City of Bremerton
Downtown Regional Center
Subarea Plan
December 19, 2007

Minor Amendments in May 2016 (Ord 5299) and Dec 2018 (5363)

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1.0 Introduction, Purpose and Need

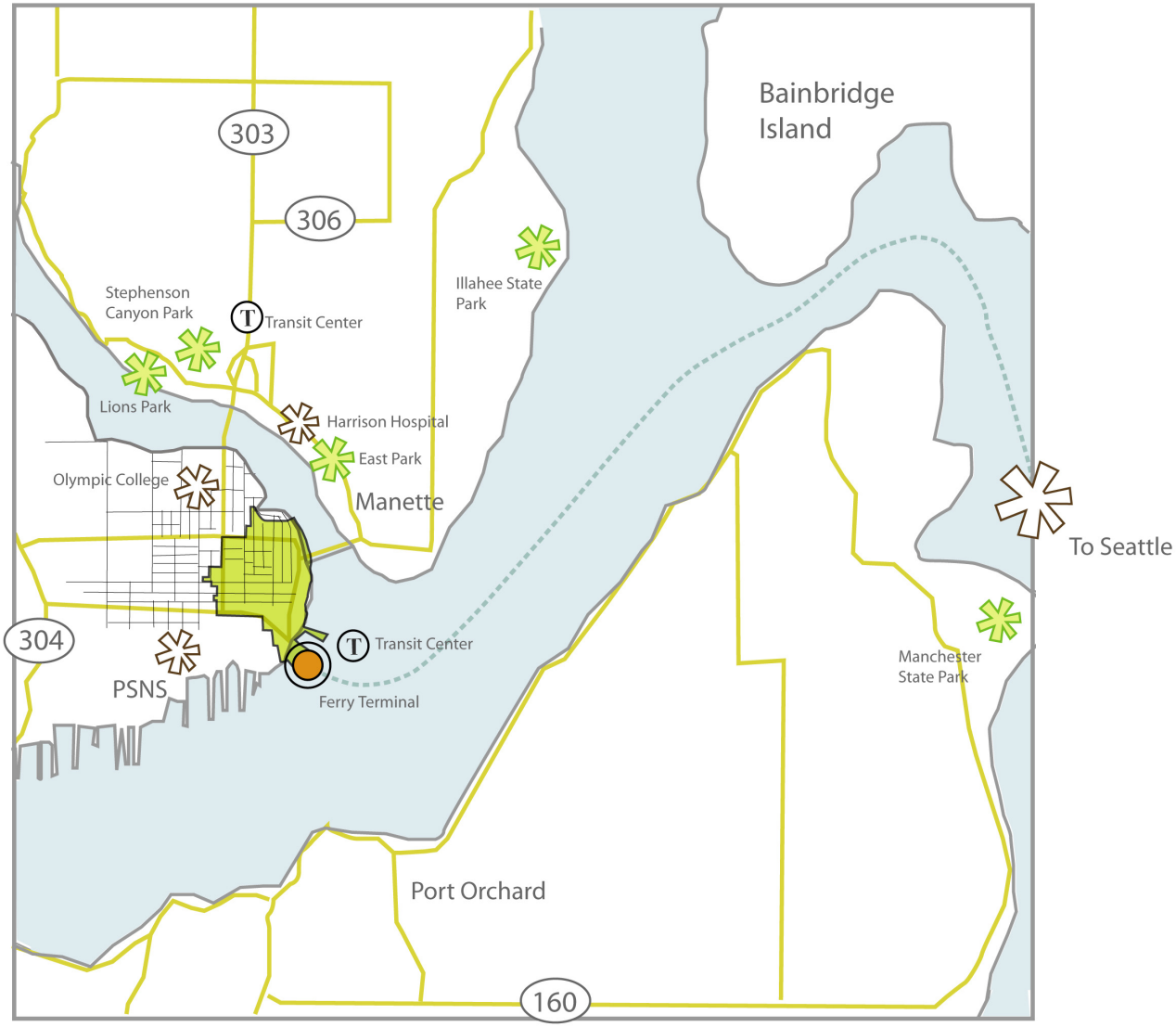
Bremerton's Downtown Subarea Plan provides a long term, coordinated outlook to help direct decision making affecting the ongoing revitalization and regeneration of the downtown. This will allow the City to continue to build upon its existing natural, social and physical assets.

The Subarea Plan supports and implements the policies presented in the 2004 and the updated 2016 City of Bremerton Comprehensive Plan, while concentrating on issues and opportunities at a scale more responsive to the Subarea's specific needs.

How the Plan Works:

Chapters One and Two provide a generalized introduction to the plan

Chapters Three and Four define new urban design strategies to guide the City's preferred



Downtown Subarea Context Map

patterns of urban design; detailing bulk, scale, massing and public space design principles by District. Chapter Five contains a set of new, preferred street types and circulation that help to balance transportation modes throughout the downtown.

Most importantly for each Chapter, the plan identifies specific implementation items, potential funding sources, timing, and responsibilities to achieve its vision. Furthermore, adopted as part of the Comprehensive Plan, new development standards will supersede as zoning within the Subarea, supplementing Title 20 of the City of Bremerton Municipal Code.

Overall, the Subarea Plan helps resolve the questions of how to responsibly increase density while laying the groundwork for a long-term, high quality city environment. The Plan encourages development patterns which lend attention to the public realm, optimizing the scarce resource of downtown land, and allowing densities to increase even in mature neighborhoods.

In sum, the Subarea Plan will:

1. Provide certainty and protect investment for both community and developers;

2. Provide continuity and cohesiveness of public realm and private spaces;

3. Encourage developers and property owners to think beyond their property lines to achieve mutual benefit;

4. Develop a collaborative, trusting relationship between community, city, and "city builders";

5. Synthesize long-term community needs with an understanding of livability issues concerning the natural environment, the public realm, and economic sustainability.

In The Past		New Directions
Conflicting Growth in Mature Neighborhoods	→	*Planned intensification in residential areas*
A Struggling Downtown	→	*Sustainability District, Employment District, Amenity Bonus System and development standards by construction type*
Automobile Dominate Streets	→	*Pedestrian interventions, multimodal streets, Pacific Avenue upgrade*
Copy Cat Architecture	→	*Design Review Board throughout Subarea*
Excess Surface Parking	→	*Long-term, centralized Parking Management Strategies*

1.1 Subarea Plan Goals

1.1.1

Optimize Bremerton's existing infrastructure investments by increasing the downtown population without sacrificing livability.

1.1.2

Create user-friendly development and street standards that will foster active street life, support the public realm, and add appropriate development intensity with an aim towards building a superior identity for downtown Bremerton.

1.1.3

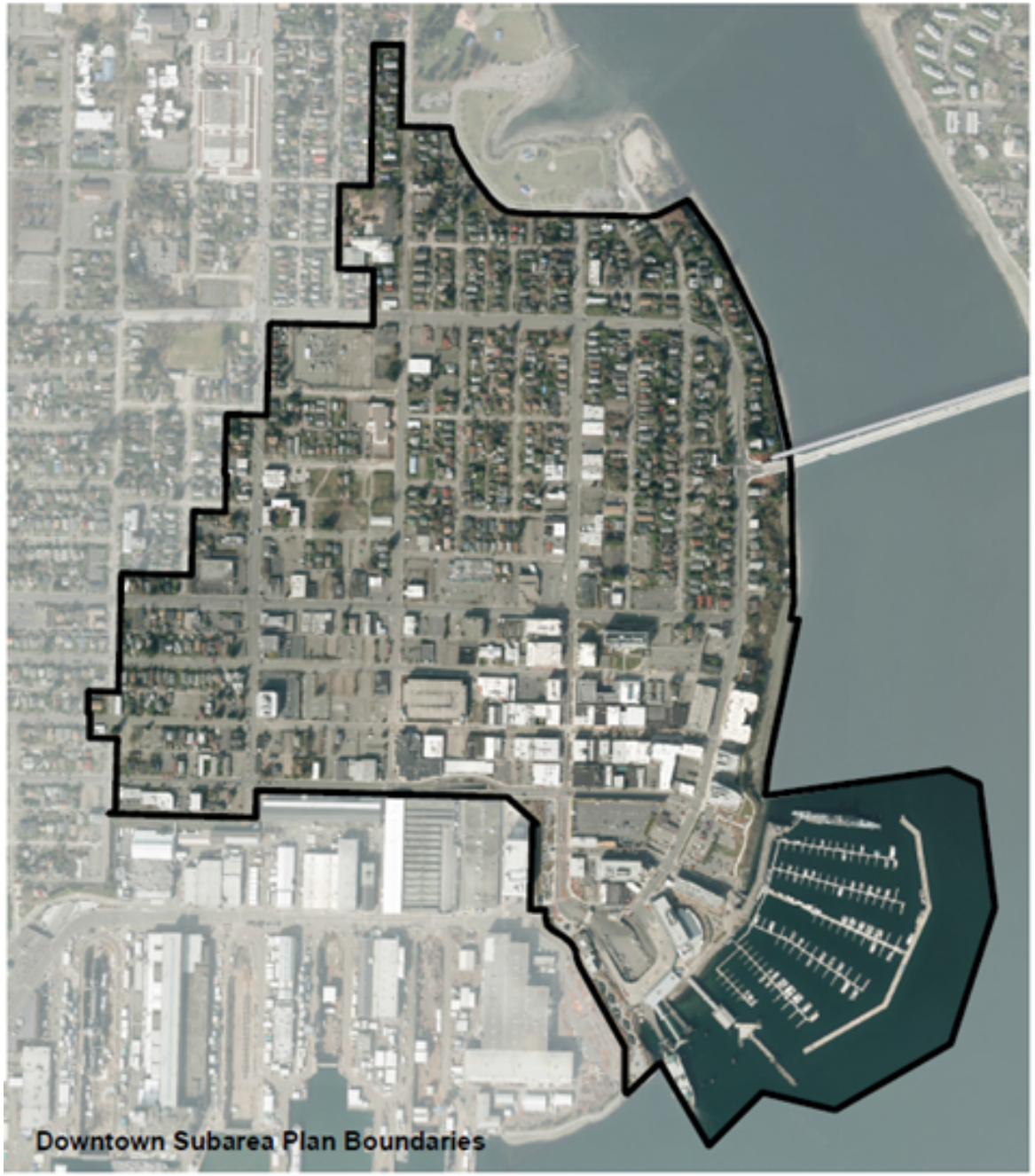
Promote fine grained and pedestrian-oriented development by enabling desired intensification to be achieved through a public bonus amenity system in downtown core and downtown waterfront areas.

1.1.4

Create a functional and accessible downtown by designing streets that act as links between neighborhoods.

1.1.5

Recommend a centralized and strategic management plan for both long- and short term parking in downtown bremerton to reduce existing spill over impacts.



1.2 Subarea Plan Consistency

The Bremerton Comprehensive Plan, updated in 2004, outlines the "Urban Centers Concept" which calls for the creation of a series of compact downtown villages, with the Downtown Subarea as the Urban Core and the Metropolitan Center of the West Puget Sound.

Comprehensive planning policies outline the development and community goals for the City of Bremerton. These policies have provided the basis for decisions within the Subarea Plan. The Community Character Element of the Comprehensive Plan provides the best overview of the basic themes for desired urban growth patterns.

CC1 Demonstrate excellent urban design qualities in urban development.

CC2 Assure that new development relates to surrounding uses and provides for urban livability.

CC3 Provide a safe, pleasant and rich pedestrian experience.

CC4 Promote the development of areas of special character, encouraging a diversity of communities within the city.

Additional comprehensive plan policies as they relate to the Subarea Plan, are summarized below.

1. Encourage a Mix of Uses:

•Promote neighborhoods which foster interaction among residents, contribute to well-being of citizenry, and create and sustain a sense of community and personal safety.

•Strategically locate mixed use, and higher density development around existing infrastructure and transportation hubs.

2. Distinctive Design:

•Build upon the intimate scale, street grid, and historic buildings of downtown Bremerton to create an environment having distinctive character and quality.

3. Create a Lively Downtown:

• The Waterfront District should contain a mix of transportation facilities, marina and sport services, specialty shops, and restaurants, and low-rise, high density residential.

•Encourage the expansion of services and utilization of amenities to attract citizens to the downtown business district beyond core business hours.

4. Preserve and Enhance the City's Character:

•Buildings should demonstrate efforts to accommodate a human scale and urban livability.

•View corridors in alignment with east-west upland streets should be preserved.

•Ensure that infill construction is done in a manner that reinforces the neighborhood's desired and defined character and architecturally complements the surrounding commercial and residential areas.

5. Use Design Review:

•The Development Standards within the Sub-area Plan use the Design Review Board as a key tool to ensure that design remains compatible and consistently high quality.

1.3 Meeting Growth Targets

The Downtown Subarea Plan seeks to meet population and employment growth targets as projected per the 2004 Comprehensive Plan. The Subarea Plan does not call for a substantial increase in density. Rather, the Subarea Plan details the form and design of future development within the growth parameters already evaluated with the 2004 Comprehensive Plan. A buildout analysis demonstrating consistency with established growth targets is prepared with the Subarea Plan and is on file with the Department of Community Development.

1.3.1 PLANNING PROCESS

The subarea planning process contained a public outreach component including the following:

1. Individual one-on-one and group meetings were held with stakeholders identified by the City of Bremerton, Community Development Department. These meetings occurred through out the planning process. Stakeholders are listed in the table at right.

2. To refine development standards for the Subarea Plan, a focus group was held with professional market analysts and local stakeholders in the development community to ensure project feasibility and impacts. This meeting also helped to ensure that the development standards reflect community goals outlined in the Comprehensive Plan.

3. Three Public Open Houses were held at the City of Bremerton City Hall. These community meetings were advertised through mailed and published notices to residents living within 2/3 mile of the downtown Subarea.

Contacted Stakeholders

Bremerton Housing Authority,
Department of Economic Development,
Department of Public Works,
Fire Department,
Public Safety,
Parks Department,
City of Bremerton, Attorney,
City Council members,
Department of Defense, US,
Naval Base, Bremerton,

Diamond Parking,
Local Development Community,
Kitsap County Consolidated Housing Authority,
Kitsap Transit,
Mayor's Economic Roundtable,
Olympic College,
Parametrix (Non-Motorized Transportation Plan Coordination),
Puget Sound Naval Shipyards,

Residents , Highland Neighborhood,
Residents, The 400 Building
Residents, Harborside
Sustainable Bremerton

Public Open House

May 5, 2007 – City of Bremerton, Council Chambers, Open House: Existing Conditions.

July 12, 2007 – City of Bremerton, Council Chambers, Open House: Alternatives.

September 18, 2007 – City of Bremerton, Council Chambers, Open House: Preferred Alternatives.

October 23, 2006 – City of Bremerton, Council Chambers, Presentation of Draft Report.

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2.0 Existing Conditions, Market Analysis

Located in one of the nation's most compelling geographic locations, Bremerton's Downtown has tremendous natural assets; proximity to world class recreation areas, such as Olympic Park, the Puget Sound and the Washington Coast; a historic downtown with distinctive neighborhoods; proximity to educational institutions (Olympic College) and a new thriving waterfront district.

The City of Bremerton was incorporated in 1901, ten years after the Navy located its base on the peninsula's southern shore at Sinclair Inlet. During the next century, Bremerton's economy echoed the booms and busts of the Pacific Northwest resource-based economy, but it has also been uniquely influenced by the requirements of the US military, following a trajectory of expansions and contractions to accommodate global geopolitical shifts. The Naval Base expanded quickly during World War One to include ship building, and expanded again during the Second World War to a peak of 40,000 workers. The Navy base is now the second largest industrial employer in Washington State, employing around 15,000 civilian and, 13,000 military workers within Kitsap County. The Puget Sound Naval Shipyard (PSNS) has become one of the Navy's best; authorized for submarine recycling, deactivation and ship overhaul and refitting.

Despite a synergistic relationship with the Shipyard, even the presence of this large employer could not forestall the shuttering of downtown businesses after the development of the regional highway system and the opening of the Silverdale mall beyond the city limits. Pacific Avenue's anchor, JC Penney closed its doors in 1980, and many other retailers soon migrated to the mall. Without a local population to support retail businesses, the area's primary use became surface parking for the two major commuter destinations -- the Washington State Ferry terminal and the PSNS.

However, times are changing. Bremerton's current approach to development through proactive public investment, planning and economic revitalization is poised to alter the region's perception of the downtown.

While existing and future market conditions will determine the rate at which existing neighborhoods transition, enterprising and forward thinking planning can also help to bring new investments downtown.

View of the Olympic Mountains from Bremerton.

Traveling by Ferry Boat is a common commuting method.

The Harborside Boardwalk

2.1 Summary of Recent Achievements

Harborside Revitalization Project

Beginning in 2001, the City of Bremerton created an aggressive, award winning plan for the revitalization of its downtown. City departments secured substantial funding for new waterfront developments as part of its "Downtown Revitalization Plan," including a new regional waterfront conference center with hotel, parking, restaurant, retail and living space, expanded marina facilities and a series of waterfront condominiums on Washington Avenue.

Harborside Fountain Park and Maritime Museum

Norm Dicks Government Center and City Hall

Through a partnership with Kitsap County Consolidated Housing Authority, and Kitsap County, this $25 million facility serves as Bremerton's new City Hall and hosts several other offices and agencies. The government center was Bremerton's first redevelopment project associated with the new Downtown Revitalization Plan. Ground broke in March 2003; the facility opened in November 2004.

Kitsap County Consolidated Housing Waterfront Condominiums

In 2002 Bremerton's City Council appointed KCCHA as the City's Community Renewal agency. Their Harborside waterfront condominium project is financed through private investments and public grants. Its leadership in transitioning under-used waterfront land to new high density housing will bring new residents to the downtown. Furthermore, the project has successfully jump started the economic revitalization of the area and led to private investments including 400 Washington Avenue.

Harborside Fountain Park

A 2.5 acre park located in downtown Bremerton opened on May 5, 2007. Located on the waterfront in close proximity to the ferry terminal, this project was completed in partnership with the Bremerton Naval Base. Already a popular destination for residents, this park has lush greenery, interactive fountains, and wading pools.

Norm Dicks Government Center (top)

400 Washington (middle)

Harborside Project (left)

Naval and Maritime Museum

The existing Naval and Maritime museum will be relocated to Building 50 within the Harborside Fountain Park, a registered historic structure. Building on the success of the battleship Turner Joy, the museum will be dedicated to the history of the Naval Shipyard, and will be the first Naval museum to focus on shipbuilding.

Pacific Avenue Corridor Revitalization

The revitalization of Pacific Avenue from 1st to 6th Streets will get underway in 2009 with sidewalk extensions, curb bulb-outs, and Low Impact Development techniques to filter storm-water.

Memorial Plaza

In partnership with the Navy the Pacific Avenue streetscape is anticipated to improve with the development of Memorial Plaza. This concept will extend streetscape improvements and an associated plaza and public space north to Burwell along 1st Avenue from the Harborside Fountain Park. This project resulted from the Revitalization Plan, and is still in conceptual stages.

Port of Bremerton Marina

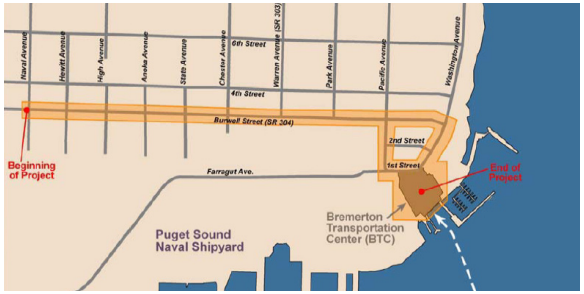
Construction on expansion of the Port of Bremerton Marina to 335 slips began in 2007 and is scheduled to open in the first quarter of 2008. The wave-attenuating breakwater installed in the summer of 2007 protects the marina from turbulence caused by weather and the ferry. The concrete breakwater is 25 feet wide and ten feet high — large enough to host water festivals and events.

Bremerton Downtown Pedestrian/ BTC Access Improvement

The purpose of this project is to provide efficient and functional transportation routes to improve access to and from the Bremerton Transportation Center (BTC), alleviate congestion, and provide safe, pedestrian friendly access to Bremerton's downtown area. Specific elements to satisfy the project purpose include:

- Improve transportation circulation and safety in downtown Bremerton, as outlined in the Transportation Element of the City of Bremerton's Comprehensive Plan.
- Improve pedestrian, bicycle, and vehicular mobility and safety within the City of Bremerton's downtown core area.
- Provide uninterrupted access to local businesses, residences, and recreational areas in the downtown core.
- Separate regional trips from local trips Enhance ferry, transit, and naval traffic regional movements by providing a direct access route on SR 304 between the Washington State Ferry Terminal (BTC) and Naval Avenue.
- Enhance BTC operations.

A vision of Pacific Avenue with enhanced sidewalks



Location of B/T Access Improvement Tunnel

Rendering of new marina: Source Port of Bremerton

2.2 Market Analysis: Snapshot

In order to gain a better picture of conditions affecting downtown, a market analysis and overview has been completed in a separate report entitled: *Locational Analysis for Downtown Waterfront Area* (September 2007). The report compares the demographic conditions and housing and retail markets of the Subarea to Kitsap County and the City of Bremerton Competitive area (about two mile radius from the downtown). This section provides a very brief summary of findings and associated economic development recommendations. For a full report, please refer to the document, available by request from the City of Bremerton's Department of Community Development.

Employment Opportunities and Naval Impact

The employment breakdown within Kitsap County shows an area still heavily influenced by the presence of the Naval Base with a total of 31.6% of employment in government jobs. 73% of those who work at the Shipyards originate within the County and 43% of those live within Bremerton city limits. Furthermore, a significant portion of private sector jobs are also related or depend upon the Navy's activities. This affect's Bremerton in a number of ways; because government services drive the job market in Bremerton, the diversity of incomes in the area is modest, while median incomes are also somewhat lower than elsewhere in the region.

A more diverse economy will help to provide stability from the booms and busts associated with the Navy, particularly with the influence of ships both in and out of port. This has begun with the downtown revitalization plan, and the development of the Kitsap Conference Center and the Harborside complex.

Retail and Markets

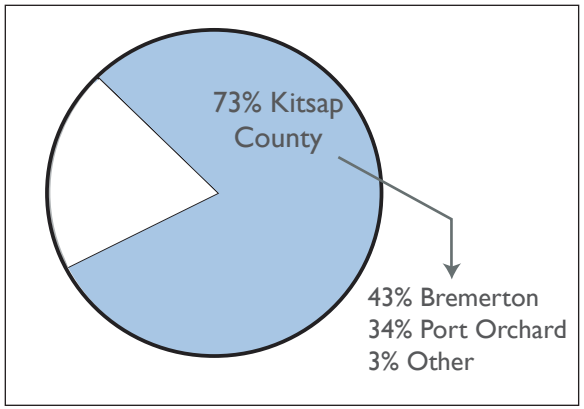
In 2006, Bremerton received 22% of Kitsap County's taxable sales receipts while Unincorporated Kitsap County (driven by the Silverdale area) received 52%.

However, Bremerton's 22% retail market share is primarily consumed by automobile related sales. In fact, nearly 60% of all taxable sales in the City of Bremerton are derived from the sale of motor vehicles and parts. This high number of sales means that people purchasing automotive parts are not only those living within the city, but also others coming in from outside areas.

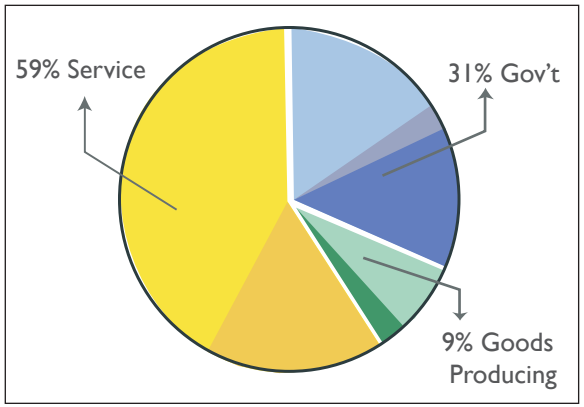
When automotive sales are excluded from the analysis on tax receipts, only 12% of Kitsap County's sales receipts are captured in Bremerton. From this analysis we can draw the conclusion that the City of Bremerton is under retailed.

Analysis suggests that the City of Bremerton has enough capacity and opportunity for growth to add retail sales in the following areas:

- Electronics and Appliance;
- Clothing and Clothing Accessories,
- Sporting Goods,
- Hobby,
- Book, and Music,
- General Merchandise.



PSNS Employment Population by County, and City (June 2007)
Source: PSNS



Kitsap County Employment by Industry (June 2007)
Source: State of Washington Employment Security

Growth in these markets will be particularly strong if there is an increased population living in downtown.

Housing

Housing in Bremerton is still affordable with significantly lower median home prices compared to other locations in the Puget Sound Region. As of June 2007, almost 95 percent of all for-sale housing was priced below $400,000. These lower prices are generated by somewhat lower median incomes, but also illustrate Kitsap County's relative isolation from other parts of the Puget Sound Region.

Within the Downtown Bremerton Subarea there is an opportunity to create setting with new urban type housing unique to the Kitsap peninsula.

New housing should remain economically within the reach of residents, however recent surges in the cost of construction makes the affordability of larger scale projects harder to control. In order to continue to attract private investment that can offer housing products at affordable rates the City will implement effective land use policies to mitigate private developer risk through the application of incentives and tax abatements.

2.2.3 TOOLS FOR CHANGE

1. Encourage existing property owners to invest or sell

Currently within the downtown Subarea, there are large areas of underutilized land. With an urban redevelopment strategy based in part on infill, unmotivated property owners should be aggressively encouraged to improve properties. This can be done using numerous methods such as intensive code enforcement; instituting a façade improvement program; and applying public pressure to expose problem behaviors.

2. Access funds for investment through a Local Improvement District (LID)

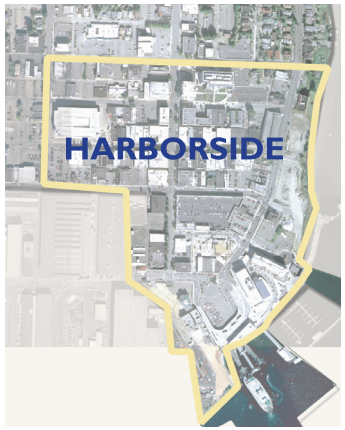
An LID or a similar taxation vehicle will ensure that unmotivated landlords do not get a "free ride." In addition, building partnerships and meeting regularly with other public entities interested in the success of downtown; helps to manage public perception to change investors' views of the City.

Concurrently, incentives such as extending property tax abatements can help to offset private developer risk.

3. Create a high quality urban environment

Subarea Plan adopts urban design strategies which seek to optimize Bremerton's significant locational advantage, Through attention to the public realm, the Plan seeks to create a high quality, sustainable urban environment to help to stimulate new investment.

A part of this effort is to create a strong market identity for the "Harborside District" with an enhanced public realm.



Harborside is located east of Park Avenue and south of 6th Street.

4. *Apply Incentives*

Continue to apply and expand incentives and tax abatements to mitigate private developer risk to redeveloping underutilized property in the Downtown. Since market rents in Downtown are low relative to the region but construction costs are constant, at this time incentives remain necessary to close the feasibility gap for new construction. At this stage in Bremerton's redevelopment incentives are still necessary to make Downtown Bremerton competitive for investment in new construction

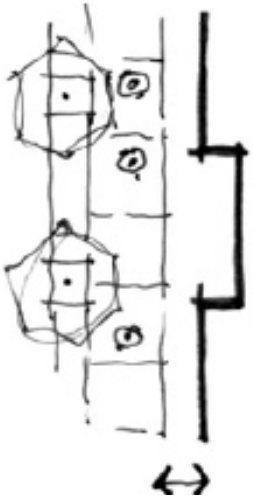
2.0 Market Action Items

Action Item	Description	Responsible Parties	Timeframe	Cost/Funding Notes
2.3.1 Expand Multi-family Tax incentive program	Expand multi-family property tax incentive through-out the Downtown Subarea.	Council. DCD. Attorney.	Concurrent with Subarea Plan adoption	Property tax frozen at time of development for ten years.
2.3.2 Work with property owners to create LID (Local Improvement District)	Work with property owners to create a LID for the ongoing improvement of Pacific Avenue and other identified areas. Property owners to decide priority areas and set goals for street upgrades.	Council. DCD. Economic Development	2008 - On	LID may be tailored to downtown needs with help from the City Finance Department.
2.3.3 Develop Facade Improvement Program	Facade improvement programs help provide grants to small business owners for facade treatment.	DCD. DRB. CDBG.	2009 - 2012	Allocation of Staff Time. Grant funding
2.3.4 Transit Frequency and Reliability	Advocate for passenger-only ferry to increase transit frequency and reliability to benefit both commuters and businesses located within Bremerton.	Council. Mayor	2008 - On	

3

What is Urban Design?

Urban Design is the art of making safe, comfortable and inviting places for people. It includes the way places look, work and feel. Urban design includes the connections between places and buildings; the character of the built environment and the processes used for ensuring successful villages, towns and cities.



3.0 Urban Design Strategies

This Chapter lays out TEN urban design strategies that provide the foundation and inspiration for downtown. Sections following provide a discussion of these strategies, and summarize their application within the Subarea.

3.1 Incorporate Sustainable Design

Good city planning has always been about the creation of policy to better provide for long term public health and safety. More recently, the introduction of *sustainability* concepts to city urban design has led to the following:

a. A broader scope of relevant variables affecting decisions about the built environment;

b. A clear framework for informed decision making;

c. Mitigation of regional and national concerns such as climate change, natural resource preservation, water and air quality and energy independence;

d. Understanding of the long term costs and benefits of basic infrastructure investments on social, environmental, and economic health.

A city designed for sustainable solutions is one which can simultaneously respond to a triple bottom line of economic, environmental and social equity concerns. Sustainable solutions exist where all three concerns intersect. Bremerton's new Boardwalk, planned to skirt its downtown shoreline with both a pedestrian and cycling route and as access to a new sewer main, is an example of smart, sustainable planning, combining, economic, social and environmental benefits within one project.

3.1.1 SUSTAINABLE INFRASTRUCTURE

Approximately one third of the urbanized land area downtown is composed of paved streets. Storm water runoff from these impervious surfaces is collected in city storm drains and can negatively affect the environment through the pollution of streams and the Puget Sound. Furthermore, as a city, with older infrastructure during intense storm events, downtown Bremerton may experience Combined Sewer Overflow events, sending sewer overflows directly into the Puget Sound.

While a reduction in the amount of storm water collected in the city system has already taken place through a mandatory downspout disconnection program, the introduction of a "Green Streets" program will introduce the application local bio-filtration and detention methods to both reduce and filter storm water entering the

city sewer system. The "Green Streets" program can help implement the broad application of green infrastructure such as bioswales, stormwater curb extensions and permeable paving during street upgrades.

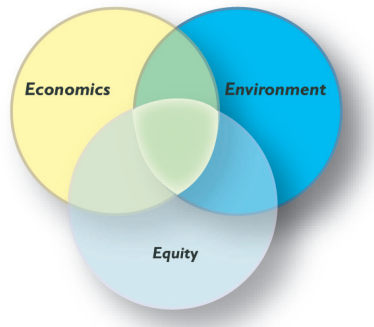
3.1.2 BUILDING A SUSTAINABILITY DISTRICT

Public Education and Awareness

According to the US Department of Energy, buildings consume two fifths of total US energy, and generate forty percent of its atmospheric emissions and approximately one fifth of its water effluent. In order to minimize the ecological footprint of the built environment developers, architects, and homeowners are seeking more efficient and sustainable construction methods as well as to implement "green" building practices. Current eco-friendly practices range from simple lost cost upgrades to more expensive long term solutions such as solar heating.

Within the downtown Subarea, sustainability begins within a multi-family residential district located at the western edge of the downtown. This district has been selected in order to build upon a confluence of existing assets, and to heighten awareness among downtown residents.

The future scale and scope of the *Sustainable District* will be determined by local stakeholders through a public process designed to engage and challenge conventional practice. The public process should target the development of sustainable policies pertinent to this area, as well as those which will be applicable to other areas within the city.



The 3 Pillars of Sustainability

What Measures to make a SUSTAINABLE CITY?

1. Minimize the ecological disturbance associated with residential development. To the extent possible, post-development conditions should preserve, restore, or enhance the habitat, vegetation and hydrological characteristics.

2. Mitigate the environmental impact of energy consumption by decreasing the total amount of energy required for the home.

3. Reduce the volume of water used for residential uses including landscaping and household use.

4. Improve indoor air quality by reducing chemical emissions from materials used in the home, and through effective building ventilation to remove pollutants.

5. Encourage more efficient use and re-use of building materials, and the use of materials from renewable and/or local sources.

6. Decrease the materials sent to landfills during the construction phase, and by including composting, and recycling programs.

7. Develop an understanding of how home owners within the district, and increasingly those outside, can contribute to a broader community understanding of the economic, ecological and human health benefits of high performance buildings.

8. Create more dense and walkable communities that reduce dependence on the automobile and impacts from roads and highways.

3.2 Sensitive Infill

Most anticipated development within the subarea will be located on vacant or underutilized property in already developed neighborhoods. Infill development has the following benefits:

1. Makes the best use of urban infrastructure;
2. Responds to regional policies calling for shift of populations nearer to employment and transportation centers;
3. Supports social equity by providing convenient access to jobs, and reducing the reliance on the automobile;
4. Helps conserve Kitsap County's forest, agricultural and resource lands.

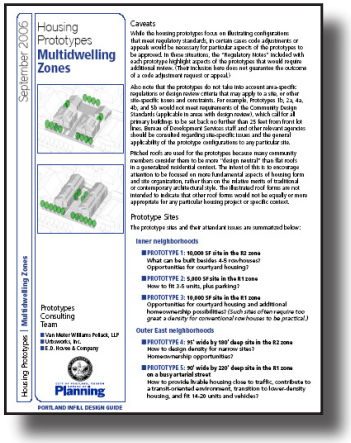
Subarea Plan Development Standards call for several key changes to encourage infill; including taller more slender buildings in the Downtown Core and Downtown Waterfront areas if public amenities are provided, a Pacific Avenue "Park to Park" mixed-use development corridor, and increased densities and flexible development standards in the Evergreen Park Neighborhood.

Design Principles listed in Chapter 4 of the Plan help ensure that this new infill development is sensitive to existing built form without being overly prescriptive. Furthermore, over time, the development of specific design guidelines and a palette of appropriate precedents can also ensure that new infill continues to have an overall positive contribution to the downtown's neighborhoods.

Infill issues of particular importance further discussed in the Plan include:

1. Height, Bulk and Scale
2. Street Frontages and Street Character
3. Housing Choice
4. Housing Preservation

Some recent projects have lost a clear relationship to the street, or over emphasize vehicle access.



September 2006

Housing Prototypes
Multidwelling Zones

Prototypes Consulting Team
- Van Meter Williams Pollack, LLP
- Urbaworks, Inc.
- E.D. Hovee & Company

Planning

Housing Prototype | Multidwelling Zones

PORTLAND INFILL DESIGN GUIDE

Caveats

While the housing prototypes focus on illustrating configurations that meet regulatory standards, in certain cases code adjustments or appeals would be necessary for particular aspects of the prototypes to be approved. In these situations, the "Regulatory Notes" included with each prototype highlight aspects of the prototypes that would require additional review. Their inclusion here does not guarantee the outcome of a code adjustment request or appeal.

Also note that the prototypes do not take into account area-specific regulations or design review criteria that may apply to a site, or other site-specific issues and constraints. For example, Prototypes 1b, 2a, 4a, 4b, and 5b would not meet requirements of the Community Design Standards (applicable in areas with design review), which call for all primary buildings to be set back no further than 25 feet from front lot line. Bureau of Development Services staff and other relevant agencies should be consulted regarding site-specific issues and the general applicability of the prototype configurations to any particular site.

Pitched roofs are used for the prototypes because many community members consider them to be more "design neutral" than flat roofs in a generalized residential context. The intent of this is to encourage attention to be focused on more fundamental aspects of housing form and site organization, rather than on the relative merits of traditional or contemporary architectural style. The illustrated roof forms are not intended to indicate that other roof forms would not be equally or more appropriate for any particular housing project or specific context.

Prototype Sites

The prototype sites and their attendant issues are summarized below:

Inner neighborhoods

- **PROTOTYPE 1: 10,000 SF site in the R2 zone**
  What can be built besides 4-5 rowhouses?
  Opportunities for courtyard housing?
- **PROTOTYPE 2: 5,000 SF site in the R1 zone**
  How to fit 3-6 units, plus parking?
- **PROTOTYPE 3: 10,000 SF site in the R1 zone**
  Opportunities for courtyard housing and additional homeownership possibilities? *(such sites often require too great a density for conventional rowhouses to be practical.)*

Outer East neighborhoods

- **PROTOTYPE 4: 90' wide by 100' deep site in the R2 zone**
  How to design density for narrow sites?
  Homeownership opportunities?
- **PROTOTYPE 5: 90' wide by 220' deep site in the R1 zone on a busy arterial street**
  How to provide livable housing close to traffic, contribute to a transit-oriented environment, transition to lower-density housing, and fit 14-20 units and vehicles?

Sample Housing Prototypes help create more appropriate infill development.

Miller Mews courtyard in Seattle has been recognized as good example of infill development. The project made use of flexible development standards through design review. The project shows that character and charm do not need to be sacrificed to higher densities.

3.3 Design Review

The City of Bremerton 2004 Comprehensive Plan made a strong call for Design Review. The Design Review Board (DRB) is an appointed body which makes recommendations on project design based upon their interpretation of applicable Urban Design Principles and the intent and purpose of development standards.

This Plan expands the Design Review boundary to cover the full Subarea for all projects achieving the following threshold;

1. Residential units of four or greater
2. Commercial projects of 5,000 sq. ft. or greater.
3. For projects meeting (1) and (2) above and are:
   a. Retrofitting the exterior of an existing building that increases nonconformity with the design standards of the Subarea Plan; or
   b. The placement of accessory structure, addition of a building, or other similar applications that does not comply with the design standards or principles of the Subarea.

This will allow site responsive flexibility to be set for small scale infill projects as well as large scale developments. The following is a summary of expected benefits from an expanded Design Review Program.

Design Review Community Benefits:

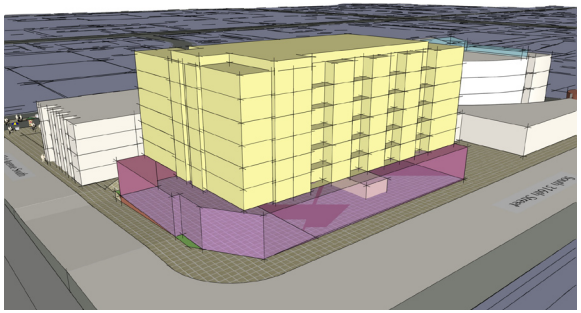
- Reviews and analyzes proposed projects to provide early design guidance
- Provides an avenue for public feedback

Design Review Developer Benefits

- Allows developers to respond to unique site conditions
- Provides relief from prescriptive dimensional requirements such as setbacks and bulk
- Promotes community participation on projects.

Chapter 4: District Character contains a set of Urban Design Principles for each Character District. These principles are a guide for the DRB's review and conditioning of development proposals. The DRB will also be responsible for interpreting the adequacy of public amenity features with developments in the Downtown Core and Downtown Waterfront Districts make use of the Public Amenity Bonus system.

1 *Early Design Guidance Massing study*



2 *Detailed Design*

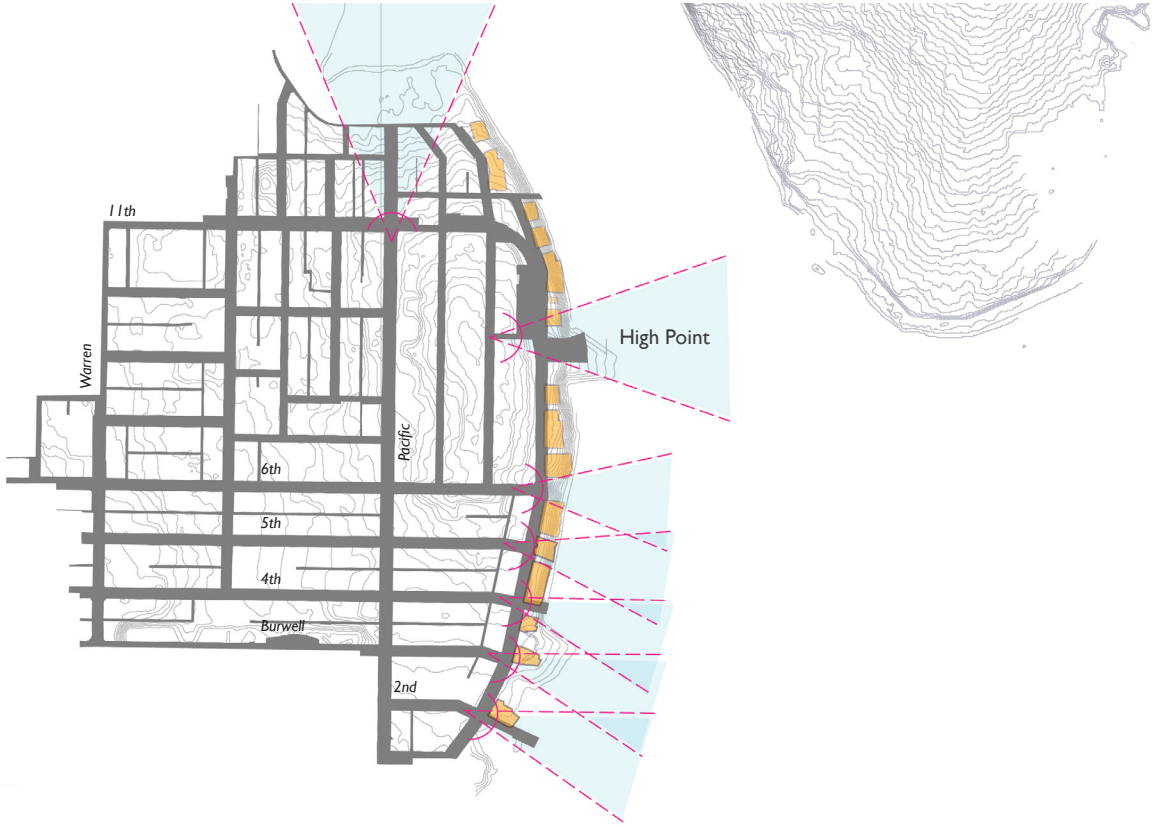
3.4 Views and Vantage points

Among Bremerton's greatest assets is its extensive waterfront and maritime heritage. With good planning, water access and views can be shared by the public as well as future private development.

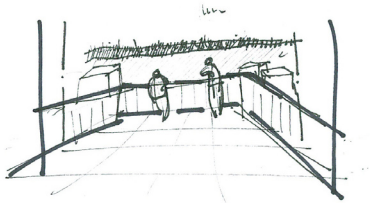
Street-ends to the waterfront should be prioritized as public plazas or overlooks in order to promote visual connections to the water.

To make sure that these connections take place, the Subarea Plan makes use of a bonus amenity system as well as development standards that will trade bulk for height. Within the Downtown Waterfront District, development standards promote taller, slender towers that reserve more space at the ground level and require high levels of transparency.

The architecture and design of upland building design should also make good use of dynamic downtown topography, and consider both near and distant views.



Where possible, private development should accommodate physical connections to the waterfront, in particular through the public access to the planned waterfront boardwalk and downtown waterfront promenade.



3.5 Bulk, Skyline and Sun Access

Over time, new tall buildings will create a skyline that is dramatic as seen from the water and diminishes the visual focus on the shipyard. However, as buildings in downtown Bremerton continue to grow "upward," steps should be taken to manage the skyline and preserve sun access. Design standards for towers, and bulk controls should be balanced with floor area ratio (FAR), providing flexibility around how building massing on specific sites is arranged. Key to creating a livable city will be to ensure the proper scale of the street wall to the public right of way, as well as to ensure sunlight on public spaces. In many zones there are height limits for buildings along the facade line to minimize over-shadowing and wind turbulence along the street. The following strategies apply within the Downtown Subarea:

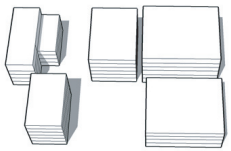
1. A mandatory minimum 80 foot radius between adjacent tower structures in Downtown Core and Downtown Waterfront zones will provide for a separation between buildings, make for better neighbors, and preserve views by limiting bulk on individual blocks.

2. Tower floor plate maximums are set within the Downtown Core and Downtown Waterfront Districts with the most slender floorplates set on the waterfront. Larger floorplate areas are allowed for building bases.

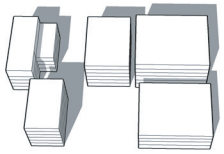
3. The Design Review Board will consider how specific projects can minimize visual intrusiveness on the skyline through assistance in the placement of towers. Placement should be designed to ensure projects do not dominate or negatively affect streetscape character.

5. Sunlight in waterfront view corridors and on plazas and parks is a priority for the downtown area, particularly as the residential population grows. The diagram below shows the relative path of the sun through the annual cycle.

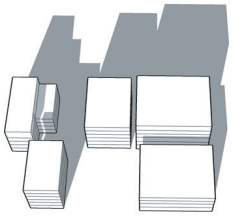
Sun Paths and Shadowing Impact



Summer Solstice



Fall/Spring Equinox



Winter Solstice

"Something happens, because something happens, because something happens..." Jan Gehl, Life Between Buildings

3.6 Street Edge Definition

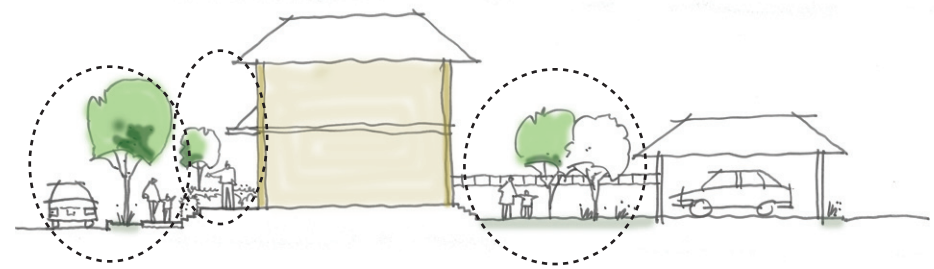
New buildings throughout the Subarea must adopt an appropriate relationship to the street in order to better encourage informal social interaction, outdoor activity, and a pedestrian orientation.

On commercial streets, good street context includes high facade transparency, facade modulation offering pedestrian pleasant places to rest or sit, and a frequency of entrances. Throughout downtown, it is preferable that new developments be comprised of shops with limited street frontage. Smaller-scaled stores offer visual diversity while large scale commercial businesses occupying a significant length of frontage are generally not appropriate within the downtown Subarea.

Within residential environments good street edge definition is achieved through clear and recognizable transitions between

1. Public,
2. Semi-private street edge
3. Private spaces.

As a general rule of thumb, all existing space within residential lots should be designed to be used by residents, and should clearly belong to one of the three categories. Undefined and left over spaces should be avoided.



Individual, articulated and recognizable entrances at street level, both on commercial and residential streets help articulate the street edge. In residential and mixed neighborhoods, the regular rhythm of townhouse entries and terraces constitute much of what is immediately seen by passerby. Here, a stoop-like outlook and low fences along the street provide both a place for people to stand and socialize with neighbors as well as a clear delineation of semi-private from public space.

Modern townhouse terraces

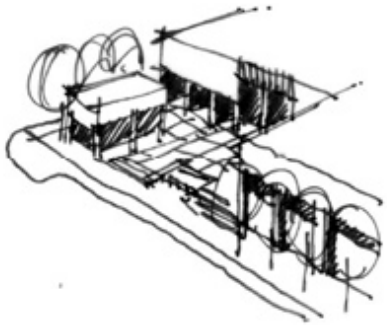
3.7 Public Spaces and Parks

Planning for new amenity space is a significant factor in the ongoing public life of downtown Bremerton. As population density increases, the role of the city's public spaces as locations for animated activities (both organized and incidental) will become increasingly important as the city center entertainment and residential uses extend and diversify.

3.7.1 "PARK TO PARK" DOWNTOWN LOOP

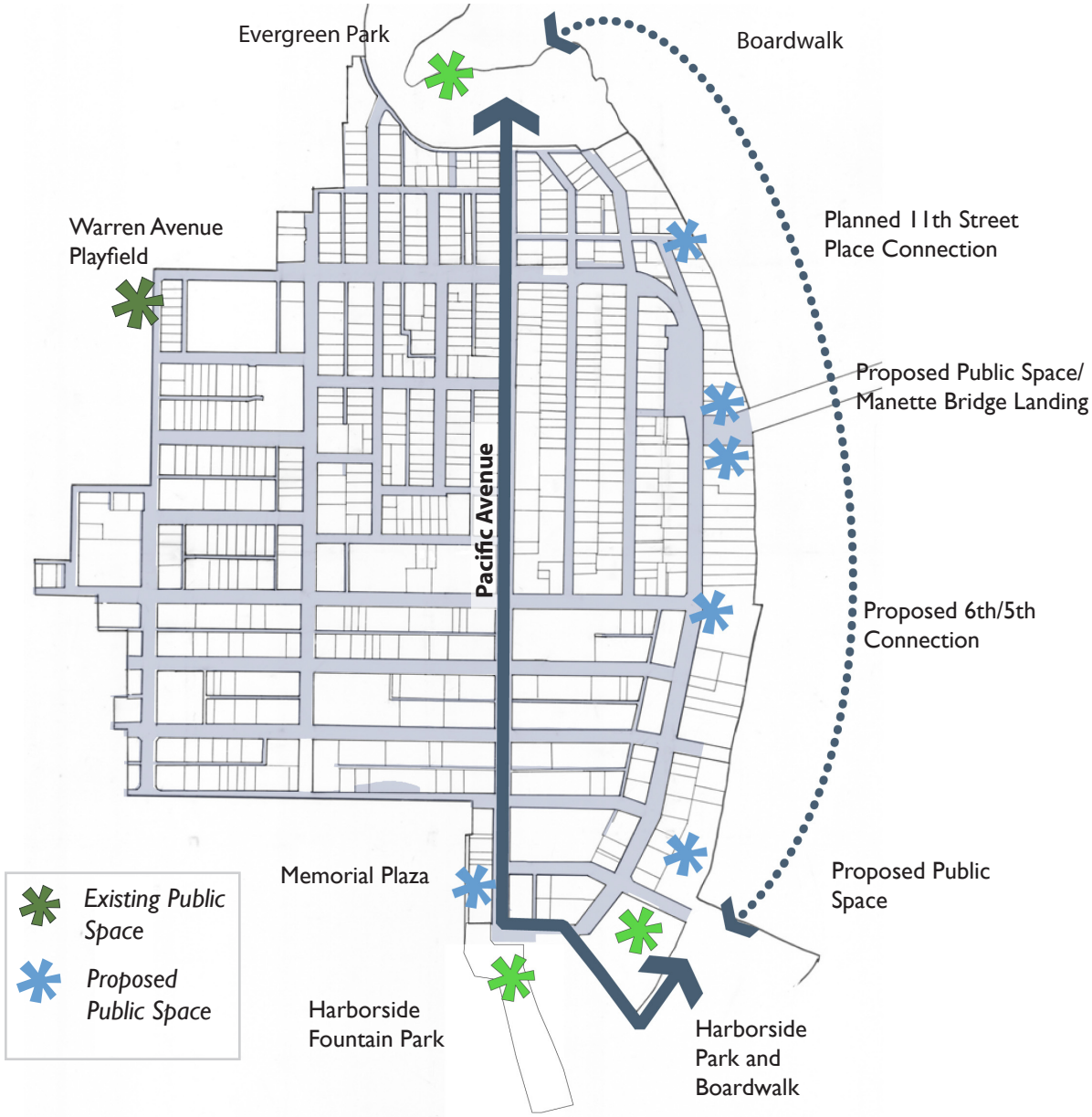
The City of Bremerton is developing a 3,200-foot-long over-water boardwalk connecting the existing Louis Mentor Boardwalk in the Harborside District to the City's popular Evergreen Park. The boardwalk will serve two purposes; it will provide a recreational waterfront experience for residents and visitors and it will provide access for maintenance of an adjacent sewer on the beach.

Pacific Avenue will complete the downtown loop as the link forming a "Park to "Park" corridor. Streetscape enhancements (outlined in more detail in Chapter 5) will help to make this a walkable and pedestrian friendly street. In the future, a downtown circulator shuttle may be appropriate on Pacific and Washington Avenues to service new shops, and make a convenient transit connection between the parks.



Small urban plazas can be achieved through the Bonus Amenity System. New public spaces should be defined by facades of buildings, trees, garden walls, or other elements with strong lines and clear geometries.

Park To Park Loop



Four planned connections to the boardwalk will populate the shoreline with nodes of activity. Boardwalk connections will provide areas of significant public interest at the shoreline, allowing for active waterfront uses such as walking, cycling and jogging.

Burwell Street: This public promenade and park will be the major connection between the downtown commercial area and the waterfront boardwalk. A public space should be developed concurrently with the Phase II of the Harborside project. The public space should offer adaptable settings with the flexibility to accommodate diverse activities.

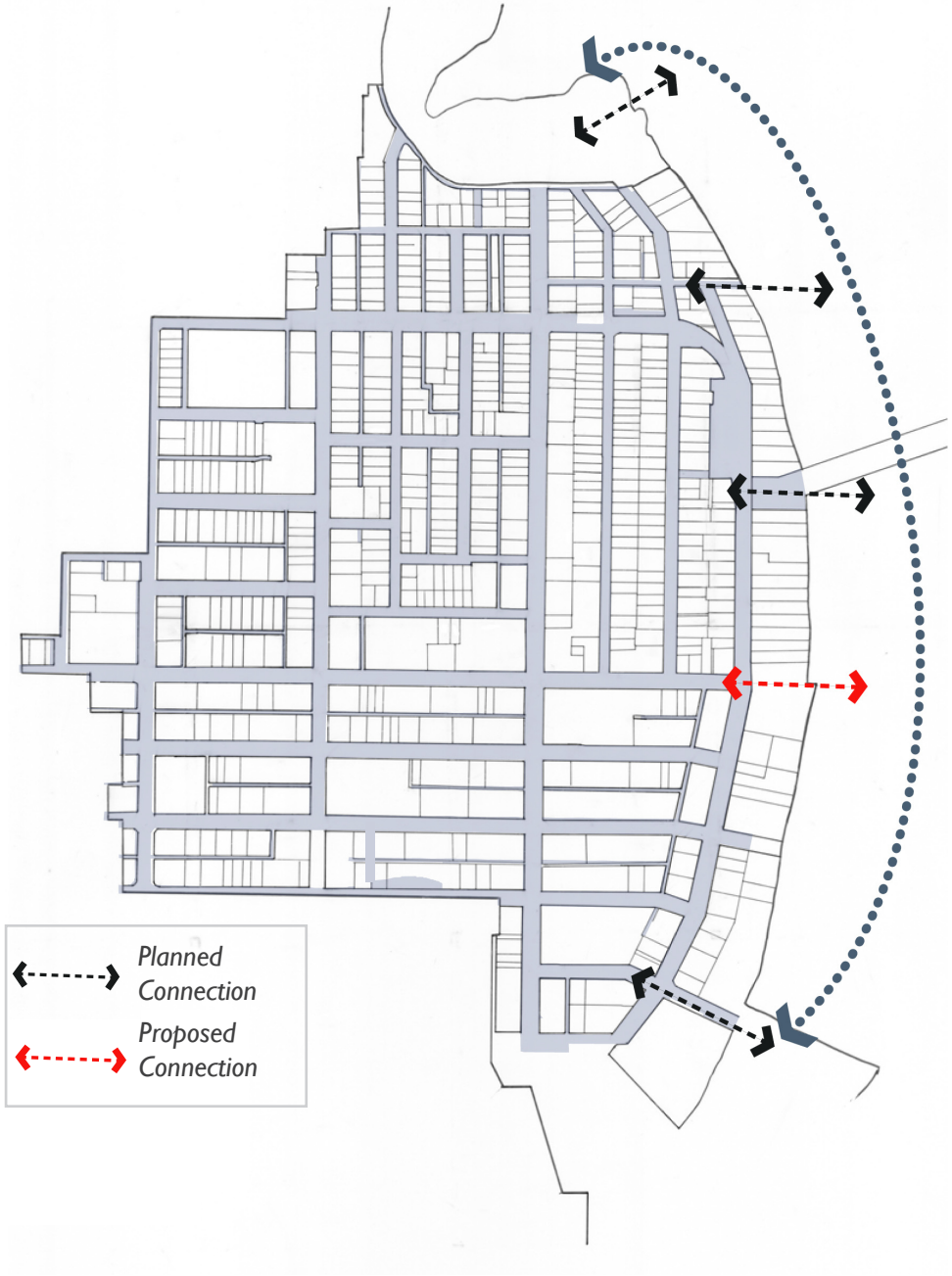
5th/6th Street Connection: This connection will be a major pedestrian promenade and public space provided in conjunction with the redevelopment at the base of 5th/6th streets.

Manette Bridge Connection and Park: Anticipated to include both a staircase and an elevator with a glass front, this connection will be a critical link in both the City's Bridge to Bridge trail system and the Kitsap County Mosquito Fleet Trail System. It will be constructed as a follow-on project once the new Manette Bridge is completed. In order to best accommodate the space for connection, collaboration with WSDOT during bridge construction is necessary.

Staging lots at the Manette bridge landing should be developed as public space after work on the bridge is completed.

11th Street Place: A free-standing stair bridge will provide a neighborhood connection to the new boardwalk. Due to street terrain and constrained space this will be the only non-ADA accessible connection.

Park To Park Loop



3.8 Building on Existing character

Downtown Bremerton has a long history and established culture and character. The first post-office was built in 1892 and the first school, in 1895.

In particular, Pacific Avenue, the city's first main street is the site of historic character buildings including the Bremer Trust and Savings Bank at 202 Pacific Avenue and the Admiral Theater at 515 Pacific.

The Haas Building, located on 4th Street also combines elements of Art Deco and International Modern styles. Other nearby and unique landmark buildings are the former Elk's Hall at 5th and Pacific and the Roxy theater.

While the Subarea Plan envisions a new phase in the revitalization of the downtown, these ideas are firmly rooted in the urban form of the existing downtown.

Employment District
Highland Avenue
Waterfront connectivity
Design principles to ensure compatible infill.

(above) The Admiral Theater, Bremer Trust and Savings Bank, and the Haas Building (left).

3.9 Strategic Parking Management

Parking standards should not be a barrier to development. As a result, development standards for the downtown Subarea reflect a new flexibility and reduced requirements in order to make better use of its locational advantage near transit and employment centers. Already, developers may make use of alternative parking methods such as Satellite Parking (off site parking), Shared Parking (parking spaces that are shared between users at different times) to maximize parking spaces.

The City is also moving towards a long term parking management plan in order to reduce the impact of downtown's major users (the WS Ferry and PSNS). Strategies will be identified and implemented to maximize the existing parking downtown and over the long term reduce dependency on automobiles, through a mixed use and compact walkable downtown.

Downtown employers will be required to participate in a Transportation Demand management program to reduce the number of employees who drive single occupancy vehicles to work.

Development Standards and Design Principles also implement parking lot design standards to ensure that parking will not occupy key spaces such as corners, the space between a building frontage and the street, or building ground floors without adequate screening.

Placing bioswales within parking lost helps to reduce stormwater impacts. Subarea Plan Design Principles encourage the use of Low Impact Development Techniques in all surface lots.

Parking garages don't have to be unsightly. This new civic parking lot in Santa Monica is the nation's first parking structure certified by the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED), Solar panels on the structure's roof power the building.

3.10 Streets for Cars People + Bikes

City streets are more than the asphalt paving between the curb edge, they also include the improvements between property lines: sidewalks, street trees and landscaping as well as controls over the relationship of the property edge to the public right of way. As a vital component of our community- not just for transportation functions, the street is the setting of social activity and interaction, public gatherings and commerce. As the future location of a vibrant town center, street improvements within the Subarea should reconcile the balanced use of rights-of-way for vehicles, transit and non-motorized transportation methods.

The Subarea Plan brings together an understanding of both land use and transportation with development standards that address street type, and require a responsiveness to existing street character.

Chapter 5 Circulation develops a set of Street Typologies to provide a coordinated outlook for the ongoing revitalization of downtown. This Chapter outlines a series of pedestrian improvements and traffic calming techniques, such as corner bulb outs, mid block crossings, and enhanced sidewalks to buffer pedestrians from vehicles.

Furthermore several new bicycle routes have been identified as part of the non-motorized transportation plan completing north-south and east west cycling connections through the downtown Subarea.

Corner extensions

Facade transparency

Enhanced sidewalks, benches and street furniture

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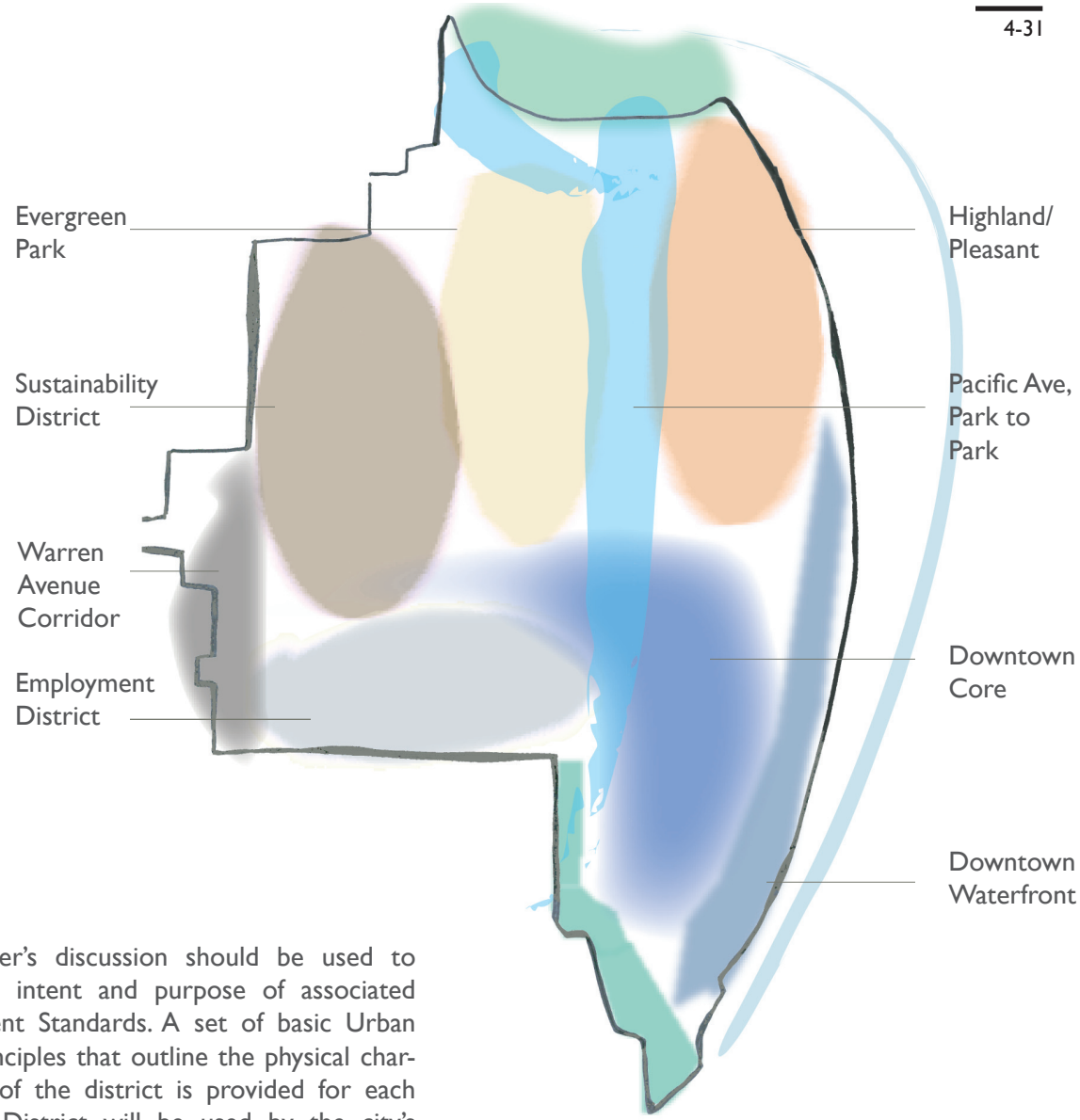
4.0 District Character and Design Principles

Each of downtown Bremerton's urban neighborhoods retain singular attributes that help differentiate between them. Characteristics such as historic buildings, key recreational or commercial destinations, scale and street type and natural features provide each neighborhood with its own unique "sense of place."

This Chapter identifies these form-based "clues" to help establish principles to guide the intensity and style of future development.

For each neighborhood, the Plan identifies a.) its existing character; b.) a future vision including opportunity for future growth and c.) key tools and/or recommended actions to achieve that vision. In order to reinforce and further distinguish these neighborhoods, the Subarea Plan encourages the development of distinct activity areas and gateways, context sensitive buildings and key physical connections.

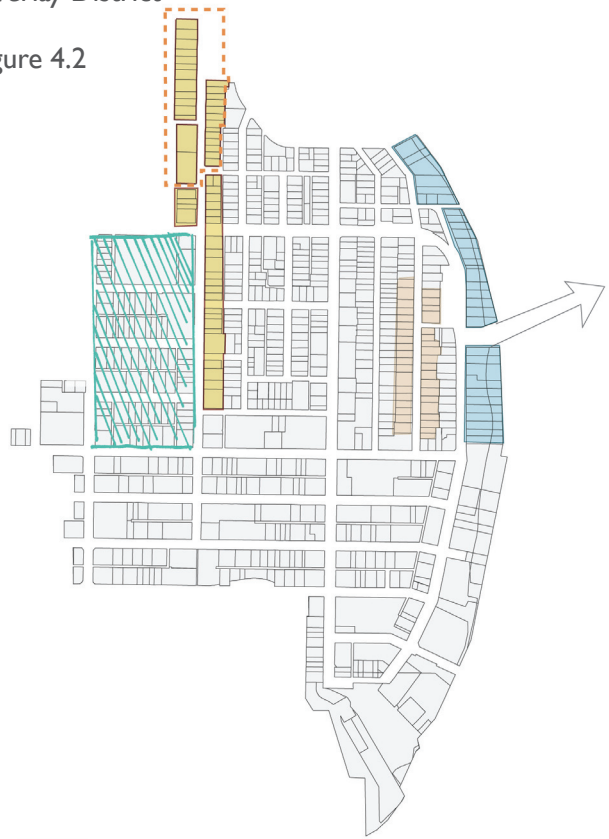


This chapter's discussion should be used to inform the intent and purpose of associated Development Standards. A set of basic Urban Design Principles that outline the physical characteristics of the district is provided for each Character District will be used by the city's Design Review Board as a guide for the review and conditioning of project proposals.

In May 2016, the Downtown Regional Center (per Ordinance 5299 and 5301) was expanded and land use districts were revised. Please use Chapter 6 Maps for correct zones, overlays and heights.

Overlay District

Figure 4.2



Highland Overlay

Sustainability District Overlay

Waterfront Overlay

Neighborhood Business Overlay

Subarea Plan Extension

Land Use Plan

Figure 4.3

One and Two Family Residential

Multi-Family Residential - One

Multi-Family Residential - Two

Pedestrian Oriented Mixed Use

Employment District

Warren Avenue Corridor

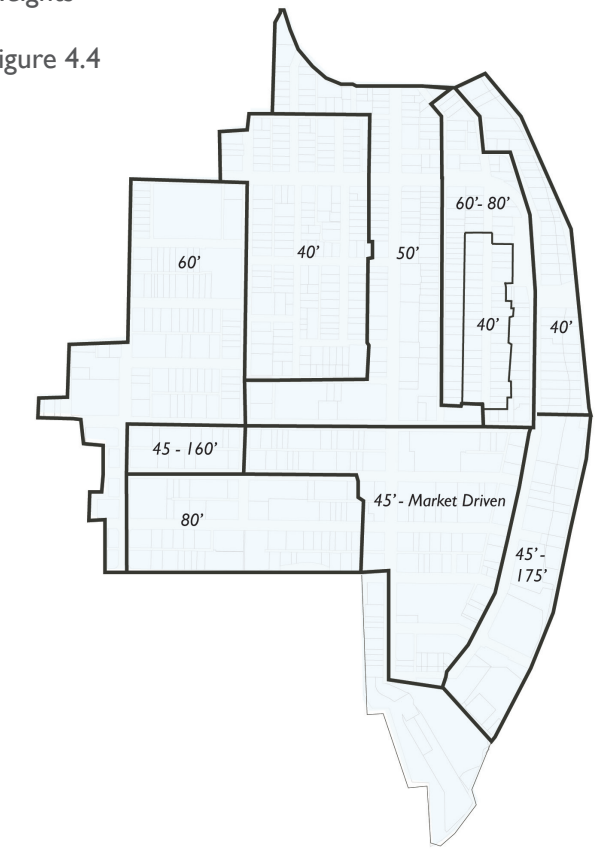
Downtown Core

Downtown Waterfront

Park

Heights

Figure 4.4



4.1 Downtown Core

EXISTING CHARACTER

Already the most fully developed area of Bremerton, the Downtown Core is a high-intensity office and employment center and primary hub for business, communications, office and hotels. Dynamic topography, surprising street-end views to the Puget Sound and the Olympic Mountains and the presence of the PSNS lend the downtown its character, while proximity to transportation at the WS DOT ferry terminal, and Kitsap Transit bus service provide some of the best transit in Kitsap County and make this an obvious place for centralized activities.

Relatively short blocks and narrow walkable streets contribute to the pedestrian friendliness of downtown and a number of historic buildings contribute to Bremerton's rootedness and connection to its past.

Existing: Downtown Pacific Ave

Existing: Bremerton Skyline

Vision: A walkable, active downtown with wide sidewalks, and a range of building scales.

VISION

An expanded and revitalized Downtown Core will contain qualities and characteristics that do not exist elsewhere on the Kitsap Peninsula. Additional population will activate the area at all times of the day and achieve a "vital, 24 hour a day downtown." The primary goal will be to encourage people to linger, leave their cars behind and explore beyond their first destination.

Subarea Plan development standards encourage large scale, assembled, mixed-use projects with residential components. An Incentive Zoning program allows increased tower heights with limits only in those areas abutting residential and lower-intensity uses at the district boundaries (see figure 4.4). Participation in the Incentive Zoning program is predicated upon streetscape upgrades as required by Subarea Plan Street Typologies and as directed by the Design Review Board. Additional design standards will apply to towers.

Urban Design Principles

These Principles inform the overall character of buildings within the Downtown Core in order to establish a vital, active public realm with a diversity of uses.

An Active, Vital Downtown

Creating an active, safe public realm is a priority for the city's main shopping and walking district. Ground floor facade designs should emphasize the following:

1. Diversity and density of activities;
2. Building transparency with active windows and facades;
3. Recognizable entrances and/or plazas;
4. Narrow retail frontages (limited storefront widths) on the street.

The Downtown Core should prioritize the development of a diversity of uses and the provision of needed services and amenities for the downtown population in order to reduce automobile trips and automobile dependency.

Residential portions of new buildings should be designed with livability concerns and include adequate access to amenities.

Comfortable Walking Environment and Neighborliness

Building designs in the downtown should prioritize access by the pedestrian, and plan for pedestrian safety including safety, lighting, paving and curb cuts.

Reduce the visual impact of parking through maintaining existing street wall, and screening parking from view except for entry points.

The rhythm, scale, architectural detail, windows and colors of new facades must be in keeping and provide a harmonious relationship with the existing street context, particularly south of 6th Street.

Respect for adjacent historic buildings, and the adaptive re-use of existing historic buildings downtown is encouraged.

Avoid overshadowing of existing public and private spaces. Shadows generated by proposed tower projects must be minimized within the Subarea based on the following hierarchy of spaces:

1. Parks
2. Public open spaces
3. Pacific Avenue
4. Semi-private and private open space

Preservation of Views

Preserve street end views, as well as the outlook upon both near and distant views during tower siting and design.

figure 4.5: A required eighty feet minimum tower spacing radius to adjacent buildings provides for both near and distant views.

Public Space Design

New public spaces achieved through the amenity program should contain direct access from adjacent streets and, where appropriate, contain a variety of opportunities for casual and informal social interaction, including the placement of sit walls, movable seating and benches.

Building Tops and Skyline

Rooftops with visual interest should be considered to form an appealing skyline.

Rooftops are often seen from taller buildings. Low buildings and podiums should consider greening or partially greening roofs and should screen all unsightly mechanical equipment.

Vancouver waterfront towers viewed from the waterfront

Tanner Springs in Portland, Oregon not only provides an interesting array of textures, landscapes and resting places but it also collects and filters storm water.

Terraces and gardens on rooftops

4.2 Downtown Waterfront

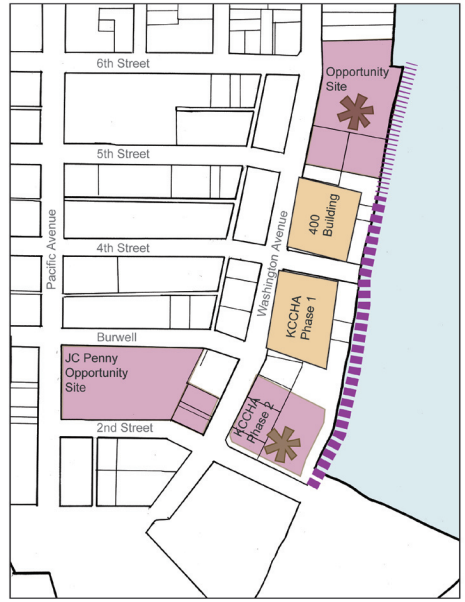
EXISTING CHARACTER

The Downtown Waterfront district acts as a gateway to the city for those arriving and departing by ferry. The area has already received major public investment with the development of a new Ferry terminal, waterfront condominiums, conference center and planned marina (see Section 2.1 Summary of Recent Achievements).

KCCHA has partnered with the City to develop an eight foot wide public walkway promenade which extends from 2nd to 4th Streets along the waterfront. The project also comprises of two large scale public access promenades extending from Washington Ave to the waterfront at Burwell and 4th Streets and significant streetscape improvements. Newly finished waterfront condominiums in (September/October 2007) set a precedent for a four- to six-story street wall with pedestrian orientation. Washington Avenue's 400 Building brings detail to the pedestrian level and engages the street with multiple, ground level entrances.

In this District, up to 175 ft. height limits can be achieved with the provision of public amenity. Key amenities sought for the area are a public space of generous proportion; a public promenade and overlook; or connections to the city boardwalk.

figure 4.6 Waterfront Opportunities



Waterfront Condominums

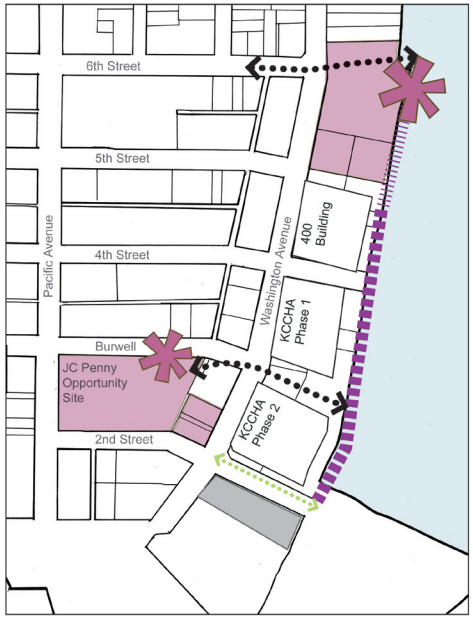
Opportunity Site

Existing waterfront promenade

Proposed promenade extension

Tower opportunity sites

figure 4.7 Waterfront Connections



Opportunity Site

Connection Opportunity

Connection Opportunity

Street wall Opportunity

existing blank street wall

VISION

Comprehensive Plan policies encourage active use along the waterfront, with public accessibility as a priority. As an area of significant civic importance, all new development in this area warrant special consideration in order to ensure porosity between land-side and water-side activities.

Subarea Plan Development Standards introduce taller buildings in order to a.) trade height for public benefit; b.) add interest to the skyline through a diversity of heights and c.) create a new hierarchy to compete with the PSNS.

Urban Design Principles

The purpose of these principles is to give architects and developers direction in the design of both public and private space in the Downtown Waterfront Zone.

An Active Streetscape

Where possible, buildings located on Washington Avenue should contain an active street edge to engage pedestrians. Ground floor facades should emphasize the following

1. Recognizable entrances, small plazas and outlooks.
2. Narrow and transparent retail frontages
3. The introduction of active uses, such as restaurants and marine related retail where possible.

Incorporate large expanses of window glazing to increase transparency on the waterfront.

Comfortable Walking Environment

See section 4.1 Design Principles

A Priority on Public Open Space

Amenity space provided throughout the Bonus amenity Program should be active and exploratory, reflecting the expansive nature of the waterfront, as well as its significance as a major urban destination.

Open Spaces should integrate ecologically sensitive landscape elements in order to reflect the sensitive nature of the waterfront environment,

Streetscape, lighting and paving in public spaces achieved through the Incentive Zoning Program should be consistent with existing features.

figure 4.8 Waterfront Public Space

downtown loop
existing parks
proposed public space

Waterfront condominiums on Washington and shoreline promenade. Source: KCCHA

Use the Tower-Podium Concept

The overall form of development along Washington Avenue should be that of a continuous low rise streetwall with towers spaced appropriately to allow for both views and privacy rising above the podium configuration.

Towers should break up building mass to reduce the overall perception of building bulk.

The Waterfront as a Gateway

As a gateway to the city, buildings viewed from the waterfront should occupy a dynamic, prominent position in order to add visual interest and hierarchy to the Bremerton skyline.

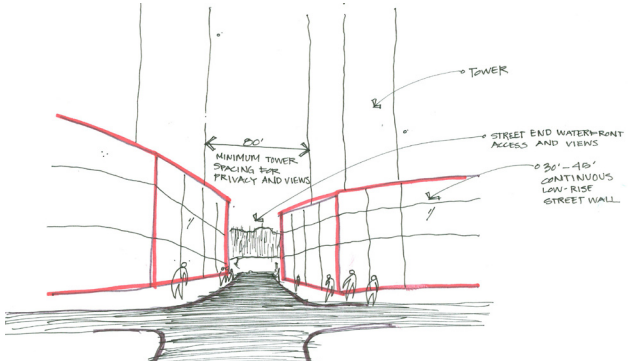
Towers and podium built form should not isolate the waterfront.

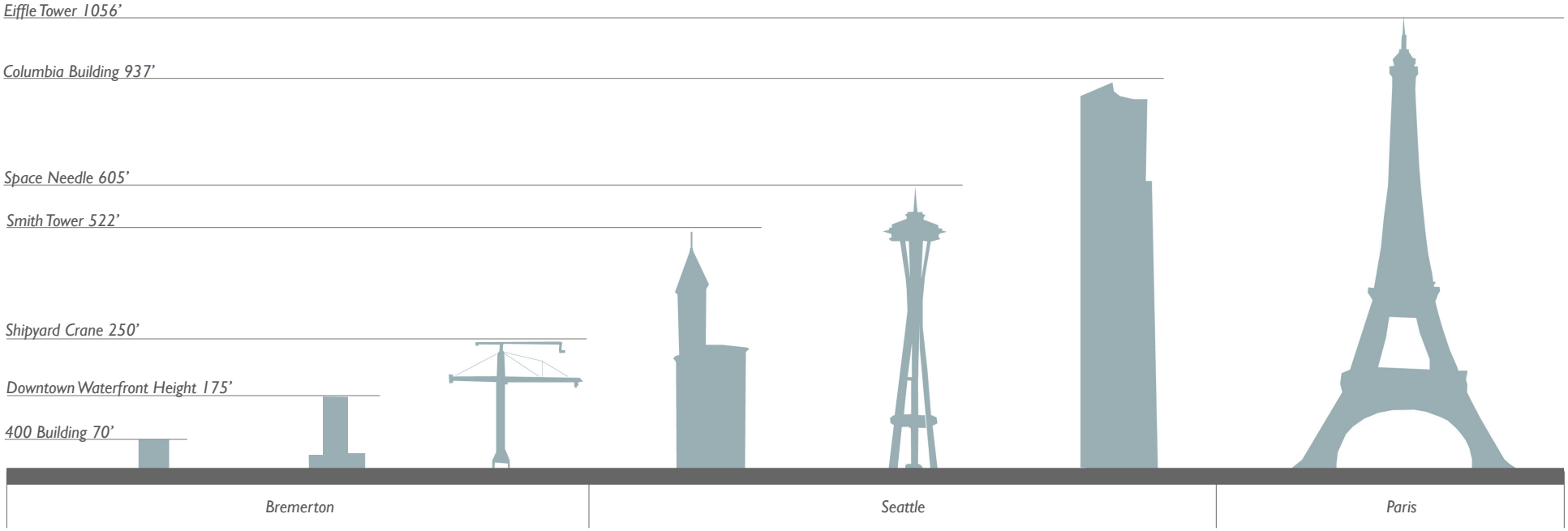
Where possible, developers should attempt a slimness ratio for towers that achieves elegant tall forms as opposed to bulky, slab like buildings.

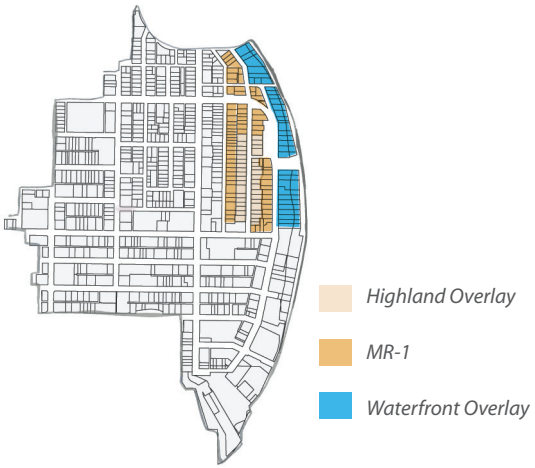
When using the bonus amenity program, increased heights are preferable to building bulk in order to better increase the potential for public access and views.

Street End Access and Views

Prioritize views and access at public street ends where possible. Where views are not possible, include extensive transparency or architectural feature and clear path to nearest access.







4.3 Highland Neighborhood

EXISTING CHARACTER

The Highland Neighborhood has a centralized location perched upon the crest of the hill over looking the Port Washington Narrows. From this high point it also has views west to the Olympic Mountains.

As part of the 2005 zoning code update, and the 2004 Comprehensive Planning process, this area has been slated to become a high density residential district in order to support the creation of a vital downtown.

The neighborhood contains detached single-family houses, some of which have been converted to multi-tenant buildings. The quality of existing housing stock varies greatly, with significant historic homes located primarily on Highland Avenue. These older homes, although may not merit an official Historic Registry designation, do provide an important contribution to the city's character. A survey conducted as part of the adoption of the City of Bremerton Comprehensive Plan (1986) outlines the particular housing types found in the area. The City of Bremerton Comprehensive Plan (2004) policy aims to "encourage the preservation and rehabilitation of architecturally or historically significant houses of the Highland Area which are uncommon to Bremerton." To achieve this goal, the 2004 Comprehensive Plan recommends the creation of zoning mechanism in order to manage preservation and compatible development within the Highland Area.

VISION

The future district character for the Highland Neighborhood will be mid-rise apartment buildings and attached housing of 40 to 80 feet in height with ground-oriented townhouse forms opening directly on to the street.

Restoration and adaptive re-use of historically significant structures along Highland Avenue will be encouraged through the creation of the Highland Overlay and Transfer in Development Rights program.

The Subarea Plan development standards maintain a lower scale of development on Highland in order to highlight the street's existing fine-grained and historic character. Standards will trade this development intensity to streets more suitable for large scale development.

WATERFRONT OVERLAY

The Waterfront Overlay limits the height of buildings on the waterward side of Washington Ave. to preserve the existing views and expe-

figure 4.9 Highland Character street showing a townhouse form of development with taller buildings fronting Washington.

rience of the waterfront. Due to a unique topography stepping up from the water, buildings up to 40 feet measured from the average grade of the Washington frontage can be allowed without blocking existing view opportunities on the landward side of Washington. The Waterfront Overlay is an outgrowth of community concern that large scale development will permanently block waterfront access and privatize a community-wide amenity that will help establish and maintain Bremerton's unique "sense-of-place."

THE HIGHLAND OVERLAY

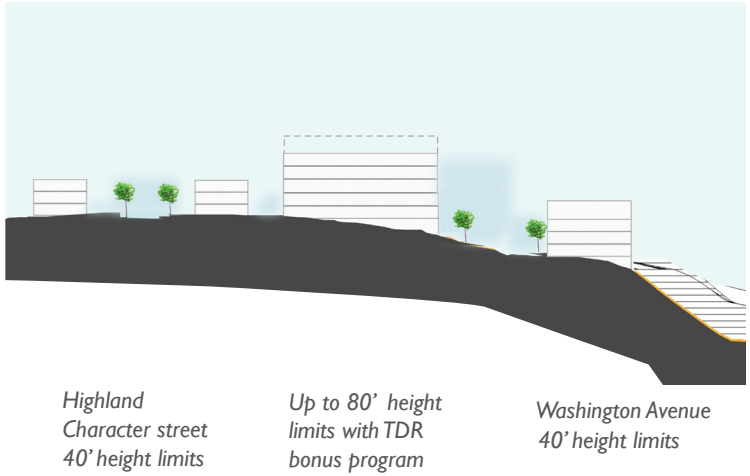
This regulation places 40' height limits (35' top of wall plate, 40' top of roof peak) on parcels fronting on Highland. Setback requirements and development coverage maximums enforce a lower scaled intensity on Highland Avenue preserving the desirable characteristics of the street. This Height overlay extends from Highland to the existing rear parcel line.

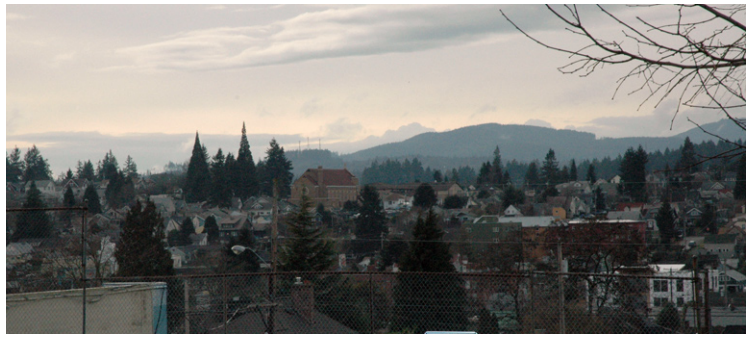
Transfer in Development Rights:

A Transfer Development Rights (TDR) program is implemented to balance development within the historic scale on Highland, while maintaining overall allowable density. A TDR program will allow heights of 80' fronting on Pleasant and Washington Avenues only with the purchase of air rights from adjacent parcels on Highland Avenue.

A Transfer in Development Rights program works by "unbundling" the rights associated with land ownership; allowing a monetary exchange to direct development rights away from one parcel of land, in favor of another parcel better suited for development. In this situation, a developer seeking to build on Pleasant or Washington will purchase a "development right" from a historic property in order to receive a one time development bonus of 20 ft to raise height limits to a total of 80 ft in height.

Figure 4.10 Heights in the Highland Neighborhood





View of the Olympic Mountains from Pleasant Ave

Urban Design Principles

The purpose of these principles is to give architects and developers direction in the design of mid-rise, infill housing appropriate to the Highland Neighborhood. These Design Principles may also be adapted to other MFR zones within the Subarea. These principles attempt to promote livability, safety through "eyes on the street," and an animated street edge definition.

Neighborliness and Livability

Design and siting of building must take into account street context and must be sensitive to existing homes.

Project designs will be considered for their sensitivity to existing cohesiveness of streetscape and their ability to add to, rather than detract from, overall livability.

Buildings should be designed to project a sense of neighborliness with respect to

1. access to sunlight
2. privacy
3. views
4. parking

Balconies and windows should be placed in respect to existing window outlooks.

Side and rear setbacks may be stepped back to prevent overshadowing of existing yards and houses.

The façade of new, large scale developments must be broken into smaller elements that draw from the scale and existing design of surrounding buildings.

Setbacks also allow light and air to meet the street with a residential character.

Transitional space between street and building.

Public Realm and Street Edge Definition

New developments should foster a high quality public realm and a comfortable environment for walking.

Eliminate ambiguous space between public and private realms through clear spatial definition.

Front setback landscaping should contribute to the quality of the public realm. Tree planting should be part of the landscape of all infill projects regardless of scale and existing vegetation should be preserved wherever possible.

Sidewalks should be provided that tie in to existing pedestrian networks and should look for opportunities to provide new or improved connections.

HVAC ventilation should be screened or placed in an unintrusive location so that it does not disrupt or negatively affect streetscape character.

Buffers

Large scale infill developments should transition between scale and height of abutting housing.

Views

Development should respect sightlines and featured views that are important to the character of the neighborhood.

Open Space

Building forms that permit novel approaches to providing public green space and shared open space amenity are encouraged.

Buildings should not be oriented around surface parking or drive courts. In unique cases, drive courts should be designed for shared use between both vehicles and pedestrians.

Below Grade or Screened Parking

All off street parking for buildings covering more than 50 percent of lot area must be screened or be located below grade.

Portions of the building used for parking, storage or other non-residential functions located above grade must be either located to the side or rear of a structure or should be screened within the building facade so that these functions appear residential in scale, character and design.

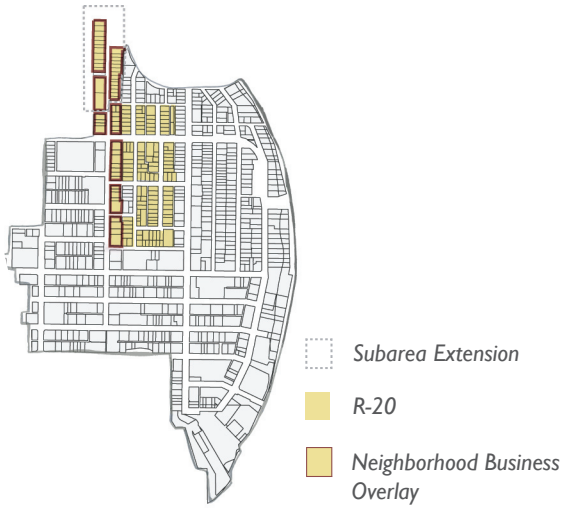
Garage entries should be to the rear of the building where possible and should be architecturally integral to building design.

Design Excellence and Architectural Style

Materials and textures are important stylistic elements that help larger structures fit an existing residential context. Traditional materials such as brick, shingle, and wood siding may be more appropriate than corrugated metal. Materials that age quickly such as vinyl and stucco are not encouraged.

Material choice and setback accentuates scale of street wall

Massing transition between neighboring housing.



4.4 Evergreen Park

EXISTING CHARACTER

Existing urban form consists of small-scale single family detached housing. Lot configuration to the north of 11th Street is largely irregular with narrow streets and uneven setbacks. These attributes, combined with dynamic topographic changes and proximity to Evergreen Park, give this area a unique urban form and a desirable, village-like atmosphere that residents would like to enhance and preserve.

The area to the south of 11th Street is a mature single family neighborhood with regular blocks. Building types are Craftsman style single family detached housing, as well as ranch, or bungalow housing. Many have garages access from narrow, gravel alleys which typically run the length of each block. Standard lot sizes range from 3,000 to 4,500 sq. ft.

VISION

Density in this neighborhood will increase with compatible, small-scale residential infill. Development Standards introduce multiple forms of ground-oriented housing in order to promote housing variety and accommodate housing choice near to both employment and transportation centers. Planned intensification will also increase the range of potential home buyers, including starter homes, assisted living, apartment rentals, condominiums and town-houses.

New permissible housing types include small lot homes, and single and double party-wall attached town housing (up to four contiguous units). This district will also contain alleys activated by carriage housing. Stacked flats are also permissible, and are encouraged to have careful design to provide for livability with adequate open space, and ground access.

Subarea Plan Development Standards do not designate individual zoning categories for each building type. Development standards allow indi-vidual owners to determine what kind of building type makes the most sense for their parcel, as well as their budget. Restrictions ensure that buffering setbacks, ground orientation, and open space ratios cue a low density neighborhood.

NEIGHBORHOOD BUSINESS OVERLAY

Within the Evergreen Park area, a Neighborhood Business Overlay (see figure 4.2) responds to community desire for the strategic location of non-residential, neighborhood serving businesses allowing individuals to walk to services.

The Neighborhood Business Overlay allows small scale non-residential uses to line Park Avenue. This allows the conversion of existing buildings or creation of small scaled live/work townhomes and small scaled businesses. The Overlay intends to promote local services such as professional offices, corner stores and restaurants.

Adaptable live-work units can accommodate a range of commercial activities or work spaces, such as studio or gallery spaces or walk-in trade. Allowing the live-work unit in this area brings to life one of the city's most traditional and well-loved building forms, a shop below with a home overhead.

Urban Design Principles:

These principles provide direction for the design of low density, infill housing while maintaining sensitivity to existing form.

Neighborliness and Livability

Design and siting of a building must take into account existing street context and must be sensitive to existing neighboring homes. Projects should be designed to project a sense of neighborliness, particularly with respect to access to sunlight, privacy, views and parking. For example, in order to maintain sensitivity to neighboring yards, arrange building volumes to reduce overshadowing.

The design of new projects should consider natural buffering opportunities, such as plantings, or built form as well as consider the appropriate placement of windows and balconies to preserve privacy.

Project designs will also be judged based upon their sensitivity to existing neighborhood, cohesiveness of streetscape and ability to support rather than detract from overall local livability.

An Active, Safe Street Environment

Design should allow for interaction and the concentration of social activities on the front sidewalk in order to activate the street for pedestrian use, and maintain a safe environment.

Designs should eliminate ambiguous space between public and private realms; and ensure a transition between private, semi-private and public spaces using portals, low gates or other architecturally integrated elements.

Housing which fronts on two streets should have distinctive features to recognize both frontages, such as porches and verandas, accents or material change.

Public Realm

A street tree canopy should be incorporated along the street frontage of each development within a street tree easement area.

Front landscaping combined with a porch-like or outdoor room should be used to articulate entrances.

Parking

Parking access should be from rear lanes where possible. Garages may not occupy more than 50% of lane frontage maximizing backyard open space and articulation along laneway.

Lots that do not have access to lanes or parking from the rear should ensure that garages do not overwhelm the front facade or disrupt the project's integrated relationship to the street.

Where required, parking stalls located in the front of the unit must be carefully screened with vegetation or other design features.

Massing and Height

The City of Bremerton housing forms have simple massing and a traditional housing form following the example of the bungalow, Craftsman, and ranch. New housing types, while they may not replicate these housing forms, should reinforce their existing patterns, rhythms, massing, respecting proportions and details including vertical articulation of roof shapes, building height, and building form. New housing should aim for simple forms, and respect the existing relationship of walls to windows.

Attached housing is encouraged to create an incremental rhythm by breaking massing into smaller vertically articulated components.

Live Work Units, Vancouver, BC

Small lot single family houses

figure 4.11 Housing Options R-20

4.5 Sustainability District

A new sustainable multifamily residential neighborhood is located at the Western edge of the Subarea. In order to encourage the development of both green buildings and infrastructure, the Sustainabilty District will implement policies and practices that work to achieve a set of identified sustainability targets and measures.

VISION

The Sustainability District will build off of existing assets and stakeholders within the area including the following;

1. Puget Sound Energy: With significant interest in energy savings, future consolidation of existing holdings in the district may make green development possible along Park Avenue. Collaborative efforts between PSE and the City could also help provide support for home-owner retrofits to lower district energy consumption.

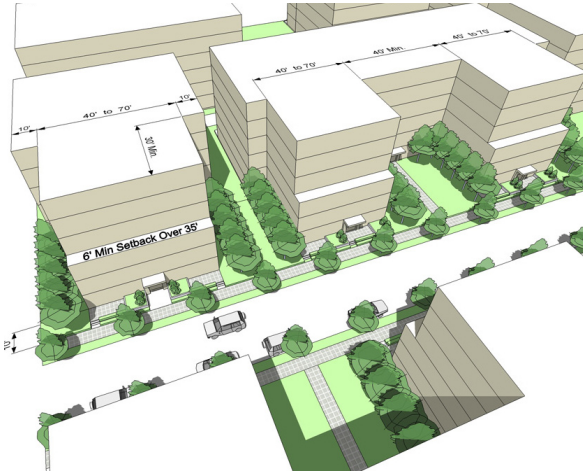
2. Green Streets: Existing low traffic streets coupled with wide right-of-ways present opportunity for shared community spaces, lush streetscapes and the application of low-impact techniques.

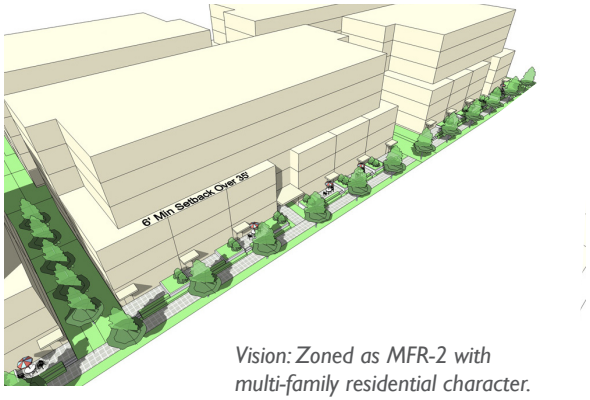
3. Kitsap Community Resources has already completed a 22,000 sq. ft. LEED certified building located at Eighth and Warren. This building will house community resources such as WIC, Americorps, Educational and Employment Programs.

4. Brownfields remediation and BHA: $1 million dollars is already invested in environmental clean up on this block. The Bremerton Housing Authority (ownership highlighted in orange) can work as a collaborative partner with the City to develop green workforce housing.

5. City owned lot provides an opportunity for a green building demonstration project.

figure 4.12, 4.13: Housing Options MR-2





Vision: Zoned as MFR-2 with multi-family residential character. Development standards encourage courtyards, and ground related entries.

Sustainability District

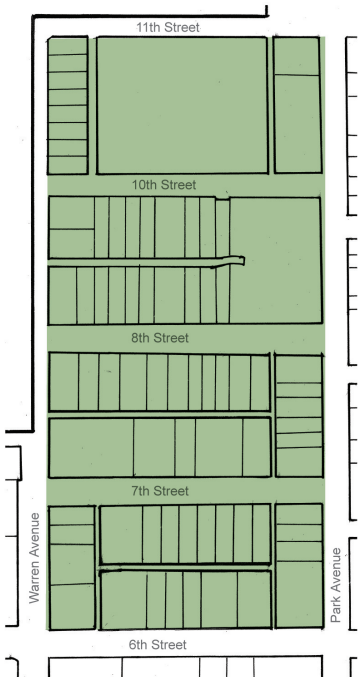


figure 4.14

Bioswales, Green Roofs

Internal Character

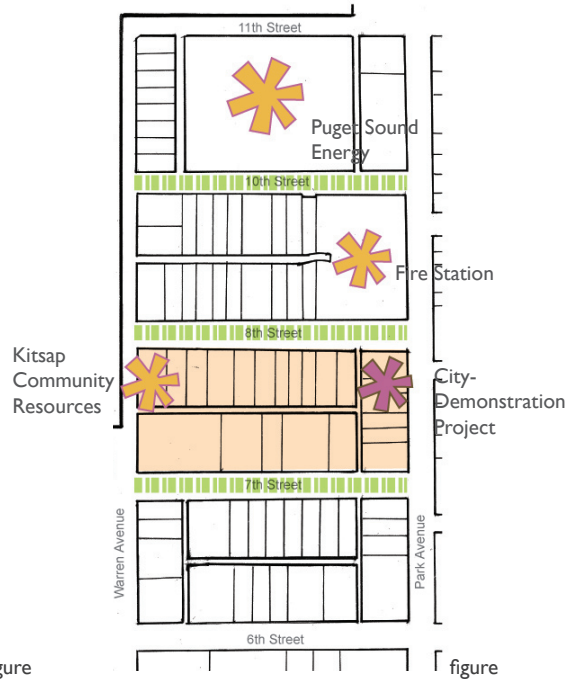


figure 4.15

Existing Influences

Opportunity Sites

BHA Brownfield Site

Green Streets

Key district stakeholders and current sustainable pilot projects will help to demonstrate the potential of the Sustainability District.

External Character

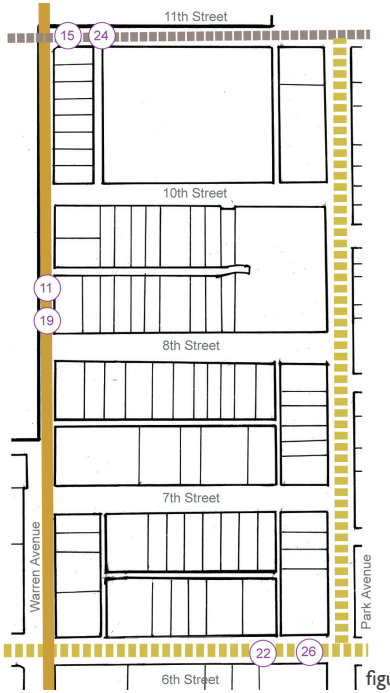


figure 4.16

Regional Arterial

Multimodal Street

Community Boulevard

11 Bus Routes

This District's centralized location on a major arterial within close proximity to downtown services and major employment centers allows district residents to choose transit, walking, or biking.

District Impact

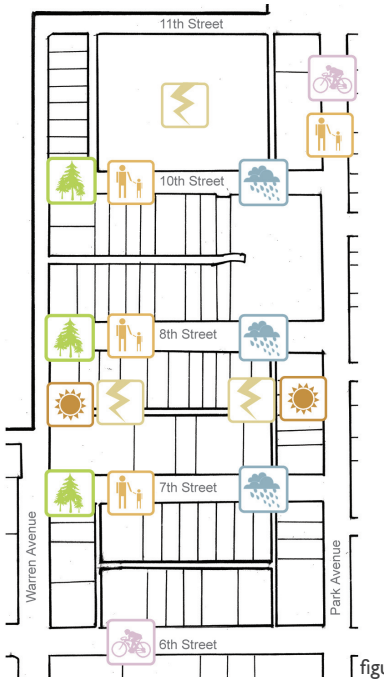


figure 4.17

Bicycle Orientation

Pedestrian Orientation

Stormwater Mitigation

Daylighting

Greenery/Streetscapes

Alternative Energy

This diagram shows various opportunities to influence and improve the overall environmental performance of the area as ell as new and existing developments. This zone can become a model for best practices in sustainable urban design.

4.6 Western Harbor Employment District

EXISTING CHARACTER

The Puget Sound Naval Shipyard (PSNS) is the largest and most diverse shipyard on the west coast and one of Washington State's largest industrial complexes. The shipyard contains six drydocks and 12,300 lineal feet of deep-water pier space, four mooring sites, and six million square feet of floor space. There are also a number of outside related entities that work for the shipyard, and contractors who spend a range of time in the area from several months to several years.

However, conditions directly to the north of PSNS reflect an imbalance of land uses, with a high concentration of underutilized parcels as surface parking in order to accommodate PSNS workers and others who commute to the area.

VISION

Enhance district vitality and importance by building opportunities to expand the existing industrial cluster located at the naval base. As the area is currently underutilized, the introduction of light-industrial production and assembly will not disrupt or displace existing facilities. Land use policy allowing a true mix of uses will significantly increase land productivity in an already urbanized area with very high location efficiency.

The district will provide supportive spaces including educational institutions, research and development, medical facilities, office support, small scale production and assembly and secondary residential with artisan live/work spaces. Cooperatives and other innovative shared spaces are also encouraged, such as shared workshops, storage areas, and flex space.

The City of Bremerton can stay competitive with land prices in unincorporated Kitsap County by using creative and flexible policies to manage existing parking impacts in the district. The City should explore the addition of a second large-scale consolidated parking garage in the area. A parking-in-lieu policy with an additional large scale garage would allow employers locating in the district to have limited on-site parking requirements. This benefit will be available when buildings conform to identified urban design goals and principles.

The reduced parking requirement could also encourage employers to take advantage of and utilize existing regional transit and Kitsap Transit Commute Trip reduction programs.

Vision: Creative spaces

Vision: High quality industrial design

Vision: Brewery Blocks in Portland Oregon

Urban Design Principles

The purpose of these principles is to give architects and developers direction in the design of an adaptable, aesthetically pleasing, high intensity, warehouse form.

An Adaptable Building Type

Infill development should recognize the needs of the community it will serve now and in the future. Building form should be able to respond to ongoing changes in community needs/demographics, and lifestyles.

Infill development should encourage the development of the traditional, transitional building form of the warehouse. These building forms contain large multi-paned window, and rhythmic concrete columns with a consistent application of the street wall.

Infill development in this area should learn from the character of adaptable warehouse neighborhoods such as Brewery Blocks in Portland, Yaletown in Vancouver and the Pike/Pine Corridor in Seattle.

A True Mix of Uses

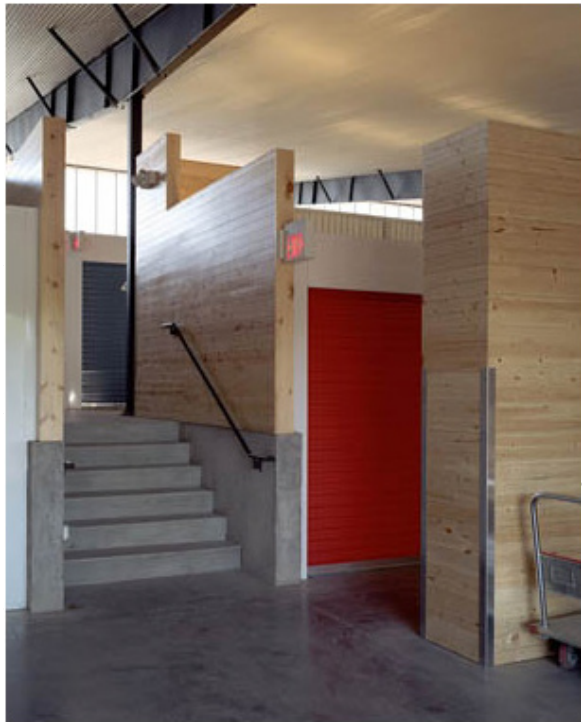
Buildings should design basic open floorplates in order to provide spaces for a true diversity of uses. Residential uses located in this district are secondary to employment uses.

This Self Storage system in Topeka, Kansas with minimal reconstruction, has the ability to adapt to commercial or retail uses.

High Quality Interior Spaces

Buildings within this district are encouraged to use timeless materials for durability including metals, stones, and modular building materials.

Encourage the creation of day-lit work environments for both long term worker productivity, energy reductions, and long term value.



Daylighting

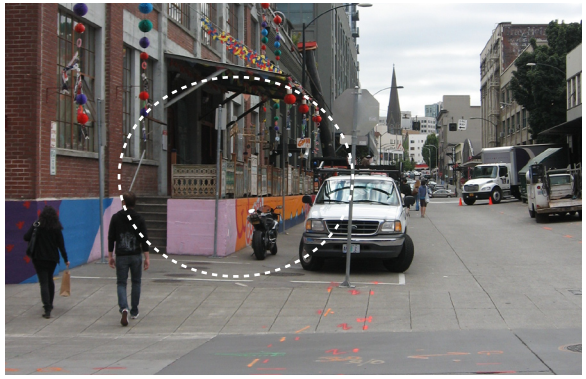
Urban Streetscapes

Respect the neighborhood's proximity to the Bremerton Gate and provide some ground level activities at key corner locations to encourage a more vital neighborhood, and to offer employees a reason to stay in the area at the close of business.

Environmental Factors

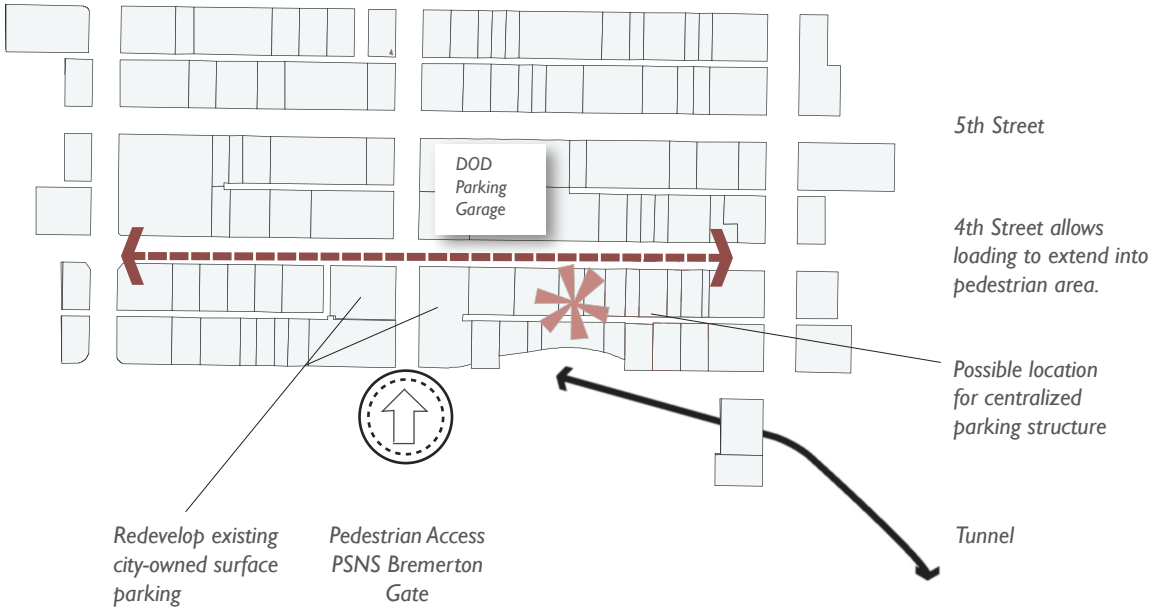
All manufacturing, service and light industrial businesses locating in this area should mitigate against environmental concerns such as odors, noise and dust.

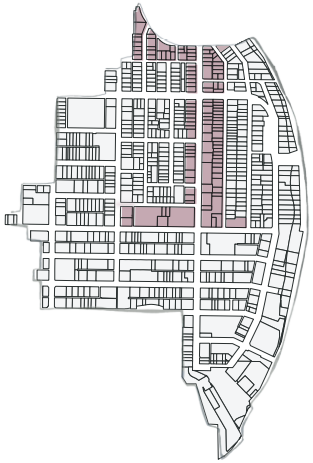
Light manufacturing uses should be located within enclosed spaces.



Portland's Pearl District loading bays may extend into pedestrian area.

Employment District Opportunities





4.7 Pacific Avenue

EXISTING CHARACTER

Pacific Avenue connects the Downtown to supporting residential neighborhoods, as well as Evergreen Park.

VISION

As a "Primary Pedestrian Street" Pacific Avenue will be the most significant public walking corridor in the Downtown Subarea. Emphasis on an upgraded and enhanced street, including street trees, expanded sidewalks and low impact development will bolster the public perception of this street. To the north of the corridor, Sheldon Boulevard will become a mixed-use destination, and provide activities to service Evergreen Park.

Development standards support the enhancement of this street through the introduction of higher intensity mixed-use projects containing active commercial uses on the ground floor. A broad array of compatible uses, including retail, eating and drinking establishments, residential, office, cultural, educational, and indoor recreation are encouraged to locate along Pacific.

Figure 4.18 Vision: mixed use building on Sheldon Boulevard and Pacific Ave

Vision: mixed use building in San Francisco

Urban Design Principles

The purpose of these principles is to give architects and developers direction in the design of pedestrian oriented, and livable mixed-use buildings, in order to build a coherent streetscape and comfortable walking and living environment.

Active Edges

Where possible, buildings located on Pacific Avenue, Sheldon Boulevard and 6th Street should contain an active street edge. As such, the ground floor designs should place an emphasis on the following:

1. Recognizable entrances, small plazas and outlooks.
2. Narrow and transparent retail frontages which bring interior activities to the street.

New development should provide ample pedestrian amenities such as entrance plazas, landscaping, weather protection and unique public art.

Building facades at the ground floor should provide articulation, with changes in the wall plane to provide recessed entries, seat walls, and semi-public spaces to provide places for pedestrians to rest and socialize.

Architectural Excellence

Strengthen the architectural character of the Pacific Avenue corridor. Buildings should contain distinctive detailing and colors but also relate to one another harmoniously.

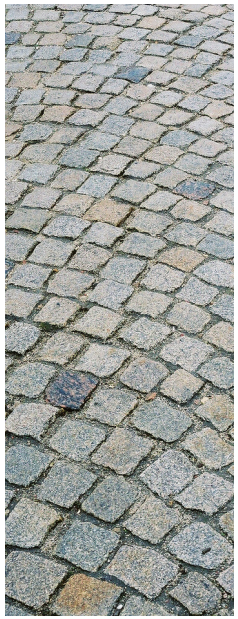
Multi-story buildings should articulate their facades both horizontally and vertically. Long undifferentiated wall planes are discouraged.

Side and rear facades should also contain detailing, and high quality materials.

Parking

Driveways should be kept to an absolute minimum to avoid conflicts with pedestrians. If driveways do cross the pedestrian area, they should be clearly marked with contrasting pavement.

Surface parking lots are discouraged and may not be located between the building and the street. Surface lots should be screened with large trees, and landscaping to decrease their visual impact.



Paving patterns help provide contrast to parking areas., as well as visual interest.

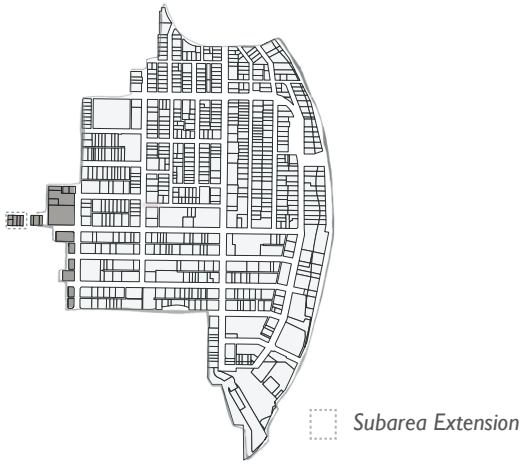
Context Sensitive

The rear of mixed-use buildings abutting residential zones and lower trafficked residential streets should be sensitive to this context using stepbacks to avoid overshadowing.

Rear of buildings should contain multiple entrances and ground oriented town housing in order to transition to residential uses.

Dumpsters and storage areas should be screened, or be placed within the building envelope.

figure 4.19



Update: This Zone has been expanded by Ordinance 5299 to include the area to the east and therefore it was renamed to Downtown Support District by Ordinance 5363. However, this information remains applicable to the Design Character & Design Principles identified for the area adjacent to the Warren Avenue.

Existing condition: Warren Avenue

4.8 Warren Avenue Corridor

EXISTING CHARACTER

Located on Warren Avenue, this district frames a major transportation corridor carrying 10,000 to 14,000 vehicles daily. As a result, land uses in this area are oriented towards the automobile and are more dispersed than in other areas downtown. Warren Avenue currently has limited streetscape amenity and buildings which are set back from the street. As such, this district faces significant challenges to re-orient itself towards compact development, and a pedestrian friendly streetscape. However, there is broad community support for pedestrianization, and the subsequent integration of land use with transportation.

Of all streets in the Downtown Subarea, Warren Avenue, in particular is well suited to become a major surface transit route connecting points to the north of the Warren Avenue Bridge and Olympic College with the Downtown and Burwell Street. 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.

VISION

The Transit Corridor extends a the downtown's mixed-use characteristic to the edge of the Subarea at a moderate intensity with out 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.

Vision: Narrow median separates traffic lanes

City of Kirkland intersection pedestrianization

Urban Design Principles

The purpose of these principles is to give architects and developers direction in the design of pedestrian oriented, and livable mixed-use buildings, in order to build a coherent streetscape and comfortable walking and living environment.

Active Edges

Where possible, buildings located on Warren Avenue should address the street through infill and compact massing.

New development should provide ample pedestrian amenities such as entrance plazas, landscaping within the building frontage area, weather protection and unique public art.

Building facades at the ground floor should articulate structural form to provide interest for pedestrians and provide recessed entries where possible.

Entrances for commercial and residential portions of the building must be separate and distinct.

Architectural Excellence

Strengthen the architectural character of Warren Avenue as a gateway to the downtown.

Side and rear facades abutting residential neighborhoods should also contain detailing, and high quality materials.

Context Sensitive

The rear of mixed-use buildings abutting residential zones and lower trafficked residential streets should be sensitive to this context using stepbacks to avoid overshadowing.

Balconies are encouraged to promote a more active "eyes on street."

Dumpsters and storage areas should be screened, or be placed entirely within the building envelope.

Parking

Primary access from Warren Ave should be avoided. If driveways do cross the pedestrian area on Warren, they should be clearly marked with contrasting pavement.

Surface parking may not be located between the building and the street.

Where surface lots are necessary, they should be screened with large trees, and contain pedestrian amenities such as benches, planters and seating to decrease their visual impact and provide open space for residents.

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Action Item	Description	Responsible Parties	Timeframe	Cost/Funding Notes
4.0.1 Expand Boundary for Design Review Board	Expand Design Review boundary to the extent of the Downtown Regional Center for all projects including 4 or more units and/or 5,000 or more GSF commercial.	Council. DCD. DRB	Concurrent with Subarea Plan Adoption.	No direct.
4.0.2 Explore creating a Historic Preservation program.	Explore establishment as a Certified Local Government (CLG) for historic preservation. Local CLGs have ability to list structures for protective regulations, tax incentives, and can receive grants. A historic survey must be completed. CLGs require 3 or more qualified board members. Historic Preservation program should be designed to work with Transfer in Development Rights program.	DCD. Kitsap Historical Museum. Naval Museum. Others.	2009	Allocation of Staff Time. Board member volunteer time.
4.0.3 Prototype Infill Guidebook	Maintain a consolidated book of well-executed prototype development projects. Make available to the development community for reference.	DCD.	2008- On	
4.0.4 Design Excellence Award	Create a City design excellence award program on an annual or biennial basis to recognize and promote high quality design in the City.	DCD. Design Review Board.	2008- On	
4.0.5 Sustainbility	Adopt the 2005 Department of Ecology Manual .	PW&U.	2008	No direct.

Downtown Core Action Items

Action Item	Description	Responsible Parties	Timeframe	Cost/Funding Notes
4.1.1 Taller Buildings with Public Amenity	Allow taller, slender buildings in the downtown core if public amenities are provided according to a Bonus Amenity program.	Council. DCD.	Concurrent with Subarea Plan Adoption.	No direct.
4.1.2 Pacific Avenue (See Also Circulation, Section 5)	Upgrade the streetscape on Pacific Avenue, making it a Park to Park 'main street'.	Council. DCD. PW&U. Mayor.	6th St. south, 2008. 6th St. north, 2009 – 2012.	Fund 6th Street North through TIP.
4.1.3 Alley Vacations & Mid-Block Crossings	Encourage and support the vacation of long alleys. Incentivize creation of mid-block crossings to break up long blocks.	DCD. PW&U.	Concurrent with adoption of Subarea Plan. With development over time.	
4.1.4 Workforce Housing	Support workforce housing projects in the downtown core. Excellent access to job centers, transportation choices.	DCD. CDBG program. BHA. KCCHA. Mayor. Others.	2007	Potential allocation of City CDBG funds, site control.
4.1.5 Continue to recruit services	Continue to work with developers to bring retail back to downtown. Seek grocery, public market. Continue to encourage redevelopment of JC Penney's site.	Economic Development. DCD. Mayor	Ongoing	

Downtown Waterfront Action Items

Action Item	Description	Responsible Parties	Timeframe	Cost/Funding Notes
4.2.1 Taller Buildings with Public Amenity	Allow taller, slender buildings in the downtown waterfront if public amenities, especially public connections to the water are provided, according to a Tower Amenity Bonus program.	Council. DCD.	Concurrent with Subarea Plan adoption.	No direct.
4.2.2 Build the Boardwalk	Continue raise funds to construct the Boardwalk and sewer access project, extending from the existing Louis Mentor Boardwalk to Evergreen Park.	PW&U.	Ongoing	Range of federal, state funding sources and local funds.
4.2.3 Harborside Phase II – One Tall Tower.	Facilitate development of a single tall tower on the Harborside condos Phase II site. Create large public plaza space at base for public amenity and waterfront access. Explore options for synergy with expanded marina, including potential hotel at top of tower, retail at ground level.	KCCHA. Port of Bremerton. Mayor. Economic Development.	2007- 2010	Primarily private with quasi-public agency sources.
4.2.4 Waterfront and Boardwalk connections.	Create multiple public waterfront / boardwalk connections as depicted in this Subarea Plan. Include public / private partnership with develop-ment for connections where appropriate.	DCD. PW&U. Private Developers	2009-2012	With development and boardwalk construction.
4.2.5 Shore-side public walkways.	Encourage extension of existing shore-side waterfront promenade with new development – especially from 4th to 6th Street in required Shoreline Master Program buffer areas.	DCD. Private Development	2007-	With development
4.2.6 Require ground level retail	Require ground level retail in development stan-dards and review to ensure active streetscape.	DCD.	Concurrent with Subarea Plan adoption.	No direct

Highland Neighborhood Action Items

Action Items	Description	Responsible Parties	Time Frame	Cost/Funding Notes
4.3.1 Create Highland Avenue character street.	Adopt development standards that enhance Highland Ave. as a Bremerton character street. Encourage preservation of historic structures, and new development compatible with historic scale.	DCD. Council.	Concurrent with Subarea Plan adoption.	No direct.
4.3.2 Create Transfer Development Rights (TDR) Program	Adopt a City TDR program by Ordinance. Allow transfer of development away from historic portion of Highland Ave. and to the Washington and Pleasant frontages. Develop TDR contract, historic preservation easement documents, and formal process for nominating to a Bremerton list of eligible historic properties	DCD. Attorney. Council	Concurrent with Subarea Plan adoption.	No direct.
4.3.3 Raise awareness of key historic structures on Highland Ave.	Work with Kitsap Historical Museum to include several of Highland's key historic structures in walking tour brochure. (See also Overall Actions – Historic Preservation program.)	DCD. Kitsap Historical Museum.	2008 – 2009	No direct.

Evergreen Park Action Items

Action Items	Description	Responsible Parties	Timeframe	Cost/Funding Notes
4.4.1 Allow infill density in neighborhood scale.	Adopt development standards to allow a range of ground-related infill housing types within the scale and character of the Evergreen Park neighborhood.	DCD. Council.	Concurrent with Subarea Plan adoption.	No direct.
4.4.2 Extend Downtown Boundary to Park Ave. / Evergreen Park frontage.	Extend the Boundary of the Downtown Regional Center and apply Subarea Plan designations for R-20 and the NB overlay on Park Avenue fronting parcels adjacent to Evergreen Park.	DCD. Council. .	Concurrent with Subarea Plan adoption.	No direct.

Sustainability Action Items

Action Item	Description	Responsible Parties	Time Frame	Cost/Funding Notes
4.5.1 7th, 8th, 10th Green Street Demonstration Project	Implement Green Street low Impact Development (LID) and streetscape improvement projects on 7th, 8th and 10th Streets between Park and Warren.	PW&U. DCD. Sustainable Bremerton.	2008-2010	Grant sources available. City TIP. (See also Circulation Section 5) Stewardship grouped for maintenance.
4.5.2 "Green" Workforce housing development on BHA block.	Partner with BHA to create a large scale workforce housing development on the block between 7th and 8th Streets. Encourage green building techniques and transportation choices through good bicycle and pedestrian access. Explore options for the City owned site consistent with bond funding constraints.	BHA. DCD. Mayor. Others. Finance.	2009-2013	BHA - range of Federal and State Housing programs. Potential City CDBG funds allocation. Potential partnership with private development.
4.5.3 Sustainability Indicators	Establish and track a set of sustainability indicators for the District. Create a checklist/guide to go along with the indicators to assist property owners to contribute to District sustainability. Establish a Base line, and track performance measures.	Sustainable Bremerton. DCD. PW&U (Water Conservation.) Others	2008- On	Various state and private funding sources available for sustainability projects.
4.5.4 Awareness / Outreach	Create publicity campaign to educate residents about sustainability. Advertise on BKAT. Potential signage.	DCD. Sustainable Bremerton	2008-on	
4.5.5 Training/ resources	Encourage the creation of a local resource center for residents through a public private partnership. Train city staff in LEED and other green building programs City sponsored education on simple upgrades to increase efficiency and save money, similar to the storm water disconnection outreach program.	DCD. Mayor. Others	2008-2010	Kitsap Community Resources, BHA. Private/ public grants.

Employment District Action Items

Action Items	Description	Responsible Parties	Time Frame	Cost/Funding Notes
4.6.1 Allow and encourage Shipyard supportive businesses including light industry and 'flex' businesses	Adopt development standards to allow and encourage light industry and a full range of shipyard supportive business in this District to synergize with existing business incentives. Allow an appropriate 4th St. streetscape to support such uses. (See also Circulation, Section 5)	DCD.	Concurrent with Subarea Plan adoption.	No direct.
4.6.2 Get the word out	Ensure businesses are aware of new development standards in the Western Harbor Employment District to allow light industry. Include in City brochures, and other promotional materials for business incentives.	Mayor. Economic Development. PSNS.	2008-	No direct.
4.6.3 Additional Centralized Parking Structure	Explore future additional large centralized parking structure to satisfy employer parking needs. (See Also Parking Section 5). Tie new garage to parking requirements within Employment District to encourage redevelopment.	Mayor. Economic Development. Finance. Clerk	2010-2015	TBD.
4.6.4 Allow loading zones to extend into pedestrian area on 4th Street.	Develop a set of design guidelines to allow a more flexible street space that shares between vehicular space, loading, bicycles and pedestrians.	DCD.	Concurrent with Subarea Plan Adoption	No direct.

Pedestrian Oriented Mixed Use Action Items

Action Items	Description	Responsible Parties	Timeframe	Cost/Funding Notes
4.7.1 Allow mixed use development along a Pacific Avenue 'park to park' corridor.	Adopt development standards to allow mixed use development for full length of Pacific Ave and the Evergreen Park frontage.	DCD.	Concurrent with Subarea Plan adoption.	
4.7.2 Pacific Avenue Streetscape (See Also Circulation, Section 5)	Upgrade the streetscape on Pacific Ave., making it a Park to Park 'main street'. Pedestrianize the intersection of 11th and Pacific and add public art as a significant gateway.	DCD. PW&U. Council. Mayor.	Phase 1 2008. Phase II (6th St. north) 2010 – 2014.	Fund 6th St. north through City TIP. Grant sources.

Transit Corridor Action Items

Action Items	Description	Responsible Parties	Timeframe	Cost/Funding Notes
4.8.1 Allow transit supportive infill density along the Warren Avenue frontage.	Adopt development regulations to allow infill commercial and residential development with a moderate parking ratio in the Warren Ave. corridor	DCD. Council	Concurrent with Subarea Plan adoption.	No direct.
4.8.2 Extend Downtown Boundary to complete 6th St. block to Chester.	Extend the Boundary of the Downtown Regional Center and apply Subarea Plan designations for Transit Corridor on 4 parcels fronting 6th Street to Chester Ave.	DCD. Council.	Concurrent with Subarea Plan adoption.	No direct.
4.8.3 Collaborate with Kitsap Transit to enhance transportation options on Warren Avenue	Enhance the streetscape environment and livability of the district through a coordinated approach to increasing transportation availability.	DCD. Council	Ongoing	

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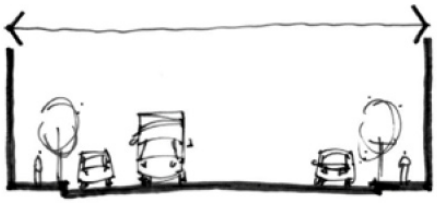
"If we can develop and design streets so that they are fulfilling places to be, community building places, attractive public places for all people of cities and neighborhoods, then we will have successfully designed about one-third of the city directly and will have had an immense impact on the rest." Allan B. Jacobs, Great Streets

5.0 Streets, Circulation and Parking

This Chapter contains a set of Street Typologies to illustrate a preferred typical condition for each street within the downtown Subarea. Typologies will be used as a set of best practices to support and guide the coordinated upgrade of downtown streets including key pedestrian enhancements. The Typologies will help identify a preferred standard for downtown streetscape upgrades, by both the City of Bremerton and Private Development.



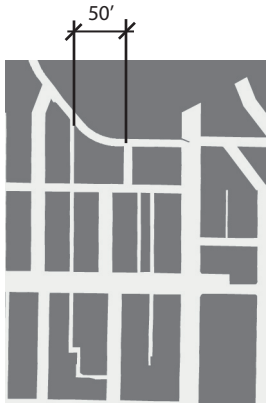
Street Performance Measures

Street Typologies define the "success" of a street upon a broader set of performance measures than can typically be considered by Traffic Engineers. Rather than base performance of streets upon the flow of vehicles and their associated delay, streets in the downtown should incorporate additional variables to gauge the overall *quality of service*. Performance measures are listed following;

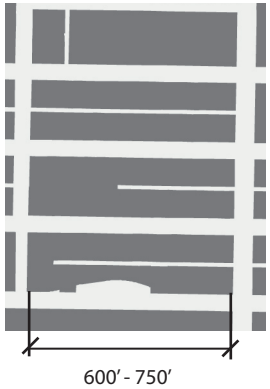
1. Transit frequency and reliability;
2. Mode split; targeting a increased share of trips made on transit and by walking or cycling;
3. A high quality pedestrian and street environment assessed by aesthetic considerations, levels of social activity, and adequate sidewalk.

5.1 Existing Conditions

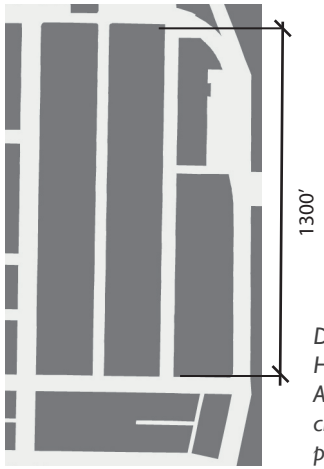
Bremerton's street grid was laid out by its namesake, William Bremer in the 1890's. With its relatively fine grained street network, Bremerton has "the bones" already established for good walking and shopping neighborhoods. Existing commercial streets in the downtown core area average 60' right of ways, with Burwell, Pacific, and Washington Streets as the exceptions with larger 70' right-of ways. Most of the streets are also served by small alleys; however at 14' the alleys are substandard from the usual minimum of 20' required by loading vehicles. As such, the alleys may be designated one-way, and may need to be widened when significant development is proposed.



Small irregular block pattern Evergreen Park area.



Downtown Core, short north south blocks, and long east west blocks.



Double length blocks on Highland and Pleasant Ave call for mid-block crossings or new pedestrian through route.

BLOCK LENGTH

Through most of the downtown, streets were platted with long 600 foot blocks in the east-west direction and shorter 220 foot blocks running north south. A double block of 1450 ft. runs north south on both Highland and Pleasant. In the Evergreen Park area blocks have small and irregular configurations which may make any future large scale development problematic.

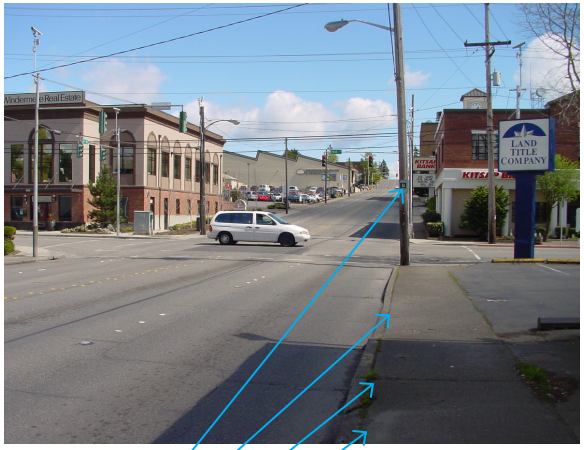
SIDEWALKS

Bremerton's streets have undergone a series of interventions. The latest was in the 1960's and 1970's which widened the vehicular capacity at the expense of the pedestrian environment. Sidewalks in many places in the downtown are substandard between six to eight feet. Adding buffers and widening sidewalks will be one of the primary challenges for street upgrades.

This will be accomplished both through City upgrades, and on an ad-hoc basis during redevelopment. For various Street Typologies a Street Tree or Sidewalk Allocation is encouraged on the edge of private property outside the Right of Way. During project review, based on site specific factors it will be determined whether the Street Tree or Sidewalk Allocation shall remain as private property subject to a condition of development, or dedicated as public Right of Way. Both methods are acceptable.

Residential sidewalk substandard

Commercial sidewalk substandard



STREET DESIGN

Pacific, and the Downtown Core Streets of 1st, 2nd, 3rd, and 4th east of Pacific, consist of Bremerton's historic pedestrian core. Here, street design prioritizes pedestrian movement with wider sidewalks, planting strip buffers and limited curb cuts which adds to a sense of continuity and safety. Buildings are set at the property edge. The narrow facades help to make a seamless transition between both indoor and outdoor uses.

Beyond this historic core, Bremerton's streets have been tipped in favor of vehicular mobility. The subarea plan seeks to expand the pedestrian core up Pacific and east along 6th street.

DESIGN GOALS FOR DOWNTOWN STREETS

•Create a fully functional and appealing street environment to increase mode share of pedestrians and bicyclists using the downtown city streets.

•Use street form to balance the needs of vehicles with bicycles and pedestrians for safe streets.

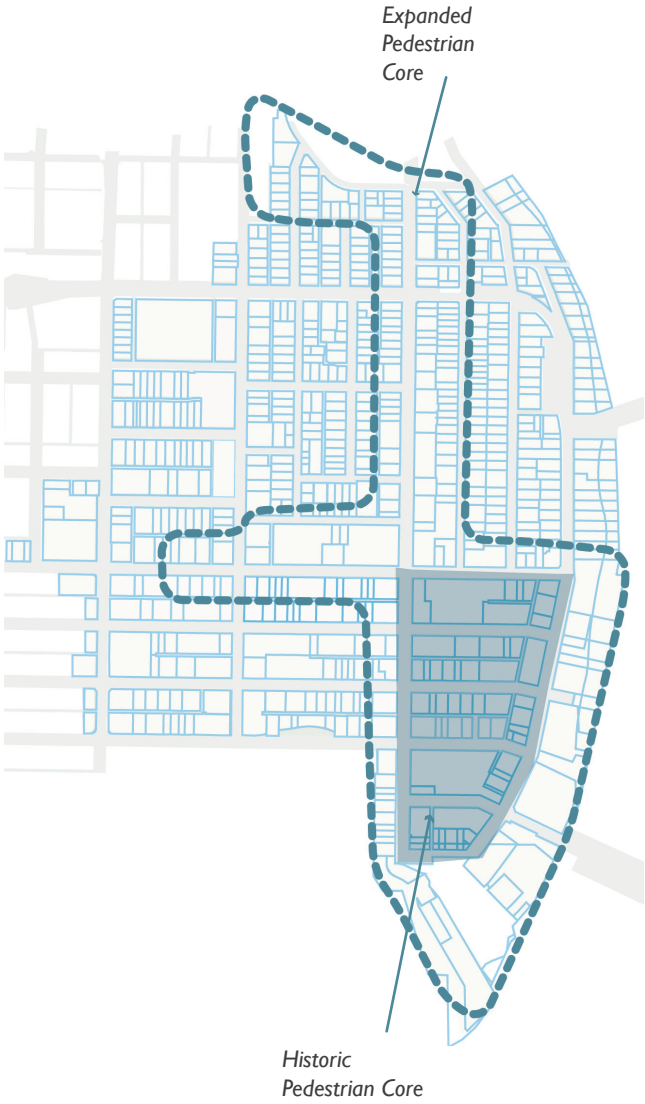
•Ensure that designs are flexible enough to respond to unique situations while maintaining overall character.

•Provide repeatable design solutions.

•Ensure access by first responders and transit.

•Ensure reasonable maintenance.

•Ensure efficient traffic flow for vehicles.



5.2 Definition of Street Space

Crossing Area: A clearly understood and predictable path helps to direct pedestrians and improves safety as they cross through streams of moving cars. The ability to cross streets safely and quickly is often a weak link in the pedestrian network.

Pedestrian Area: The pedestrian area is made up of a pedestrian through corridor as per ADA and other requirements and should be absent of obstructions. A furnishing and landscaped area where street trees and landscaping is placed is also a component of the pedestrian area.

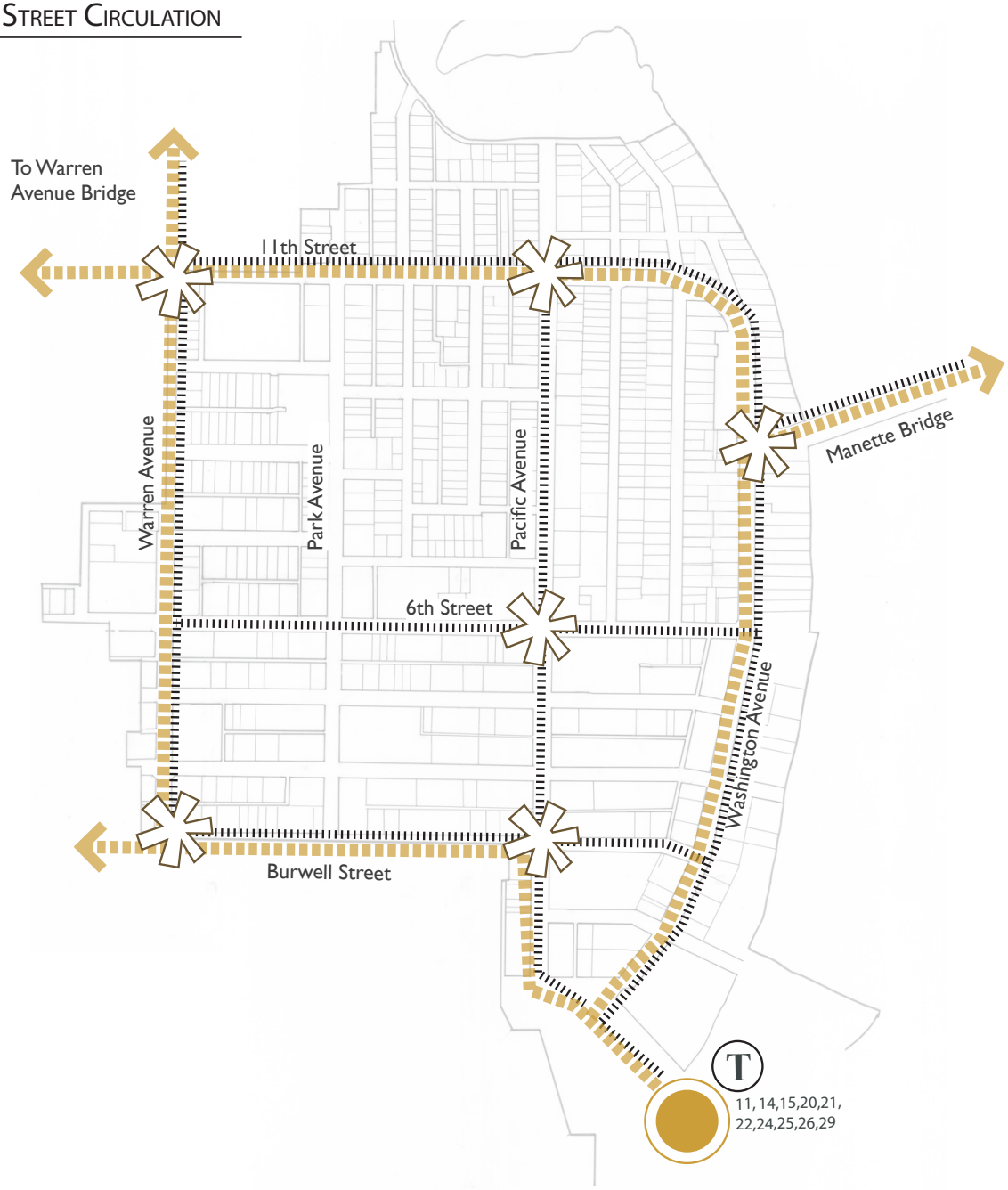
The pedestrian area typically consists of the public right of way from curb edge to property line (see illustration with traditional street space divisions). However, within the Bremerton Subarea, increased intensity of development warrants an enhanced pedestrian area in areas with a substandard condition. New development should be required to setback additional feet from the existing property edge as depicted in Street Typologies.

Transitional Area: These are the edges perceived directly beyond the sidewalk which take on different characteristics depending upon the adjacent land use and Street Type. Within the following street typologies, the Transitional Area is shown outside of the existing property line. A portion of the Transitional Area may be required to achieve the scale of pedestrian area appropriate to future land use development intensities.

TRADITIONAL STREET SPACE DIVISIONS

Zone	Transitional	Pedestrian	Furnishing	Buffer	Crossing area
Width	1-7' variable	5' min.	4' min	8' maximum	variable
Function	Seating Entrance Plaza Landscape/ signage Sidewalk extension	sidewalk	furnishings trees landscape lighting	street parking corner bulb outs landscape islands bus-stop extensions	crosswalks vehicle travel lanes bicycle lanes medians
Notes	Should "read" as extension of sidewalk	Consistent material and texture	Could be grass or hard surface	Explore "green materials" i.e. permeable surfaces	crosswalks vehicle travel lanes bicycle lanes medians

5.3 Street Circulation



Concurrent with development of the Subarea Plan, a gross traffic analysis is being conducted in order to understand the general affects of suggested improvements on traffic flow. The traffic analysis tests to ensure that adequate vehicle flow is maintained as streetscape upgrades are implemented. Findings are documented in a separate companion report entitled "Downtown Bremerton Traffic Analysis." The report is antici-pated to be completed in December 2007. The existing circulation concept for the downtown moves regional traffic to the periphery of the downtown core area, particularly with the B/T Access improvements.

The mobility impacts of implementing the proposed changes are the areas of focus for analysis. Multi-modal connectivity, capacities, levels of service, and areas of potential concern will be evaluated with the specific changes to the transportation facilities proposed by the Downtown Subarea Plan.

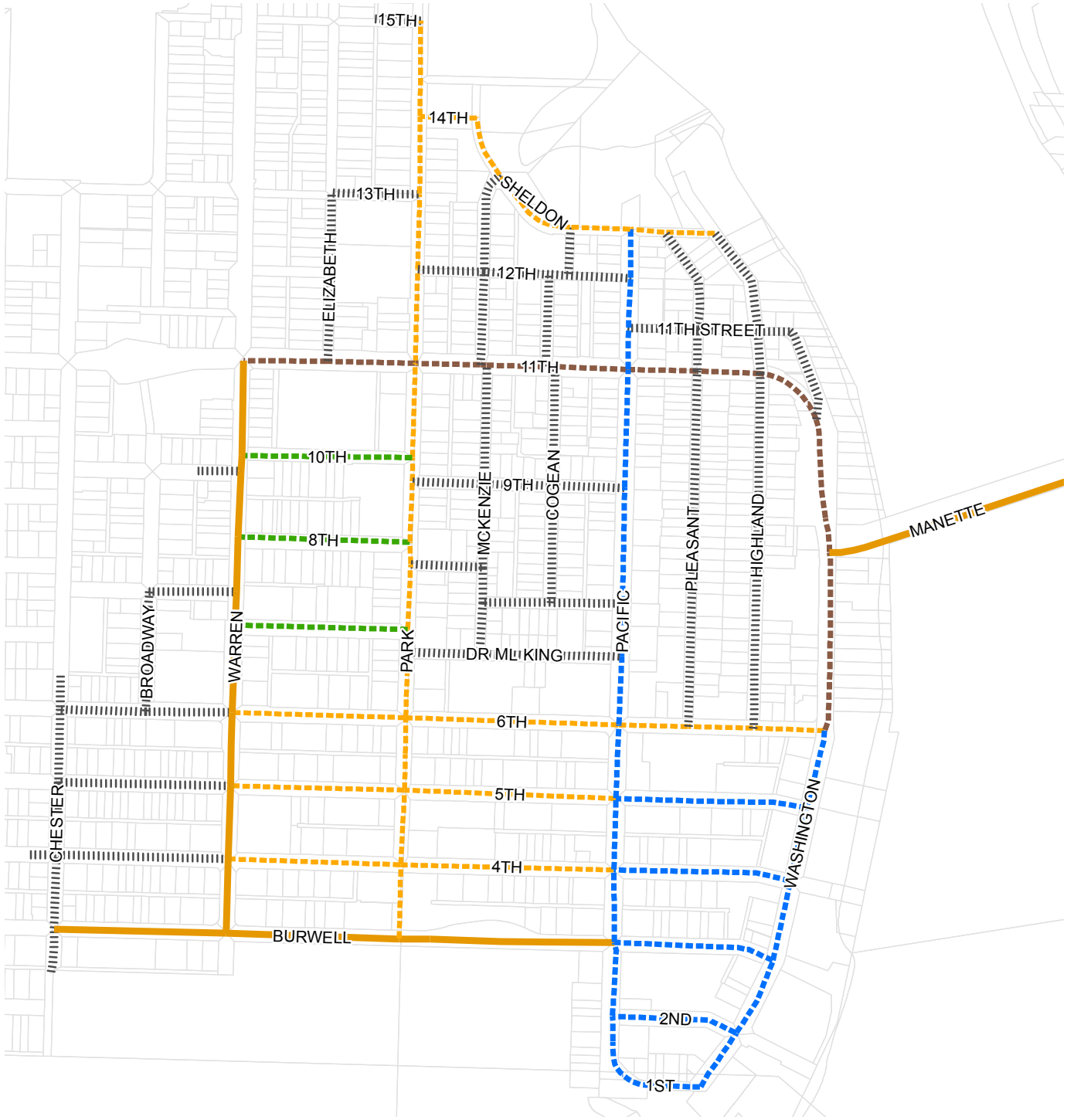
Changes associated with vehicular movement will be associated with the addition of separated bike lanes, medians, corner bulb outs and center medians.

- Vehicular Circulation
- Transit Routes
- Major Intersections
- Ferry Terminal
- Bremerton Transportation Center

5.4 Street Typologies

- Regional Arterial
- Multimodal Street
- Community Boulevard
- Pedestrian Primary
- Green Street
- Residential Street

In following sections of descriptions of street typologies, existing right-of-ways that do not meet the identified width for all improvements will be required to coordinate with Department Public Works and Utilities on appropriate streetscapes.



5.4.1 REGIONAL ARTERIAL:
Warren Avenue
Burwell Street

Adjacent land use: These streets move through the periphery of mixed use and commercial centers. The character of adjacent land use is mixed with some buildings set back from the street and auto-oriented uses. Traffic may be a limiting factor on local access to driveways and left turns.

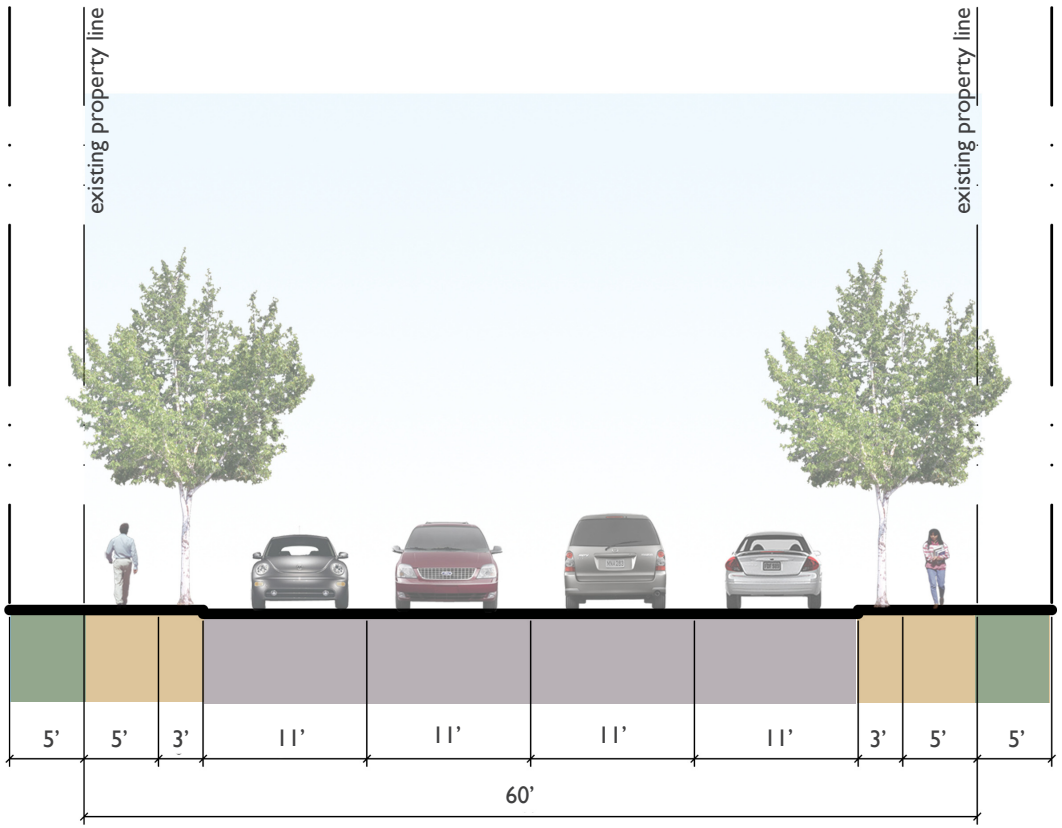
Form: Typical right of way width ranges from 60' to 70'. Regional Arterials have multiple vehicle lanes and dedicated left turn lanes at intersections, as well as a 5' sidewalk allocation to increase the substandard Pedestrian Area.

At intersections on Warren Avenue the width of the crossing area should be reduced through corner bulbs or pedestrian refuge areas. Reduction in the curb-to-curb distance for pedestrians, particularly where the road has been widened is a priority.

Tree bulges are appropriate in order to add street trees to the regional arterial without loss of vehicular capacity.

Function:

Transit	high	regional access
Vehicular	high	regional access
Freight	high	regional access
Bicycle	medium	
Pedestrian	low to medium	
Parking	no on-street parking	



Pedestrian interface signage optional corner-bulb-out optional mid-block crossing	**Street trees** optional columnar spacing: 30'	**Pedestrian lighting** decorative Cobra optional Compact
Planting strip optional grass/ low shrubs optional biofiltration unit	**furniture** newspaper optional bicycle rack	**Desired pedestrian area** 10'

5.4.2 MULTIMODAL STREET:

Park Avenue
Sheldon Boulevard
6th Street
4th and 5th Streets west of Pacific Avenue

Adjacent Land Use: These streets accommodate denser mixed use development oriented towards the street.

Form: Existing typical right of way width is 60'.

Up to five (5) foot sidewalk allocation is required for all new development in order to accommodate wider pedestrian area of 12' as well as landscape planting strip and street trees.

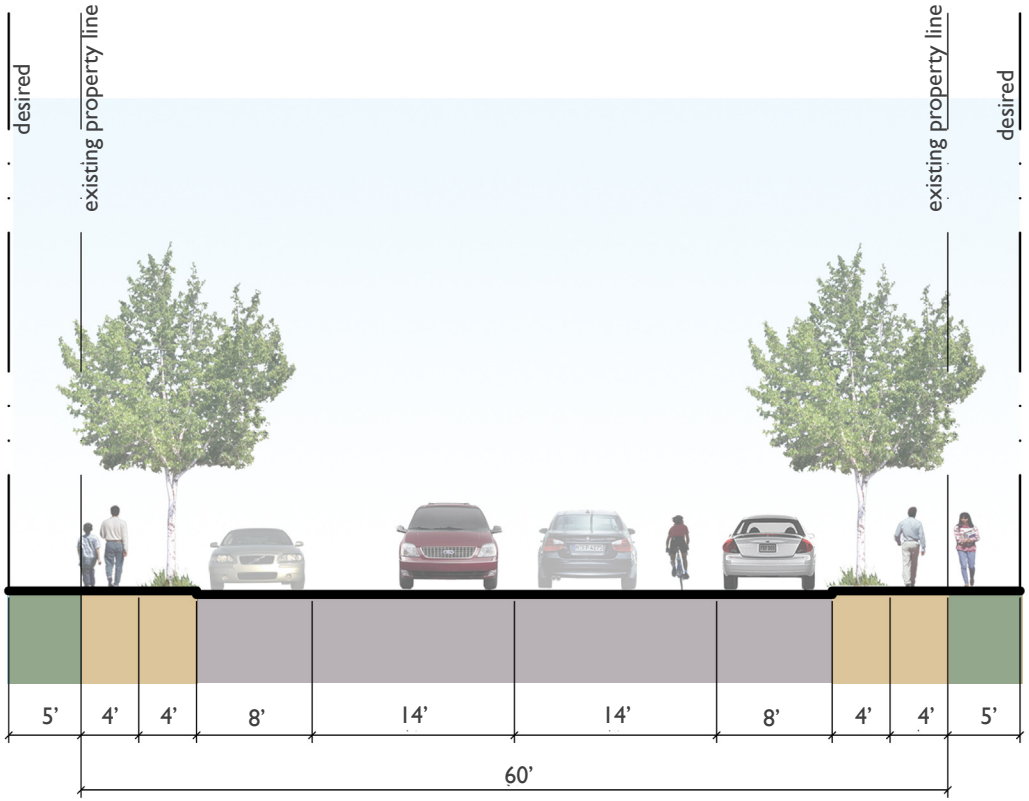
It may be possible and appropriate in some places to achieve a civic scale sidewalk with an associated public amenity such as sidewalk cafes.

Curb cuts should be limited, and where possible shared easements for driveways encouraged.

Sharrows or dedicated bike lanes should be added to all multimodal streets.

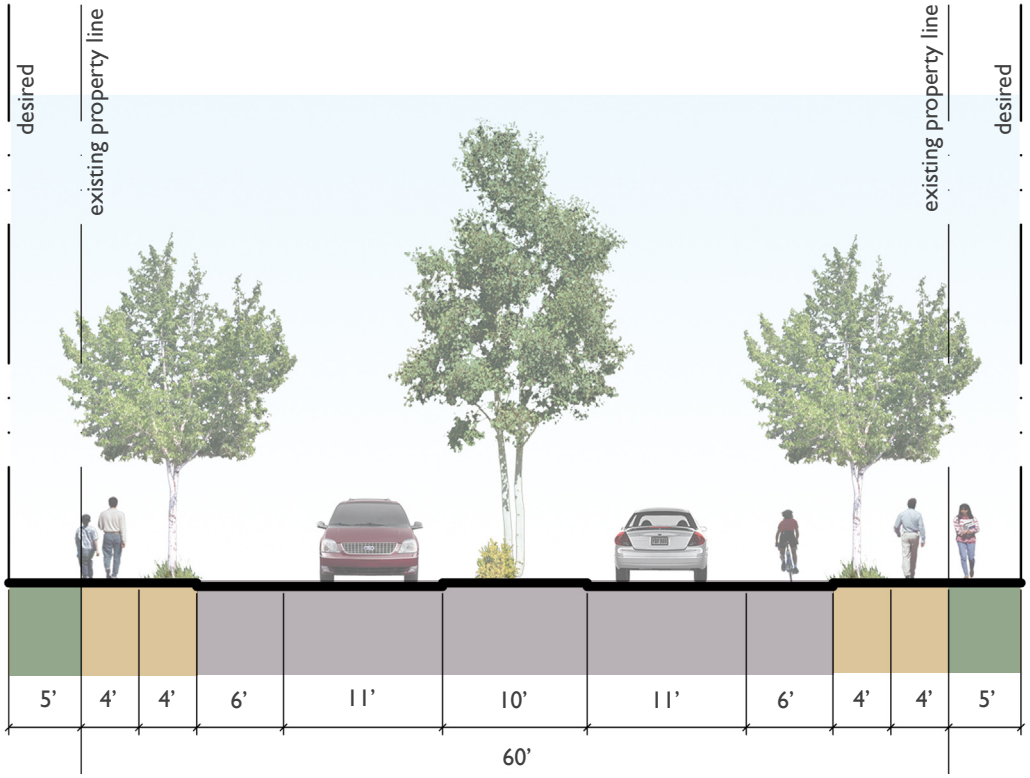
Function:

Transit	high	local access
Vehicular	medium	local access
Freight	medium	local deliveries
Bicycle	high	
Pedestrian	high	
Parking	on street parking, shared with pedestrian amenity.	



Multi Modal Option A

Pedestrian interface corner bulb-out on-street parking signage optional mid block crossing	**Street trees** columnar spacing: 30'	**Pedestrian lighting** double mast
Planting strip yes optional biofiltration unit	**Furniture** all street furniture except information kiosks and optional public art. No newspaper boxes on 6th from Park Ave to Washington Ave.	**Desired pedestrian area** 12'



Multi Modal Option B

Pedestrian interface corner bulb-out on-street parking signage optional mid block crossing	**Street trees** columnar spacing: 30'	**Pedestrian lighting** double mast
Planting strip yes optional biofiltration unit	**Furniture** all street furniture except information kiosks and optional public art. No newspaper boxes on 6th from Park Ave to Washington Ave.	**Desired pedestrian area** 12'

5.4.3 COMMUNITY BOULEVARD:

Washington Ave north of 6th Street
11th Avenue

Adjacent Land Use: Primarily residential in nature with some mixed use at the intersections of Park and Pacific. There is limited dense development at the street wall.

Form: Typical total right of way width ranges between 70'- 77 with expanded travel lanes at intersections.

A variable planted median is recommended to maintain a manageable vehicular speed and a civic character for this Boulevard.

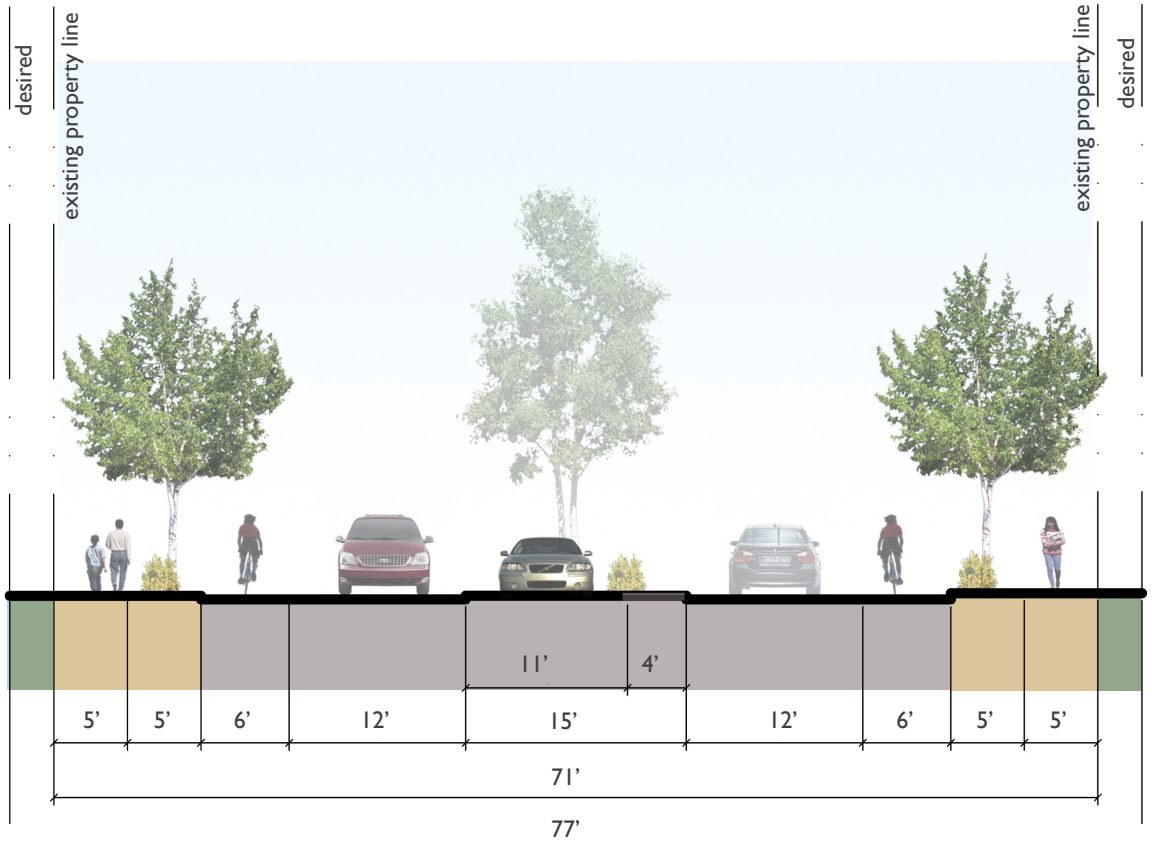
Sidewalk allocations are required to achieve larger sidewalk widths along the corridor. Sidewalk widths should accommodate street right of way variations.

A planted median ranging from 4 -15 feet includes left turn lanes at the intersections of Pacific and Warren. Limited left turn access from local streets along this street ensures vehicular mobility.

Separated bicycle lanes are recommended.

Function: These streets emphasize *intracity* travel in-between neighborhoods, and act as collectors from the interior.

Transit	high	regional and local access
Vehicular	medium	regional access
Freight	low	regional access
Bicycle	medium	
Pedestrian	medium	
Parking	no on-street parking	



Community Boulevard

Pedestrian interface on-street parking signage optional corner bulb-out optional mid block crossing	**Street trees** canopy spacing: 20'	**Lighting** compact lighting decorative cobra lighting
Planting strip optional optional biofiltration unit	**Furniture** bicycle racks newspaper boxes	**Desired pedestrian area** 11'-16'

5.4.4 PEDESTRIAN PRIMARY STREETS:

Pacific Ave
Washington Ave South of 6th St.
1st, 2nd, 4th, 5th Streets and Burwell east of Pacifc Ave.

Adjacent Land Use: Ground floor uses are active, with retail, commercial and walk-in trade. Institutional and financial uses should be considered on the basis that they contribute to pedestrian character.

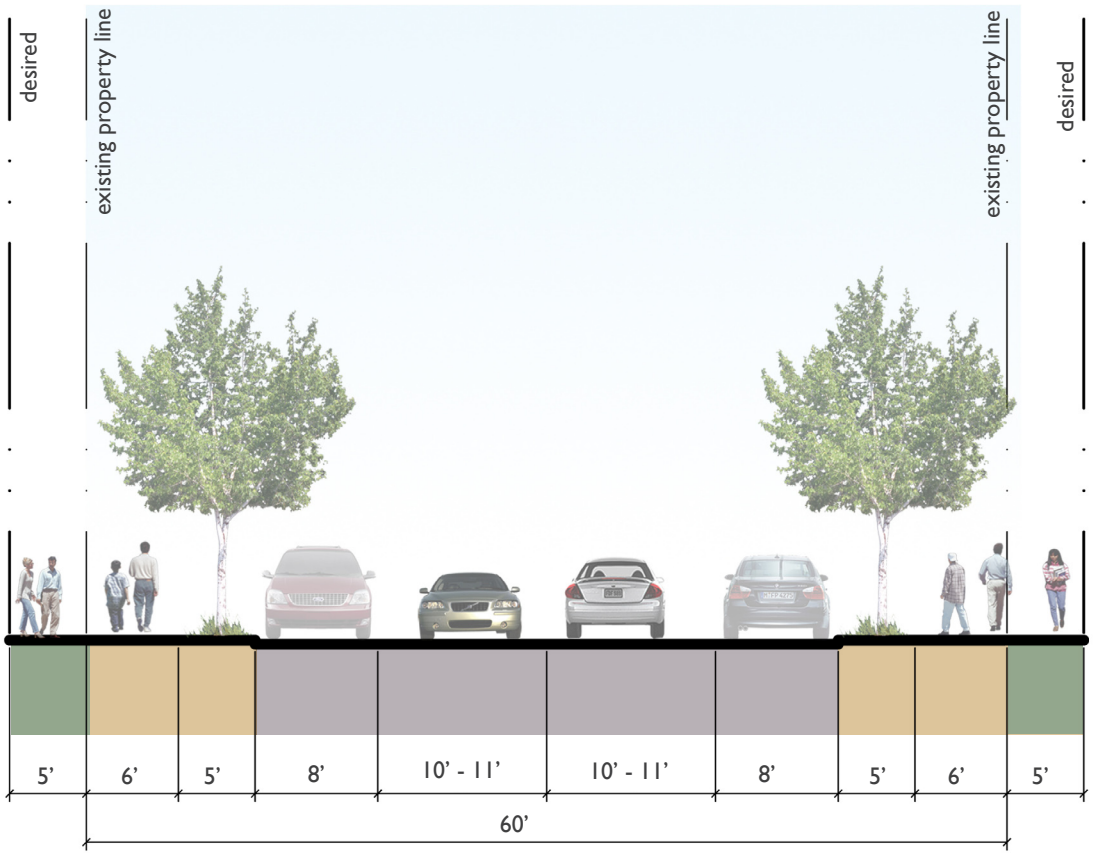
Form: Typical right of way width is 60'-70'. Pedestrian Primary Streets are should establish a continuous public realm and a Pedestrian Area of civic scale. Sidewalk allocations may be required to achieve desired pedestrian area.

Bulb-Outs should be implemented generously on Pedestrian Primary Streets and may replace on-street parking in select locations.

Sidewalk weather protection is required, however it should be designed in such a manner that it offers natural light penetration and does not contribute to a feeling of oppressiveness.

Function:

Transit	medium	local access
Vehicular	low	local access
Freight	low	local access
Bicycle	high	
Pedestrian	high	
Parking	on-street parking	
Loading	Allowed from roadway except during rush hour	



Pedestrian Primary Street

Pedestrian interface corner bulb-out on-street parking signage	**Street trees** canopy spacing: 20'	**Pedestrian lighting** double mast
Planting strip yes biofiltration unit	**Furniture** all street furniture No newspaper boxes on 1st, Pacific Ave and Washington south of 6th Street.	**Desired pedestrian area** 16'

5.4.5 GREEN STREETS

7th, 8th, 10th between Park and Warren Avenues

Adjacent Land Use: Residential or mixed use streets, green street interventions may be applicable through out the downtown core.

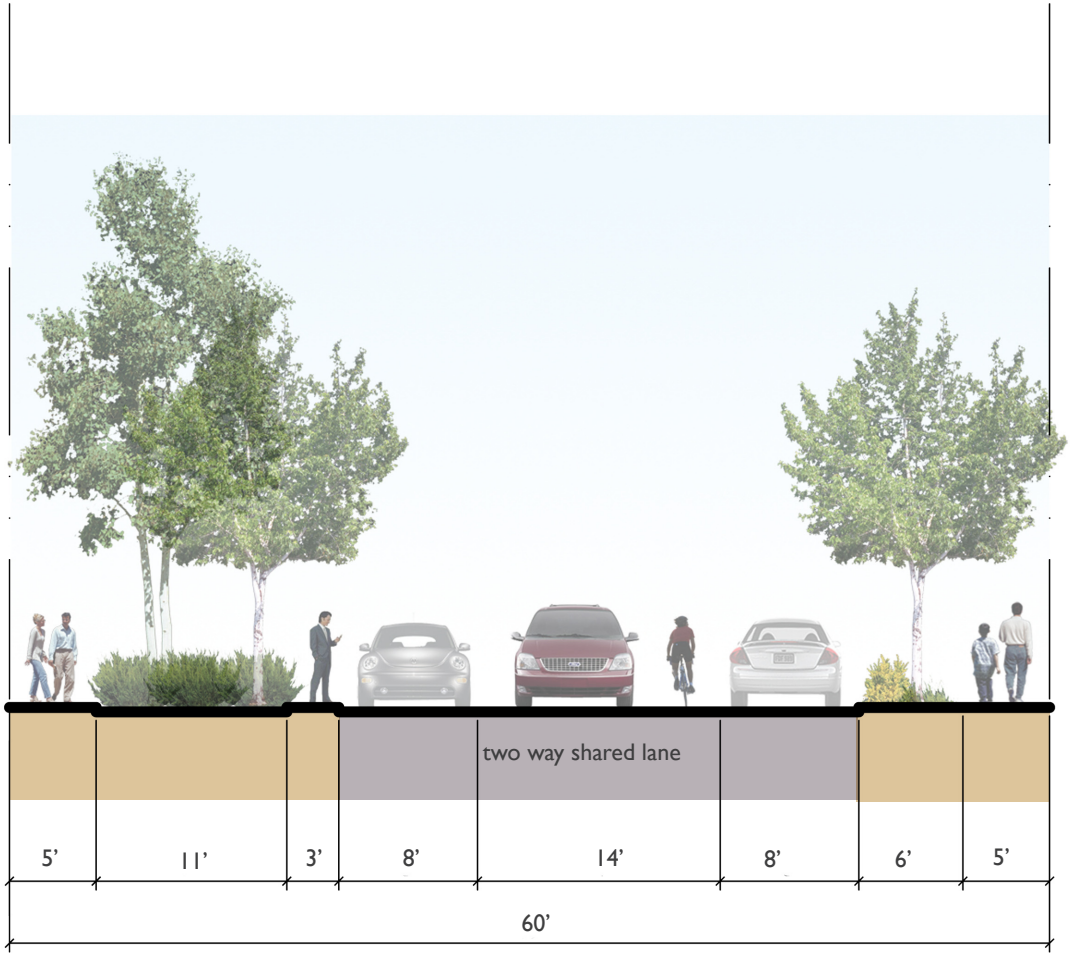
Form: For purposes of the street typology, this option shows a 60' total rgith-of-way.

Design goals for green streets are to reduce the amount of storm water which enters the city storm system through local detention and retention techniques.

REduce light pollution by using only compact pedestrian lighting options.

Function:

Transit	low	local access
Vehicular	low	local access
Freight	low	local access
Bicycle	high	
Pedestrian	high	
Parking	on-street parking	



Green Street

Pedestrian interface on-street parking optional corner bulb-out	**Street trees** canopy spacing: 20'	**Lighting** compact lighting
Planting strip yes biofiltration unit	**Furniture** optional newspaper boxes	**Desired pedestrian area** 11'-17'

5.4.6 LOCAL RESIDENTIAL STREETS

Adjacent Land Use: Local residential streets serve residential neighborhoods with single family detached to high rise residential forms.

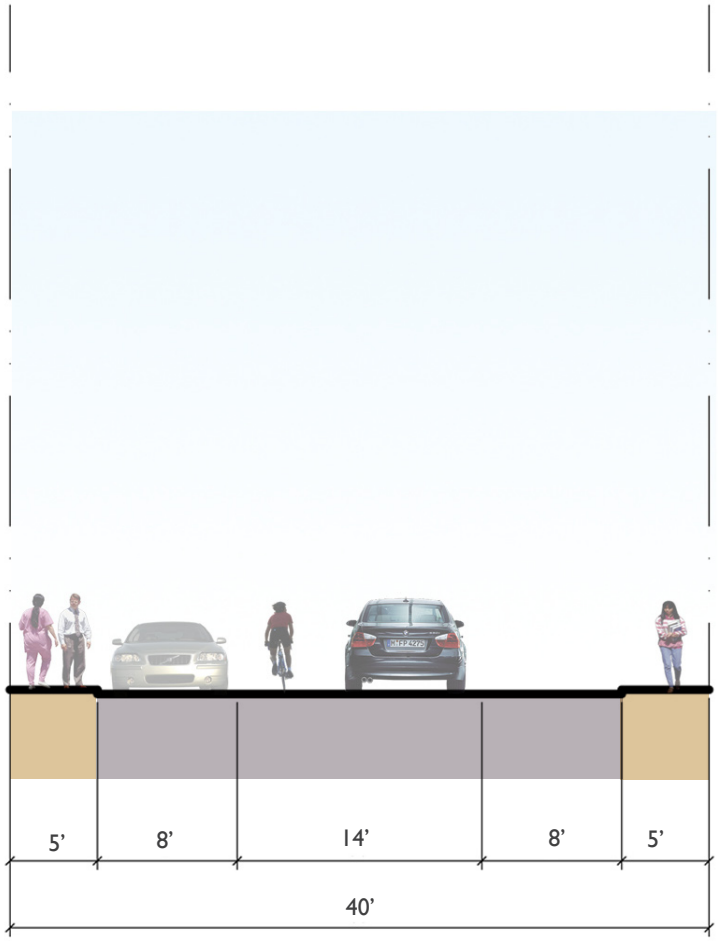
Form: Typical total right-of-way is 40' with slower traffic speeds. The design goal is to allow people to feel comfortable walking and using the street space.

On-street parking and planting strip buffer driving lane and sidewalks.

Building frontage setback must include a 4' Street Trees Allocation to provide residential character. Elements to differentiate the private realm from the public realm are also encouraged.

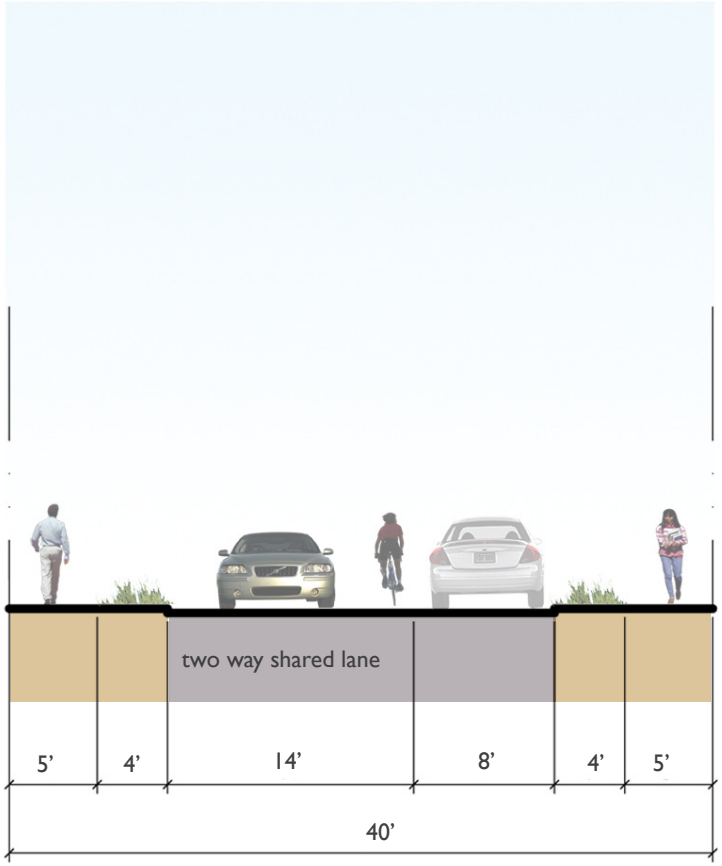
Function:

Transit	none	
Vehicular	medium	local access
Freight	low	local access
Bicycle	high	
Pedestrian	high	
Parking	on-street parking	



Residential Option A

Pedestrian interface on-street parking	**Street trees** canopy spacing: 20'	**Pedestrian lighting** compact lighting
Planting strip optional trees optional grass/ low shrubs optional biofiltration unit	**Furniture** optional newspaper boxes	**Desired pedestrian area** 5'



Residential Option B

Pedestrian interface on-street parking	**Street trees** canopy spacing: 20'	**Pedestrian lighting** compact lighting
Planting strip grass/ low shrubs trees	**Furniture** optional newspaper boxes	**Desired pedestrian area** 9'

5.4.7 STREET TYPOLOGY SUMMARY TABLE

	Regional Arterial	Multimodal A	Multimodal B	Community Boulevard	Primary Pedestrain	Residential A	Residential B	Green
Pedestrian Interface								
Corner Bulb Out	✓	✓	○	✓				
Mid-block Crossing		○	✓					
On-street Parking		✓			✓	✓	✓	✓
Signage	✓	✓	✓	✓	✓			
Planting Strip								
Grass/ Low Shrub	○			○	✓		✓	✓
Biofiltration unit	○	○	○	○	✓			✓
Trees	○	✓	○	✓	✓	✓	✓	✓
Street Trees								
Columnar	✓	✓	○	✓				
Canopy			○	○	✓	✓	✓	
Spacing								
20 ft				✓	○	✓	✓	✓
30 ft	✓	✓	✓					
Furniture								
Public Art	○	○	○		✓			
Bicycle Rack	○	✓	✓	✓	✓			
Waste Receptacle	✓	✓	✓		✓			
Bench	✓	✓	✓		✓			
Information Kiosk	○			○	✓			
Newspaper Boxes	✓	✓	✓	✓		○	○	○
Ped/ Lighting								
Single Mast	○			○				
Double Mast	○	✓	✓		✓			
Compact Decorative Cobra					✓	✓	✓	✓
Desired Total Pedestrian Area	**10'**	**12'**	**12'**	**11'-16'**	**16'**	**5'**	**9'**	**5'**

KEY

✓ Yes

○ Optional

No/ Not Applicable

5.5 Street Design Tool Box

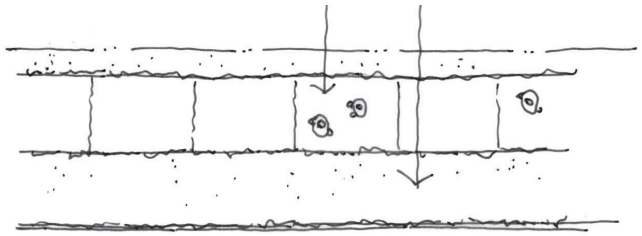
Wide streets present an impediment to pedestrian crossings. Within the Downtown Subarea, pedestrian improvements such as midblock crossings, landscaped medians, and corner bulb outs should be applied where determined appropriate by the Department of Public Works in order to achieve the goals of a more balanced transporation network.

5.5.1 SIDEWALKS

Consistent sidewalks throughout the downtown should use brushed concrete stamped in a 2'x2' pattern. On Pedestrian Primary streets, sidewalks may also contain brick accent strips and corner bulbs.

In some areas, scoring of sidewalk patterns may extend from the building edge to highlight the location of a special feature or recessed entryway.

Where driveways cross a sidewalk textured paving strips should be added to indicate to the pedestrian a vehicular is crossing.



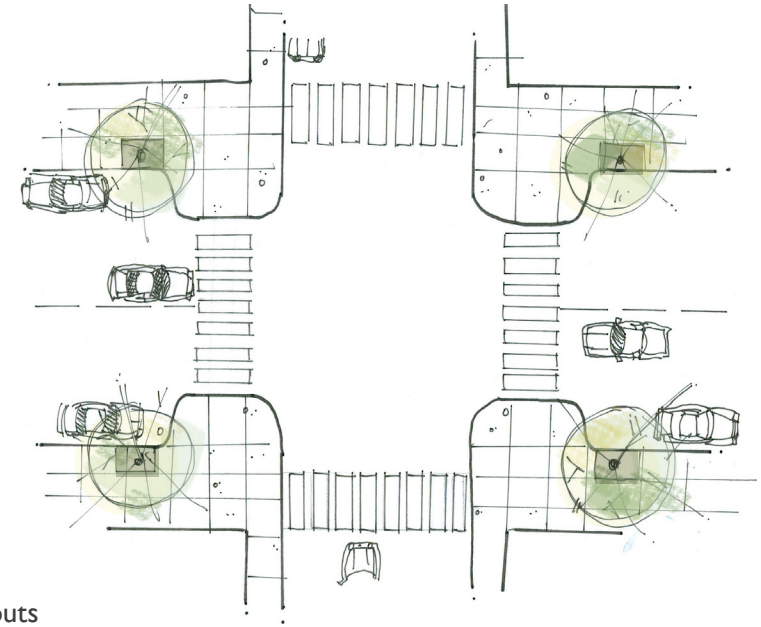
Sidewalks

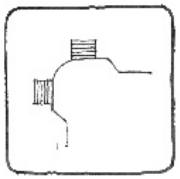
5.5.2 CORNER BULB-OUT

A corner bulb-out is an either a partial or full extension of the line of the curb into the vehicular right of way or parking lane. The bulb-out can be placed on one side or both sides of the intersection. The bulb is primarily used to reduce the width of the street at pedestrian crossings and to improve the visibility between pedestrians and drivers.

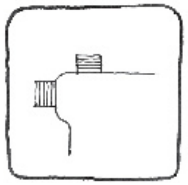
A bulb-out may be planted, designed with accent pavers, or brushed concrete.

The addition of a corner bulb-out may nessecitate the removal of an on-street parallel parking stall to improve visibility.





double bulb



single bulb

Corner Bulb-outs

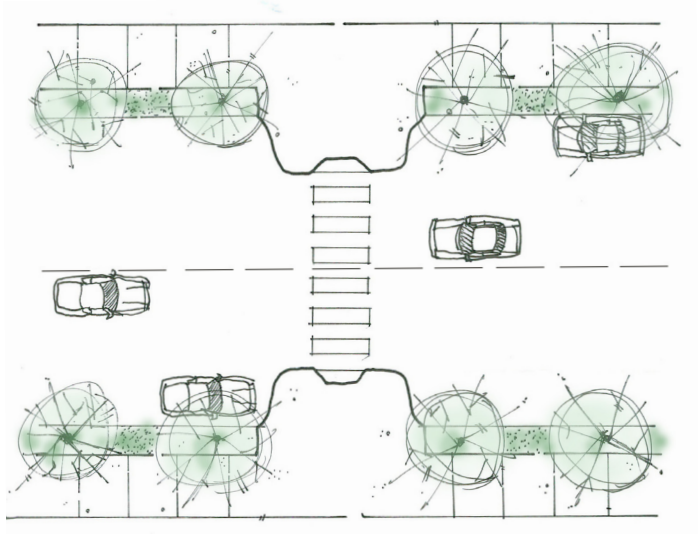
5.5.3 MIDBLOCK CROSSINGS

The Subarea contains extremely long east west running blocks, some as long as 600'. As a rule of thumb, pedestrians will walk up to 150' out of their way to cross.

Where block lengths are longer than 300' the City of Bremerton should consider placing a mid-block crossing, except on Regional Arterials. Adding midblock crossings cuts down on jaywalking activities, and encourages pedestrian activity.

Particularly within the Downtown Core and Employment District Zones, midblock crossings are encouraged.

Typical zebra strip crossings should be used on all midblock crossings.

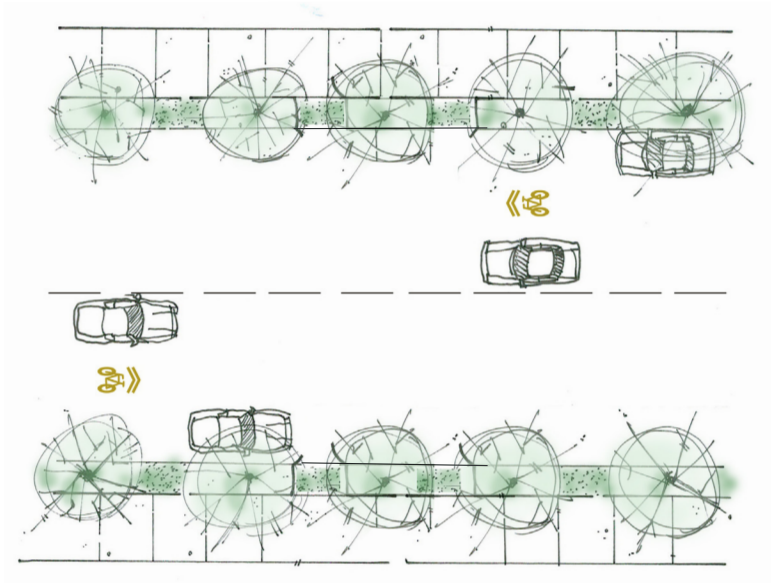


Mid-blocks

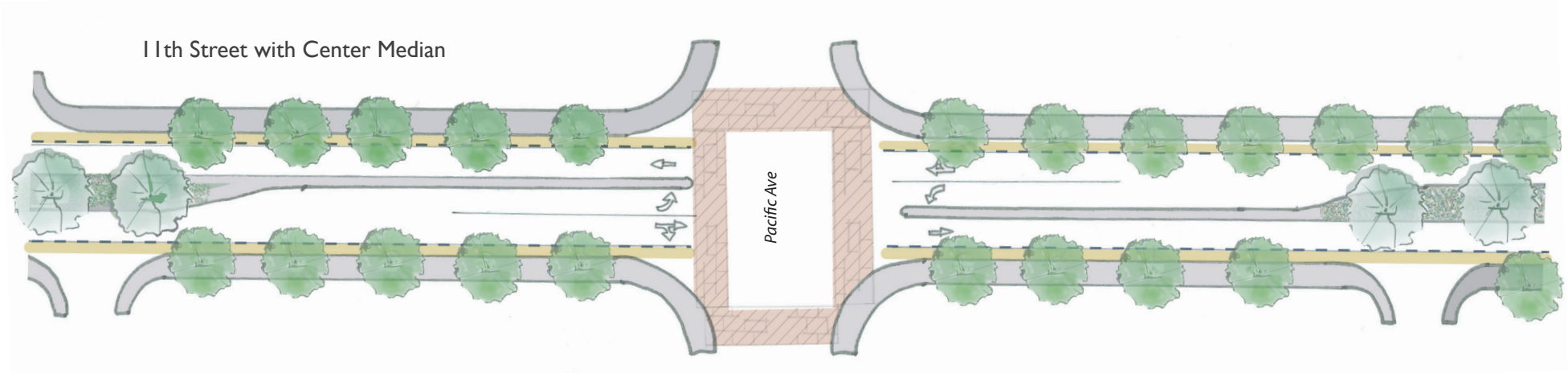
5.5.4 SHARROW

A Sharrow, or "Shared Right of Way", is a a street that has been prioritized for shared use by bicyclists and cars.

A sharrow is a relatively narrow street with two-way traffic, where the traditional painted center line is removed and replaced with a large painted bicycle symbol on the road and a sharrow label. This a fast and inexpensive measure to improve the multi-modal nature of a street.



Sharrow



5.5.5 CENTER MEDIAN

The above illustration shows one option for the pedestrianization of 11th Street using a variable center median. In this option, the planted median narrows from fifteen to four feet to provide separate left turn lanes at the intersections of Park and Pacific. Expanded sidewalks narrow the crossing area. The plan above also shows two separated six foot bike lanes.

This plan calms traffic to more manageable speeds appropriate for dense residential communities and links the north and south portions of the Evergreen Park community.

The street retains traffic flow by limiting local access (shown at right). The development of a center median may nesseciate shifting existing one way residential streets to two-way shared lanes.

Center medians may also be appropriate on Warren Avenue to help narrow intersection crossing areas and increase safety.

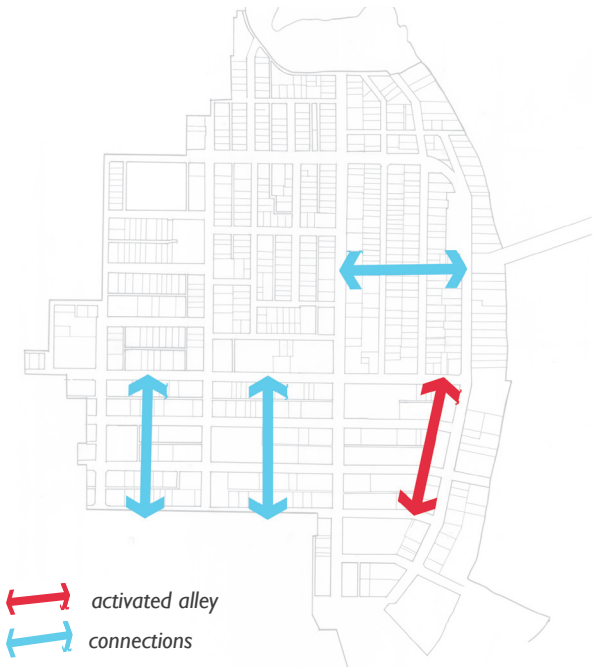
Left Turns and Turning Access

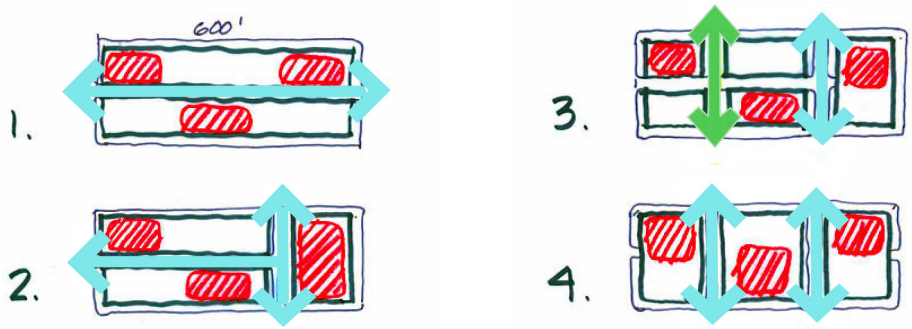
5.5.6 MIDBLOCK PROMENADE

Mid-block crossings may also be associated with the creation of new intra-block pedestrian (or vehicular) promenades. A promenade is a particularly attractive urban design intervention to increase pedestrian activity, as well as multiply the number activity nodes located at corners and intersections. Mid-block promenades will be possible through strategic land consolidation and the use of the Bonus Amenity Sytem in the Downtown Core area.

Midblock promenades have a minimum 16' wide walkway and may range to 30'. Walkways should incorporate textured paving, plantings and landscaping, with active residential or non-residential entrances and street frontages.

Mid-block Promenade





Options for a mid-block within the Downtown Core and Employment District Areas. A variation in parcel assemblies is shown. MIdblocks may accomodate vehicles or be pedestrain only areas.

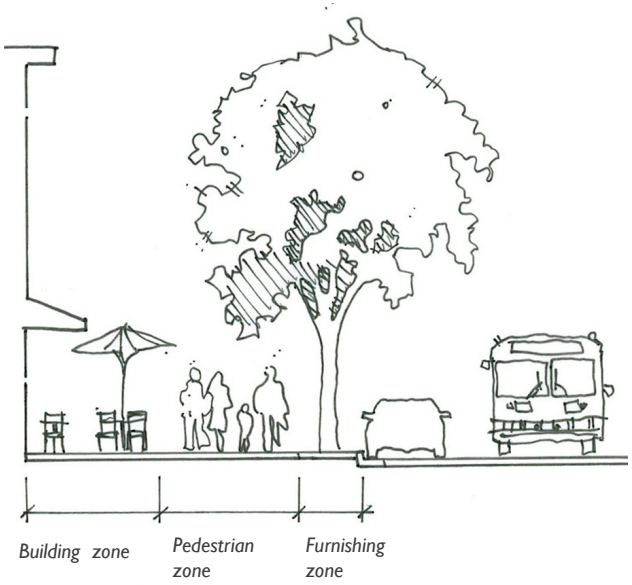
5.5.7 STREET FURNISHING

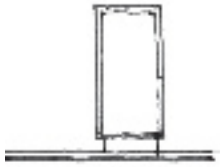
Streetscape amenities should be placed within the identified furnishing zone at the curb edge leaving a space for unobstructed pedestrian movement. This area will provide space for amenities and vegetation to enhance the visual quality and comfort of neighborhood streets.

On non-residential streets the furnishing zone width should be a minimum of 4'.

The following amenities are located within the Furnishing Zone. The Street Typology Summary Table following denotes the location of street furnishing per Street Type.

- Street Trees
- Tree Grates and Protectors
- Lighting
- Newspaper Boxes
- Planting strip
- Public art
- Bicycle Rack
- Waste Receptacles
- Benches
- Information Kiosk





5.5.8 LANDSCAPING AND STREET TREES

Within the Downtown Subarea there are currently large areas that lack street trees, particularly within the western edge of the downtown. Greening the downtown streets is a priority for community residents, and will help to change perception of the downtown for the better.

Particular placement of street trees may also be used as an iconic gateway to welcome individuals downtown and make a lasting impression on visitors. At least one large, native tree should be planted within landscaping in selected sites during the BTC Access improvements such as Big Leaf Maple, and/or Douglas Fir, to acknowledge the history of the Bremerton community.

Sidewalk Rubber Panel Pilot Program, Photo: City of Kikland

Geometric patterned tree-grate

Street Tree design and planting should adhere to the following set of procedures:

1. Trees should be planted within 4' by 4' planting pits. Tree planting pits should follow best practices to ensure that tree roots have enough room for expansion beneath the sidewalk surface. See Tree Planting depth figure at right. Irrigation should be provided with all new street trees where possible.

Where existing built form prevents planting, trees can be provided in planters equipped with irrigation.

The City Public Works may also consider the application of a pilot program for rubber sidewalk pavers as an option to reduce maintaince costs associated with street tree roots. (See City of Kirkland Rubber Panel Pilot Program.)

2. Decorative metal tree grates should be used to cover planting pits within the POMU, Downtown Core and Downtown Waterfront zones.

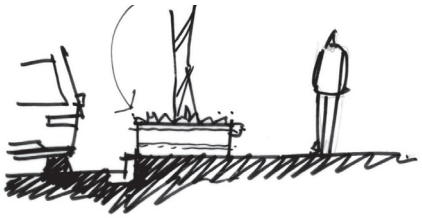
3. Street Trees should have a caliper of at least 2.5 inches at time of planting.

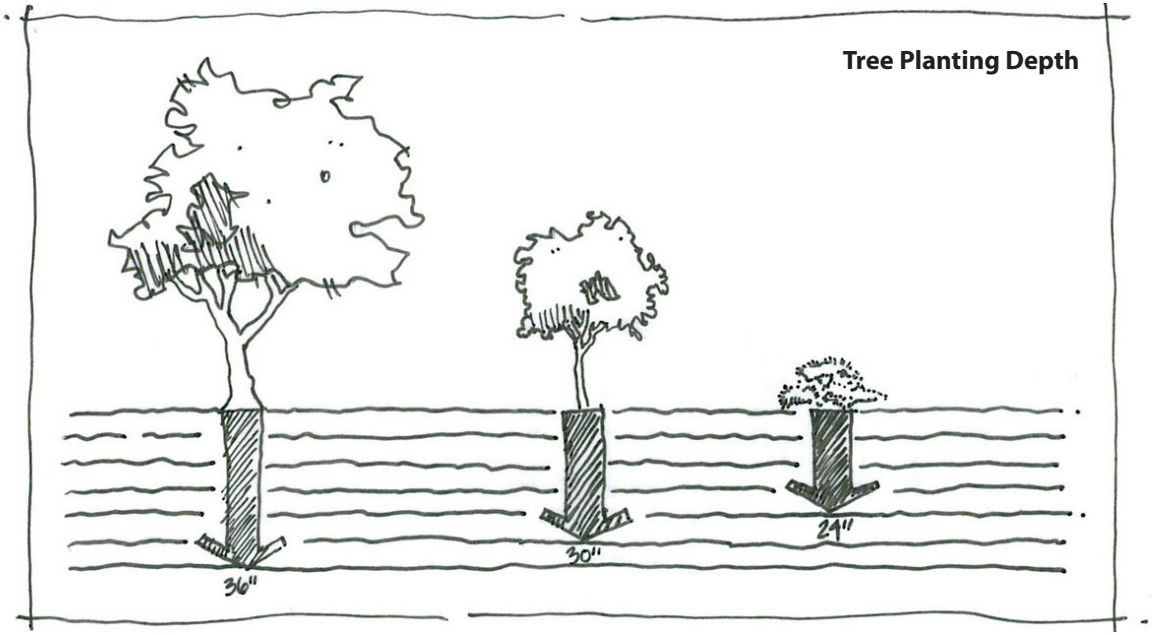
4. Trees should be planted with consideration towards the harmony of the block length, select tree species should be planted along the entire block length where possible.

5. Residential Street Tree Allocation is listed in the Downtown Subarea Development Standards. This requirement aims to develop a mature and harmonious set of street trees within multi-family residential districts. Street Trees to be planted within the Building Frontage Setback in Residential Zones (MR-1, MR-2)

A tree planting scheme should be developed for streets with requirements for spacing, species type, and guidelines for maintenance.

Raised Planters can also act as a buffer





5.5.9 LOW IMPACT DEVELOPMENT

The addition of biofiltration units as a landscape element should be applied throughout the downtown. Each element has an estimated cost of $20,000.

5.5.10 LIGHTING

The city should strive to provide the right amount of light, in the right place, at the right time. Within the Subarea, all exterior street lighting should follow the International Dark Sky model code in order to limit exterior light pollution and save energy.

Existing pedestrian scaled lights consist of a double mast arm and a single mast arm, manufactured by the Spring City Electrical Manufacturing Company.

These lights are appropriate for more heavily used commercial oriented and/or mixed use streets. They provide light for both pedestrian and vehicles.

Compact

In residential areas, a lower level of street lighting is appropriate. Lighting should not contribute to glare, or send light into residents' windows. This should be accomplished with full cut off luminaires or low wattage cutoff luminaires.

The City of Bremerton should to coordinate with a lighting designer to secure smaller, compact base light fixture that can be used in residential areas. The lighting should deliver the following performance measure and be compatible with existing city lighting styles:

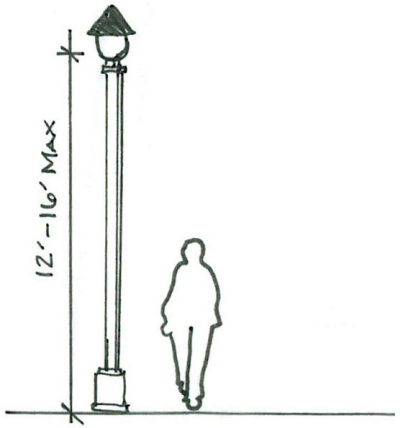
1. Equipment (shielded fixtures), aimings, and mounting heights that minimize offensive glare to humans, flora, and fauna.

2. Candelas per 1,000 lumens should not exceed 2.5% at an angle at or above an angle of 90 degrees and 10% at an angle at or above 80 degrees.

Decorative Cobra

1. The city should also identify a decortive cobra light to provide street lights for vehicles on Regional Arterials. The design should be compatible with established downtown lighting styles.

Curb edge biofiltration unit



Single Compact

Single Mast

Double Mast

5.6 Streetscape Action Items

Action	Description	Responsible Parties	Timeframe	Cost/Funding Notes
5.6.1 Adopt Street Typologies	Adopt street typologies to guide all required streetscape upgrades with new development in Downtown, and to guide roadway configurations and reconfigurations	DCD. PW&U. Council	Concurrent with Subarea Plan adoption	No Direct
5.6.2 Pacific Avenue	Upgrade the streetscape on Pacific Avenue making it a Park-to-Park "main street"	PW&U. Economic Development.	Phase I - 2007-2008 Phase II - 2010-2014	City TIP Grant funding sources
5.6.3 Implement Green Streets	Implement Green Streets streetscape upgrade on 7th and 8th and 10th streets in the Sustainability District	PW&U. DCD	7th St. - 2007-2008 8th/10th - TBD	Ecology Grant funding TIP With New Development
5.6.4 4th, 5th, Park Ave Sharrows	Implement sharrows on 4th and 5th Streets west of Pacific and on Park Ave restripe to add sharrow symbol.	PW&U. DCD	2008-2010	Concurrent with NMT
5.6.5 Identify Street Tree Species	Identify preferred Street Tree species per Street Typology and unique street characteristics.	Parks. DCD. PW&U.	2008-2009	
5.6.6 Identify location for "Gateway Tree"	Create a gateway to the pedestrian core area of downtown with the use of a large scale native species, such as Douglas Fir or Big Leaf Maple.	Parks. DCD. PW&U	2010-2012	
5.6.7 11th Street Community Blvd.	Retrofit 11th Street to a Community Boulevard configuration	PW&U. DCD	TBD 2012-2020	With new development TIP Potential state roadway sources
5.6.8 Pedestrianize 11th and Pacific	Pedestrianize intersection to accomodard "Park to Park" plan.	DCD. PW&U	Concurrent with 11th Street Communty Boulevard	
5.6.9 6th Street Road Diet	Retrofit 6th Street to a multi-modal street	PW&U	TBD 2012-2020	With new development TIP. Potential State roadway sources
5.6.10 Intersection Timing	Time intersection signalization on key intersection to reduce traffic congestion.	DCD. PW&U	2009	
5.6.11 Downtown Transit Loop	Work with Kitsap Transit to create a downtown transit loop route. A continuously circulating local route linking major destinations and employers in downtown and adjacent locales (eg. Manette, Harrison, and Callow Gateway)	Kitsap Transit. DCD	2009-2012	
5.6.12 Decorative lighting	Identify and formalize selection of decorative cobra, and compact light fixtures	PW&U. DCD. Economic Development	2008-2009	

5.7 Parking Existing Conditions

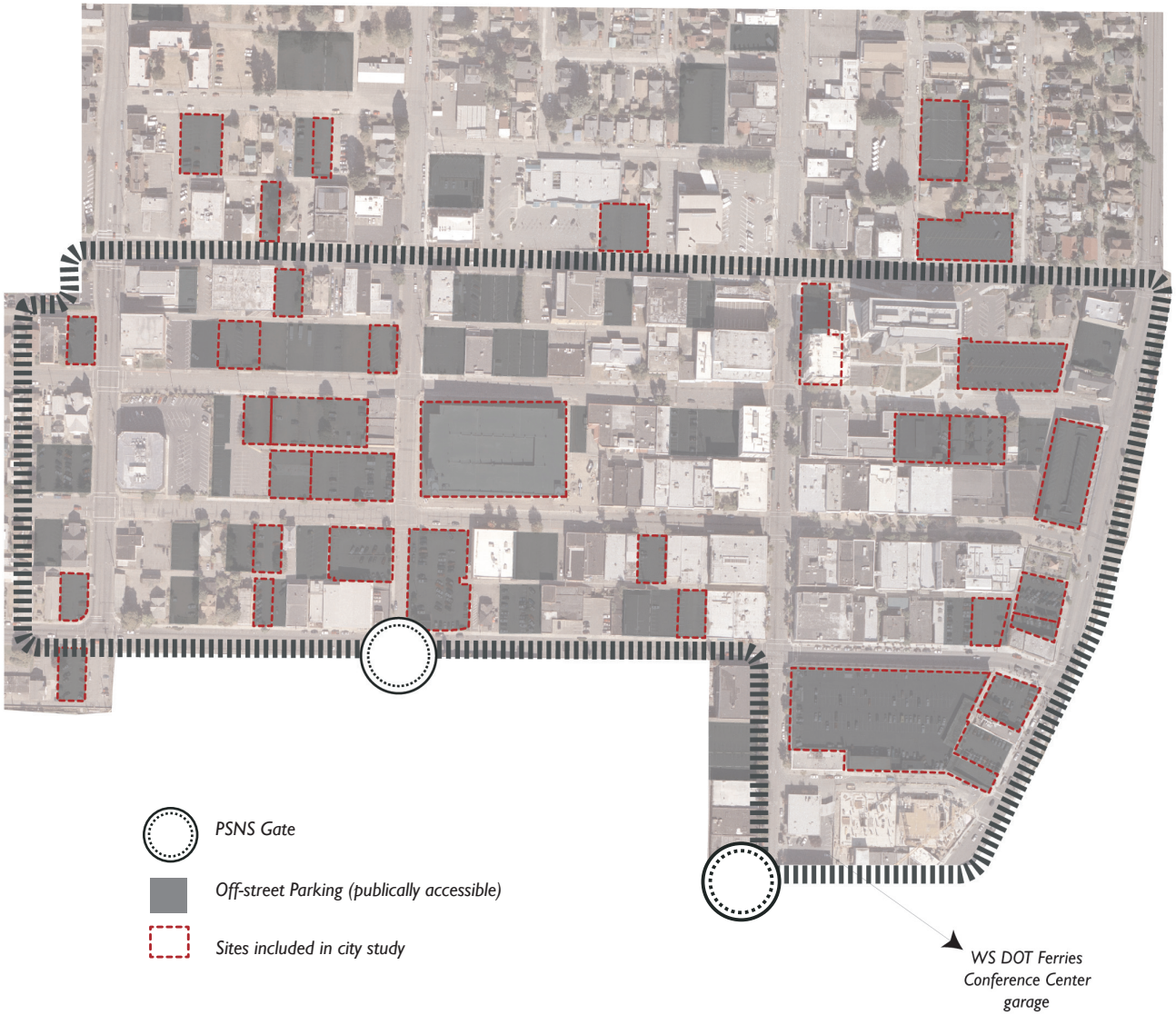
Well-managed treatment of the automobile within a dense downtown is one of the major areas affecting urban design quality. A Parking Management Strategy should be implemented in order to accommodate new users, balance demand and supply, and maximize limited on-street space. There is no one size fits all solution.

Goals of a Parking Management Plan

• Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging commuting by single-occupant vehicle. Parking requirements should not serve as barriers to development.

• Make the best use of limited street space, find balance among competing uses, and protect neighborhoods from the impacts of overflow traffic and parking.

• Create a park-once strategy for the downtown area so that people can access multiple shops and destinations without using their cars.



CURRENT CONDITIONS

Bremerton's existing on-street parking regulations are primarily reactionary, resulting from spill-over impacts from the two major users, PSNS and the WS Ferry. Due to intense and unmet demand for downtown long-term parking, developable land is used as surface parking throughout the southern Subarea. During the summer of 2007, the City of Bremerton conducted a Parking Time/Use Analysis of both on-street and publicly accessible off-street private lots in order to inform parking management strategies. The study area covered Bremerton's Downtown from 1st Street to 7th Street and from Washington Avenue to Warren Avenue.

Overall Parking Supply
There are approximately 4,819 parking stalls within the downtown district. Of these parking stalls, it was found that nearly half were publicly accessible stalls (2,442) and half were private or reserved stalls (2,377). There were 367 on-street public parking stalls, none of which were private or reserved.

Day Time Occupancy
Day-time occupancy rates for both private and public stalls hovered at 55%. On street parking had the best occupancy rate for public parking at 56% while off-street public parking sat near 41% during the day. Private off street parking had the highest occupancy rates near 69%.

City and Private Parking Supply
Of the total parking supply, it was found that the city controls 22% of all stalls (1,082 stalls), while the rest, 78%, remained in control by the private sector. A majority of the city's on-street parking stalls were of no charge (282), while 85 stalls did charge $5 for up to 10 hours (no other option). The city also has 715 off-street stalls within the Harborside Garage and the 4th Street Garage holding the majority of stalls (320 & 224 respectively).

Conclusions
Despite the proliferation of parking lots, and occupancy rates of just over 55% a perceived "lack of parking" persists in the commercial area. Residents claim that on-street residential parking is primarily at occupancy, particularly in the Park Avenue area. Furthermore, there is little consensus about a solution to the parking problem as development and population growth occurs.

The high number of surface lots throughout the downtown has also had negative repercussions on the livability and character of the area. The walking experience is degraded by removing visual stimulus and activities. Vacant streets also have a negative psychological affect on safety.

"If every place worth visiting had enough parking for all the people who wanted to visit, there would be no places left worth visiting."

5.8 Parking Management Strategies:

The negative perception of parking within downtown Bremerton results, in part, from an emphasis on long-term parking use. There is also impact from a negative street experience which discourages walking to and from off-site spaces which may be one or more blocks from the initial destination.

Furthermore, parking demand may rise significantly in relationship to the presence of a ship in port at PSNS, with contractors and additional shipyards workers commuting to Bremerton and looking for parking.

A parking solution must be elastic, with overflow plans designed for additional workers, reduce the impact of long-term uses, and change the perception of the downtown area into one in which it is acceptable to park a few blocks from one's destination.

5.8.1 LONG TERM PARKING STRATEGIES

1. Increase transit use, walking and cycling and decrease dependence upon the automobile.

Urban Design strategies of increasing diversity, high quality street design, and dedicated bicycle routes will combine to make the use of alternative transportation methods a comfortable and pleasant activity.

The City should continue to advocate for increased and reliable transit service to the downtown. The City of Bremerton should collaborate with Kitsap Transit to increase bus service and Commute Trip Reduction services concurrently with population growth.

A downtown "connector" loop bus service should be tested in order to connect the waterfront and boardwalk to the Pacific Avenue corridor in a timely fashion.

3. Create flexible Parking Standards: Parking demand varies according to geographic factors including density, transit access, income and household size. Standards should be updated every three to five years and where possible, the market should decide on the amount of parking rather than the zoning code.

Subarea Plan parking standards are designed to allow for flexibility with low requirements, and a recognition that the downtown is an area well served by transit, and that a mode shift from the single occupancy vehicle is possible with long term planning.

3. Centralized parking structures release pressure on surface lots, as has been the case with the Navy Garage. Centralized structures may also be used for parking in-lieu of purposes for new development meeting particular requirements of building and growing a viable Employment District.

The location of a new multi-level garage should serve commercial businesses within the Pacific Street Corridor, and long-term uses of both the WS Ferries and the PSNS.

This garage may be constructed in concert with the BTC Access Improvement project.

4. Introduce residential parking permits in heavily impacted areas in order to reduce parking spill over impacts from commuters.

5. Develop better communication and collaboration between the City, employers and Kitsap Transit. Locate mutual benefits for all three with a Transportation Demand Management Program which provides incentives for employees who use transit. The City of Bremerton and associated agencies should be the first to offer employee parking cash-out options, and free transit passes to all city employees.

6. Prioritize active uses over surface parking. This makes downtown a destination where people are willing to park and walk or take transit. The City of Bremerton should provide leadership on this point.

There are direct fiscal, economic and social costs to excess parking. Free parking is a resource just like any other. The city must find the optimum value of parking and use this resource efficiently.

5.8.2 SHORT TERM PARKING STRATEGIES

1. Consider switching the most convenient spaces to short term (1/2 hour loading zones) parking and pay parking near the ferry terminal in the Harborside district. As community assets, these spaces should be managed for maximum turn over and convenience.

1. Ensure that payment is flexible and convenient
2. Re-invest parking revenues in district
3. Identify projects in partnership with local merchants.

2. Establish better oversight of parking problems and broaden the City's perspective under the recently reconstituted parking Committee, to be comprised of three Councilmembers, the City Clerk and the City Attorney. The Committee should oversee a broad Parking Stakeholders Group made up of the business community, residents, City departments and land owners. An extensive Stakeholder Group process should be conducted to advise the Committee on an initial detailed and quantitative parking policy and management plan. The Stakeholder Group can continue to make ongoing recommendations and improvements to the Committee.

Typical functions of a Parking Advisory Committee

Review of technical data, consideration of alternatives to establish and maintain a successful parking management system. Understand the dynamics of existing parking in Downtown Bremerton, including spill-over impacts from its two major users: PSNS and WS Ferries.

Identify and analyze potential parking management strategies.

Provide Recommendations to City Council. Develop a parking plan within the context of a more regional solution, including a collaborative relationship with Kitsap Transit.

3. Communicate Parking options to the development community. Hold a City funded workshop for developers to educate them upon how to fully utilize current alternative parking regulations including satellite parking and shared parking options.

4. Improve and standardize parking way finding.

5.8.3PARKINGGARAGEDESIGNPRINCIPLES

These principles should be applied to all new parking garage structures planned in the Subarea.

1. Facades should be treated with high quality materials and given vertical articulation and emphasis. The facade should be designed so as to visually screen cars at street level. Sloping interior floors should not be visible or expressed on the exterior face of the building.

2. Retail storefronts or other business uses should be placed at the street level along the principal street and are encouraged along all adjacent streets except service alleys.

3. Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the building. Expression of the vertical pedestrian circulation (stairs and elevators) on the exterior of the garage, and in particular at the corners is encouraged. The vertical circulation should not be located in the center of the garage so that it is difficult or circuitous to locate.

4. While it is important to provide adequate interior lighting for safety and comfort, it should be controlled to avoid spill out on the adjacent streets creating excessive glare.

5. Including off-street bicycle rack parking is encouraged.

San Diego Padres parking lot screened behind mid-rise residential. Photo: Payton Cheung

Action Item	Description	Responsible Parties	Timeframes	Cost/Funding Notes
5.8.1 Parking Committee and Stakeholder Group	Under a reconstituted Parking Commitee conduct a broad parking stakeholder process. The stakeholder group will make recommendations to the Committee for a detailed Downtown Parking Policy and Management Plan. Strategies 5.8.2 - 5.8.6 to be detailed through the parking committee process.	DCD. Clerk. Council. Attorney	2008-2009	City Staff time
5.8.2 Adopt flexible parking strategies	Adopt low, minimum parking ratios for downtown districts allowing the private sector flexibility in determining parking needs based on market conditions. Also reduce cost of construction to incentivize redevelopment.	DCD	Concurrent with Subarea Plan adoption	No direct
5.8.3 Short Term Pay-For-Parking	Convert on-street parking in the Harborside District to pay-for-parking. Include a token program, so patrons of local business can still park for free. Develop a program to reinvest meter revenue collected downtown into downtown. Create a marketing program to show people that their parking fees are a contribution to the reinvestment in downtown.	Finance. DCD PW&U. Council	2009-2011 after BTC Tunnel Access conclusion	Potential added revenue source.
5.8.4 Second large centralized parking structure	Explore creation of a second large centralized parking structure in downtown. Site garage in location to satisfy parking needs for both leisure and employee parking.	Mayor. Economic Development. DCD PW&U. Finance	2010-2020	Potential Participation by City Parking Fund Navy, Private Entities Other Sources
5.8.5 Expand Transportation Demand Management	Work with major employers to create an expanded and improved TDM program. Implement employee parking cash-out options. Every major employer in downtown should have a documented TDM program.	Kitsap Transit. DCD Finance. PW&U. Major Employers	2008-2009	
5.8.6 Transportation Options	Collaborate with Kitsap Transit to increase transportation options as downtown population increases	DCD. Kitsap Transit.		

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6.0 Development Standards

INTRODUCTION

The following development standards apply as zoning within the Downtown Subarea pursuant to BMC 20.80. The development standards are supplemental to the Bremerton Municipal Code. These standards supercede where they diverge from the BMC. Topics not explictly regulated remain subject to all provisions of the BMC.

6.1 Definitions

"Articulation" means the manner in which the structure of the building is expressed.

"Building Frontage Setback" measures the distance from the structure to the inside line of the Desired Pedestrian Area as per Street Typologies.

"Compatibility" means the size and character of a building element relative to other elements around it.

"Daylighting" Daylighting means providing primarily natural rather than artifical lighting of an interior space. High daylighting potential is found in those spaces that are primarily daytime occupied. When properly designed and effectively integrated with the electric lighting system, daylighting can offer significant energy savings by offsetting a portion of the electric lighting load.

"Expression Lines" Elements of a building facade which express its structure including cornices, fenestration, columns and bays.

"Facade" any vertical, exterior face or wall of a building, often distinguished from other faces by architectural details.

"Impervious Surfaces" are sealed surfaces which repel water and prevent precipitation from infiltrating soils.

"Live Work" means a commercial business that is physically combined with a residential unit, having direct and continuous interior access between business and residential. Not more than 2 persons engaged in any of the following areas:

1. artist studio (allowing walk-in trade)
2. high tech
3. general office and business services
4. personal services.

and at least one (1) of those persons resides in the dwelling unit where the use they engage is carried on. Live work businesses are subject to limited hours of operation from 8:30 AM to 7:00 PM.

"*Low impact development (LID)*" is a set of stormwater management practices that allows sustainble management of stormwater, including bio retention and infiltration facilities and permeable paving. See the Low Impact Development Technical Guidance Manual for Puget Sound.

"Maximum Height" calculations exclude

1. parapets
2. mechanical penthouses
3. roof forms and decorative elements not intended for occupancy
4. stairs
5. elevators

"Modulation" means horizontal or vertical variations in the plane of a structure wall within specified intervals of width and depth, as a means of breaking up a structure's apparent bulk.

"Mixed-use Building" means a building that contains at least eighty percent of one floor devoted to allowed non-residential uses in a primarily residential building. or at least one door devoted to residential uses in a primarily commercial building.

"Net Floor Area" is the amount of floor area within a building as measured to the inside face of the exterior building walls, excluding

1. spaces below grade
2. space devoted to parking
3. mechanical space
4. elevator and stair shafts
5. space devoted to special amenities
6. exterior decks open to the air

"Open Space" includes

1. Private balconies of any size immediately adjacent to residential units
2. Outdoor areas (roof gardens and terraces and at grade exterior spaces) with a minimum of ten (10) feet by six (6) feet.
3. Indoor common amenity areas such a bicycle storage areas, exercise rooms or common rooms with a minimum dimension of ten (10) feet by ten (10) feet.

"Pedestrian-Oriented" means commercial uses with the following attributes:

1. Scale and character that encourages an approach by either walking or cycling.
2. Walk-in trade and small business establishments such as specialized retail and food stores, restaurants, personal service establishments, convenience stores, professional services.

3. Contain outdoor displays and contribute to the ground level activity of the street.

"Roof Peak" The highest point of the building.

"Scale, Human" means architectural and structural proportions that relate to the human form and/or that exhibits through its structural or achitectural components of the human functions contained within.

"Street Wall" means that portion of the building which directly abuts the Building Frontage Setback.

"Transitional Area" Portion of property facing the linear street frontage which is required to achieve a desired pedestrian area as per street typology requirement.

"Tower" means that portion of a building that penetrates a sky exposure plane above seventy five feet (75') in height. Towers are allowed only in specified high-density areas of the city. A tower may be occupied by residential, commercial or community facility uses.

"Wall Plate" that structureal element (often a horizontal timber) situated along the top of a wall at the level of the eaves for bearing the ends of joists or rafters.

"Wall to Window Ratio" is the proportion of a wall area to compared to the total window area where the window is located. For example, if a window covers 25 square feet in a 100 square-foot wall then the WWR is 25/100 or 0.25.

"Weather Protection" means awnings, canopies, arbors which extend from the building facade a minimum projection of four feet over the pedestrian area. Projection must be greater than eight feet in hieght.

"Work/Live" combines residential as an accessory use with a commercial use allowed in the underlying zone and is located in a unit that is a suite of rooms of which not more than 40% of floor space is used for residential use.

6.2 Procedures

6.2.1 DESIGN REVIEW

(1) All projects within the Subarea with four or more residential units or 5,000 GSF commercial shall undergo Design Review per BMC 20.02.085. The DRB shall evaluate for compliance with a.) Design principles per Chapter 4 and b) Purpose and Intent statements of Chapter 6.

(2) Dimensional and Design Standards within this chapter are departable by Design Review Board excepting height limitations. Any departure granted shall be formally documented in the Design Review process, including why a departure is necessary to meet an Urban Design Principle in the Subarea Plan.

(3) Modification of Development Standards and deviation from the urban design principles of Chapter 4: Any proposal to modify development standards through a Design Review Procedure shall not undermine the intent of the standards of this Chapter.

6.2.2 APPLICABILITY OF OVERLAY ZONING DISTRICTS

(1) Mapping of overlay districts. The applicability of any overlay zoning district to a specific site is shown by the Overlay Map;

(2) Any land use allowed in the applicable base zoning district may be allowed within an overlay district, subject to any additional requirements of the overlay district;

(3) Development and new land uses within an overlay district shall obtain the land use permits required by the base zoning district.

6.2.3 SATELLITE PARKING.

For the purposes of this Chapter, Satellite Parking is allowed on any existing parking lot within the Downtown Subarea if satisfying a parking requirement for another use within the Subarea.

No new principal parking use may be constructed for Satellite Parking if not allowed in the zone. A binding agreement signed by the owner of the Satellite Parking must be executed, approved by the City, and recorded with the County Auditor.

6.2.4 STREET TREE ALLOCATION

Where applicable, this area located within the building frontage setback may be either private property subject to a condition of development or dedicated as public right of way.

6.2.5 SIDEWALK ALLOCATION

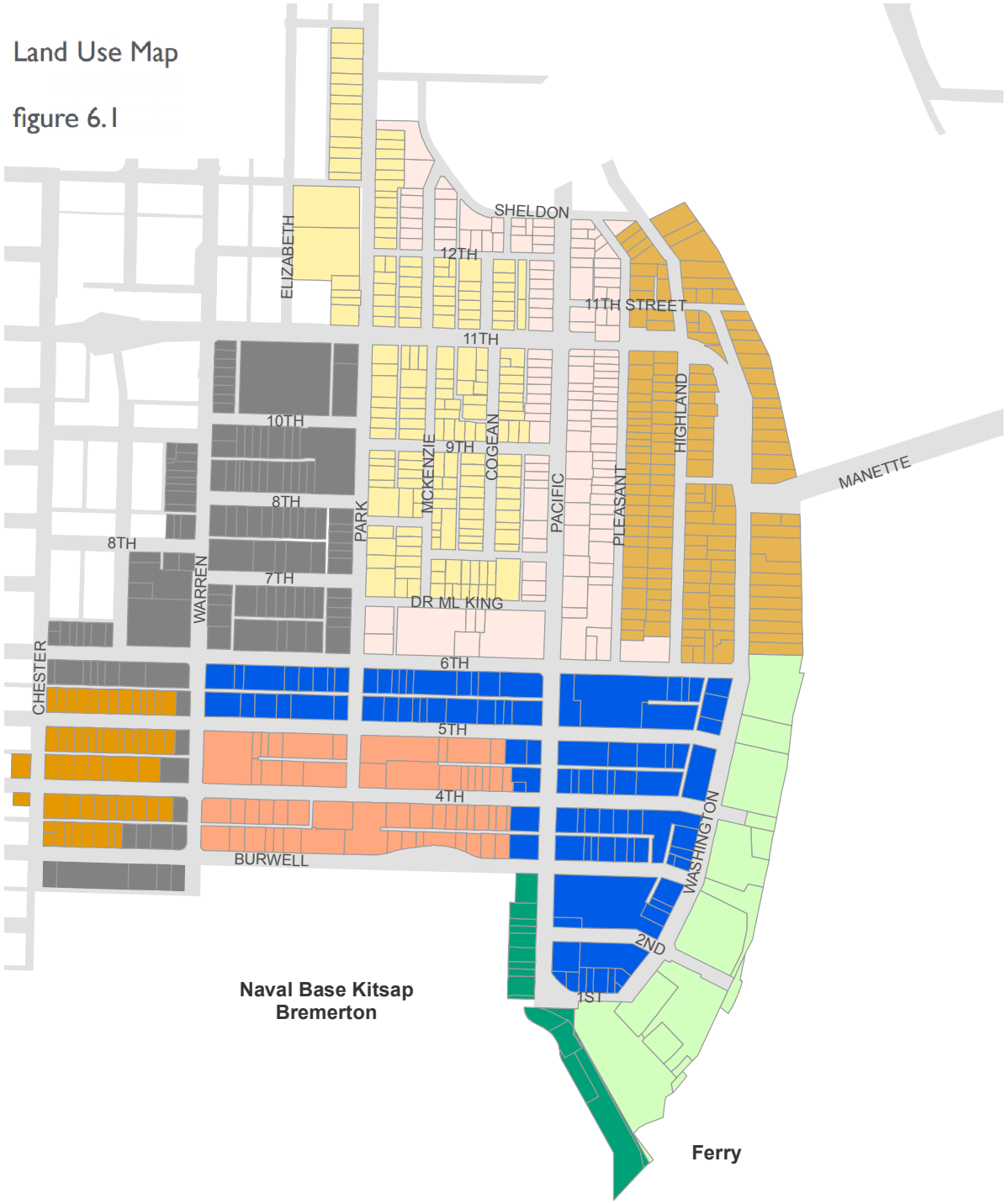
(1) For all zones a sidewalk allocation shall be provided according to street typology.

(2) Sidewalk allocation may be either private property subject to a condition of development or dedicated as public right of way.

Land Use Map

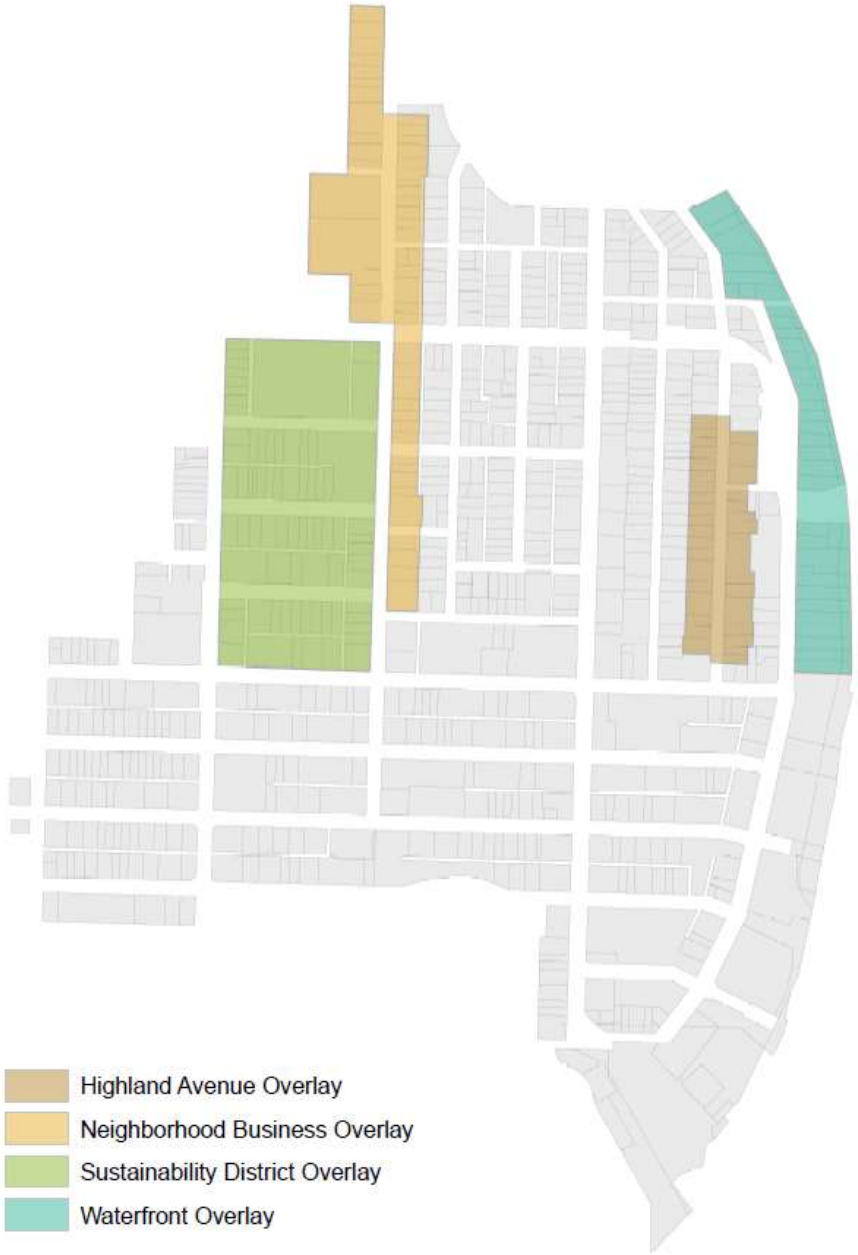
figure 6.1

- Downtown Core (DC)
- Downtown Waterfront (DW)
- Employment District (ED)
- Multifamily Residential 1 (MR1)
- Multifamily Residential 2 (MR2)
- Parks (P)
- Pedestrian Oriented Mixed Use (POMU)
- One and Two Family Residential (R-20)
- Downtown Support District (DSD)



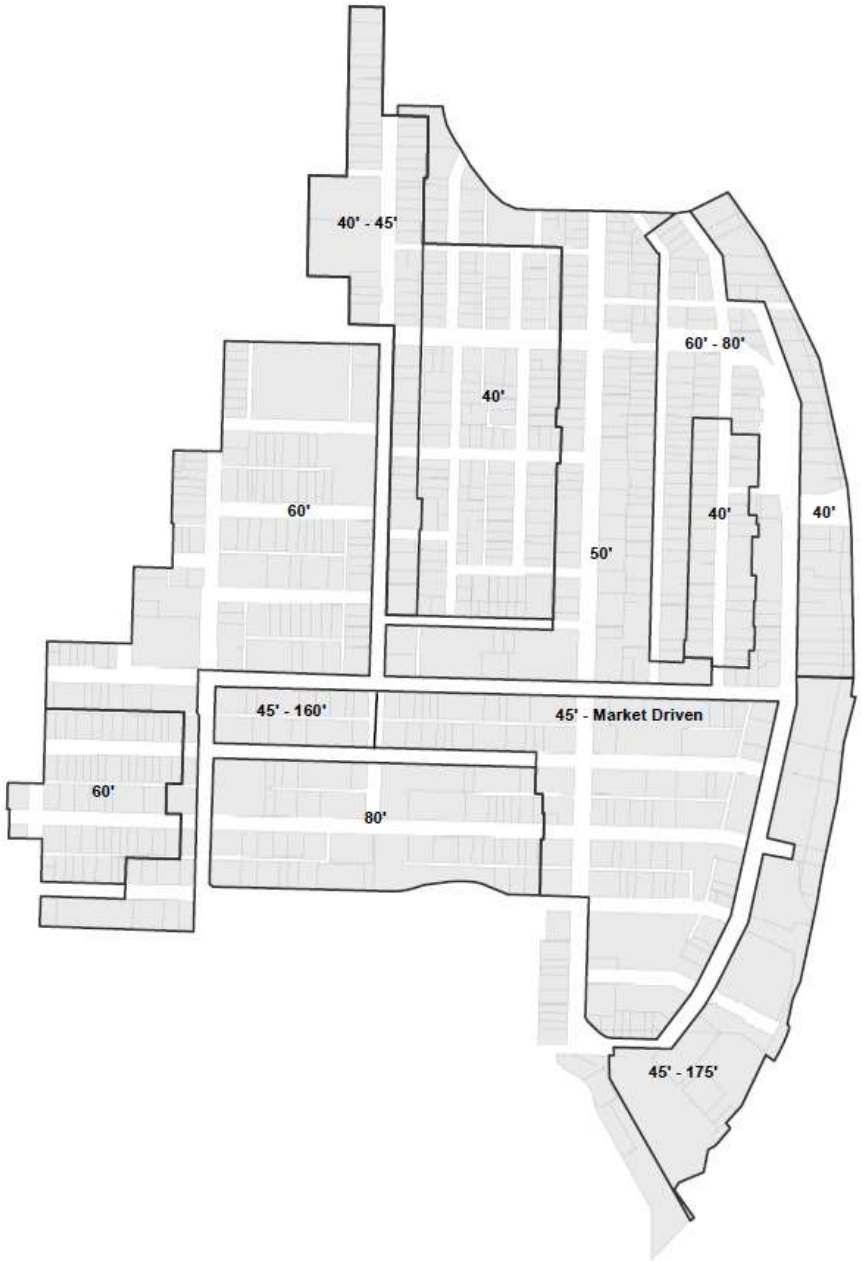
Overlay District

figure 6.2



Heights

figure 6.3



6.3 Downtown Core

6.3.1 INTENT AND PURPOSE

(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.

6.3.2 USE STANDARDS

(1) Pursuant to BMC 20.75.020 and BMC 20.75.050 with the following additions:

i. Hotels shall be considered residential uses.
ii. Work/live
iii. Live/Work

(2) Pedestrian oriented uses required on a minimum of sixty (60) percent of ground floor.*

*Where the market is not yet available for pedestrian oriented uses, ground floor spaces may be designed in such a manner that frontages may be easily adaptable to future active uses. To be considered adaptable, ground floor facades must have a fourteen (14) foot floor to ceiling height and the sidewalk level facade must include an entrance or entrances to accommodate a single or multiple tenants or be structurally designed so entrances can be added when building is converted to pedestrian oriented uses.

6.3.3 LOT REQUIREMENTS

(1) Development shall comply with the following floor area ratio, defined as the net floor area divided by the lot area.

Maximum Base FAR	3.25
Minimum FAR	1.0

(2) FAR may be increased beyond 3.25 when a public amenity is provided as pursuant to Chapter 6.11 Bonus Amenity Chart in collaboration with the Design Review Board, and provided design guidelines and design standards are met.

(3) Maximum Lot Coverage for structures above 45'	75%

6.3.4 HEIGHT REQUIREMENTS

(1) Maximum allowable heights within the DC zone are pursuant to *figure 6.3*.

(2) Minimum street wall height	30'
(3) Maximum street wall height (see setback standards)	45'

(4) Minimum fourteen (14) feet floor to ceiling height at ground floor.

6.3.5 AMENITY SPACE REQUIREMENTS

(1) Open space required per unit	75 sq. ft.

6.3.6 DESIGN STANDARDS

A. Downtown Core Setbacks

	Height Condition	Building Frontage (Front Setback)	Minimum Side	Minimum Rear
Building Base	0-18'	0	0	0
Building Mid	19'-45'	0	10'	0
Building Top	45' up	8'	10'	10'

B. Building Facade Requirements

(1) A minimum of sixty (60) percent between two (2) and eight (8) feet in height must be comprised of doors or transparent windows that allow views of interior product display areas.

(2) Minimum Required Entrances — One (1) entrance per fifty (50) lineal feet of sidewalk.

(3) Weather Protection — 75% of front facade.

6.3.7 MAXIMUM ALLOWABLE TOWER FLOORPLATE

(1) Residential uses — 12,000 GSF

(2) Commercial uses — 20,000 GSF

6.3.8 TOWER SITING

(1) Towers (structures above seventy five (75) feet in height) may not be built within an eighty (80) foot dimension from the edge of an existing tower.

6.3.9 PARKING REQUIREMENTS

(1) Nonresidential uses per 1,000 GSF
Minimum 1 space
Maximum 4 space

(2) Residential uses
Minimum .5 spaces per residential unit

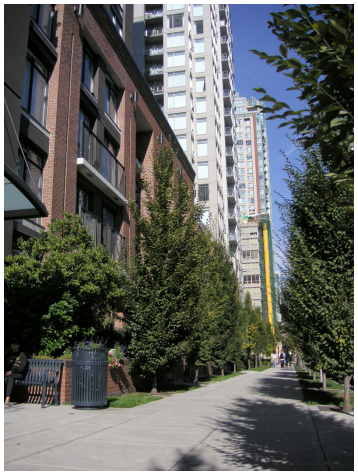
(3) The first 3,000 ground floor GSF retail area shall be exempt from off street parking requirements.

6.3.10 PARKING DESIGN STANDARDS

(1) No surface parking shall be located between the building and the front property line. On corner lots, no parking shall be located between the building and either of the two (2) front property lines.

(2) For surface parking lots greater than five thousand (5,000) sq ft should provide clearly identifiable, lighted and landscaled pedestrian paths of at least eight (8) feet in width through the surface parking lot to building entrance. This path shall contain a continuous landscaped areas of at least three (3) feet wide on at least one side of the path except where a pathway crosses vehicular lanes.

(3) Structured parking is not permitted at first floor street facade. All parking located on the ground



6.3 Downtown Core Cont'd

floor shall be screened behind active pedestrian or residential uses. Minimum depth of uses is twenty five (25) feet.

(4) Where commercial or residential space is not available to accomplish this, features such as planters, decorative grills, green screens or public art shall be used for screening subject to DRB approval.

(5) Parking garages are subject to design principles listed in Bremerton Subarea Plan Section 5.8.3

(6) Parking shall meet the requirements of Chapter 20.48 BMC except where conflicting the principles of this Chapter supersede.

6.3.10 VEHICULAR ACCESS

(1) Parking and vehicular access from alley is required where alleys exist. Where no alley exists vehicular access is preferred fron non Pedestrian Primary Streets.

(2) Driveways crossing a Primary Pedestrian Street must be clearly marked with appropriate signage and a cross with a minimum five (5) by five (5) foot notched view triangle to increase pedestrian safety.

6.3.11 LANDSCAPING

Landscaping standards are pursuant to BMC 20.75.090 except where conflicting the principles of this Chapter supercede.

6.3.12 SIGN STANDARDS

Sign standards are pursuant to BMC 20.75.100

6.3.13 CHANGE OF USE OR REHABILITATION OF EXISTING BUILDING

Pursuant to BMC 20.75.110

6.4 Dowtown Waterfront

6.4.1 INTENT AND PURPOSE

(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 a higher and better use.

6.4.2 USE STANDARDS

(1) Pursuant to BMC 20.76.020 and BMC 20.76.050 with the following addition:
i. Hotels shall be considered residential uses.

(2) Pedestrian oriented uses required on a minimum of fifty (50) percent at the ground floor facade.

6.4.3 LOT REQUIREMENTS

(1) Development shall comply with the following floor area ratio, defined as the net floor area divided by the lot area.

Maximum allowed FAR 2.0

(2) FAR may be increased beyond 2.0 when a public amenity is provided as pursuant to Chapter 6.11 Bonus Amenity Chart in collaboration with the Design Review Board, and provided design principles and standards are met.

(3) Maximum Development
Coverage for structures above 45' 75%

6.4.4 HEIGHT REQUIREMENTS

(1) Minimum street wall height	30'
(2) Maximum street wall height	45'

(3) First floor heights within DW zone must be a minimum of fourteen (14) feet floor to ceiling.

6.4.5 AMENITY SPACE REQUIREMENTS

(1) Open space required per unit 75 sq. ft.

(2) Waterfront public open space and amenities achieved through the Bonus Amenity System (chapter 6. 11) shall meet the following standards;

i. New public open spaces shall include a clear path and view to the waterfront from the public right of way at Washington Avenue.

ii. Minimum dimension of a new public open space meeting the requirements of bonus amenity system 2A is sixty (60) feet along the Washington Avenue property line.

iii. All new exterior public open spaces within the Waterfront District must be improved with pedestrian pathways, seating opportunities, landscaping and adequate pedestrian scaled lighting. The above improvements must be provided on at least ten (10) percent of new amenity space surface area.

(3) Waterfront public amenity spaces must be freely accessible to the public for a minimum of fourteen (14) hours daily.

6.4.6 DESIGN STANDARDS

A. Setbacks Downtown Waterfront

	Height Condition	Building Frontage (Front Setback)	Minimum Side	Minimum Rear
Base	0-18’	0	0	0
Mid	19’-45’	0	10’	0
Top	45’ up	8’	10’	10’

B. Building Frontage

(1) A minimum of sixty (60) percent between two (2) and eight (8) feet in height must be comprised of doors or transparent windows which provide views to interior displays.

(2) Minimum Required Entrances — One (1) entrance per fifty (50) lineal feet of sidewalk.*

(3) Weather Protection — 75% of front facade.

* This requirement may be met by the design of ground related entrances to townhouse units.

6.4 Dowtown Waterfront Cont'd

6.4.7 TOWER MAXIMUM ALLOWABLE FLOORPLATE

10,000 GSF

6.4.8 TOWER SITING

(1) Towers (structures above seventy five (75) feet in height) may not be built within an eighty (80) foot dimension from the edge of an existing tower.

6.4.9 PARKING REQUIREMENTS

(1) Nonresidential uses per 1,000 GSF
Minimum 1 space
Maximum 4 space

(2) Residential uses
Minimum .5 spaces per residential unit

(3) The first 3,000 square feet of gross ground floor retail area shall be exempt from off street parking requirements.

6.4.10 PARKING DESIGN STANDARDS

(1) No surface parking lots are permitted between the building and the front property line.

(2) Structured parking is not permitted at first floor street facade. All parking located on the ground floor shall be screened behind active pedestrian or residential uses.

(3) All above grade structured parking shall be screened by one of the following and is subject to review by the Design Review Board:

i. Residential or commercial uses minimum depth of twenty five (25) feet.
ii. Green landscaped walls
iii. Public art

6.4 Dowtown Waterfront Cont'd

6.4.11 LANDSCAPING

Landscaping standards are pursuant to BMC 20.75.090 except where conflicting the principles of this Chapter supercede.

6.4.12 SIGN STANDARDS

Sign standards are pursuant to BMC 20.75.100

6.4.13 CHANGE OF USE OR REHABILITATION OF EXISTING BUILDING

Pursuant to BMC 20.75.110

6.5 Multi-Family Residential (1 + 2)

6.5.1 INTENT AND PURPOSE

(1) Multi-Family Districts provide a medium to high density residential neighborhood with an active and 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.

(7) MR-1 and -2 contains the same dimensional standards except where noted.

6.5.2 USE STANDARDS:

(1) Per BMC Chapter 20.79, except conditional uses Per BMC 20.79.040 are allowed outright.

6.5.3 LOT REQUIREMENTS

(1) Minimum allowable lot size	3,000 sq. ft.
(2) Maximum allowable Impervious Surface*	70% of gross lot area

* Includes all impervious surfaces. Calculations should be based upon the Stormwater Management Manual for Western Washington, State Department of Ecology, 2005.

6.5.4 HEIGHT REQUIREMENTS

	MAXIMUM HEIGHT	DESIRED NUMBER OF STORIES
(1) Base Height*	60'	5-6
(2) Highland Overlay Zone	35' wall plate 40' roof peak	3
(3) Waterfront Overlay Zone**	40'	4

* Base maximum is 60' with allowed bonus to 80' with a Transfer Development Right per 6.5.12 of this section.
**Within The MFR 1 Waterfront Overlay Zone, maximum heights shall be calculated from an average of existing grade on Washington Ave at parcel front property line.

6.5.5 PUBLIC AMENITY AND OPEN SPACE REQUIREMENT

(1) Open Space per unit
150 GSF

(2) Exterior common open spaces must meet the following design standards:
i. Courtyards shall be improved with pathways, landscaping and pedestrian lighting.
ii. Common open spaces are preferred to be visible from the street, however internal courtyards are also permissible.
iii. All exterior common open spaces shall be designed with ample sunlight penetration.
iv. Exterior common open spaces shall be centrally located so that a majority of residents have access to use.
v. Any interior courtyard shall be activated by proximity to individual unit entrances or be visible from upper units balconies.

6.5.6 DENSITY

There are no maximum density standards; minimum density must be five (5) dwelling units per acre.

6.5.7. DESIGN STANDARDS

A. Setbacks

1. See Tables 1 and 2

   i. Setbacks are subject to appropriate Street Typology. Setbacks are intended to provide streetscape continuity.

   ii. Setbacks are subject to building structure conditions or the measurement of building heights above street grade.

   iii. Stoops and terraces for ground related entries may be built in the Building Frontage Setback

   iv. Street Tree Landscape Allocation consists of the first four (4) feet within Building Frontage Setback at front street property edge.

SETBACKS MR-1 table 1

Street Type	Building Structure Condition	Building Frontage (Front Setback)	Street Tree Allocation	Minimum Side	Minimum Rear
Residential Streets	less than 40’	10’	4’	5’	15’
	greater than 40’	16’ *		15’	15’
Multimodal Streets	up to 60’	10’	4’	5’	15’
Community Boulevard/ Arterial	less than 40’	4’	4’	5’	15’
	greater than 40’	16’		15’	15’

SETBACKS MR-2 table 2

Street Type	Building Structure Condition	Building Frontage (Front Setback)	Street Tree Allocation	Minimum Side	Minimum Rear
Residential Streets/Green Streets	less than 35’	60% of building must be at the 10’ setback line.	4’	Both Side Setbacks should equal (20)’ with no setback less than (5)’ in any location.	15’
	Portions of the building greater than 35’ with a floorplate less than (6,000) GSF.	10’			
	Portions of the building greater than 35’ with a floorplate exceeding (6,000) GSF.	16’			
Multimodal Streets	up to 60’	10’	4’	10’	15’
Community Boulevard/ Arterial	less than 35’	4’	4’	10’	15’
	greater than 35’	10’	n/a	15’	15’

* Portions of the front facade above forty (40) feet must include a change in material to designate street wall.

B. Structure Modulation

(1) Structures with heights greater than or equal to forty (40) feet shall have a minimum of a five (5) foot deep recess and a minimum of 10 wide for every fifty (50) feet of linear structural wall.

C. Entrances

(1) Pedestrian entrances are preferred from buildings facing the street, however entrances are also permitted on shared courtyard space. Side entrances, courtyard entrances and entrances more than fifteen (15) feet from the street are permissible with appropriately lighted, maintained, and landscaped pedestrian path.

(2) Individual and articulated entrances are required no less than every fifty (50) feet of building frontage. This may be accomplished with ground related units with street side entrances and stoops and terraces.

(3) First Floor Entrance Heights: Raised entrances at least twenty four (24) inches from sidewalk grade are preferred.

D. Transparency

(1) Blank street walls or non-residential uses such as storage or parking structures are not permitted at ground level on the street front unless topography exposes no more than six (6) foot tall portions for no more than fifty (50) percent of the frontage.

(2) Buildings must have a minimum of fifty (50) percent transparent window openings on the front facade.

E. Street Edge

(1) When located at corners, residential buildings should have two primary facades (composed of the same materials) oriented toward the two streets

(2) Fences abutting the front property line may not be more than four (4) feet in height.

F. Privacy and Buffers

(1) Landscaped buffers shall be provided between residential structures and adjacent commercial uses.

(2) Dumpsters shall be completely enclosed or screened within an architecturally compatible building.

6.5.8 PARKING REQUIREMENTS

(1) One (1) parking space per unit is required off-street.

(2) On lots containing greater than fifty (50) percent development coverage; underground, or above grade structured parking is required.

(3) Reduction in parking spaces: The Director of Community Development may reduce the number of required parking spaces on a site in the following cases;

i. Remodel, expansion or alteration of existing structure may receive a reduction of up to ten (10) spaces.

ii. Provision of common bicycle storage room or other bicycle storage space with convenient access from street for use by all residents.

iii. Participation in a flex car program.

(4) Parking shall meet the requirements of Chapter 20.48 BMC except where conflicting the principles of this Chapter supersede.

6.5.9 PARKING ACCESS

(1) Parking and vehicular access from an adjacent alley is required where possible. Where alley access is not possible, surface parking and/or garages may not occupy more than thirty (30) percent of street frontage or fourteen (14) feet single occupancy. Driveways shall be minimized to reduce pedestrian impact.

(2) Driveways providing access to parking will be clearly marked.

(3) Site planning of buildings shall not be oriented around a central parking court.

(4) Driveways and parking lot surfaces should make use of permeable and textured paving materials where possible to lessen impact of asphalt paving on street frontage and reduce stormwater impacts.

6.5.10 GARAGE

(1) Underground garage entrances must be architecturally integrated to main structure, and be considered secondary to main pedestrian entrance.

(2) Garage entrances, if fronting the street, must have a clear view triangle to protect pedestrians from exiting cars.

(3) Garage entrances must be set back at least five (5) additional feet from front facade.

(3) Garage Design Standards located in BMC 20.60.060 (c) are applicable to single family structures, Townhouses, and Detached Accessory Dwelling Units.

6.5.11 LANDSCAPE

Landscaping shall meet the requirements of Chapter 20.50 BMC. (Ord. 4950 8 (Exh. A) (part) (2005) except where conflicting the principles of this Chapter supercede.

6.5.12 TRANSFER DENSITY CREDIT

Height limit may be increased to 80' with a Historic Preservation Transfer Development Right in any portion of the MR-1 zone excepting the Highland Avenue and Waterfront Overlays pursuant to the following measures:

(1) Height limit may be increased to 80' on that portion of a site equal to twice the site area of the property for which a developer has procured a Historic Preservation Transfer Development Right according to procedures of an adopted City of Bremerton Transfer Density Ordinance.

(2) Any structure within the Downtown Regional Center with historic significance according to the criteria in the Bremerton TDR ordinance may be nominated for inclusion on a Bremerton List of Eligible Historic Structures and utilized for a Transfer of Development Right to the MR-1 zone.

6.6 One and Two Family Residential (R-20)

6.6.1 PURPOSE AND INTENT

(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 townhouses 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.

6.6.2 USE STANDARDS:

(1) Subject to BMC Chapter 20.60.020-20.60.040 with the following changes and additions according to allowable building type:

i. Small Lot Single Family House: Small single family house with open space on all four sides. Minimum street frontage is twenty five (25) ft. and minimum lot size is 2,500 GSF.

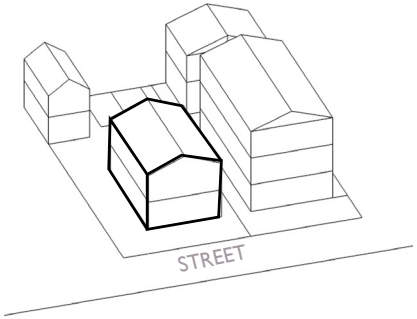
ii. Single Party Wall Rowhouse: This townhouse form is a building containing two or more dwellings joined in whole or in part at the side only by a vertical party wall which is insulated against sound transmission. Open space is at either the front or the rear. In some situations, groups of contiguous units may be arranged around a common open space.

iii. Double Party Wall Townhouse: Townhouse form containing (at minimum) four dwellings joined by two vertical party walls insulated against sound transmission. These buildings, which may have a similar character to a detached single family house contain ground related entrances for each unit from either the front street or rear alley.

iv. Duplex, Triplex and Fourplex: A building similar in character to a single family house, this building type allows up to 4 individual dwelling units. Each individual unit must contain a ground related entrance. Units may be configured next to each other, on top of each other or both. These building types fit on 40' wide lots or greater.

v. Detached Accessory Dwelling Unit (DADU): Per BMC 20.46.010 with the following additions and subtractions: Accessory dwelling units must be a detached dwelling as an accessory to the main structure. A detached accessory dwelling unit may be incorporated in the garage. Units are subject to size limitations and must have their own off street parking spaces. Carriage houses are architecturally compatible to main house.

(2) Townhouse configurations with internal drive courts between units are not permitted unless thirty (30) feet or more spacing between front and back units is provided.



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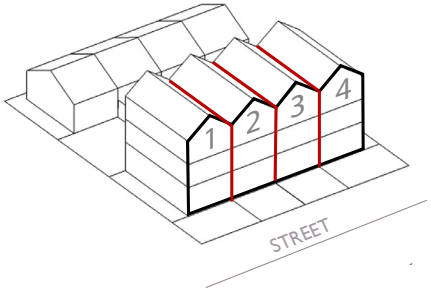

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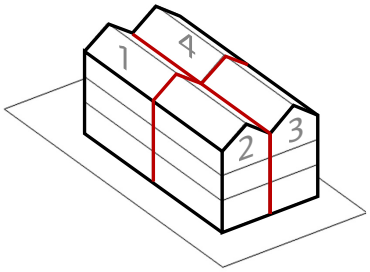

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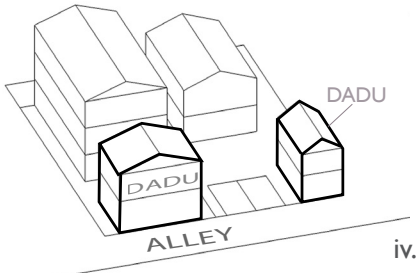

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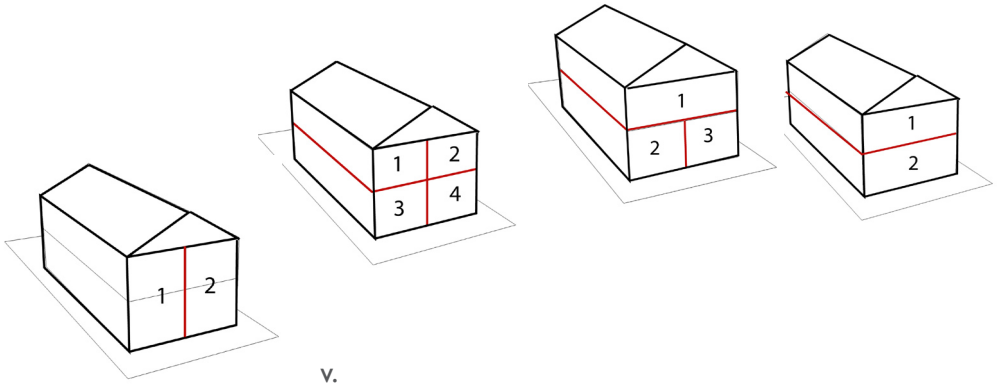
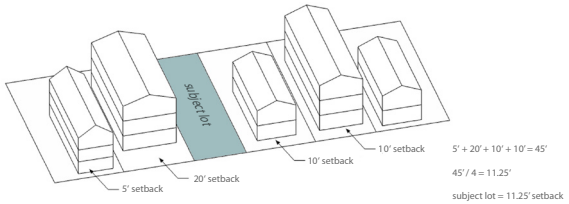


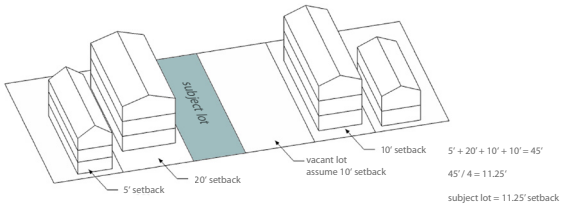
v.

BUILDING TYPE	*Detached Single Family (small lot)*	*Townhouse - Single Party Wall Attached (minimum 2-units)*	*Townhouse - Double Party Wall Attached (minimum 4-units)*	*Duplex, Triplex, Fourplex*
OWNERSHIP STRUCTURE	Fee Simple	Fee Simple	Fee Simple/Condo-minum	Condominium
6.6.3 MINIMUM LOT SIZE	2,550 sq. ft.	1,400 sq. ft.	1,000 sq. ft.	4,000 sq. ft.
6.6.4 MAXIMUM HEIGHT	30' top of wall plate (additional 5' for shed roof peak)	35' top of wall plate (additonal 5' shed roof peak)	35' top of wall plate (additonal 5' for shed roof peak)	30' top of wall plate (additonal 35' for shed roof peak)
6.6.5 MAXIMUM BUILDING COVERAGE	50%	60%	60%	60%
6.6.6 USEABLE OPEN SPACE PER UNIT	15% gross lot area	250 sq. ft. per unit	250 sq. ft. per unit	250 sq. ft. per unit

6.6.7 DENSITY

Minimum	Five (5) units per acre
Maximum	Twenty (20) units per acre





A. Setbacks	Detached Single Family (small lot)	Townhouse- Single Party Wall	Townhouse- Double Party Wall	Duplex, Triplex, Fourplex
Minimum Side Setback	5'	5'	Combination of both side setbacks must equal a minimum of 15'; minimum side setback is 5'.	Combination of both side setbacks must equal a minimum of 15'; minimum side setback is 5'.
Minimum Rear Setback(*)	15'	15'	15'	15'
Building Frontage Setback (**) (***)	Average setback of adjacent properties.	Average setback of adjacent properties	Average setback of adjacent properties.	Average setback of adjacent properties
B. Maximum Structure Width	n/a	Four contiguous units or up to seventy two (72) feet whichever is less.	Two attached units along linear street frontage, or fifty (50) feet whichever is less.	48'
C. Minimum Unit Width	20'	14'	14'	n/a

6.6.8 DESIGN STANDARDS

A. Setbacks

i. Terraced entries and stoops may extend into Building Frontage setback.

ii. All residential projects must include 4' Street Tree Planting Allocation within the Building Frontage setback.

iii. Building Frontage setbacks may not contain fencing greater than four (4) feet in height within the Street Tree Allocation.

B. Maximum Structure Width
see table

C. Minimum Unit Width
see table

* DADU may be built on the lot line abutting rear alley.

** Contextual front setbacks are calculated in the following manner;

i. The maximum front and street side building setback may not exceed the average front yard depth of the nearest two lots on either side of the subject lot or ten (10) feet whichever is less.

ii. If one or more of the lots that are included in the averaging calculation are vacant, the lots will be deemed to have a yard depth of ten (10) feet .

iii. Lots fronting a different street than the subject lot or separated from the subject lot by an alley may not be used in computing the average.

iv. When the subject lot is a corner lot, the average setback will be computed on the basis of the two adjacent lots that front on the same street as the subject lot.

*** Corner Lots;

i. Detached Single Family houses Building frontage setbacks are applicable to only one street provided that front entrances are in context with surrounding houses.

ii. For single party wall and double party wall attached housing front yard setbacks are provided on only one street provided this is in context with surrounding houses and other applicable design standards are met. Entrances are provided from each street frontage.

D. Entrances

(1) All single and double party wall townhouse entrances shall face either the front property line or common shared courtyard space. Stacked flats may have entrances off of a side court.

(2) All units (including stacked flats) shall have direct ground access via exterior door. Entries should contain architectural features that provide weather protection and add visual interest to the structure.

(3) All entrances shall be placed at least 24" above street level grade to protect privacy. (Exceptions shall be granted for unique topography as long as privacy from the street is addressed.)

(4) Vehicular entrances shall be from the alley where alleys exist.

(5) Interior drive courts are permitted where no alley access is possible by Design Review.

(6) Interior drive courts shall be designed to balance both pedestrian activity as well as vehicular mobility. Interior drive courts should minimize impervious surfaces through the use of permeable paving and changes in both texture and material. Interior drive courts shall contain landscaping with no contiguous impervious surface of more than twenty (20) feet in width at any point.

(7) Vehicular access from fronting streets line is encouraged to share a single curbcut and driveway easements.

E. Street Context

(1) When located at the corner of two streets, all types of residential buildings should contain architectural treatments that address both streetscapes including elements such as secondary entrances, wrap around porches or material changes.

(2) Minimum street frontage of building for duplex, triplex, fourplex is twenty five (25) feet.

F. Windows and Transparency

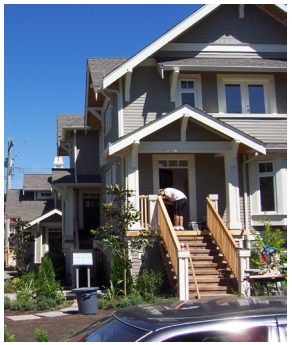
(1) All building types within the R-20 zone should maintain the same relative "wall to window ratio" as neighboring residences.

(2) Townhouses should contain at least forty (40) percent of windows on each exterior wall facing a street.

(3) Design should be sensitive to existing window outlooks. Window placement should avoid negatively impacting adjacent existing housing. All new developments should provide landscape and other screening to mitigate privacy concerns where necessary.

G. Siting

(1) Buildings shall be designed to fit natural slopes rather than re-grading slope to fit a particular building design where possible.



6.6 Residential (R-20) Cont'd

6.6.9. PARKING REQUIREMENT

(1) One (1) space per unit required off street parking for residential units with up to two (2) bedrooms.

(2) Two (2) spaces per unit required off street parking for residential with three (3) or more bedrooms.

6.6.10. GARAGE

(1) Garage Design Standards per BMC 20.60.060 (c) *Detached Structures* are applicable to Single family structures, Townhouses, and Detached Accessory Dwelling Units.

6.7 Neighborhood Business Overlay

6.7.1 PURPOSE AND INTENT

(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.

6.7.2 USE STANDARDS:

1. Residential uses as pursuant to BMC chapter 20.60.020 and uses allowed in the R-20 zone.

2. Non-residential uses as pursuant to BMC chapter 20.82.020 with the following additions:
   i. Free-standing neighborhood serving commercial business, such as corner stores and restaurants are permitted.
   ii. Live-work uses, and uses with an associated vertically integrated residential use are allowed throughout the Neighborhood Business Overlay.

6.7.3 LOT REQUIREMENTS

(1) Maximum Building Coverage 70%

(2) Required open space per residential unit 200 sq. ft.

6.7.4 COMMERCIAL SPACE REQUIREMENTS

(1) 5,000 GSF maximum for all free-standing non-residential businesses.
(2) 2,500 GSF feet maximum for all restaurants.
(3) Twelve (12) foot floor to ceiling minimum height on first floor commercial space.*
(4) Minimum depth of non-residential spaces is twenty (20) feet.

* Live/work spaces may have over 75% of rear portions of commercial areas with ceilings between eight (8) and twelve (12) feet.

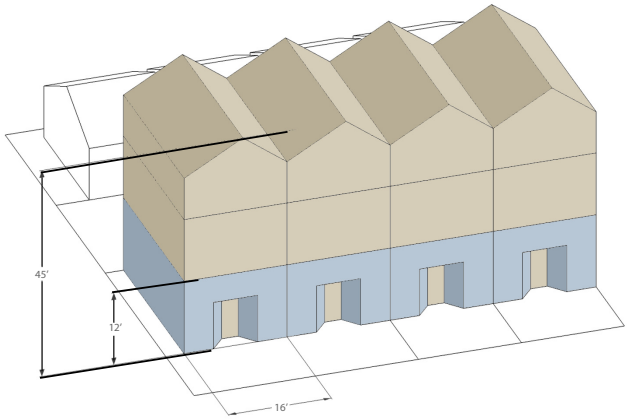
6.7.5 HEIGHT

(1) Maximum height for structures which include or are adaptable to a non-residential use:	40' wallplate 45' roof peak
(2) Desired number of stories	3

6.7.6 DESIGN STANDARDS

A. Setbacks

Building Frontage Setback	4’
Minimum Side	5’
Minimum Rear	10’ 15’ (when abutting residential-only uses)



B. Minimum Structure Width

(1) Minimum structure frontage width must be a at least sixteen (16) feet of linear street frontage.

C. Transparency Requirement

(1) Fifty (50) percent of commercial or live/work uses at ground floor facade between two (2) and eight (8) feet must consist of doors or transparent windows.

D. Articulation

(1) Horizontal facade may continue in an unbroken wall plane for a maximum of thirty (30) feet.

E. Entrances

(1) Live-Work housing is encouraged to have separate entrances to non-residential component of the unit.

(2) Internal connection between living and working portions of the building is also encouraged.

6.7.7 OFF-STREET PARKING REQUIREMENTS

(1) One (1) space per residential unit required off-street in order to encourage alternative means of travel.

(2) No additional parking spaces required for work portion of live-work businesses if spaces are less than 1,500 GSF.

(3) For free standing commercial establishments, 2,000 GSF or less no customer parking requirement.

(4) One (1) space per 1,000 GSF of commercial space in excess to (1), (2), (3) listed above.

(5) Satellite Parking: Required parking may be located within any satellite location within the Downtown Subarea Plan area pursuant to 6.2 of this Chapter.

6.7.8 LANDSCAPING REQUIREMENTS

(1) Requirements are pursuant to BMC chapter 20.82.090 except where conflicting the principles of this Chapter supercede.

6.7.9 SIGNAGE

(1) Pursuant to BMC 20.82 in addition to the following:

(a) Signage should not overpower streets and should be designed to accommodate a "human" scale. To limit visual clutter, all signs must be directly related to businesses, services or products offered within the premises.

(b) Neon signs are permitted provided they are displayed from the interior of storefront windows.

6.7.10 LIGHTING

(1) All exterior lighting must be shielded or hooded so that the light source is not directly visible across source property line.

6.7.11 CHANGE OF USE

(1) Conversion of space to commercial for existing buildings that do not meet the requirements of this chapter may be allowable with a change of use permit. This action shall be subject to Design Review and authorization by the Director.

6.8 Employment District (ED)

6.8.1 PURPOSE AND INTENT

(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.

6.8.2 USE STANDARDS

Permitted Uses:
Artist Studio and Gallery
Co-location of wireless communications facility
Communications and Broadcasting facility
Educational facilities
General Office and business service
General Retail
Light industry
Live/work
Entertainment Use, Motion Picture Theater
Outdoor Storage
Park/Playground and Open Space
Personal Service Business
Public Administration
Public and Private park
Restaurant and drinking place
Residential as a secondary use (pursuant to the requirements of 6.8.4)
Structured Parking
Transportation facility
Veterinary hospitals
Warehousing
Work/live and live/work
Welfare and charitable Services
Worship, Religious or Community facility

Prohibited Uses: Automobile Sales, Service and Repair.

6.8.2 LOT REQUIREMENTS

(1) Base Maximum FAR	4.5
(2) Maximum FAR for buildings including a minimum of one floor work/live or live/work	6.0
(3) Minimum FAR	1.0

6.8.3 HEIGHT REQUIREMENTS

(1) Maximum Height	80’
(2) Minimum Floor to Ceiling Height	16’ first floor 12’ upper floors
Desired number of stories	5

6.8.4 RESIDENTIAL REQUIREMENTS

(1) Residential uses are accessory to non-residential uses within live-work and work-live associated uses in any portion of a building.

(2) Residential as a secondary use which is not located within a live/work or work/live format may not be located on the ground floor.

(3) At least 25% of residential units must have live/work or work/live configurations.

6.8.5 DESIGN STANDARDS

A. Setbacks

Building Frontage*	0'
Minimum Side	0'
Minimum Rear	0' 3' if alley width is less than sixteen (16) feet.

*At least 75% of building must be located at Building Frontage Setback line.

B. Expression lines

(1) Building design shall express the structural bays and frame with both horizontal expression lines, and vertical expression lines to provide interest and detail to facade.

(2) Expression lines may also consist of fenestration, material change, cornices or other architectural elements to express the building structure and massing.

C. Window to Wall Ratio

(1) Buildings shall be designed in order to contain an appropriate window to wall ratio to optimize daylit interior work environments. To be considered "daylit," a work environment shall be partially lit with diffused natural light. Buildings shall incorporate elements such as clerestories, light shelves, skylights and high-performance windows to achieve this standard.

(2) Reflective glass is not permitted; translucent materials should be used in all windows and openings.

D. Entrances

(1) Buildings must have a primary pedestrian entrance facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.

(2) Loading dock entrances and frontage may incorporate rolling overhead or sliding service type doors for indoor/outdoor opportunities.

(3) On 4th Street, raised loading dock entrances may project from the facade into public sidewalk right of way, with adequate transition to desired pedestrian area.

(4) Functional uses on raised docks and or pedestrian oriented activities is encouraged.

E. Screening of Outdoor Storage

(1) Outdoor storage areas must be screened from Pedestrian Area by a minimum of five (5) feet wide and six (6) feet tall of landscaping.

(2) Additional screening walls and fences should be architecturally integral to the main building, including wood, brick, concrete, metals, masonry, and glass.

(3) Chain link fences will not be considered as an appropriate screening material.

(4) Maximum heights for screening walls and fences is one story.

F. Parking Design Standards

(1) Surface parking lots are discouraged and must be screened by a five (5) foot landscaped strip or architecturally integral structural screen between pedestrian area and parking lot.

(2) No more than thirty (30) percent of the lot may be developed as accessory surface parking.

(3) Surface parking or structured parking lots may not be located within (30) feet of corner intersections.

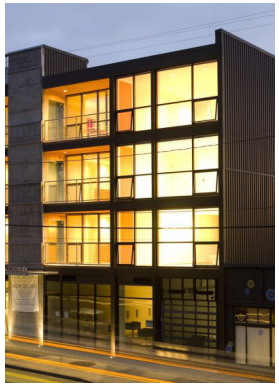
(4) Parking lots should incorporate designs to minimize storm water flow entering storm sewers. Large, contiguous areas of asphalt are discouraged.

(5) Permeable pavers and bioswales shall be considered where feasible.

(6) Structured and above grade parking other than corners is allowed if opening are screened with a.) green landscape screens or b.) decorative grilles.

Loading bays may extend into pedestrian area on 4th Street.

Parking Lot facade wall, Jean Vollum Natural Capital Center, Portland OR



6.8 Employment District (ED) Cont'd

6.8.6 PARKING REQUIREMENTS

(1) Residential: One (1) off street parking space per residential unit.

(2) Non-residential:

i. No parking required for the first 5,000 GSF of non-residential space.

ii. At least one (1) but not more than three (3) parking spaces required per each 1,000 GSF over the 5,000 GSF exemption.

(3) Time Shared Parking: Any parking stall the applicant can demonstrate to be shared by users during complimentary hours, such as residential user after 5 PM and employee user between 8 AM and 5 PM may count towards the parking requirement for both uses.

(4) Satellite Parking: Required parking may be located within any Satellite location within the Downtown Subarea pursuant to the Satellite Parking requirement per 6.2 of this Chapter.

6.9 Pedestrian Oriented Mixed Use (POMU)

6.9.1 PURPOSE AND INTENT

(1) This zone is designed to create a 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.

6.9.2 USE STANDARDS

(1) Pursuant to BMC 20.70.020 with the following additions:
- i. Residential uses of all types
- ii. Worship or religious facility

(2) Ground oriented uses must conform to either a. or b. following:

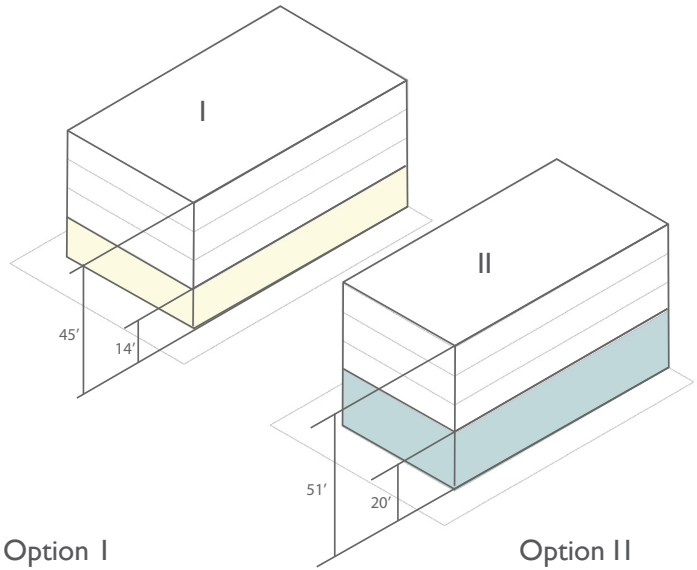
a. At least 50% of floor area abutting the linear sidewalk level should be "pedestrian oriented."

b. The floor area abutting at least fifty (50) percent of the linear sidewalk level frontage shall be designed andconstructed to accommodate future conversion to "pedestrian oriented" uses and may be occupied by any use permitted in the zoning district. The areas designed and constructed to accommodate future conversion shall meet the following standard, in addition to any other required basic or additional design standards;

i. The sidewalk level façade must include an entrance or entrances to accommodate a single or multiple tenants or be structurally designed so entrances can be added when converted to the building uses listed in paragraph above.

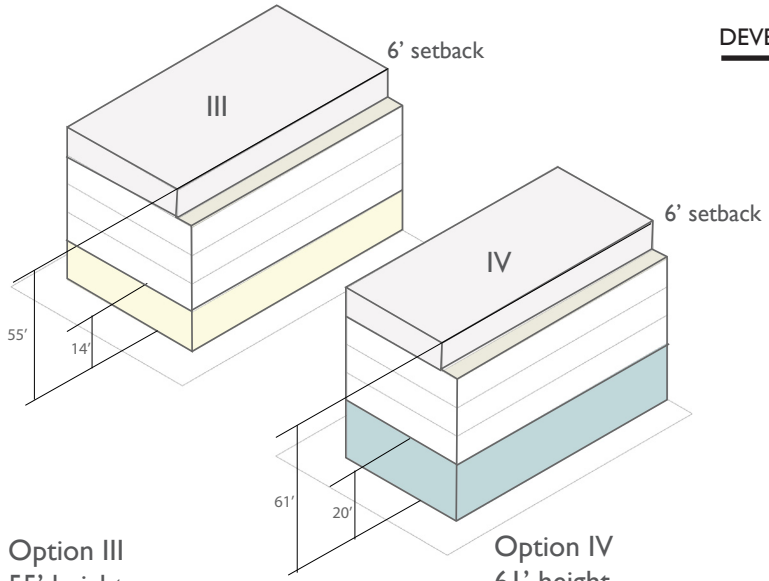
(3) All uses fronting on Pleasant Avenue are restricted to Residential only as defined in chapter BMC 20.79 and are subject to the Design Standards of Section 6.2.4 MFR zone.

(4) Prohibited Uses:
- i. Drive through lanes and facilities
- ii. Automobile sales, service, repair or carwash.



Option I
4-stories
45' height limit
14' first floor

Option II
51' height
4-stories
20' first floor



Option III
55' height
5th story setback
14' first floor

Option IV
61' height
5th story setback
20' first floor

6.9.3 LOT REQUIREMENTS

(1) Maximum FAR for mixed use building	4.25
(2) All other buildings	3.0
(3) Minimum FAR	1.5

6.9.4 OPEN SPACE REQUIREMENTS

(1) Open space per residential unit
100 sq. ft.

6.9.5 COMMERCIAL SPACE REQUIREMENTS

(1) Commercial use maximum at ground floor
15,000 GSF per individual use

(2) All commercial spaces must have a minimum depth of thirty (30) feet.

6.9.5. HEIGHT REQUIREMENTS

(1) Maximum structure height is forty-five (45) feet.

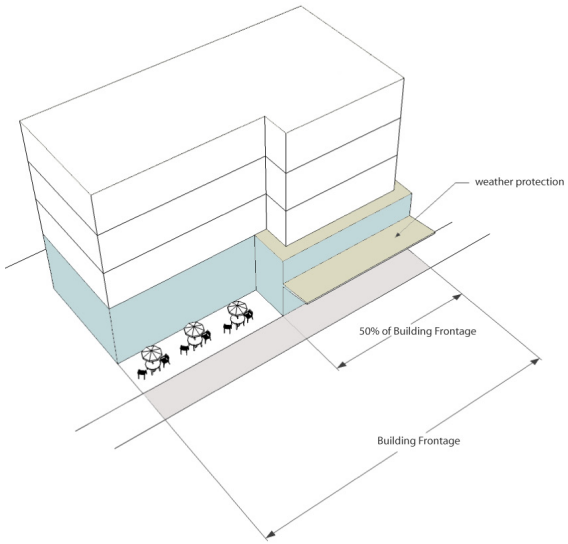
(2) All commercial space provided on the ground floor must have a fourteen (14) foot minimum floor to ceiling heights

(3) Maximum building heights may be increased by one foot for each additional foot of height at the ground floor above fourteen (14) feet to a maximum of six (6) feet.

(4) Maximum building height may be increased with DRB discretion to achieve an additional story above four stories (see diagrams above). The top story must be set back six (6) feet from the facade to provide ample sunlight penetration.

6.9.6 INDOOR OUTDOOR OPERATIONS

(1) All permitted uses in this district must be conducted within completely enclosed buildings. This requirement does not apply to off-street parking or loading areas, automated teller machines, outdoor seating areas or temporary sidewalk displays and/or activities.



6.9.7 DESIGN STANDARDS

A. Setbacks

i. Setbacks are subject to applicable Street Typology.

ii. Building Frontage setbacks on Residential Typed Streets may include architecturally integrated stoops and terraces.

iv. Residential Streets: Building Frontage Setbacks may not contain fencing greater than four feet (4) in height within Street Tree Allocation.

v. Building may be setback in order to accommodate an outdoor eating area. In order to preserve the continuity of the street wall at least fifty (50) percent of the building must be located within the Building Frontage Setback. (see figure at left)

Setbacks POMU

Street Type	Heights	Building Frontage	Street Tree Allocation	Minimum Side	Minimum Rear
Residential Streets (same as MFR 1)	less than 40'	10'	4'	0'	15'
	greater than 40'	16'		10'	15'
Primary Pedestrian	less than 40'	0'-5'	N/A	0'	10% of lot depth (or 10' max) abutting residential zones 20% of lot depth (or 20' max)
		see diagrams in 6.8.5			
Multi Modal / Arterial	less than 40'	0'-5'	N/A	5'	10% of lot depth (or 10' max) abutting residential zones 20% of lot depth (or 20' foot max)
	greater than 40'	0'-5'		15'	

B. Facade

(1) Facade may not continue in an unbroken line for more than thirty (30) feet.

C. Building Transparency

(1) A minimum of sixty (60) percent between two (2) and twelve (12) feet in height must be comprised of doors or lightly colored windows that allow views of indoor space or product display areas.
(2) The bottom of any window used to satisfy transparency requirement may not be more than three and one half (3.5) feet above the adjacent sidewalk.
(3) The transparency standard may be reduced for buildings located on a sloping site by eliminating application of this standard to that portion of the building façade where the slope makes application of the requirement impracticable.
(4) A decorative grille, work of art, or similar treatment may be used to meet this standard on those portions of the façade where it can be demonstrated that the intrusion of natural light is detrimental to the sidewalk level use.

D. Entrances

(1) Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.

(2) Building entrances may include doors to individual shops or businesses, lobby entrances, to pedestrian oriented plazas, or courtyard entrances to a cluster of shops or businesses.

(3) Buildings shall have at least one entrance per fifty (50) linear feet of sidewalk.

E. Vehicular and Parking Access

(1) Vehicular and loading access shall be from rear alleyways.

(2) Where alleys do not exist, vehicular access shall be from non pedestrian primary streets.

(3) Driveways crossing a Primary Pedestrian Street must be clearly marked with clear signage and a cross with a minimum five (5) by five (5) foot notched view triangle to increase pedestrian safety.

6.9.9 PARKING DESIGN STANDARDS

(1) Developments are required to screen all structured, above ground parking behind decorative grilles or green screens. Structured parking is not permitted at the first floor street facade.

(2) Surface Parking Lots shall be located to the rear of buildings, and are not permitted between the building and front property line.

(3) Surface parking lots greater than five thousand (5,000) square feet require clearly identifiable, continuous, and lighted pedestrian paths of at least five (5) feet in width through surface parking lot to building entrance. In addition to the marked path, a continuous landscaped area of three (3) feet in width must be included on at least one side of the path except where the pathway crosses vehicular travel lanes. Decorative paving materials such as brick, scored concrete, smooth cobble, and similar materials shall be used at entries, crosswalks, pedestrian paths and may be used as an accent throughout a parking area.

(4) Parking lots shall incorporate designs to minimize storm water flow entering storm sewers. Large, contiguous areas of asphalt are discouraged.

(5) Permeable pavers and bio swales shall be considered where feasible.

6.9.10 PARKING REQUIREMENTS

(1) Residential: One (1) space of parking required per residential unit.

(2) Commercial:

i. No off-street parking is required for the first 5,000 GSF of commercial space.
ii. At least (1) but not more than (3) three spaces required per each 1,000 GSF over the 5,000 GSF exemption.

(3) Satellite Parking: Required parking may be located in any satellite location within the Downtown Subarea pursuant to 6.2.3 of this Chapter.

(4) Any parking stall the applicant can demonstrate to be shared by users during complimentary hours, such as residential user after 5PM and employee user between 8AM and 5PM may count toward the parking requirement for both uses.

6.9.10 LANDSCAPING REQUIREMENTS

(1) Subject to BMC 20.50.040 except where conflicting the principles of this Chapter supercede.

(2) Landscaped buffers of five (5) feet in depth between non-residential components and adjacent residential uses are required.

6.10 Downtown Support District (DSD)

6.10.1 PURPOSE AND INTENT

(1) This zone is intended to provide a commercial district of medium density to transition to lower scaled uses outside of the downtown. Commercial and mixed uses are anticipated close to downtown and at street intersections of 6th Street & Warren Avenue and Burwell Street & Warren Avenue, and then transitioning to residential uses at the edge.

(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.

6.10.2 USE STANDARDS

(1) Pursuant to BMC Chapter 20.74.020

(2) Requirements for mixed-use or commercial: For parcels at the intersection of 6th Street & Warren Avenue and Burwell Street & Warren Avenue development shall have ground oriented commercial uses at the street. At least 50% of the ground floor area facing the public sidewalks shall be "pedestrian oriented."

(3) Prohibited Uses: Automobile sales, services, and repair, strip clubs and adult cabarets.

6.10.3 LOT REQUIREMENTS

(1) Maximum FAR	4.5
(2) Minimum FAR	1.0

(3) Required open space per residential unit
100 GSF

6.10.5 HEIGHT REQUIREMENTS

(1) Maximum structure height	60’
(2) Minimum structure height	18’

(3) All commercial space provided on the ground floor have a minimum of (14) feet floor to ceiling height.

6.10.4 COMMERCIAL SPACE REQUIREMENTS

(1) Commercial use maximum at ground floor
20,000 GSF per use

(2) All commercial spaces must have a minimum depth of thirty (30) Feet

6.10.6INDOOR/OUTDOOROPERATIONS

(1) All permitted uses in this district must be conducted within completely enclosed buildings. This requirement does not apply to off-street parking or loading areas, automated teller machines or outdoor seating areas.

6.10.7 DENSITY

(1) No maximum density within the DSD zone

A. Setbacks

i. Setbacks are applicable to Street Typology to achieve an enhanced pedestrian area.

ii. Building Frontage areas may be used only for entrance areas, works of art, sidewalk extensions, street trees and publicly accessible plazas.

iii. Street Tree Allocation consists of the first four (4) feet within Building Frontage Setback at front property edge.

iv. Parking is prohibited in all setback areas.

v. Setbacks abutting residential zones must include a landscaped buffer of at least five (5) feet in width.

Setbacks DSD Zone

Street Type	Structure Height Condition	Building Frontage (Front Setback)	Street Tree Allocation	Minimum Side	Minimum Rear
Regional Arterial	less than 40'	0'	4'	0'	10'
	greater than 40'	6'		10'	15'
Multimodal	less than 40' in height	0'	4'	0' unless abutting residential zone, 10'	10'
	greater than 40' in height	6'			
Residential	less than 40' in height	10'	4'	5'	15'
	greater than 40' in height	16'*	4'	15'	15'

*Portions of the front facade above 40' must include a change in material to desingated street wall.

B. Building Transparency

(1) A minimum of fifty percent (50) between two (2) and eight (8) feet in height must be comprised of doors or transparent windows that allow views of indoor space or product display areas.

C. Entrances

(1) Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement.

(2) Building entrances may include doors to individual shops or businesses, lobby entrances to pedestrian oriented plazas, or courtyard entrances to a cluster of shops or businesses.

(3) Building entrances must be spaced no less than one entrance per fifty (50) lineal feet of sidewalk.

D. Access

(1) Vehicular access shall be from alleys where possible.

E. Facade

(1) Facade may not continue in an unbroken line more than thirty (30) linear feet without articulation of a minimum of four (4) feet in depth.

6.10.9 PARKING REQUIREMENTS

(1) Residential: One (1) off street parking space per residential unit.

(2) Commercial:
i. No parking required for the first 5,000 GSF commercial space.
ii. At least one (1) but not more than three (3) parking spaces required per each 1,000 GSF over the 5,000 GSF exemption.

(3) Time Shared Parking: Any parking stall the applicant can demonstrate to be shared by users during complimentary hours, such as residential user after 5PM and employee user between 8AM and 5PM may count toward the parking requirement for both uses.

(4) Satellite Parking: Required parking may be located within any satellite location within the Downtown Subarea Plan area pursuant to the Satellite Parking requirement per BMC 20.48.220. transit.

(5) Reductions also allowable according to tenancy and or installation of shared bike facility.

6.10.10 PARKING DESIGN STANDARDS

(1) Screening of Parking: The street-facing, ground-level facades of parking garages shall be designed to screen the view of parked cars. Where commercial or residential space is not available to accomplish this, features such as planters, decorative grilles, or works of art shall be used.

(2) Surface Parking lots shall be located to the rear of buildings, and are not permitted between the edge of the building and the street.

(3) For surface parking lots greater than five thousand (5,000) square feet require clearly identifiable, lighted and landscaped pedestrian paths of at least five (5) feet in width through surface parking lot to building entrance. Decorative paving materials such as brick, scored concrete, smooth cobble, and similar materials shall be used at entries, crosswalks, pedestrian paths and may be used as an accent throughout a parking area. A continuous landscape area of three (3) feet wide on at least one side of path except where pathway crosses vehicular travel lanes.

(4) Parking lots shall incorporate designs to minimize storm water flow entering storm sewers. Large, contiguous areas of asphalt are discouraged.

(5) Permeable pavers and bio swales shall be considered where feasible.

6.10.11 LANDSCAPING REQUIREMENTS

(1) Pursuant to BMC 20.50.040 except where conflicting the principles of this Chapter supercede.

(2) Landscaped buffers of five (5) feet in depth between non-residential components and adjacent residential uses are required.

6.11 Bonus Amenity Program

Within the Downtown Core and Downtown Waterfront Zones a special amenity is required to be provided whenever a proposed development increases its floor area ratio above the base.

Heights within the DC and DW areas are pursuant to Chapter 6 figure 6.3.

The design of each feature will be reviewed to ensure that it is appropriate for the proposed location and provides for a public benefit. Developers are encouraged to collaborate with DCD to prioritize and choose from the amenities listed in the table following.

Development bonuses are calculated according to the ratios below at (x) sq ft of amenity space to (y) sq ft of proposed development area.

A prerequisite to participation in the Bonus Amenity Program will be at least forty (40) percent of of square footage must originate from Tier One of the Bonus Chart 1-6.

Public Amenity or Benefit Tier One - (40%) of total sq ft		Land Use Ratio		Exemption from FAR Calcs.	Design Criteria
		DC	DW		
1.	*Widening Sidewalks* - Prerequisite requirement for participation in amenity bonus program	1:10	1:2		Increases to the sidewalk width inside the property line is required for all projects participating in the amenity bonus program. Sidewalk width shall be increased to desired walkway as required by the Street Typologies for the length of the property along the right of way.
2.	*Public Plazas (a) Uncovered (b) Covered*	1:20	N/A see 2A		Continuous pedestrian open space, both hardscaped and landscaped, accessible to the public at or near grade. Minimum size of 300 SF, minimum dimension (a) 10' and (b) 16', seating and associated planting areas may be included. (a) Canopies, awnings, bays and balconies may protrude into open space above up to 6'.
2A	*Street-end Waterfront Park*	N/A	1:5		Continuous pedestrian open space or park with a minimum frontage of 60' along Washington Avenue. At any point the park may be no less than 20' wide. Park must consist of a minimum of 3,600 SF. This area shall be privately built and maintained. Where an open space feature is on an adjacent site, the 60' open space street frontage shall be contiguous. See section 6.4.6 for further criteria.
3.	*Mid-block Pedestrian Promenade (a) Uncovered (b) Covered:*	1:20	N/A		Pedestrian way bisecting the depth of long blocks, street to street or to alley with minimum (a) 18' and (b) 16' Pedestrian Through Zone. (a) Buildings fronting on the pedestrian promenade are applicable to associated transparency guidelines. (b) Buildings fronting on the pedestrian promenade must have 75% transparent facades to adjacent commercial/retail uses..
3A	*Public Boardwalk Connection (between 5th and 6th Street)*	N/A	Add 1.0 FAR		Publicly accessible connection between Washington Ave and waterfront boardwalk. Minimum dimensions, design standards, ownership and maintenance agreements must meet the parameters of the Bremerton Public Works and Utilities. In order to complete a connection from 5th street-end a publicly accessible elevator must be included. Pedestrian walkway and access to the new boardwalk connection should be conveniently located near street-ends where feasible.
4	*Mid-block Vehicular Promenade*	1:20	N/A		Car and pedestrian way bisecting the depth of a long blocks, street to street with a minimum 8' wide walkways and landscaping. Must have 60% transparent facades to adjacent commercial and retail uses or have ground related entrances for live/work units. Access to loading, service, and parking allowable on 40% of facade.
5	*Pocket Parks*	1:20	N/A		Continuous open space, predominantly landscaped, accessible to the public at or near grade, open to the sky. Minimum size of 500 SF, minimum dimension 10', seating and associated walking areas may be included
6	*Child Care Services*	1:15	1:5	Yes	A use for regular licensed care and training of children for less than 18 hours per day. Minimum 1000 square feet.

Public Amenity or Benefit Tier Two		Land Use Ratio		Exemption from FAR Calcs.	Design Criteria
		DC	DW		
7	*Workforce Housing:* Serving households between 80% to 120% median income	1:10	N/A		Area of units to be rented or sold (in perpetuity) to households meeting this income requirement per the local metropolitan statistical area generally used by HUD to establish income limits for federal programs.
8	*Low Income Housing:* Serving households below 80% median income.	1:10	N/A		Area of units to be rented or sold (in perpetuity) to households meeting this income requirement per the local metropolitan statistical area generally used by HUD to establish income limits for federal programs.
9	*Ground Related Townhouse Terraces:*	1:10	1:5		On side streets, in mid-block crossings or activated alleys. Raise terrace 18" minimum above sidewalk. Min 10' deep from sidewalk to face of townhouse, with private terrace and landscaping buffer.
10	*Activated Alleys:*	1:5	N/A		Setback areas inside property line along alleys with landscaping, special paving or raised terraces/entrances for live/work units. Area of alley may be included in Amenity ratio where higher quality or special paving materials are provided. Pedestrian scaled lighting is also required.
11	*Landscaping at Grade:*	1:5	1:1		Areas of landscaping at grade inside property lines or in sidewalk areas beyond minimum design standards of streetscape typologies. Must be visible from public areas. "Green Screen" type vertical wall planting areas on the 1st or 2nd floor may be included but may not exceed 25% of overall public right of way façade.
12	*Green Roofs:*	1:10	1:5		Areas of planted "green" roof. Minimum dimension 5', minimum continuous area 100 SF.
13	*Sculpture, Public Art:*	**	N/A		1 SF per dollar of assessed value, up to $50,000SF (50,000 SF), must be at or near street level, publicly visible and prominent, located on the exterior of the building or in a courtyard or planting area. The requirement for artwork may be filled in by providing one major work as a focal point, or several smaller works, as appropriate to the design of the public spaces. Subject to Design Review and Art Commission Approval.
14	*Water Feature:*	1:30	N/A		Fountain, stream or reflecting pond visible at street level.
15	*Below Grade Parking:*	0.5:1	**	Yes	Enclosed in a structure below average finished grade including access ramps.
16	*Above Grade Parking:*	0.0	0.0	Yes	Parking within a structure at or above grade. Must have other uses minimum 20' deep buffering primary street frontages at street level. Upper floors must have DRB approved "green screen", sculptural grillwork or other façade treatment.
17	*Cultural or Civic Space, Public Meeting Rooms:*	1:10	1:5	Yes	Performing arts space, art gallery, public library, community center, public recreation facility. Spaces available for public meetings, gatherings.
18	*Historic Preservation:*	**	**		Establishing or dedicating a building for landmark preservation status or participating in the city TDR program. Add 2 SF of bonus area for every SF preserved in the historic building. Nominated structures must be within the Downtown Subarea and must be and formally approved by the City of Bremerton as an Eligible Structure.
19	*LEED Certification:*	**	**		Projects meeting the USGBC LEED NC, CS or ND program. Certified rating adds 0.25 to base FAR as bonus, silver rating adds 0.5 to base FAR as bonus, gold rating adds 0.75 to base FAR as bonus, platinum rating adds 1.0 to base FAR as bonus. The developer must submit a letter of intent that communicates their commitment to achieve a LEED rating on their project before issuance of the Master Use Permit. The City will then issue subsequent permits and the final Certificate of Occupancy based on this good faith commitment. Within 180 days of receiving the final Certificate of Occupancy, the developer must submit documentation that demonstrates achievement of a LEED rating. Non compliance will result in a 0.1% fine on the permitted construction value ($10,000 on $10,000,000 construction value)
20	*Residential Common Amenity Rooms:*	1:1	1:1	Yes	Semi public interior amenity areas in multifamily buildings for residents' common use, such as party rooms, guest suites, exercise facilities, libraries, conference rooms, spas, etc. Amenity features are required to be open and accessible to the public without charge during normal operating hours of the building.
21	*Bicycle Commuter Support Spaces:*	1:30	1:10	Yes	Bicycle storage rooms, associated shower & locker rooms.