



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
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www.commerce.wa.gov

May 10, 2016

Ms. Allison Satter
Senior Planner
345 6th Street Suite 600
Bremerton, Washington 98337

RE: Proposed comprehensive plan and development regulation updates

Dear Ms. Satter:

Thank you for sending Growth Management Services proposed amendments to Bremerton's comprehensive plan and development regulations that we received on Mar 17, 2016, and processed with Material ID No. 22191. We appreciate you completing and submitting Commerce's Update Checklist as it makes our review much more efficient. The amendments represent a significant amount of work and we are impressed with the overall quality and organization of the comprehensive plan. Please consider the following comments as you proceed through the adoption process.

We especially like the following:

- Strong policy support for urban design guidelines to transform the downtown into a desirable, walkable, livable center.
- Continued emphasis on economic development, especially attracting jobs to the Puget Sound Industrial Center.
- Thorough analysis represented in the State Environmental Policy Act (SEPA) addendum, building on previous SEPA work.
- Policies that support evaluating annexation proposals.
- Coordination on planning issues with Kitsap County and Puget Sound Regional Council (PSRC).
- Discussion of demographic changes and the associated market demand for flexible housing policies and regulations.

We have concerns about the following that you should address before you adopt your plan and development regulation amendments:

- The Introduction Chapter includes a table showing population, households and jobs from 2012-2036, with 53,407 people projected to live in Bremerton by 2036 (Pg. I-10). The Housing Chapter reports that the City's 2037 population is projected to be 52,017 people (Pg. H-4). Population projections must be consistent throughout the document.

Ms. Allison Satter
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- The Introduction Chapter states that a major review of the plan will occur at 5-year intervals. The State Legislature most recently changed this interval to eight years. We recommend citing RCW 36.70A.130 to reference the eight year cycle.

We have a suggestion for strengthening your plan and development regulation amendments that we encourage you to consider either in these or future amendments:

Continue working with PSRC to address their concerns with the Transportation Chapter and with the Department of Ecology on their critical area review.

Congratulations to you and your staff for the good work these amendments represent. If you have any questions or concerns about our comments or any other growth management issues, please contact me at 509.795.6884. We extend our continued support to the City of Bremerton in achieving the goals of growth management.

Sincerely,



Scott Kuhta
Senior Planner
Growth Management Services

SK:lw

cc: Jeffrey S. Wilson, AICP, Senior Managing Director, Growth Management Services
David Andersen, AICP, Eastern Region Manager, Growth Management Services
Ike Nwankwo, Western Region Manager, Growth Management Services

April 13, 2016

Allison Satter, Senior Planner
City of Bremerton Community Development
345 6th Street Suite 600
Bremerton, WA 98337

Subject: PSRC comments on draft Bremerton Comprehensive Plan update

Dear Allison,

Thank you for providing an opportunity for the Puget Sound Regional Council to review the City of Bremerton 2016 Comprehensive Plan. We recognize the substantial amount of time and effort invested in this plan and appreciate the chance to review it while in draft form. This timely collaboration helps to ensure certification requirements are adequately addressed and certification action can be taken by PSRC boards upon adoption.

We would like to note the many outstanding aspects of the draft, which represents a thorough review, update, and streamlining of the required plan elements. Several particularly noteworthy aspects include:

- Emphasis on growth and planning for the downtown and Puget Sound Industrial Center – Bremerton regional centers.
- Multiple goals and policies addressing the city’s role in addressing greenhouse gas emissions and climate change, in addition to other goals and policies addressing environmental stewardship.
- Emphasis on health and well-being in all aspects of the city’s planning, with particular focus on expanding nonmotorized transportation, addressing safety, and assessing access to healthy food.
- Provisions that emphasize coordination with the county on annexation activities, including coordinating with county on land use designations.
- Thorough documentation of capital facilities investments and revenue projections.
- An excellent discussion of homelessness, special needs housing opportunities, and human services in the housing appendix.

The draft Bremerton Comprehensive Plan advances regional policy in many important ways. There are a few items, however, that the city should consider before the plan is finalized:

- VISION 2040 contains policies (MPP-DP-7, MPP-T-12) that encourage local jurisdictions to prioritize infrastructure funding, including transportation and capital facility investments, to support the development of regional centers. The city is encouraged to include compatible policy language.
- MPP-DP-3 calls for jurisdictions with designated regional growth centers to establish housing and employment targets for these areas. Table LU-G appears to indicate growth targets for the downtown center, though this should be clarified. The Puget Sound Industrial Center – Bremerton subarea plan includes growth assumptions for the MIC, and these targets should be reflected in the city’s comprehensive plan. For reference, PSRC recently produced [additional guidance](#) about setting center targets that the city may find helpful in this work.
- The city is commended for including mode split goals for both regional centers, consistent with DP-Action-18. Overall, the mode split goals represent modest changes from current conditions – the city should consider additional opportunities to support alternatives to driving alone to and within regional centers. Figure 2 in the Transportation element indicates that 13% currently commute to work in Bremerton by walking, which suggests there may be some additional opportunities, particularly in downtown, to encourage travel alternatives. The city is also encouraged to collaborate with Kitsap Transit to identify additional opportunities for roadway improvements that improve transit speed and reliability and attract additional mode share (see PSRC’s [Transit Supportive Planning Toolkit](#) for more information). We also recommend clarifying whether the goals represent commute trips only, all trips,

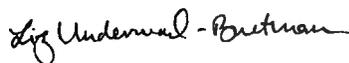
or other. For reference, PSRC recently produced [additional guidance](#) about setting mode split targets (see part 2) that the city may find helpful in this work.

- The transportation element indicates that travel forecasting has been completed in support of the update, and some model output details have been included in an appendix, but the draft plan doesn't provide some important pieces of information about forecasted travel. The city should provide additional detail about future travel forecasts, including documentation of consistency with land use assumptions in other elements and estimated impacts to state-owned facilities per RCW 36.70A.070(6)(a)(iii)(E).
- Policy CS3(Q) calls for reassessing the land use element if funding is insufficient to maintain adopted level of service standards. As noted in the transportation appendix, there are several additional reassessment strategies beyond revising the land use element that the city could consider in event of a funding shortfall. The WAC (365-196-430) also recommends considering additional funding for improvements, adjusting level of service standards, revisiting identified needs, and utilization of transportation demand management strategies.
- The Growth Management Act requires level-of-service standards for all locally owned arterials and transit routes. The MPPs call for other modes, such as biking and walking, to be addressed as well (MPP-DP-54-56). PSRC commends the city for including many policies supportive of walking, biking and transit and for developing a "layered networks" approach to plan for future investments. Policy TR1(F) notes that the city will evaluate the feasibility of plan-based concurrency program to simplify development review procedures. While there are challenges involved in implementing multimodal level-of-service standards, incorporating these standards into the city's concurrency program would strengthen and reinforce the plan's vision of supporting walking, biking and transit. The plan could also support transit, pedestrian, and bicycle projects as mitigation for development impacts. The Washington State Department of Commerce's [Transportation Element Guidebook](#) has information on how to set level-of-service standards and identify system needs (pages 143-150 and 183-189).
- The plan's financing strategy indicates a shortfall in probable revenue compared to estimated costs needed to implement the transportation element. While the plan includes prioritization criteria and a reassessment strategy, PSRC recommends additional prioritization of the project list to more closely reflect anticipated revenue over the 20 year life of the plan. Additionally, the city should clarify cost differences between project list in transportation appendix and estimated capital project costs in the city services appendix (see Exhibit 34 in the city services appendix and Table 9 in the transportation appendix). See Commerce's [Transportation Element Guidebook](#), chapter 4I, for more information.
- Per the plan, it appears that there are some existing gaps in sewer service within the city. MPP-PS-9 addresses expectations for new development to be connected with the sanitary sewer system, as well as specific circumstances where exceptions may be permitted. The city should incorporate a compatible policy to address connection to sanitary sewer when these areas are developed or redeveloped.

PSRC has resources available to assist the city in addressing these comments. Additional resources related to the plan review process can also be found at <http://www.psrc.org/growth/planreview/resources/>.

Thank you again for working with us through the plan review process. There is a lot of strong work in the draft and we are available to continue to provide assistance and additional reviews as the plan moves through the development process. If you have questions or need additional information regarding the review of local plans or the certification process, please contact me at 206-464-6174 or LUnderwood-Bultmann@psrc.org.

Sincerely,



Liz Underwood-Bultmann
Associate Planner, Growth Management Planning

cc: Review Team, Growth Management Services, Department of Commerce

COMMENT C



**Washington State
Department of Transportation**

Olympic Region
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Olympia, WA 98504-7440
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May 2, 2016

RECEIVED
MAY 05 2016

Ms. Allison Satter
Senior Planner
City of Bremerton
345 6th Street, Suite 600
Bremerton, WA 98337

City of Bremerton, DCD

RE: Proposed Amendments to the City of Bremerton Comprehensive Plan #22191

Dear Ms. Satter:

Thank you for allowing the Olympic Region of the Washington State Department of Transportation (WSDOT) the opportunity to review and comment on the proposed amendments to the Comprehensive Plan. We recognize the investment of time and energy that this document represents, and we appreciate the opportunity to review the plan. The following comments are provided for your consideration as the City completes its update:

Page T-10 of Element 5, Transportation Vision, Goals and Policies, Policy TR1 (D) still shows Kitsap Way (SR 310) as LOS E or better. As we suggested in our prior December 17, 2015 review, please delete Kitsap Way (SR 310) from the bullet for LOS E or move it to the second bullet under Maintain LOS D or better. WSDOT has established a LOS standard of "D" for Kitsap Way (SR 310).

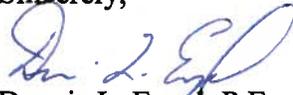
A Section 409 disclaimer should also be included on T Appendix-27 for Figures 12, 13 and 14 which display crash locations on the following pages. Please add the following paragraph between the two paragraphs on T Appendix-27:

Under 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Ms. Satter
May 2, 2016
Page 2

Again we thank you for the opportunity to review and comment on the proposed comprehensive plan update. If you have any questions related to this letter please contact Nazmul Alam of my office at (360) 704-3207.

Sincerely,


Dennis L. Engel, P.E.
Transportation Planning Manager

DE:yl
YL

cc: Joyce Phillips, Commerce
Yorik Stevens-Wajda, PSRC



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

COMMENT #76

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December 17, 2015

RECEIVED
DEC 21 2015

Ms. Allison Satter
Senior Planner
City of Bremerton
345 6th Street, Suite 600
Bremerton, WA 98337

City of Bremerton, DCD

RE: Proposed Amendments to the City of Bremerton Comprehensive Plan

Dear Ms. Satter:

Thank you for allowing the Olympic Region of the Washington State Department of Transportation (WSDOT) the opportunity to review and comment on the proposed amendments to the Comprehensive Plan. We recognize the investment of time and energy that this document represents, and we appreciate the opportunity to comment. The following comments are provided for your consideration as the City completes its update.

We are overall pleased to see the policy direction in this plan – focused on building a multimodal system and land uses that fosters a livable community — providing people access to affordable and environmentally sustainable transportation rather than just completing the connections.

We have comments about the following that you should address before you adopt your plan and development regulation amendments:

Page T-10 of Transportation, Element 5, Policy TR1 (D) and Page 25 of T Appendix; As noted on page 21 of the T Appendix, SR 310 is designated a Highway of Statewide Significance (HSS) and as such the Level of Service Standard (LOS) is set by the WSDOT. WSDOT has established a LOS standard of “D” for SR 310. On page T-10 and page 25 of the appendix the plan states:

“Maintain LOS E or better (V/C less than or equal to 1.0) in the SR 303 (Warren/Wheaton) corridor, Kitsap Way (SR 310), Sylvan Way, and on the Manette Bridge”

Being a HSS route, Kitsap Way (SR 310) should maintain LOS D or better, not LOS E as noted in the plan. Therefore, policy TR1 (D) should be revised accordingly.

December 17, 2015

Ms. Satter

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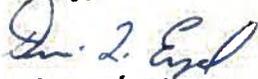
GMA requires local governments to identify state transportation system needs to meet demand, consistent with the statewide multimodal transportation plan.¹ Since Marine Drive and Kitsap Way (SR 310) intersection is already LOS E approaching LOS F, as noted in Figure 11 on, page 24 of the T Appendix, the intersection needs to be addressed.

Page 7, T Appendix; last sentence; the sentence mentions SR 30, since there is no SR 30 in Bremerton, should it read SR 303?

Table 10: PSIC-Bremerton Projects (20+), Section 5: Implementing the Transportation Plan; on the line titled 'State Highway Projects' under the column identified as 'Developers' should be marked. The SKIA subarea plan and EIS identified potential mitigation that developers could be directed to implement such as intersection improvements, therefore one source to contribute to project funding on the state system is through developers.

Again we thank you for the opportunity to review and comment on the proposed comprehensive plan update. If you have any questions related to this letter please contact George Kovich of my office at (360) 704-3207.

Sincerely,



Dennis L. Engel, P.E.
Transportation Planning Manager

DE:yl
GK

cc: Joyce Phillips, Commerce
Yorik Stevens-Wajda, PSRC

¹ "Identification of state and local system needs to meet current and future demand. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW." RCW 36.70A.070(6)(a)(iii)(F)



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Regional Office 3190 160th SE Bellevue, Washington 98008-5452 (425) 649-7000

May 11, 2016

Ms. Satter
Senior Planner
City of Bremerton
345 6th Street Suite 600
Bremerton, WA 98337

RE: Ecology Comments on Bremerton's April 2016 Zoning Code Amendments

Delivered Electronically

Dear Ms. Satter:

Thank you for the opportunity to provide comments on the City's proposed amendments. We are pleased to offer the following recommendations on Chapter 20.14, specifically the definitions and wetlands sections. These comments are intended to improve clarity and consistency.

Additions have been underlined, and I have included one comment in italics:

20.14.200 Definitions:

Please add a definition for "Associated wetlands" (see WAC 173-22-030(1)):

"Associated wetlands" means those wetlands which are in proximity to and either influence or are influenced by tidal waters or a lake or stream subject to the Shoreline Management Act.

For consistency with the Shoreline Management Act (see RCW 90.58.030), we also recommend revising the OHWM definition to match that in WAC 173-22-030(5):

"Ordinary high water mark" on all lakes, streams, and tidal water is that mark that will be found by examining the bed and banks and ascertaining where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition exists on June 1, 1971, as it may naturally change thereafter, or as it may change thereafter in accordance with permits issued by a local government or the department. The following criteria clarify this mark on tidal waters, lakes, and streams.

Allison Satter
RE: Comments on 2016 Zoning Code Amendments
May 11, 2016
Page 2

20.14.300 WETLANDS.

20.14.320 CLASSIFICATION AND DESIGNATION

g. Are over one (1) acre and characterized as a mature and old-growth forested wetland or are an estuarine wetland.

20.14.330 DEVELOPMENT STANDARDS - WETLANDS.

(c) Activities Allowed in Wetlands. The activities listed below are allowed in wetlands. These activities do not require submission of a critical area report, except where such activities result in a loss of the functions and values of a wetland or wetland buffer. Any ground disturbing activity or placement of fill within wetlands or in-water may also require state and federal approval and it is the applicant's responsibility to ensure that they obtain necessary authorizations before beginning work...

(h) Wetland Buffers

(8) Buffer Uses

(ii) Passive Recreation

a. Walkways and trails; provided, that those pathways that are generally parallel to the perimeter of the wetland may be located in the outer 25 percent of the buffer area and located to avoid removal of significant trees; provided, that:

20.14.340 MITIGATION REQUIREMENTS - WETLANDS

(d)(3) Off-site locations shall be in the same subdrainage basin unless:

(ii) Credits from a State-certified wetland mitigation bank or state-approved in-lieu fee (ILF) site are used as mitigation and the use of credits is consistent with the terms of the bank's certification or ILF approval.

(f) Mitigation Ratios.

(1) Acreage Replacement Ratios. ...These ratios do not apply to the use of credits from a State-certified wetland mitigation bank or approved ILF site. When credits from a certified bank or approved ILF site are used, replacement ratios should be consistent with the requirements of the bank's/site's approved instrument.

(j) Wetland Mitigation Monitoring. ...The compensation project shall be monitored for a period necessary to establish that performance standards have been met, but not for a period less than five (5) years and ten (10) years if the mitigation includes planting of shrubs or trees. [*Requiring 10 years of monitoring for woody species is consistent with state and federal mitigation standards and also the FWHCA monitoring standards in §§ 20.14.740(g)(6) and 20.14.750(e)(4).*]

Allison Satter
RE: Comments on 2016 Zoning Code Amendments
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Page 3

20.14.350 PERFORMANCE STANDARDS - SUBDIVISIONS

(c) Access roads and utilities serving the proposed subdivision may be permitted within the wetland and associated buffers only if the City determines that no other feasible alternative exists and when consistent with this title and all other required state and federal approvals.

20.14.730 DEVELOPMENT STANDARDS

(l) Utilities. Placement of utilities within designated fish and wildlife habitat conservation areas may be allowed pursuant to the following standards, and that the applicant obtains all other required state and federal approvals for any work in-water or in wetlands:

20.14.740 SPECIAL REPORTS

Habitat Management Plan Requirements

(f)(3) Detailed surface and subsurface hydrologic features both on and adjacent to the site, including a field determination of the ordinary high water mark of any surface waters and supporting documentation.

Thank you for considering our comments. Please contact me at 425-649-7148 if you need further assistance.

Sincerely,



Paul Anderson, PWS
Wetlands/401 Unit Supervisor
Shorelands and Environmental Assistance Program
Paul.S.Anderson@ecy.wa.gov

e-cc: Donna Buntten, Ecology
Scott Kuhta, Commerce
Brittany Gordon, WDFW

COMMENT E
COMMENT #75



PHONE (360) 598-3311
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December 7, 2015

THE SUQUAMISH TRIBE
PO Box 498 Suquamish, WA 98392-0498

Allison Satter
City of Bremerton
345 6th Street, ste. 600
Bremerton, WA 98337

RECEIVED
DEC 07 2015

Subject: City of Bremerton Comprehensive Plan Updates 2015

The City of Bremerton lies within the Suquamish Tribes "Usual and Accustomed Fishing Area (U & A). The Tribe seeks protection of all treaty-reserved natural resources through avoidance of impacts to habitat and natural systems. The Tribe urges the City of Bremerton (City) to avoid land use decisions that will impact natural resources within the Tribes U & A. The Tribe has reviewed the draft and found that the document was detailed and gave a good indication of the vision that the City has for future growth. The Tribe has the following comments.

Draft Comprehensive Plan

Page LU-9 Implementing Policy LU3(K). Text states that LID BMP's will be allowed in critical area buffers and will potentially count towards critical area buffer enhancement. The Tribe requests that this be removed or explained in more detail. It is very concerning if left as is.

Page LU-9 Implementing Policy LU4(A). All cultural resources need to be preserved not just "significant" ones.

Page LU-16 Implementing Policy LU2-Cen(A). Streamlining environmental permitting is acceptable if there is a mechanism for meaningful consultation with the Tribe for protection of treaty cultural and natural resources.

Page LU-19 Implementing Policy LU1-DC(D). Does this refer to critical area buffers? See comment for LU3(K) above.

Page E-7 Implementing Policy E2(C). Include mitigation sequencing language. The emphasis should be on avoidance and if mitigation is determined to be necessary there should be a detailed description of what efforts were taken to avoid impacts to the extent possible.

Page E-7 Implementing Policy E2-(E). Include protections for important headwater wetlands and priority habitat areas.

Allison Satter
December 7, 2015
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As per the most recent buildable lands analysis the City has enough area currently to address the population and there is no need to expand the UGA at this time. To do so without appropriate need would violate the GMA. The planned future expansion into the Kitsap Lake, NW Corporate Campus and Port Blakely properties will undoubtedly have impacts on fish and wildlife resources. It will be important to review any proposals in these areas thoroughly and ensure adequate protection measures are provided.

Kitsap Lake Neighborhood Reserve Center

The Tribe has concerns with more intensive development and build-out in the Kitsap Lake area. The Chico Creek drainage is one of the largest and most productive in East WRIA 15. Almost 68 miles of streams and tributaries compose the Chico Creek watershed, of which approximately 17 miles are accessible to anadromous salmonids (Kitsap Refugia Study). The four major tributary streams to Chico Creek include Kitsap, Dickerson, Lost, and Wildcat creeks. There are also two major lakes in the watershed, Kitsap and Wildcat lakes. Chico Creek enters Chico Bay on the western shore of Dyes Inlet at the community of Chico. The drainage supports chinook, chum, coho, steelhead, and cutthroat. The Mountaineers have acquired over 400 acres of pristine habitat at the junction of Lost/Wildcat/Chico creeks that should provide essential long-term habitat protection; this acquisition includes one of the only remaining stands of old growth on the Kitsap Peninsula. Kitsap Creek, between Kitsap Lake and the mainstem of Chico Creek, is critical habitat for chum, steelhead (ESA listed), and coho.

Northwest Corporate Campus

The Northwest Corporate Campus is within the watershed of Anderson Creek, which is a salmon-bearing stream. Anderson Creek has documented populations of spawning anadromous fish including coho, chum and steelhead (ESA listed) in the lower reaches and likely resident fish in the upper reaches. In addition, there is a documented active bald eagle nest outside the north boundary of the project site.

Proposed uses involve construction of an industrial park including associated roadways and stormwater management. The associated impacts of this type of development are well documented in scientific research. See, e.g. *Urbanization of Aquatic Systems - degradation Thresholds and the Limits of Mitigation*, Derek B. Booth and C. Rhett Jackson (1994); *Urbanization and the Natural Drainage System - Impacts, Solutions, and Prognosis*, Derek B. Booth (1991); *Consequences of Urbanization on Aquatic Systems - Measured Effects, Degradation Thresholds, and Corrective Strategies*, Derek B. Booth and Lorin E. Reinelt (1993); *Site Planning for Stream Protection*, Tom Schueler (1995); *Policy of Washington Department of Fish and Wildlife and Western Washington Treaty Tribes Concerning Wild Salmonids*; *Washington Department of Fish and Wildlife Management Recommendations for Washingtons Priority Habitats – Riparian*.

For instance, Booth and Reinelt state: “[U]rbanization imposes a variety of watershed changes that profoundly affect runoff processes and the downstream surface-water drainage system. These changes include not only the most obvious manifestation of urban development, namely impervious surfaces which cover the land, but also the associated vegetation clearing, soil compaction, water

Allison Satter
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conveyance modifications, riparian corridor alterations, human intrusion, and import of chemical contaminants that invariably accompany such development". Booth and Reinelt further provide, "The data ... indicate that [salmonid] population changes may be measurable at rather low levels of urban development and become quite significant much beyond 10-15 percent [overall impervious surface within a watershed]". Intense development in this area is not appropriate despite current zoning.

Port Blakely Employment Center

The Port Blakely Employment Center lies partially within the Chico Watershed (see comments above on the Kitsap Lake Neighborhood Reserve Center regarding the Chico watershed and Kitsap Creek). In addition Dickerson Creek is an important chum, coho, and steelhead (ESA listed) spawning and rearing stream. As stated previously higher intensity land uses often result in impacts to wetlands and streams from increased disturbance, buffer impacts, pollution, runoff, and other activities that could occur under the proposed zoning.

Shoreline Master Program and Critical Areas Ordinance

It is the Tribes understanding that the City is considering a SEPA exempt process for any updates that are made. Without knowing what changes are being proposed we are unable to determine whether this is appropriate or not. The Tribe requests staff-level government to government consultation on updates/changes and an adequate opportunity to review and comment on documents prior to submittal to the Department of Ecology to ensure protection of Tribal treaty resources.

Thank you for the opportunity to provide these comments. If you have any questions or would like to discuss these comments, please contact me directly at (360) 394-8447.

Sincerely,



Alison O'Sullivan
Biologist, Environmental Program

Allison Satter

COMMENT E

From: Alison Osullivan <aosullivan@suquamish.nsn.us>
Sent: Thursday, April 21, 2016 3:12 PM
To: Allison Satter
Subject: Priority Habitat and Species

<http://wdfw.wa.gov/publications/00165/wdfw00165.pdf>

This includes recommendations for Washingtons Sensitive species and Candidate species as well as the Threatened and Endangered. These include wildlife species native to the state of Washington that are vulnerable or declining and are likely to become endangered or threatened without cooperative management and/or removal of threats.

As discussed species or habitats of local importance are those species or habitats identified by local (city or county) governments as important and warranting additional thoughts and/or protections during the development/permitting review process. These could include nesting, feeding, or roosting areas. Migration corridors to help prevent wildlife/human conflicts etc. Species could include bear (Bremerton Watershed is an important area for bear), etc.

Alison O'Sullivan
Biologist, Suquamish Tribe Fisheries Department



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COMMENT F



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THE SUQUAMISH TRIBE

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May 17, 2016

RECEIVED
MAY 18 2016

Allison Satter, Senior Planner
City of Bremerton Department of Community Development
345 6th Street, ste 600
Bremerton, WA 98337

City of Bremerton, DCD

Re: Zoning Code Amendments – 2016 Comprehensive Plan Update

The site for this proposed project is within the usual and accustomed fishing area of the Suquamish Tribe. The Tribe seeks protection of all treaty-reserved natural resources and cultural resources. The Tribe has had a chance to review information provided and has the following additional comments. The comments below are in addition to comments previously submitted. The Tribe commends the County for recognizing and treating natural resources and the environment as important assets that require conservation and investment to support increased population.

Critical Areas Ordinance

20.14.330 (c) Activities Allowed in Wetlands and 20.14.730 (k) Trails

Pedestrian paths should not intrude into wetlands and streams or their associated buffers. Viewing platforms are acceptable and we understand that some buffer intrusion may be needed, however, the majority of the paths should try to avoid intrusion whenever possible. Pentachlorophenol treated wood should not be used for any part of trail structures.

20.14.330 (h) (3) Reducing Wetland Buffer Widths, (5) Wetland Buffer Width Averaging, 20.12.730 (c) (4) Buffer Averaging, and (5) Buffer Reduction

The Tribe does not support the reduction of buffers more than 25% or buffer widths less than 50'. A 75% allowed reduction is excessive and should not be allowed. Wetland buffers provide several important protections for maintaining wetland functions. These include removing sediment; removing nutrients; removing contaminants such as fecal coliform bacteria, metals, and other pollutants; providing adjacent upland habitats that are critical to life history needs of many wetland dependent wildlife species; maintaining habitat connectivity; as well as creating and maintaining the wetland's microclimate. For example, in a study of wetland buffer effectiveness in King and Snohomish Counties, Cooke (in Castelle et al. 1992) found that buffers less than 50 feet were prone to significant reduction by human disturbance and that some recently established buffers had been

completely removed through clearing of native vegetation. Buffers greater than 50 feet had fewer human impacts. Other studies have shown that trees in narrow buffers are more prone to windthrow, and thus that small buffers cannot maintain functions over time (Pollock and Kennard 1998). The water quality functions of small wetland buffers also degrade over time, particularly if adjacent land uses generate greater quantities of stormwater sufficient to erode rills and small channels in the buffer. By establishing greater wetland buffers, the City can help to direct growth away from these sensitive environments as urban density build-out occurs.

20.14.330 (f) and (g) Category III and IV Wetlands

While we recognize an administrative desire to place size thresholds on wetlands that are to be regulated, the City needs to be aware that such an approach is not supported by scientific literature. Although the values and functions provided by small isolated wetlands and their buffers may seem marginal when considered individually, cumulatively, and especially at the regional and watershed scale, these wetlands and their buffers provide significant ecological, hydrological, and water quality functions. Exempting smaller, isolated wetlands and their buffers would result in the loss of wetland functions and values.

20.14.340 Mitigation Requirements Wetlands

The Washington State Department of Ecology (Ecology) has defined Category I wetlands as “those wetlands that 1) represent unique or rare wetland type; or 2) are more sensitive to disturbance than most wetlands; or 3) are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; or 4) provide a high level of function”. Re-establishment or creation should not be allowed on Category I wetlands. If a wetland is unique, rare or impossible to replace within a human lifetime re-establishment or replacement attempts should not be allowed. Also, Ecology does not consider re-establishment or creation/enhancement or enhancement for Category II Interdunal wetlands.

20.14.630 Development Standards

It is recommended that the City consider a larger setback on steep slopes. Twenty-five feet is not a very large safety factor. Stormwater and development activities exacerbate any potential for erosion and/or slope failures both onsite and on adjacent property. As land is cleared, utilities installed and construction activities commence (grading and other activities increasing soil compaction) the porosity of upland soil is reduced affecting long-term slope stability. Tubbs (1975) examined the role of “human factors” in his studies of Seattle area landslides. Tubbs confirmed that the diversion of water onto (and into) a slope was the most common contributing factor to landslides, and was noted at over 40 percent of the 47 slide sites. The water source was typically runoff from roofs and paved areas. Loads placed at the top of slopes also increase the potential for landslides. In addition, an increase of water resulting from modification of drainage patterns, irrigation watering, or installation of a septic system also functions to load the top of a slope (Ecology, 1994).

20.14.730 (c) (6) and (7) Development Standards

Stormwater and LID facilities allowed in buffers should have limitations and be clearly defined (i.e. bio-swales, easements, etc.). Construction of these facilities should be prohibited if it requires removal of existing native buffer vegetation.

Shoreline Master Program

7.010 Buffers and Setbacks

See comment above regarding wetland and stream buffers less than 50' as it applies to marine shorelines as well.

Thank you for the opportunity to comment on the above referenced proposal. Please keep us informed of project status and any relevant project related actions. If you have questions or concerns please don't hesitate to call 360-394-8447.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alison O'Sullivan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Alison O'Sullivan
Biologist, Environmental Program