includes a list of measures.</p>	<input type="checkbox"/> Reasonable measures adopted if needed  <b>ULCA identifies that reasonable measures are not needed.</b>	
<p>f. <b>The element considers planning approaches that increase physical activity</b>, such as neighborhood commercial nodes to allow walking and cycling to local services, transit- or pedestrian-oriented development, linear parks and trail networks, and siting schools and other public facilities within neighborhoods to allow easy walking <a href="#">RCW 36.70A.070(1)</a> and <a href="#">WAC 365-196-405 (2)(j)</a></p>	<input type="checkbox"/> Planning for physical activity  <b>Goals: LU4A-4D, pLU-30 LU12A through I</b>	<b>Will work with Kitsap Health District for other opportunities.</b>
<p>g. <b>Lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses are identified.</b> <a href="#">RCW 36.70A.150</a>   <b>RCW 36.70A.150 requires that a prioritized list of acquisitions be developed.</b> [The list need not be part of the comprehensive plan.] <a href="#">RCW 36.70A.150</a> and <a href="#">WAC 365-196-340</a></p>	<input type="checkbox"/> Public use lands <b>Goals: LU3A-3E LU19A-19B</b>  <input type="checkbox"/> List of acquisitions	<b>Will update with current data.</b>
<p>h. <b>Open space corridors within and between urban growth areas, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas are identified.</b> <a href="#">RCW 36.70A.160</a> and <a href="#">WAC 365-196-335</a></p>	<input type="checkbox"/> Open space corridors  <b>Goals : LU 2A-2D, pLU-29; LU 12A; Map LU26</b>	
<p>i. <b>If an airport is within or adjacent to the jurisdiction, the plan includes policies, land use designations, and zoning to discourage the siting of incompatible uses adjacent to general aviation airports.</b> <a href="#">RCW 36.70.547</a> and <a href="#">WAC 365-196-455</a>   See <a href="http://www.wsdot.wa.gov/aviation/Planning/default">www.wsdot.wa.gov/aviation/Planning/default</a> for guidance. Any planning adjacent to or within the “imaginary surface” areas of general aviation airports must consult with the Aviation Division of WSDOT.</p>	<input type="checkbox"/> No incompatible uses near airports <b>LU16; also SKIA SAP</b>  <input type="checkbox"/> WSDOT notified	
<p>j. <b>If a U.S. Department of Defense (DoD) military base employing 100 or more personnel is within or adjacent to the jurisdiction, the plan must include policies, land use designations, and consistent zoning to discourage the siting of incompatible uses adjacent to military base.</b> <a href="#">RCW 36.70A.530(3)</a> and <a href="#">WAC 365-196-475</a>   See <a href="#">Map of U.S. bases</a> to help make determination of applicability. <b>If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base.</b></p>	<input type="checkbox"/> No incompatible uses near US DoD bases  <input type="checkbox"/> Base commander notified	<b>Not addressed – JLUS will be completed prior to adoption.</b>

Comprehensive plan provisions	Page # and how addressed in plan	Update action, if needed
<p>k. <b>Where applicable, the Land Use Element includes a review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provides guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.</b> <a href="#">RCW 36.70A.70(1)</a>; <a href="#">WAC 365-196-405(2)(c)</a> <a href="#">RCW 90.56.010(26)</a> defines waters of the state.</p> <p>Jurisdictions subject to U.S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (<a href="#">NPDES</a>) <a href="#">Phase 1</a> and <a href="#">Phase 2</a>, should comply with all permit requirements.</p> <p>All local governments are also encouraged to:</p> <ul style="list-style-type: none"> <li>• Adopt the <a href="#">State Department of Ecology’s Stormwater Manual for Eastern</a> or <a href="#">Western Washington</a> or the equivalent.</li> <li>• Incorporate relevant land-use recommendations from adopted local watershed plans. <a href="http://www.ecy.wa.gov/watershed/index.html">www.ecy.wa.gov/watershed/index.html</a>.</li> <li>• Adopt a clearing and grading ordinance if not already existing (See <a href="#">Technical Guidance Document for Clearing and Grading in Western Washington</a>).</li> </ul>	<p><input type="checkbox"/> Stormwater planning <a href="#">LU17</a></p>	<p>Will be updated with current data</p>
<p>l. <b>Critical areas are designated</b> <a href="#">RCW 36.70A.170</a> and <a href="#">WAC 365-190-080</a> <b>Best available science (BAS) is used to protect the functions and values of critical areas, and give “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries.</b> <a href="#">RCW 36.70A.172</a> and <a href="#">WAC 365-195-900</a> through <a href="#">925</a></p> <p>Plan policies should address the five critical areas listed in <a href="#">RCW 36.70A.030(5)</a> (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas. See <a href="#">Critical Areas Assistance Handbook(2007)</a> and <a href="#">Small Communities Critical Areas Ordinance Implementation Guidebook (2007)</a>. Follow the process in <a href="#">WAC 365-195-915</a> to document decisions.</p> <p><b>Endangered Species:</b> If there are anadromous fisheries, or if the jurisdiction affected by an Endangered Species Act (ESA) 4(d) rule, the comprehensive plan should contain policies guiding decisions which may impact listed species. Special consideration may include:</p> <ul style="list-style-type: none"> <li>• Revisions to zoning to protect habitat</li> <li>• Revisions to the location of planned capital facilities</li> <li>• Revisions to stormwater regulations or clearing and grading ordinances</li> </ul> <p>Establishment or maintenance of monitoring programs to ensure that habitat is being maintained, See <a href="#">WAC 365-195-920</a>.</p>	<p><input type="checkbox"/> BAS used to designate and protect critical areas</p> <p>The 5 areas are addressed in <a href="#">Environment Element</a>; BAS referenced in <a href="#">Env. Element Introduction, &amp; Goals E8G, E13, E14, LU18E, and SMP</a>.</p>	

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<p>m. <b>Critical Aquifer Recharge Areas:</b>(Required if jurisdictions draw groundwater for potable water or need to manage threats to exempt wells.): <a href="#">WAC 365-190-100</a></p> <ul style="list-style-type: none"> <li>• <b>The plan protects the quality and quantity of ground water used for public water supplies.</b> <a href="#">RCW 36.70A.070(1)</a> See Ecology’s guidance on <a href="#">Critical Aquifer Recharge Areas (CARAs)</a></li> <li>• For water quality, policies and implementing regulations should regulate hazardous uses in critical aquifer recharge areas (CARAs) and protect wellhead areas. See <a href="#">Ecology’s Groundwater Quality Information</a></li> <li>• For water quantity, policies and implementing regulations should limit impervious surfaces, encourage water conservation measures, and consider <a href="#">Water Resource Inventory Assessment (WRIA)</a> plans. See <a href="#">Ecology's Stormwater Programs</a> for more information.</li> </ul>	<input type="checkbox"/> CARAs protect water quality and quantity <a href="#">LU15A-C and SKIA SAP</a>	
<p>n. <b>Natural Resource Lands (NRLs) designated and conserved:</b> <a href="#">RCW 36.70A.170</a> <a href="#">RCW 36.70A.060</a> NRLs include forest, agricultural, and mineral resource lands. See process to classify and designate at <a href="#">WAC 365-190-040</a>.</p> <p><b>If forest or agricultural lands of long-term commercial significance are designated inside UGAs, they must be subject to transfer and/or purchase of development rights (TDR, or PDR).</b> <a href="#">RCW 36.70A.060(4)</a></p>	<input type="checkbox"/> TDR or PDR program for forest or agricultural lands inside UGAs  <a href="#">Not applicable (for County jurisdictions)</a>	
<p>o. <b>Designate and Conserve Forest Resource Land:</b> <a href="#">RCW 36.70A.170</a> <a href="#">RCW 36.70A.060</a> Forest land is defined at <a href="#">RCW 36.70A.030(8)</a>. Review <a href="#">WAC 365-190-060</a> for recommendations on forest lands.</p>	<input type="checkbox"/> Forest lands designated	<a href="#">DNR list should be reviewed. Update required with current data.</a>
<p>p. <b>Designate and conserve agricultural resource lands (ARLs):</b> <a href="#">RCW 36.70A.170</a> and <a href="#">RCW 36.70A.060</a></p> <p>ARLs are defined at <a href="#">RCW 36.70A.030(2)</a>. See <a href="#">WAC 365-190-050</a> for recommendations to designate, and <a href="#">WAC 365-196-815</a> to protect agricultural lands. Land use and policies should discourage incompatible uses around natural resource areas.</p> <p><a href="#">RCW 36.70A.177(3)</a> includes innovative techniques to conserve agricultural land and permitted accessory uses.</p>	<input type="checkbox"/> Agricultural lands designated  <input type="checkbox"/> Limit accessory uses on agricultural lands <a href="#">Not applicable (for County jurisdictions)</a>	
<p>q. <b>Designate mineral resource lands:</b></p> <p><a href="#">RCW 36.70A.131</a> requires consideration of new information including data available from the Department of Natural Resources relating to mineral resource deposits when reviewing mineral resource land designations. Minerals defined in <a href="#">RCW 36.70A.030(11)</a> to include sand, gravel and valuable metallic substances. See <a href="#">WAC 365-190-070</a> for guidance on designation.</p>	<input type="checkbox"/> Review mineral resource lands  <a href="#">Not applicable (for County jurisdictions)</a>	

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<p><b>r. Development outside UGAs: If applicable, development planned outside UGAs must be consistent with the following:</b></p> <p>Major industrial development: <a href="#">RCW 36.70A.365</a> and <a href="#">WAC 365-196-435</a></p> <p>Master planned development: <a href="#">RCW 36.70A.367</a> and <a href="#">WAC 365-196-470</a></p> <p>Master planned resorts <a href="#">RCW 36.70A.360</a>, <a href="#">RCW 36.70A.362</a>, and <a href="#">WAC 365-196-460</a></p>	<input type="checkbox"/> If applicable, development outside UGA consistent with RCW	<p>Not applicable (for County jurisdictions)</p>
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<p><b>2. The Housing Element</b> is intended to ensure the vitality and character of established residential neighborhoods, encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. It should be consistent with relevant CWPPs, <a href="#">RCW 36.70A.070(2)</a>, and should consider <a href="#">WAC 365-196-410</a>.</p>		
<p>a. <b>Include an inventory of existing housing units and an analysis the number (and type) of housing units necessary to provide for projected growth over the planning period.</b> <a href="#">RCW 36.70A.070(2)(a)</a> and <a href="#">WAC 365-196-410(2)(b) and (c)</a> and Commerce’s <i>Assessing Your Housing Needs (1993, Updated by March 2013)</i></p>	<input type="checkbox"/> Inventory of existing housing and projected housing needs using latest population projection  <a href="#">Housing Appendix Tables</a>	<p>Will be update with current data</p>
<p>b. <b>Include goals, policies, and objectives for the preservation, improvement, and development of housing.</b> <a href="#">RCW 36.70A.070(2)(b)</a> and <a href="#">WAC 365-196-410(2)(a)</a>.</p>	<input type="checkbox"/> Goals, policies for housing  <a href="#">H1 – Preservation</a> <a href="#">H2 – Improvement</a> <a href="#">H3, H4 -Development</a>	
<p>c. <b>Identify sufficient land for housing, including but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities.</b> <a href="#">RCW 36.70A.070(2)(c)</a></p>	<input type="checkbox"/> Identify sufficient land for housing  <a href="#">Consistency of Housing Element (page HS-19)</a>	<p>Will be updated as reference to KCPPs</p>

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<p><b>d. Provisions for existing and projected housing needs of all economic segments of the community.</b> <a href="#">RCW 36.70A.070(2)(d)</a></p> <p>Affordable housing is defined as when the total housing costs, including basic utilities, does not exceed 30 percent of the income limit (for renters, 50 percent or less of the county median family income, adjusted for family-size, and for owners, 80 percent or less of the county median family income, adjusted for family size for owners). <a href="#">WAC 365-196-410(e)(i)(C) (I-V)</a></p> <p><a href="#">WAC 365-196-410(2)(e)(iii)</a> recommends an evaluation of the extent to which the existing and projected market can provide housing at various costs and for various income levels, and an estimation of the present and future populations that would require assistance to obtain housing they can afford. This section should also identify existing programs and policies to promote adequate affordable housing and evaluate their effectiveness.</p> <p><i>If</i> enacting or expanding affordable housing programs under <a href="#">RCW 36.70A.540</a>, the plan should identify certain land use designations where increased residential development will assist in achieving local growth management and housing policies. Examples include: density bonuses within urban growth areas, height and bulk bonuses, fee waivers or exemptions, parking reductions, expedited permitting conditioned on provision of low-income housing units, or mixed use projects.</p>	<p><input type="checkbox"/> Affordable housing planned</p> <p>H3, H4 and H5</p>	
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<p><b>3. The Capital Facilities Plan (CFP) Element</b> must be consistent with county-wide planning policies and <a href="#">RCW 36.70A.070(3)</a>, should consider <a href="#">WAC 365-196-415</a>, and should serve as a check on the practicality of achieving other elements of the plan. This element should cover all the capital facilities planned, provided, and paid for by public entities including to local government and special districts, etc. This should include water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from park and recreation elements, if separate, should be included in the capital facilities plan element. For additional information see <i>Making Your Comprehensive Plan a Reality: A Capital Facilities Preparation Guide Washington Department of Community Trade and Economic Development (CTED), 1993.</i></p>		
<p>a. Goals and policies relating to investment in capital facilities, levels of service and regulatory strategies for concurrency to guide decisions. <a href="#">RCW 36.70A.120</a> and <a href="#">WAC 365-196-415</a></p>	<p><b>City Services Element</b> <b>CS5A, CS5B</b></p>	

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<p>b. <b>Inventory showing the locations and capacities of existing capital facilities owned by public entities</b> RCW 36.70A.070(3)(a) and WAC 365-196-415(2)(a) recommends the inventory include water, sanitary sewer, stormwater, solid waste management, school, park, and recreation facilities, police and fire protection facilities. The element should reference water or other system plans, indicate locations of facilities, and show where systems currently have unused capacity. Public services and facilities are defined in RCW 36.70A.030(12) and (13).</p>	<p><input type="checkbox"/> Inventory of existing facilities City Services Appendix – Tables</p>	<p>Will be updated with current data</p>
<p>c. <b>Adopted levels of service (LOS)for public services.</b></p>	<p><input type="checkbox"/> Adopted LOS. City Services Appendix – section following each table</p>	<p>LOS will be updated</p>
<p>d. <b>Forecast of future needs to maintain adopted levels of service over the planning period.</b> RCW 36.70A.070(3)(b) requires a forecast of future needs, and WAC 365-196-415 (b) recommends the forecast be based on projected population densities, and distribution of growth over the planning period. This section should consider whether the jurisdiction has sufficient water rights, sewage treatment, or other needed public facilities to support the plan’s projected 20-year growth. This may also consider system management or demand management strategies to meet forecast need.</p>	<p><input type="checkbox"/> Forecast of future needs City Services Appendix – section following each table CS22 and CS23 Transportation Appendix – LOS Ch. 2.4</p>	<p>Will be updated with current data</p>
<p>e. <b>Proposed locations and capacities of expanded or new capital facilities.</b> RCW 36.70A.070(3)(c) requires proposed locations and capacities, and WAC 365-196-415 (3)(C) suggests that the phasing schedule in the Land Use Element should dictate when and where capital facilities will be needed over the 20-year life of the plan. Consider if the concurrency ordinance or other mechanisms have been effective in providing public facilities and services concurrent with development</p>	<p><input type="checkbox"/> Proposed locations and capacities of expanded or new facilities. CS17, CS22, and CS23</p>	
<p>f. <b>Six-year plan (at least) to finance planned capital facilities within projected funding capacities, and identifies sources of public money for such purposes.</b> RCW 36.70A.070(3)(d), RCW 36.70A.120 and WAC 365-196-415(c)(i)  This CFP should include all public expenditures for capital expenses including water, sewer, transportation, etc. WAC 365-196-415(2)(c)(ii) suggests that the plan be updated at least biennially so that financial planning remains sufficiently ahead of the present for concurrency to be evaluated.  <b>If impact fees are collected, the public facilities for which money is to be spent on must be included in this element.</b> RCW 82.02.050(4) and WAC 365-196-850</p>	<p><input type="checkbox"/> Six-year funding plan consistent with comp plan CS28  <input type="checkbox"/> Impact fees used only for projects included in the CFP</p>	

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<p><b>Policy to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Element, and financing plan within the Capital Facilities Element are coordinated and consistent.</b> [RCW 36.70A.070(3)(e) and WAC 365-196-415(2)(d)(iii)(F) recommends that the plan set forth how pending applications for development will be affected while such a reassessment is being undertaken.</p>	<p><input type="checkbox"/> Land Use reassessment policy included</p>	<p><i>Not referenced in LU goals; LU20 goals touch on funding for CFs, but no policy follows.</i></p>

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<p><b>4. The Utilities Element</b> should relate to all services provided, planned for, paid for, and delivered by providers other than the jurisdiction. This should be consistent with relevant CWPPs and <a href="#">RCW 36.70A.070(4)</a>, and should consider <a href="#">WAC 365-195-420</a>.</p>		
<p>a. <b>The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.</b> <a href="#">RCW 36.70A.070(4)</a>. <a href="#">WAC 365-195-420</a> recommends goals and policies relating coordination in construction, permits, utility corridor use and management. Counties and cities should evaluate whether any utilities should be identified as essential public facilities in case of siting difficulties.</p>	<p><input type="checkbox"/> General location and capacity of existing and proposed facilities <b>City Services Element - Utilities; City Services Appendix</b></p>	

<p><b>5. The Rural Element (counties only)</b> should be consistent with <a href="#">RCW 36.70A.070(5)</a>, <a href="#">RCW 36.70A.030(15)</a> through <a href="#">(17)</a>, and consider <a href="#">RCW 36.70A.011</a> and <a href="#">WAC 365-196-425</a>. Rural lands are lands not designated for urban growth, or designated as agricultural, forest, or mineral resource lands. For additional information, see <a href="#">Keeping the Rural Vision: Protecting Rural Character &amp; Planning for Rural Development, 1999</a>.</p>		
<p>a. <b>A definition of rural character and rural development consistent with <a href="#">RCW 36.70A.030, (15), (16), and (17)</a>.</b> <a href="#">WAC 365-196-425(2)</a> provides suggestions.</p>	<p><input type="checkbox"/> Definition of rural character <b>This whole section is not applicable (for County jurisdictions only)</b></p>	
<p>b. <b>Allows forestry, agriculture, and a variety of rural densities and uses.</b> <a href="#">RCW 36.70A.070(5)</a> See <a href="#">WAC 365-196-425(3)</a> for examples of rural densities. The plan may include optional techniques such as limited areas of more intensive rural development (LAMIRDs), clustering, density transfer, design guidelines, and conservation easements to accommodate rural uses not characterized by urban growth as specified in <a href="#">RCW 36.70A.070(5)(d)</a>. See <a href="#">WAC 365-196-425(5)</a> for innovative zoning techniques.</p>	<p><input type="checkbox"/> Variety of densities <b>Same as above: 5(a)</b></p>	
<p>c. <b>A written record explaining how the rural element harmonizes the planning goals and meets the requirements of the Growth Management Act.</b> <a href="#">RCW 36.70A.070(5)(a)</a>. <a href="#">WAC 365-196-425(1)</a> A county may consider local circumstances in establishing patterns of rural densities and uses, but must develop a written record of the rural element harmonizes the planning goals and meets the requirements of the act.</p>	<p><input type="checkbox"/> A written record relating to rural character <b>Same as above: 5(a)</b></p>	

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<p><b>d. A definition of rural governmental services needed to serve the permitted densities and uses, and a policy that limits urban services in rural areas</b> RCW 36.70A.110(4). RCW 36.70A.030((17) and <a href="#">WAC 365-196-425(4)</a> recommends some definitions of rural services and provides suggestions for appropriate level of service standards.</p>	<input type="checkbox"/> Definition of rural services <b>Same as above: 5(a)</b>	
<p><b>e. Measures protecting rural character.</b> <a href="#">RCW 36.70A.070(5)(c)</a> Measures include containing/controlling development, assuring visual compatibility, reducing inappropriate conversion to low-density sprawl, protecting critical areas, and protecting against conflicts with natural resource lands.</p>	<input type="checkbox"/> Measures to protect rural character <b>Same as above: 5(a)</b>	
<p><b>f. If designated, limited areas of more intense rural development (LAMIRDs) are consistent with</b> <a href="#">RCW 36.70A.070(5)(d)</a>. See <a href="#">WAC 365-196-425(6)</a> for guidance relating to LAMIRDs.</p> <p>Commerce suggests that jurisdictions consider <a href="#">Growth Management Hearings Board</a> cases and Commerce’s <a href="#">Keeping the Rural Vision: Protecting Rural Character &amp; Planning for Rural Development, 1999</a> for guidance on appropriate rural densities and levels of governmental services in LAMIRDs.</p>	<input type="checkbox"/> LAMIRDs designated and regulated consistent with GMA <b>Same as above: 5(a)</b>	

<p><b>6. The Transportation Element</b> should be consistent with relevant CWPPs and <a href="#">RCW 36.70A.070(6)</a>, <a href="#">RCW 36.70A.108</a>, and should consider <a href="#">WAC 365-196-430</a> and <a href="#">Your Community’s Transportation System: A Guide to Updating and Implementing your Transportation Element (2012)</a></p>		
<p>a. The element includes goals and policies for roadways; fixed route and demand response public transit; bicycle and pedestrian travel; water, rail, air, and industrial port and intermodal facilities; passenger and freight rail; and truck, rail, and barge freight mobility. <a href="#">WAC 365-196-430(2)(b)]</a></p> <p>The element should include policies and provisions consistent with regional efforts to reduce criteria pollutants from mobile sources. <a href="#">WAC 173-420-080</a> If the planning area is within a National Ambient Air Quality Standards nonattainment area, <a href="#">WAC 365-196-430(2)(d)</a> recommends including a map of the nonattainment area, severity of the violation, and measures to be implemented consistent with the state implementation plan for air quality.</p>	<p><b>Kitsap County is an Attainment Area;</b>  <b>T3A-3D Environment</b></p>	
<p>b. <b>An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports to define existing capital facilities and travel levels as a basis for future planning.</b> <a href="#">RCW 36.70A.070(6)(a)(iii)(A)</a>. <a href="#">WAC 365-196-430(2)(c)</a> provides recommendations for meeting inventory requirements.</p>	<input type="checkbox"/> Transportation inventory <b>T9, T10, T11</b>	

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<p>c. <b>The element includes regionally coordinated level of service (LOS) standards for all arterials and transit routes, LOS for highways of statewide significance, and LOS for other state highways consistent with the regional transportation plan.</b> <a href="#">RCW 36.70A.070(6)(a)(iii)(B)</a></p> <p><a href="#">WAC 365-196-430(2)(e)(v)</a> recommends LOS be set to reflect access, mobility, mode-split and capacity goals. <a href="#">WAC 365-196-430(2)(e)(vi)</a> recommends that measurement methodology and standards vary based on the urban or rural character of the surrounding area. Also, balance community character, funding capacity, and traveler expectations. In urban areas, <a href="#">WAC 365-196-430(2)(e)(vii)</a> recommends methodologies for analyzing the transportation system from a comprehensive, multimodal perspective.</p>	<p><input type="checkbox"/> Levels of service for all facilities; local, regional, and state <a href="#">Transportation Appendix;</a> <a href="#">T6 LOS/Operations;</a></p>	
<p>d. <b>The element identifies specific actions and requirements for bringing into compliance locally owned transportation facilities and services that are below an established LOS standard.</b> <a href="#">RCW 36.70A.070(6)(a)(iii)(D)</a> and <a href="#">WAC 365-196-430(2)(g)</a></p> <p>Concurrency policies must be consistent with <a href="#">RCW 36.70A.070(6)(b)</a>, and consider multimodal improvements <a href="#">RCW 36.70A.108</a>. Strategies such as increased public transit, ride sharing programs, and other multimodal strategies may be used to ensure that development does not cause service to decline on a locally owned facility below adopted levels of service.</p>	<p><input type="checkbox"/> Concurrency <a href="#">Transportation chapter and appendix.</a> <a href="#">Page TR-19</a></p>	<p><a href="#">Will need to be updated with current data</a></p>
<p>f. <b>The element describes existing and planned transportation demand management (TDM) strategies, such as HOV lanes, parking policies, high occupancy vehicle subsidy programs, etc.</b> <a href="#">RCW 36.70A.070(6)(a)(vi)</a>. <a href="#">WAC 365-196-430(2)(i)</a> provides suggested TDM strategies.</p> <p>If required, a commute trip reduction plan to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted consistent with the comprehensive plan and submitted to the regional transportation planning organization. <a href="#">RCW 70.94.527</a>.</p>	<p><input type="checkbox"/> TDM Strategies <a href="#">T7</a></p>	

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<p>g. <b>The element includes a pedestrian and bicycle component.</b> <a href="#">RCW 36.70A.070(6)(a)(vii)</a>. <a href="#">WAC 365-196-430(2)(j)</a> recommends jurisdictions inventory existing pedestrian and bicycle facilities, and identify and plan improvements for facilities. Improvements could focus on safe routes to school, hazard areas, or pedestrian-generating areas, and should be funded in capital facility or transportation improvement plans. See Bicycle and pedestrian planning information and resources at <a href="http://www.wsdot.wa.gov/Walk/default.htm">www.wsdot.wa.gov/Walk/default.htm</a> and <a href="http://www.wsdot.wa.gov/bike/default.htm">www.wsdot.wa.gov/bike/default.htm</a>.</p>	<p><input type="checkbox"/> Bicycle and pedestrian planning <b>T1, Transportation Appendix 2.7 and 4.4</b></p>	
<p>h. <b>The element includes a forecast of traffic for at least 10 years, based on the Land Use Element, to provide information on the location, timing, and capacity needs of future growth.</b> <a href="#">RCW 36.70A.070(6)(a)(iii)(E)</a>. <a href="#">WAC 365-196-430(2)(f)</a> suggests including bicycle, pedestrian or planned transit service in a multimodal forecast. Forecasts should be consistent with regionally adopted strategies and plans.</p> <p><b>The forecast should be based on assumptions in the land use element.</b> <a href="#">RCW 36.70A.070(6)(a)(i)</a> . <a href="#">WAC 365-196-430(2)(a)(i)</a> recommends counties and cities use consistent land use assumptions, population forecasts, and planning periods for both the land use and transportation elements.</p>	<p>x<input type="checkbox"/> 10-year Traffic forecast</p> <p><input type="checkbox"/> Land use element assumptions used to forecast travel <b>Transportation Appendix 3.1</b></p>	<p><b>Will be updated with current data</b></p>
<p>i. <b>The element identifies state and local system expansion needs to meet current and future demands.</b> <a href="#">RCW 36.70A.070(6)(a)(iii)(F)</a>. <a href="#">WAC 365-196-430(2)(f)</a> recommends including bicycle, pedestrian or planned transit service in needs.</p> <p><b>WSDOT’s Ten-Year Capital Improvement and Preservation Program for state-owned facilities (Required by RCW 47.05.030) is detailed in the Transportation Executive Information System</b> <a href="http://www.transinfo.state.wa.us/">http://www.transinfo.state.wa.us/</a> Click on the current projects list, select the most recent legislative final project list and you can select projects by county.</p>	<p><input type="checkbox"/> Future needs <b>Transportation Appendix, 6-Yr TIP Priorities (Table 5-1)</b></p>	<p><b>Will be updated with current data</b></p>

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<p>j. <b>A multiyear financing plan is included in the element based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems.</b> RCW 36.70A.070(6)(a)(iv)(B). WAC 365-196-430(2)(k)(ii) recommends that the horizon year be the same as the time period for the travel forecast and identified needs.</p> <p><b>The analysis should assess the identified needs against probable funding resources.</b> RCW 36.70A.070(6)(a)(iv)(A). WAC 365.196-430(2)(k)(iv) recommends counties and cities consider the cost of maintaining facilities when considering new facilities.</p> <p><b>If probable funding falls short of meeting identified needs, there is a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met.</b> RCW 36.70A.070(6)(a)(iv)(C). WAC 365-196-430(2)(l)(ii) states that this review must take place, at a minimum, as part of the eight-year periodic review and update and update of UGAs [eight years per 2011 amendments to RCW 36.70A.130]. Several choices for addressing funding shortfalls are provided.</p>	<p>Transportation Appendix, Chapter 5</p> <p><input type="checkbox"/> Funding program</p> <p><input type="checkbox"/> Funding analysis</p> <p><input type="checkbox"/> Funding shortfall strategy</p>	<p>Will be updated with current data</p>
<p>k. <b>The element discusses intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.</b> RCW 36.70A.070(6)(a)(v). WAC 365-196-430(2)(a)(iv) recommends developing transportation elements using the county-wide planning policies to ensure they are coordinated and consistent with the comprehensive plans of other counties and cities sharing common borders.</p>	<p><input type="checkbox"/> Intergovernmental coordination Transportation Appendix 1.4</p>	<p>Will be updated with current data</p>
<p>l. <b>The element discusses how the transportation plan implements and is consistent with the land use element, and how it is consistent with the regional transportation plan.</b> RCW 36.70A.070(6) and WAC 365-196-430</p> <p>WAC 365-196-430(2)(a)(i) recommends that consistent land use assumptions, population forecasts, and planning periods should be used for both the land use and transportation elements.</p> <p><b>The transportation element must be certified by the regional transportation planning organization.</b> RCW 47.80.23(3) and RCW 47.80.026</p>	<p>Transportation Appendix, 1.5 and 5.3</p> <p><input type="checkbox"/> Plan certified by RTPO</p>	<p>Will be updated with current data</p>

**7. The Economic Development Element** is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements. RCW 36.70A.070(7) An Economic Development Element should include:

Comprehensive plan provisions	Page # and how addressed in plan	Update action, if needed
<p>a. A summary of the local economy such as population, employment, payroll, sectors, businesses, and sales. <a href="#">RCW 36.70A.070(7)(a)</a>. <a href="#">WAC 365-196-435(2)(a)</a> recommends using population information consistent with the land use and housing elements. Employment, payroll, and other economic information is available from state and federal agencies. Consider gathering data and information for your community data profile pertaining to business, transportation, labor, real estate, utilities, incentives, regulatory, government, and quality of life.</p>	ED Appendix 'City Profile'	Will be updated with current data
<p>b. A summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural/cultural resources. <a href="#">RCW 36.70A.070(7)(b)</a>. <a href="#">WAC 365-196-435(2)(b)</a> recommends consulting with local development organizations, economic development councils, or economic development districts. Methods for identifying strengths and weaknesses include shift-share analysis, identify of industry clusters, public input, and asset mapping.</p>	ED Appendix, 'Economic Assessment'	
<p>c. Identification of policies, programs, and projects to foster economic growth and development and to address future needs. <a href="#">RCW 36.70A.070(7)(c)</a>. <a href="#">WAC 365-196-435(2)(c)</a> recommends identify policies, programs and projects that address identified weaknesses or capitalize on strengths identified by the community. Consider using performance targets to measure success.</p>	ED Goals – EC1 through EC6	

<p><b>8. A Parks and Recreation Element</b> is not required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA. However, park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities. <a href="#">RCW 36.70A.070(8)</a>. Commerce's Guidebook <i>Planning for Parks, Recreation, and Open Space in your Community</i>, can provide step-by-step assistance. Also see <a href="http://www.rco.wa.gov/doc_pages/index.shtml">www.rco.wa.gov/doc_pages/index.shtml</a> for additional assistance. A Parks and Recreation Element should include:</p>		
<p>a. Goals and policies to guide decisions regarding facilities. <a href="#">WAC 365-196-440(2)(b)</a> recommends a visioning process to engage the public in identifying needs, evaluating existing recreational opportunities, and developing goals for the parks and recreation element.</p>	LU. EC. H, E, and CS chapters	Incorporate the Park, Rec and Open Space Plan.
<p>b. Estimates of park and recreation demand for at least a ten-year period based on adopted levels of service and population growth. <a href="#">RCW 36.70A.070(8)(a)</a>. <a href="#">WAC 365-196-440(2)(c)</a> recommends establishing levels of service standards that reflect community goals. LOS should focus on those aspects that relate most directly to growth and development.</p>	City Service Appendix	Will be updated with current data

Comprehensive plan provisions	Page # and how addressed in plan	Update action, if needed
c. An evaluation of facilities and service needs over the planning period. <a href="#">RCW 36.70A.070(8)(b)</a> . <a href="#">WAC 365-196-440(2)(d)</a> lists factors to consider when estimating demand for parks, open space and recreational services.	City Service Appendix	Will be updated with current data
d. An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand. <a href="#">RCW 36.70A.070(8)(c)</a> . <a href="#">WAC 365-196-440(2)(f)</a> recommends identifying other local, statewide and regional recreation plans for future facilities and opportunities for public and private partnerships to meet regional demand.		Will add policy
e. The element is consistent with and is a part of the Capital Facilities Element as it relates to park and recreation facilities. <a href="#">RCW 36.70A.070(3)(e)</a> . <a href="#">WAC 365-196-440(2)(e)</a> recommends identification of future facilities and services consistent with the land use and capital facilities elements. <a href="#">WAC 365-196-440(2)(g)(iii)</a> recommends identifying strategies for financing in the parts and recreation element, a separate parks plan, or the capital facilities element.		Will be updated with current data

<p><b>9. The Shoreline Element</b> of the comprehensive plan is the goals and policies of the Shoreline Master Program (SMP). <a href="#">RCW 36.70A.480</a> The SMP goals and policies may also be included in an Environmental Element. The SMP goals and policies should be consistent with the rest of the comprehensive plan.</p>		
<p><b>SMP goals and policies are included in the comprehensive plan.</b> <a href="#">RCW 36.70A.480</a>. When a jurisdiction updates its SMP consistent with Ecology’s new guidelines (<a href="#">Chapter 173-26 WAC</a>), and according to a schedule in <a href="#">RCW 90.58.080</a>, protection for critical areas within shorelines is transferred from the critical areas ordinance to the SMP. Protection must be at least equal to that from the CAO under the GMA.</p>	<p><input type="checkbox"/> SMP goals and policies. <b>SMP referenced E1, E12A</b></p>	<p><b>Will incorporate to Environmental Chapter</b></p>

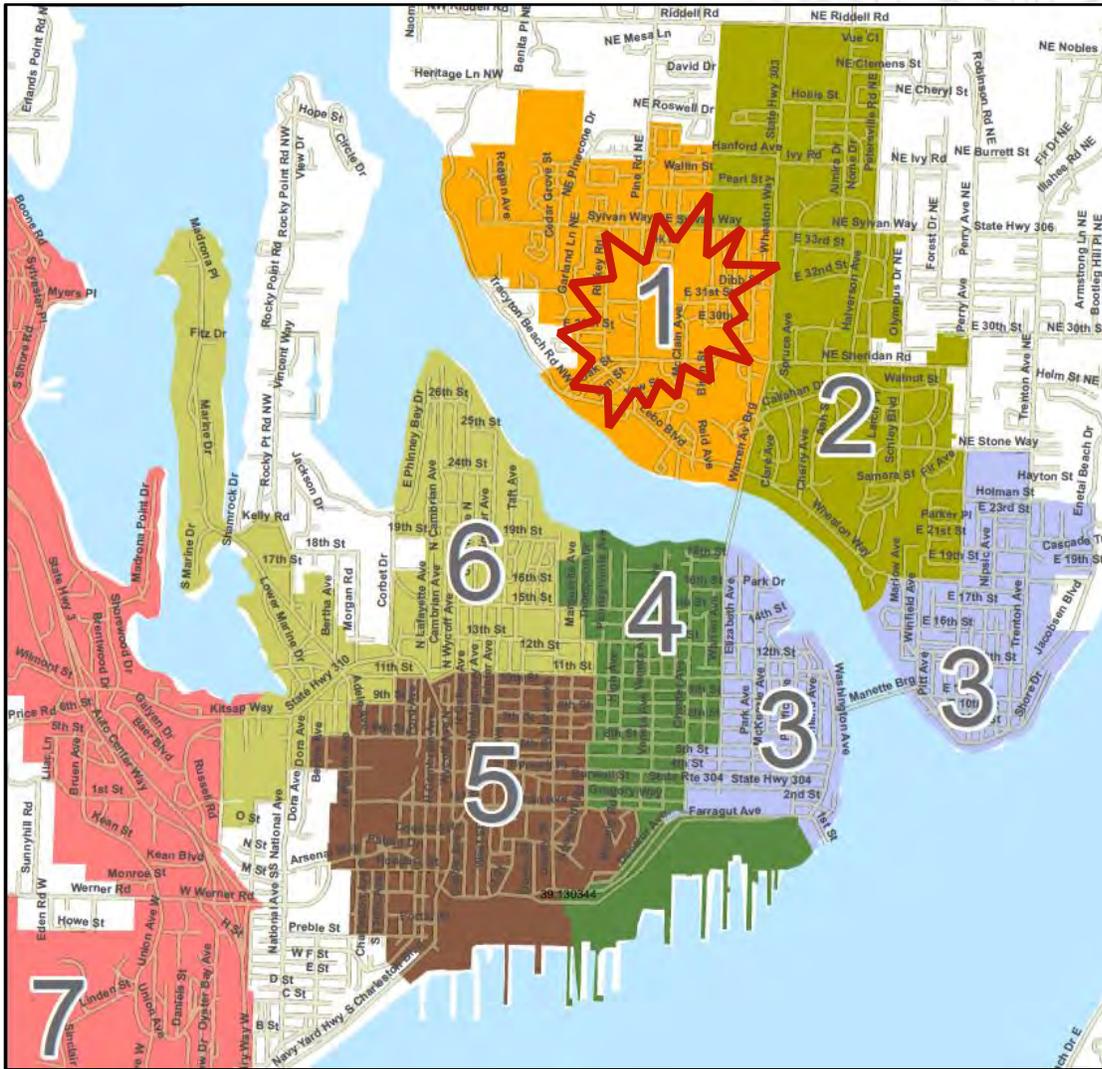
<p><b>10.</b> Provisions for <b>Siting Essential Public Facilities</b> (EPFs) should be consistent with CWPPs, <a href="#">RCW 36.70A.200</a>, and should consider <a href="#">WAC 365-196-340</a> and <a href="#">550</a>. This section can be included in the Capital Facilities Element, Land Use Element, or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.</p>		
<p>a. <b>The plan includes a process or criteria for identifying and siting essential public facilities (EPFs). EPFs include those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities as defined in <a href="#">RCW 47.06.140</a>, regional transit authority facilities as defined in <a href="#">RCW 81.112.020</a>, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities(SCTF) (defined in <a href="#">RCW 71.09.020(14)</a>). [<a href="#">RCW 36.70A.200(1)</a>] <a href="#">WAC 365-196-550</a> provides a list of essential public facilities and suggests a potential siting process.</b></p>	<p><input type="checkbox"/> EPF identification and siting process <b>LU19</b></p>	

Comprehensive plan provisions	Page # and how addressed in plan	Update action, if needed
<p>b. <b>Policies that address the statutory requirement that no comprehensive plan may preclude the siting of essential public facilities.</b> RCW 36.70A.200(5). WAC 365-196-550(3) list types of comprehensive plan provisions or development regulations that could make the siting of an essential public facility impossible or impractical.</p>	<input type="checkbox"/> No preclusion policy Transportation Appendix, 2.2	
<p>c. <b>Jurisdiction considered the Office of Financial Management’s list of essential state public facilities that are required or likely to be built within the next six years.</b> RCW 36.70A.200(4). (Instructions to find the list are available from GMS)</p>	<input type="checkbox"/> List considered LU19	

11. <b>Optional plan elements and sub-area plans</b> may be included in the comprehensive plan.		
<p>Additional elements are included in the plan, such as energy conservation, historic preservation, natural hazards, or community design?. [RCW 36.70A.080 and WAC 365-196-445] These elements should be consistent with all other elements of the plan. Resources: <i>Historic Preservation: A Tool for Managing Growth</i>, Commerce, 1994, revised in 2005, <i>Optional Comprehensive Plan Element for Natural Hazard Reduction</i>, Commerce, 1999.</p>	Land Use Chapter regarding Centers	
<p>If any sub-area plans included in the plan, they consistent with the other plan elements. RCW 36.70A.080(2).</p>	Subarea plans are consistent	

12. <b>Consistency</b> is required by the GMA.		
<p>a. <b>All plan elements are consistent with relevant county-wide planning policies (CWPPs) and the GMA.</b> RCW 36.70A.100 and 210 and WAC 365-196-400(2)(c) and 520. WAC 365-197-400(2)(c) suggests CWPPs be referenced in each element, or be appended to the plan to clearly show consistency. Some jurisdictions use a table to show consistency.</p>	<input type="checkbox"/> CWPPs p. 6 Coordinated policies Transportation Goals & Policies (p. TR-10)	Will update with current data
<p>b. <b>The plan describes how all elements fit together, such as consistency of plan elements and future land use map, and consistency of land use and capital facilities elements.</b> RCW 36.70A.070 (preamble). WAC 365-197-400(2)(f) recommends inclusion at the beginning of the comprehensive plan a section which summarizes how the various pieces of the plan fit together.</p>	<input type="checkbox"/> Internal consistency Introduction Chapter	

Comprehensive plan provisions	Page # and how addressed in plan	Update action, if needed
<p>c. <b>Plan is coordinated with the plans of adjacent jurisdictions.</b> RCW 36.70A.100.</p> <p>WAC 365-196-520 suggests counties and cities circulate their proposed plans and SEPA documents with other counties and cities with which they share a common border or has related regional issues. Counties and cities are encouraged to resolve conflicts through consultation and negotiation.</p>	<input type="checkbox"/> External consistency p. 8 <b>Meeting the Challenge of Growth</b>	
<b>13. Public participation, plan amendments and monitoring</b>		
<p>a. <b>Plan ensures public participation in the comprehensive planning process.</b> RCW 36.70A.020(11), .035, and .140. WAC 365-196-600(3) provides a list of possible public participation choices.</p>	<input type="checkbox"/> Public participation p. 6 <b>Citizen Participation</b>	<b>Will be updated with current data</b>
<p>b. <b>If the process for making amendments is included in the comprehensive plan:</b></p> <ul style="list-style-type: none"> <li>• <b>The plan provides that amendments are to be considered no more often than once a year, not including the exceptions described in RCW 36.70A.130(2).</b> WAC 365-196-640</li> <li>• <b>The plan sets out a procedure for adopting emergency amendments and defines emergency.</b> RCW 36.70A.130(2)(b) and RCW 36.70A.390, WAC 365-196-650(4)</li> </ul>	<input type="checkbox"/> Broadly publicized plan amendment process. <i>Introduction Chapter, Periodic Review and Update of the Comprehensive Plan, BMC 20.10</i>  <input type="checkbox"/> Plan amendments no more than once a year.	
<p>c. Plan or program for monitoring how well comprehensive plan policies, development regulations, and other implementation techniques are achieving the comprehensive plan's goals and the goals of the GMA . WAC 365-196-660 discusses a potential review of growth management implementation on a systematic basis.</p>	<i>Introduction Chapter, Periodic Review and Update of the Comprehensive Plan, BMC 20.10</i>	



## District Profile

2016 Comprehensive Plan Update –  
Growth Management Act Monitoring

July 11, 2014 – District 1

DRAFT



**2004 City of Bremerton  
Comprehensive Plan  
States:**

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



**Mike Sullivan**  
District #1 Representative

*Have comments, suggestions, want to stay informed? Please participate at: [www.Bremerton2035.com](http://www.Bremerton2035.com)*

## Comprehensive Plan Update 2016 – Work Program

### Comprehensive Plan Update

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PRSC) [Vision 2040](#) and [Kitsap County's Countywide Planning Policies](#).

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by June 30, 2016 to comply with State GMA (RCW 36.70A.130(5)).

### Now We Know Why, What's Next?

As the City embarks in the update for the Comprehensive Plan, we are encouraging everyone to consider what the current Comprehensive Plan goals and policies say and where do you see Bremerton in 20 years (do the policies and your vision match?). The following pages are a summarization of the current plan and current trends. When you are considering the following information, keep the following questions in mind:

- 1. What makes Bremerton a Special Place?**
- 2. What makes people want to become part of this community?**
- 3. What attracts new vigor and activity to this community?**
- 4. What are the qualities that make Bremerton unique in the world and special to its citizens – both old and new?**
- 5. What changes would you make to the Plan to make it match with your response to the last four questions?**

The Plan can be seen in its entirety at  
[www.ci.bremerton.wa.us/complan.html](http://www.ci.bremerton.wa.us/complan.html)

## Growth Targets and Land Supply

Washington State Law requires that the City plan for the growth targets established by the Washington State Office of Financial Management. The following table summarizes those growth targets:

Jurisdiction	Census 2010	Target Growth within 20 years	Additional Residents to Plan For
City of Bremerton limits	37,729	52,017	14,288 people

An Updated Land Capacity Analysis (ULCA) has been conducted for this Comprehensive Plan update. The ULCA reports can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com). In the ULCA, staff has identified all vacant and underutilized lands for residential and commercial capacity. The growth targets of the City of Bremerton are to accommodate 14,288 people and 18,003 jobs within the next 20 years. After performing the ULCA, it has been identified that with our current designations approximately 34,000 people can be accommodated and 19,000 jobs. As such, the land supply for residential and commercial is in excess from the predicted growth targets.

This table summarizes the District’s residential data that was used in the [Update Land Capacity Analysis](#):

District 1	Total Acres	Identified as Underutilized*	Underutilized Lot Potential (@7.5 units/acre)	Underutilized Lot Potential Population (@2.24/unit)
Low Density Residential (R10)	599.4	137 acres	1,024 lots	2,293 people could be accommodated within District 1

\*Underutilized is identified in Bremerton Land Capacity Analysis; includes vacant land or lots that could be subdivided. These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

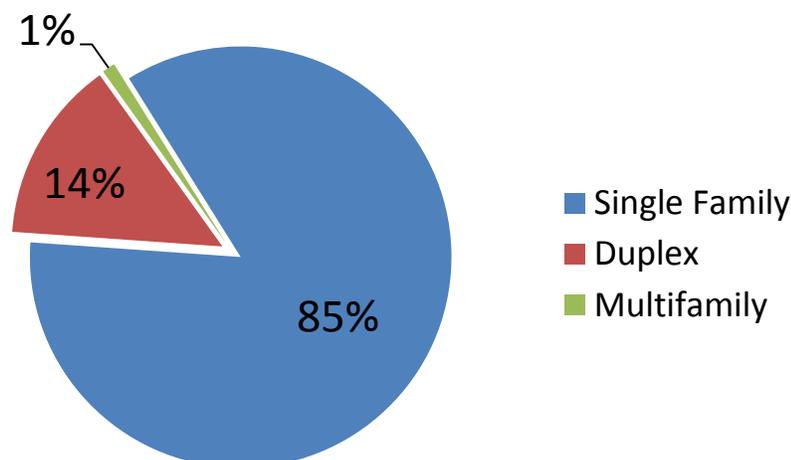
This table summarizes the District’s commercial data that was used in the [Update Land Capacity Analysis](#).

Commercial Zone	Acres	Square Footage of Buildings	Land Supply Capacity and Jobs that can be accommodated within District
Commercial Corridor	8.6	107,905	26,393 sq ft or 53 jobs
Neighborhood Center	5.5	11,607	28,830 sq ft or 57 jobs

These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

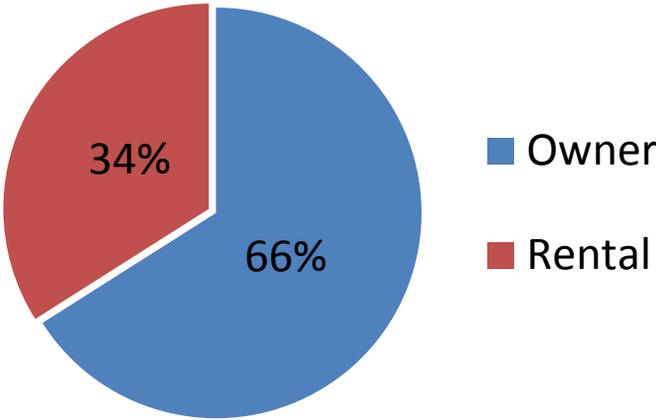
## Current Stats of District 6:

### Residential Types Within District



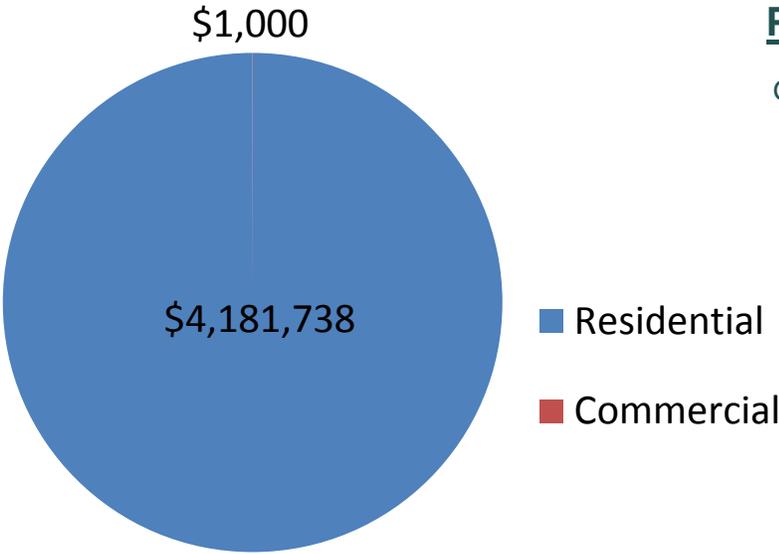
**Current Stats of District 1 (continued):**

**Single Family Residences  
Ownership**



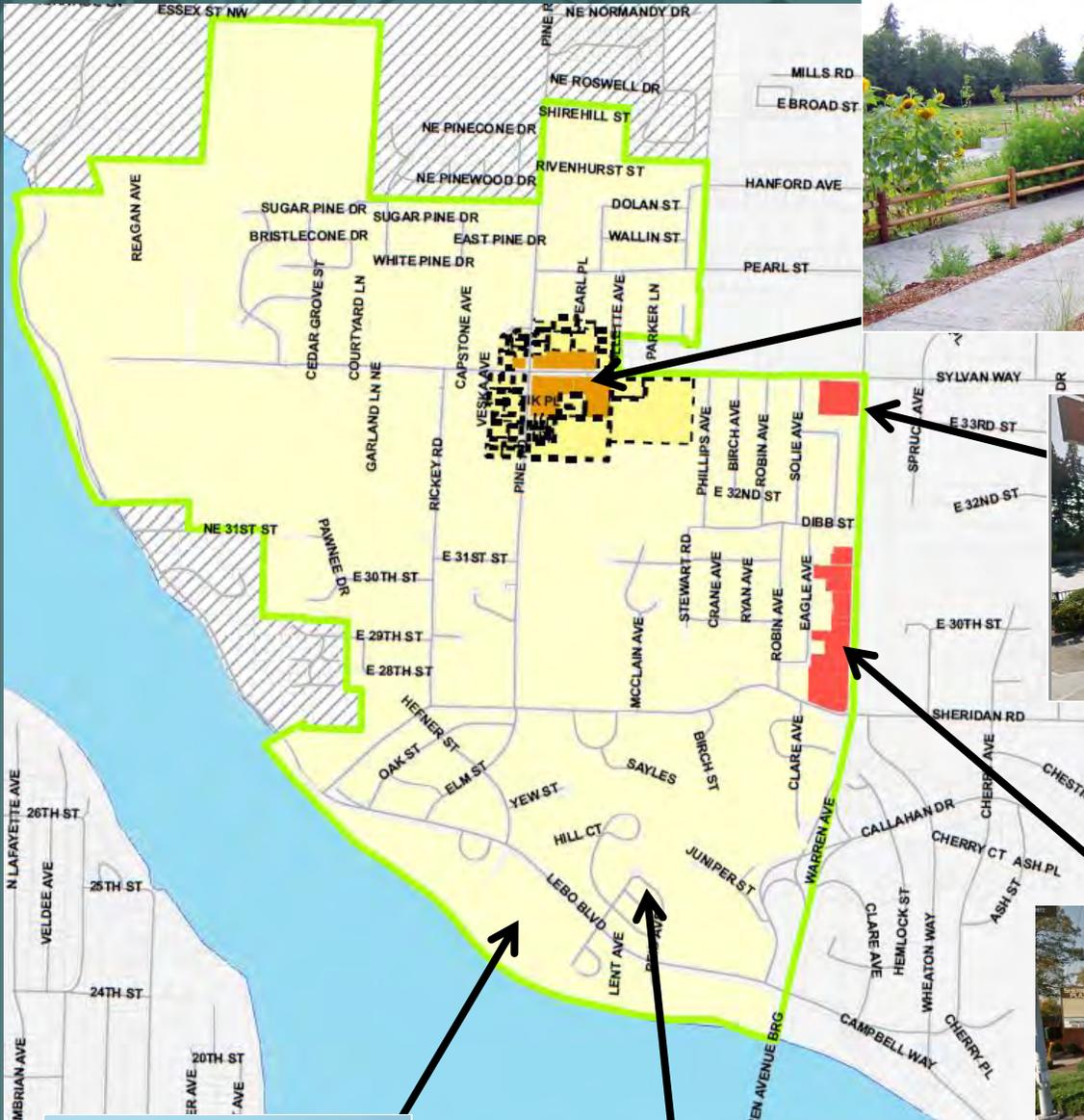
\*This analysis was performed using Kitsap County Assessor data as of August 2014 to compare tax payer address to owner’s home address. Breakdown is in the file within Department of Community Development.

Residential Type	Median Year Built	Median Building Value	Median Total Value (land & structure)
Single Family	1965	\$120,008	\$157,920
Duplex	1958	\$86,261	\$125,255
Multifamily	1979	\$1,489,071	\$1,761,944

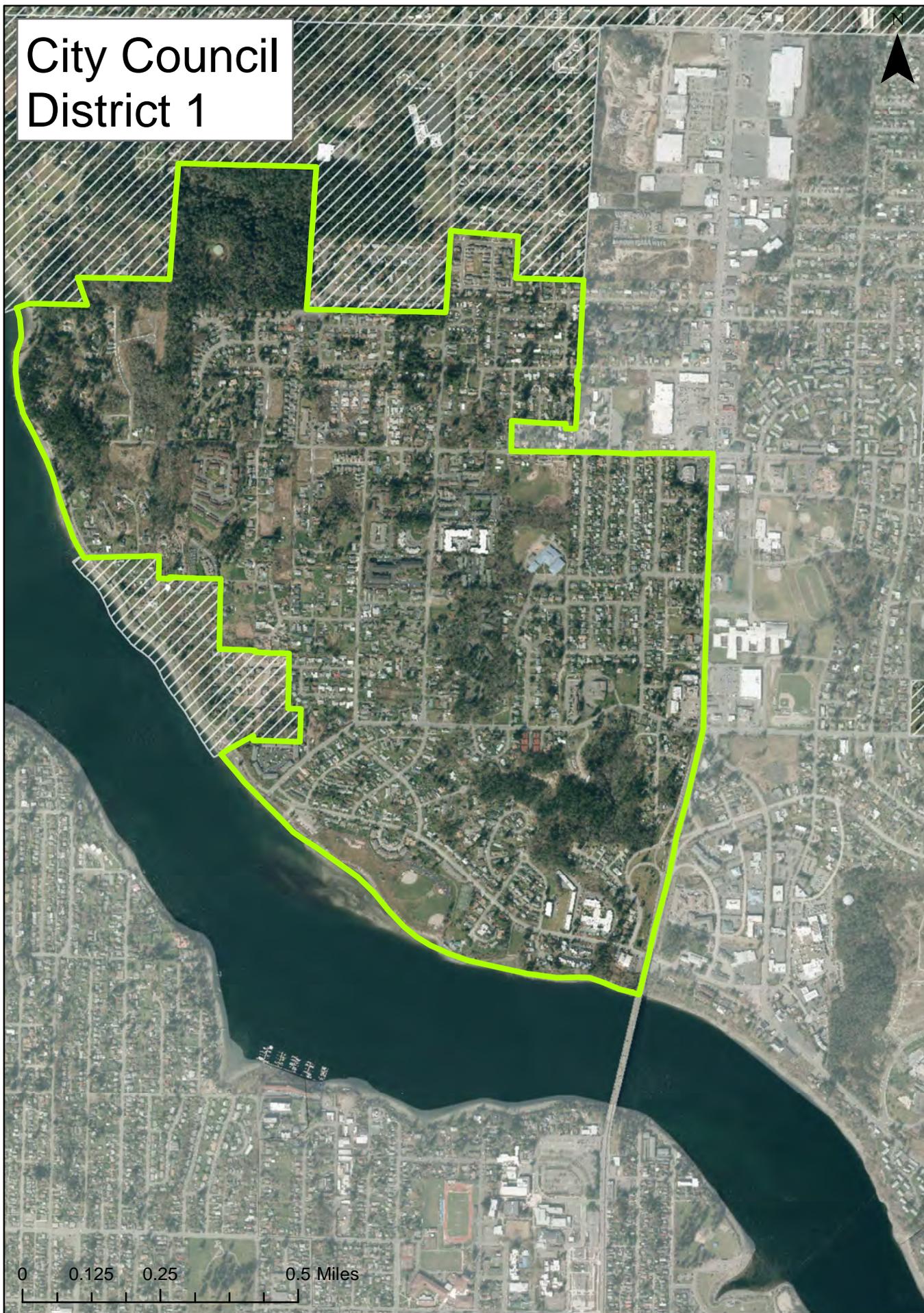


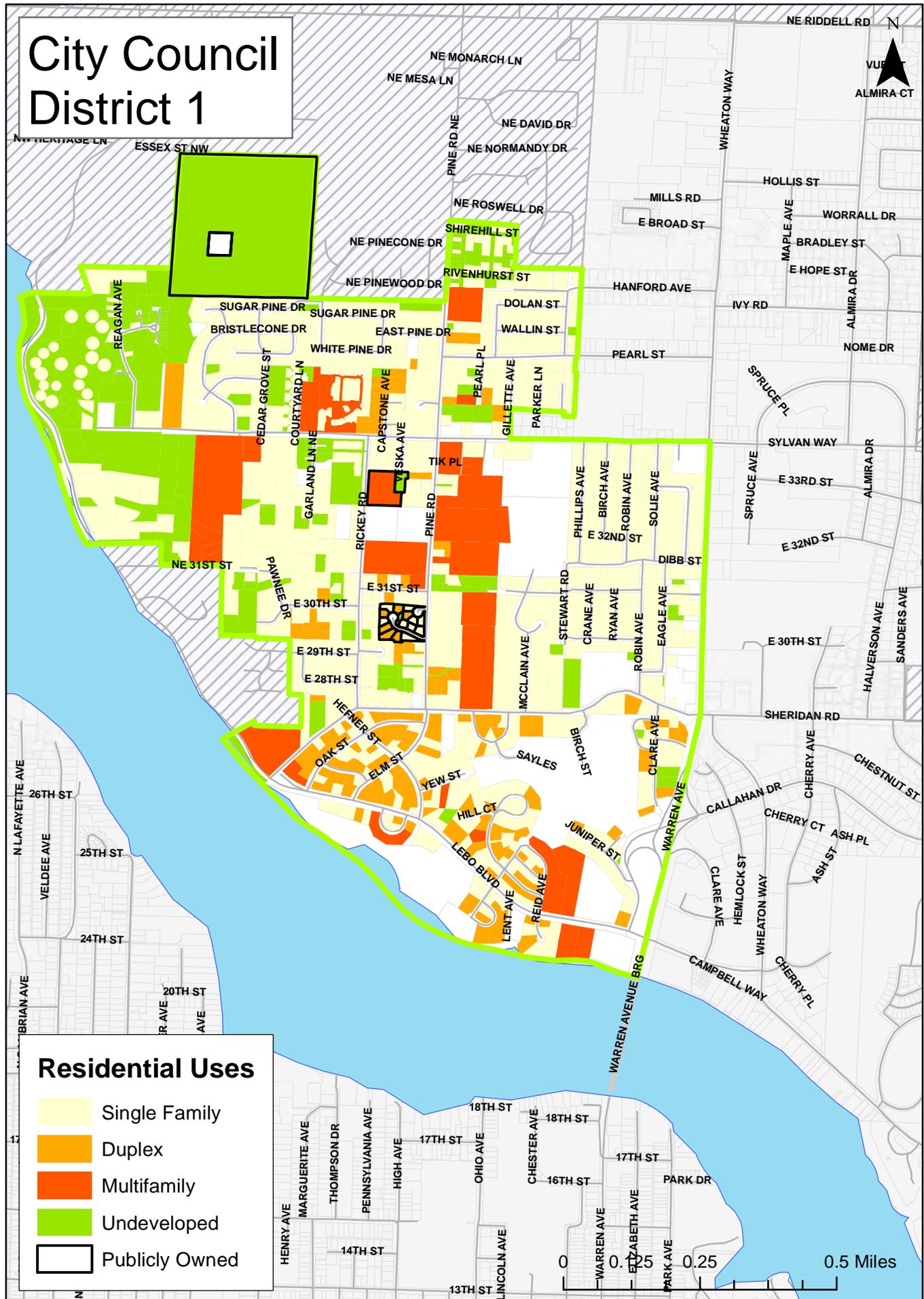
**Permit Submittals**

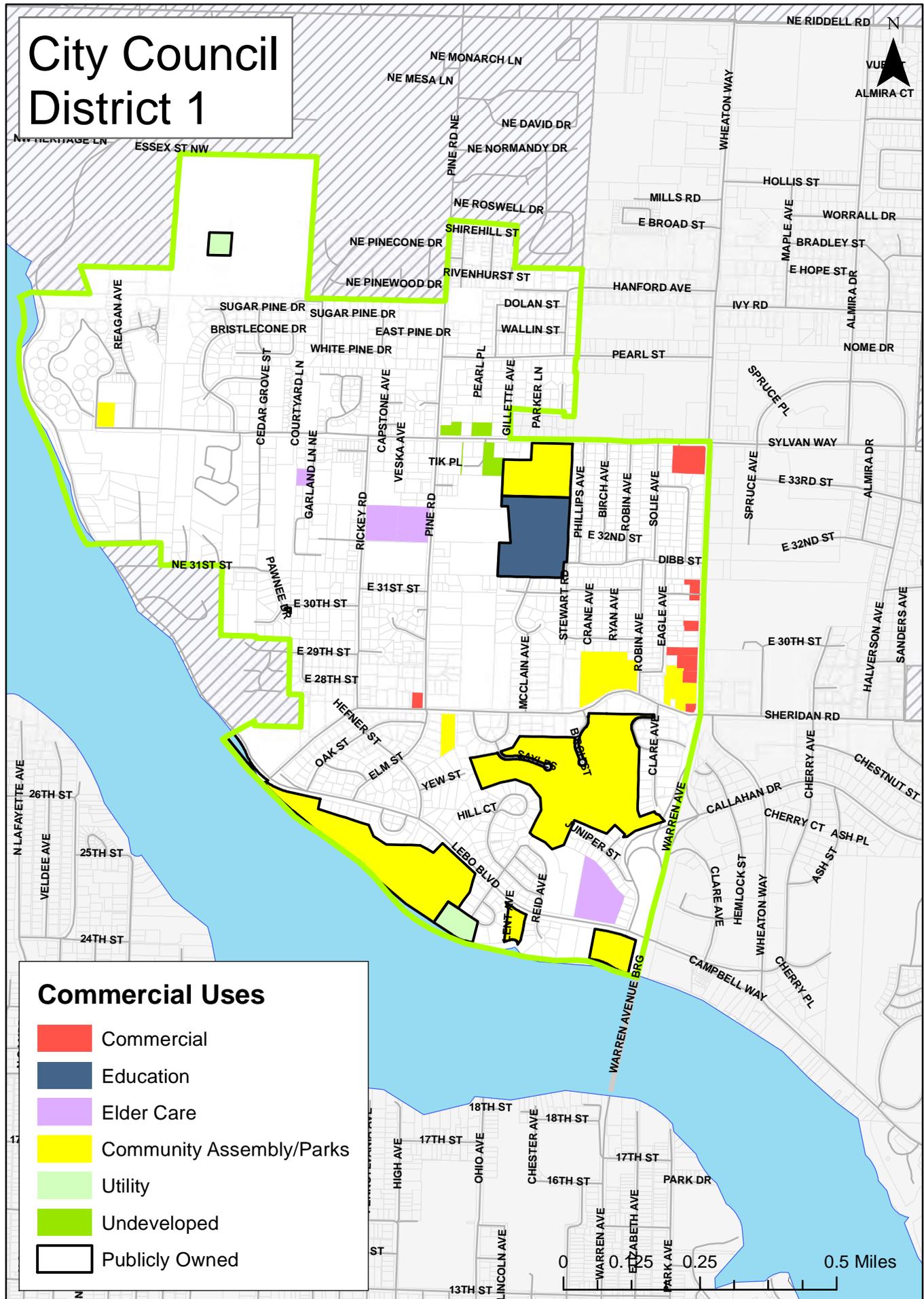
Graph to the left shows where money is being spent on improvements (by permit value) within this district between January – July 2014.

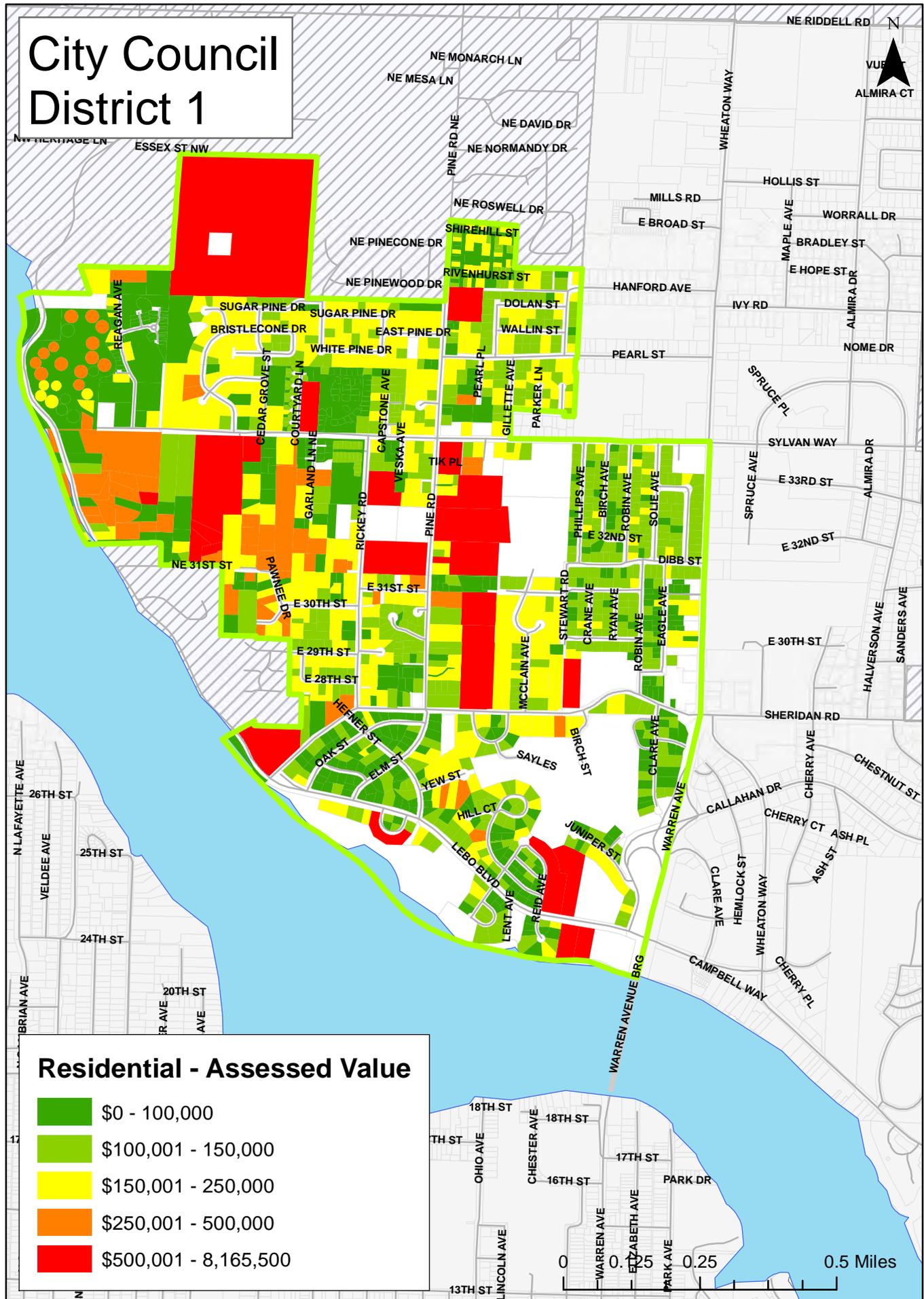


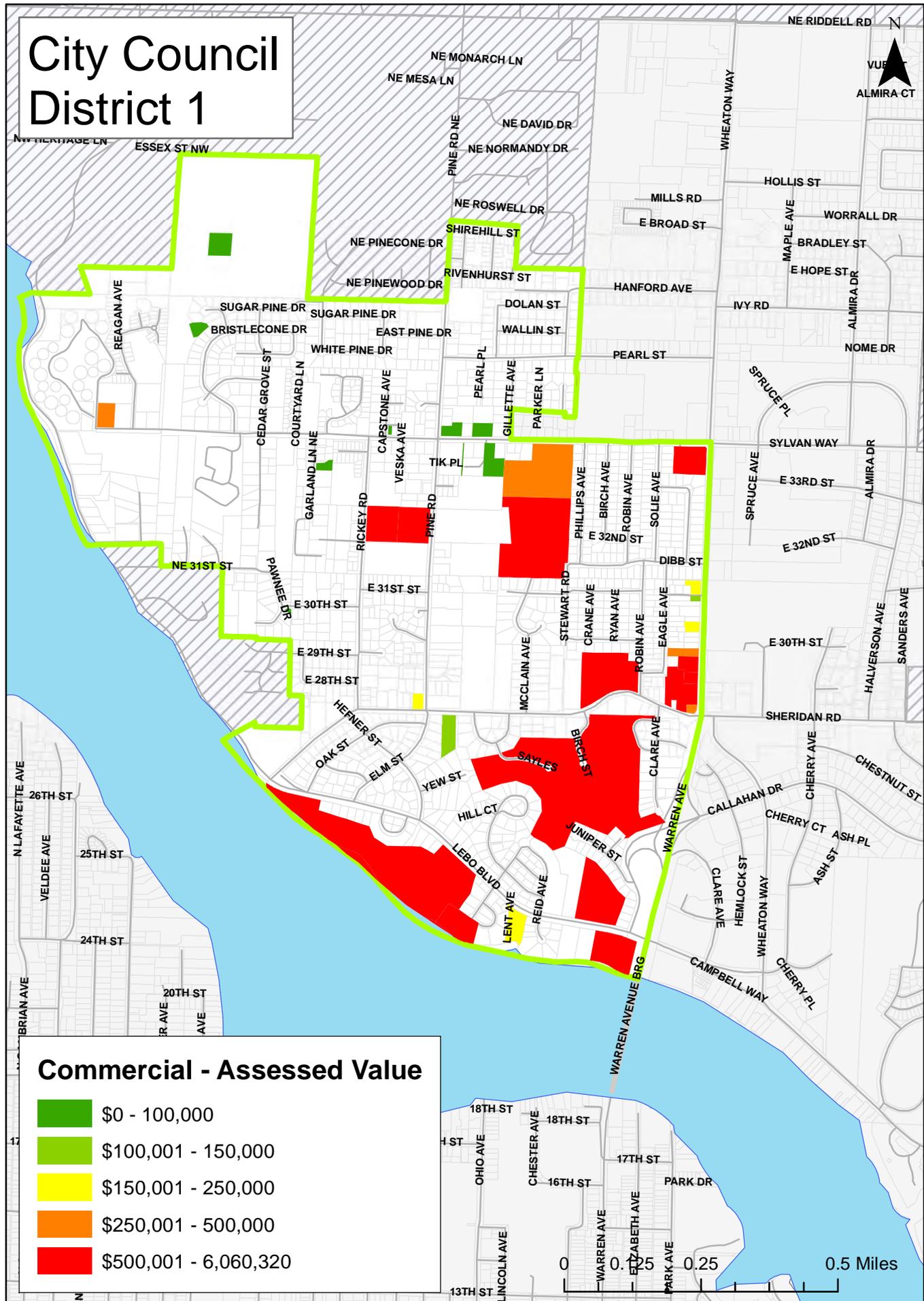
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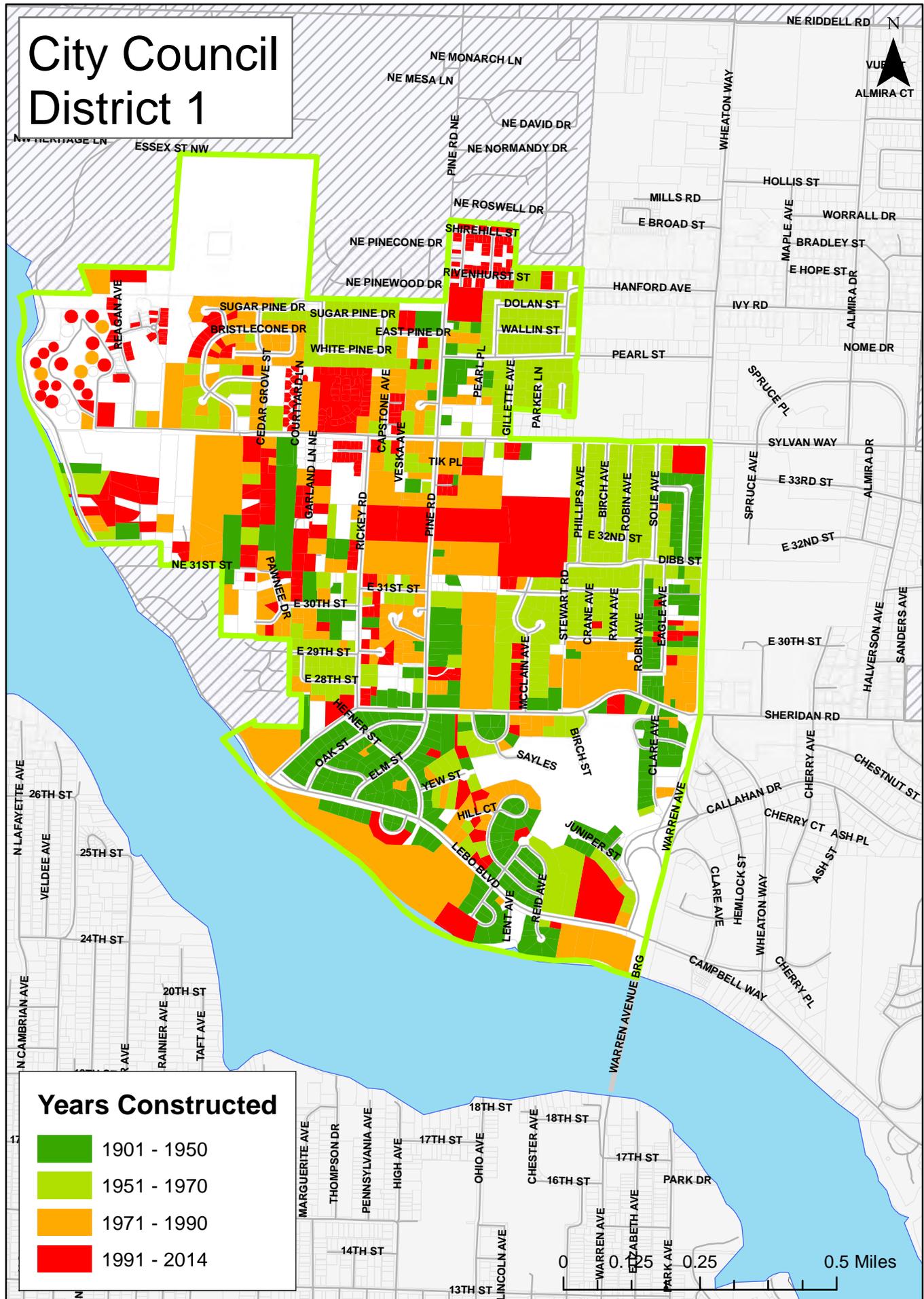












# City Council District 1

## Years Constructed

- 1901 - 1950
- 1951 - 1970
- 1971 - 1990
- 1991 - 2014

0 0.125 0.25 0.5 Miles





# 2004 Comprehensive Plan – Current Code

*Within District 1 three designations have been identified within the 2004 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised. This area includes Sylvan/Pine Neighborhood Center.*

## LDR (Low Density Residential)

Density: 5-10 units per acre

Height: Low rise, not to exceed 3 stories

Structure Type: Detached single family housing (unless PUD) includes zero lot-line)

Character: Compatible with surrounding neighborhood

Location: Where predominant today, covering most areas of the City

Policy direction: Protect the character of single family neighborhoods by infilling at compatible densities and focusing higher intensity land uses in designated centers and corridors.

Discussion: The city's residential neighborhoods are characterized by low-rise (1 to 3 stories), detached homes on traditional urban lots. Some attached housing may be appropriate to respond to the development-sensitive conditions. It may be produced through planned unit development, but should also be low-rise.

To maintain the traditional character of residential districts that are mostly developed, new residential projects should be built at compatible densities. Efficient delivery of urban services is best achieved at densities such as those found in West Bremerton between Callow and the Narrows. This area is characterized by a formal grid street pattern that defines the most strongly urban platting within the City. The average residential density here approaches seven units per acre.



## Commercial Corridor (CC)

*General development parameters*

Density: 20 units per acre, maximum

Height: 3 stories

Structure Type: Various commercial types, mixed commercial/residential types near street frontages are preferred

Character: High intensity commercial uses with residential component in street front buildings. Plentiful parking provided in locations behind or beside primary structures Location: Along high traffic corridors/primary arterials as mapped (initially indicated along Kitsap Way)

Policy direction:

Provide appropriate locations for high intensity commercial uses in a setting based on an urban design ethic that creates a pedestrian-friendly, transit-supporting corridor, while accommodating a wide variety of commercial activities.

Discussion: The Commercial Corridor designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include multistory buildings on wide sidewalks at the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions are employed to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is provided behind or beside street fronting structures.

### **Neighborhood Center Core (NCC)**

#### *General development parameters*

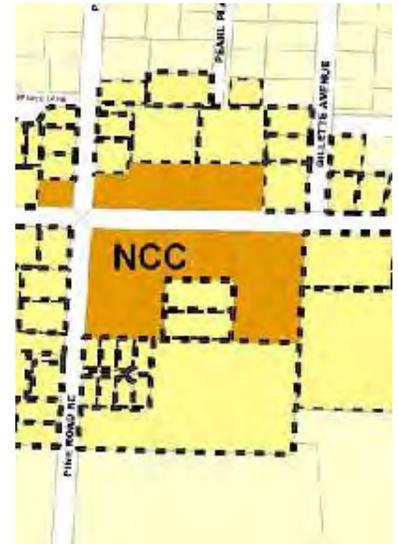
Density: 20 units per acre (average)

Height: Mid- rise, ranging from one to four stories.

Structure Type: Mixed, ranging from small-lot single family near the center edge to four story mixed-use structures at the focal point of the center

Character: Mixed-use, walkable environment with urban amenities serving center and surrounding neighborhood

Location: Specifically mapped locations, arranged to serve supporting neighborhood of approximately one mile diameter



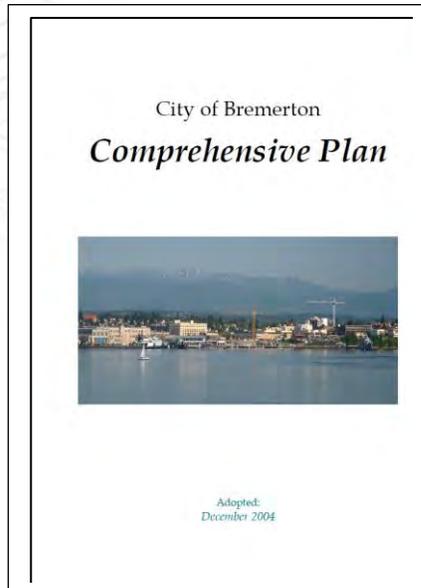
#### Policy direction:

Focus significant portions of new development into high quality urban centers providing services to a surrounding neighborhood in a pedestrian oriented, mixed use environment.

Discussion: The NC designation establishes Neighborhood Centers. Neighborhood Centers are mixed-use environments with an emphasis on mixed use structures, pedestrian oriented design, mixed and varied housing types, and the provision of neighborhood scale commercial, professional, and community services. The size and scale of a Neighborhood Center is such that it provides a focus and services for an area of approximately one mile in diameter surrounding the center. Neighborhood Centers are typically provided with at least one “focus amenity” such as a park, school, public facility, or public plaza. Neighborhood centers have an identifiable central area with building heights of at least two or three stories with retail or office uses at ground level and residential above. Building height is stepped down and density of housing is lower as distance from the focus area increases. Away from the central focus area, residential uses may predominate. Initially, design standards will be created, guiding development in all Neighborhood Centers. Over time, more focused neighborhood planning efforts will be conducted through which a specific plan that serves as an addendum to the Comprehensive Plan will be developed for each center.

Centers provide for efficiencies in the provision of public services such as utilities and transit. In addition, centers provide living environments attractive to a growing segment of society that desires a more active, stimulating setting, offering ability to access key amenities and conveniences without driving.

# Council District 1 Profile



## Field Notes and Recommendations

- Low Density Residential
  - FIELD NOTE: One of the intents of the 2004 Comprehensive Plan was to promote homeownership by encouraging single family homes in LDR areas and in turn limiting duplexes, and multifamily structures to center designations. However, within the LDR designation, there are many existing types of housing, including duplexes and townhomes (3 or less units) and multifamily structures (4 or more units). These are currently classified as nonconforming uses.
  - STAFF RECOMMENDATION: A potential consideration for duplexes and townhouses is to modify the Comprehensive Plan policies to allow them. The development would have to comply with the LDR designation of 5 to 10 dwelling units per acre (or the density assigned after this update). Multifamily structures would require new multifamily designations within the Comprehensive Plan, as they were removed in the 2004 Plan. Or, these multifamily units could remain limited to centers, or continue as nonconforming within the LDR.

## Field Notes and Recommendations

- Low Density Residential Designation (continued):
  - FIELD NOTE: The area to the north of Lions Park is primarily developed with duplexes built to support the population boom in the 1940s. Many of the duplexes are in need of major renovations; however our Comprehensive Plan is silent about maintaining/renovating existing duplex housing stock. However, the Comprehensive Plan promotes not expanding any multifamily uses except where identified as a Center, Land Use (LU) Policy 7. As all these duplexes are nonconforming and have separate ownership, redevelopment of this neighborhood is unlikely with the current situation (as redevelopment would encourage the owners to develop a single-family residence, thus losing one unit).
  - STAFF RECOMMENDATION: To help assist with the current LU7 policy to not expand multifamily uses unless within a Center, this area north of Lions Park could be established as a Neighborhood Center. Per the Comprehensive Plan, a Neighborhood Center is an area which provides key services, such as grocery store, shops, and professional offices, with moderately intense residential uses incorporated above the commercial spaces and near the center core. Neighborhood Centers typically have at least one “focus amenity” such as a park/open space or civic/public facility (such as a school or post office).

The area which could be considered for a new Neighborhood Center contains Lions Park, which is identified as a focus amenity. In addition, there is an existing grocery store the corner of Sheridan Road and Pine Road, which would provide key services to the surrounding neighborhood. Across the street from the existing grocery store is an underutilized lot which could be additional commercial businesses to support establishment of a new center. This should be considered further.

- Sylvan/Pine Neighborhood Center:
  - FIELD NOTE: Sylvan/Pine Neighborhood Center is defined within the Comprehensive Plan as follows: *a center that serves large areas of residential development in that region. Redevelopment under the Center designation will focus on introducing mixed-use structures that add commercial and professional services to the area. Amenities are already provided by an attractive wetland complex by the Armin Jahr School and Blueberry Park – all located within the Center designation.* Since the adoption in 2004, minimal development has happened within this center, even with the improvements of the local Blueberry Park and its communal gardens. In addition, this center does not currently have any existing commercial development. However, just south of this district is a neighborhood of multifamily buildings. Consideration to designate this area as multifamily may be warranted.

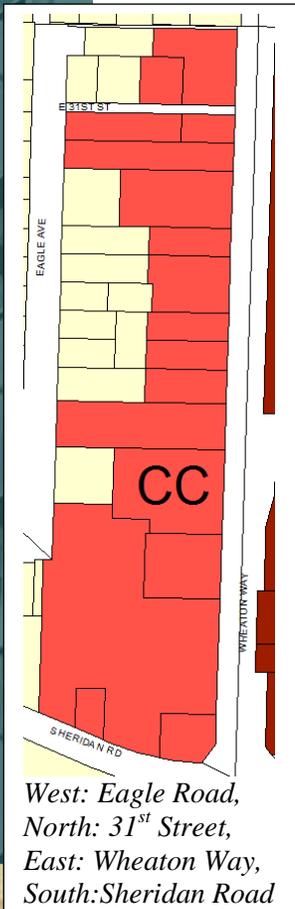
## Field Notes and Recommendations (continued)

- **STAFF RECOMMENDATION:** Consideration will be given to removing Sylvan/Pine Neighborhood Center as a center. If removed as a center, the designation would likely be changed to Low Density Residential designation. In addition, this neighborhood has great potential for infill as many of the lots are undeveloped or underutilized. The parcels just south of this center should be considered for multifamily designation (as discussed in the previous analysis). Also note that staff is recommending removal of the Sylvan/Pine Neighborhood Center, but is encouraging the Lebo Neighborhood Center. Land capacity for residential and commercial uses would be transferred to the new center.

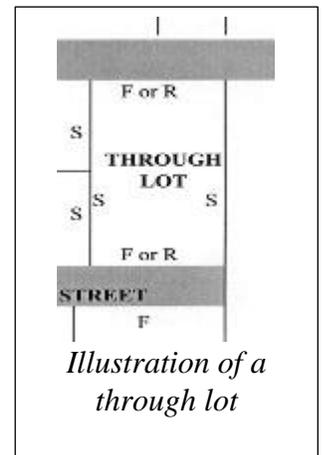


*Sylvan/Pine Neighborhood Center*

- **Commercial Corridor (CC) Designation:**



- **FIELD NOTE:** There are a few lots that abut Wheaton Way between Sheridan Road and E. 31<sup>st</sup> Street which are considered through-lots (a through lot has two front lot lines parallel that front upon the streets) as the lots have frontages along Wheaton Way and Eagle Avenue (as shown to the left). Currently the lots are designated as Commercial Corridor. However if a business was to develop on a through lot, it could have its primary access and building orientation provided from Eagle Avenue (not Wheaton Way). This could have negative impacts to the surrounding neighborhood.
- **STAFF RECOMMENDATION:** Split designation of those parcels could be used to limit the potential impacts to Eagle Avenue (example: half the lot is designated as Low Density Residential along Eagle Avenue and half remains CC designation).



## Field Notes and Recommendations (continued)

- Common Themes:
  - FIELD NOTE: As Staff reviewed the Comprehensive Plan for this update, references to the previous Comprehensive Plan were used. In addition, Staff is recommending consolidating and simplifying the Comprehensive Plan as a whole to create a more user-friendly document.
  - STAFF RECOMMENDATION: To assist in simplicity and creating a more user-friendly document, staff is recommending revising descriptions to help clarify all land use designations and remove reference to previous Comprehensive Plans.
  
  - FIELD NOTE: Throughout all the District tours, conversations came up about how we promote redevelopment and the reuse of existing buildings that may be nonconforming (example: a store within the LDR designation). Our current Comprehensive Plan encourages limiting commercial uses to major arterials and centers, however there are underutilized building spaces throughout the City that are just becoming blights within neighborhoods. Complicated application processes for building reuse are intimidating, so how can we expedite the process? This should be a goal of this process: to have policies that encourage redevelopment of existing buildings, as the City of Bremerton has a surplus of underutilized spaces.
  - STAFF RECOMMENDATION: Parcels with nonconforming commercial uses should be re-designated to commercial designations if appropriate (such as, adjacent to existing commercial designations). Add goals and policies to help expedite the process and consideration for redevelopment and reuse of existing buildings within the City.
  
  - FIELD NOTE: Throughout the City and within this District, there are existing multifamily structures. The 2004 Comprehensive Plan tries to limit the areas for multifamily housing to centers, and is silent about how to handle existing duplexes within the Low Density Residential zone. This becomes an issue when an owner wants to rebuild their existing duplex and it is contrary to our current Plan's goals.
  - STAFF RECOMMENDATION: Staff would like to consider a policy which encourages redevelopment of existing legal established duplexes and potential multifamily structures. This policy should not promote additional duplexes, but to encourage redevelopment. A potential consideration is to require housing to comply with identified urban densities. For example, within a 5 to 10 dwelling units per acre density (our LDR designation), a 3-unit townhome could be built on a minimum 0.3 acres lot (density is met).

## Council District 1 Profile

# DRAFT

### Work Program

*This report is one part of eight for the City of Bremerton Work Program for the Comprehensive Plan Update. The documents that comprise the Work Program are the Report on Comprehensive Plan Consistency with State Law and Policy, and the other six District Profiles, which are under a separate cover. All these documents are out for public comment.*

*All documents of this Work Program can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com).*



*Staff, Allison Satter and Kelli Lambert, and the honorary District Mascot during the District 1 tour*

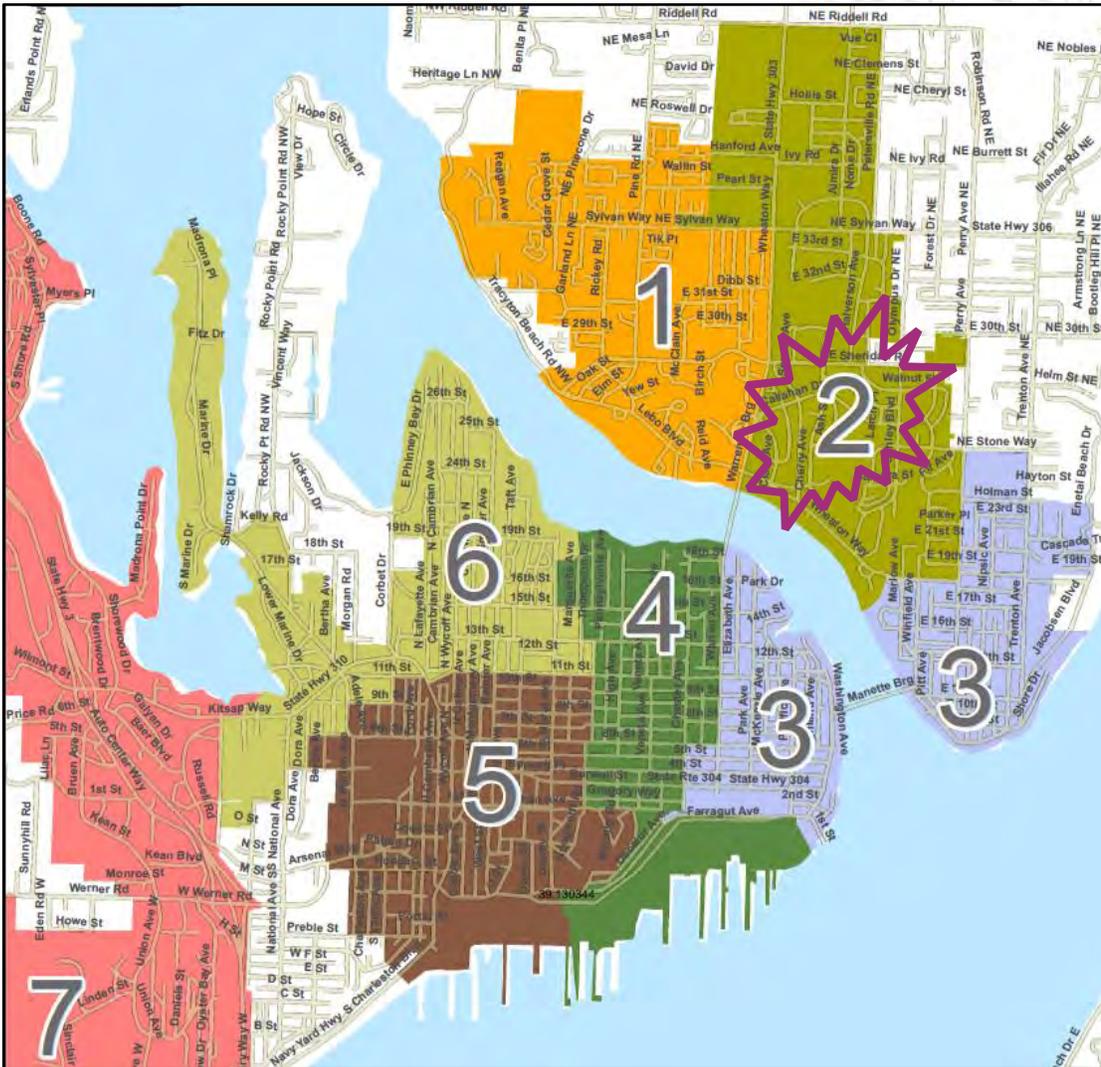
***The City is waiting for your comment! Get your neighbors, walk your district and help with this process. If you can provide comments about the Work Program, give us answers to the questions (1 to 5) on page one, AND identify the location of the District Mascot (picture at left), there is a prize for you (one per participant please). Must pick up prize at City Hall. Supplies are limited, but all comments are welcome and encouraged!***

*Please contact Allison Satter, Long Range Planner, at (360) 473-5845 or [compplan@ci.bremerton.wa.us](mailto:compplan@ci.bremerton.wa.us) with your feedback!*



345 6<sup>th</sup> Street Suite 600 Bremerton, WA 98337 | ph 360.473.5845 (Allison Satter)

[www.Bremerton2035.com](http://www.Bremerton2035.com) | [Compplan@ci.bremerton.wa.us](mailto:Compplan@ci.bremerton.wa.us)



## District Profile

*2016 Comprehensive Plan Update –  
Growth Management Act Monitoring*

July 18, 2014 – District 2

DRAFT



## **2004 City of Bremerton Comprehensive Plan States:**

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



**Leslie Daug**  
District #2 Representative

*Have comments, suggestions, want to stay informed? Please participate at: [www.Bremerton2035.com](http://www.Bremerton2035.com)*

## **Comprehensive Plan Update 2016 – Work Program Comprehensive Plan Update**

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PRSC) [Vision 2040](#) and [Kitsap County's Countywide Planning Policies](#).

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by June 30, 2016 to comply with State GMA (RCW 36.70A.130(5)).

### **Now We Know Why, What's Next?**

As the City embarks in the update for the Comprehensive Plan, we are encouraging everyone to consider what the current Comprehensive Plan goals and policies say and where do you see Bremerton in 20 years (do the policies and your vision match?). The following pages are a summarization of the current plan and current trends. When you are considering the following information, keep the following questions in mind:

- 1. What makes Bremerton a Special Place?**
- 2. What makes people want to become part of this community?**
- 3. What attracts new vigor and activity to this community?**
- 4. What are the qualities that make Bremerton unique in the world and special to its citizens – both old and new?**
- 5. What changes would you make to the Plan to make it match with your response to the last four questions?**

The Plan can be seen in its entirety at  
[www.ci.bremerton.wa.us/compplan.html](http://www.ci.bremerton.wa.us/compplan.html)

## Growth Targets and Land Supply

Washington State Law requires that the City plan for the growth targets established by the Washington State Office of Financial Management. The following table summarizes those growth targets:

Jurisdiction	Census 2010	Target Population within 20 years	Additional Residents to Plan For
City of Bremerton limits	37,729	52,017	14,288 people

An Updated Land Capacity Analysis (ULCA) has been conducted for this Comprehensive Plan update. The ULCA reports can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com). In the ULCA, staff has identified all vacant and underutilized lands for residential and commercial capacity. The growth targets of the City of Bremerton are to accommodate 14,288 people and 18,003 jobs within the next 20 years. After performing the ULCA, it has been identified that with our current designations approximately 34,000 people can be accommodated and 19,000 jobs. As such, the land supply for residential and commercial is in excess from the predicted growth targets.

This table summarizes the District’s residential data that was used in [the Update Land Capacity Analysis](#):

District 2	Total Acres	Identified as Underutilized*	Underutilized Lot Potential (@7.5 units/acre)	Underutilized Lot Potential Population (@2.24/unit)
Low Density Residential (R10)	314.4	43.7 acres	328 lots	734 people could be accommodated within District 2

\*Underutilized is identified in Bremerton Land Capacity Analysis; includes vacant land or lots that could be subdivided.

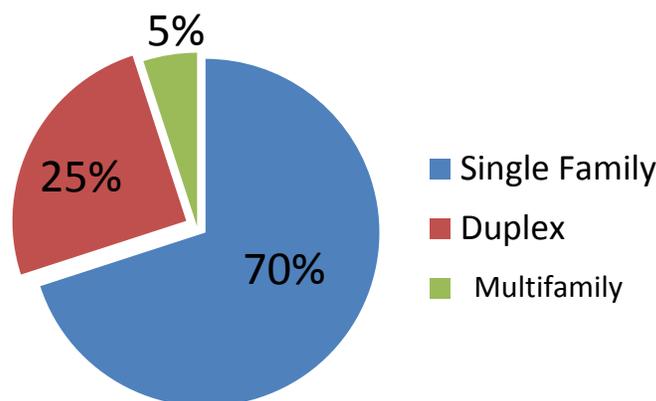
This table summarizes the District’s commercial data that was used in the [Update Land Capacity Analysis](#).

Commercial Zone	Acres	Square Footage of Buildings	Land Supply Capacity and Jobs that can be accommodated within District
Commercial Corridor	3.9	24,197	12,000 sq ft or 24 jobs
Employment Center	50.6	228,423	97,238 sq ft or 817 jobs
Industrial Park	11.6	25,932	22,693 sq ft or 23 jobs
Institutional	32.5	309,340	10,161 sq ft or 20 jobs
Neighborhood Center Core	10.2	105,607	19,906 sq ft or 40 jobs
Wheaton Way Redevelopment Corridor	50	388,597	138,673 sq ft or 277 jobs

These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

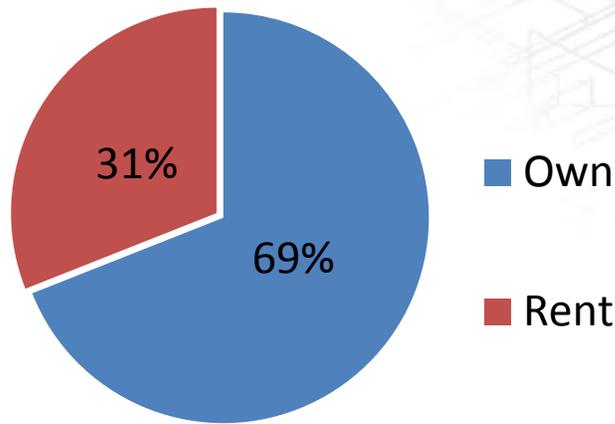
## Current Stats of District 2:

### Residential Types Within District



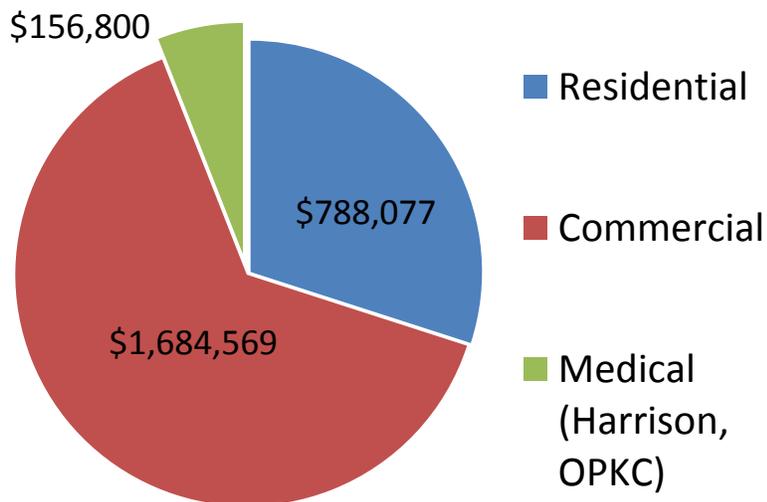
**Current Stats of District 2 (continued):**

**Single Family Residences  
Ownership**



\*This analysis was performed using Kitsap County Assessor data as of August 2014 to compare tax payer address to owner’s home address. Breakdown is in the file within Department of Community Development.

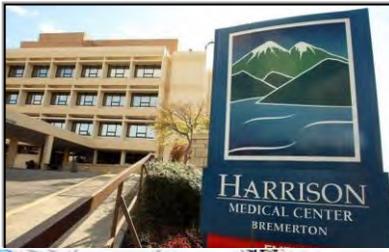
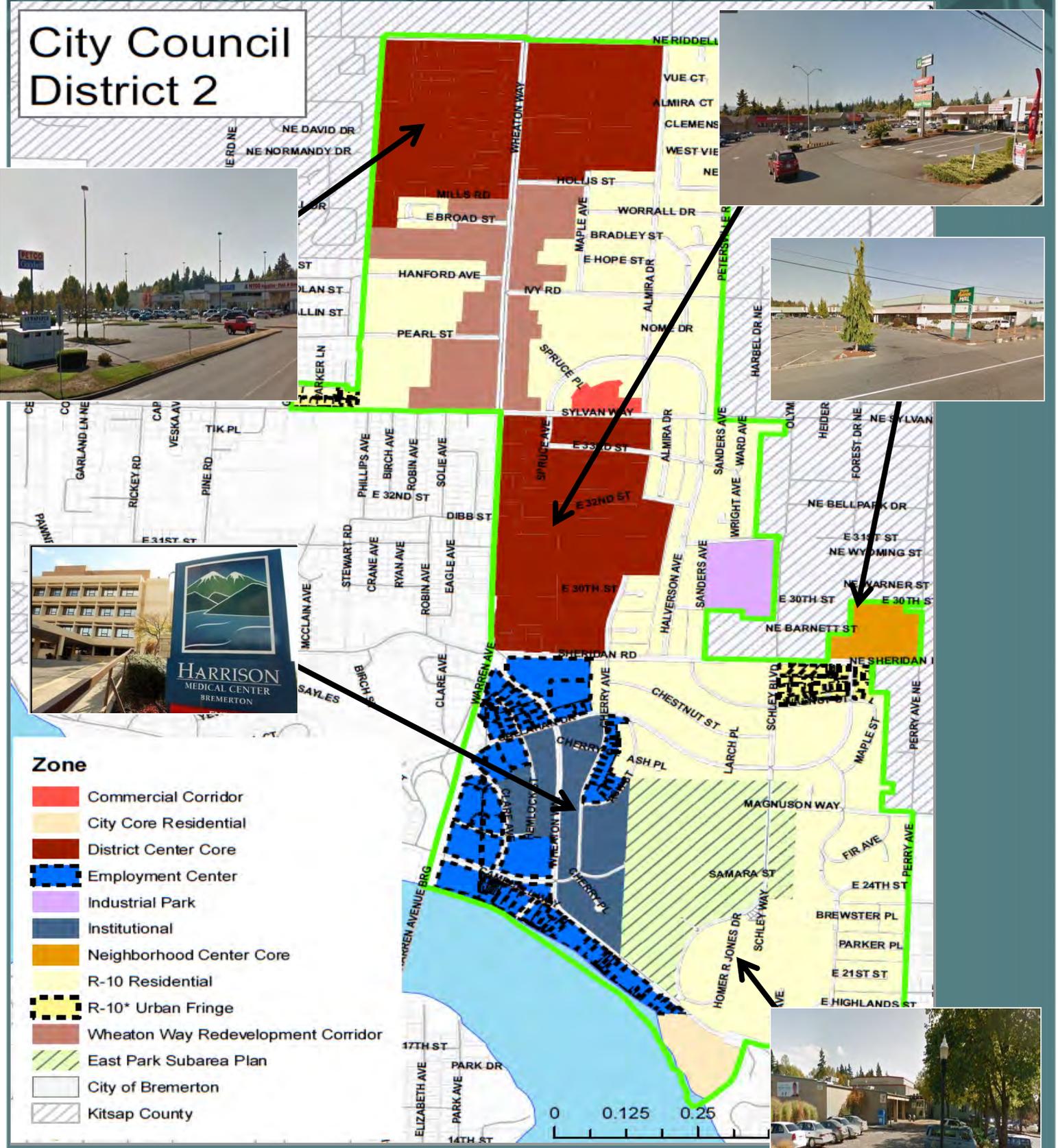
Residential Type	Median Year Built	Median Building Value	Median Total Value (land & structure)
Single Family	1962	\$109,285	\$148,808
Duplex	1958	\$74,792	\$118,516
Multifamily	1980	\$1,263,390	\$1,459,294

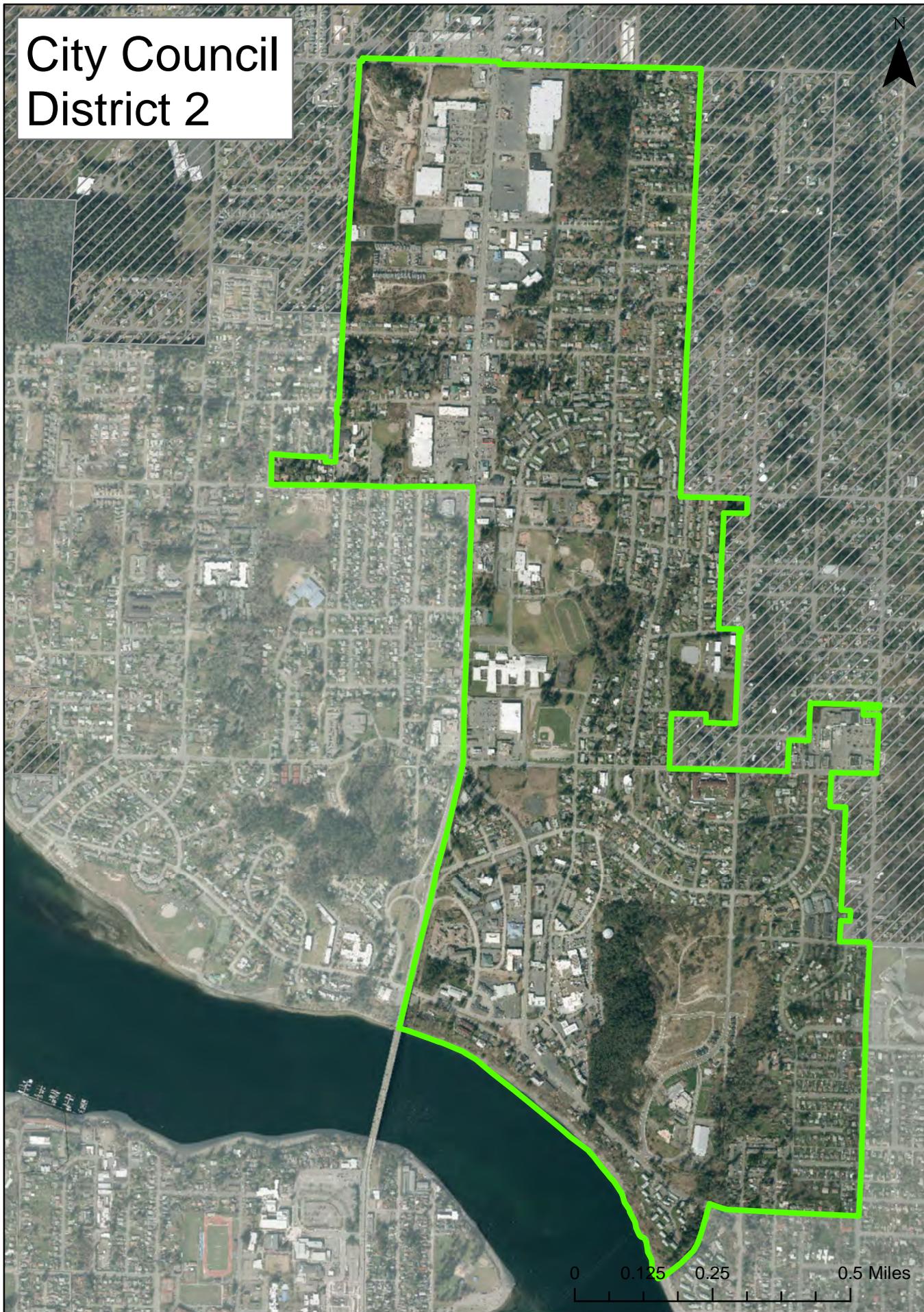


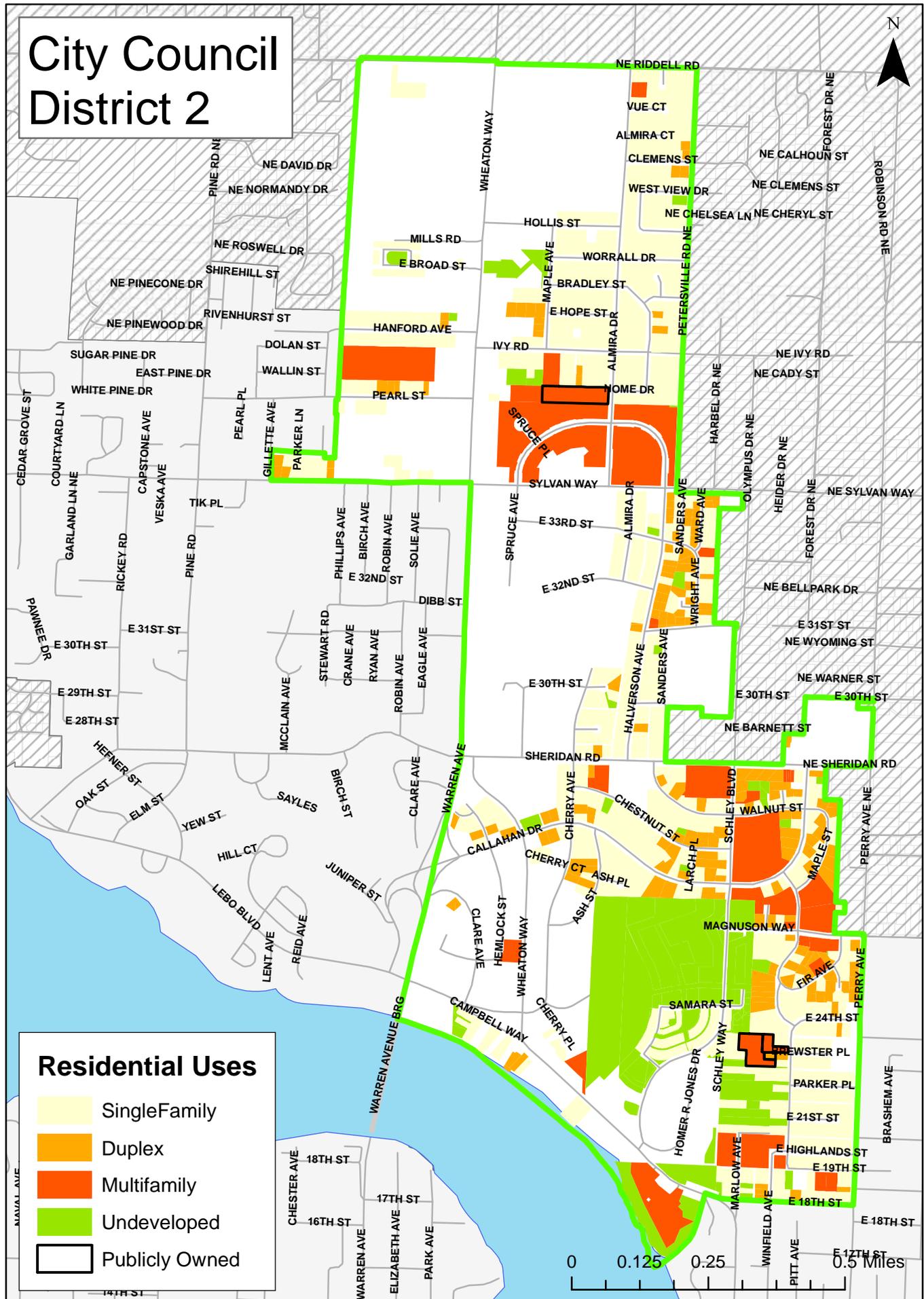
**Permit Submittals**

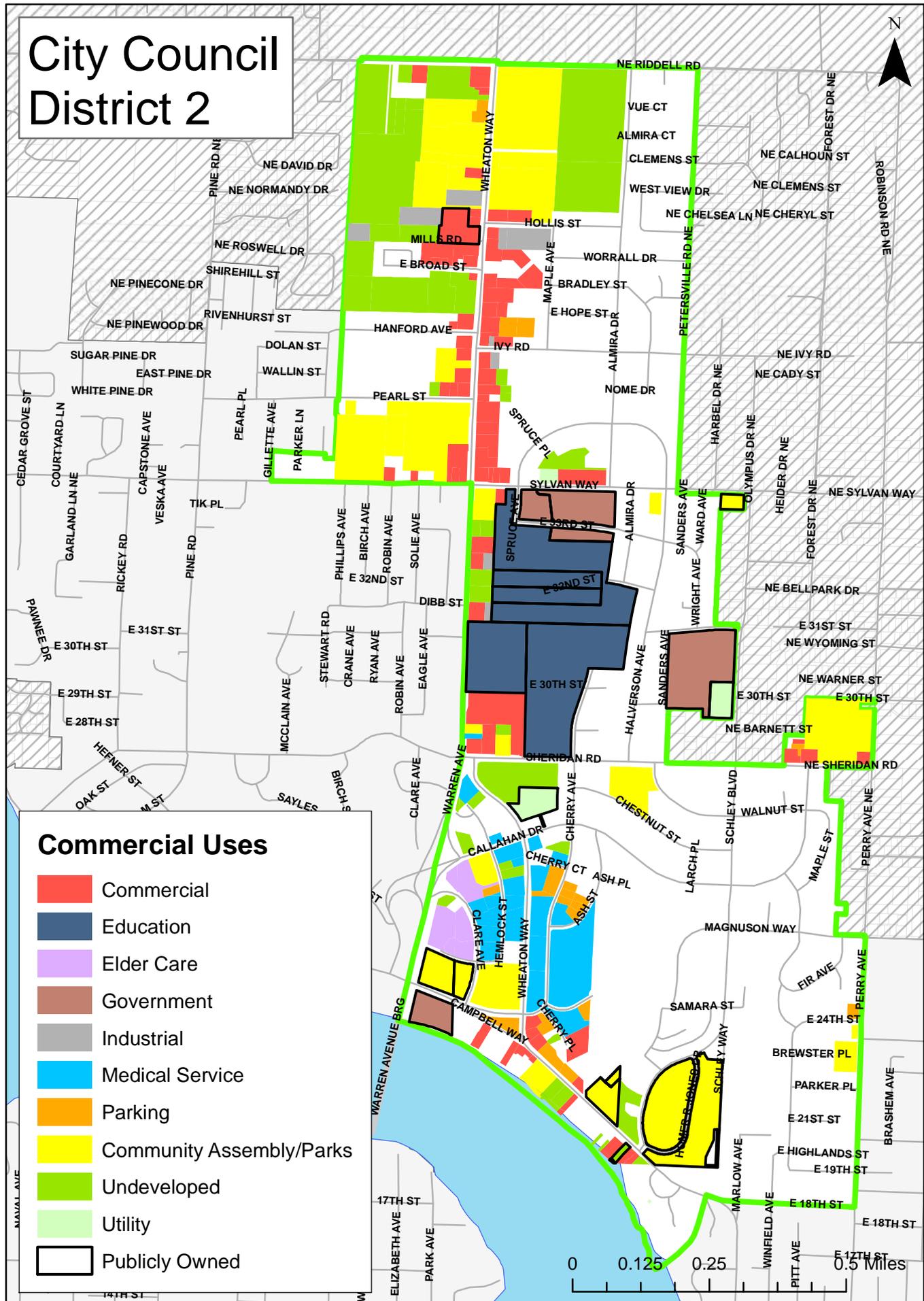
Graph to the left shows where money is being spent on improvements (by permit value) within this district between January – July 2014.

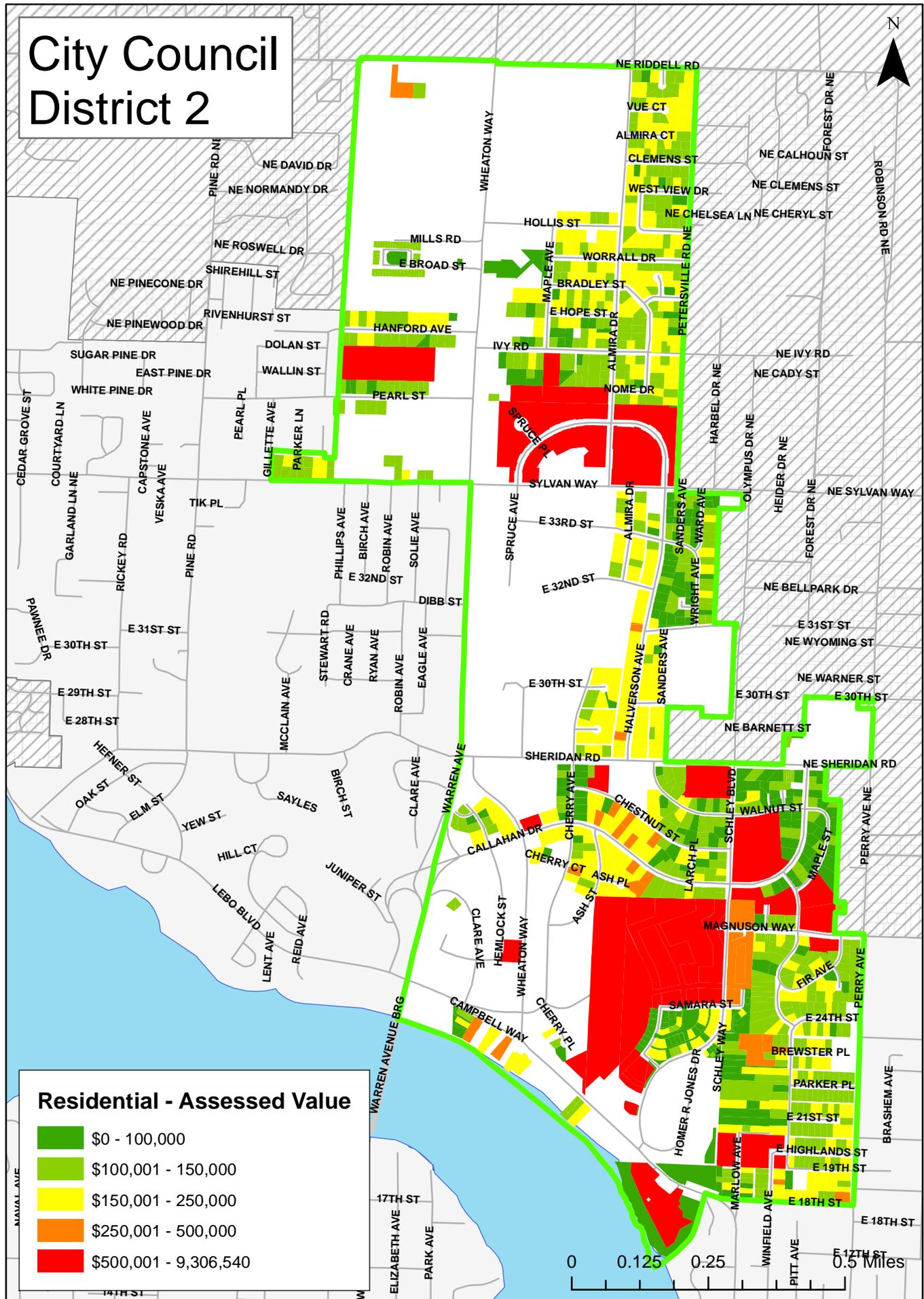
# City Council District 2

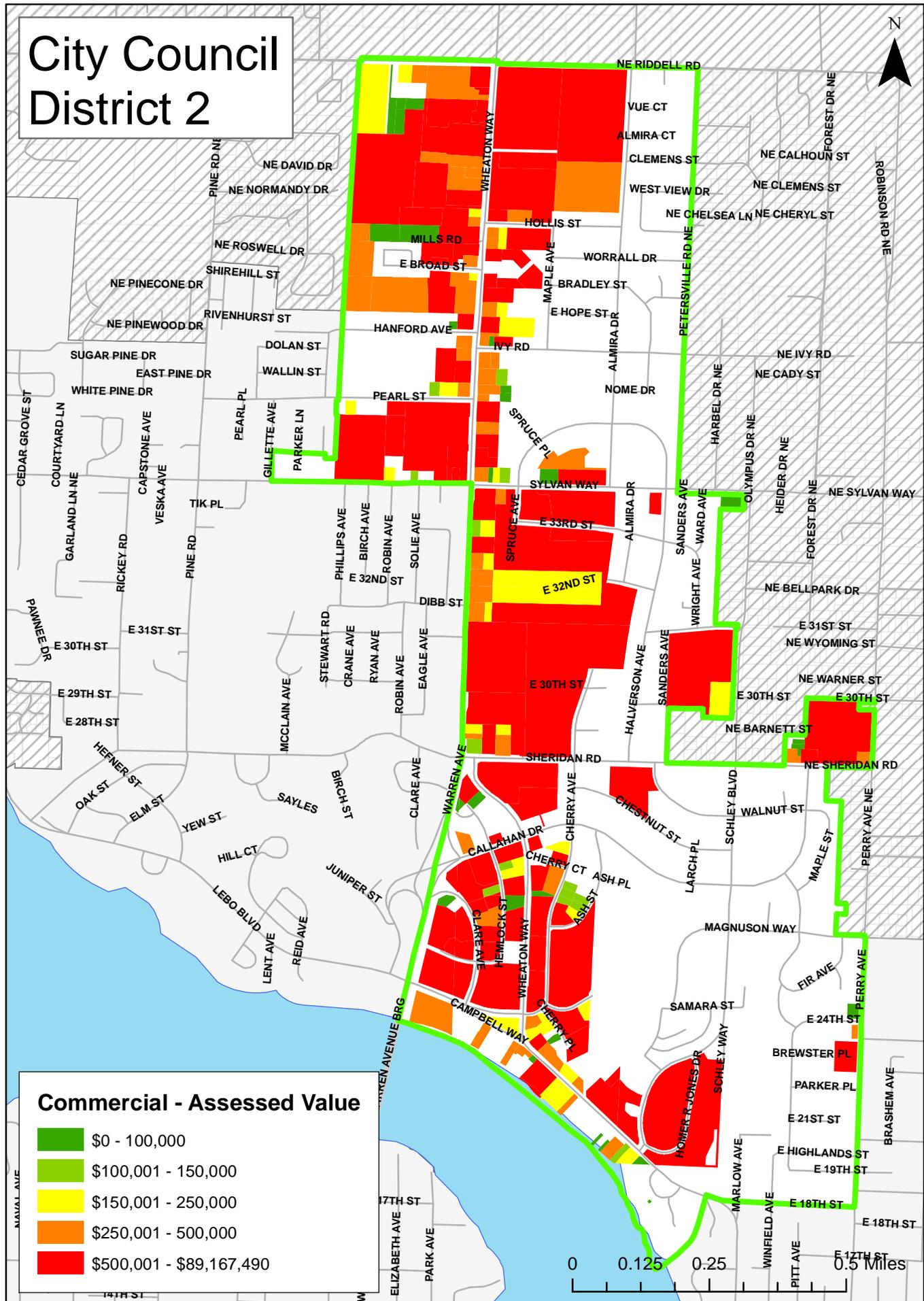


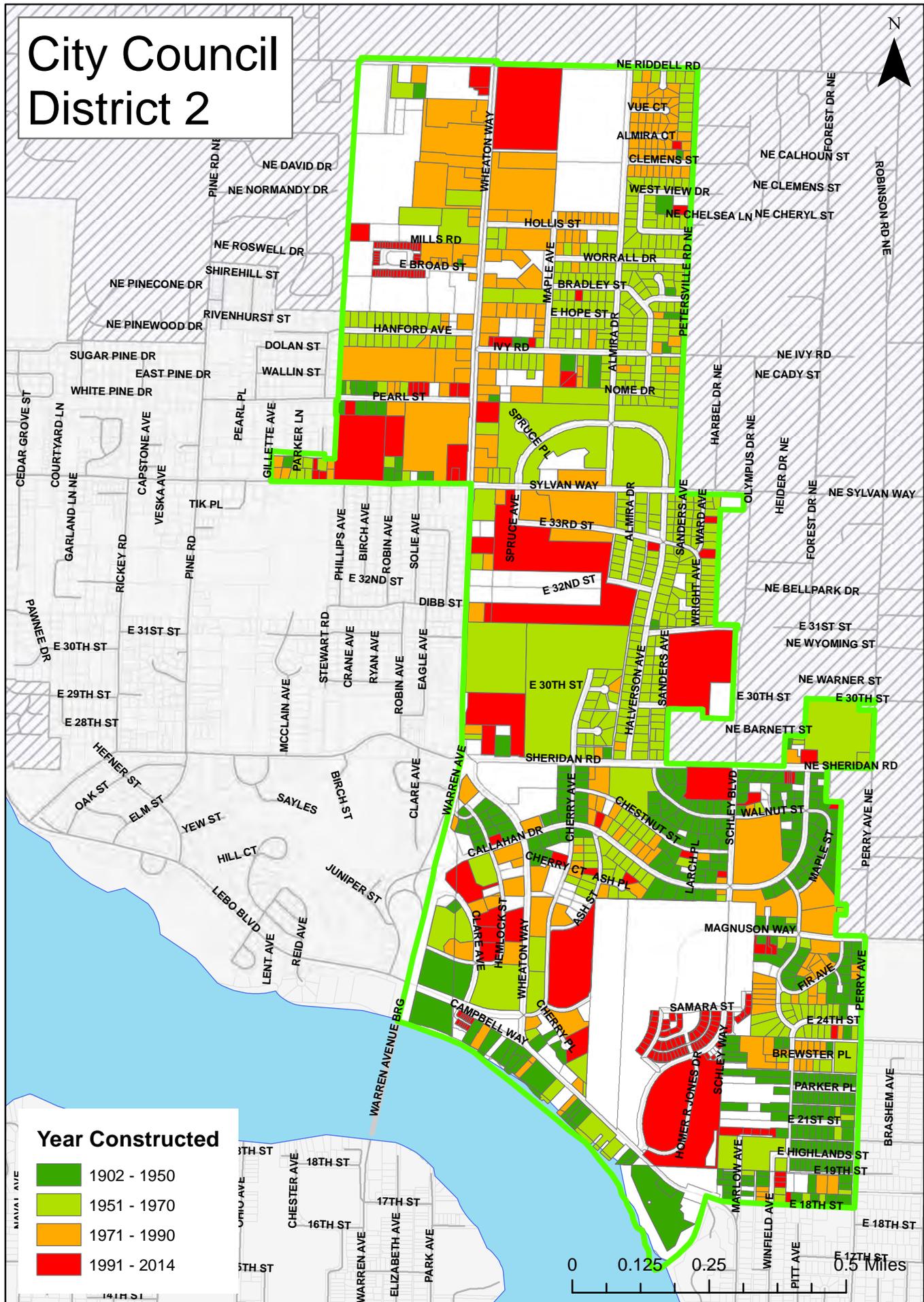


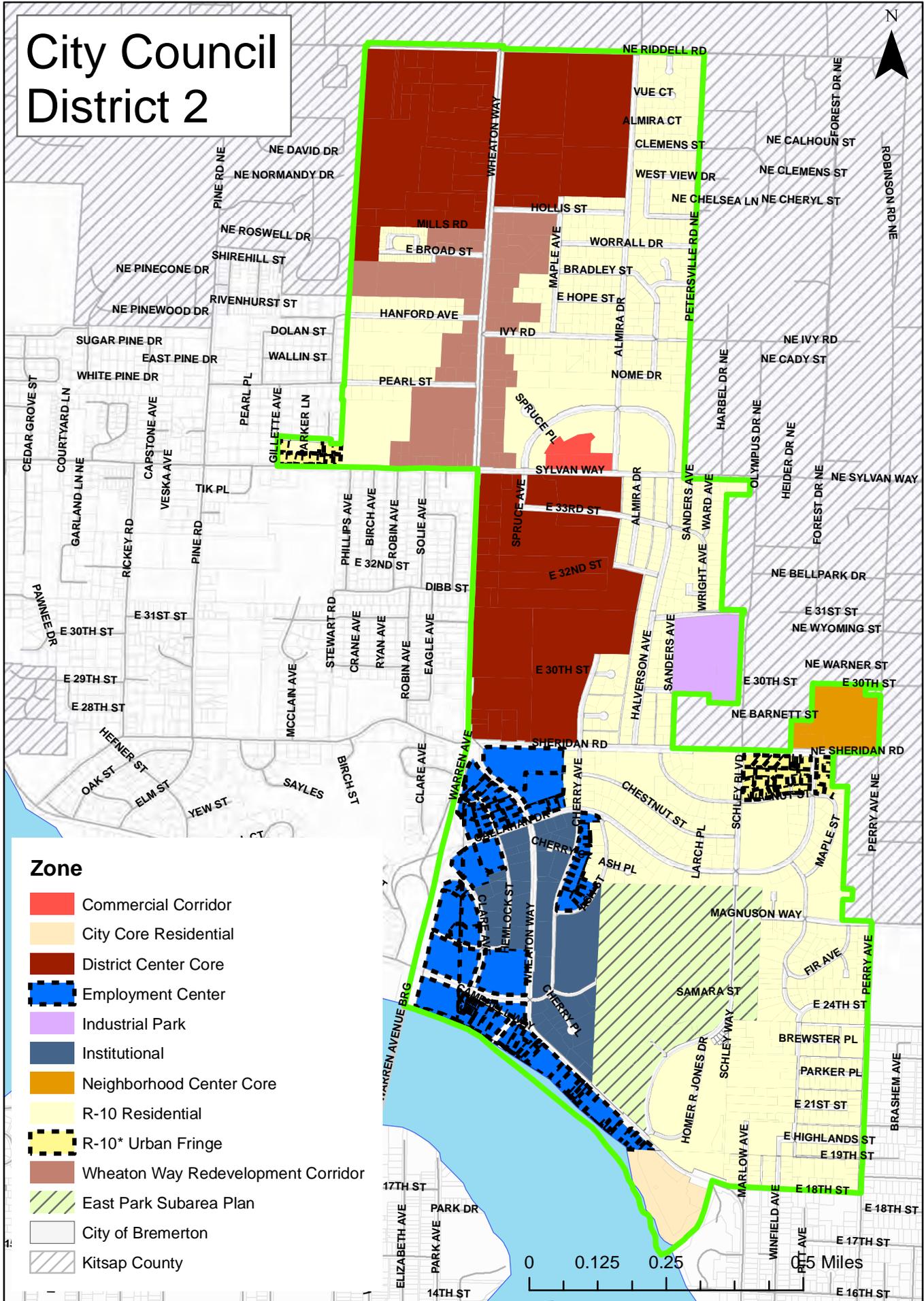


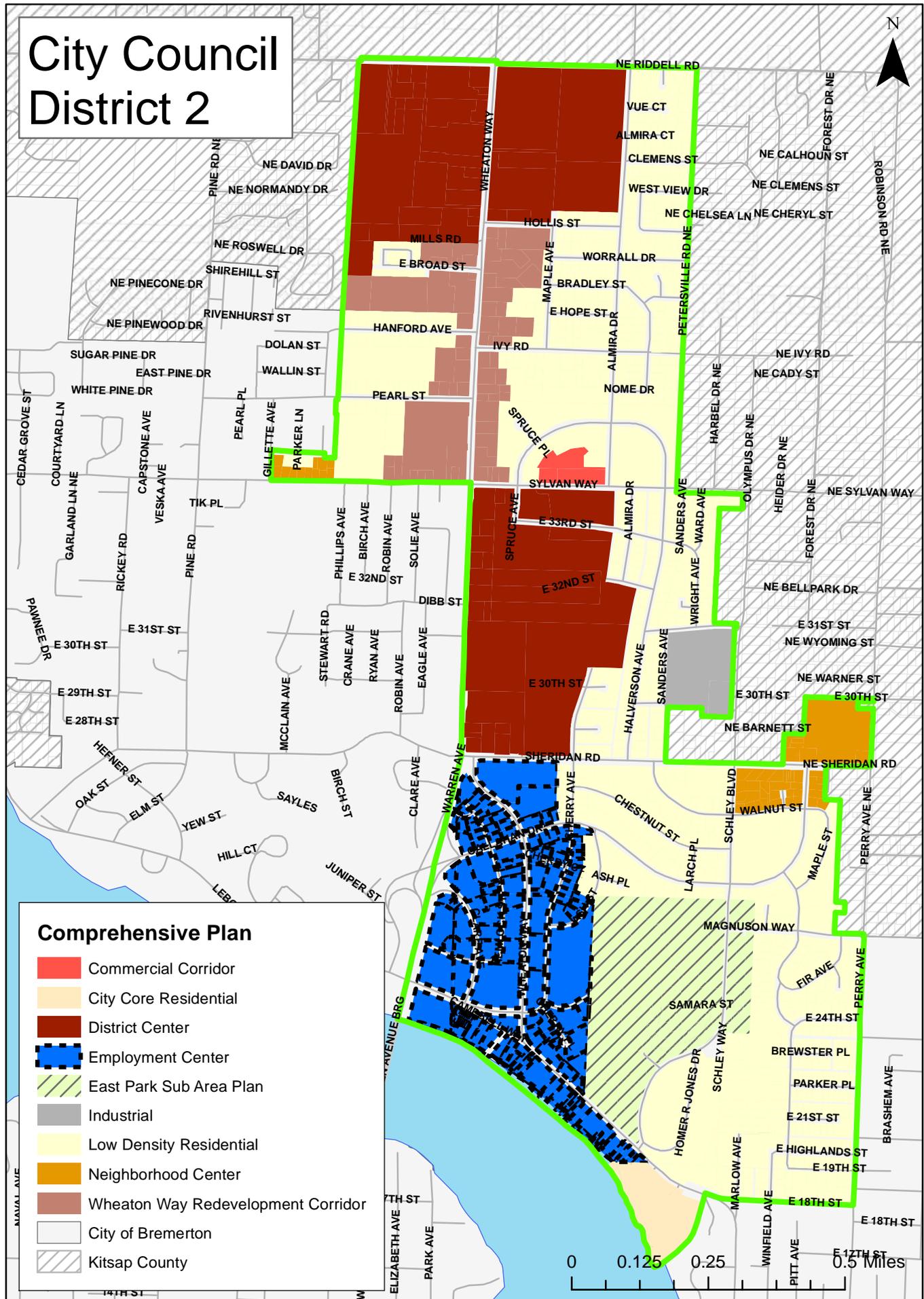












# 2004 Comprehensive Plan – Current Code

Within District 2 ten designations have been identified within the 2004 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised. This area includes the District Center: Wheaton Way Redevelopment Corridor; Neighborhood Centers:

Wheaton/Sheridan, Perry and part of Sylvan/Pine; and one Employment Center.

## LDR (Low Density Residential)

Density: 5-10 units per acre

Height: Low rise, not to exceed 3 stories

Structure Type: Detached single family housing (unless PUD) includes zero lot-line)

Character: Compatible with surrounding neighborhood

Location: Where predominant today, covering most areas of the City

Policy direction: Protect the character of single family neighborhoods by infilling at compatible densities and focusing higher intensity land uses in designated centers and corridors.

Discussion: The city’s residential neighborhoods are characterized by low-rise (1 to 3 stories), detached homes on traditional urban lots. Some attached housing may be appropriate to respond to the development-sensitive conditions. It may be produced through planned unit development, but should also be low-rise.

To maintain the traditional character of residential districts that are mostly developed, new residential projects should be built at compatible densities. Efficient delivery of urban services is best achieved at densities such as those found in West Bremerton between Callow and the Narrows. This area is characterized by a formal grid street pattern that defines the most strongly urban platting within the City. The average residential density here approaches seven units per acre.

## Commercial Corridor (CC)

*General development parameters*

Density: 20 units per acre, maximum

Height: 3 stories

Structure Type: Various commercial types, mixed commercial/residential types near street frontages are preferred

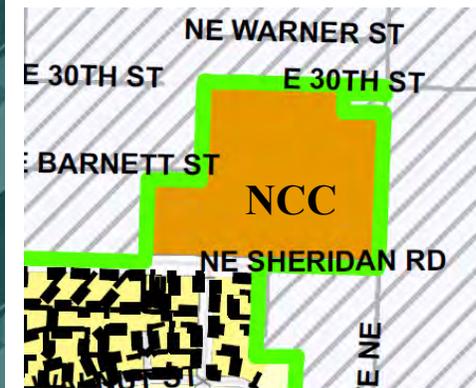
Character: High intensity commercial uses with residential component in street front buildings. Plentiful parking provided in locations behind or beside primary structures Location: Along high traffic corridors/primary arterials as mapped (initially indicated along Kitsap Way)

Policy direction:

Provide appropriate locations for high intensity commercial uses in a setting based on an urban design ethic that creates a pedestrian-friendly, transit-supporting corridor, while accommodating a wide variety of commercial activities.

Discussion: The Commercial Corridor designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include multistory buildings on wide sidewalks at the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions are employed to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is provided behind or beside street fronting structures.





*Perry Avenue Neighborhood Center*

### Neighborhood Center Core (NCC)

*General development parameters*

Density: 20 units per acre (average)

Height: Mid- rise, ranging from one to four stories.

Structure Type: Mixed, ranging from small-lot single family near the

center edge to four story mixed-use structures at the focal point of the center

Character: Mixed-use, walkable environment with urban amenities

serving center and surrounding neighborhood

Location: Specifically mapped locations, arranged to serve supporting neighborhood of approximately one mile diameter

#### Policy direction:

Focus significant portions of new development into high quality urban centers providing services to a surrounding neighborhood in a pedestrian oriented, mixed use environment.

Discussion: The NC designation establishes Neighborhood Centers. Neighborhood Centers are mixed-use environments with an emphasis on mixed use structures, pedestrian oriented design, mixed and varied housing types, and the provision of neighborhood scale commercial, professional, and community services. The size and scale of a Neighborhood Center is such that it provides a focus and services for an area of approximately one mile in diameter surrounding the center. Neighborhood Centers are typically provided with at least one “focus amenity” such as a park, school, public facility, or public plaza. Neighborhood centers have an identifiable central area with building heights of at least two or three stories with retail or office uses at ground level and residential above. Building height is stepped down and density of housing is lower as distance from the focus area increases. Away from the central focus area, residential uses may predominate. Initially, design standards will be created, guiding development in all Neighborhood Centers. Over time, more focused neighborhood planning efforts will be conducted through which a specific plan that serves as an addendum to the Comprehensive Plan will be developed for each center.

Centers provide for efficiencies in the provision of public services such as utilities and transit. In addition, centers provide living environments attractive to a growing segment of society that desires a more active, stimulating setting, offering ability to access key amenities and conveniences without driving.

## WWRC (Wheaton Way Redevelopment Corridor)

Density: 20 units per acre maximum, as noted below

Height: 3 stories

Structure Type: Various commercial types, mixed commercial/residential types near street frontages are preferred, residential and larger parcels away from street frontage. Character: High intensity commercial uses with residential component in street front buildings; plentiful parking provided in locations behind or beside primary structures

Location: on Wheaton Way/Hwy303

### Policy direction:

Promote infill and redevelopment of large parcels between designated centers along Wheaton Way, that allow commercial uses along the arterial frontage and higher density residential use behind. The commercial uses must be related to the consumer needs and development character of the adjacent, associated residential uses.

Discussion: Wheaton Way presents a classic case of aging, strip commercial development. Most businesses are auto-oriented and set within a sea of asphalt parking lots. The edge between the strip commercial uses and adjacent low-density neighborhoods is harshly abrupt. The streetscape is dominated by commercial signs, minimal landscaping, discontinuous sidewalks, and parking lots at the street edge. This condition is found in most every American city along some high-volume arterial that once was the new commercial “frontier” in an expanding suburbia – a frontier that eventually becomes the victim of even newer commercial developments even further from the urban core. This lifecycle takes about 30 years to come to the point of substantial urban decline, just about the age of the Wheaton Way commercial corridor. These strip commercial corridors present some of the most negative perceptions of cities.

The condition of the Wheaton corridor is one of Bremerton’s greatest challenges. The type and quality of existing commercial development do not contribute to healthy neighborhoods or promote new, high-value commercial uses. It will take great deliberate effort by the City, property and business owners and new investors to make a substantial change to the corridor. Unless there is a significant change to the marketplace and growth rates, Wheaton Way will largely retain its strip commercial character for many years. Change will be incremental and generational, perhaps as long as 40 years before the corridor becomes a vital place that contributes positively to the community.

A start to a new development pattern for the corridor begins with the recognition that growth rates and public resources cannot support planned, whole-scale redevelopment of the corridor over a short period. In a hot growth market, mixed-use development strategies could be extended to the corridor as well as centers with an expectation of fast market response to new demands. In Bremerton’s more moderate growth setting, the dominance of commercial uses and the character of the Wheaton Way arterial only attract auto-oriented, commercial uses. However, these are the same uses that create the negative image of strip commercial. Of necessity, new commercial must be something different.

The answer starts on the street frontage. New commercial development should present an urban rather than suburban character. Stores should front at the sidewalk to create a building street-wall similar to those found downtown. Entrances should orient to the sidewalk, and parking should be to the rear or sides of buildings. The rear of commercial uses should be respectful to adjacent uses, particularly if neighboring uses are residential. The sidewalk environment should attract and protect pedestrian travel.

Sidewalks should be wide enough to accommodate utility poles, street trees, signage, and other street furnishings, without impeding walkers or pushing them towards the street. Street trees provide a buffer against the danger and noise of cars traveling at arterial speeds as well as creating shade and an attractive streetscape. Vehicular access **should be encouraged** on secondary roads near or at the rear of sites whenever possible. Such secondary circulation routes should be linked to those on adjacent sites and/or the existing street system whenever possible. Site designs should consider the possibility of developing secondary circulation routes within the corridor over time and linkages to the circulation system in adjacent centers. Care should be taken to assure that providing such alternatives to access from the busy Wheaton Way frontage does not introduce inappropriate traffic to neighborhood areas.

The opportunity for infill commercial should be limited to existing voids in the strip of commercial uses and should not extend much deeper from the arterial than adjacent commercially-developed properties. Greater depth of commercial development should be reserved to larger, master-planned parcels that integrate residential uses into the project.

Council District Profile – District 2  
Existing Comprehensive Plan

**IP (Industrial Park)**

Structure Type: Industrial, office, light manufacturing

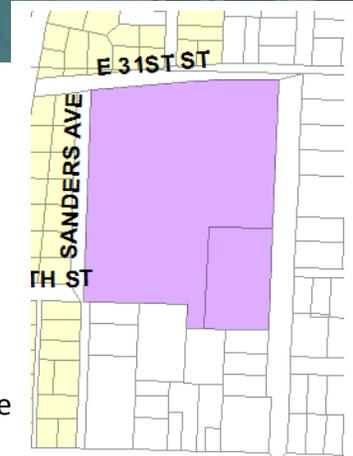
Character: Well planned office and light industrial complexes that display good site design. Emphasis of providing transition to nearby less intense uses (if any)

Location: As mapped

Policy direction:

Provide for appropriate locations for light industrial uses in a well planned complex. Industrial Parks should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses – especially residential areas. Developments must be consistent with any shorelines and critical area designations.

Discussion: The Industrial Park designation provides for existing and future areas of light industrial and office uses. Industrial park areas feature well designed sites with landscaping and unified architectural features. Because such uses are sometimes located near residential or important commercial corridors, care must be given to the interface with those less intense areas. In cases where industrial parks are near shoreline areas, uses should be consistent with the shorelines designation and must protect shorelines values.



**CCSR Core Centers Supporting Residential**

Density: Varies, urban in nature

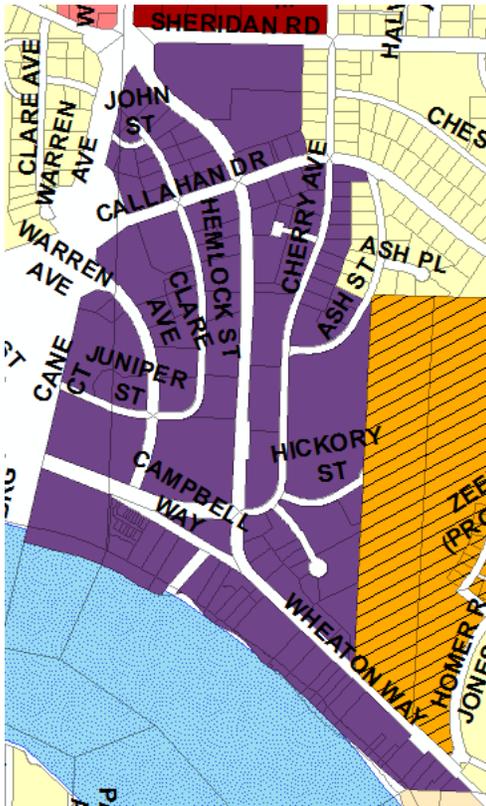
Height: Three stories

Structure Type: Medium density residential

Character: Well integrated, planned residential development

Policy Direction and Discussion: The Core Centers Supporting Residential designations provides for medium density residential development in locations along, or very near, a public trail system, linking the Manette neighborhood, Harrison Employment, and Downtown Regional Centers. The designation provides opportunity for residential development that places additional population within easy walking distance of the commercial activities in the three Centers at the core of the City. In addition, the CCSR locations will be well served by public transit. The intent of the designation is to increase opportunity for significant population to locate near these Centers, thus increasing their viability and level of activity, while at the same time supporting a pedestrian option for circulation within a “loop” via the two bridges, connecting these three key, closely-related nodes of future growth.





**Institutional (INST) / HE ( Higher Education)**

Density: N/A

Height: 60

Structure Type: Educational facilities

Character: This designation recognizes public collegiate campuses

Policy Direction and Discussion: The Higher Education designation recognizes the Olympic College Campus. The designation provides for growth at the OC Campus, but promotes growth that is compatible with the surrounding neighborhoods and other nearby areas. In general, the College is encouraged to seek to accommodate new facility needs by growing “up” rather than by occupying lands in the surrounding areas. Increased building height is suggested to accommodate such growth. In addition, campus growth through infill of underutilized ground area within the existing campus boundary is also encouraged. The City will re-asses maximum lot coverage standards and consider other regulatory measures to accommodate the desired infill.

**EC (Employment Center)**

Density: None specified

Height: None specified

Structure Type: Master-planned light industrial and/or office uses in combination with supporting residential and commercial uses  
Character: Well-planned and integrated mix of employment activities with supporting residential and commercial services

Location: Large parcels or collections of parcels under unified ownership where well planned mix of land uses can be provided. The mix should include employment activities with supporting commercial and residential primarily for the workforce employed within the employment center

Policy direction: Provide areas for large scale employment activities that may draw workers from a large geographic area, where workers can also choose to live and shop near work.

Discussion: The EC designation delineates Employment Centers. Employment Centers are mixed-use environments characterized by co-location of employment activities and residential and commercial amenities for workers. Employment Centers will have significant office, light industrial and industrial activities that create large numbers of jobs, well integrated with areas providing a mix of housing types, that provide living opportunities nearby. Small to medium scale commercial uses will also be provided, allowing residents and workers easy access to services.

The intent of the Employment Center designation is to offer a well-planned and designed environment where a potentially large employee population is offered the option to live near places of employment. The Employment center integrates employment activities with housing and commercial activities scaled to serve the employee population at the Center. This reduces home to workplace commuting and offers workers opportunities to lunch or shop for essentials on-site without additional travel. Although the scale of employment activities is such that some employees may continue to commute, the Employment Center will reduce the amount of traffic generated by large scale employment generating land uses.

## *Council District 2 Profile*

### Field Notes and Recommendations

- Core Center Supporting Residential (CCSR):
  - FIELD NOTE: CCSR is located just south of East Park along Port Washington Narrows, and includes the Bremerton Gardens. The Comprehensive Plan supports development of medium density residential in areas that link core locations, such as this area that links the Employment Center to Manette Neighborhood or Downtown. This provides opportunities for people to live near where they work to reduce commuter trips.
  - STAFF RECOMMENDATION: Staff is not recommending changes to this designation except to potentially make it broader and potentially use it in other areas of the city. The designation only refers to the area called the “loop” via the two bridges, that connects Downtown Regional Center to Harrison Employment Center to Manette Neighborhood District. Use of this designation should be considered in other city locations that have an existing medium density development and a link to core areas.
  
- Low Density Residential (LDR) designation
  - FIELD NOTE: In LDR within this district there are areas that are prevalent with duplexes and multifamily such as the Viewcrest Apartments located on Sylvan Way. One of the intents of the 2004 Comprehensive Plan was to promote homeownership by encouraging single family homes in LDR areas and in turn limiting duplexes, and multifamily structures to center designations. However, within the LDR designation, there are many existing types of housing, including duplexes and townhomes (3 or less units) and multifamily structures (4 or more units). These are currently classified as nonconforming uses.
  - STAFF RECOMMENDATION: A potential consideration for duplexes and townhouses is to modify the Comprehensive Plan policies to allow them. The development would have to comply with the LDR designation of 5 to 10 dwelling units per acre (or the density assigned after this update). Multifamily structures (structures with four or more units) would require new multifamily designations within the Comprehensive Plan, as they were removed in the 2004 Plan. Or, these multifamily units could remain limited to centers, or continue as nonconforming within the LDR.

## Field Notes and Recommendations (continued)

- Public Sector Redevelopment Site:

- FIELD NOTE: This designation identifies special sites representing high potential for innovative development, and the expectations that a subarea plan would be prepared. The subarea plan was adopted in January 2006 and contains its own development goals and policies within that plan.
- STAFF RECOMMENDATION: The re-designation of this area from Public Sector Redevelopment Site to East Park designation, or something similar to indicate that the plan is complete.



*Home at East Park Development*

- Employment Center Designation:

- FIELD NOTE: The current Comprehensive Plan references the area around the existing Harrison Hospital as the Harrison Employment Center. This includes providing a recommendation that the Harrison District Community Plan is a resource and beginning point for subarea specific planning of this Employment Center. Since this adoption in 2004, it is now known that Harrison Hospital is in a transition to move the medical center to Silverdale and will be working on plans to redevelop the Bremerton hospital.
- STAFF RECOMMENDATION: To remove reference to Harrison Hospital as a specific land use in this district, however keep the existing Employment Center designation as it provides opportunity for commercial and high density residential uses, encouraging development.

- Industrial Designations:

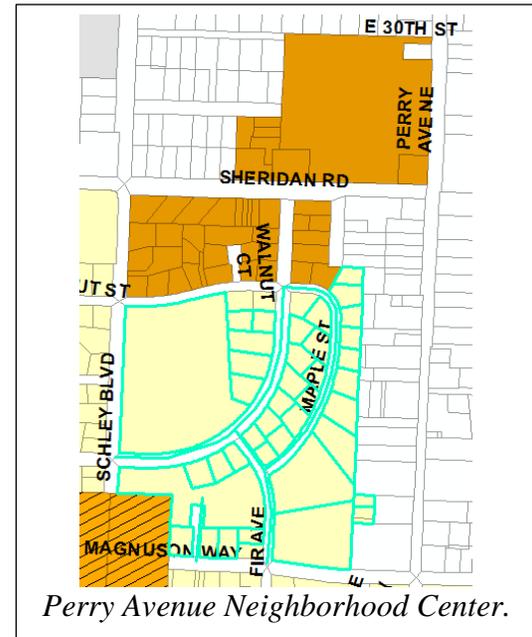
- FIELD NOTE: Existing City of Bremerton Public Works Department is located within the Industrial Designation on Olympus Drive. This building requires renovations, if the City cannot perform the renovations, this lot may surplus in the foreseeable future, though this will probably not include the existing water tower, water reservoir and Fire Department portions of the lot.
- STAFF RECOMMENDATION: Industrial Designation may not be the most appropriate with the surrounding residential neighborhood. Re-designation of this area should be considered, so that uses in this site could be mitigated.



*City of Bremerton Public Works Building at 3027 Olympus Drive.*

## Field Notes and Recommendations (continued)

- Perry Avenue Neighborhood Center:
  - FIELD NOTE: This area contains commercial on the north end (the Perry Avenue Mall) and residential to the south. The majority of the area contains existing multifamily homes, which are located south of the Perry Avenue Neighborhood Center.
  - STAFF RECOMMENDATION: Consideration to enlarge this neighborhood center to include the primarily nonconforming multifamily structures as the neighborhood center designation supports higher density development.



- Sylvan/Pine Neighborhood Center:
  - FIELD NOTE: District 2 only has a portion of the Sylvan/Pine Neighborhood Center, however suggestions to remove this area as a neighborhood center is further discussed in District Profile #1
  - STAFF RECOMMENDATION: May consider removing Sylvan/Pine Neighborhood Center as a center per the staff recommendation in District Profile #1.

## Field Notes and Recommendations (continued)

- Wheaton Way District Center and Wheaton Way Redevelopment Corridor:

- **FIELD NOTE:** The analysis in the 2004 Comprehensive Plan provides insight into this area in respect to planning. It discusses the *classic case of aging, strip commercial development* and that this condition is found in most every American city along some high-volume arterial that once was the new commercial “frontier” in an expanding suburbia. The designation includes a policy to *promote infill and redevelopment of large parcels between designated centers along Wheaton Way, that allows commercial uses along the arterial frontage and higher density residential use behind. The commercial uses must be related to the consumer needs and development character of the adjacent, associated residential uses.* Similar discussion is described in the Wheaton Way Redevelopment Corridor (WWRC).



*Wheaton Way District Center and Wheaton Way Redevelopment Corridor. Between Riddell Road and Sylvan Way*

- **STAFF RECOMMENDATION:** The overarching discussions within the Comprehensive Plan about this area are still applicable. The City Council did some fine tuning of the zoning of this district center in early 2014. Some additional examinations of the goals and policies of how the district center relates to the area just south, WWRC, may be required, and therefore there may be changes needed.

## Field Notes and Recommendations (continued)

- Common Themes:
  - FIELD NOTE: As Staff reviewed the Comprehensive Plan for this update, references to the previous Comprehensive Plan was used. In addition, Staff is recommending consolidating and simplifying the Comprehensive Plan as a whole to create a more user-friendly document.
  - STAFF RECOMMENDATION: Staff is recommending revising description to help clarify all land use designations and remove references to previous Comprehensive Plans.
  
  - FIELD NOTE: Throughout all the District tours, conversations came up about how we promote redevelopment and the reuse of existing buildings that may be nonconforming (example: a store within the LDR designation). Our current Comprehensive Plan encourages limiting commercial uses to major arterials and centers, however there are underutilized building spaces throughout the City that are just becoming blights within neighborhoods. Complicated application processes for building reuse are intimidating, so how can we expedite the process? This should be a goal of this process to have policies that encourage redevelopment of existing buildings as the City of Bremerton has a surplus of underutilized spaces.
  - STAFF RECOMMENDATION: Parcels with nonconforming commercial uses should be re-designated to commercial designations if appropriate (such as, adjacent to existing commercial designations). Add goals and policies to help expedite the process and allow for the consideration of redevelopment and reuse of existing buildings within the City.

## *Council District 2 Profile*

# DRAFT

### **Work Program**

*This report is one part of eight for the City of Bremerton Work Program for the Comprehensive Plan Update. The documents that comprise of the Work Program are the Report on Comprehensive Plan Consistency with State Law and Policy, and the other six District Profiles, all are under a separate cover. All these documents are out for public comment. All documents of this Work Program can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com).*

***The City is waiting for your comment! Get your neighbors, walk your district and help with this process. If you can provide comments about the Work Program, give us answers to the questions (1 to 5) on page one, AND identify the location of the District Mascot (picture at left), there is a prize for you (one per participant please). Must pick up prize at City Hall. Supplies are limited, but all comments are welcome and encouraged!***



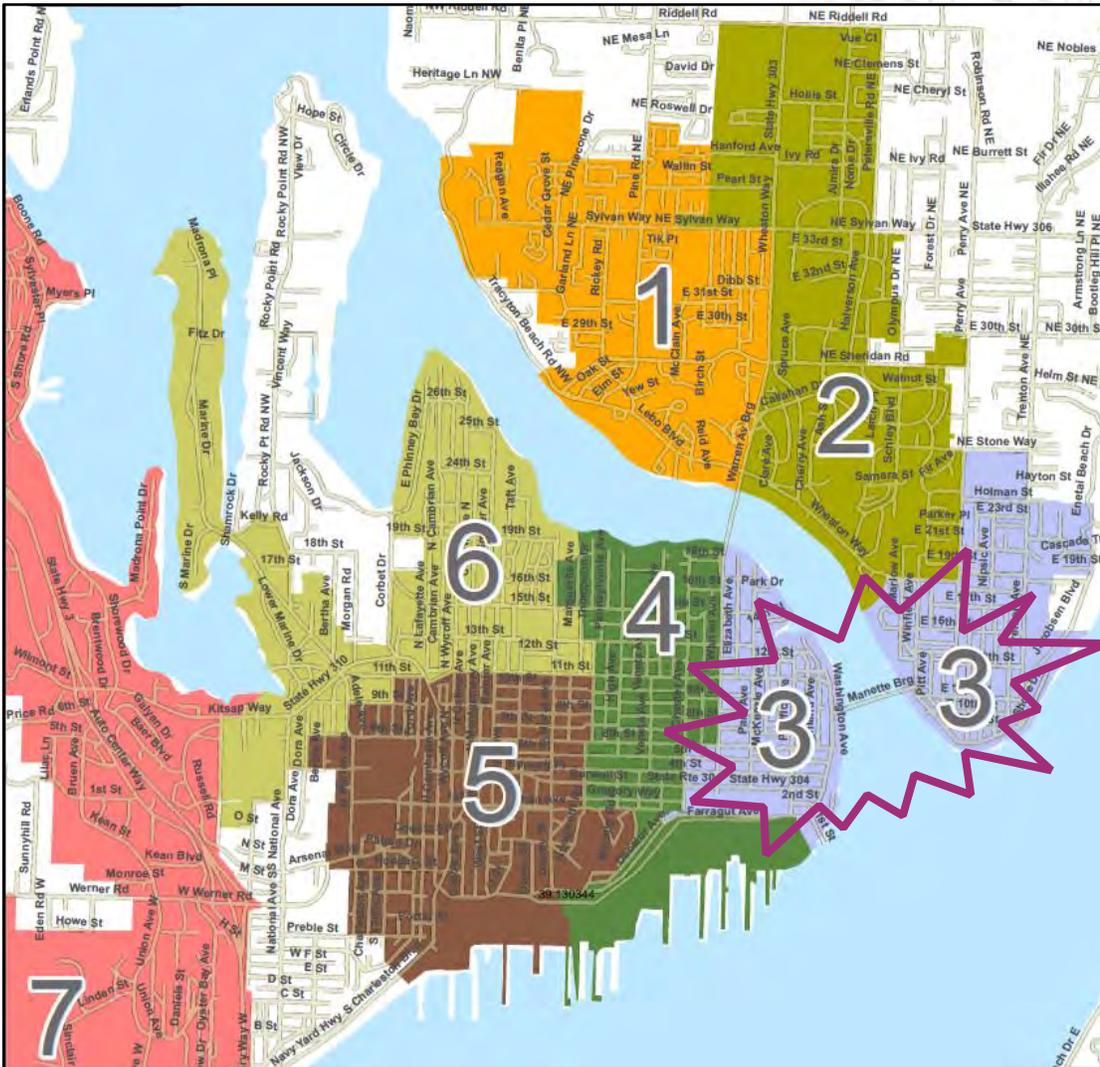
*Staff, Allison Satter, and the honorary District Mascot during the District 2 tour*

*Please contact Allison Satter, Long Range Planner, at (360) 473-5845 or [compplan@ci.bremerton.wa.us](mailto:compplan@ci.bremerton.wa.us) with your feedback!*



345 6<sup>th</sup> Street Suite 600 Bremerton, WA 98337 | ph 360.473.5845

[www.Bremerton2035.com](http://www.Bremerton2035.com) | [Allison.Satter@ci.bremerton.wa.us](mailto:Allison.Satter@ci.bremerton.wa.us)



## District Profile

*2016 Comprehensive Plan Update –  
Growth Management Act Monitoring*

July 25, 2014 – District 3

DRAFT



## 2004 City of Bremerton Comprehensive Plan States:

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



**Jerry McDonald**  
District #3 Representative

*Have comments, suggestions, want to stay informed? Please participate at: [www.Bremerton2035.com](http://www.Bremerton2035.com)*

## Comprehensive Plan Update 2016 – Work Program

### Comprehensive Plan Update

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PRSC) [Vision 2040](#) and [Kitsap County's Countywide Planning Policies](#).

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by June 30, 2016 to comply with State GMA (RCW 36.70A.130(5)).

### Now We Know Why, What's Next?

As the City embarks in the update for the Comprehensive Plan, we are encouraging everyone to consider what the current Comprehensive Plan goals and policies say and where do you see Bremerton in 20 years (do the policies and your vision match?). The following pages are a summarization of the current plan and current trends. When you are considering the following information, keep the following questions in mind:

- 1. What makes Bremerton a Special Place?**
- 2. What makes people want to become part of this community?**
- 3. What attracts new vigor and activity to this community?**
- 4. What are the qualities that make Bremerton unique in the world and special to its citizens – both old and new?**
- 5. What changes would you make to the Plan to make it match with your response to the last four questions?**

The Plan can be seen in its entirety at  
[www.ci.bremerton.wa.us/compplan.html](http://www.ci.bremerton.wa.us/compplan.html)

## Growth Targets and Land Supply

Washington State Law requires that the City plan for the growth targets established by the Washington State Office of Financial Management. The following table summarizes those growth targets:

Jurisdiction	Census 2010	Target Growth within 20 years	Additional Residents to Plan For
City of Bremerton limits	37,729	52,017	14,288 people

An Updated Land Capacity Analysis (ULCA) has been conducted for this Comprehensive Plan update. The ULCA reports can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com). In the ULCA, staff has identified all vacant and underutilized lands for residential and commercial capacity. The growth targets of the City of Bremerton are to accommodate 14,288 people and 18,003 jobs within the next 20 years. After performing the ULCA, it has been identified that with our current designations approximately 34,000 people can be accommodated and 19,000 jobs. As such, the land supply for residential and commercial is in excess from the predicted growth targets.

This table summarizes the District’s residential data that was used in the [Update Land Capacity Analysis](#):

District 3	Total Acres	Identified as Underutilized*	Underutilized Lot Potential (@7.5 units/acre)	Underutilized Lot Potential Population (@2.24/unit)
Low Density Residential (R10)	294.3	27.6 acres	207 lots	464 people could be accommodated within District 3

\* Underutilized is identified in Bremerton Land Capacity Analysis; includes vacant land or lots that could be subdivided. These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

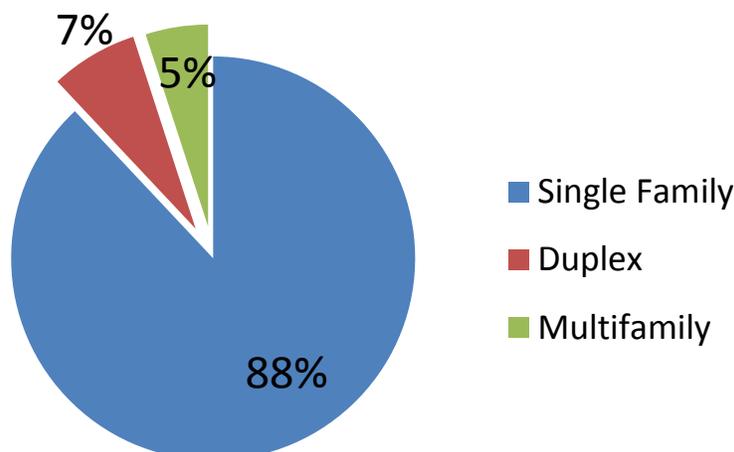
This table summarizes the District’s commercial data that was used in the [Update Land Capacity Analysis](#).

Commercial Zone	Acres	Square Footage of Buildings	Land Supply Capacity and Jobs that can be accommodated within District
Downtown Center Core	126.3	1,485,360	423,686 sq ft or 1,412 jobs
Limited Commercial	1.6	23359	4270 sq ft or 9 jobs
Manette	23.6	262191	16,677 sq ft or 156 jobs

These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

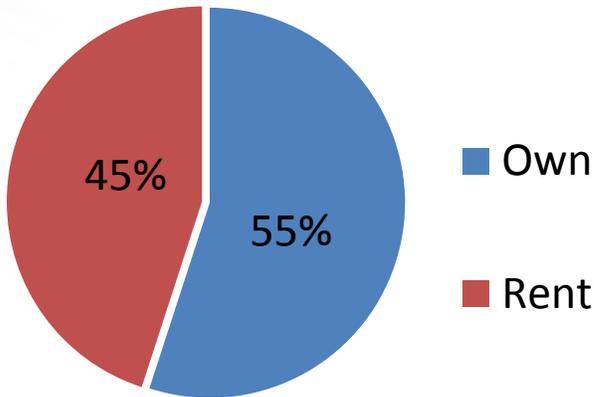
## Current Stats of District 3:

### Residential Types Within District



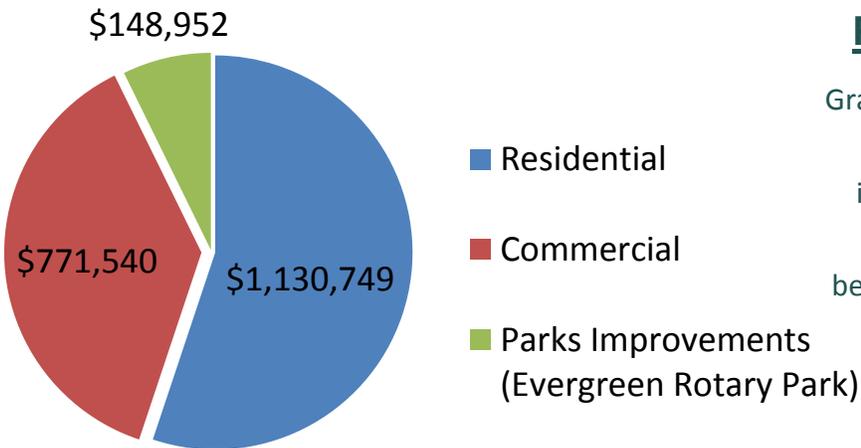
**Current Stats of District 3 (continued):**

**Single Family Residences  
Ownership**



\*This analysis was performed using Kitsap County Assessor data as of August 2014 to compare tax payer address to owner’s home address. Breakdown is in the file within Department of Community Development.

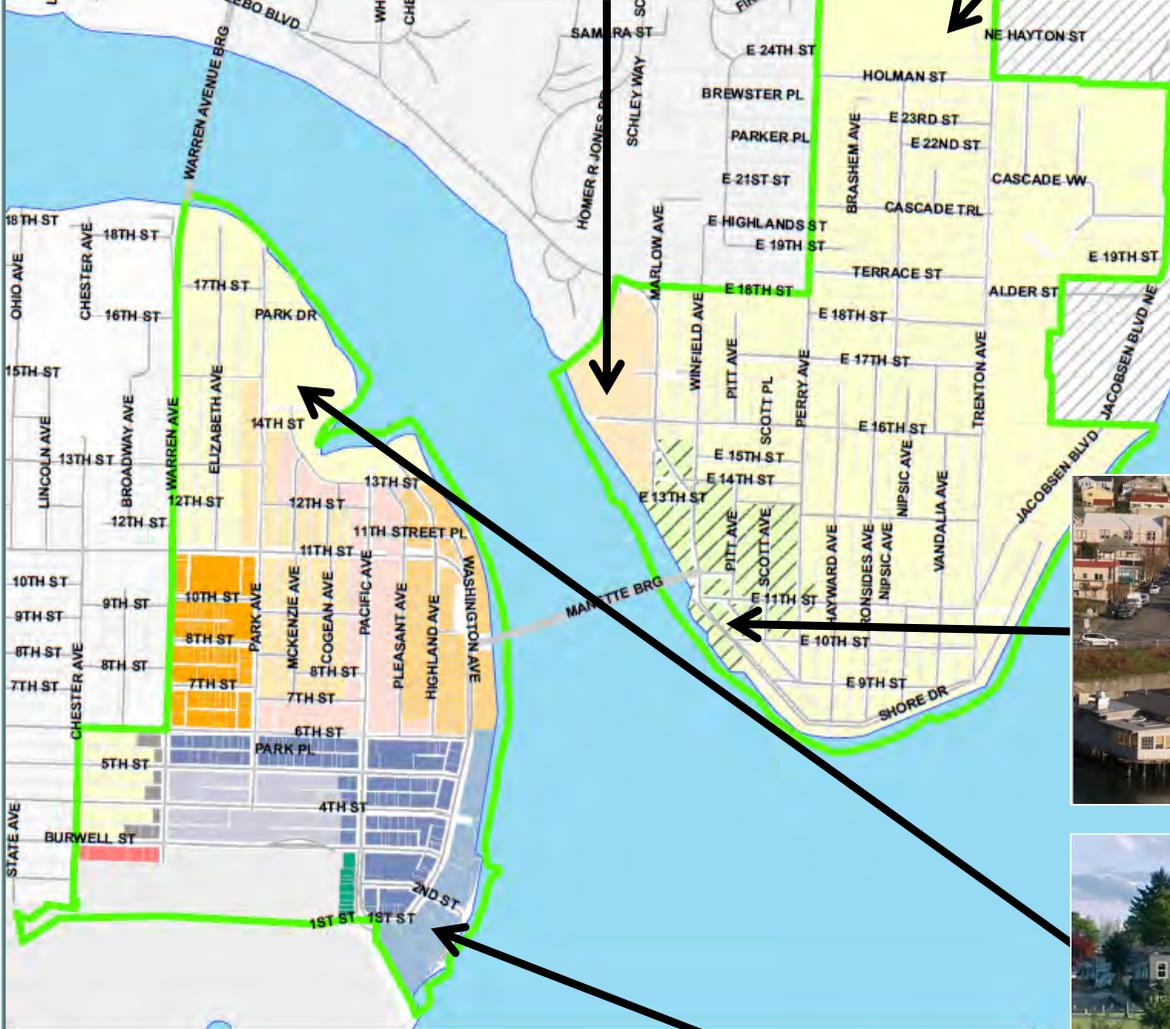
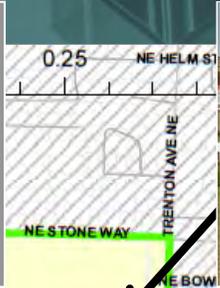
Residential Type	Median Year Built	Median Building Value	Median Total Value (land & structure)
Single Family	1935	95,924	142,023
Duplex	1937	94,990	140,380
Multifamily	1930	300,413	410,350



**Permit Submittals**

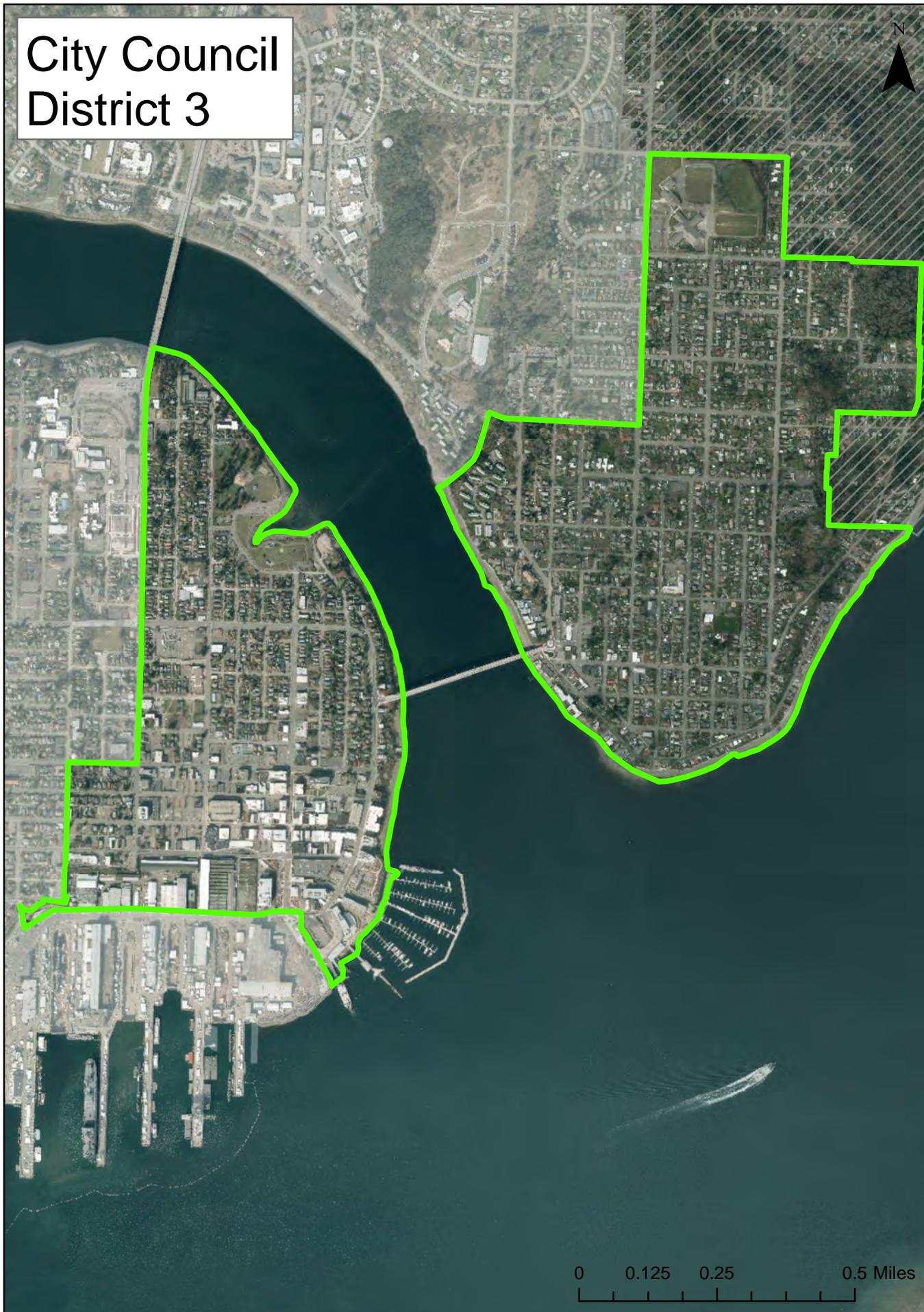
Graph to the left shows where money is being spent on improvements (by permit value) within this District between January – July 2014.

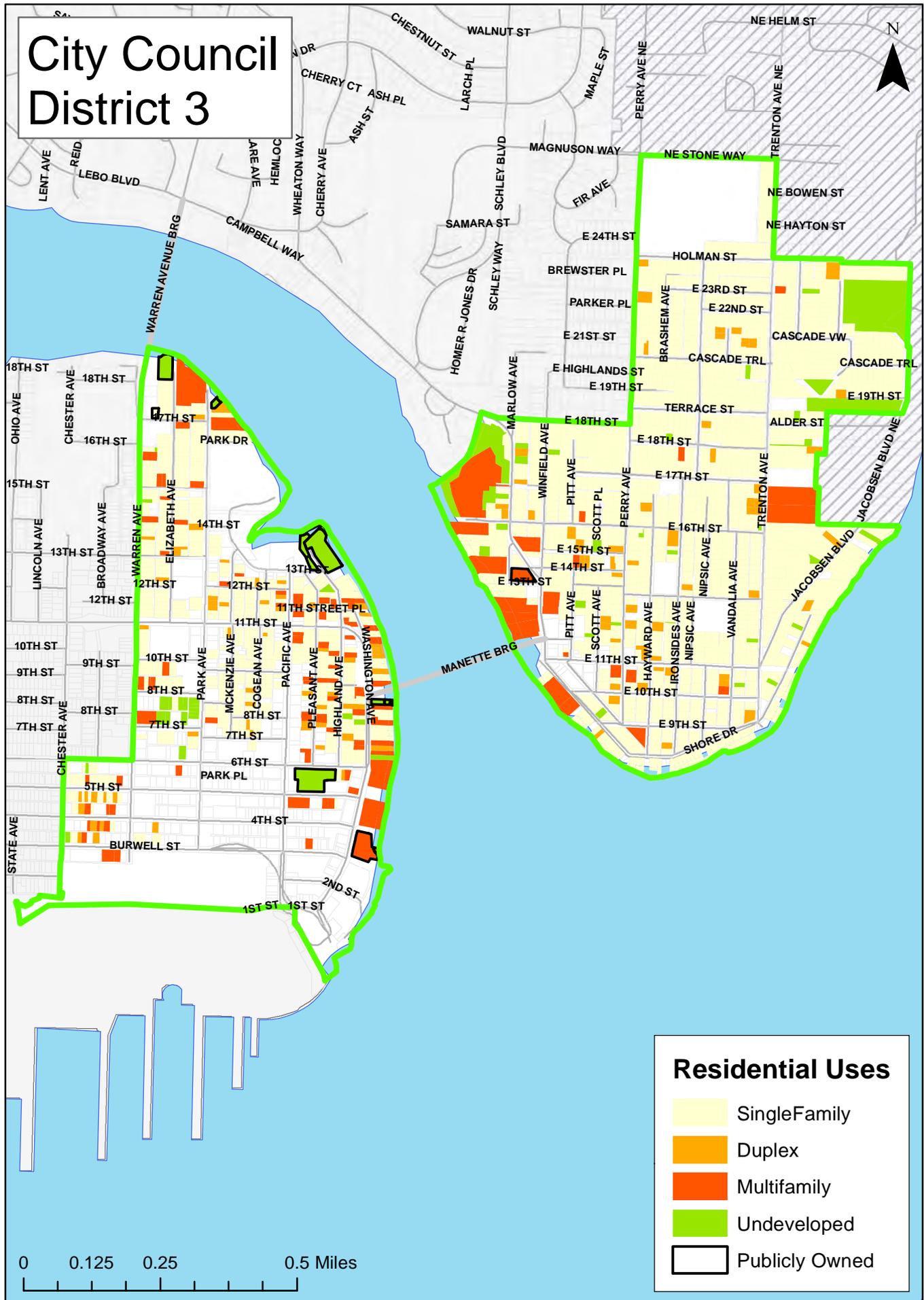
# City Council District 3

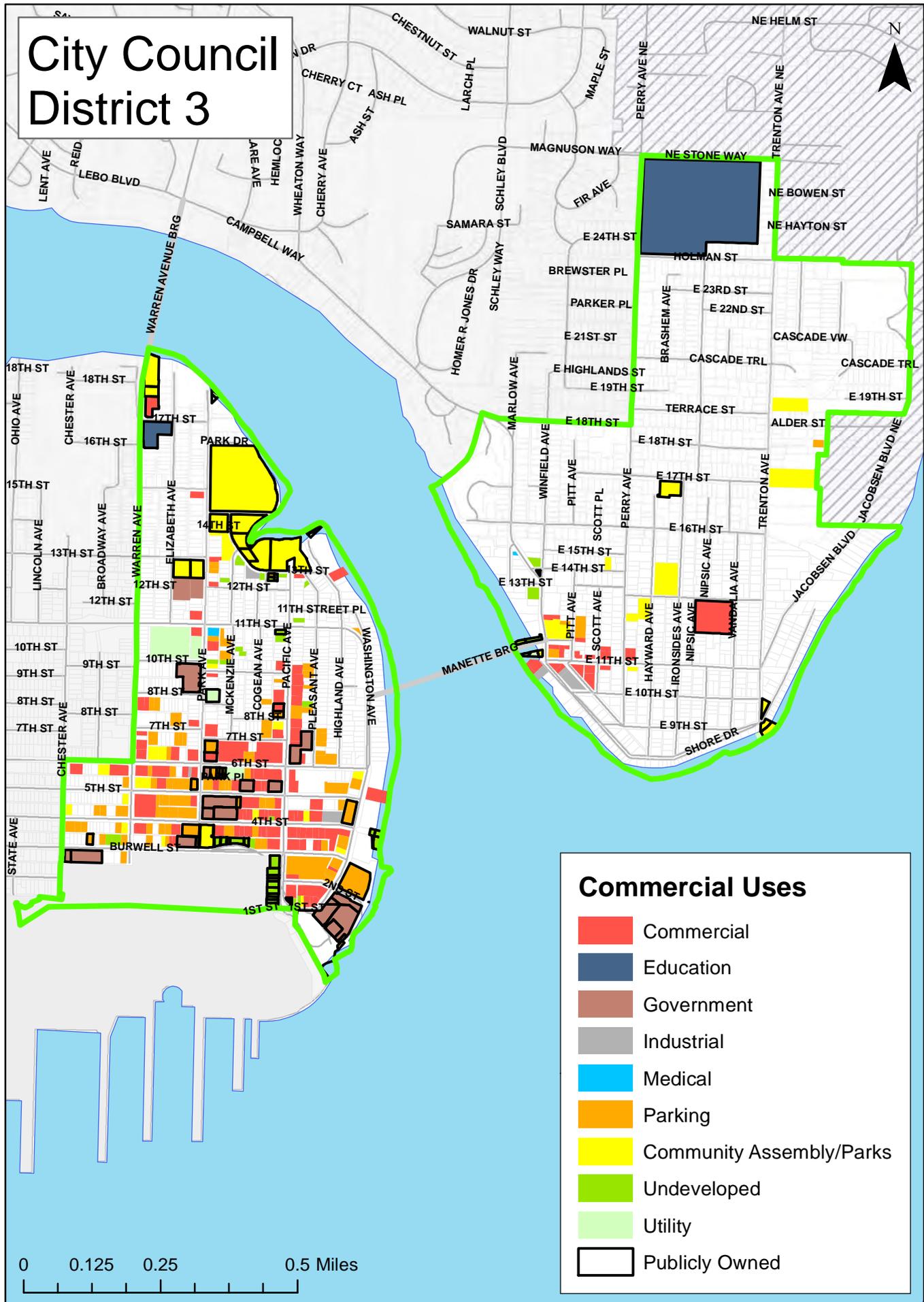


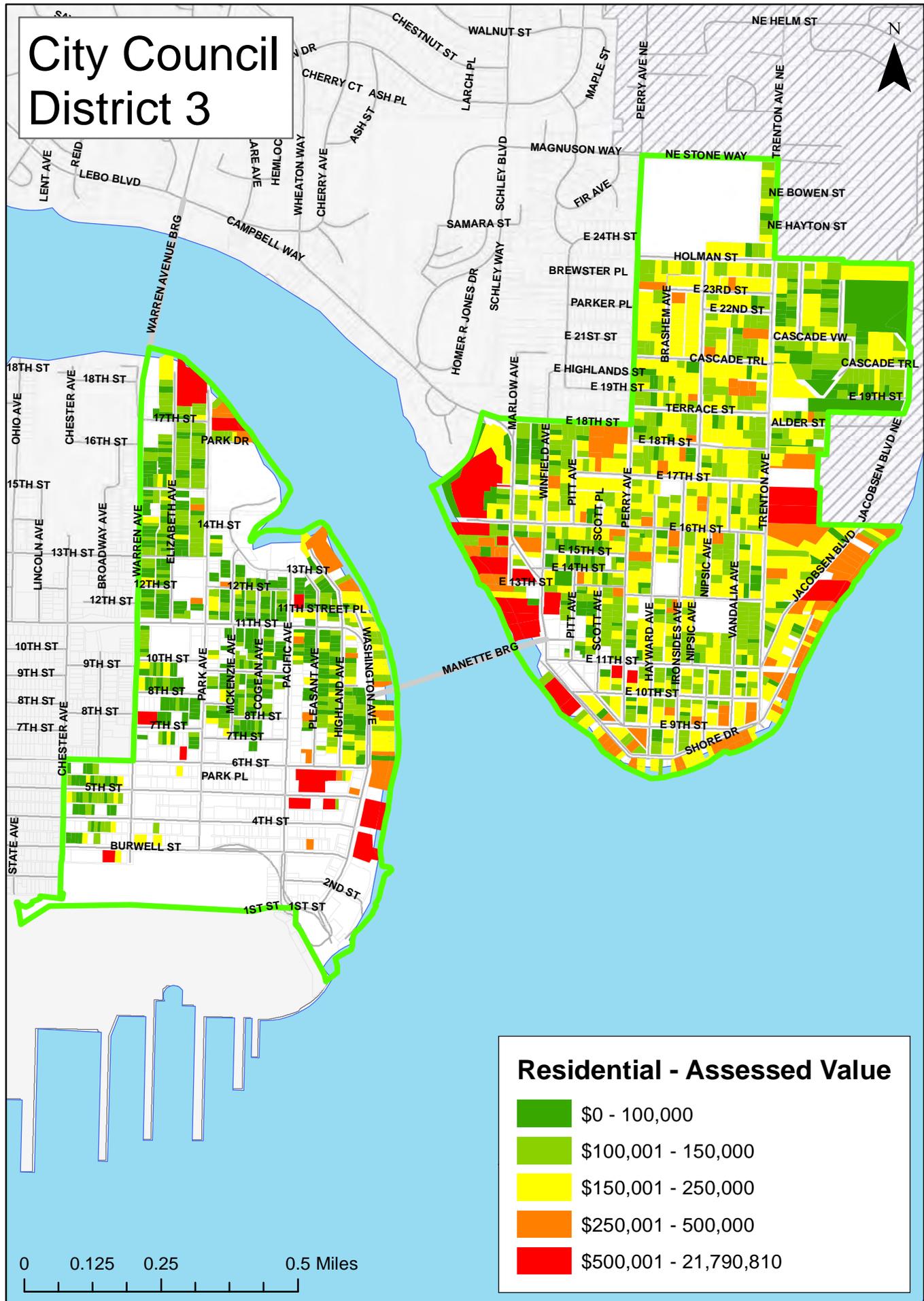
**Zoning**

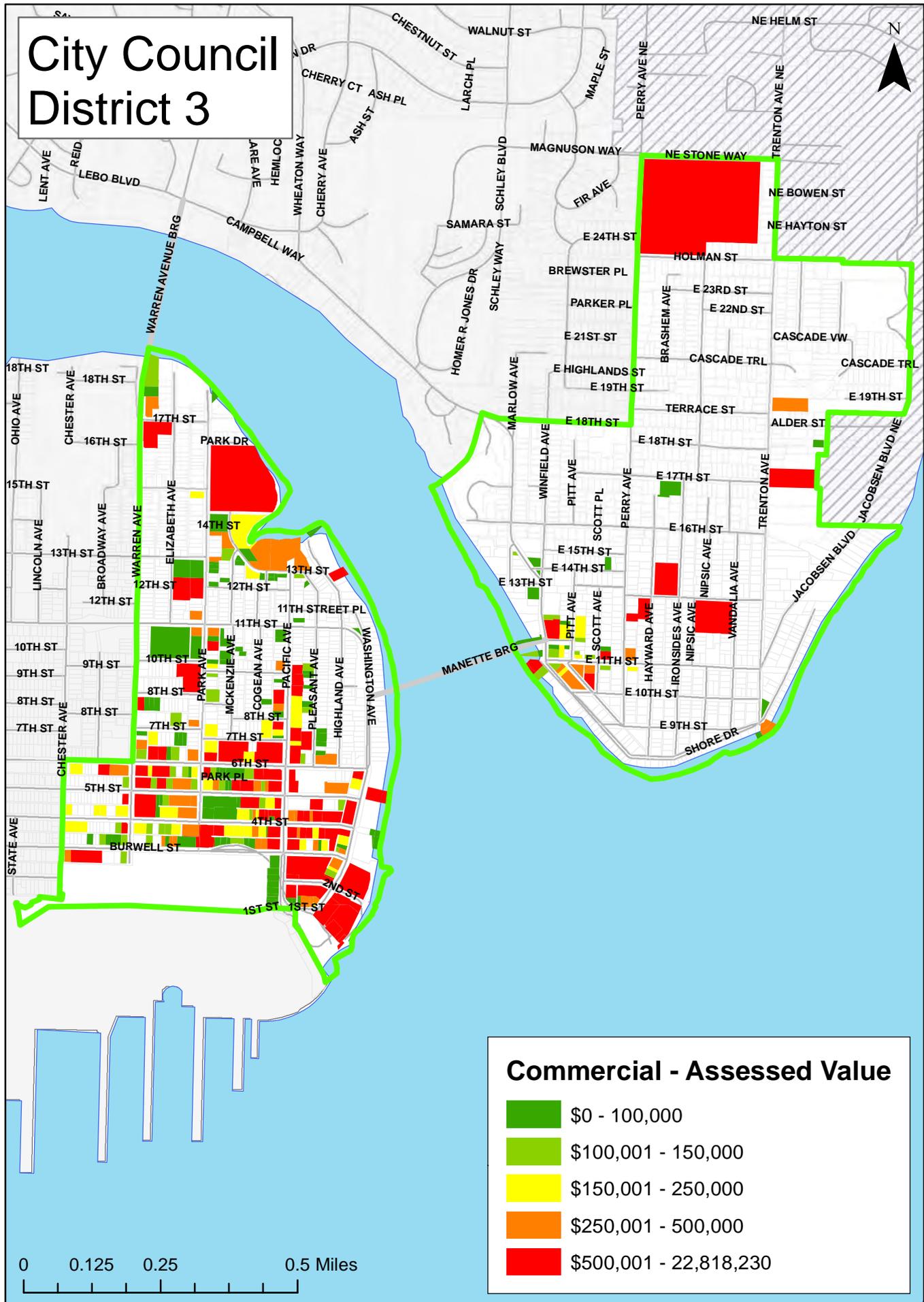
City Core Residential	Multifamily 2	City of Bremerton
Downtown Core	Park/Open Space	Kitsap County
Downtown Waterfront	Pedestrian Oriented Mixed Use	
Employment District	R-10	
Limited Commercial	R-20	
Multifamily 1	Warren Avenue Corridor	
	Manette Subarea Plan	

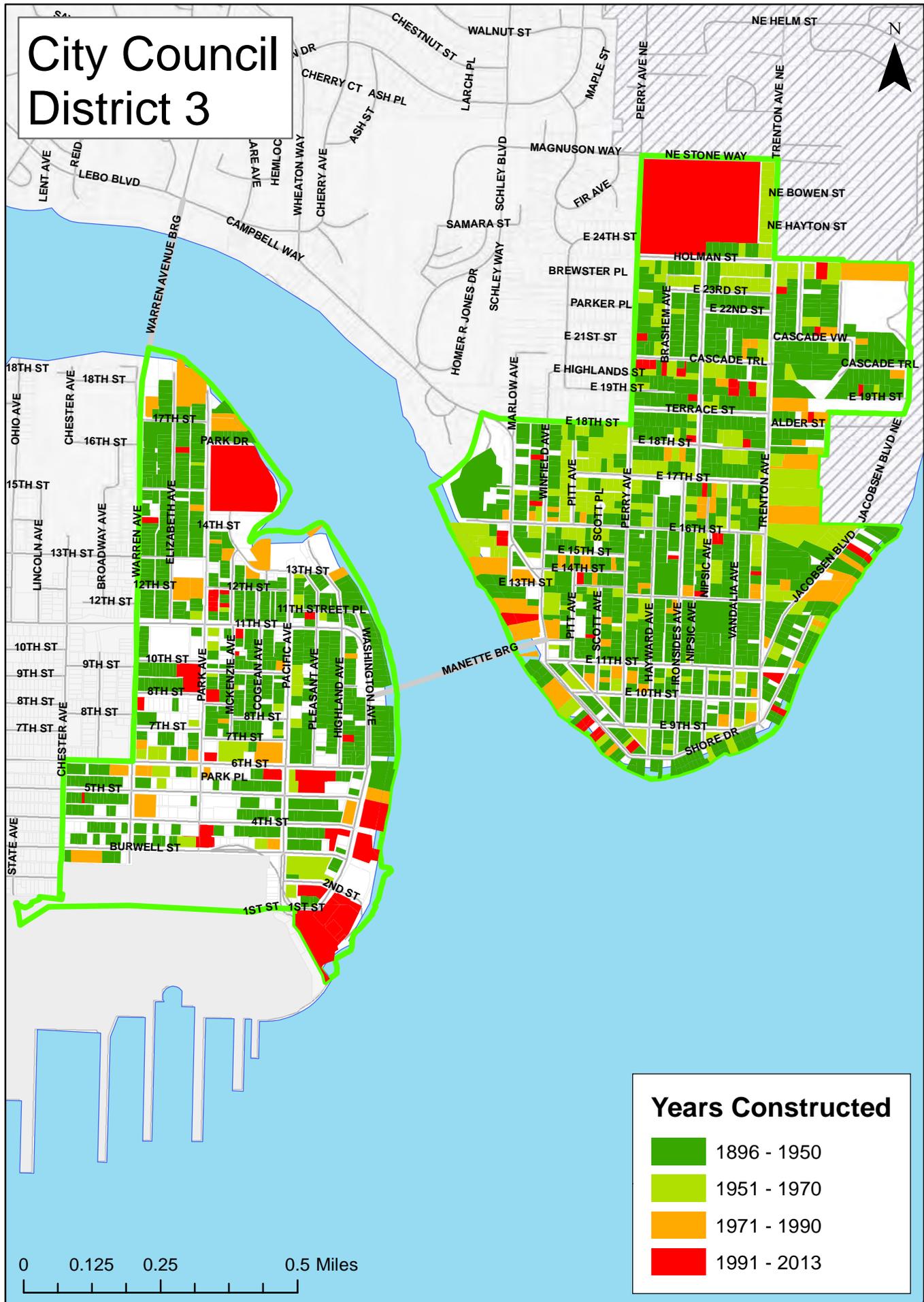














# City Council District 3



# 2004 Comprehensive Plan – Current Code

*Within District 3 five designations have been identified within the 2004 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised. This area includes Manette Neighborhood Center and the Downtown Regional Center.*

## LDR (Low Density Residential)

Density: 5-10 units per acre

Height: Low rise, not to exceed 3 stories

Structure Type: Detached single family housing (unless PUD) includes zero lot-line)

Character: Compatible with surrounding neighborhood

Location: Where predominant today, covering most areas of the City

Policy direction: Protect the character of single family neighborhoods by infilling at compatible densities and focusing higher intensity land uses in designated centers and corridors.

Discussion: The city's residential neighborhoods are characterized by low-rise (1 to 3 stories), detached homes on traditional urban lots. Some attached housing may be appropriate to respond to the development-sensitive conditions. It may be produced through planned unit development, but should also be low-rise.

To maintain the traditional character of residential districts that are mostly developed, new residential projects should be built at compatible densities. Efficient delivery of urban services is best achieved at densities such as those found in West Bremerton between Callow and the Narrows. This area is characterized by a formal grid street pattern that defines the most strongly urban platting within the City. The average residential density here approaches seven units per acre.

## CCSR Core Centers Supporting Residential

Density: Varies, urban in nature

Height: Three stories

Structure Type: Medium density residential

Character: Well integrated, planned residential development



Policy Direction and Discussion: The Core Centers Supporting Residential designations provides for medium density residential development in locations along, or very near, a public trail system, linking the Manette neighborhood, Harrison

Employment, and Downtown Regional Centers. The designation provides opportunity for residential development that places additional population within easy walking distance of the commercial activities in the three Centers at the core of the City. In addition, the CCSR locations will be well served by public transit. The intent of the designation is to increase opportunity for significant population to locate near these Centers, thus increasing their viability and level of activity, while at the same time supporting a pedestrian option for circulation within a "loop" via the two bridges, connecting these three key, closely-related nodes of future growth.

## LC (Limited Commercial)

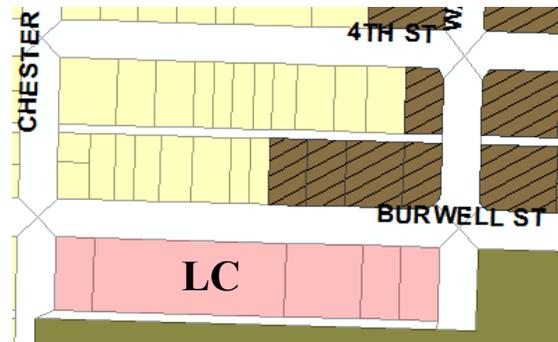
### *General development parameters*

Density: Zero

Height: 60 feet

Structure Type: Commercial structures

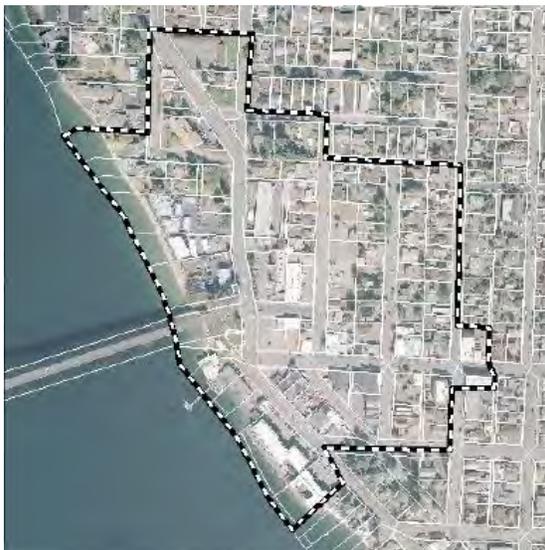
Character: This designation recognizes commercial uses outside of centers that existed upon adoption of this Comprehensive Plan in 2004



Location: Various locations as mapped on the Comprehensive Plan Land Use Map

Discussion: The Limited Commercial designation recognizes General Commercial (CG) designations that existed prior to adoption of this 2004 Comprehensive Plan Update *and* on which development consistent with that designation exists. The designation operates to identify those existing uses and identify their physical extent in 2004. Expansion of those areas is not consistent with the intent of this plan.

## Manette



Bremerton's 2004 Comprehensive Plan established the "Centers Concept" for the future growth of the city, and designated an area of the Manette community as a "Neighborhood Center." It is envisioned that this area will include mixed-use structures, pedestrian-oriented design, varied housing types, and neighborhood scale commercial, professional, and community services. The services that are provided in a center of this type are intended to serve the territory within approximately 1/2 mile radius surrounding the center. Neighborhood centers have an identifiable central (or "core") area with building heights of two or three stories with retail or office uses at ground level and residential above increases.

The density of housing is lower as distance from the core area increases. Away from the core area, residential uses will predominate. This plan has been developed to show how the area can provide living environments attractive to a growing segment of society that desires a more active, stimulating setting, offering the ability to access key amenities and conveniences without driving.

## Downtown Regional Center (DRC)

### *General development parameters*

Density: 40 units per acre (Requires future review)

Height: (Consistent with current zoning heights for downtown, details to be added)

Structure Type: Various, single use residential and commercial, and/or mixed use structures

Character: The Downtown Regional Center offers well integrated employment, shopping and residential opportunities as part of larger urban core. A primary goal is to provide an active street life.

Location: Downtown area

### Policy direction:

*Create and revitalize the downtown as the premier urban center of the West Sound region, providing jobs, residential opportunities, and cultural and economic activities.*

Discussion: The Downtown Regional Center is the core area of the City of Bremerton. At the heart of the larger downtown, the DRC offers a mix of opportunities to live and work in a vibrant, well designed environment. The DRC designation focuses on providing residential or office uses on upper floors, with retail uses at the street level to energize the urban experience. Parking should be underground or in structures - not in surface lots. Street trees, well designed public gathering areas, and lighting should be employed to create a safe, inviting experience at the street level - day and night.



## DOWNTOWN SUBAREA PLAN - Zones

### Downtown Core (DC)



(1) The intent of this zone is to focus commercial, entertainment, cultural, civic uses and urban residential into an active compact, walkable area served by public transit. This zone is served by a Bonus Amenity Program.

(2) Allow taller buildings with required spacing and bulk controls to lessen environmental impacts such as overshadowing and wind down drafts.

(3) Introduce a vibrant mixed use neighborhood and improve the pedestrian oriented nature of downtown to reduce dependence on the automobile.

## Downtown Waterfront (DW)

(1) The intent of this zone is to provide for an array of uses related to the water, multimodal transportation facilities, residential and mixed uses.

(2) Maintain view corridors and encourage creation of public access to the water.

(3) Increase building height with bulk controls to lessen environmental impacts such as overshadowing, wind down-draft, and loss of views.



(4) Improve the pedestrian oriented nature and promote the public significance of the downtown waterfront zone by reducing surface parking and encouraging higher and better use.

## Multi-Family Residential (1 +2)

(1) Multi-Family Districts provide a medium to high density residential neighborhood with an active human scaled streetscape to support the Downtown Regional Center.



(2) Promote infill housing strategies that encourage compatibility with existing housing stock, particularly historic homes on Highland Avenue.

(3) Encourage development to take advantage of unique views and nearby amenities such as shorelines, recreational opportunities, or access to ferries or transit.

(4) Encourage the development of building types with a coherent relationship to the street in order to promote social interaction, and achieve community-wide safety and livability goals. Visual prominence of surface parking or garages are contrary to the pedestrian oriented nature of the MR zone.

(5) MR-2 promotes an optional courtyard configuration to increase active open space and decrease impervious surfaces for attached, ground oriented, multi-family housing.

(6) Multi-family residential buildings are encouraged to include green building strategies such as green roofs, space for urban agriculture, pervious paving, and natural ventilation.

### One and Two Family Residential (R-20)

- (1) Site planning for new housing is encouraged to be compatible with existing neighborhood scale. Building volumes should be arranged in order to contribute to existing neighborhood patterns and ongoing livability.
- (2) Promote infill density through a variety of housing types including the single party wall attached townhouse on fee-simple lots, small lot single family and front to back two-family townhouse (Two party wall attached) as a condominium, with alley access.
- (3) Ensure all housing units have ground-oriented entries.



### Neighborhood Business Overlay

- (1) Development overlay allows limited non-residential and commercial uses on the first floor in order to promote a more diverse and walkable neighborhood.
- (2) The predominate use for the Overlay is Residential and all uses must be compatible with residential uses.

### Pedestrian Oriented Mixed Use (POMU)

- (1) This zone is designed to create transit supportive, pedestrian friendly corridor with medium density residential uses featuring neighborhood retail and services on the ground floor.
- (2) Design standards encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront style shopping streets. Pedestrian Oriented Mixed Use buildings are intended to contain both residential and commercial uses in a single building.
- (3) Parking requirements are lowered in order to promote alternative modes of transportation, and enable more compact development patterns.



## Employment District (ED)



(1) The intent of this zone is to provide a central area for a range of industrial and commercial uses including artistic, light industrial, high tech, research and development and others. Residential uses are allowed but are not intended to dominate other uses in the area. Live/work or work/live residential development that is tolerant of light industrial uses is preferred.

(2) Design standards encourage an adaptable building form that exhibits the physical design characteristics of a traditional warehouse district.

(3) Encourage new development that incorporates building methods and materials to promote permanence and express skilled craftsmanship. Building massing and materials should contrast and be distinctive from the other neighborhoods in the downtown. The use of metals, exposed concrete and brick materials are encouraged.

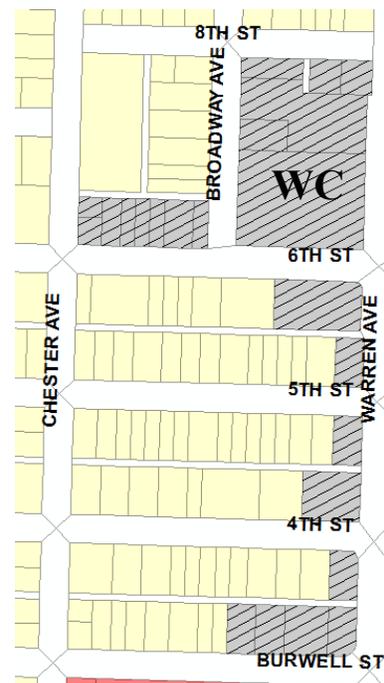
(4) Provide housing opportunities for workers as well as vibrancy and increased district activity. Additional FAR bonus will be granted to those developments that include live/work or work/live spaces, as well as a combination of multiple uses.

## Warren Avenue Corridor (WC)

(1) This zone is intended to provide a commercial district of medium density to transition to lower scaled uses outside of the downtown. Residential uses are considered secondary to commercial uses.

(2) Design standards encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront style shopping streets.

(3) Warren Avenue is a major regional serving arterial with limited local access.



# Council District 3 Profile

## Field Notes and Recommendations

- Low Density Residential designation
  - **FIELD NOTE:** Olympic College is primarily located in District 4; Olympic College has expanded its higher education options such as partnering with the Washington State University Engineering program which is located in the building just east from the primary campus, across Warren Avenue. This building has been used by the college for many years, though in the 2004 Comprehensive Plan it was identified as Low Density Residential designation, which allows educational uses through a conditional use permit process. Located to the north of this parcel is the City of Bremerton former Cencom building. Staff receives many requests for commercial use of this space; however, due to the LDR designation, commercial use cannot be permitted. Also noted during the field visit was there were multifamily structures to north along the shoreline and to the south.
  - One of the intents of the 2004 Comprehensive Plan was to promote homeownership by encouraging single family homes in LDR areas and in turn limiting duplexes, and multifamily structures to center designations. However, within the LDR designation, there are many existing types of housing, including duplexes and townhomes (3 or less units) and multifamily structures (4 or more units). These are currently classified as nonconforming uses.
  - **STAFF RECOMMENDATION:** Re-designation of these properties may be appropriate. In regards to multifamily uses and even the duplexes and townhomes located in this district, a potential consideration for duplexes and townhouses is to modify the Comprehensive Plan policies to allow them. The development would have to comply with the LDR designation of 5 to 10 dwelling units per acre (or the density assigned after this update). Multifamily structures (structures with four or more units) would require new multifamily designations within the Comprehensive Plan, as they were removed in the 2004 Plan. Or, these multifamily units could remain limited to centers, or continue as nonconforming within the LDR.



Area south of Warren Avenue Bridge on Warren Avenue.

## Field Notes and Recommendations (continued)

- Core Center Supporting Residential (CCSR):
  - FIELD NOTE: CCSR is located just south of East Park along Port Washington Narrows, and includes the Bremerton Gardens. The Comprehensive Plan supports development of medium density residential in areas that link core locations, such as this area that links the Employment Center to Manette Neighborhood or Downtown. This provides opportunities for people to live near where they work to reduce commuter trips.
  - STAFF RECOMMENDATION: Staff is not recommending changes to this designation except to potentially make it broader and potentially use it in other areas of the city. The designation only refers to the area called the “loop” via the two bridges, that connects Downtown Regional Center to Harrison Employment Center to Manette Neighborhood District. Use of this designation should be considered in other city locations that have an existing medium density development and a link to core areas.



*This is the Core Center Supporting Residential designation.*

## Field Notes and Recommendations (continued)

- Downtown Subarea Plan
  - FIELD NOTE: The Comprehensive Plan identifies the whole downtown as the Downtown Regional Center, which contains further detailed analysis regarding the Comprehensive Plan in its Downtown Subarea Plan (DSAP). The current Comprehensive Plan encourages Subarea Plans to look into further detail than time permitted in the 2004 Comprehensive Plan adoption. The DSAP was adopted in December 2007 after extensive public participation, open houses, workshops and hearings. Staff is not requesting major improvements to the DSAP; however, some areas may be better served with alternate designations, and potentially the addition of some land into the area designation as the DSAP.
  - FIELD NOTE: The DSAP designates the area along Warren Avenue and 6<sup>th</sup> Street, which includes businesses such as Happy Teriyaki, Monica's Social Club Bar, 7-Eleven, the Kitsap Rescue Mission and Sally's Place, as multifamily designation. This designation does not outrightly support commercial businesses.  
STAFF RECOMMENDATION: Further consideration should be given to allowing commercial uses in the area along 6<sup>th</sup> Street, Park Avenue, and Warren Avenue, as currently it is primarily commercial business.



*East-bound on 6<sup>th</sup> Street from Warren Avenue. Existing restaurant and Salvation Army in Multifamily designation*



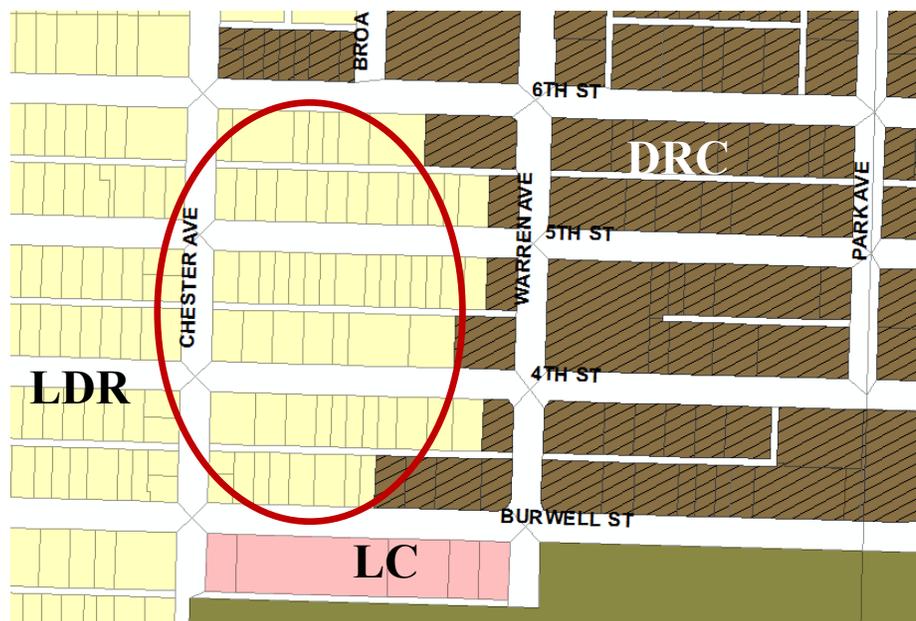
*Corner businesses located at 11<sup>th</sup> Street and Park Avenue*

- FIELD NOTE: The corner intersections of 11<sup>th</sup> Street and Park Avenue and 6<sup>th</sup> Street and Park Avenue contain primarily commercial businesses (former bank, dentist office and tire shop). As similarly discussed above, this area is designated as Multifamily and R20, which promote residential uses and not commercial.  
STAFF RECOMMENDATION: Re-designation of these corners should be considered, to reduce nonconforming situations.

## Field Notes and Recommendations (continued)

- Downtown Regional Center (continued)
  - **FIELD NOTE:** Currently the Downtown Regional Center designation ends within a few parcels of Warren Avenue. In 2011, owners of parcels along Warren Avenue requested re-designation of the Comprehensive Plan for three parcels from Low Density Residential to the DSAP. This Comprehensive Plan amendment was supported because previously only one parcel was designated DSAP west of Warren, which made it very difficult to develop what the DSAP promotes (multifamily, commercial buildings) on a lot 50' wide and 100' deep. Three additional parcels were added to help promote redevelopment of this site. Staff acknowledges that this could be a concern for other potential redevelopment opportunities in this area.

**STAFF RECOMMENDATION:** The area between 6<sup>th</sup> Street, Burwell Street and Chester Avenue warrants further consideration of the appropriate designation, with the surrounding single-family neighborhoods. This area already contains many parking lots, a mix of churches, church commercial uses, multifamily and a few single family uses. Possible consideration could be given to allow multifamily with some limited commercial opportunities, to transition the downtown into the surrounding neighborhood.



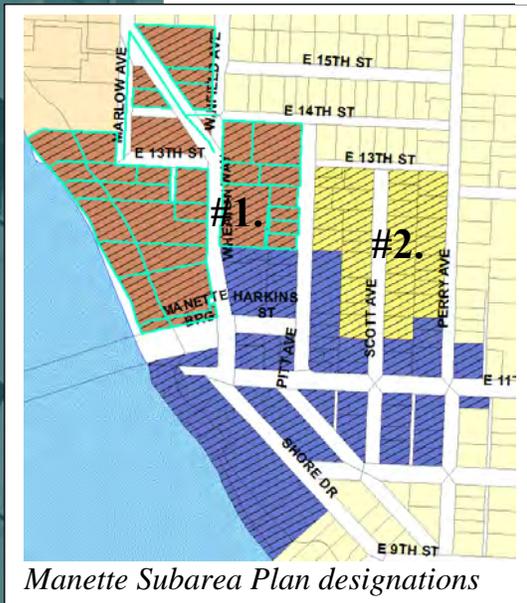
*Subject area is circled above. The Downtown Regional Center (DRC) is to the east and Limited Commercial (LC) to the south*

## Field Notes and Recommendations (continued)

- Manette Neighborhood Center
  - Manette is considered a neighborhood center that still supports higher density residential and commercial uses, however the center is less intensive than district centers. The Manette Subarea Plan was developed to help further create a vision for this area and greater development and design criteria. This area should continue as a neighborhood center, however, improvements to the Comprehensive Plan designation of the area could help promote redevelopment within this very unique center.

1. **FIELD NOTE:** The Manette Transitional Residential zone allows for higher density but still needs to accommodate single-family residential (can be built on smaller lots). This area just north of the Manette Bridge is primarily developed with multifamily housing, thus any redevelopment will be additional single-family homes and repairing and maintaining multifamily structures.

**STAFF RECOMMENDATION:** As this area's population could support both Manette and Downtown Centers within walking distance, consideration should be given to this area to promote stand-alone multifamily housing. This should continue north into the already developed multifamily housing, Bremerton Gardens (not in this center). Scope of the stand-alone multifamily designation may be limited to multifamily structures such as the size of townhomes (versus large complexes).



## Field Notes and Recommendations (continued)

- Common Themes:
  - FIELD NOTE: Throughout all the District tours, conversations came up about how we promote redevelopment and the reuse of existing buildings that may be nonconforming (example: a store within the LDR designation). Our current Comprehensive Plan encourages limiting commercial uses to major arterials and centers; however, there are underutilized building spaces throughout the City that are becoming blights within neighborhoods. Complicated application processes for building reuse are intimidating, so how can we expedite the process? This should be a goal of this process: to implement policies that encourage redevelopment of existing buildings, as the City of Bremerton has a surplus of underutilized spaces.
  - STAFF RECOMMENDATION: Parcels with nonconforming commercial uses should be re-designated to commercial designations if appropriate (for example, when adjacent to existing commercial designations). Add goals and policies to help expedite the process and facilitate redevelopment and reuse of existing buildings within the City.

## Council District 3 Profile

# DRAFT

### Work Program

*This report is one part of eight for the City of Bremerton Work Program for the Comprehensive Plan Update. The documents that comprise the Work Program are the Report on Comprehensive Plan Consistency with State Law and Policy, and the other six District Profiles, all of which are under a separate cover. All these documents are out for public comment.*

*All documents of this Work Program can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com).*



*Staff, Allison Satter, and the honorary District Mascot during the District 3 tour*

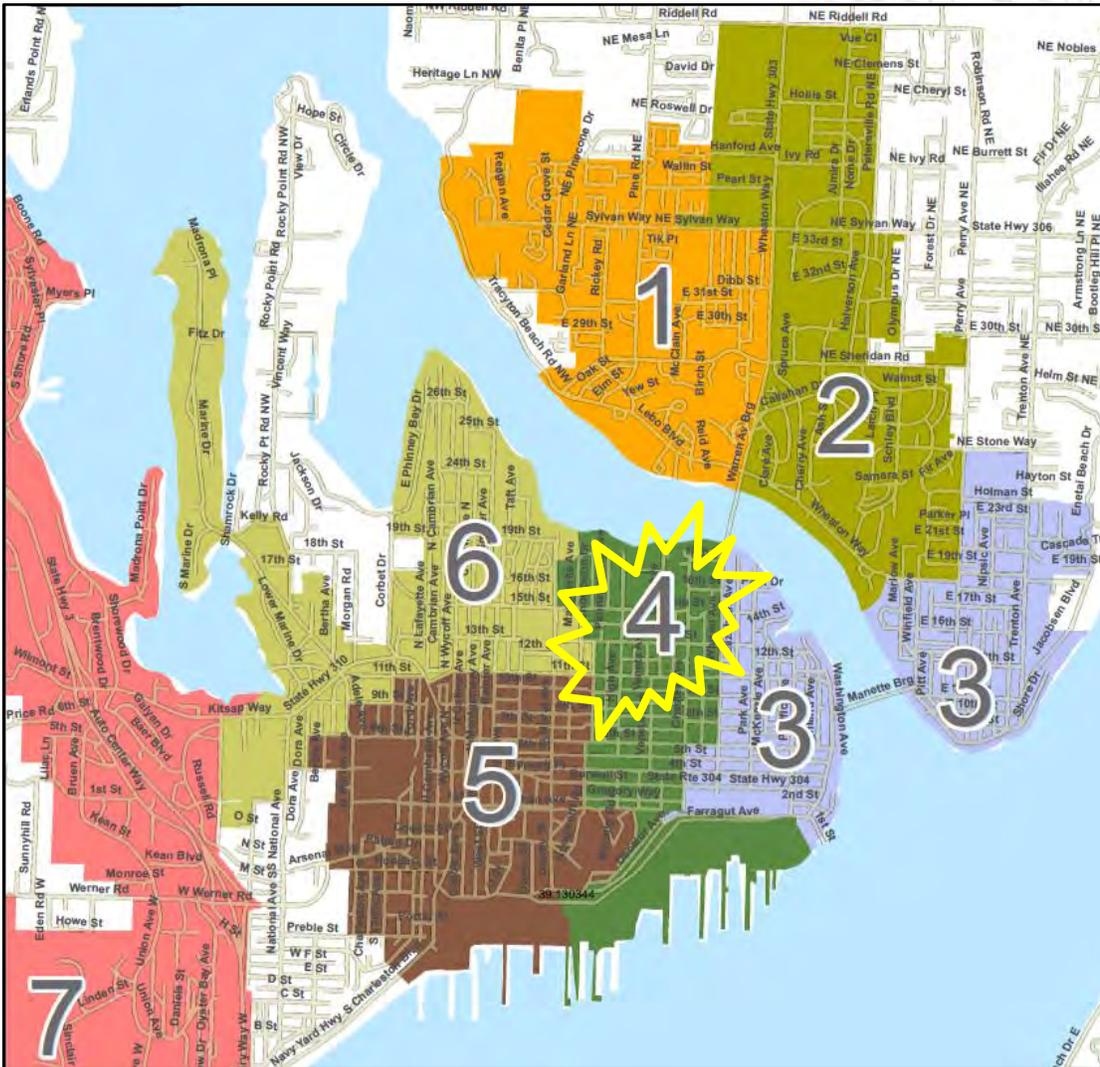
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345 6<sup>th</sup> Street Suite 600 Bremerton, WA 98337 | ph 360.473.5845

[www.Bremerton2035.com](http://www.Bremerton2035.com) | [Allison.Satter@ci.bremerton.wa.us](mailto:Allison.Satter@ci.bremerton.wa.us)



## District Profile

*2016 Comprehensive Plan Update –  
Growth Management Act Monitoring*

June 20, 2014 – District 4

# DRAFT



## 2004 City of Bremerton Comprehensive Plan States:

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



**Greg Wheeler**  
2014 Council President  
District #4 Representative

*Have comments, suggestions, want to be an interested party? Please participate at:*

[www.Bremerton2035.com](http://www.Bremerton2035.com)

## Comprehensive Plan Update 2016 – Work Program

### Comprehensive Plan Update

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PRSC) [Vision 2040](#) and [Kitsap County's Countywide Planning Policies](#).

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by June 30, 2016 to comply with State GMA (RCW 36.70A.130(5)).

### Now We Know Why, What's Next?

As the City embarks in the update for the Comprehensive Plan, we are encouraging everyone to consider what the current Comprehensive Plan goals and policies say and where do you see Bremerton in 20 years (do the policies and your vision match?). The following pages are a summarization of the current plan and current trends. When you are considering the following information, keep the following questions in mind:

- 1. What makes Bremerton a Special Place?**
- 2. What makes people want to become part of this community?**
- 3. What attracts new vigor and activity to this community?**
- 4. What are the qualities that make Bremerton unique in the world and special to its citizens – both old and new?**
- 5. What changes would you make to the Plan to make it match with your response to the last four questions?**

The Plan can be seen in its entirety at  
[www.ci.bremerton.wa.us/compplan.html](http://www.ci.bremerton.wa.us/compplan.html)

## Growth Targets and Land Supply

Washington State Law requires that the City plan for the growth targets established by the Washington State Office of Financial Management. The following table summarizes those growth targets:

Jurisdiction	Census 2010	Target Growth within 20 years	Additional Residents to Plan For
City of Bremerton limits	37,729 people	52,017 people	14,288 people

An Updated Land Capacity Analysis (ULCA) has been conducted for this Comprehensive Plan update. The ULCA reports can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com). In the ULCA, staff has identified all vacant and underutilized lands for residential and commercial capacity. The growth targets of the City of Bremerton are to accommodate 14,288 people and 18,003 jobs within the next 20 years. After performing the ULCA, it has been identified that with our current designations approximately 34,000 people can be accommodated and 19,000 jobs. As such, the land supply for residential and commercial is in excess from the predicted growth targets.

This table summarizes the District’s residential data that was used in [the Update Land Capacity Analysis](#):

District 4	Total Acres	Identified as Underutilized*	Underutilized Lot Potential (@7.5 units/acre)	Underutilized Lot Potential Population (@2.24/unit)
Low Density Residential (R10)	186	10.9 acres	82 lots	183 people could be accommodated within District 4

\*Underutilized is identified in Bremerton Land Capacity Analysis; includes vacant land or lots that could be subdivided. These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

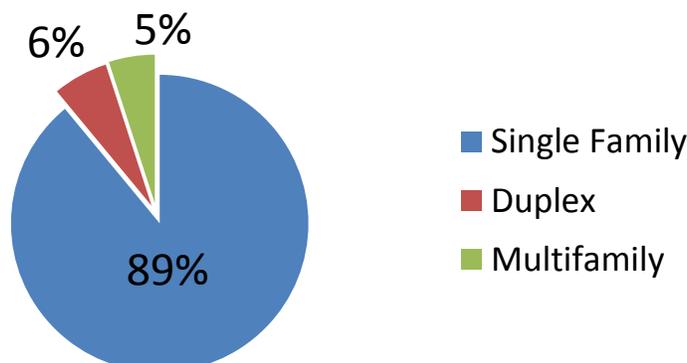
This table summarizes the District’s commercial data that was used in [the Update Land Capacity Analysis](#).

Commercial Zone	Acres	Square Footage of Buildings	Land Supply Capacity and Jobs that can be accommodated within District
Puget Sound Naval Shipyard	152	-	-
Institutional/Higher Education	35	33,226	10,942 sq ft or 22 jobs
Marine Industrial	8.3	78,661	9,766 sq ft or 10 jobs
Neighborhood Business	2	17,098	10,484 sq ft or 21 jobs

\*These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

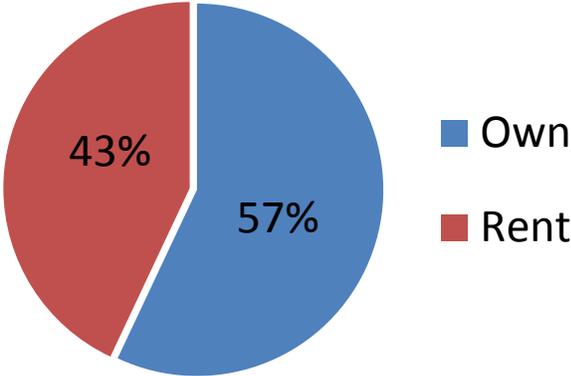
## Current Stats of District 4:

### Residential Types Within District



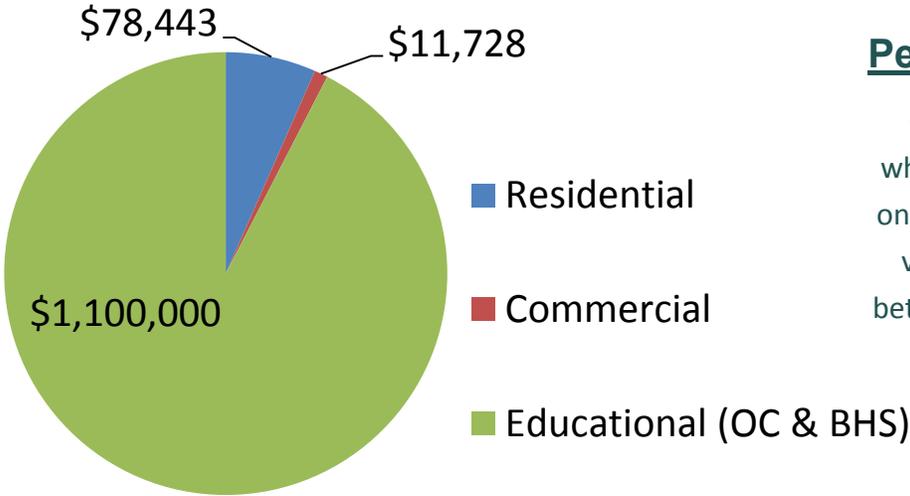
**Current Stats of District 4 (continued):**

**Single Family Residences  
Ownership**



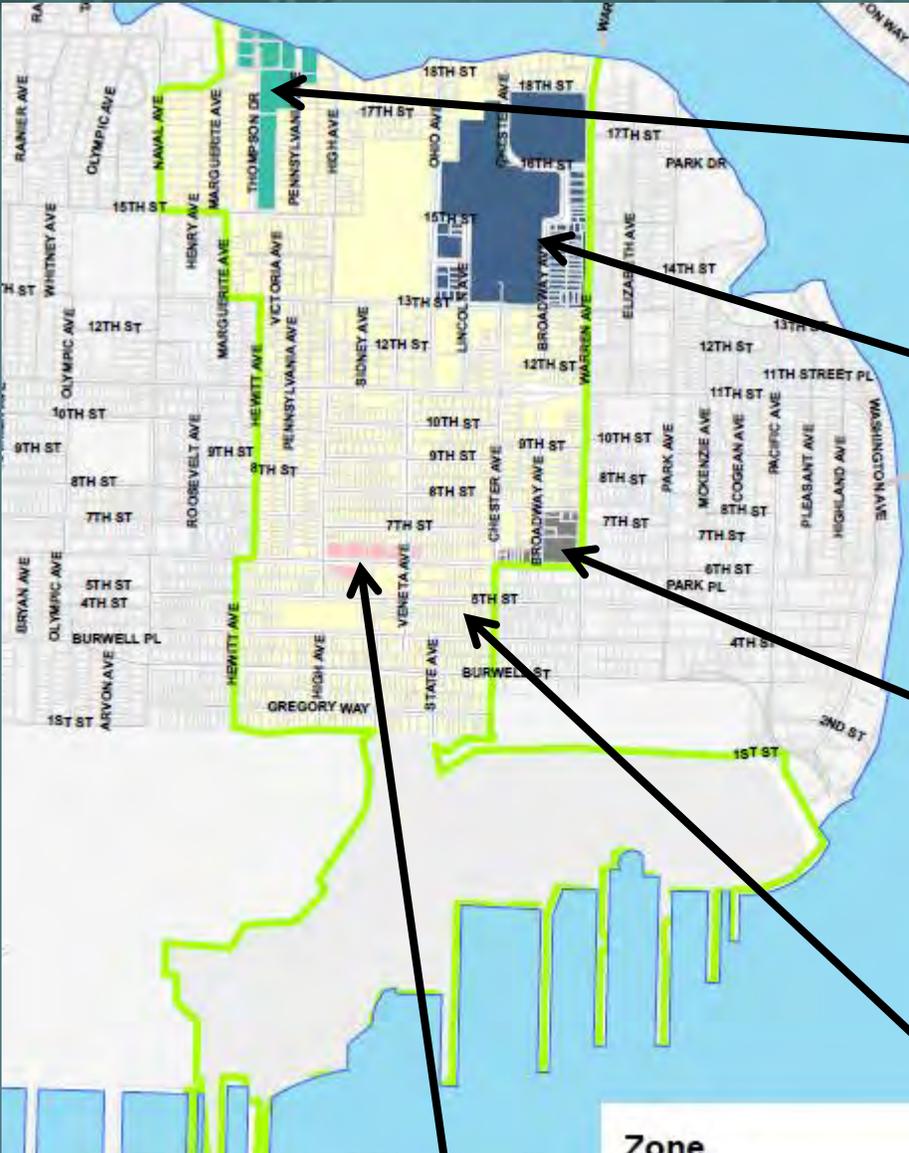
\*This analysis was performed using Kitsap County Assessor data as of August 2014 to compare tax payer address to owner’s home address. Breakdown is in the file within Department of Community Development.

Residential Type	Median Year Built	Median Building Value	Median Total Value (land & structure)
Single Family	1928	\$91,475	\$124,747
Duplex	1930	\$103,638	\$134,710
Multifamily	1935	\$238,723	\$311,058



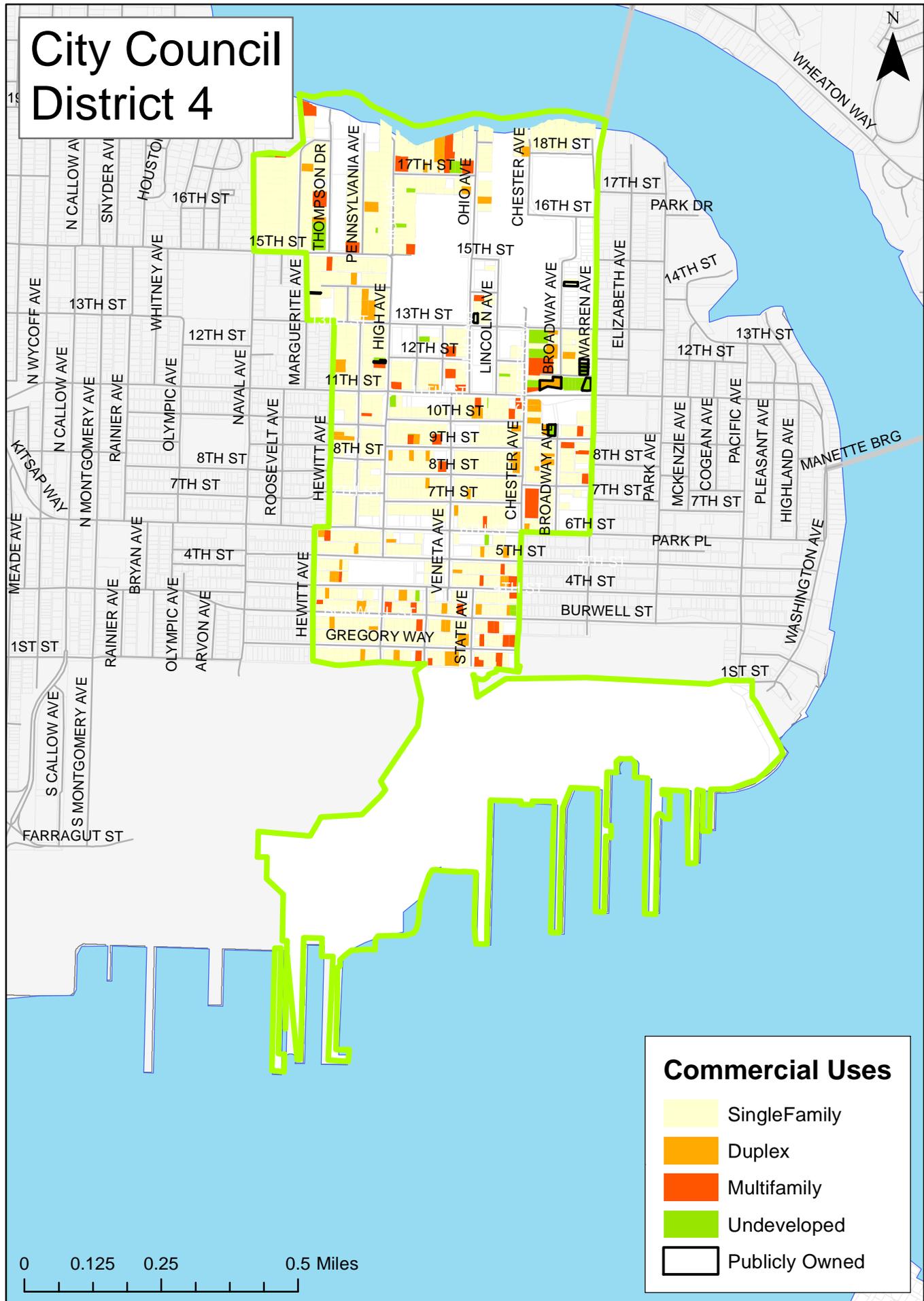
**Permit Submittals**

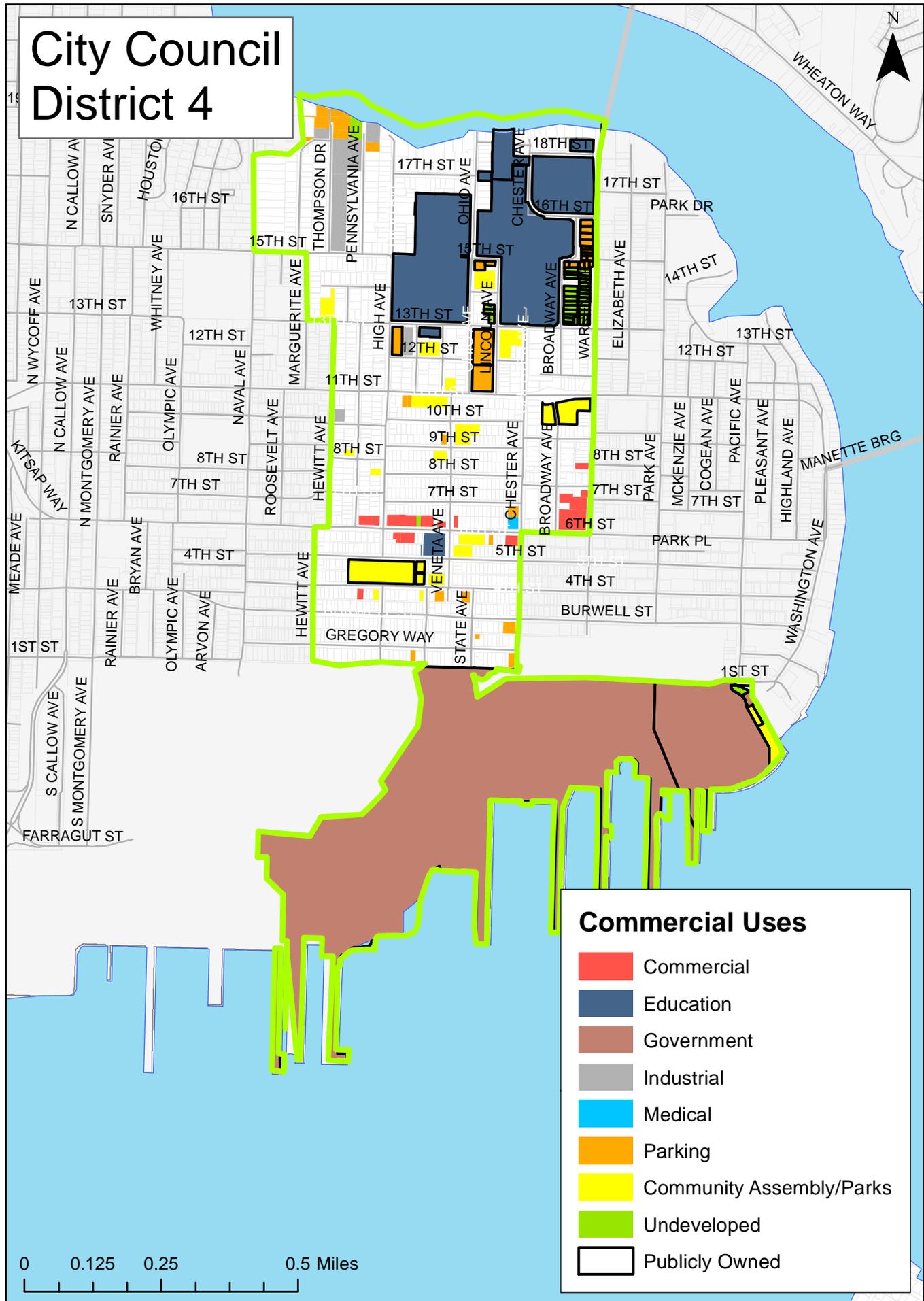
Graph to the left shows where money is being spent on improvements (by permit value) within this District between January – July 2014.



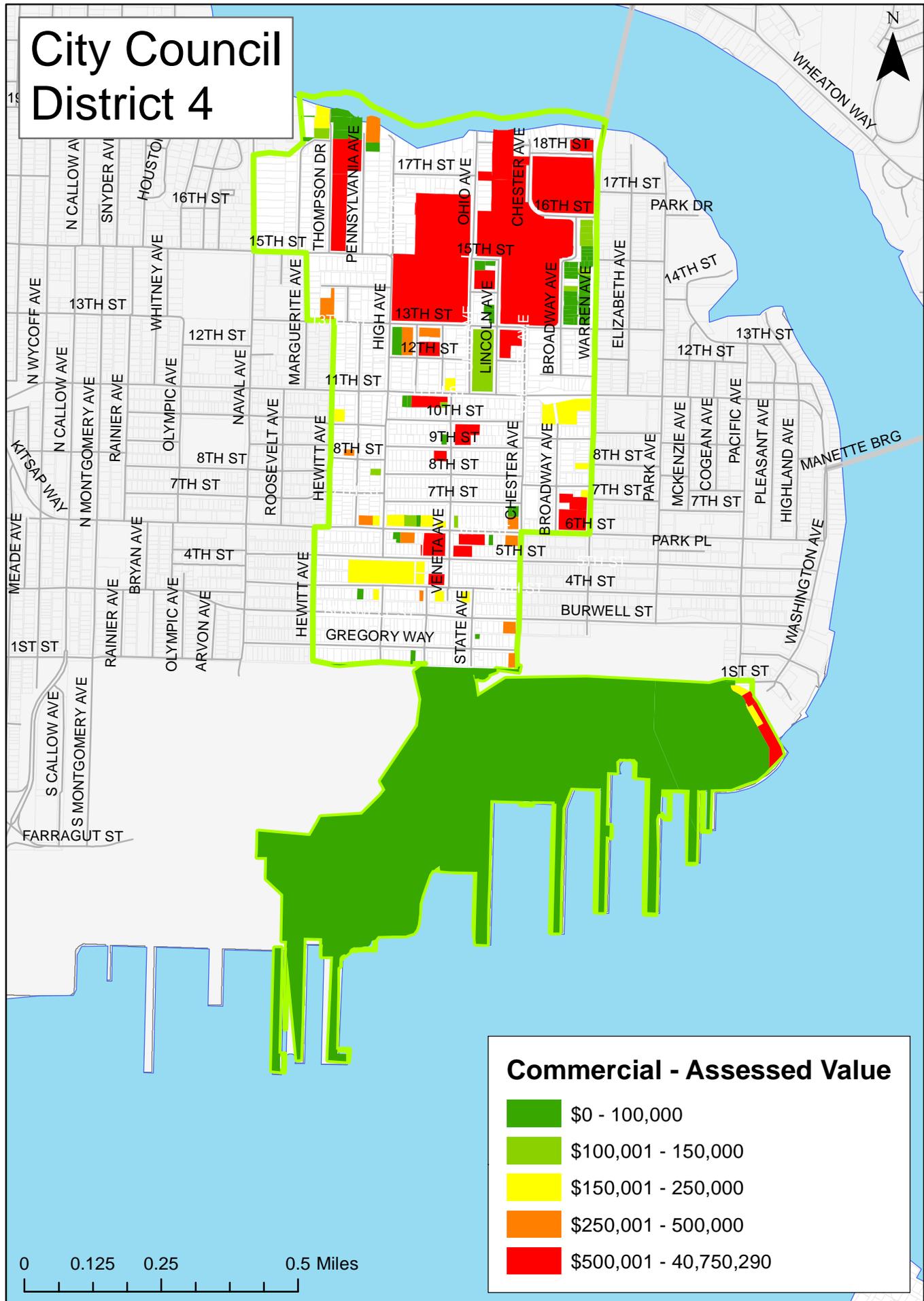
Zone	
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<span style="display:inline-block; width:15px; height:15px; background-color:darkblue;"></span>	Institutional
<span style="display:inline-block; width:15px; height:15px; background-color:green;"></span>	Marine Industrial
<span style="display:inline-block; width:15px; height:15px; background-color:pink;"></span>	Neighborhood Business
<span style="display:inline-block; width:15px; height:15px; background-color:grey;"></span>	Warren Ave Corridor (DRC)

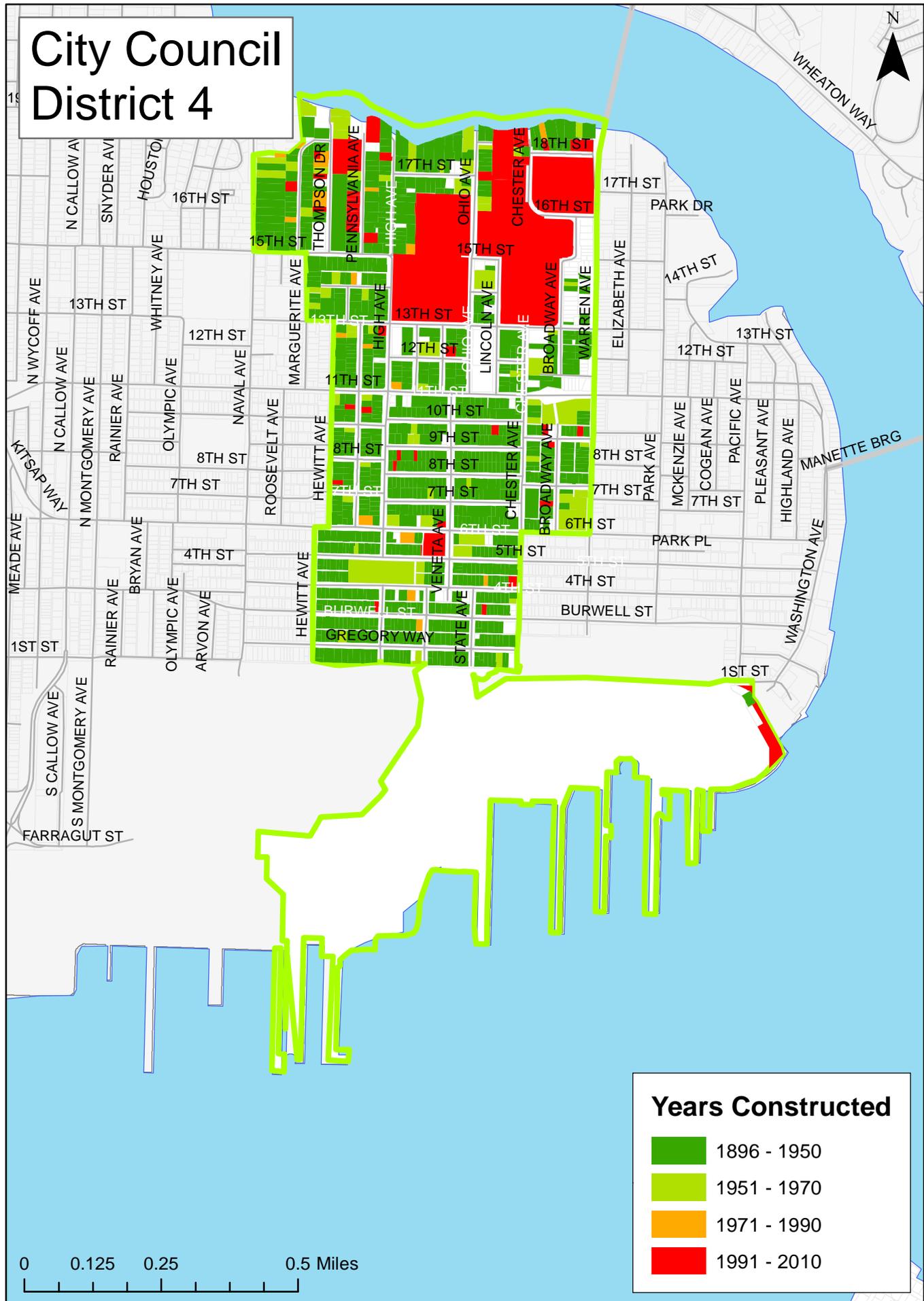


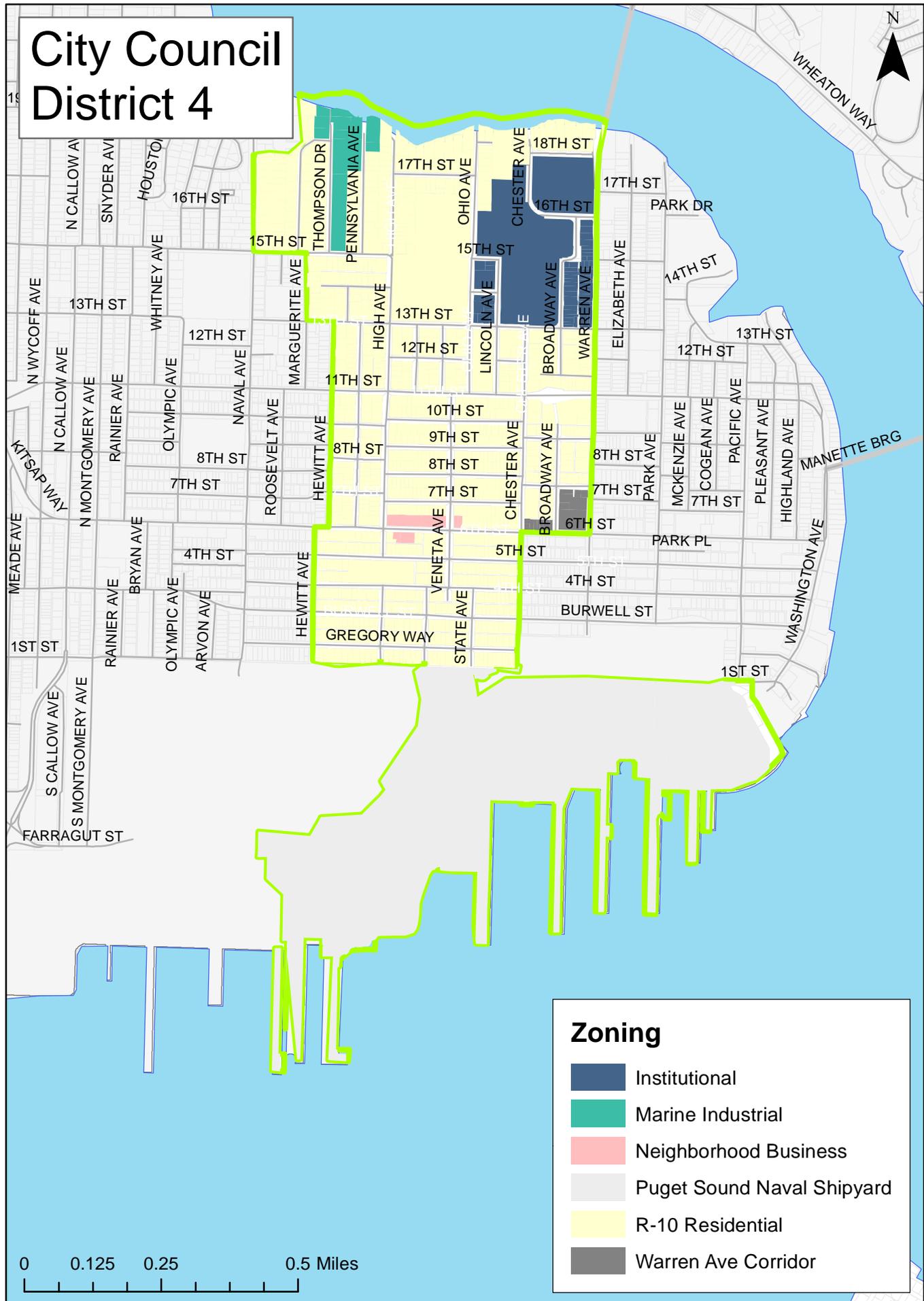


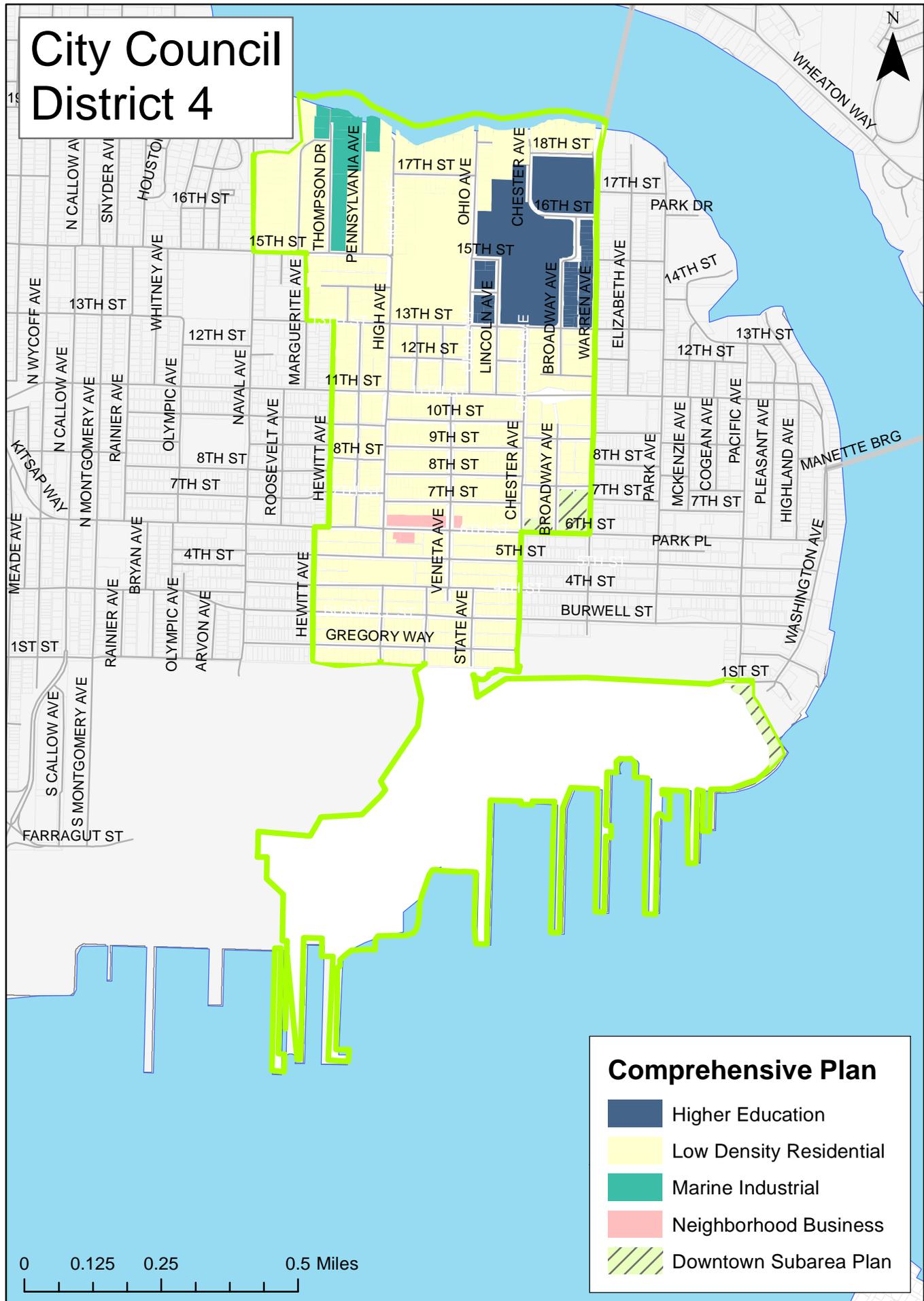












# 2004 Comprehensive Plan – Current Code

*Within District 4 five designations have been identified within the 2004 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised. This area includes part of Downtown Regional Center.*

## **LDR (Low Density Residential)**

Density: 5-10 units per acre

Height: Low rise, not to exceed 3 stories

Structure Type: Detached single family housing (unless PUD) includes zero lot-line)

Character: Compatible with surrounding neighborhood

Location: Where predominant today, covering most areas of the City

Policy direction: Protect the character of single family neighborhoods by infilling at compatible densities and focusing higher intensity land uses in designated centers and corridors.

Discussion: The city's residential neighborhoods are characterized by low-rise (1 to 3 stories), detached homes on traditional urban lots. Some attached housing may be appropriate to respond to the development-sensitive conditions. It may be produced through planned unit development, but should also be low-rise.

To maintain the traditional character of residential districts that are mostly developed, new residential projects should be built at compatible densities. Efficient delivery of urban services is best achieved at densities such as those found in West Bremerton between Callow and the Narrows. This area is characterized by a formal grid street pattern that defines the most strongly urban platting within the City. The average residential density here approaches seven units per acre.

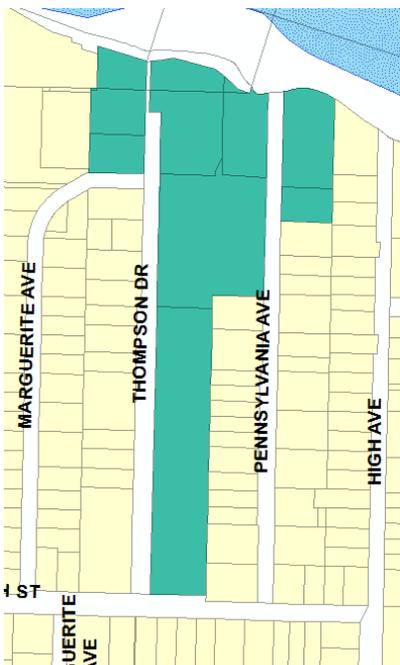
## **MI (Marine Industrial)**

Structure Type: Industrial, limited retail, office, light manufacturing, and storage that is functionally and physically dependent on the waterfront

Character: Well-planned office and light industrial complexes and/or marine storage that display good site design and are directly linked functionally and through on-site physical circulation and access to the waterfront.

Policy direction: Provide for appropriate locations for light industrial uses in a well-planned complex. Marine Industrial sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses – especially residential areas. Developments must be consistent with any shorelines and critical areas designations, be functionally linked to water-dependent activities, and provide on-site circulation such that all portions of the site can be accessed from the waterfront through an on-site circulation system.

Discussion: The Marine Industrial designation provides for existing and future areas of marine related light industrial and storage uses. Marine industrial areas feature well-designed sites with landscaping and unified architectural features. Because such uses are sometimes located near residential areas, care must be given to the interface with those less intense areas. There should be no external impacts from light, noise, odors, dust or traffic. Uses should be consistent with the shorelines designation and must protect shorelines values. These sites offer a unique opportunity for Bremerton residents to find commercial services related to the marine environment in convenient locations. Typical activities include boat lifts, marine railways, boat storage, boat maintenance and repair, marine parts fabrication and other commercial or light industrial uses dependent on on-site access to navigable waters and the marine industry.



**NB (Neighborhood Business)**

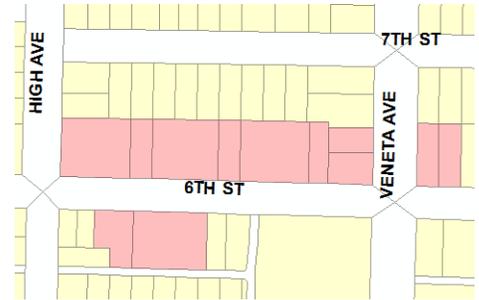
Density: Residential uses accessory to an allowed commercial use

Height: 2 story

Structure Type: Small scale commercial structures, residential as an accessory use

Character: Small scale commercial nodes with uses such as groceries in converted residential structures or purpose built structures that are sensitive to the context

Location: Neighborhood Business districts should only be placed in areas where access to neighborhood supporting commercial activities cannot be provided in a Neighborhood Center, District, Center, Employment Center, Downtown Regional Center, or Commercial Corridor district within walkable distance – usually one mile or less.



Policy direction: Support viable neighborhoods without walkable access to services by providing locations for limited, small scale neighborhood serving commercial uses.

Discussion: The Neighborhood Business designation provides for small scale business locations outside of centers, the downtown area, or a commercial corridor. Neighborhood Business districts are typically areas of at least several parcels, but no larger than one acre. Uses under this designation are small scale retail and business activities serving the immediate surroundings. These include small groceries, convenience stores, and small offices and restaurants. The NB designation is reserved for use in locations where similar services cannot be provided within one mile at a Neighborhood, District, or Employment Center; a Commercial Corridor; or in the Downtown Regional Center. No designated Neighborhood Business area should be closer than one mile to any other such designated area. Minimal design standards should be employed to assure compatibility with surrounding uses.

**Institutional (INST) / HE ( Higher Education)**

Density: N/A

Height: 60

Structure Type: Educational facilities

Character: This designation recognizes public collegiate campuses

Policy Direction and Discussion: The Higher Education designation recognizes the Olympic College Campus. The designation provides for growth at the OC Campus, but promotes growth that is compatible with the surrounding neighborhoods and other nearby areas. In general, the College is encouraged to seek to accommodate new facility needs by growing “up” rather than by occupying lands in the surrounding areas. Increased building height is suggested to accommodate such growth. In addition, campus growth through infill of underutilized ground area within the existing campus boundary is also encouraged. The City will re-asses maximum lot coverage standards and consider other regulatory measures to accommodate the desired infill.



**Warren Avenue Corridor (WC)**

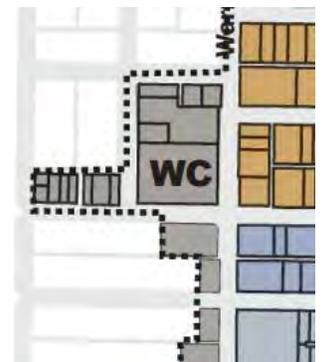
Density: N/A

Height: Consistent with current zoning heights for downtown which maximum is approximately 50'

Structure Type: Various, single use residential and commercial, and/or mixed use structures

Character: Intended to provide a commercial district of medium density to transition to lower scaled uses outside of the downtown. Residential uses are considered secondary to commercial.

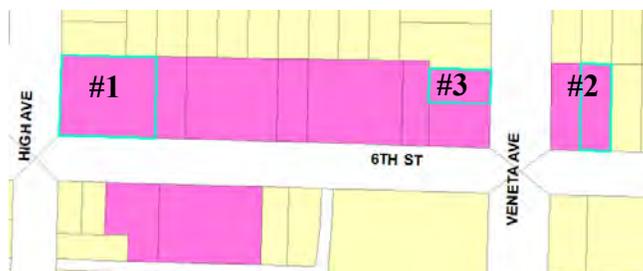
Policy Direction and Discussion: A focused approach to increase public transportation options will also help to regulate the number of vehicular trips on Warren Avenue and enhance the environment of surrounding land uses. The Transit Corridor extends the downtown’s mixed-use characteristic to the edge of the Subarea at a moderate intensity without density limitations. Development standards contain design requirements for a shopping style street with limited setbacks, and buildings located at the street edge. The physical environment along Warren Avenue should be enhanced, helping to articulate a sense of enclosure and place.



# Council District 4 Profile

## Field Notes and Recommendations

- Marine Industrial Designation (MI):
  - FIELD NOTE: The Marine Industrial designation is located between Thompson Drive and Pennsylvania Avenue. The US Environmental Protection Agency (EPA) is currently working on a cleanup plan of the Superfund properties within this designation along the shoreline (not including Port Washington Marina) called Bremerton Gas Works Site. This is anticipated to take the next 10 years to complete. The MI Designation in the Comprehensive Plan identifies this area as an existing industrial site, but the code requires that any improvements to the site must be functionally linked to water-dependent activities; residential uses are encouraged, with proper landscaping and site design to assure compatibility with the neighboring residential. However, since the EPA may take over 10 years to complete the cleanup for the Superfund site, the majority of the MI designated area does not have access to water and residential uses are highly discouraged by EPA.
  - STAFF RECOMMENDATION: The MI classification is good is concept, however during this interim period prior to the Superfund cleanup, it seems inappropriate to maintain the Marine Industrial designation requiring water-related uses, when majority of the access to the water is limited. Consideration to allow Industrial Park designation for the interim may be suitable. However this site is located within a surrounding neighborhood, thus proper landscaping and site design to assure compatibility should continue to be emphasized. The Industrial Park designation is intended to reflect the character and good site design of a well-planned office and light industrial complex.
  
- Neighborhood Business (NB) Designations
  - FIELD NOTE #1: Two lots to the west of the NB designation contain a pizza restaurant and a car lot, but are designated Low Density Residential (LDR).  
STAFF RECOMMENDATION: Map should be revised to include these parcels into NB.
  - FIELD NOTE #2: Lot to the east is NB designation but the site contains a house. This could allow business to expand into the adjacent lot, but recent redevelopment of the house (permits issued in 2010) makes it seem unlikely to be redeveloped again (within the next 20 years).  
STAFF RECOMMENDATION: Map could be revised to change this parcel to LDR designation.
  - FIELD NOTE #3: Lot to the north is also designated as NB but contains a single family home. The access to this site is Venta Ave and the house sits about 20' higher than the road.  
STAFF RECOMMENDATION: Due to topography it is unlikely this lot will redevelop to commercial. Re-designation to single family designation may be appropriate.



## Field Notes and Recommendations (continued)

- Low Density Residential (LDR) Designation:
  - FIELD NOTE: Commercial Nonconforming Structures: Within the LDR designation, nonconformities exist that were built prior to 2004 Comprehensive Plan, including corner markets as shown below. These properties have been vacant, and if reestablished would be required to comply with nonconforming provisions, which presents challenges to applicants. The Comprehensive Plan is silent about supporting existing nonconforming uses within the LDR.
  - STAFF RECOMMENDATION: THE Comprehensive Plan's goals and policies should address existing nonconforming uses within the LDR designation that have lost their nonconforming status. Such discussion should include direction regarding building footprint expansions, benefit to the surrounding community, and compatibility with the surrounding neighborhood.



Photo: 4<sup>th</sup> Street and Anoka Avenue  
(across from Kiwanis Park). Vacant



Photo: 4<sup>th</sup> Street and High Avenue  
(across from Kiwanis Park). Vacant



Photo: 4<sup>th</sup> Street and Chester Avenue  
(in District 3). Vacant

## Field Notes and Recommendations (continued)

- Low Density Residential (LDR) Designation (continued):
  - FIELD NOTE: Residential Nonconforming Structures: Existing multifamily buildings exist within this district (approximately 11% of land). Redevelopment of existing multifamily is silent in the Comprehensive Plan. The walking tour of the districts found that some existing multifamily developments established prior to this code fit well with the surrounding neighborhood, due to the way the units were developed. Design standards were utilized to coordinate with the existing neighborhood, such as designing for non-prominent parking area, orienting the front entrance to the street, and proper landscaping. The picture below is a 12-plex on 9<sup>th</sup> Street and Broadway Avenue which fits with the surrounding neighborhood.
  - STAFF RECOMMENDATION: Further discussions and consideration regarding existing multifamily residential in LDR should be included in the Plan. A potential consideration for duplexes and townhouses (3 or less units) is to modify the Comprehensive Plan policies to allow them. The development would have to comply with the LDR designation of 5 to 10 dwelling units per acre (or the density assigned after this update). Such as within the LDR a 3-unit townhome could be built on a minimum 0.3 acres lot, meeting density requirements of 5 to 10 dwelling units per acre. Multifamily structures (structures with 4 or more units) would require new multifamily designations within the Comprehensive Plan, as they were removed in the 2004 Plan. Or, these multifamily units could remain limited to centers, or continue as nonconforming within the LDR.



*Photo taken on Broadway Avenue*



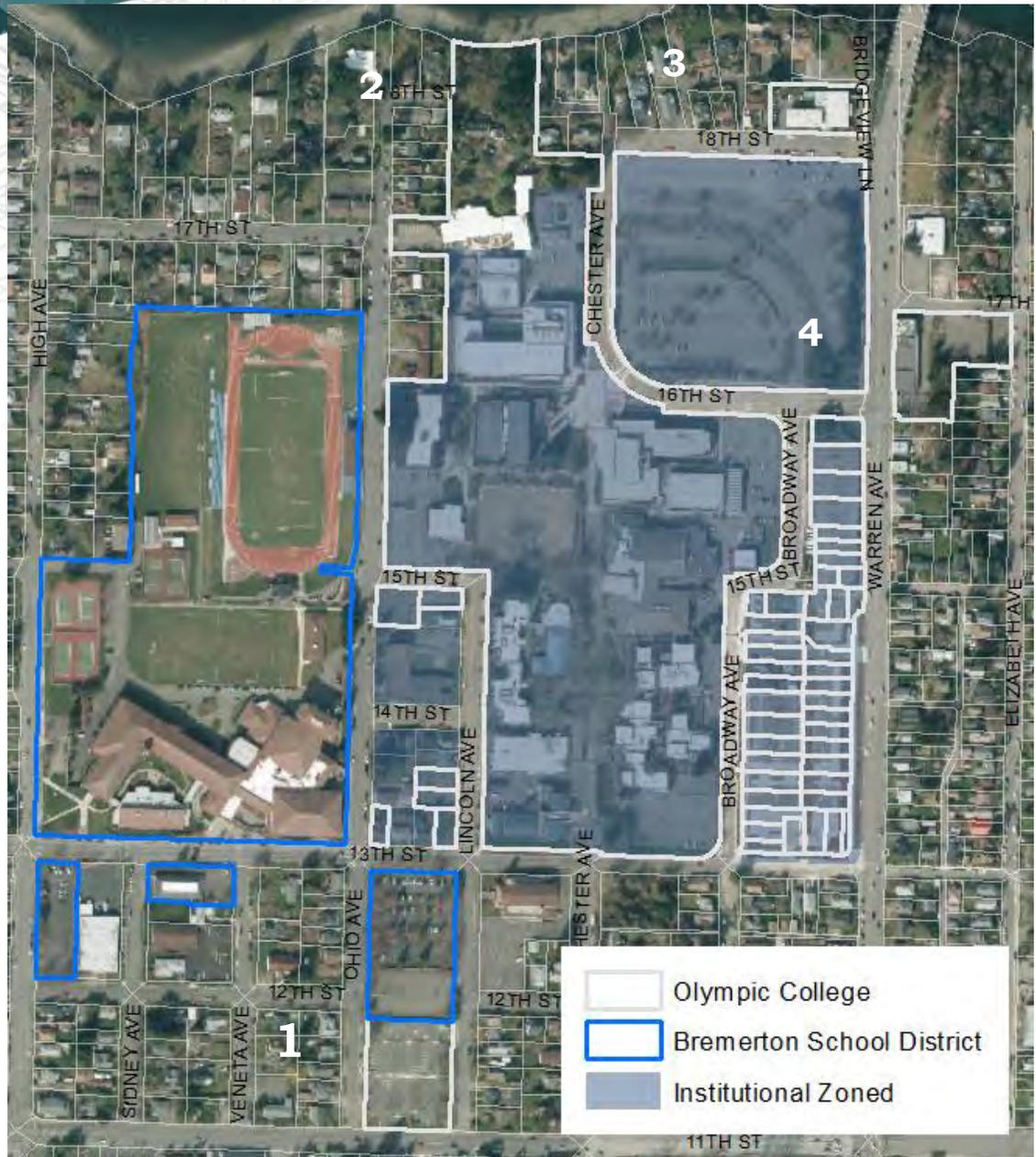
*Photo taken on 9<sup>th</sup> Street*

- Olympic College/Institutional Designation:
  - FIELD NOTE: Staff met with Bob Pasquariello, Olympic College Director of Facilities Services and Capital Projects, to discuss the Olympic College (OC) Master Plan. The Olympic Campus Master Site Plan, showing anticipated development for the next 20 years, is attached to this report. Improvements include reworking roads (15<sup>th</sup> Street and Broadway) and removing/adding educational and facilities buildings.

The Comprehensive Plan identifies Higher Education as a designation for the land on and surrounding Olympic College (OC) campus. This designation provides for growth of the OC campus, but promotes growing up rather than occupying lands in the surrounding areas.

The next page, identifies the properties owned by an educational entity (Bremerton School District and OC). As identified on that figure, there are four existing parcels owned by the college expanding beyond the Institutional designation.

- STAFF RECOMMENDATION: Consideration should be made for the parcels owned by Olympic College to be identified as Institutional designation, but the area to the north is primarily single-family residential and should retain the Low Density Residential designation.



Area colored in blue is Higher Education/Institutional designation surrounded by Low Density Residential (R10) designation. Properties outlined in white are owned by Olympic College (OC). Lands that are owned by OC but that are outside of the Higher Education designation are (1) parking lot on 11<sup>th</sup> Street, (2) Bremer Trust Land (includes part of the Sophie Bremer Child Development Center), (3) former Sons of Norway building, and (4) Washington State University Extension Program for Engineering.

Blue outlined properties are owned by the Bremerton School District for the Bremerton High School. Low Density Residential designations outrightly support K through 12 educations.

## Field Notes and Recommendations (continued)

- Low Density Residential (LDR) Designation:

- FIELD NOTE: Walking along Warren Avenue, staff noted single-family homes along this road have been converted into commercial businesses (such as a tax accountant, and security business).

STAFF RECOMMENDATION: Consideration should be made for the parcels along Warren Avenue to support commercial designation.

- FIELD NOTE: The area to south of OC contains vacant and underutilized parcels. Staff have had to deny requests to construct dormitories due to LDR regulations. This area includes existing multifamily and single-family homes, vacant parcels and former tennis courts. Due to the LDR designation, only single-family residential is permitted on these lots, even those facing 11<sup>th</sup> St and Warren Ave.

STAFF RECOMMENDATION: This area should be considered potential Multifamily or Institutional designation to support housing for the college. It should be noted that the homes on Chester could remain LDR designation due to topography challenges.



*Picture: Chester Ave to west, 13<sup>th</sup> St to north, Warren Ave to east, and 11<sup>th</sup> Street to south with topography.*

- Common Themes:

- FIELD NOTE: As Staff reviewed the Comprehensive Plan for this update, references to the previous Comprehensive Plan were used. In addition, Staff is recommending consolidating and simplifying the Comprehensive Plan as a whole to create a more user-friendly document.

STAFF RECOMMENDATION: To achieve simplicity and create a more user-friendly document, staff is recommending revised descriptions to clarify all land use designations and removal of reference to previous Comprehensive Plans.

- FIELD NOTE: Throughout all the District tours, conversations came up about how we promote redevelopment and the reuse of existing buildings that may be nonconforming (example: a store within the LDR designation). Our current Comprehensive Plan encourages limiting commercial uses to major arterials and centers; however, there are underutilized building spaces throughout the City that are becoming blights within neighborhoods. Complicated application processes for building reuse are intimidating, so how can we expedite the process? This should be a goal of this process: to implement policies that encourage redevelopment of existing buildings, as the City of Bremerton has a surplus of underutilized spaces.

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# Council District 4 Profile

# DRAFT

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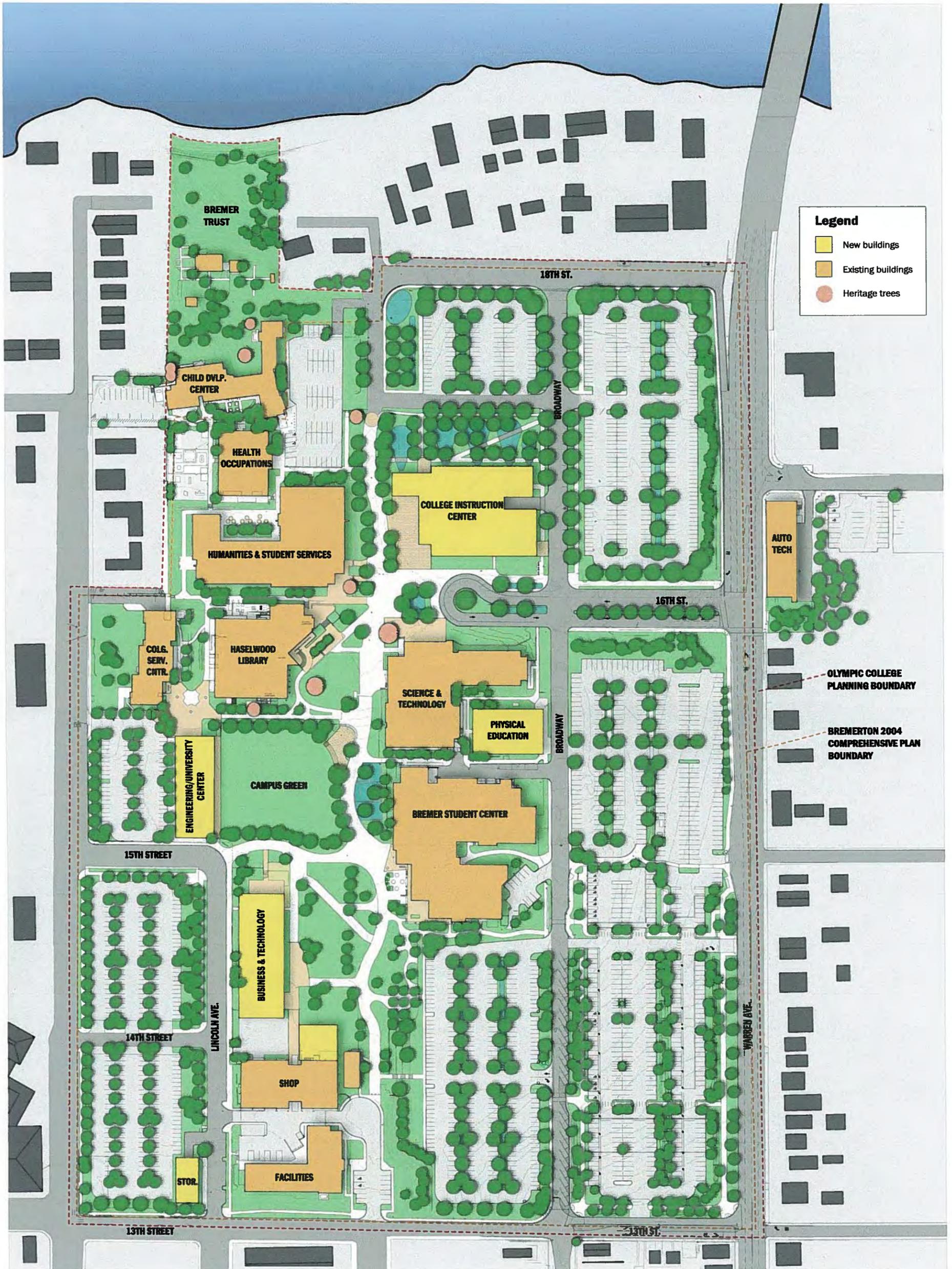
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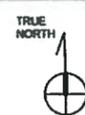


345 6<sup>th</sup> Street Suite 600 Bremerton, WA 98337 | ph 360.473.5845 (Allison Satter)

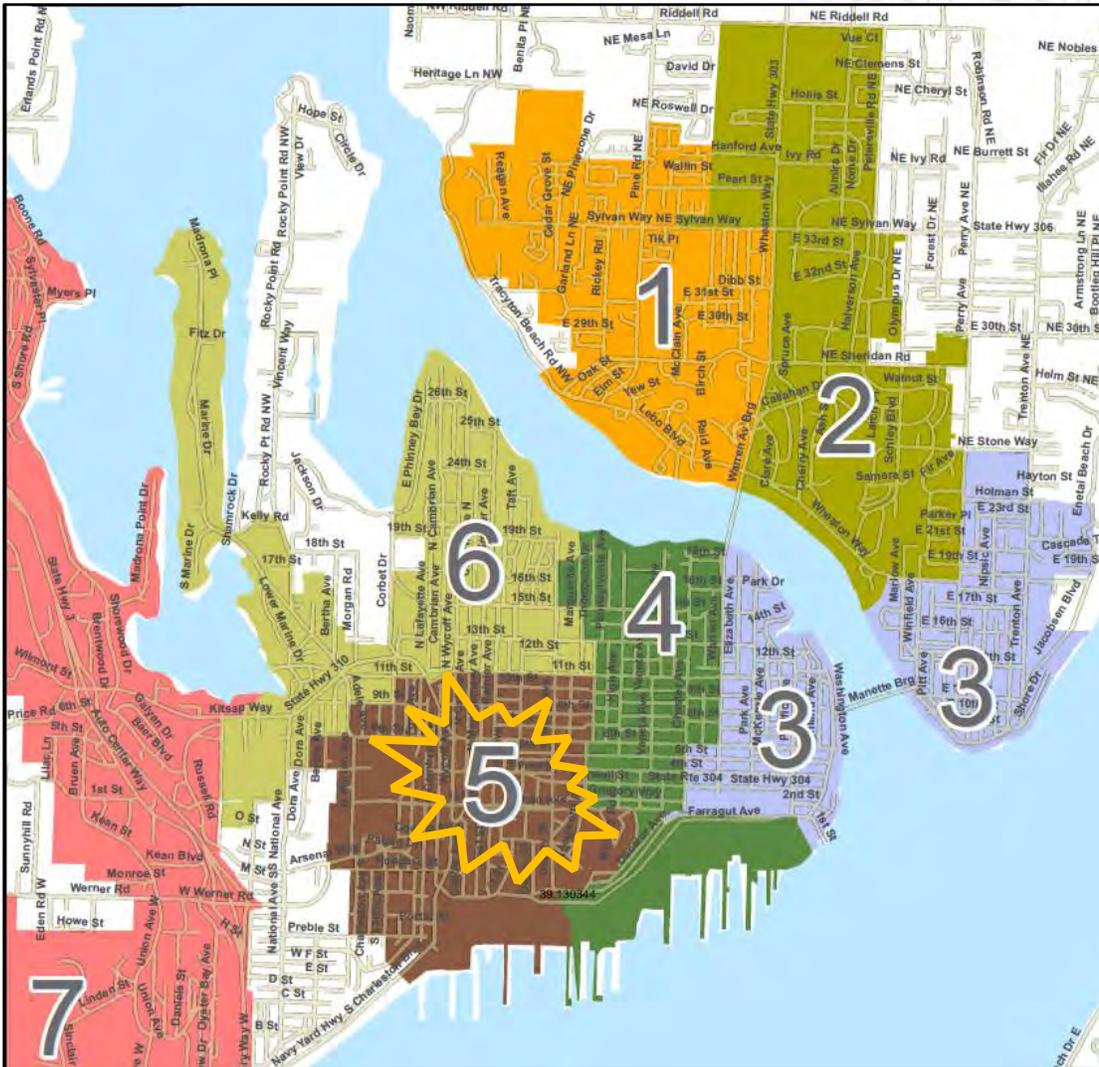
[www.Bremerton2035.com](http://www.Bremerton2035.com) | [Compplan@ci.bremerton.wa.us](mailto:Compplan@ci.bremerton.wa.us)



**2013-2023 - CAMPUS MASTER PLAN**  
Olympic College - Bremerton Campus



**schacht | aslani architects**



## District Profile

*2016 Comprehensive Plan Update –  
Growth Management Act Monitoring*

August 22nd, 2014 – District 5

DRAFT



**2004 City of Bremerton  
Comprehensive Plan  
States:**

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



Dino Davis  
District #5 Representative

*Have comments, suggestions, want to be an interested party? Please participate at:*  
[www.Bremerton2035.com](http://www.Bremerton2035.com)

## Comprehensive Plan Update 2016 – Work Program

### Comprehensive Plan Update

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PRSC) [Vision 2040](#) and [Kitsap County's Countywide Planning Policies](#).

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by June 30, 2016 to comply with State GMA (RCW 36.70A.130(5)).

### Now We Know Why, What's Next?

As the City embarks in the update for the Comprehensive Plan, we are encouraging everyone to consider what the current Comprehensive Plan goals and policies say and where do you see Bremerton in 20 years (do the policies and your vision match?). The following pages are a summarization of the current plan and current trends. When you are considering the following information, keep the following questions in mind:

- 1. What makes Bremerton a Special Place?**
- 2. What makes people want to become part of this community?**
- 3. What attracts new vigor and activity to this community?**
- 4. What are the qualities that make Bremerton unique in the world and special to its citizens – both old and new?**
- 5. What changes would you make to the Plan to make it match with your response to the last four questions?**

The Plan can be seen in its entirety at  
[www.ci.bremerton.wa.us/compplan.html](http://www.ci.bremerton.wa.us/compplan.html)

## Growth Targets and Land Supply

Washington State Law requires that the City plan for the growth targets established by the Washington State Office of Financial Management. The following table summarizes those growth targets:

Jurisdiction	Census 2010	Target Population within 20 years	Additional Residents to Plan For
City of Bremerton limits	37,729	52,017	14,288 people

An Updated Land Capacity Analysis (ULCA) has been conducted for this Comprehensive Plan update. The ULCA reports can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com). In the ULCA, staff has identified all vacant and underutilized lands for residential and commercial capacity. The growth targets of the City of Bremerton are to accommodate 14,288 people and 18,003 jobs within the next 20 years. After performing the ULCA, it has been identified that with our current designations approximately 34,000 people can be accommodated and 19,000 jobs. As such, the land supply for residential and commercial is in excess from the predicted growth targets.

This table summarizes the District’s residential data that was used in the [Update Land Capacity Analysis](#):

District 5	Total Acres	Identified as Underutilized*	Underutilized Lot Potential (@7.5 units/acre)	Underutilized Lot Potential Population (@2.24/unit)
Low Density Residential (R10)	262.5	26 acres	195 lots	437 people could be accommodated within District 5

\* Underutilized is identified in Bremerton Land Capacity Analysis; includes vacant land or lots that could be subdivided. These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

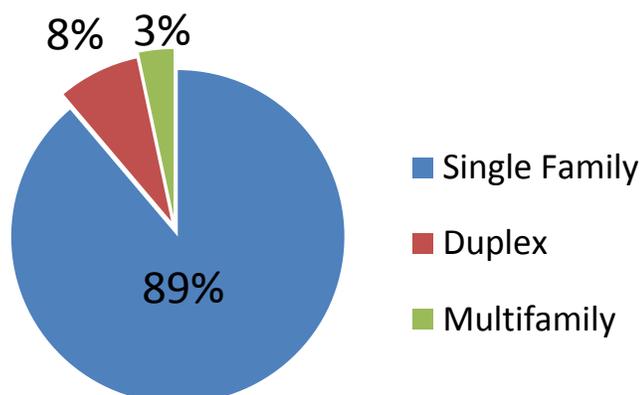
This table summarizes the District’s commercial data that was used in the [Update Land Capacity Analysis](#).

Commercial Zone	Acres	Square Footage of Buildings	Land Supply Capacity and Jobs that can be accommodated within District
Charleston District Center	31.4	474,177	27,589 sq ft or 92 jobs
Industrial Park	12.1	71,692	23,671 sq ft or 24 jobs
Limited Commercial	8.9	92,360	23,751 sq ft or 48 jobs

\*These numbers are in draft form. as the analysis is still in draft form until Kitsap County’s adoption late 2014.

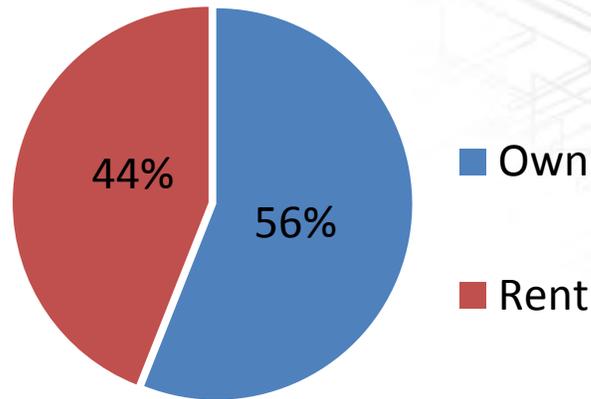
## Current Stats of District 5:

### Residential Types Within District



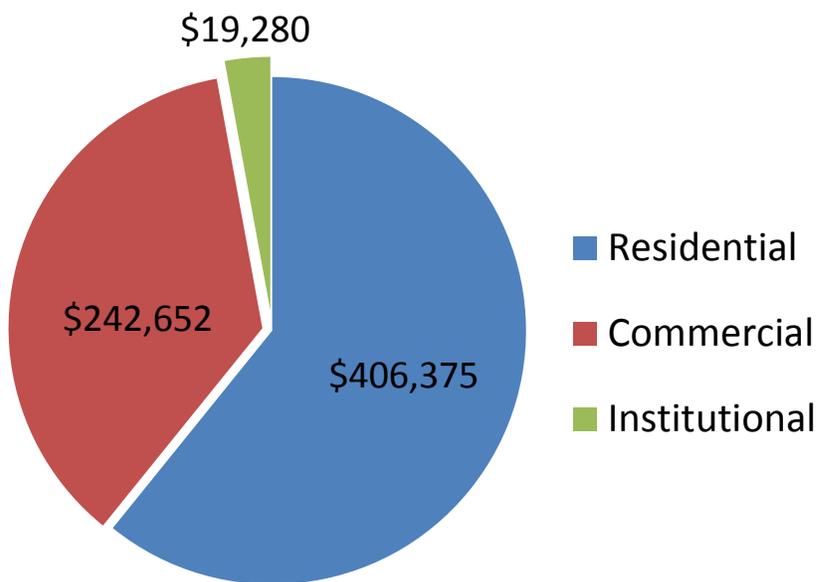
**Current Stats of District 5 (continued):**

**Single Family Residences  
Ownership**



\*This analysis was performed using Kitsap County Assessor data as of August 2014 to compare tax payer address to owner's home address. Breakdown is in the file within Department of Community Development.

Residential Type	Median Year Built	Median Building Value	Median Total Value (land & structure)
Single Family	1937	\$83,259	\$112,759
Duplex	1949	\$81,642	\$112,508
Multifamily	1944	\$212,673	\$272,814



**Permit Submittals**

Graph to the left shows where money is being spent on improvements (by permit value) within this District between January – July 2014.

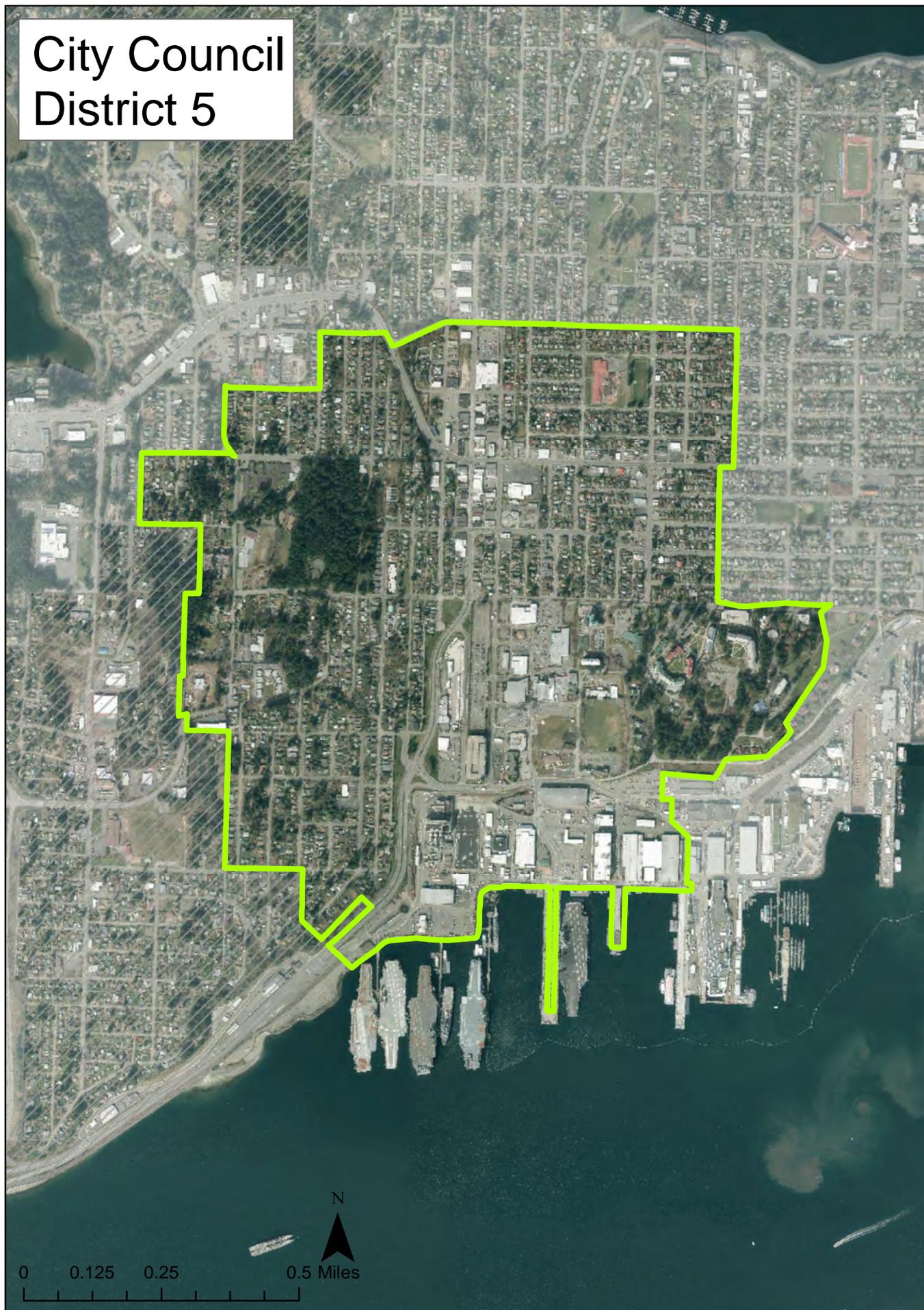


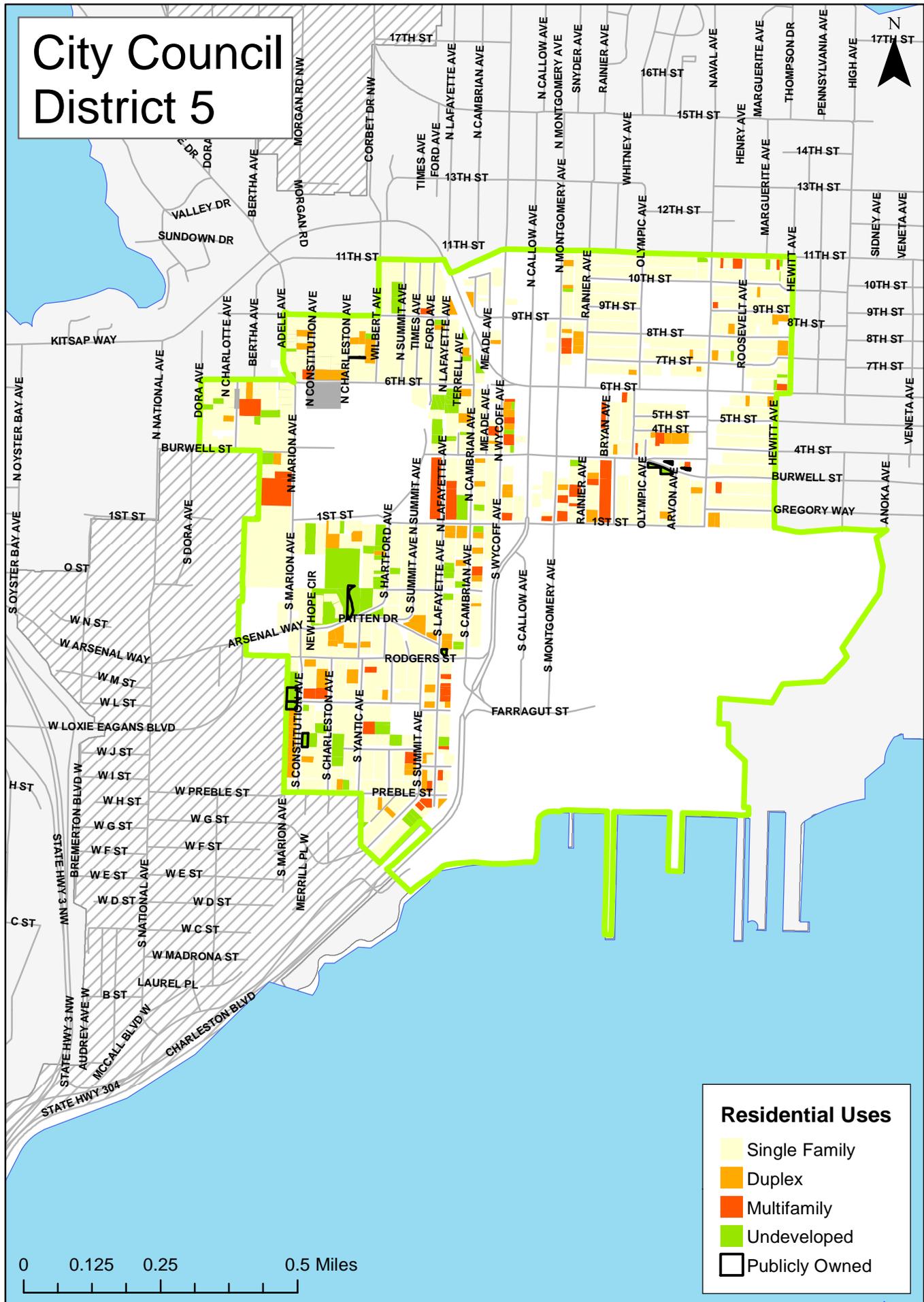
**Zoning**

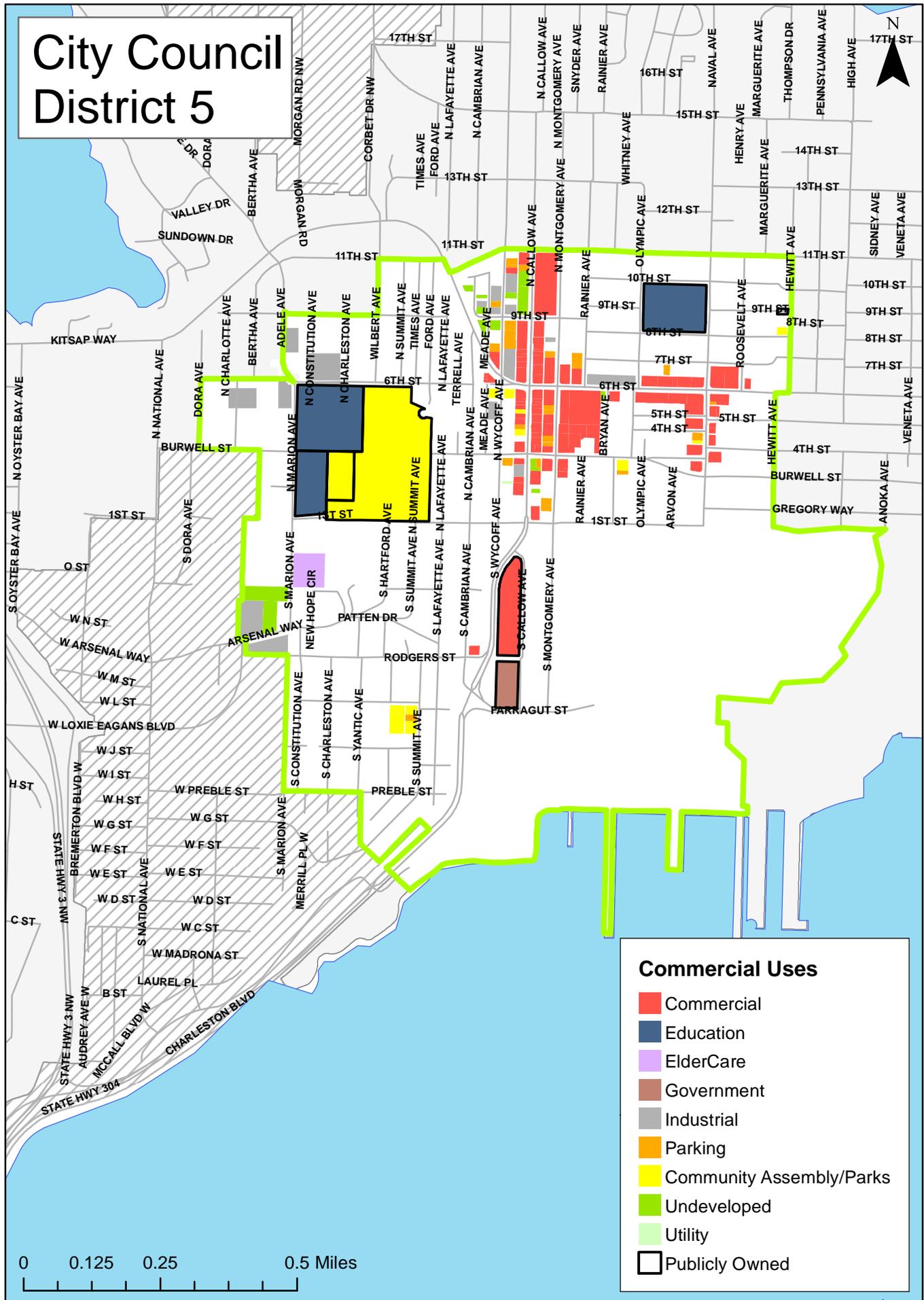
- District Center Core
- Industrial Park
- Limited Commercial
- R-10 Residential
- R-10\* Residential
- Naval Shipyard

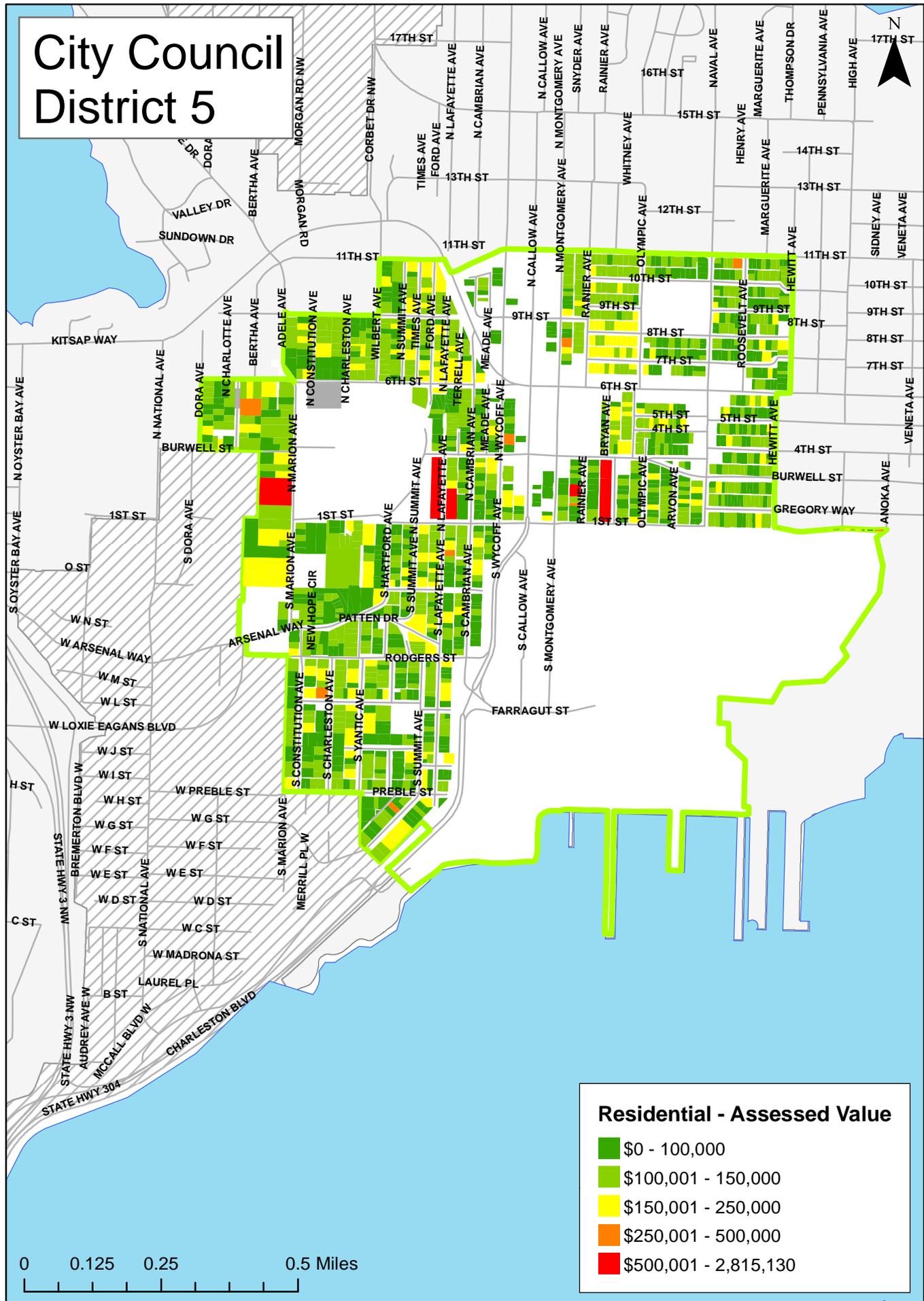


City Council  
District 5

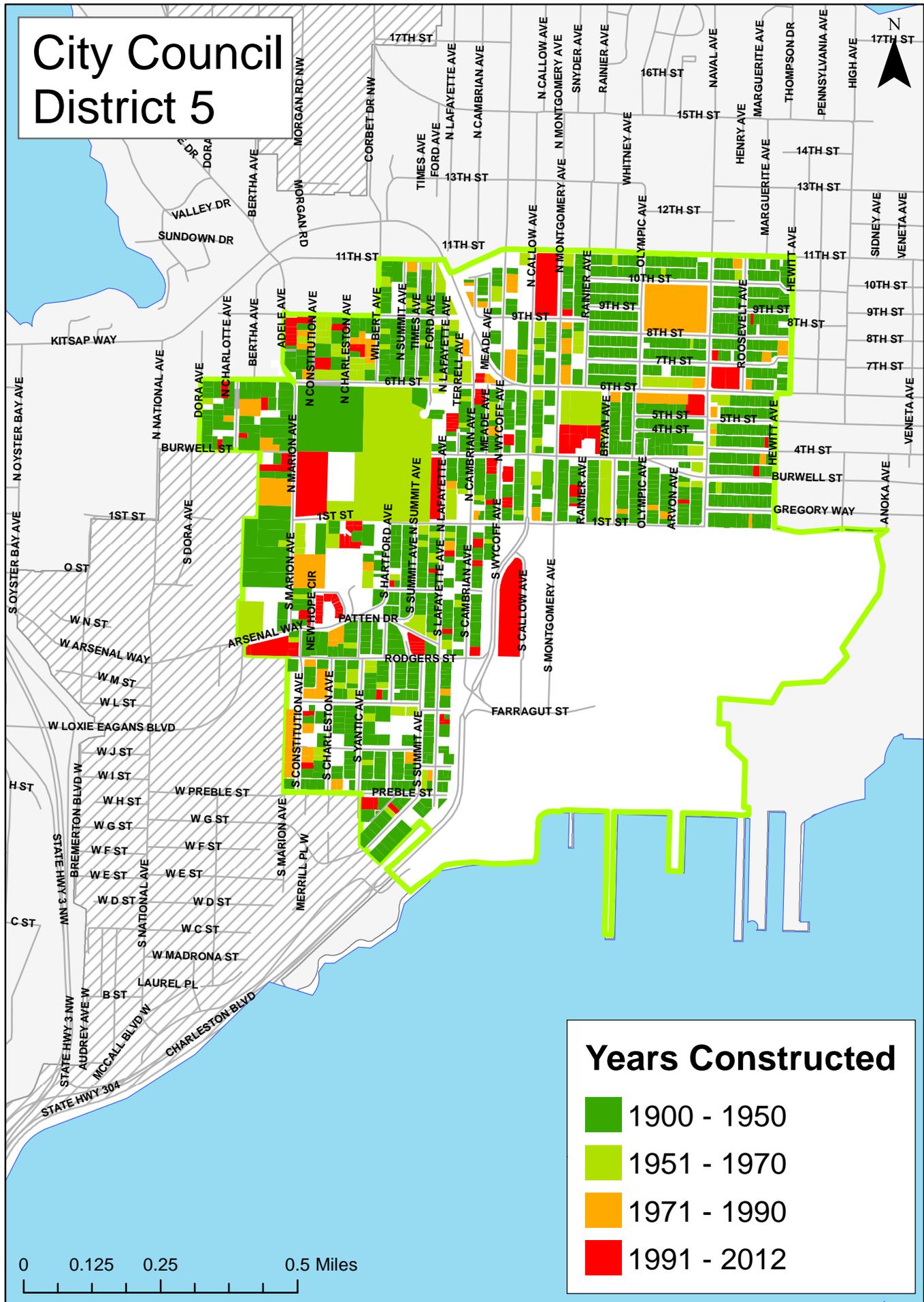




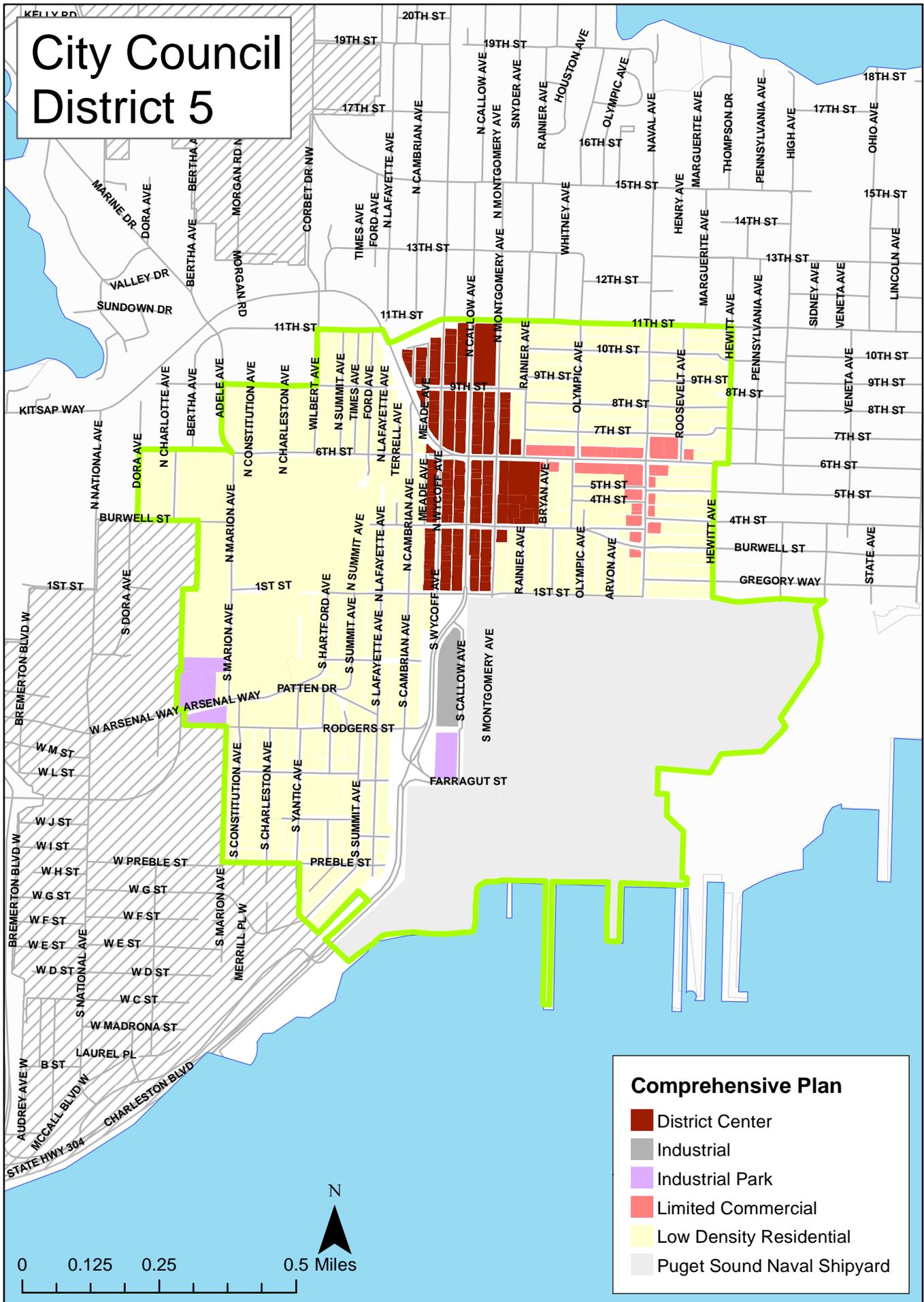












# 2004 Comprehensive Plan – Current Code

*Within District 5 four designations have been identified within the 2004 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised. This area includes the Charleston District Center.*

## Low Density Residential (LDR)

Density: 5-10 units per acre

Height: Low rise, not to exceed 3 stories

Structure Type: Detached single family housing (unless PUD) includes zero lot-line)

Character: Compatible with surrounding neighborhood

Location: Where predominant today, covering most areas of the City

Policy direction: Protect the character of single family neighborhoods by infilling at compatible densities and focusing higher intensity land uses in designated centers and corridors.

Discussion: The city's residential neighborhoods are characterized by low-rise (1 to 3 stories), detached homes on traditional urban lots. Some attached housing may be appropriate to respond to the development-sensitive conditions. It may be produced through planned unit development, but should also be low-rise.

To maintain the traditional character of residential districts that are mostly developed, new residential projects should be built at compatible densities. Efficient delivery of urban services is best achieved at densities such as those found in West Bremerton between Callow and the Narrows. This area is characterized by a formal grid street pattern that defines the most strongly urban platting within the City. The average residential density here approaches seven units per acre.

## Limited Commercial (LC)

Density: Zero

Height: 60 feet

Structure Type: Commercial structures

Character: This designation recognizes commercial uses outside of centers that existed upon adoption of this Comprehensive Plan in 2004



Location: Various locations as mapped on the Comprehensive Plan Land Use Map

Discussion: The Limited Commercial designation recognizes General Commercial (CG) designations that existed prior to adoption of this 2004 Comprehensive Plan Update *and* on which development consistent with that designation exists. The designation operates to identify those existing uses and identify their physical extent in 2004. Expansion of those areas is not consistent with the intent of this plan.

### District Center Core (DCC)

*General development parameters*

Density: 20 units per acre (average)

Height: Mid-rise, ranging from one to five stories

Structure Type: mixed, ranging from small-lot single family near the center edge to five story mixed use structures at the focal point of the center

Character: Mixed-use walkable environment with urban amenities serving center residents and several surrounding neighborhoods

Location: Specifically mapped locations, arranged to serve several supporting neighborhoods. District centers will typically be along primary transit routes and be linked by major arterials

#### Policy Direction:

Focus significant portions of new development – especially multi-family residential and multiple neighborhood serving commercial - into high quality District Centers providing services to several neighborhoods in a pedestrian oriented, mixed use environment.

Discussion: The DC designation establishes District Centers. District Centers are mixed use environments that serve as a focus for a collection of neighborhoods. They provide services, commercial uses, and community amenities for several neighborhoods. District Centers are mixed-use environments with an emphasis on mixed-use structures, pedestrian-oriented design, a mix of housing types, and a high level of service by mass transit. The pedestrian design emphasis in District Centers is balanced with a recognition that the wider market area that is served by the commercial uses will bring traffic and parking issues. District Centers have a central focus area around an amenity such as a civic green space or plaza. Buildings surrounding the central focus amenity should be at least three to four stories in height, with retail or office uses facing the focus amenity and/or street. As distance from the central focus area increases, building heights and residential densities decrease. Away from the central focus area, residential uses may predominate. Design standards are applied to assure quality development that meets the mixed-use nature of District Centers while accommodating somewhat larger scale commercial, office, and community uses than those found in a Neighborhood Center.



## Industrial Park (IP)

Structure Type: Industrial, office, light manufacturing

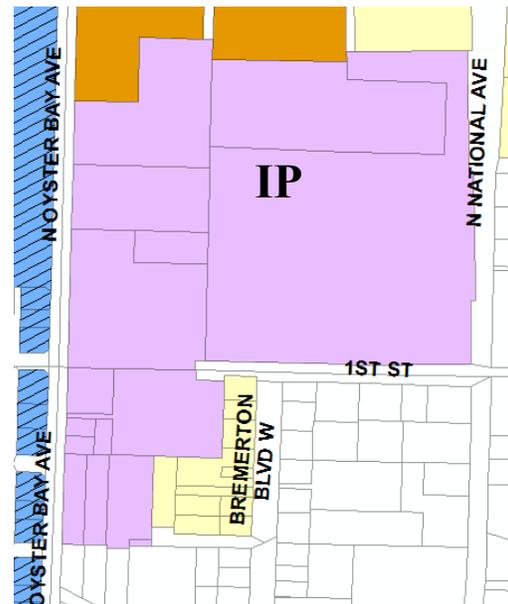
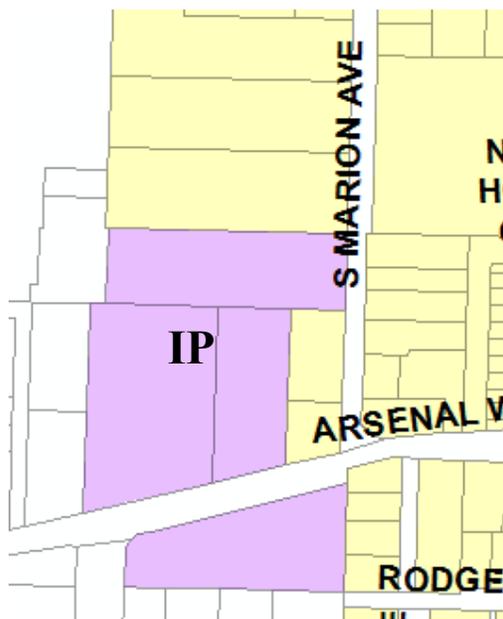
Character: Well planned office and light industrial complexes that display good site design. Emphasis of providing transition to nearby less intense uses (if any)

Location: As mapped

### Policy direction:

Provide for appropriate locations for light industrial uses in a well-planned complex. Industrial Parks should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses – especially residential areas. Developments must be consistent with any shorelines and critical areas designations.

Discussion: The Industrial Park designation provides for existing and future areas of light industrial and office uses. Industrial park areas feature well designed sites with landscaping and unified architectural features. Because such uses are sometimes located near residential or important commercial corridors, care must be given to the interface with those less intense areas. In cases where industrial parks are near shoreline areas, uses should be consistent with the shorelines designation and must protect shorelines values.



# Council District 5 Profile

## Field Notes and Recommendations

- Low Density Residential (LDR) Designation:
  - FIELD NOTE: This District contains the Charleston District Center with LDR surrounding the center. The Charleston District promotes higher intensity commercial uses and higher residential density with requirements to transition from the Center to the surrounding LDR. When touring the district, staff identified the neighborhood just southeast of the Center as LDR designation, however this neighborhood is primarily developed with multifamily structures, duplexes and a vacant parcel. Also, at the corner of Bloomington Avenue and Burwell Street is the Disabled Veterans of America building which should also be considered as part of the Charleston District Center. A major goal of this Comprehensive Plan update is to attempt to reduce the amount of nonconforming parcels if appropriate (such as a commercial property located in LDR but located adjacent to a commercial designation).
  - STAFF RECOMMENDATION: Assist the current Land Use policy, LU7, by not expanding multifamily uses unless within a Center and reduce nonconforming situations,. Consider the expansion of the Charleston District Center to incorporate the neighborhood as sited above in “Field note”.



*The Charleston District Center (shown in red) may be expanded to the area highlighted in teal.*

## Field Notes and Recommendations (continued)

- Charleston District Center
  - FIELD NOTE: Within the Comprehensive Plan, the Charleston District Center designation is identified in the Land Use designation as Charleston District Center. Other than the staff recommendation in the LDR designation to expand the Charleston District to the southeast as described in the previous page, staff would like to update the description of this Center within the Comprehensive Plan.
  - STAFF RECOMMENDATION: Staff will update Center designation descriptions however basic principles to promote development to the Charleston District Center will remain.



*Staff and Councilman Davis walking the district (in front of a mural on Callow Avenue)*

- Common Themes:
  - FIELD NOTE: As Staff reviewed the Comprehensive Plan for this update, references to the previous Comprehensive Plan were used. In addition, Staff is recommending consolidating and simplifying the Comprehensive Plan as a whole to create a more user-friendly document.
  - STAFF RECOMMENDATION: To assist in simplicity and creating a more user-friendly document, staff is recommending revising descriptions to help clarify all land use designations and remove reference to previous Comprehensive Plans.

## Field Notes and Recommendations (continued)

- Common Themes:
  - FIELD NOTE: Throughout all the District tours, conversations came up about how we promote redevelopment and the reuse of existing buildings that may be nonconforming (example: a store within the LDR designation). Our current Comprehensive Plan encourages limiting commercial uses to major arterials and centers, however there are underutilized building spaces throughout the City that are just becoming blights within neighborhoods. Complicated application processes for building reuse are intimidating, so how can we expedite the process? This should be a goal of this process: to have policies that encourage redevelopment of existing buildings, as the City of Bremerton has a surplus of underutilized spaces.
  - STAFF RECOMMENDATION: Parcels with nonconforming commercial uses should be re-designated to commercial designations if appropriate (such as, adjacent to existing commercial designations). Add goals and policies to help expedite the process and consideration for redevelopment and reuse of existing buildings within the City.
  
  - FIELD NOTE: One of the intents of the 2004 Comprehensive Plan was to promote homeownership by encouraging single family homes in LDR areas and in turn limiting duplexes, and multifamily structures to center designations. However, within the LDR designation, there are many existing types of housing, including duplexes and townhomes (3 or less units) and multifamily structures (4 or more units). These are currently classified as nonconforming uses.
  - STAFF RECOMMENDATION: A potential consideration for duplexes and townhouses (3 or less units) is to modify the Comprehensive Plan policies to allow them. The development would have to comply with the LDR designation of 5 to 10 dwelling units per acre (or the density assigned after this update). Such as within the LDR a 3-unit townhome could be built on a minimum 0.3 acres lot, meeting density requirements of 5 to 10 dwelling units per acre. Multifamily structures (structures with 4 or more units) would require new multifamily designations within the Comprehensive Plan, as they were removed in the 2004 Plan. Or, these multifamily units could remain limited to centers, or continue as nonconforming within the LDR.

## Council District 5 Profile

# DRAFT

### Work Program

*This report is one part of eight for the City of Bremerton Work Program for the Comprehensive Plan Update. The documents that comprise of the Work Program are the Report on Comprehensive Plan Consistency with State Law and Policy, and the other six District Profiles, all are under a separate cover. All these documents are out for public comment. All documents of this Work Program can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com).*



*Staff, Allison Satter, City Councilman, Dino Davis, and the honorary District Mascot during the District 5 tour*

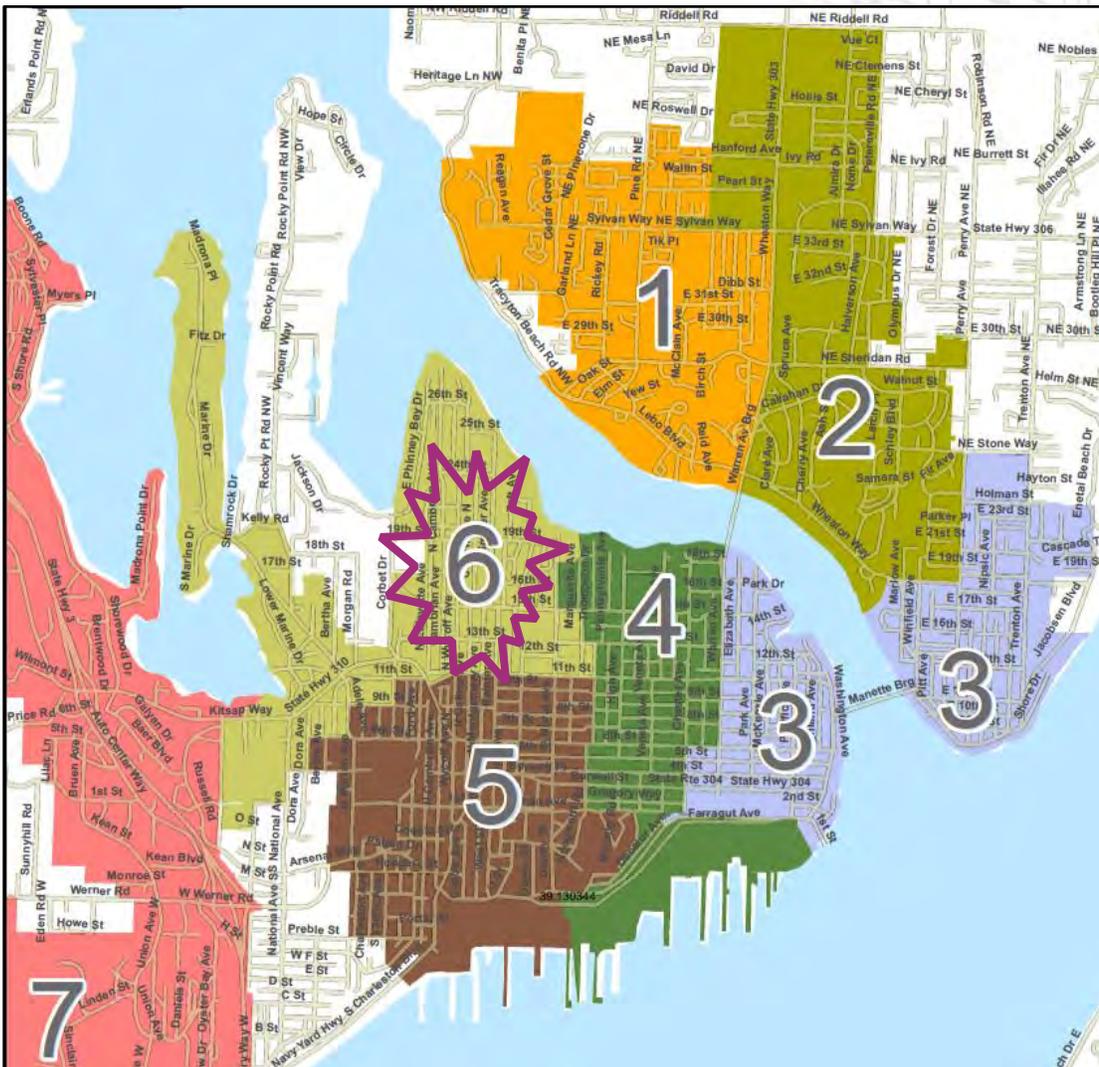
***The City is waiting for your comment! Get your neighbors, walk your district and help with this process. If you can provide comments about the Work Program, give us answers to the questions (1 to 5) on page one, AND identify the location of the District Mascot (picture at left), there is a prize for you (one per participant please). Must pick up prize at City Hall. Supplies are limited, but all comments are welcome and encouraged!***

*Please contact Allison Satter, Long Range Planner, at (360) 473-5845 or [compplan@ci.bremerton.wa.us](mailto:compplan@ci.bremerton.wa.us) with your feedback!*



345 6<sup>th</sup> Street Suite 600 Bremerton, WA 98337 | ph 360.473.5845

[www.Bremerton2035.com](http://www.Bremerton2035.com) | [Allison.Satter@ci.bremerton.wa.us](mailto:Allison.Satter@ci.bremerton.wa.us)



## District Profile

*2016 Comprehensive Plan Update –  
Growth Management Act Monitoring*

August 8th, 2014 – District 6

DRAFT



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**Roy Runyon**  
District #6 Representative

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## Comprehensive Plan Update 2016 – Work Program

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This table summarizes the District’s residential data that was used in the [Update Land Capacity Analysis](#):

District 6	Total Acres	Identified as Underutilized*	Underutilized Lot Potential (@7.5 units/acre)	Underutilized Lot Potential Population (@2.24/unit)
Low Density Residential (R10)	560	92.3 acres	692 lots	1,550 people could be accommodated within District 6

\*Underutilized is identified in Bremerton Land Capacity Analysis; includes vacant land or lots that could be subdivided. These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

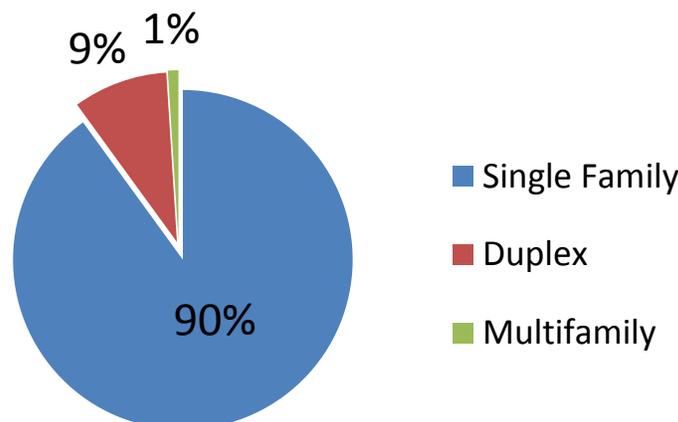
This table summarizes the District’s commercial data that was used in the [Update Land Capacity Analysis](#).

Commercial Zone	Acres	Square Footage of Buildings	Land Supply Capacity and Jobs that can be accommodated within District
Commercial Corridor	37.3	361,781	114,773 sq ft or 230 jobs
Industrial Park	31.5	156,489	61,624 sq ft or 64 jobs
Limited Commercial	2.6	33621	6,939 sq ft or 14 jobs
Neighborhood Center Core	14.7	142756	28,688 sq ft or 57 jobs

These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

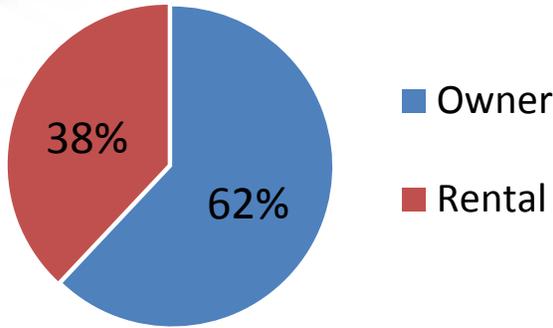
## Current Stats of District 6:

### Residential Types Within District



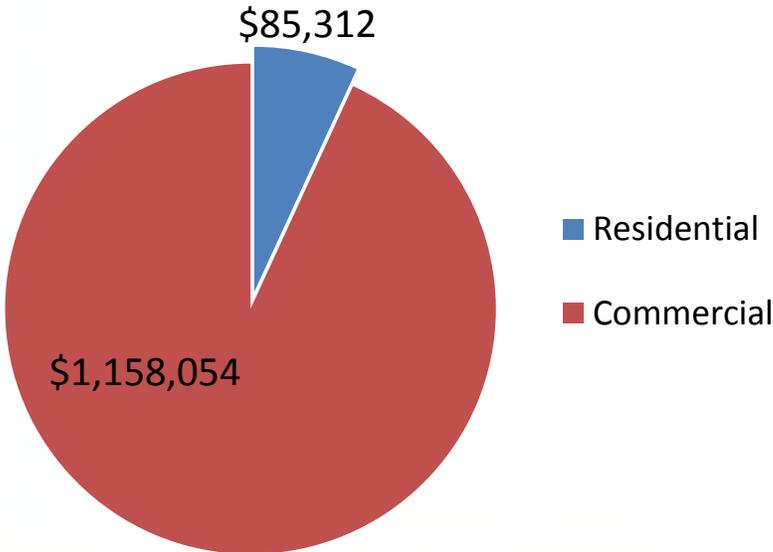
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**Single Family Residences  
Ownership**



\*This analysis was performed using Kitsap County Assessor data as of August 2014 to compare tax payer address to owner's home address. Breakdown is in the file within Department of Community Development.

Residential Type	Median Year Built	Median Building Value	Median Total Value (land & structure)
Single Family	1947	\$100,311	\$150,203
Duplex	1956	\$77,037	\$110,800
Multifamily	1953	\$506,803	\$655,426

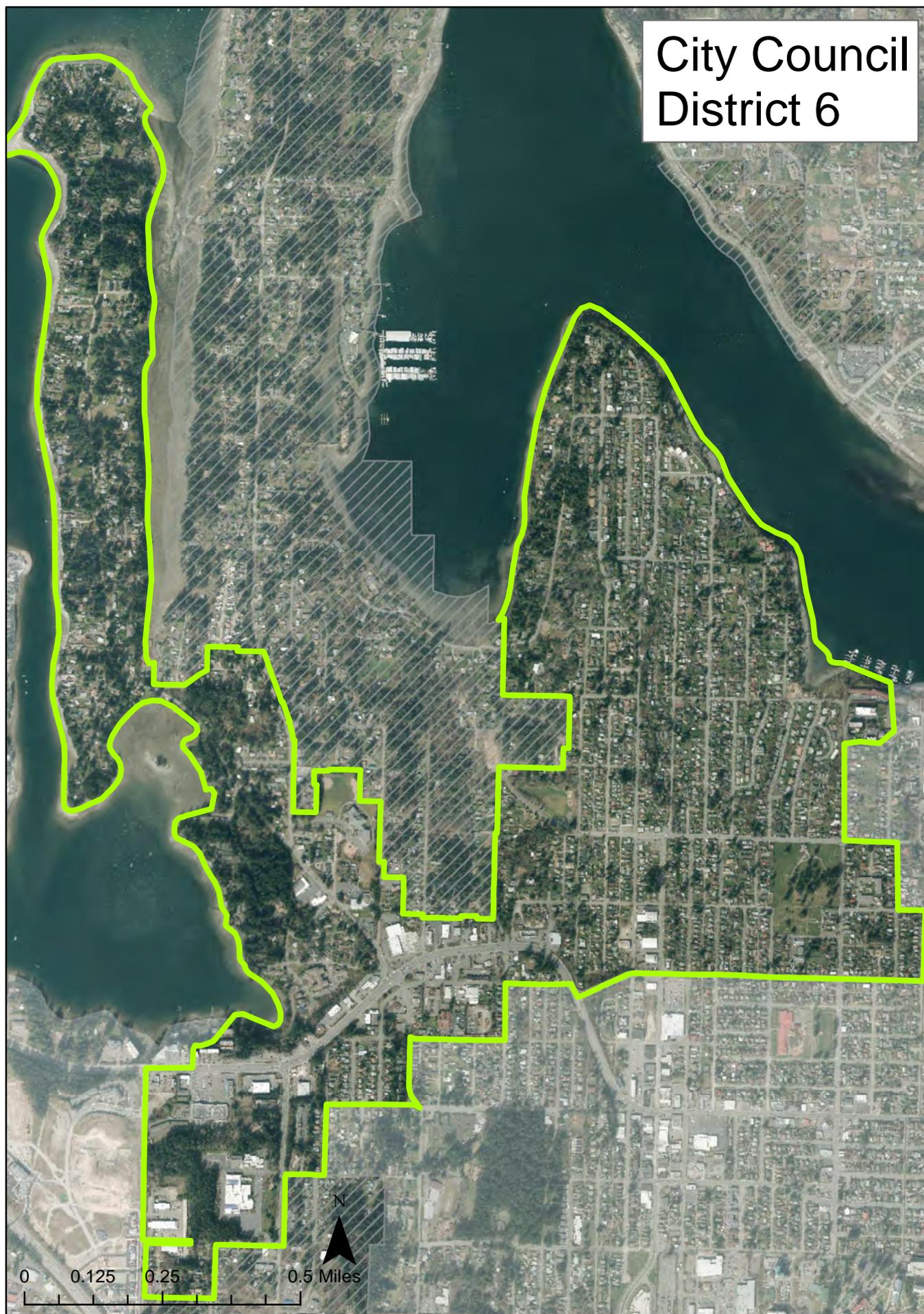


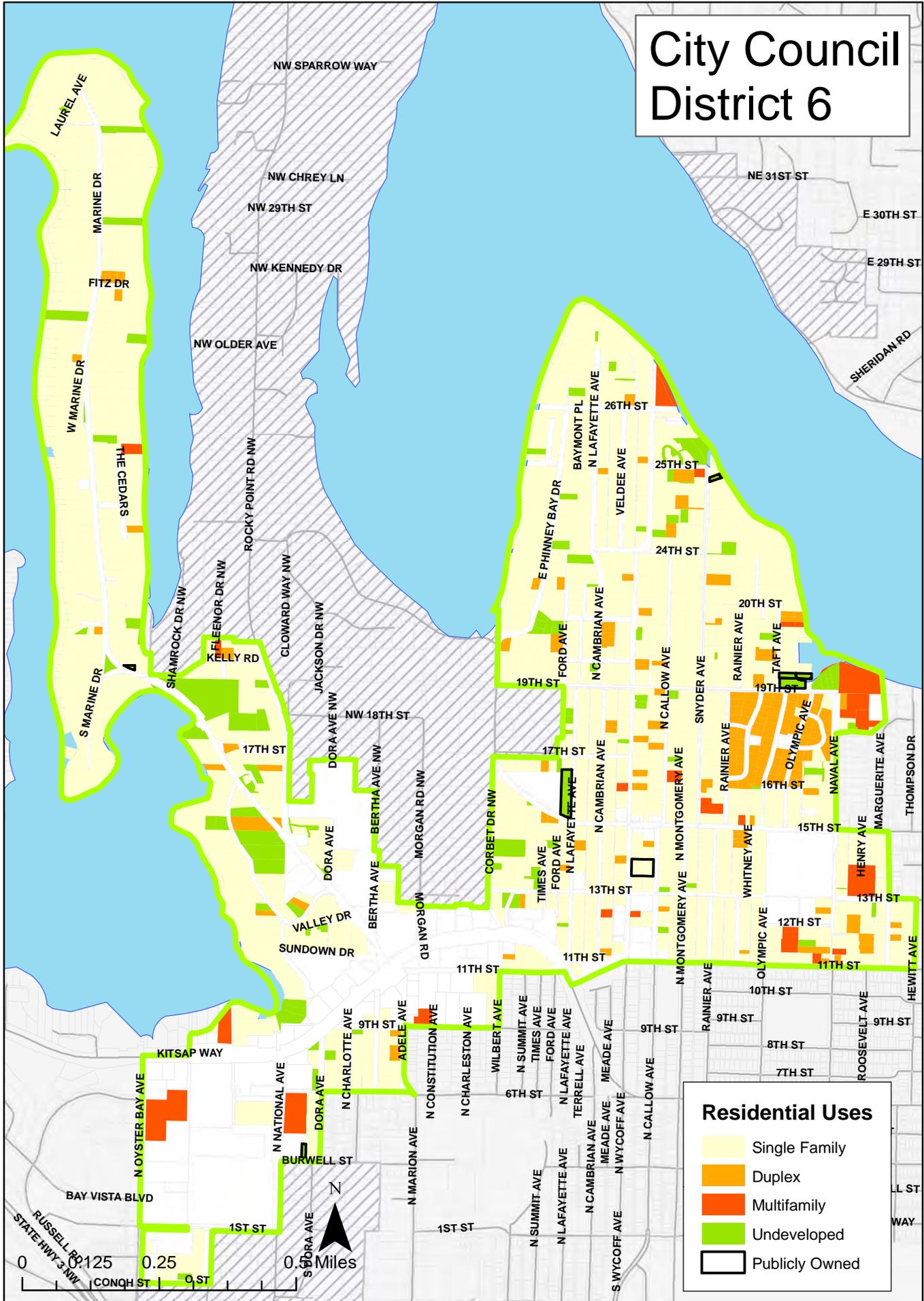
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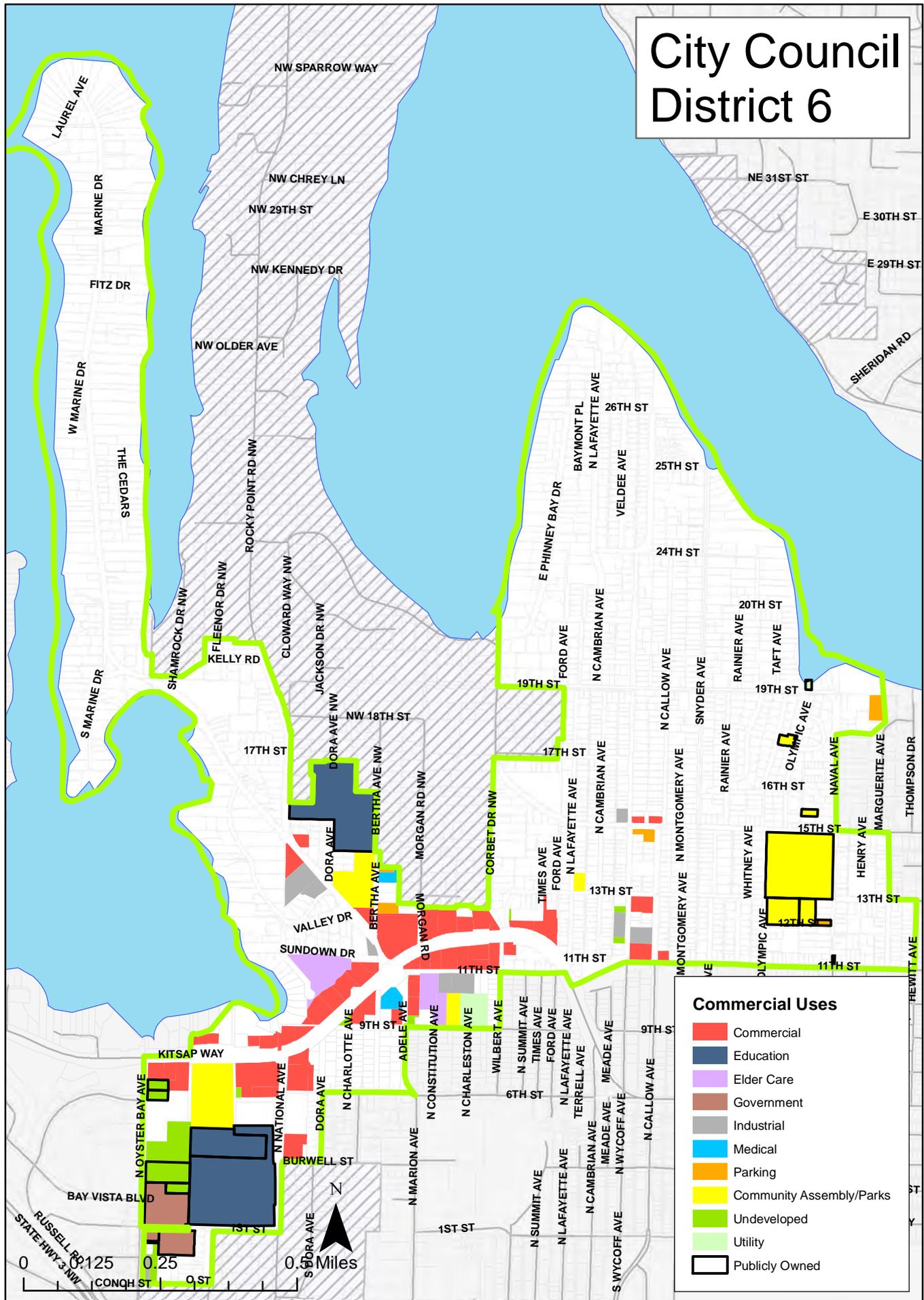
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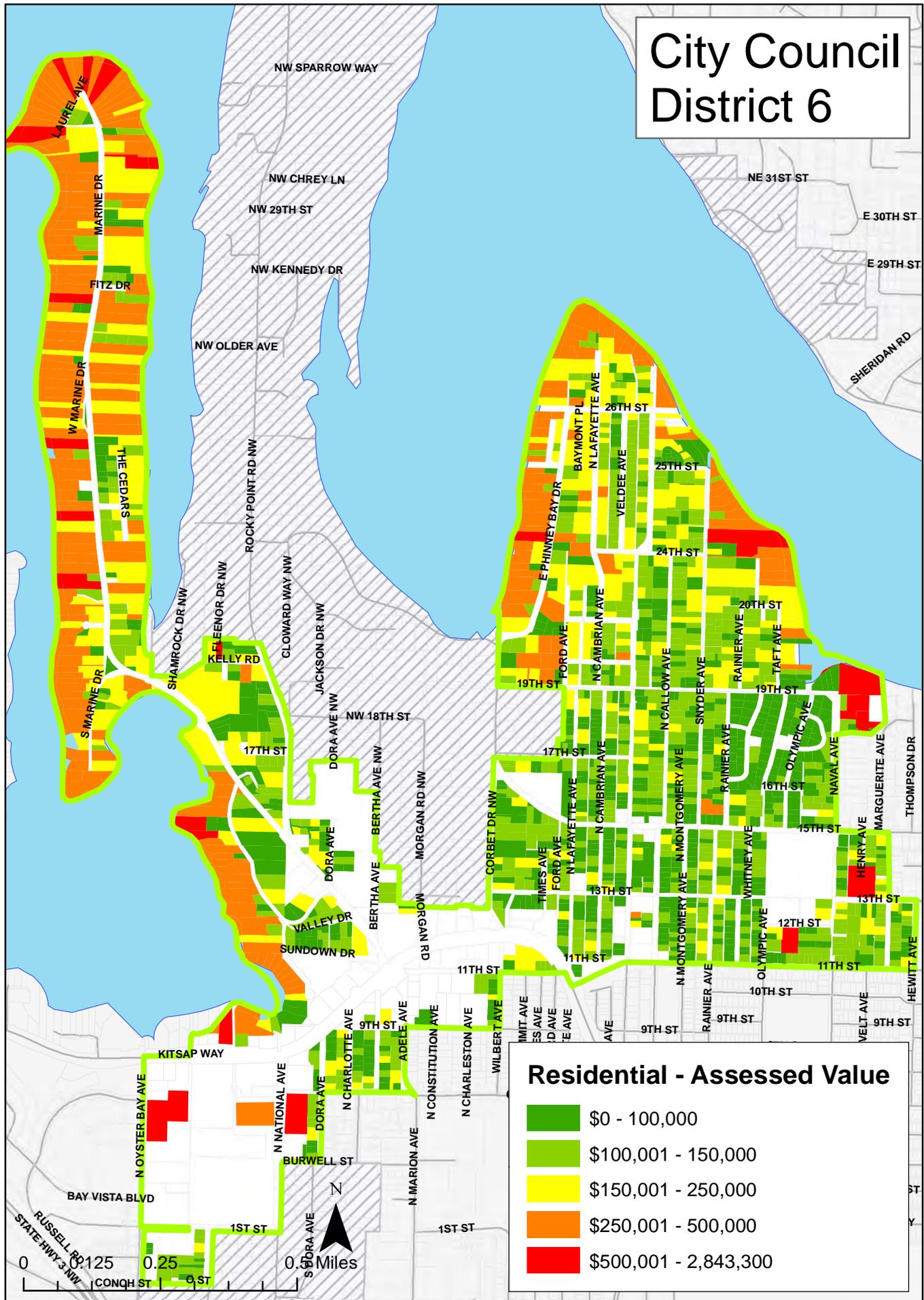
# City Council District 6

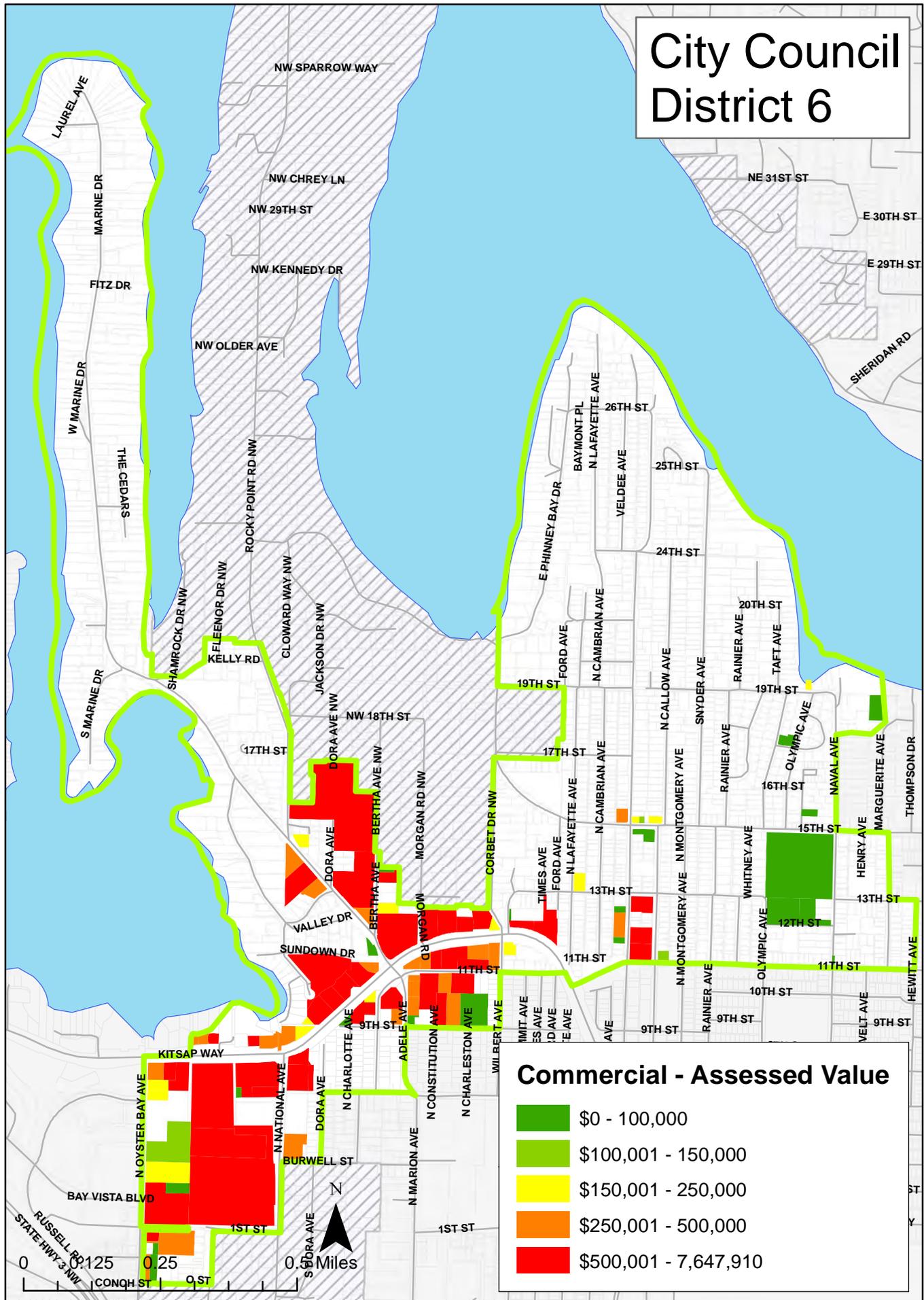
















# 2004 Comprehensive Plan – Current Code

*Within District 6 six designations have been identified within the 2004 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised. This area includes Haddon and Oyster Bay Neighborhood Centers and part of Charleston District Center.*

## Low Density Residential (LDR)

Density: 5-10 units per acre

Height: Low rise, not to exceed 3 stories

Structure Type: Detached single family housing (unless PUD) includes zero lot-line)

Character: Compatible with surrounding neighborhood

Location: Where predominant today, covering most areas of the City

Policy direction: Protect the character of single family neighborhoods by infilling at compatible densities and focusing higher intensity land uses in designated centers and corridors.

Discussion: The city's residential neighborhoods are characterized by low-rise (1 to 3 stories), detached homes on traditional urban lots. Some attached housing may be appropriate to respond to the development-sensitive conditions. It may be produced through planned unit development, but should also be low-rise.

To maintain the traditional character of residential districts that are mostly developed, new residential projects should be built at compatible densities. Efficient delivery of urban services is best achieved at densities such as those found in West Bremerton between Callow and the Narrows. This area is characterized by a formal grid street pattern that defines the most strongly urban platting within the City. The average residential density here approaches seven units per acre.

## Commercial Corridor (CC)

*General development parameters*

Density: 20 units per acre, maximum

Height: 3 stories

Structure Type: Various commercial types, mixed commercial/residential types near street frontages are preferred

Character: High intensity commercial uses with residential component in street front buildings. Plentiful parking provided in locations behind or beside primary structures Location: Along high traffic corridors/primary arterials as mapped (initially indicated along Kitsap Way)

Policy direction:

Provide appropriate locations for high intensity commercial uses in a setting based on an urban design ethic that creates a pedestrian-friendly, transit-supporting corridor, while accommodating a wide variety of commercial activities.

Discussion: The Commercial Corridor designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include multistory buildings on wide sidewalks at the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions are employed to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is provided behind or beside street fronting structures. A full range of services may be accommodated, including such uses as food markets, theaters, restaurants, hardware stores and automobile-oriented businesses such as gas stations and fast-food outlets. Incentive-based development should be encouraged with a priority on preserving existing vegetation through the use of open space and vegetative buffers.



### Neighborhood Center Core (NCC)

*This area is also classified as the Haddon Neighborhood Center.*

*General development parameters*

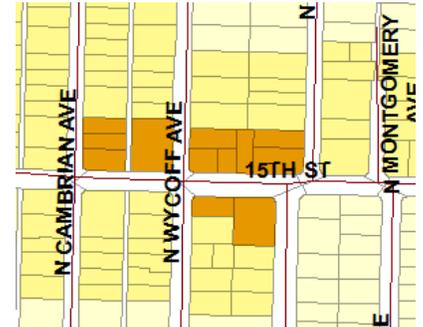
Density: 20 units per acre (average)

Height: Mid- rise, ranging from one to four stories.

Structure Type: Mixed, ranging from small-lot single family near the center edge to four story mixed-use structures at the focal point of the center

Character: Mixed-use, walkable environment with urban amenities serving center and surrounding neighborhood

Location: Specifically mapped locations, arranged to serve supporting neighborhood of approximately one mile diameter



### Policy direction:

Focus significant portions of new development into high quality urban centers providing services to a surrounding neighborhood in a pedestrian oriented, mixed use environment.

Discussion: The NC designation establishes Neighborhood Centers. Neighborhood Centers are mixed-use environments with an emphasis on mixed use structures, pedestrian oriented design, mixed and varied housing types, and the provision of neighborhood scale commercial, professional, and community services. The size and scale of a Neighborhood Center is such that it provides a focus and services for an area of approximately one mile in diameter surrounding the center. Neighborhood Centers are typically provided with at least one “focus amenity” such as a park, school, public facility, or public plaza. Neighborhood centers have an identifiable central area with building heights of at least two or three stories with retail or office uses at ground level and residential above. Building height is stepped down and density of housing is lower as distance from the focus area increases. Away from the central focus area, residential uses may predominate. Initially, design standards will be created, guiding development in all Neighborhood Centers. Over time, more focused neighborhood planning efforts will be conducted through which a specific plan that serves as an addendum to the Comprehensive Plan will be developed for each center.

Centers provide for efficiencies in the provision of public services such as utilities and transit. In addition, centers provide living environments attractive to a growing segment of society that desires a more active, stimulating setting, offering ability to access key amenities and conveniences without driving.



## District Center Core (DCC)

*This Council District has the northern portion of the Charleston District Center (DCC).*

*General development parameters*

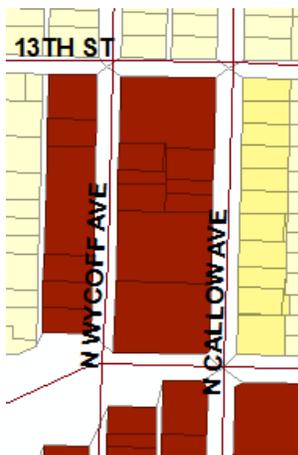
Density: 20 units per acre (average)

Height: Mid-rise, ranging from one to five stories

Structure Type: mixed, ranging from small-lot single family near the center edge to five story mixed use structures at the focal point of the center

Character: Mixed-use walkable environment with urban amenities serving center residents and several surrounding neighborhoods

Location: Specifically mapped locations, arranged to serve several supporting neighborhoods. District centers will typically be along primary transit routes and be linked by major arterials



### Policy Direction:

Focus significant portions of new development – especially multi-family residential and multiple neighborhood serving commercial - into high quality District Centers providing services to several neighborhoods in a pedestrian oriented, mixed use environment.

Discussion: The DC designation establishes District Centers. District Centers are mixed use environments that serve as a focus for a collection of neighborhoods. They provide services, commercial uses, and community amenities for several neighborhoods. District Centers are mixed-use environments with an emphasis on mixed-use structures, pedestrian-oriented design, a mix of housing types, and a high level of service by mass transit. The pedestrian design emphasis in District Centers is balanced with a recognition that the wider market area that is served by the commercial uses will bring traffic and parking issues. District Centers have a central focus area around an amenity such as a civic green space or plaza. Buildings surrounding the central focus amenity should be at least three to four stories in height, with retail or office uses facing the focus amenity and/or street. As distance from the central focus area increases, building heights and residential densities decrease. Away from the central focus area, residential uses may predominate. Design standards are applied to assure quality development that meets the mixed-use nature of District Centers while accommodating somewhat larger scale commercial, office, and community uses than those found in a Neighborhood Center.

# Council District 6 Profile

## Industrial Park (IP)

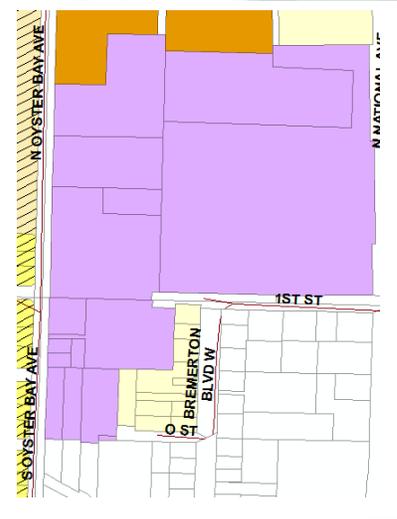
Structure Type: Industrial, office, light manufacturing

Character: Well planned office and light industrial complexes that display good site design. Emphasis of providing transition to nearby less intense uses (if any)

Location: As mapped

### Policy direction:

Provide for appropriate locations for light industrial uses in a well planned Industrial Parks should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses – especially residential areas. Developments must be consistent with any shorelines and critical areas designations.



Discussion: The Industrial Park designation provides for existing and future areas of light industrial and office uses. Industrial park areas feature well designed sites with landscaping and unified architectural features. Because such uses are sometimes located near residential or important commercial corridors, care must be given to the interface with those less intense areas. In cases where industrial parks are near shoreline areas, uses should be consistent with the shorelines designation and must protect shorelines values.

## Limited Commercial (LC)

General development parameters

Density: Zero

Height: 60 feet

Structure Type: Commercial structures



Character: This designation recognizes commercial uses outside of centers that existed upon adoption of this Comprehensive Plan in 2004

Location: Various locations as mapped on the Comprehensive Plan Land Use Map

Discussion: The Limited Commercial designation recognizes General Commercial (CG) designations that existed prior to adoption of this 2004 Comprehensive Plan Update *and* on which development consistent with that designation exists. The designation operates to identify those existing uses and identify their physical extent in 2004. Expansion of those areas is not consistent with the intent of this plan.

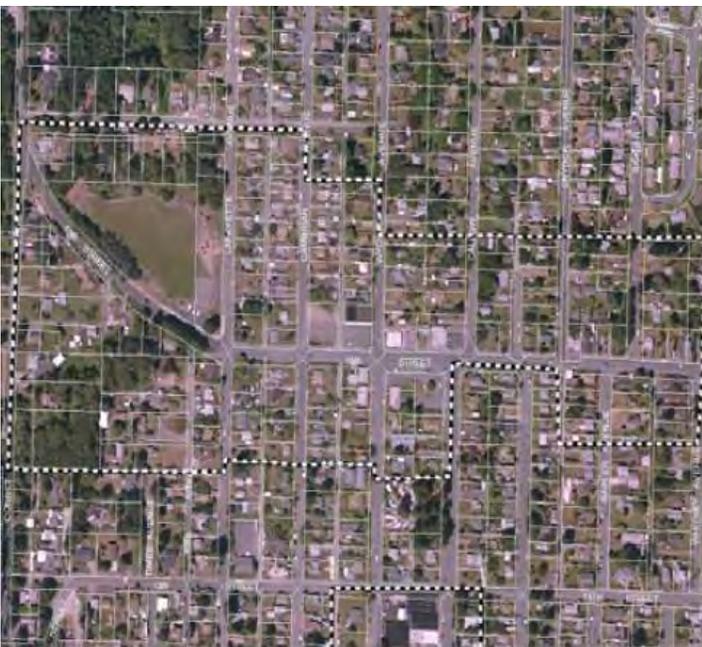
## Council District 6 Profile

### Field Notes and Recommendations

- Haddon Neighborhood Center
  - **FIELD NOTE:** In the 2004 Comprehensive Plan, this area was designated as Haddon Neighborhood Center, as it has a commercial core (convenience store, parking lots, former warehouse and Hi-Lo's Restaurant) and it has opportunity for development on vacant commercial lots in the core. A key component of having a neighborhood center is having a central place which can be identified as center point to focus development. Haddon Neighborhood Center included Haddon Park and the small commercial area just mentioned which were considered as key locations. However, the center concept states that centers are each unique, requiring specialized plans and development standards. With the area around this center as primarily established single-family residential with the majority of parcels are under separate ownership, this makes it difficult to acquire land for redevelopment to benefit a specialized plan with growth targets for more dense housing and employment.

This area does have an ability to grow commercial uses (as there are underutilized buildings and vacant lots); however it isn't necessary or a benefit to have this location considered a Neighborhood Center. Staff does not see the advantage to create a specialized plan with significant population growth for this area targeted.

- **STAFF RECOMMENDATION:** To remove this area as a center, however the existing lots with commercial uses (including the vacant lands around the commercial area) should be classified as some form of commercial designation (potentially Neighborhood Commercial, Commercial Corridor or Limited Commercial). The residential uses within the center should be classified as Low Density Residential designation. The growth targets for his area should also be reduced to be consistent with the Low Density Residential designation. Also please see the discussion in the next section about growth targets.

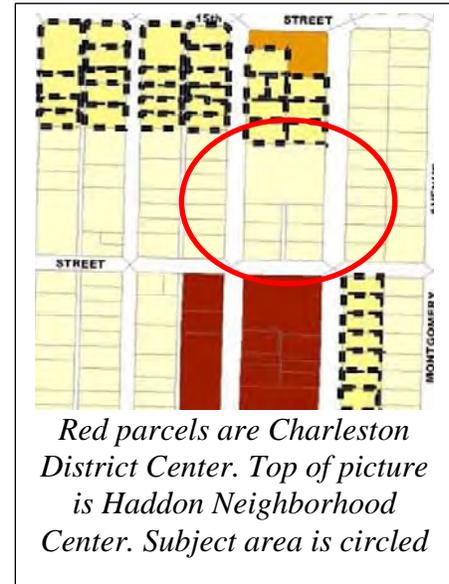


*The Haddon Neighborhood Center is 27 acres.*

## Field Notes and Recommendations (continued)

- Low Density Residential
  - **FIELD NOTE:** Just south of the Haddon Neighborhood Center and just north of the Charleston District Center, is an area that is considered Low Density Residential (LDR) designation which is shown to the right. This neighborhood contains established single-family residences, as shown below. Discussions have been proposed to Staff, Planning Commission and City Council to expand the Charleston District Center into this area.

In the 2004 Comprehensive Plan, the Center Concept was described in detail within the Land Use Section. This new approach to urban planning in Bremerton matches a nationwide interest in mixed-use “urban villages”. As a result, this Comprehensive Plan largely focuses on the implementation of newly designated Centers.



*Pictures of housing stock within subject area on Wycoff Ave, Callow Ave and 13<sup>th</sup> Street. Properties has an average assessed value of: \$84,000*

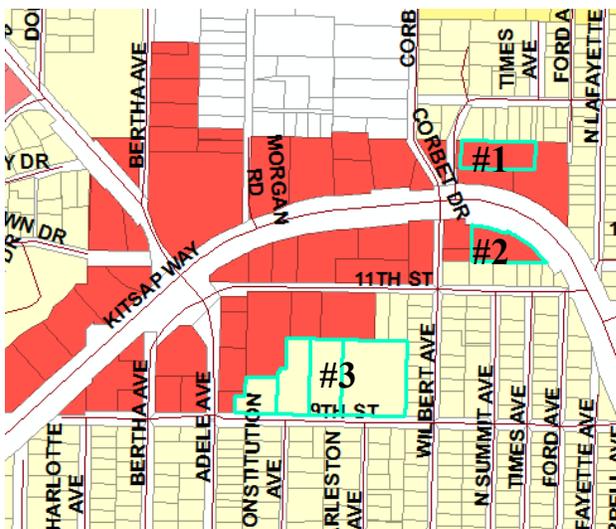
The Plan describes the philosophy, benefits, and application of the centers approach in Bremerton. Staff is not proposing changes to the overarching principles of the Centers Concept in the Comprehensive Plan update, thus all changes to the Comprehensive Plan must comply with Center Concept approach. This includes that centers will have the “look and feel” of a small downtown, with moderate to high density uses at the core, transitioning out to the surrounding single family areas. Staff would not recommend expanding the Charleston District Center to include this area as it does not comply with Center approach, as this area is existing established single family neighborhood.

In addition, as described at the beginning of this report within the *Growth Targets and Land Supply*, an Updated Land Capacity Analysis (ULCA) has been conducted for this Comprehensive Plan update. Staff has identified all vacant and underutilized lands for residential and commercial capacity. The land supply for residential and commercial is in excess from the predicted growth targets. This is further complicated by the fact that the ULCA primarily addresses vacant and underutilized land, and not vacant commercial buildings. As the City has many empty buildings, there is actually has more commercial square footage available then stated in the ULCA. As such, all recommendations provided by staff for this Comprehensive Plan update is actually to reduce our Centers area, as Centers plan for higher and more intense uses. This is also a reason why the Haddon Neighborhood Center should be removed (see last section)

**STAFF RECOMMENDATION:** Based on the information we have and after consideration of the condition of this single family neighborhood housing stock and the fact that our growth targets don’t require additional redevelopment land area, staff is not recommending an expansion of the Charleston District Center into this established single family neighborhood.

## Field Notes and Recommendations (continued)

- Commercial Corridor (CC)
  - FIELD NOTE: The Commercial Corridor (CC) straddles Kitsap Way starting at Napa Auto Store to the east and ends at Rite Aid to the west. This designation seems appropriate per the classification in the Comprehensive Plan, however through our walking tour, specific parcels were identified as inappropriately designated. Those parcels are described as such:
    1. FIELD NOTE: Parcel just north of the building located on Kitsap Way and Wilbert Avenue, just north of the former Total Video building (currently contains a smoke shop and vacant spaces). Until recently this property contained four dilapidated single-family residences that are now demolished. Access to the property is from Wilbert and has no access to Kitsap Way  
STAFF RECOMMENDATION: Due to the topography this commercially designated parcel is above the existing building located on Kitsap Way and can only be accessed from the road Wilbert Avenue near a 90 degree turn in the road. This property should be designated as Low Density Residential designation (LDR).
    2. FIELD NOTE: Across Kitsap Way from the above stated parcel, is a single-family residential property that sits approximately 40' above Kitsap Way due to its topography. This parcel is also designated as CC. The access from this parcel is on the bend down to the 11<sup>th</sup> Street light on Kitsap Way.  
STAFF RECOMMENDATION: Due to the topography and the access to the parcel, staff is recommending resignation of this parcel to LDR.



3. FIELD NOTE: In addition to removing parcels from CC, additional parcels should be included within this designation which includes the area between 11<sup>th</sup> Street and 9<sup>th</sup> Street between Adele Street and where Charleston Avenue starts. This area includes the former Evergreen Senior Housing (which has split zoning of CC and LDR), Cypress Garden Senior Housing, sub-station, and a church which is currently zoned Low Density Residential.

STAFF RECOMMENDATION: Consideration to re-designate this area to CC designation could be utilized for this area because the uses are commercial in nature.

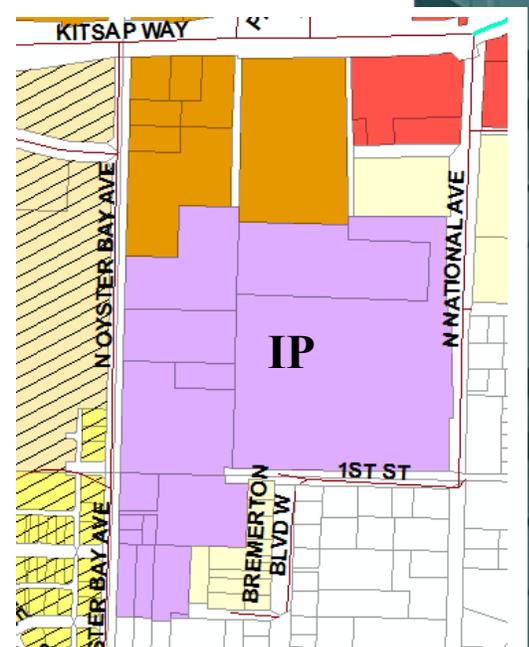
## Field Notes and Recommendations (continued)

- Oyster Bay Neighborhood Center
  - **FIELD NOTE:** As discussed on a previous page, as identified from the Land Capacity Analysis, the City can already accommodate more jobs and residents with our current Land Use designation than necessary for our 20-year planning horizons. The Oyster Bay Neighborhood Center is a center that staff has not seen improvements within the last decade, and if development was to occur, this area would not necessarily warrant additional planning elements.
  - **STAFF RECOMMENDATION:** To simplify the Comprehensive Plan and to further address our excess residential capacity, Oyster Bay Neighborhood Center should be re-designated to a commercial designation, potentially the Commercial Corridor designation.



*Oyster Bay Neighborhood Center is along Kitsap Way and Oyster Bay*

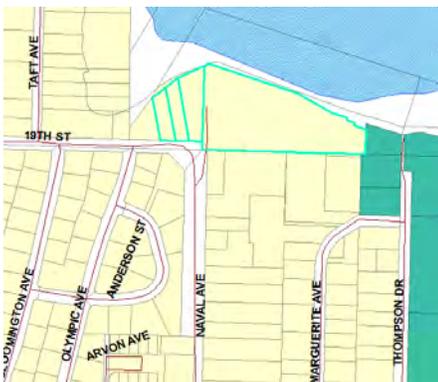
- Industrial Park
  - **FIELD NOTE:** The Industrial Park (IP) designation supports well-planned office and light industrial complexes, that provides transitions to the nearby less intense uses. The IP designation within this district is applied on the parcels that contain the West Sound Technical Skills Center, City of Bremerton Public Works Department, construction company offices and vacant lands. Re-designation of this area may be warranted to commercial designation, including the parcels to the north and the West Sound Technical Skills Center. Please note that the bordering parcels to the east are Kitsap County jurisdiction and are classified as Industrial.
  - **STAFF RECOMMENDATION:** Staff will consider re-designation of the parcels within this area to appropriate designations given the uses on the site.



*Industrial Park (IP) is the purple parcels.*

## Field Notes and Recommendations (continued)

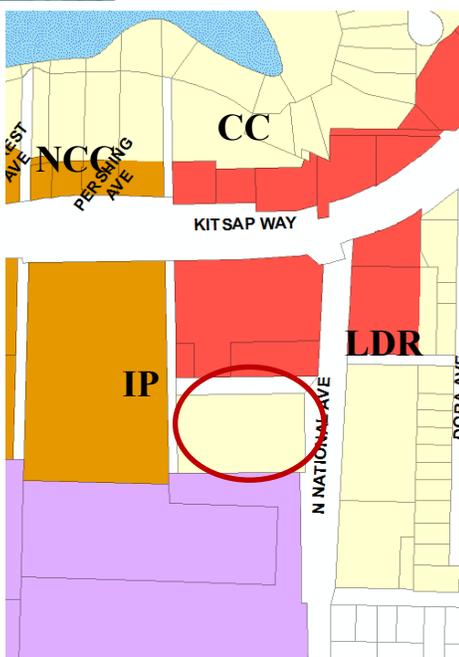
- Low Density Residential
  - **FIELD NOTE:** One of the intents of the 2004 Comprehensive Plan was to promote homeownership by encouraging single family homes in LDR areas and in turn limiting duplexes, and multifamily structures to center designations. However, within the LDR designation, there are many existing types of housing, including duplexes and townhomes (3 or less units) and multifamily structures (4 or more units). These are currently classified as nonconforming uses.
  - **STAFF RECOMMENDATION:** A potential consideration for duplexes and townhouses (3 or less units) is to modify the Comprehensive Plan policies to allow them. The development would have to comply with the LDR designation of 5 to 10 dwelling units per acre (or the density assigned after this update). Such as within the LDR a 3-unit townhome could be built on a minimum 0.3 acres lot, meeting density requirements of 5 to 10 dwelling units per acre. Multifamily structures (structures with 4 or more units) would require new multifamily designations within



*Parcels selected include a multi-family apartment and vacant lot*

the Comprehensive Plan, as they were removed in the 2004 Plan. Or, these multifamily units could remain limited to centers, or continue as nonconforming within the LDR.

- **FIELD NOTE:** The area to the west of Marine Industrial, along the waterfront, contains a multifamily structure and a vacant lot within the LDR, which allows single family residential uses. Staff has received request for this area to be developed at multifamily, however this is against the Plan’s goal of limiting multifamily to centers. This area is within a half mile to Olympic College thus providing an opportunity to support housing options.
- **STAFF RECOMMENDATION:** Consideration of allowing multifamily, beyond the center should be discussed throughout this update. Discussions is similar to the above recommendation



*LDR designated parcel may be re-designated as Commercial*

- **FIELD NOTE:** A parcel located on National Avenue (as highlighted in the picture to the left) is LDR designation as it contains a single family residence. However it is surrounded by Commercial Corridor, Neighborhood Center Core, and Industrial Park designation. Staff has received inquiries to develop this lot as a commercial property to comply with the surrounding uses (such as Rite Aid and the former Chieftain Hotel to the north and QFC complex to the west),

**STAFF RECOMMENDATION:** Consider re-designating this lot to commercial designation to provide opportunity for redevelopment along National Avenue.

## Field Notes and Recommendations (continued)

- Common Themes:
  - FIELD NOTE: As Staff reviewed the Plan for this update, references to the previous Plan was used. Such as in the Limited Commercial (LC) designation references the previous Plan's designation when discussing LC designation. In addition, Staff is recommending consolidating and simplifying the Comprehensive Plan as a whole to create a more user-friendly document.  
STAFF RECOMMENDATION: To assist in simplicity and creating a more user-friendly document, staff is recommending revising description to help clarify all land use designations and remove reference to previous Comprehensive Plans.
  - FIELD NOTE: Throughout all the District tours, conversations came up about how we promote redevelopment and the reuse of existing buildings that may be nonconforming (example: a store within the LDR designation). Our current Comprehensive Plan encourages limiting commercial uses to main arterials and centers, however there are underutilized building spaces throughout the City that are just becoming blights within neighborhoods. Complicated application processes for building reuse are intimidating, so how can we expedite the process? This should be a goal of this process to have policies that encourage redevelopment of existing buildings as the City of Bremerton has a surplus of underutilized spaces.  
STAFF RECOMMENDATION: Parcels with nonconforming commercial uses should be re-designated to commercial designations if appropriate (such as, adjacent to existing commercial designations). Add goals and policies to help expedite the process and consideration for redevelopment and reuse of existing buildings within the City.

## Council District 6 Profile

# DRAFT

### Work Program

*This report is one part of eight for the City of Bremerton Work Program for the Comprehensive Plan Update. The documents that comprise of the Work Program are the Report on Comprehensive Plan Consistency with State Law and Policy, and the other six District Profiles, all are under a separate cover. All these documents are out for public comment. All documents of this Work Program can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com).*



*Staff, Allison Satter, and the honorary District Mascot during the District 6 tour*

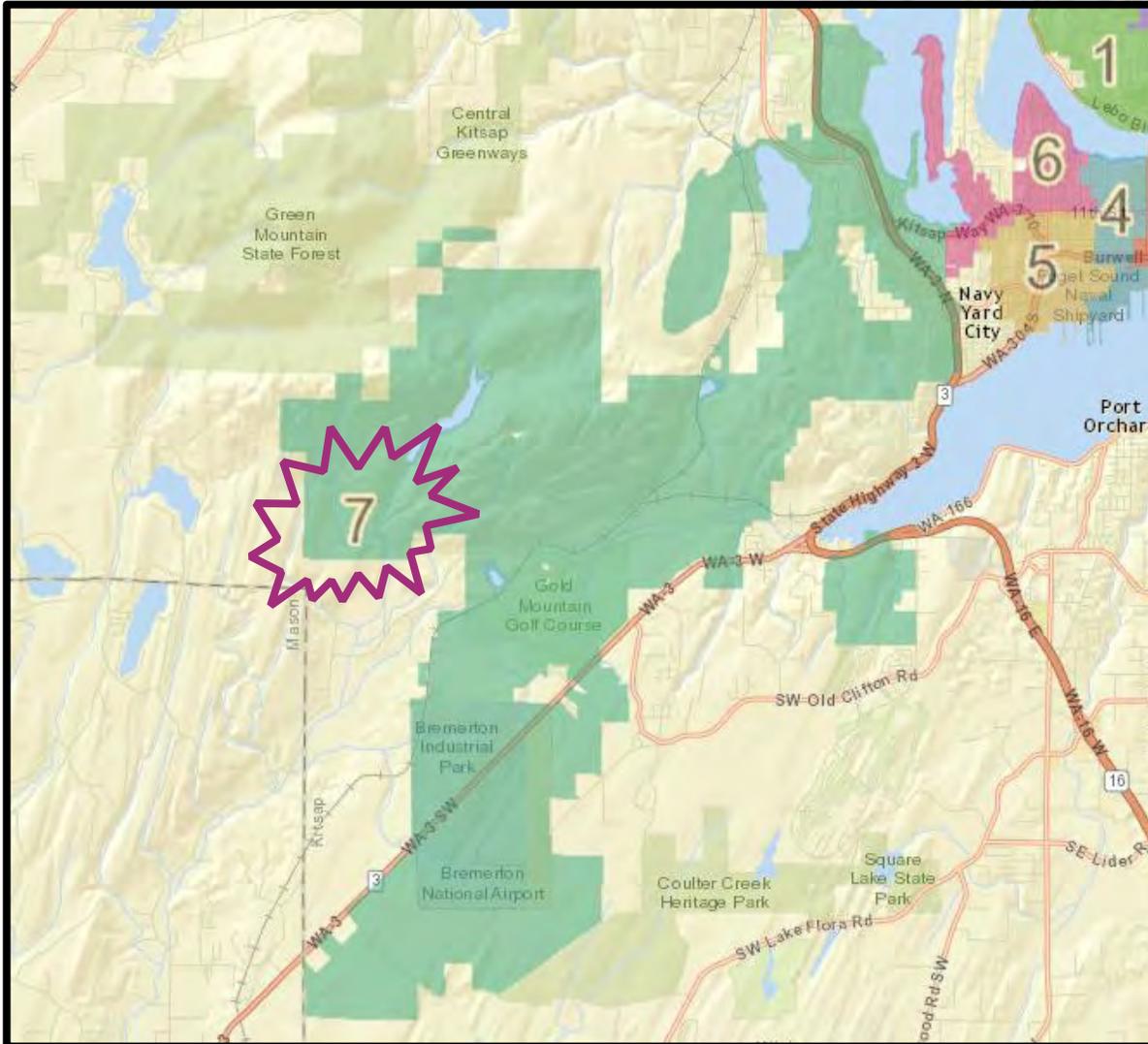
***The City is waiting for your comment! Get your neighbors, walk your district and help with this process. If you can provide comments about the Work Program, give us answers to the questions (1 to 5) on page one, AND identify the location of the District Mascot (picture at left), there is a prize for you (one per participant please). Must pick up prize at City Hall. Supplies are limited, but all comments are welcome and encouraged!***

*Please contact Allison Satter, Long Range Planner, at (360) 473-5845 or [compplan@ci.bremerton.wa.us](mailto:compplan@ci.bremerton.wa.us) with your feedback!*



345 6<sup>th</sup> Street Suite 600 Bremerton, WA 98337 | ph 360.473.5845 (Allison Satter)

[www.Bremerton2035.com](http://www.Bremerton2035.com) | [Compplan@ci.bremerton.wa.us](mailto:Compplan@ci.bremerton.wa.us)



## District Profile

*2016 Comprehensive Plan Update –  
Growth Management Act Monitoring*

DRAFT

August 29<sup>th</sup>, 2014 – District 7



## 2004 City of Bremerton Comprehensive Plan States:

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



Eric Younger  
District #7 Representative

Have comments, suggestions, want to stay informed? Please participate at: [www.Bremerton2035.com](http://www.Bremerton2035.com)

## Comprehensive Plan Update 2016 – Work Program

### Comprehensive Plan Update

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PRSC) [Vision 2040](#) and [Kitsap County's Countywide Planning Policies](#).

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by June 30, 2016 to comply with State GMA (RCW 36.70A.130(5)).

### Now We Know Why, What's Next?

As the City embarks in the update for the Comprehensive Plan, we are encouraging everyone to consider what the current Comprehensive Plan goals and policies say and where do you see Bremerton in 20 years (do the policies and your vision match?). The following pages are a summarization of the current plan and current trends. When you are considering the following information, keep the following questions in mind:

1. **What makes Bremerton a Special Place?**
2. **What makes people want to become part of this community?**
3. **What attracts new vigor and activity to this community?**
4. **What are the qualities that make Bremerton unique in the world and special to its citizens – both old and new?**
5. **What changes would you make to the Plan to make it match with your response to the last four questions?**

The Plan can be seen in its entirety at  
[www.ci.bremerton.wa.us/compplan.html](http://www.ci.bremerton.wa.us/compplan.html)

# Growth Targets and Land Supply

Washington State Law requires that the City plan for the growth targets established by the Washington State Office of Financial Management. The following table summarizes those growth targets:

Jurisdiction	Census 2010	Target Growth within 20 years	Additional Residents to Plan For
City of Bremerton limits	37,729	52,017	14,288 people

An Updated Land Capacity Analysis (ULCA) has been conducted for this Comprehensive Plan update. The ULCA reports can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com). In the ULCA, staff has identified all vacant and underutilized lands for residential and commercial capacity. The growth targets of the City of Bremerton are to accommodate 14,288 people and 18,003 jobs within the next 20 years. After performing the ULCA, it has been identified that with our current designations approximately 34,000 people can be accommodated and 19,000 jobs. As such, the land supply for residential and commercial is in excess from the predicted growth targets.

This table summarizes the District’s residential data that was used in the [Update Land Capacity Analysis](#):

District 7	Total Acres	Identified as Underutilized*	Underutilized Lot Potential (@7.5 units/acre)	Underutilized Lot Potential Population (@2.24/unit)
Low Density Residential (R10)	2,643.9	1169.6acres	8,772 lots	19,649 people could be accommodated within District 7

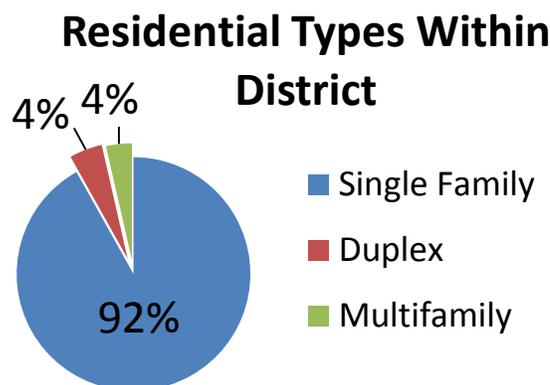
\* Underutilized is identified in Bremerton Land Capacity Analysis; includes vacant land or lots that could be subdivided. These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014.

This table summarizes the District’s commercial data that was use in the [Update Land Capacity Analysis](#).

Commercial Zone	Acres	Square Footage of Buildings	Land Supply Capacity and Jobs that can be accommodated within District
Bay Vista	88.2	220,548	103,499 sq ft or 345 jobs
Commercial Corridor	16	64,992	48,725 sq ft or 97 jobs
Freeway Corridor	177.4	1,212,020	416,475 sq ft or 833 jobs
Industrial	323	189,129	1,089,873 sq ft or 1,125 jobs
Institutional	14.6	55,098	4,586 sq ft or 9 jobs
Limited Commercial	14.4	99,954	38,388 sq ft or 77 jobs
Neighborhood Business	3.8	19,243	19,676 sq ft or 39 jobs
Neighborhood Center Core	5.2	37,203	10,313 sq ft or 21 jobs
SKIA	3,616	895,277	10,872,525 sq ft or 11,220 jobs

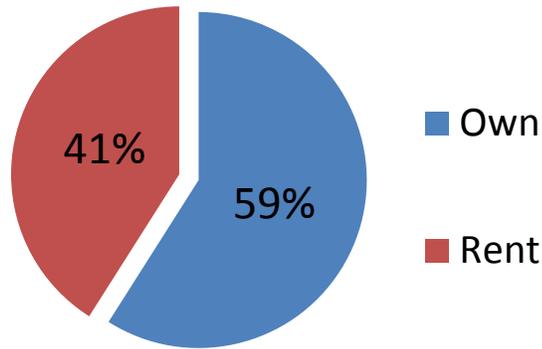
\*These numbers are in draft form, as the analysis is still in draft form until Kitsap County’s adoption late 2014

## Current Stats of District 7:



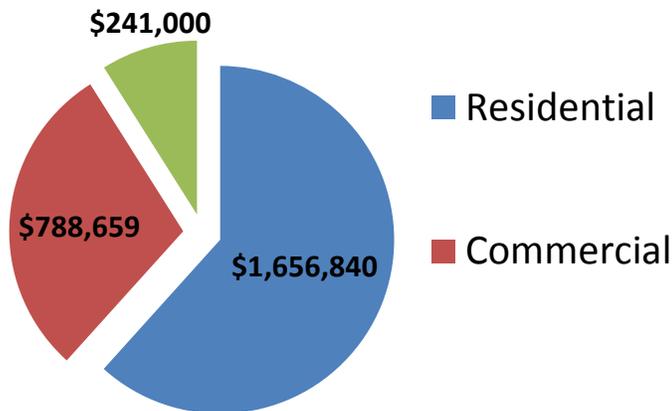
**Current Stats of District 7 (continued):**

**Single Family Residences  
Ownership**



This analysis was performed using Kitsap County Assessor data as of August 2014 to compare tax payer address to owner’s home address. Breakdown is in the file within Department of Community Development.

Residential Type	Median Year Built	Median Building Value	Median Total Value (land & structure)
Single Family	1968	\$132,367	\$197,219
Duplex	1978	\$88,866	\$127,969
Multifamily	1972	\$431,583	\$529,393



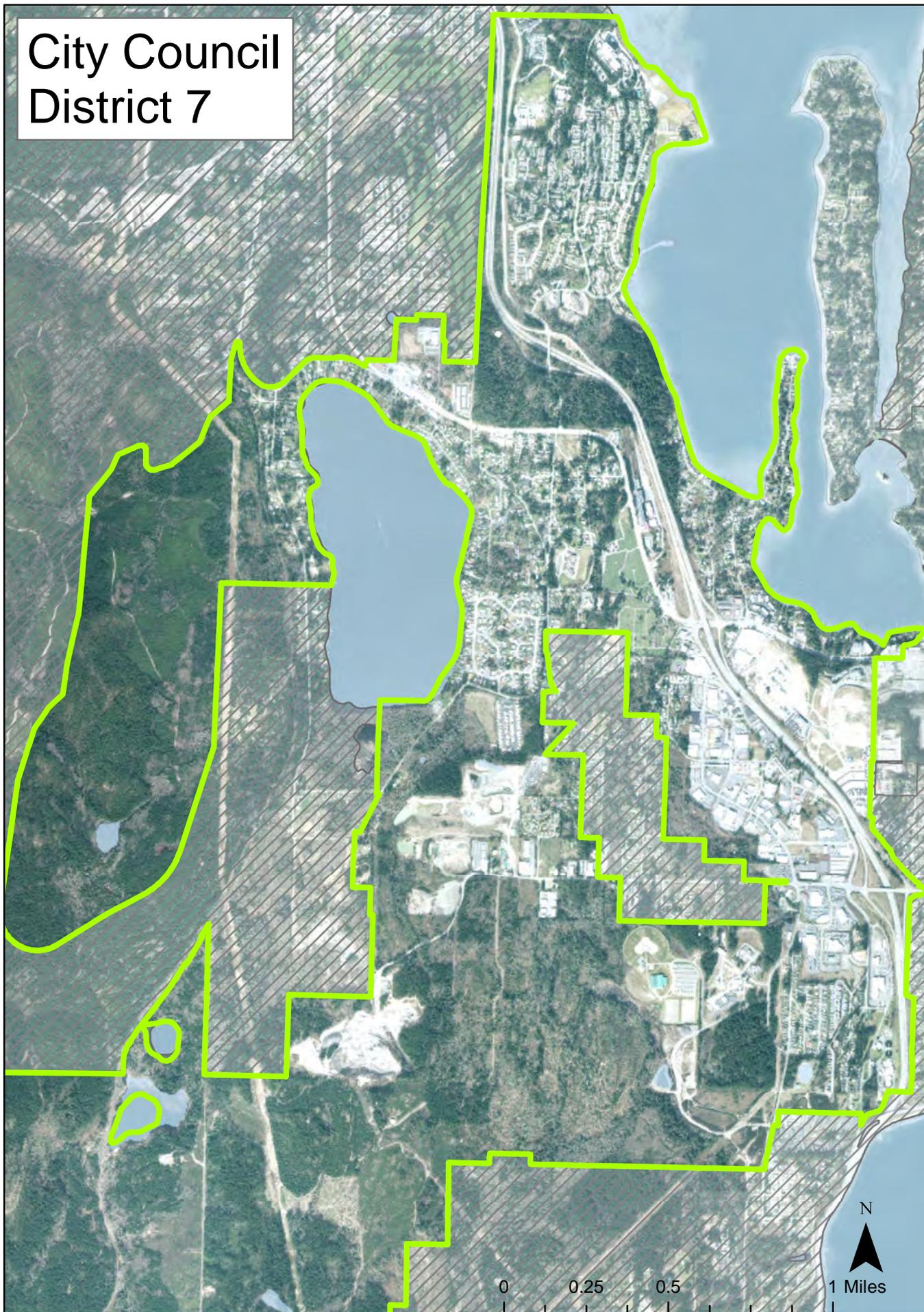
**Permit Submittals**

Graph to the left shows where money is being spent on improvements (by permit value) within this district between January – July 2014.

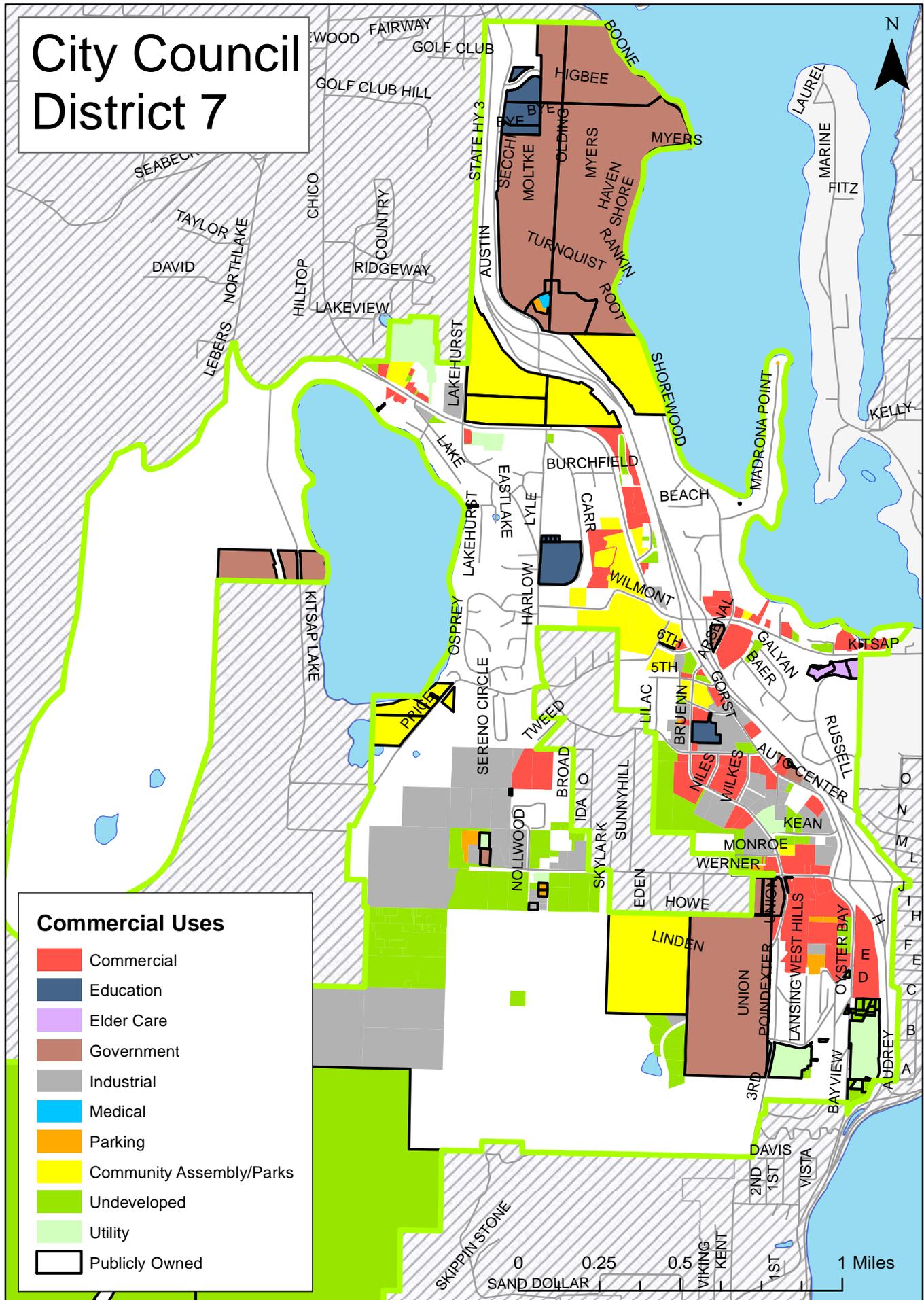


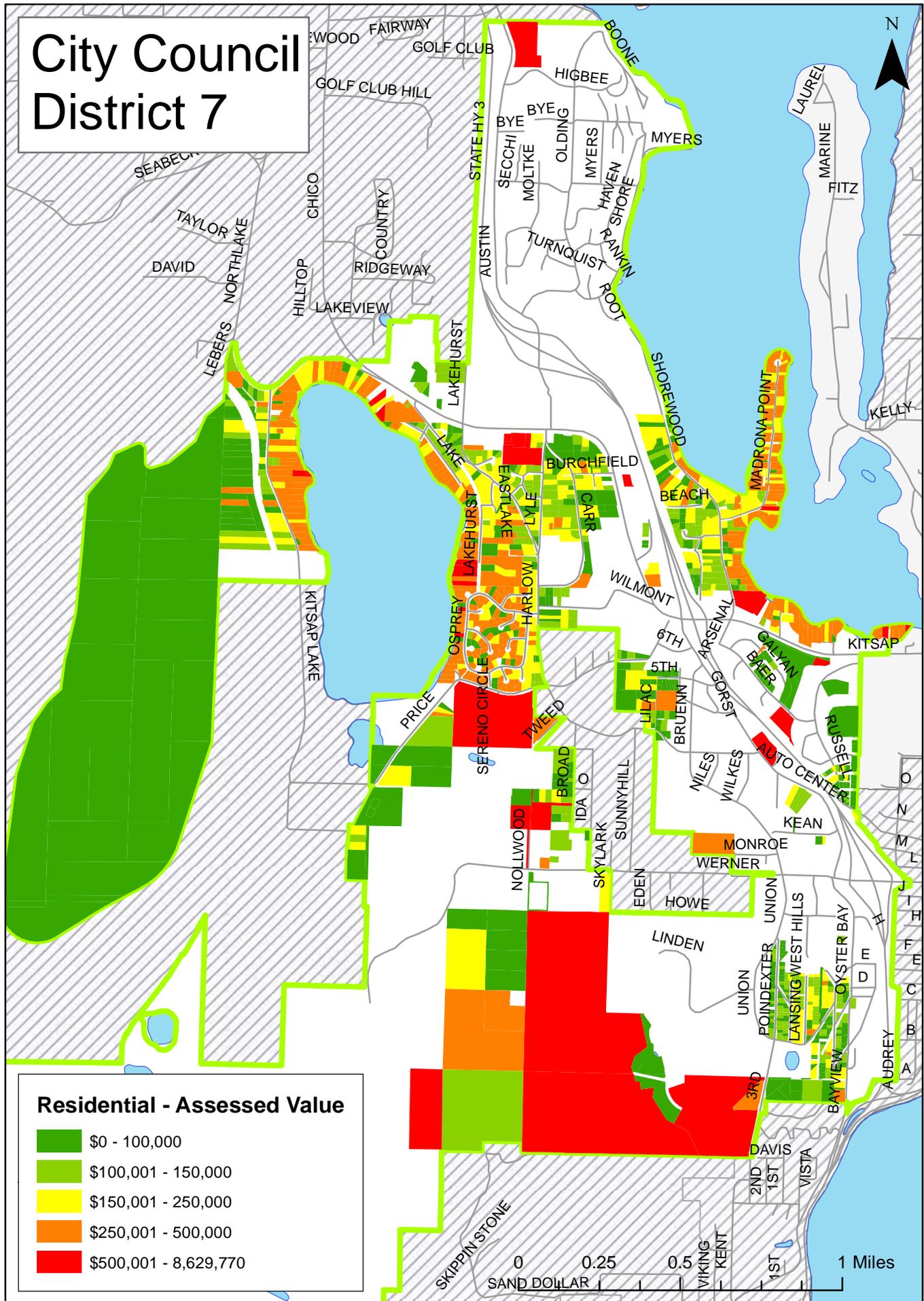


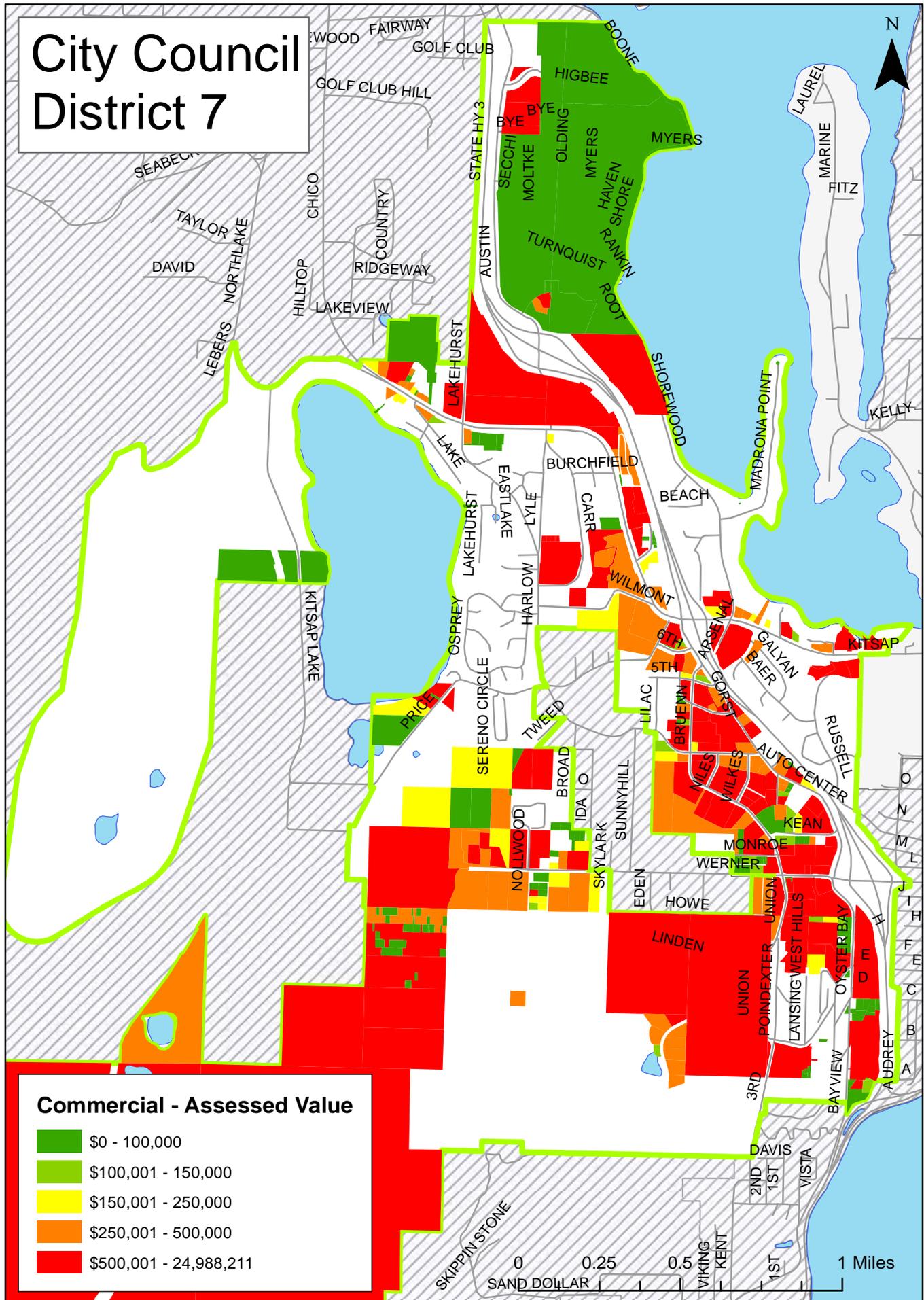
City Council  
District 7

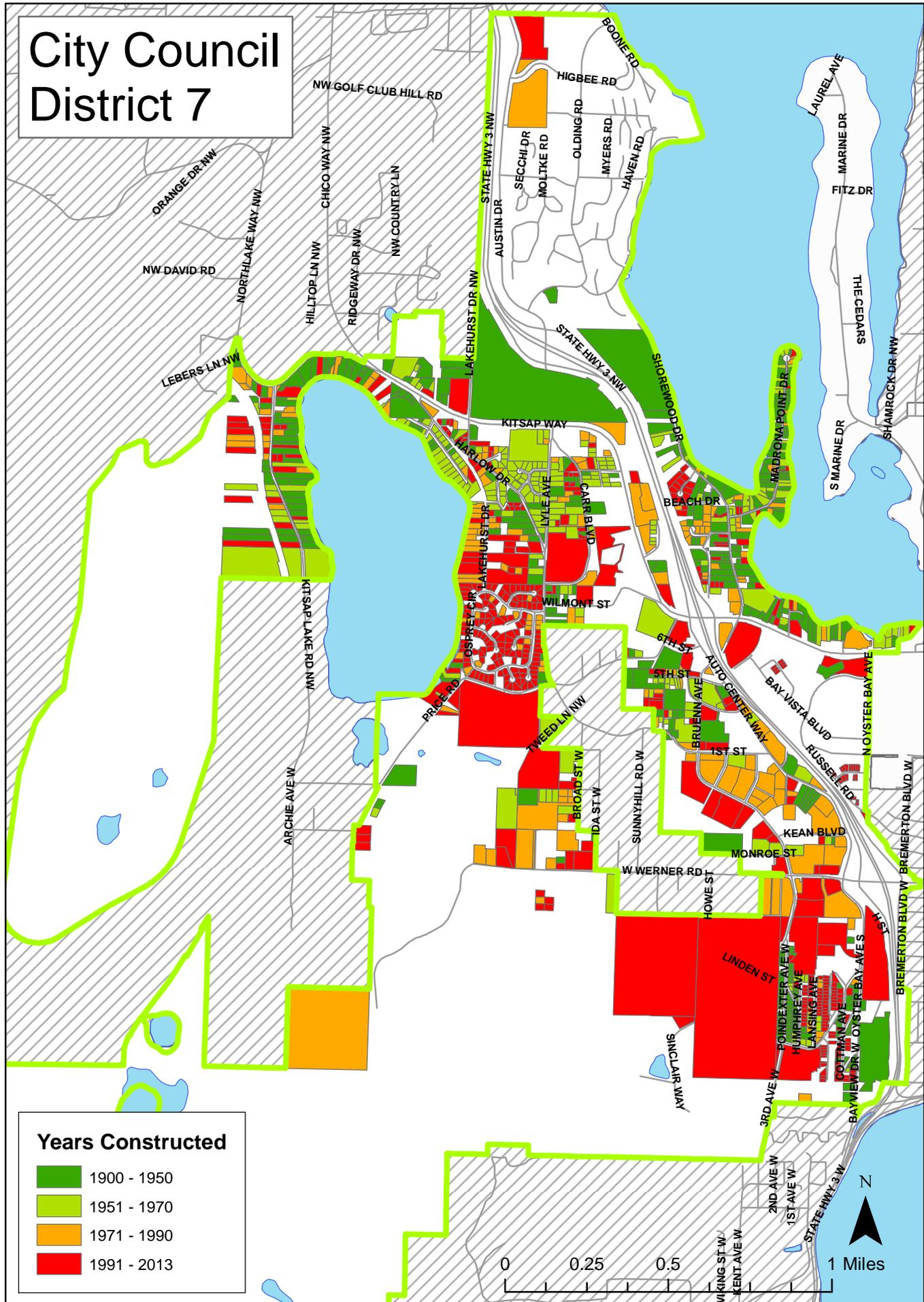




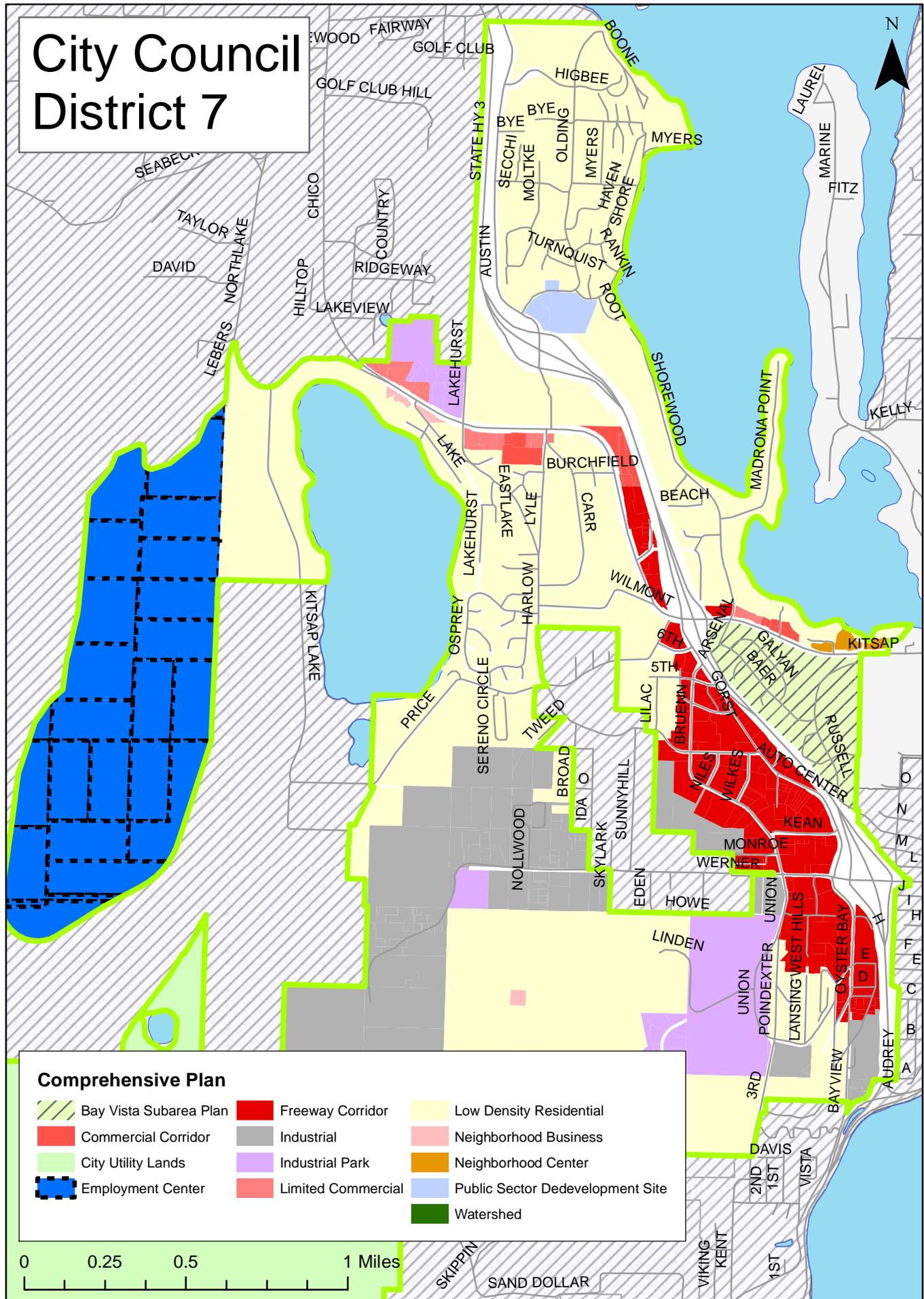


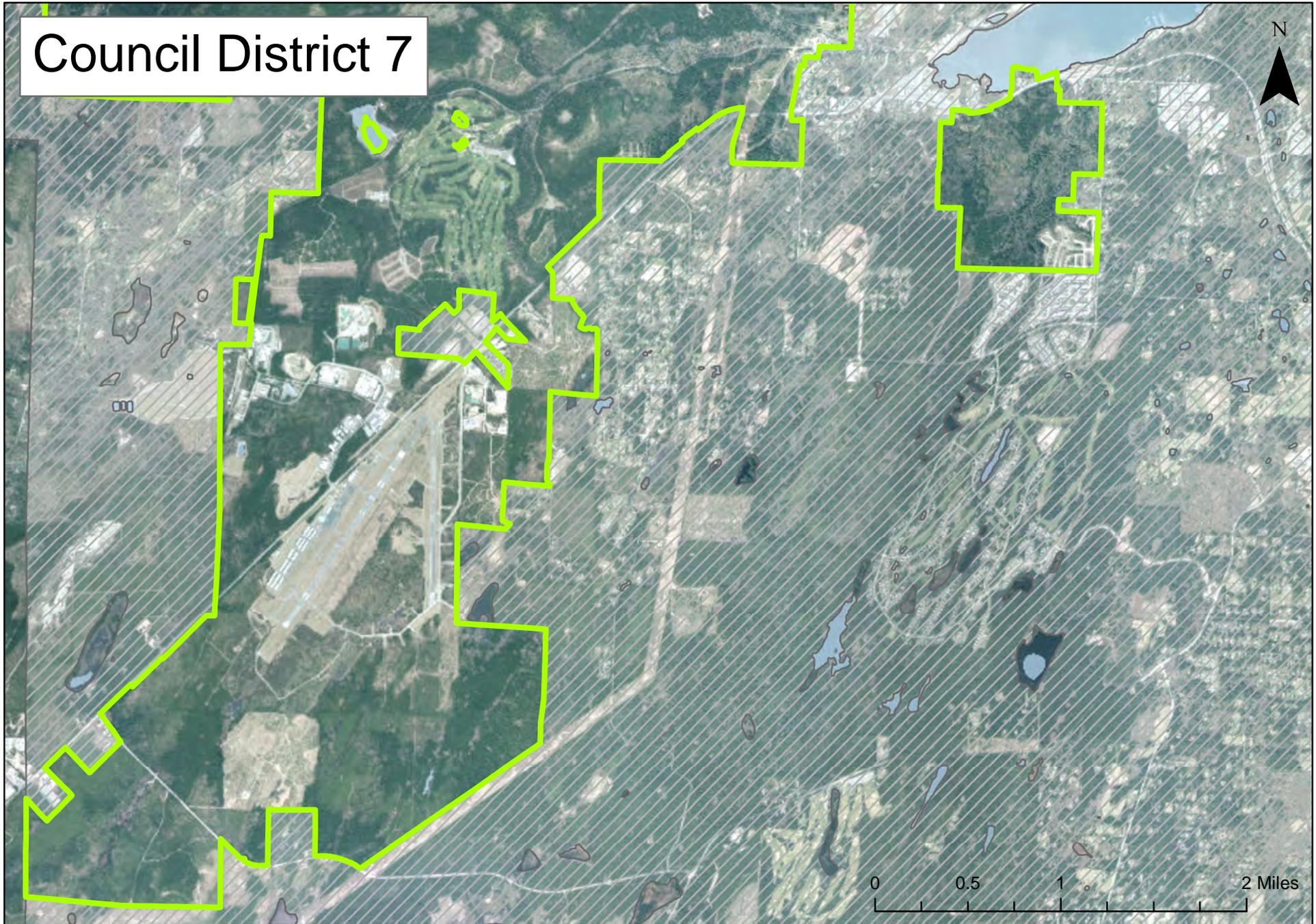


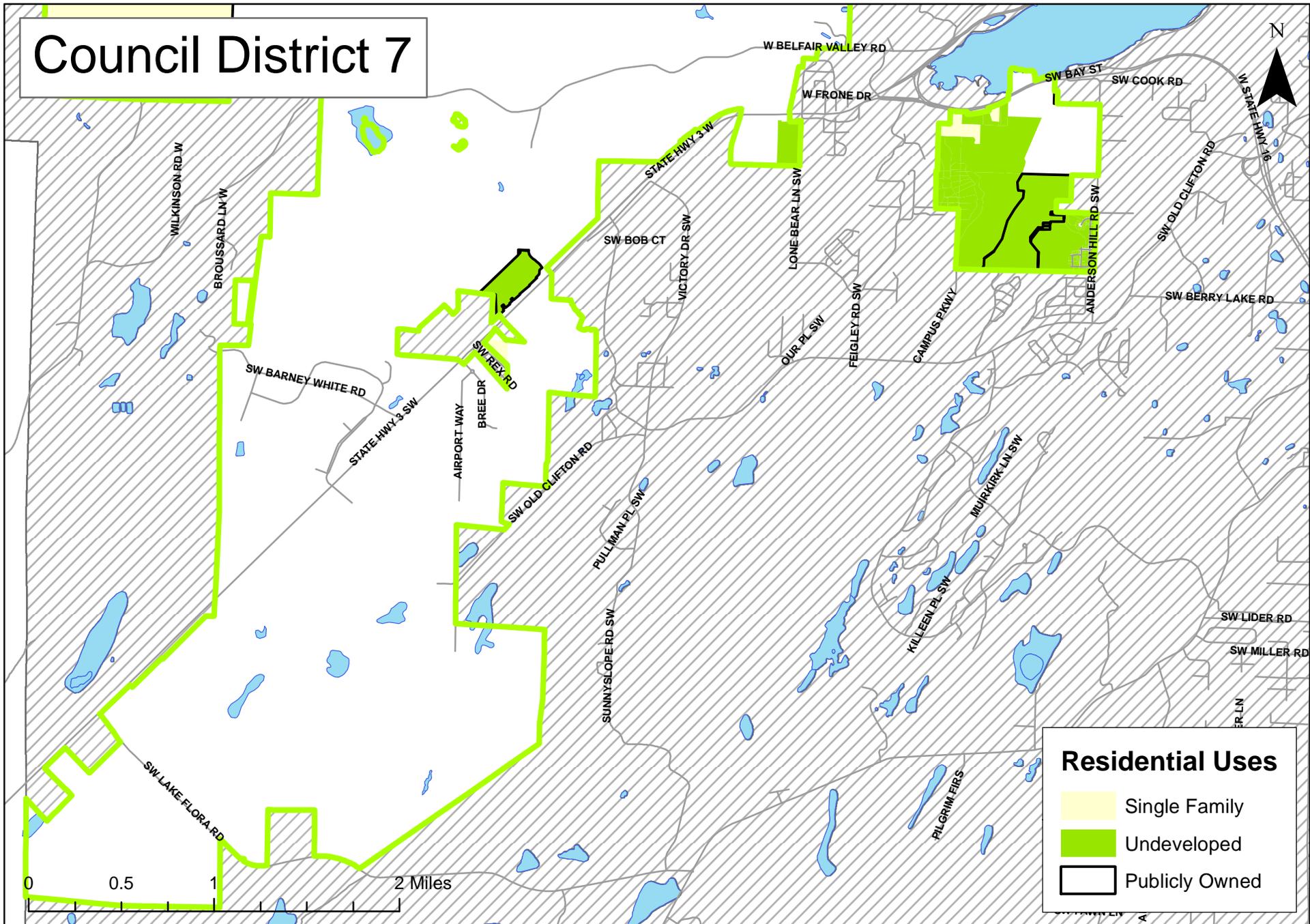


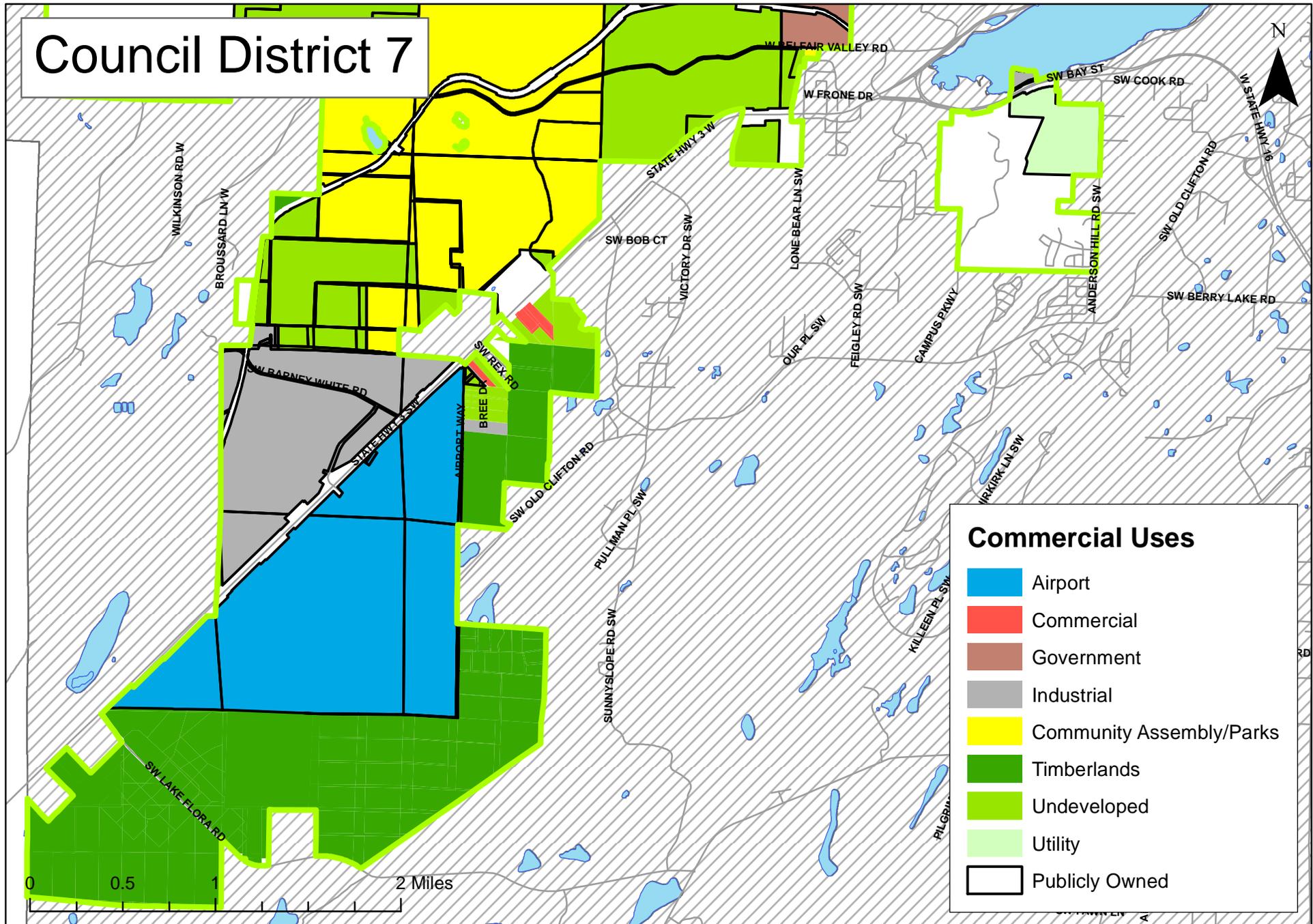


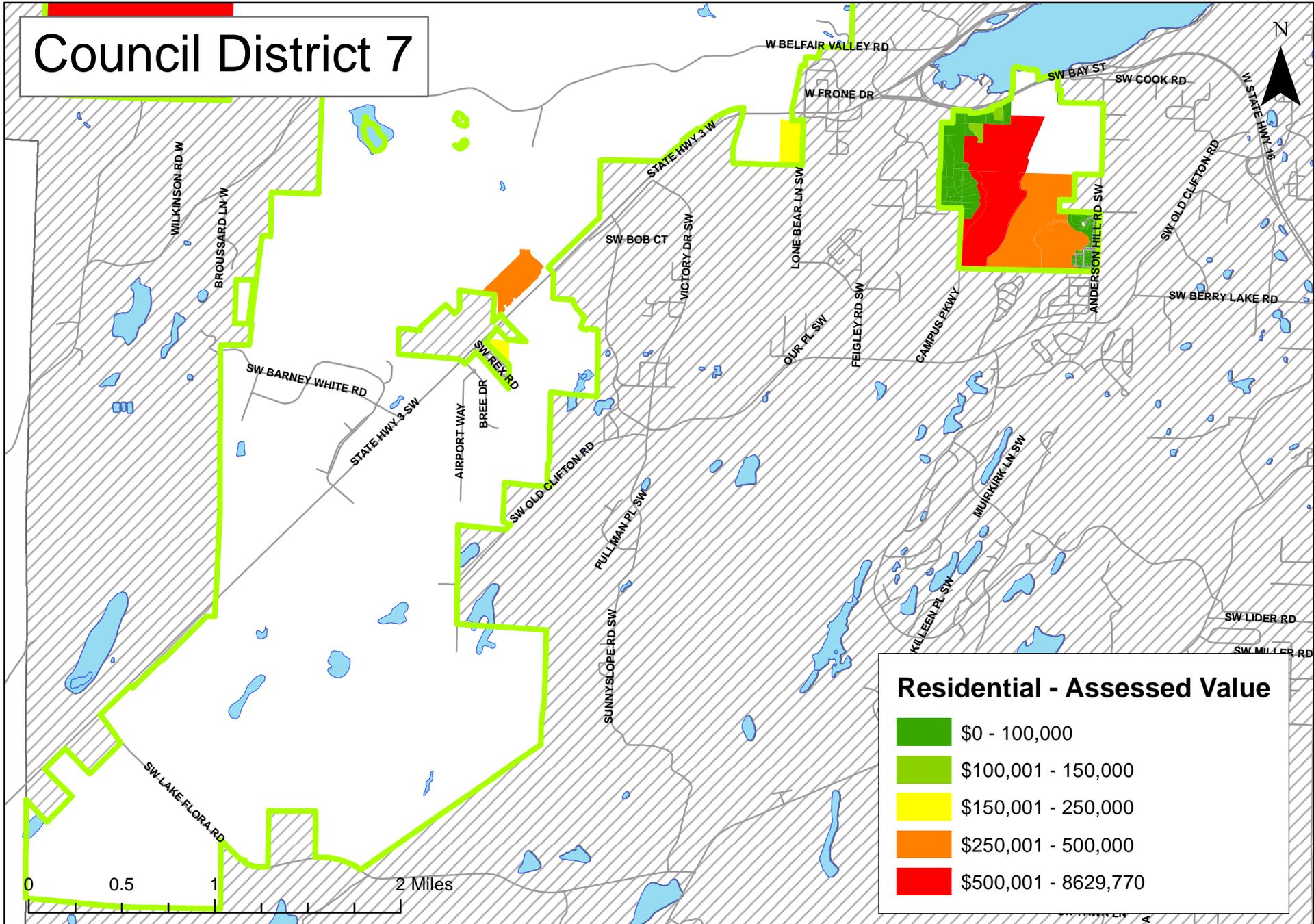


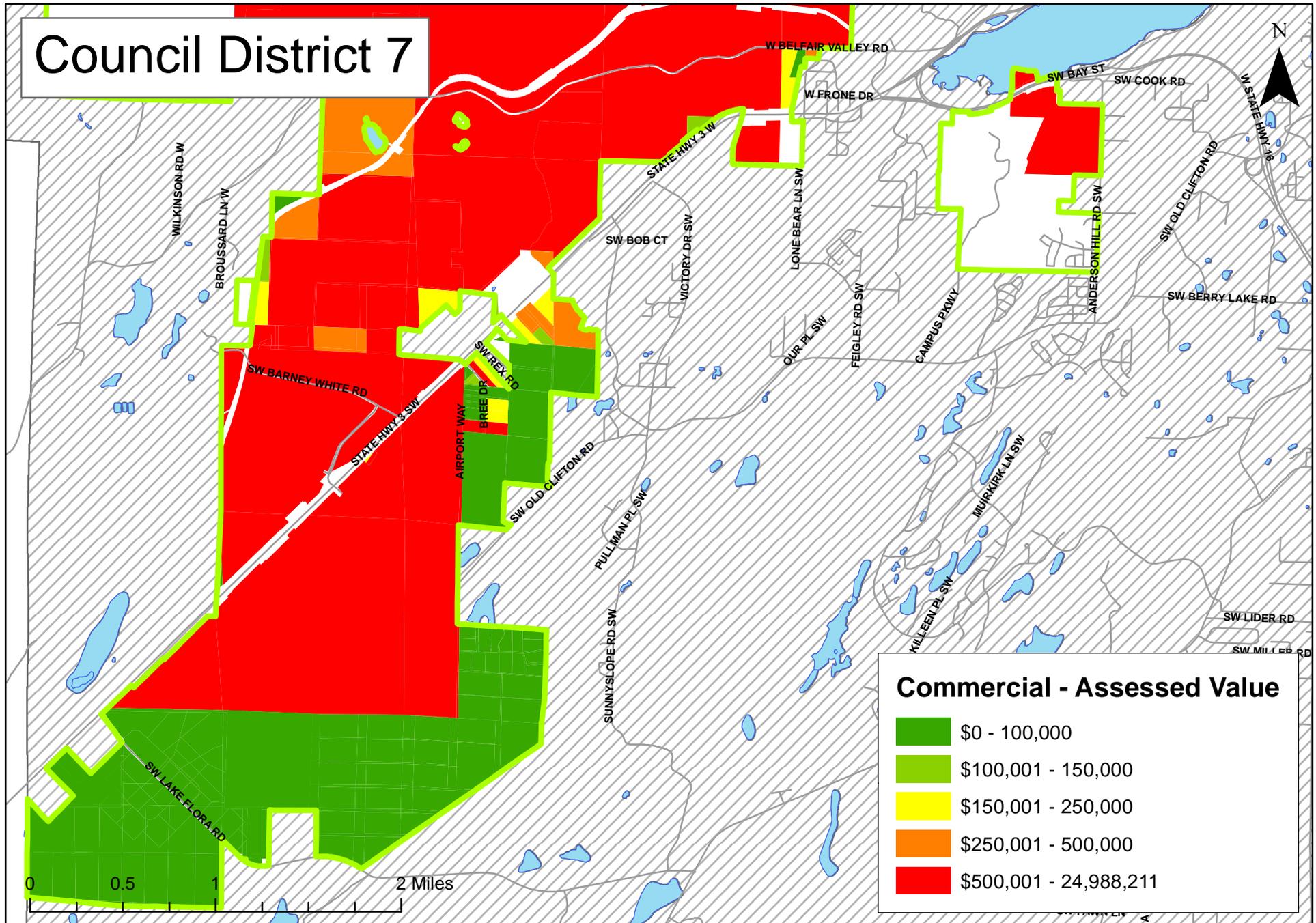


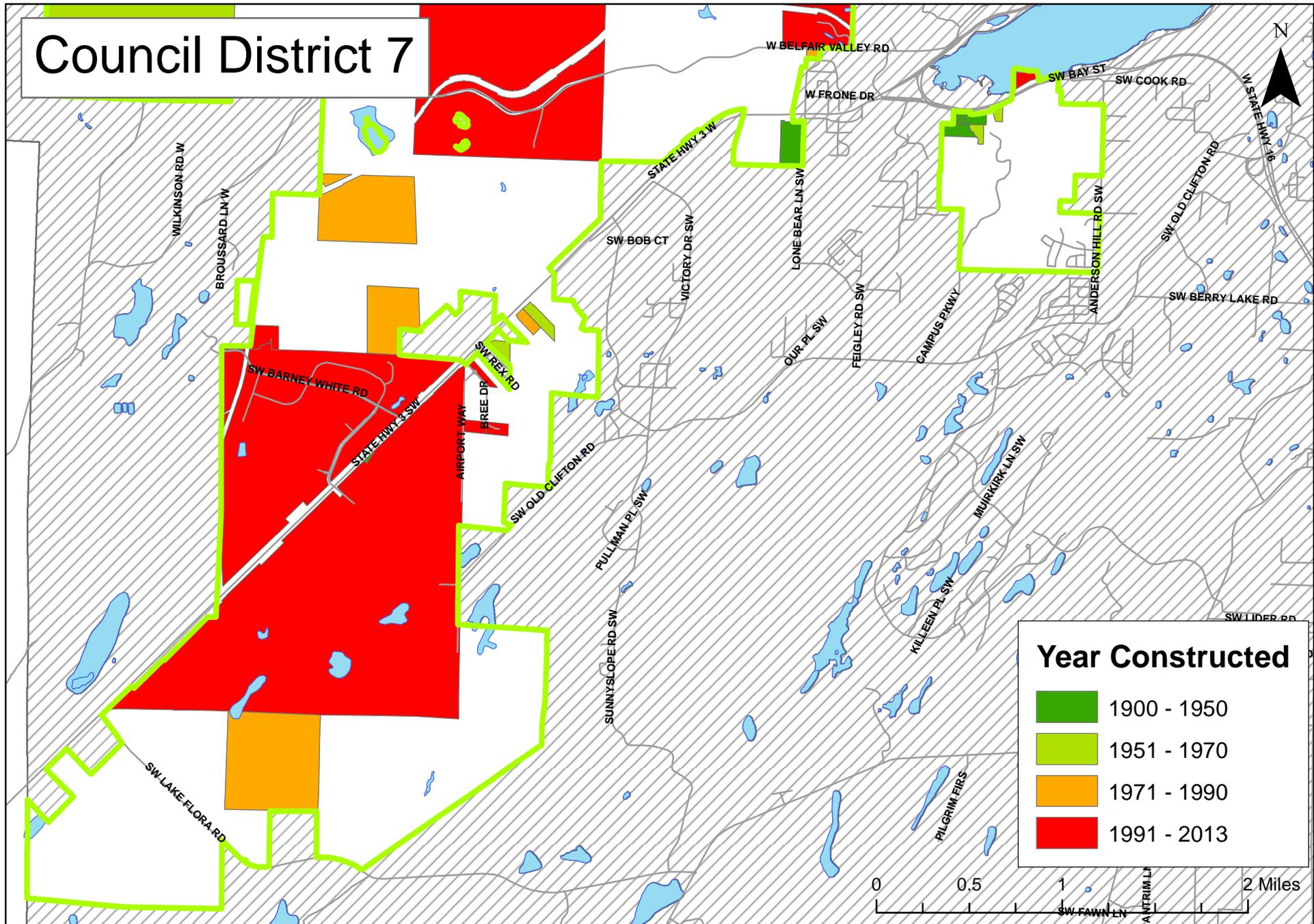


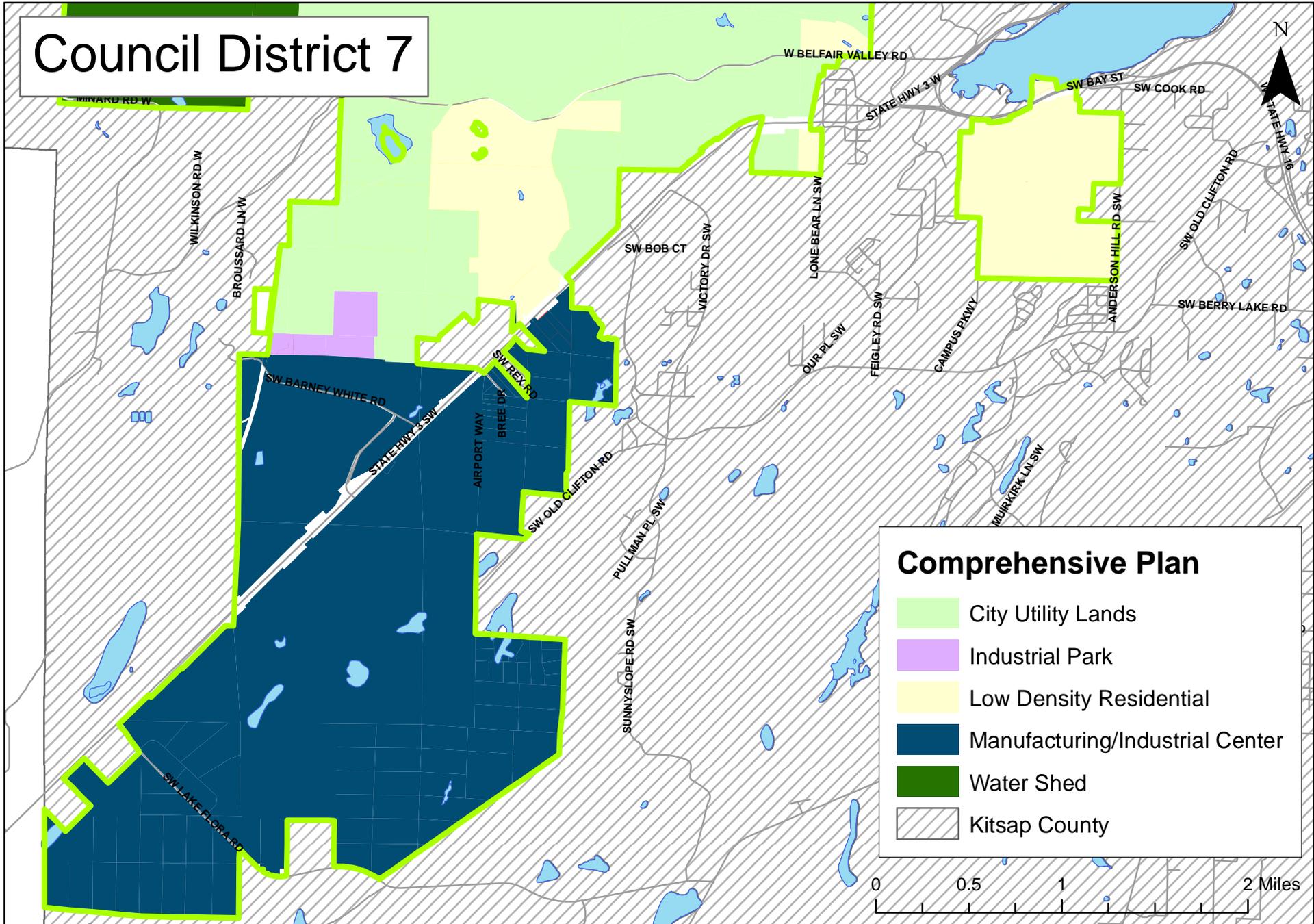












# 2004 Comprehensive Plan – Current Code

*Within District 7 twelve designations have been identified within the 2004 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised. This area includes Puget Sound Industrial Center – Bremerton and Bay Vista Neighborhood Center.*

## **Low Density Residential (LDR)**

Density: 5-10 units per acre

Height: Low rise, not to exceed 3 stories

Structure Type: Detached single family housing (unless PUD) includes zero lot-line)

Character: Compatible with surrounding neighborhood

Location: Where predominant today, covering most areas of the City

Policy direction: Protect the character of single family neighborhoods by infilling at compatible densities and focusing higher intensity land uses in designated centers and corridors.

Discussion: The city’s residential neighborhoods are characterized by low-rise (1 to 3 stories), detached homes on traditional urban lots. Some attached housing may be appropriate to respond to the development-sensitive conditions. It may be produced through planned unit development, but should also be low-rise.

To maintain the traditional character of residential districts that are mostly developed, new residential projects should be built at compatible densities. Efficient delivery of urban services is best achieved at densities such as those found in West Bremerton between Callow and the Narrows. This area is characterized by a formal grid street pattern that defines the most strongly urban platting within the City. The average residential density here approaches seven units per acre.

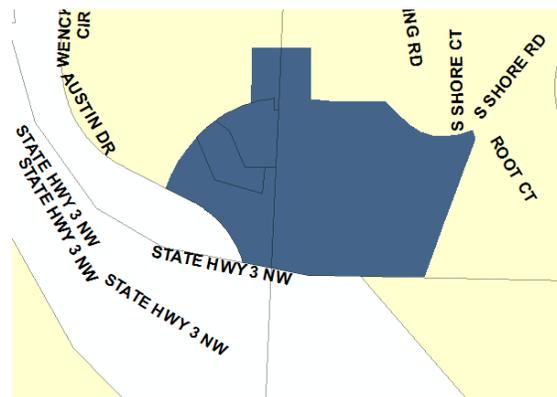
## **Institutional (INST) / HE (Higher Education)**

Density: N/A

Height: 60

Structure Type: Educational facilities

Character: This designation recognizes public collegiate campuses



Policy Direction and Discussion: The Higher Education designation recognizes the Olympic College Campus. The designation provides for growth at the OC Campus, but promotes growth that is compatible with the surrounding neighborhoods and other nearby areas. In general, the College is encouraged to seek to accommodate new facility needs by growing “up” rather than by occupying lands in the surrounding areas. Increased building height is suggested to accommodate such growth. In addition, campus growth through infill of underutilized ground area within the existing campus boundary is also encouraged. The City will re-asses maximum lot coverage standards and consider other regulatory measures to accommodate the desired infill.

### **Neighborhood Center Core (NCC)**

*General development parameters*

Density: 20 units per acre (average)

Height: Mid- rise, ranging from one to four stories.

Structure Type: Mixed, ranging from small-lot single family near the center edge to four story mixed-use structures at the focal point of the center

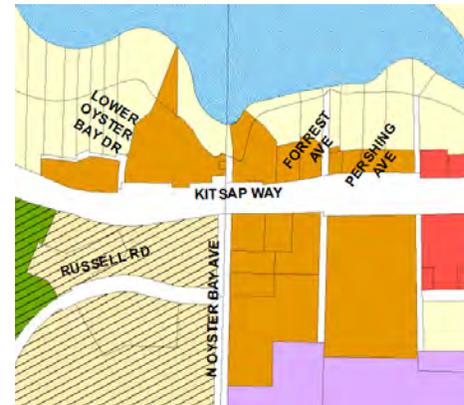
Character: Mixed-use, walkable environment with urban amenities serving center and surrounding neighborhood

Location: Specifically mapped locations, arranged to serve supporting neighborhood of approximately one mile diameter

Policy direction: Focus significant portions of new development into high quality urban centers providing services to a surrounding neighborhood in a pedestrian oriented, mixed use environment.

Discussion: The NC designation establishes Neighborhood Centers. Neighborhood Centers are mixed-use environments with an emphasis on mixed use structures, pedestrian oriented design, mixed and varied housing types, and the provision of neighborhood scale commercial, professional, and community services. The size and scale of a Neighborhood Center is such that it provides a focus and services for an area of approximately one mile in diameter surrounding the center. Neighborhood Centers are typically provided with at least one “focus amenity” such as a park, school, public facility, or public plaza. Neighborhood centers have an identifiable central area with building heights of at least two or three stories with retail or office uses at ground level and residential above. Building height is stepped down and density of housing is lower as distance from the focus area increases. Away from the central focus area, residential uses may predominate. Initially, design standards will be created, guiding development in all Neighborhood Centers. Over time, more focused neighborhood planning efforts will be conducted through which a specific plan that serves as an addendum to the Comprehensive Plan will be developed for each center.

Centers provide for efficiencies in the provision of public services such as utilities and transit. In addition, centers provide living environments attractive to a growing segment of society that desires a more active, stimulating setting, offering ability to access key amenities and conveniences without driving.



## Commercial Corridor (CC)

### *General development parameters*

Density: 20 units per acre, maximum

Height: 3 stories

Structure Type: Various commercial types, mixed commercial/residential types near street frontages are preferred

Character: High intensity commercial uses with residential component in street front buildings. Plentiful parking provided in locations behind or beside primary structures Location: Along high traffic corridors/primary arterials as mapped (initially indicated along Kitsap Way)

Policy direction: Provide appropriate locations for high intensity commercial uses in a setting based on an urban design ethic that creates a pedestrian-friendly, transit-supporting corridor, while accommodating a wide variety of commercial activities.

Discussion: The Commercial Corridor designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include multistory buildings on wide sidewalks at the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions are employed to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is provided behind or beside street fronting structures.



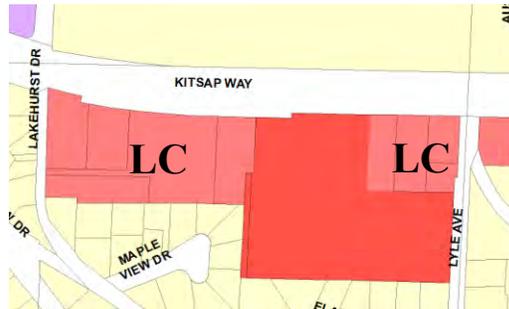
## Limited Commercial (LC)

### *General development parameters*

Density: Zero

Height: 60 feet

Structure Type: Commercial structures



Character: This designation recognizes commercial uses outside of centers that existed upon adoption of this Comprehensive Plan in 2004

Location: Various locations as mapped on the Comprehensive Plan Land Use Map

Discussion: The Limited Commercial designation recognizes General Commercial (CG) designations that existed prior to adoption of this 2004 Comprehensive Plan Update and on which development consistent with that designation exists. The designation operates to identify those existing uses and identify their physical extent in 2004. Expansion of those areas is not consistent with the intent of this plan.

## Neighborhood Business (NB)

Density: Residential uses accessory to an allowed commercial use

Height: 2 story

Structure Type: Small scale commercial structures, residential as an accessory use

Character: Small scale commercial nodes with uses such as groceries in converted residential structures or purpose built structures that are sensitive to the residential context

Location: Neighborhood Business districts should only be placed in areas where access to neighborhood supporting commercial activities cannot be provided in a Neighborhood Center, District, Center, Employment Center, Downtown Regional Center, or Commercial Corridor district within walkable distance – usually one mile or less.

Policy direction: Support viable neighborhoods without walkable access to services by providing locations for limited, small scale neighborhood serving commercial uses.

Discussion: The Neighborhood Business designation provides for small scale business locations outside of centers, the downtown area, or a commercial corridor. Neighborhood Business districts are typically areas of at least several parcels, but no larger than one acre. Uses under this designation are small scale retail and business activities serving the immediate surroundings. These include small groceries, convenience stores, and small offices and restaurants. The NC designation is reserved for use in locations where similar services cannot be provided within one mile at a Neighborhood, District, or Employment Center; a Commercial Corridor; or in the Downtown Regional Center. No designated Neighborhood Business area should be closer than one mile to any other such designated area. Minimal design standards should be employed to assure compatibility with surrounding uses.



## Freeway Corridor (FC)

### *General development parameters*

**Height:** None specified

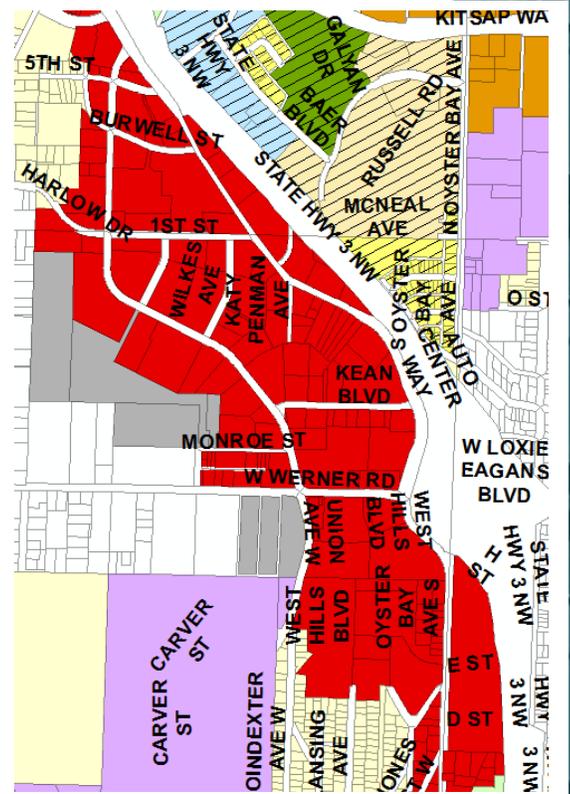
**Structure Type:** Medium to large scale commercial structures

**Character:** High intensity commercial activities including large retail structures; activities that include intense outdoor sales, and automobile related retailing; region serving/automobile oriented hotels and restaurants

**Location:** Adjacent to freeways

**Policy direction:** Provide appropriate locations for larger scale commercial uses.

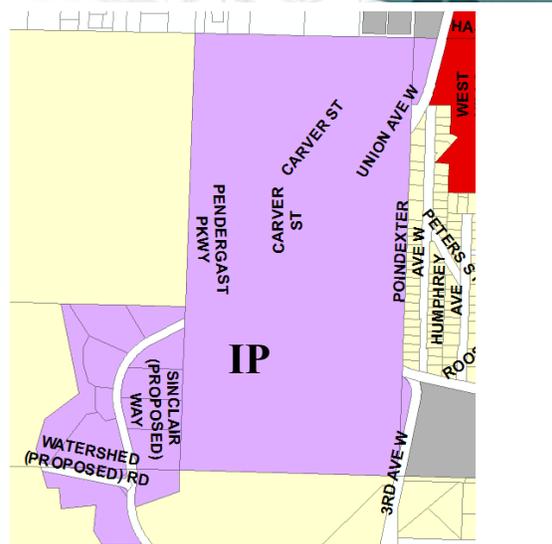
**Discussion:** Uses in this district will typically be regional serving in nature and scale, desire signs and structures that are visible to motorists on nearby freeways, and require parking for high volumes of customers. The Freeway Corridor designation provides appropriate locations for large retail uses (including “big box”), other uses that generate high levels of traffic such as automobile repair and retailing, and uses requiring large amounts of outdoor display space such as new and used car sales lots. In addition, motels and hotels for travelers and restaurants for freeway travelers may be appropriate. Development standards in this district balance a recognized need for large amounts of parking, somewhat more signage than in the typical commercial area, and large scale buildings, with good design practices. The design practices that apply will focus on adequate landscaping in parking areas, well designed and placed signs, and adequate buffering for less intensive adjacent uses.



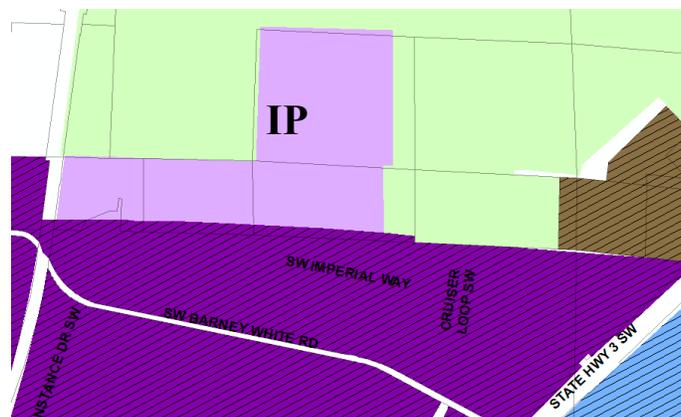
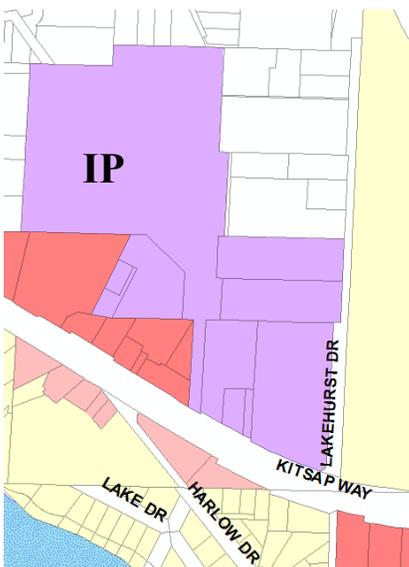
**Industrial Park (IP)**

Structure Type: Industrial, office, light manufacturing  
Character: Well planned office and light industrial complexes that display good site design. Emphasis of providing transition to nearby less intense uses (if any)  
Location: As mapped

Policy direction: Provide for appropriate locations for light industrial uses in a well planned complex. Industrial Parks should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses – especially residential areas. Developments must be consistent with any shorelines and critical areas designations.



Discussion: The Industrial Park designation provides for existing and future areas of light industrial and office uses. Industrial park areas feature well designed sites with landscaping and unified architectural features. Because such uses are sometimes located near residential or important commercial corridors, care must be given to the interface with those less intense areas. In cases where industrial parks are near shoreline areas, uses should be consistent with the shorelines designation and must protect shorelines values.



## Industrial (I)

### *General development parameters*

Height: None specified

Structure Type: Industrial

Character: Large scale and heavy industrial uses; the district focuses on providing efficient, highly accessible, sites for industry

Location: As mapped primarily in western region of the City

Policy direction: Provide appropriate locations for large scale and/or heavy industries in a manner that reduces impact to the community while addressing industrial users needs for easy access, large sites, and locations that do not cause conflicts with residential and other less intense use areas.

Discussion: The industrial designation is intended to accommodate heavy industrial uses in locations where there is limited interaction with residential uses.

## Watershed Lands (WL)

### *General development parameters*

Density: None

Height: N/A

Structure Type: N/A

Character: This designation provides for the judicious use of publicly owned watershed property. The primary use of the property is the protection of crucial public water sources. This land is primarily part of the Union River Watershed and should continue to be totally protected.

Location: Land designated WS is located along the west and southwest edges of the City

Policy direction: Prohibit or restrict development on lands that serve as critical watersheds affecting the sources of public water supply

Discussion: The Watershed Lands designation is applied to lands for the primary purpose of protecting the City's public water supply. Lands designated WS also provide significant open space and animal habitats.

### **City Utility Lands (CUL)**

General development parameters: The City's management objectives for these lands shall be resource-related and structured to protect the watersheds and timberlands. These lands are vital to protect water quality and quantity in Bremerton, ensure a healthy forest cover, dispose of biosolids created from wastewater treatment, protect fish (including salmon), and provide essential habitat for wildlife. While resource management is the primary objective, there are some commercial activities that are allowed on utility lands such as the location of antenna sites.

Location: As mapped

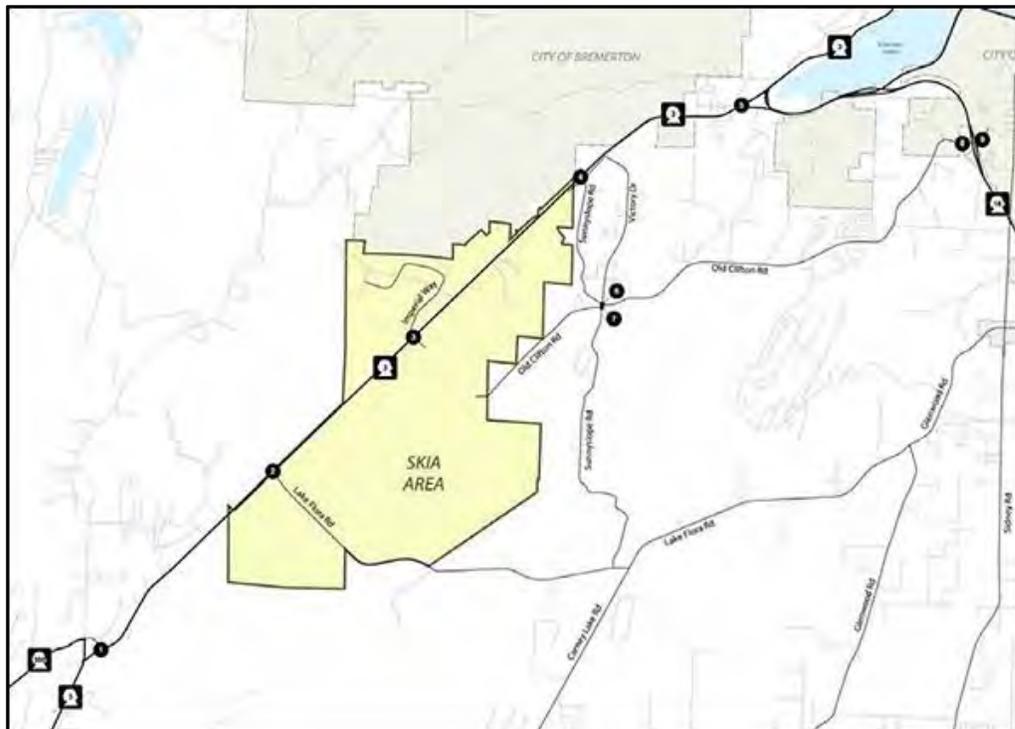
Policy direction: Maintain the primary character of this land as resource-related. All development should be limited, and demonstrate no significant environmental impact.

Discussion: While the primary use of this land shall continue to be used for the protection of natural resources, there will continue to be a limited amount of commercial and recreation development within the lands designated as "utility." Wherever possible, colocation should be utilized for commercial structures such as antennas. Minimal footprints shall be required. Any future development that associates with current adjacent recreational uses (such as the Gold Mountain Golf Course or Jarsted Park) should be limited to that portion of the designation south of Old Belfair Highway and adjacent to existing similar development. Moreover, any development within this fairly pristine environment shall conform to shoreline and critical lands ordinances and be designed in an environmentally sensitive way. All developments should go through rigorous environmental review. Where development can be allowed should conform to the recommendations made by other regional watershed planning efforts such as the Chico Watershed Alternative Futures Project.



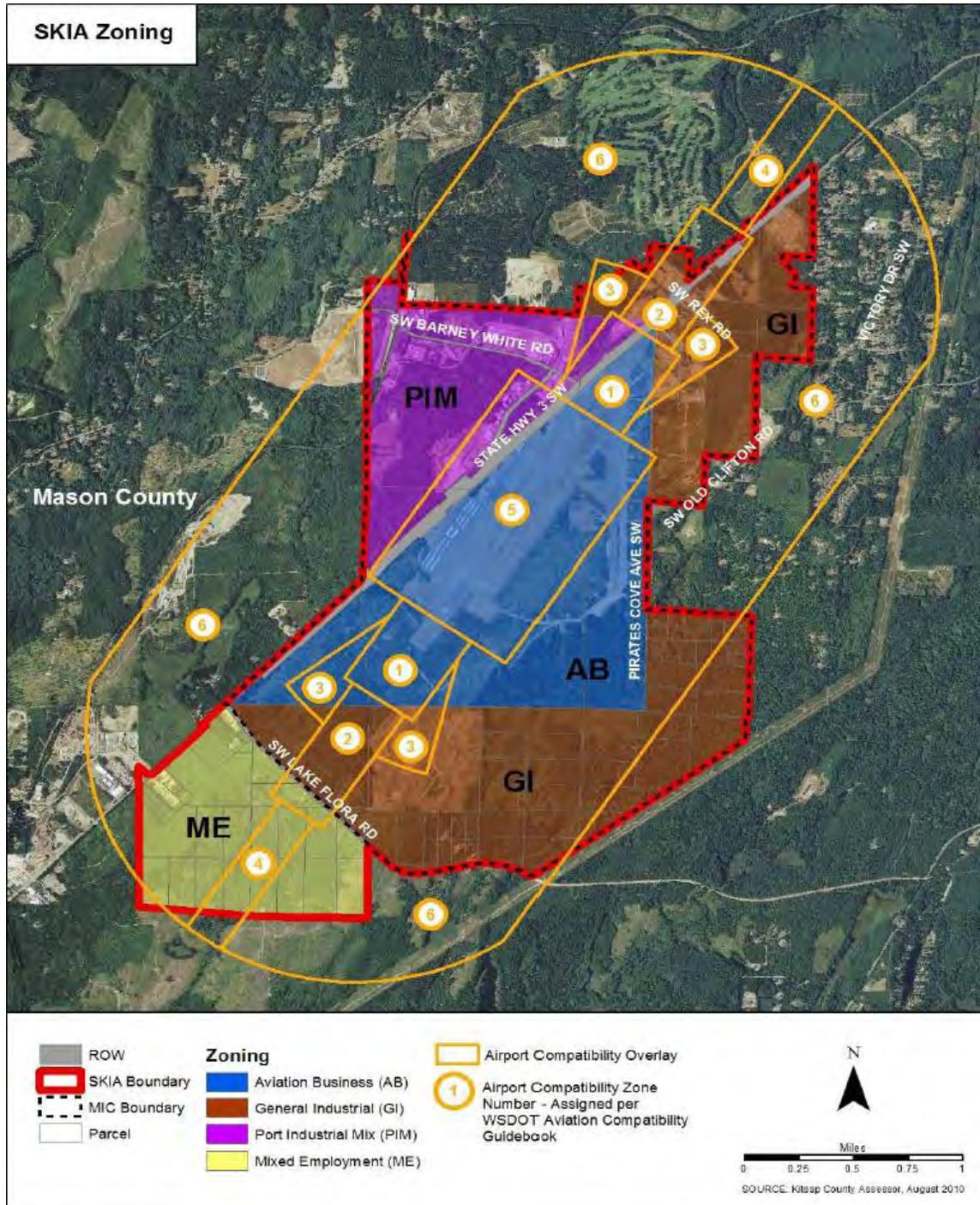
## **Puget Sound Industrial Center - Bremerton (PSIC) Formerly South Kitsap Industrial Area (SKIA)**

The Puget Sound Industrial Center (PSIC) – Bremerton was formerly known as South Kitsap Industrial Area (SKIA) in the last Plan and is referenced as such. SKIA contains about 3,700 acres planned for industrial development and use. The goals and strategies in this section of the Subarea Plan support a vibrant industrial center that is a model of environmental stewardship and sustainability.



This area is recognized as an important industrial employment center that is “expected to retain a different form of urban development than Bremerton’s current regional or district centers. The physical size and location of this center allows strategic focused economic growth and it is expected to receive a significant proportion of Kitsap County’s employment growth in the manufacturing and industrial sectors.”

## Zones



## **Puget Sound Industrial Center - Bremerton (PSIC) Zoning Districts**

### **Formerly South Kitsap Industrial Area (SKIA)**

#### **General Industrial (GI)**

The purpose of this zone is to promote a wide range of light and heavy industrial uses and compatible support retail and service uses.

#### **Port Industrial Mix (PIM)**

The purpose of this zone is to promote a wide range of light industrial, support retail and service uses, government uses and compatible service uses within a business park built form, as well as recreational facilities that are designed and operated in a manner that is compatible with industrial uses. Heavy industrial uses are also allowed in this zone, provided additional measures are taken to reduce the potential negative impacts of these uses on adjacent property through site design, screening, buffers and landscaping.

#### **Aviation Business (AB)**

The purpose of this zone is to provide areas for aviation related business, manufacturing and service-related uses, while ensuring compatibility with aircraft operations. A broad range of non-aviation industrial uses that do not include significant outdoor operations are also allowed in this zone, provided measures are taken to reduce the potential negative impacts of these uses on adjacent property through site design, screening, buffers and landscaping.

#### **Mixed Employment (ME)**

The purpose of this zone is to promote a range of commercial, office and light industrial uses outside of the MIC boundaries that are compatible with land uses in the MIC, with improved non-motorized connections and amenities. Light industrial activities in this zone should occur within enclosed buildings and heavy industrial uses are discouraged.

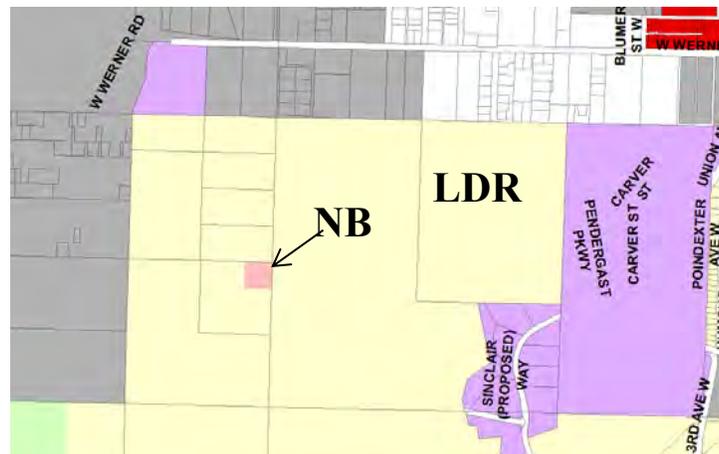
#### **Airport Compatibility Overlay (ACO)**

The purpose of this overlay zone is to protect the viability of Bremerton National Airport by discouraging incompatible land uses and requiring the evaluation and consideration of potential safety impacts when siting certain land uses in proximity to the airport while retaining City zoning authority.

# Council District 7 Profile

## Field Notes and Recommendations

- Low Density Residential (LDR) designation:
  - FIELD NOTE: District 7 is the largest in land area of all the Districts. There is approximately 2,600 acres of LDR designated land. Most of this area is currently undeveloped, and there are large tracts of land that have received preliminary subdivision approvals
  - STAFF RECOMMENDATION: Staff is recommending a policy within the Comprehensive Plan to allow small commercial pockets be proposed to support the residential population in the immediate vicinity. An example of this is existing and shown below. This would require an applicant some time on the future to apply for a change in the Comprehensive Plan Land Use designation at the point that a neighborhood-scaled business (such as a convenience/grocery store) would be necessary to support new residential growth. If a supporting Comprehensive Plan policy existed, a developer would have some assurances that the city would be open to the proposals. This would allow us to set the policy framework but not change the land use map until more detailed analysis could be completed.

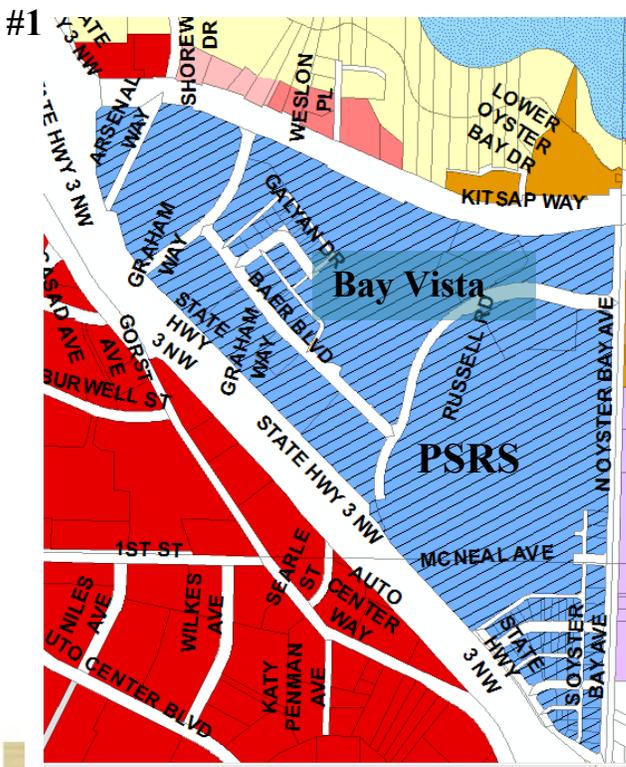


*Within the LDR designation, a Neighborhood Business (NB) designation has been identified in 2004 Plan*

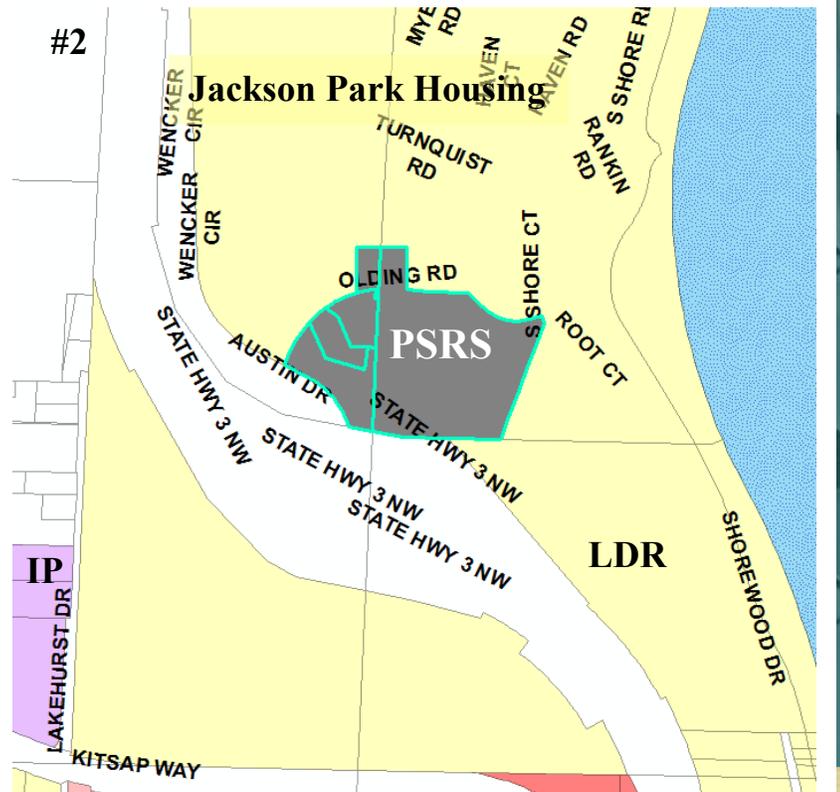
- FIELD NOTE: This contains many acres of undeveloped LDR. This area is known for having rich mineral resources. Consideration to re-designate the larger parcels that are LDR to Industrial designation near Werner Road may be warranted or potentially designed with a mineral resource overlay.
- STAFF RECOMMENDATION: Consider Industrial designation for large LDR parcels or a mineral resource overlay.

## Field Notes and Recommendations (continued)

- Public Sector Redevelopment Sites (PSRS):
  - FIELD NOTE: PSRS designation identifies special sites representing high potential for innovative development, and development was to have a clearly defined community benefit such as the satisfaction of a unique public housing need.
    1. This was true for 2004, however since that time, this area has had development to become Bay Vista development, which has created its own subarea plan with Comprehensive Plan goals and policies included within that plan.
    2. The only other area designated as PSRS was the area near Jackson Park navy housing (picture below). In 2004 this area contained the Kitsap County Health District building and a church. It was assumed that this area had potential to be redeveloped. Since 2004, offices have located in the building. Also the Navy has purchased the church property (the eastern most property designated PSRS)
  - STAFF RECOMMENDATION: To re-designate the (# 1) Bay Vista area from Public Sector Redevelopment Sites to Bay Vista designation. Also to (#2) re-designate the area located near Jackson Park navy housing from PSRS to a neighborhood scale commercial designation. The parcel with the church should be designated LDR.



Public Sector Redevelopment Site designation is for Bay Vista

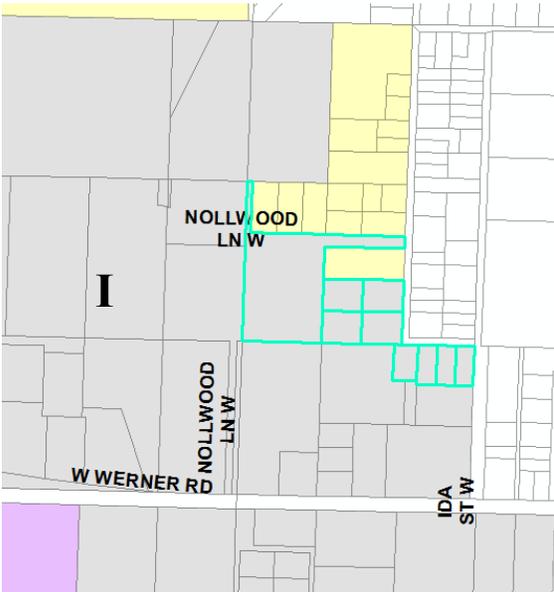


Public Sector Redevelopment Site is located off Austin Drive near Jackson Park navy housing

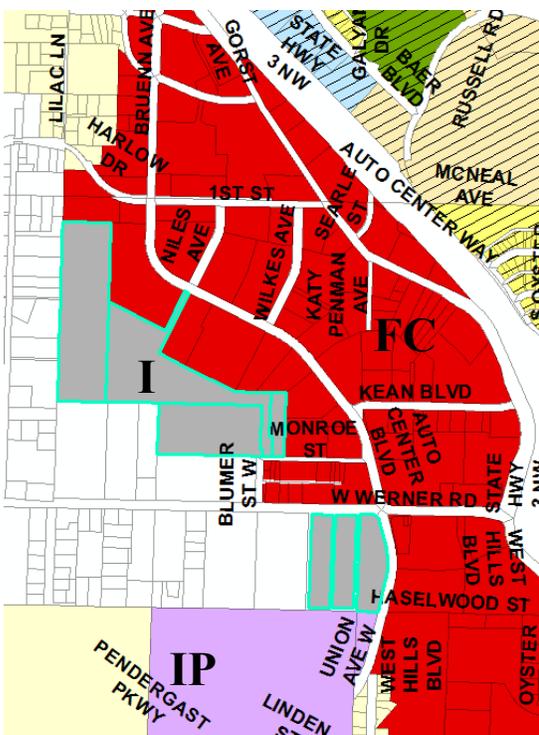
## Field Notes and Recommendations (continued)

- Industrial designation:

- **FIELD NOTE:** This district includes 323 acres of Industrial designation. The boundaries of the Industrial designation border along many designations including Low Density Residential (LDR) designation. There are existing single family homes on parcels that are included in the Industrial designation. The parcels highlighted are single family residential but are designated Industrial.
- **STAFF RECOMMENDATION:** To review all single family residences in the Industrial designation and re-designate parcels if appropriate. Re-designated parcels should have consideration regarding access (is access provided in a residential neighborhood or Industrial setting) and surrounding uses.



*Parcels highlighted in teal are single family homes but designated as Industrial.*



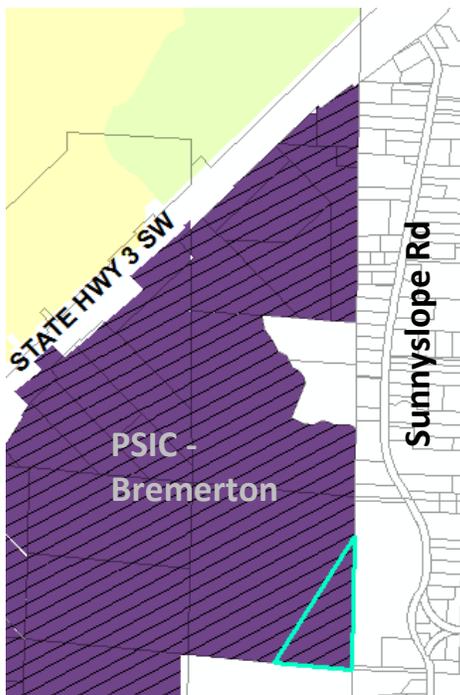
*Parcel outlined in teal could be re-designated*

**FIELD NOTE:** Existing vacant parcels are located to the west of the Freeway Corridor (FC) designation are Industrial designation as highlighted to the left. The primary access would be from Auto Center Way. Consideration to re-designate this area to FC may be warranted.

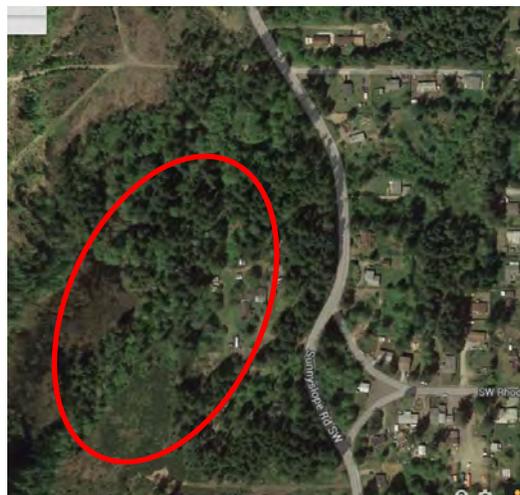
**STAFF RECOMMENDATION:** Consider re-designating the subject parcels to FC designation.

## Field Notes and Recommendations (continued)

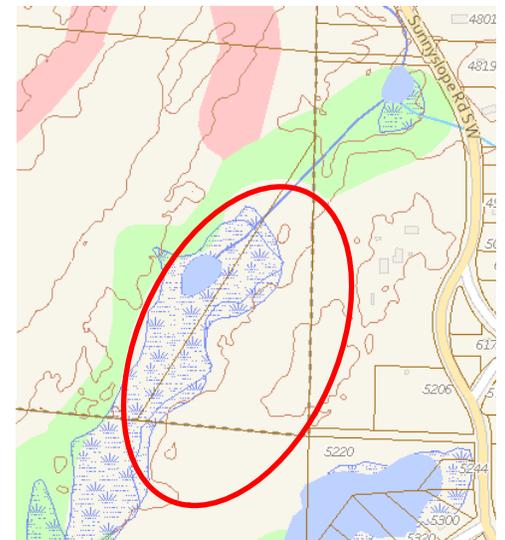
- Puget Sound Industrial Center – Bremerton (Formerly South Kitsap Industrial Center)
  - FIELD NOTE: The Puget Sound Industrial Center – Bremerton (PSIC - Bremerton) was formerly the South Kitsap Industrial Center (SKIA). This SKIA area is classified in the Comprehensive Plan as a Manufacturing/Industrial Center. The Subarea Plan for SKIA was adopted in 2012. The SKIA subarea plan supports green economic development, ensures that future development will result in reduced greenhouse gas emissions, promotes sustainable low-impact development and environmental stewardship while encouraging development through incentives. The overarching goals and policies stated in this plan seem appropriate.
  - STAFF RECOMMENDATION: All references to the SKIA should be revised to PSIC - Bremerton with this Comprehensive Plan update.
  - FIELD NOTE: As described above, the Puget Sound Industrial Area – Bremerton (PSIC - Bremerton) is one of the eight Manufacturing/Industrial Centers (MIC) within the Puget Sound area (as identified from Puget Sound Regional Council (PSRC)). Any alterations to the boundary of the MIC would require coordination with PSRC. Staff has been notified that the parcel within the MIC should not be classified as Industrial (parcel show below). Due to wetlands and topography (which can be seen in the picture), the parcel can only be accessed from Sunnyslope Road into an existing surrounding residential neighborhood.
  - STAFF RECOMMENDATION: Consider re-designating this parcel and removing it from the MIC designation. A rezoning and other actions may be required.



Subject parcel is outlined in teal.



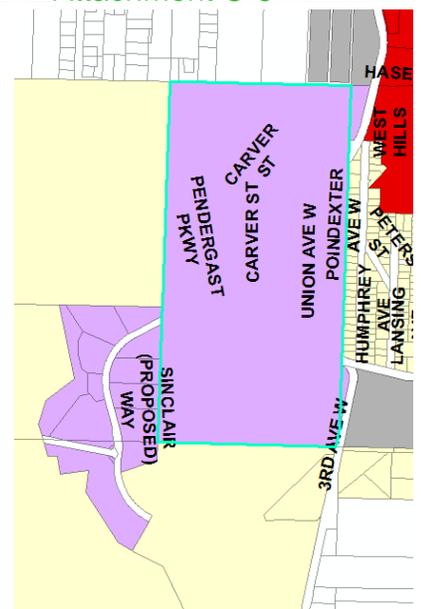
Subject parcel (triangle shape) is circled above. Please note all the residences to the right.



Subject parcel (triangle shape) is circled above.

## Field Notes and Recommendations (continued)

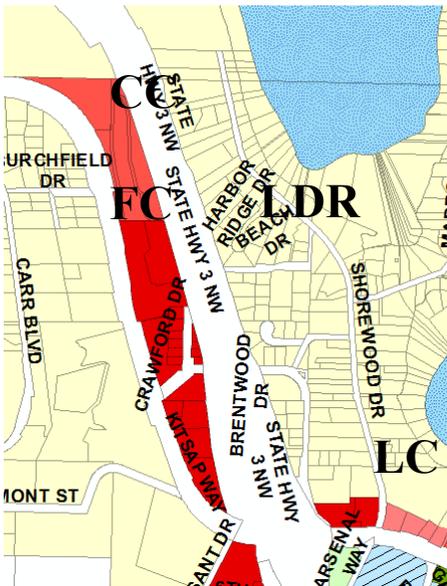
- Industrial Park (IP) designation:
  - FIELD NOTE: The parcel with the Washington Youth Academy and the Cencom building are designated Industrial Park. Re-designation of this parcel may be warranted as a school may not be classified as an Industrial Park use. Parcel shown to the right.
  - STAFF RECOMMENDATION: Consider if re-designation would be appropriate for Washington Youth Academy parcel.



*Parcel outlined in teal could be re-designated*

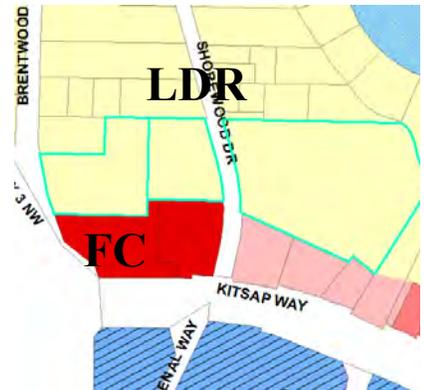
- Freeway Corridor (FC):

- FIELD NOTE: Consolidation of designations and simplifying the current Comprehensive Plan is a major goal of this process. As staff conducted the walking tour, it was complicated to follow the different land use designations along Kitsap Way as shown on the map to the left, with Freeway Corridor blending into Commercial Corridor.
- STAFF RECOMMENDATION: To assist in simplicity and creating a more user-friendly document, staff is recommending revising descriptions to simplify land use designations and remove reference to previous Comprehensive Plans. The consolidation of commercial land uses should still have consideration of intensity of zones (example: Freeway Corridor is more intense than Limited Commercial). Sites highlighted below may be considered to be re-designated.



*Within this corridor land use designations change frequently*

- FIELD NOTE: Three parcels located off of Shorewood Drive, identified in the picture to right, are designated as LDR. However, there is an existing office building and large multifamily in this location.
- STAFF RECOMMENDATION: To help reduce the amount of nonconforming uses within the City, these properties should be re-designated as Freeway Corridor or another commercial designation.



*Parcels outlined in teal are existing commercial uses in LDR*

## Field Notes and Recommendations (continued)

- Common Themes:
  - FIELD NOTE: Throughout all the District tours, conversations came up about how we promote redevelopment and the reuse of existing buildings that may be nonconforming (example: a store within the LDR designation). Our current Comprehensive Plan encourages limiting commercial uses to major arterials and centers, however there are underutilized building spaces throughout the City that are just becoming blights within neighborhoods. Complicated application processes for building reuse are intimidating, so how can we expedite the process? This should be a goal of this process: to have policies that encourage redevelopment of existing buildings, as the City of Bremerton has a surplus of underutilized spaces.
  - STAFF RECOMMENDATION: Parcels with nonconforming commercial uses should be re-designated to commercial designations if appropriate (such as, adjacent to existing commercial designations). Add goals and policies to help expedite the process and consideration for redevelopment and reuse of existing buildings within the City.
  - FIELD NOTE: One of the intents of the 2004 Comprehensive Plan was to promote homeownership by encouraging single family homes in Low Density Residential (LDR) areas and in turn limiting duplexes, and multifamily structures to center designations. However, within the LDR designation, there are many existing types of housing, including duplexes and townhomes (3 or less units) and multifamily structures (4 or more units). These are currently classified as nonconforming uses.
  - STAFF RECOMMENDATION: A potential consideration for duplexes and townhouses (3 or less units) is to modify the Comprehensive Plan policies to allow them. The development would have to comply with the LDR designation of 5 to 10 dwelling units per acre (or the density assigned after this update). Such as within the LDR a 3-unit townhome could be built on a minimum 0.3 acres lot, meeting density requirements of 5 to 10 dwelling units per acre. Multifamily structures (structures with 4 or more units) would require new multifamily designations within the Comprehensive Plan, as they were removed in the 2004 Plan. Or, these multifamily units could remain limited to centers, or continue as nonconforming within the LDR.

## Council District 7 Profile

# DRAFT

### Work Program

*This report is one part of eight for the City of Bremerton Work Program for the Comprehensive Plan Update. The documents that comprise of the Work Program are the Report on Comprehensive Plan Consistency with State Law and Policy, and the other six District Profiles, all are under a separate cover. All these documents are out for public comment. All documents of this Work Program can be seen at [www.Bremerton2035.com](http://www.Bremerton2035.com).*



*City Councilman, Eric Younger, Staff, Allison Satter, and the honorary District Mascot during the District 7 tour*

***The City is waiting for your comment! Get your neighbors, walk your district and help with this process. If you can provide comments about the Work Program, give us answers to the questions (1 to 5) on page one, AND identify the location of the District Mascot (picture at left), there is a prize for you (one per participant please). Must pick up prize at City Hall. Supplies are limited, but all comments are welcome and encouraged!***

*Please contact Allison Satter, Long Range Planner, at (360) 473-5845 or [compplan@ci.bremerton.wa.us](mailto:compplan@ci.bremerton.wa.us) with your feedback!*



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