

**ORDINANCE NO. 5363**

**AN ORDINANCE** of the City Council of the City of Bremerton, Washington, for the 2018 Comprehensive Plan docket to amend the Comprehensive Plan in regards to affordable housing initiatives, Downtown Subarea Plan clarification, allowing gravel “pavement” within the Industrial Center, correct omission in Equivalence Table, and two land use map changes on Olympus Drive and on Kitsap Way; and

WHEREAS, the City of Bremerton adopted a Comprehensive Plan on May 18, 2016, by Ordinance No. 5299, hereinafter referred to as the “Comprehensive Plan;” and

WHEREAS, the Washington State Growth Management Act (“GMA”) requires internal consistency among comprehensive plan elements and applicable regional plans; and

WHEREAS, the City Council and Mayor have identified that providing affordable housing within the City of Bremerton is a 2018 goal; and

WHEREAS, the City of Bremerton adopted the Downtown Subarea Plan by Ordinance Number 5034 in December 2007, and it was incorporated as part of the 2016 Comprehensive Plan Ordinance No. 5299; and

WHEREAS, the City of Bremerton adopted the Puget Sound Industrial Center-Bremerton (formerly the South Kitsap Industrial Area) Subarea Plan in 2012 with Ordinance Number 5188 and it was incorporated as part of the 2016 Comprehensive Plan Ordinance No. 5299; and

WHEREAS, the City adopted an area-wide land use classification and zoning for the Comprehensive Plan: Land Use Map (Ord. No. 5299) and Zoning Map (Ord. No. 5301) on May 18, 2016; and

WHEREAS, to assure that comprehensive plans remain relevant and up to date, the GMA requires each jurisdiction to establish procedures whereby amendments to the plan are considered by the City Council (RCW 36.70A.130(2)), and limits these amendments to once each year unless an emergency exists; and

WHEREAS, the City of Bremerton has established a procedure for amending the Comprehensive Plan in Title 20.10.010 of the Bremerton Municipal Code (“BMC”), that limits amendments to the Comprehensive Plan to no more than once each year; and

WHEREAS, the zoning code and maps must be consistent with the Comprehensive Plan, therefore a concurrent ordinance is being passed to amend the zoning code and maps to maintain consistency; and

WHEREAS, the Planning Commission conducted three workshops on the 2018 Comprehensive Plan amendments and associated Zoning Code changes proposal on May 21, 2018, July 16, 2018, and September 17, 2018; and

WHEREAS, the City provided notification to all property owners within 300' of the parcels subject to a land use map change, early in the process, to gather public feedback and invite them to participate in the process; and

WHEREAS, on September 20, 2018, the Washington State Department of Commerce was notified of the City's Comprehensive Plan Amendment docket for 2018; and

WHEREAS, on September 21, 2018, a SEPA Determination of Nonsignificance was issued for amendment docket items with a 14-day comment period; and

WHEREAS, on October 5, 2018, the public was notified by a legal advertisement in the Kitsap Sun of the opportunity to make comment and participate in the public hearing by the Planning Commission; and

WHEREAS, the Planning Commission's public process included three workshops and one public hearing which throughout the process the Commission received written comments and various verbal testimonies were received; and

WHEREAS, on October 15, 2018, the Planning Commission conducted a public hearing on the 2018 Comprehensive Plan Amendment Docket, and the Planning Commission recommended the City Council made recommendations on the amendments as described further in this ordinance; and

WHEREAS, following the public hearing on October 15, 2018 the Planning Commission recommended approval of the Comprehensive Plan Amendments as numbered 1(a), 1(c), 2(c), 2(d), 3, and 4 as presented, the Commission recommended modification of amendments 1(b), 5 and 7, and recommended denial of amendments 2(a), 2(b), and 6; and

WHEREAS, on November 14, 2018 the City Council reviewed the recommendations of the Planning Commission during a study session and after a thorough review of the review of the Commission's recommendations, the City Council directed staff to draft the adoption ordinances for the relevant amendments as described below; and.

WHEREAS, City Council concurred with the Planning Commission on the approval amendments regarding Affordable Housing Initiatives (Amendment 1(a) and (c)), Downtown Subarea Plan minor modifications to the Design Review Board process and renaming the Warren Avenue Corridor zone (Amendment 2(c)and (d)), allowing gravel "pavement" within the Puget Sound Industrial Center-Bremerton (Amendment 3), correct omission within the Kitsap County Equivalence Table (Amendment 4), and the Land Use Map changes for the area near Kitsap Way and Highway 3 (Amendment 7); and

WHEREAS, the Planning Commission recommended approval for an amendment to allow a variety of small housing types within the Low Density Residential including duplexes and townhouses (Amendment 1(b)) provide the underlying density is met and only in certain areas: 500' from a commercial district/Center or could locate a duplex or townhouse if there was an existing legally established multiplex on the same numbered block. The City Council supported allowing duplexes and townhouses within Low Density Residential district, provided the amendment did not include the language about locating a duplex or townhome on a same numbered block; and

WHEREAS, the Planning Commission recommended approval for an amendment to the City owned properties at 3027 Olympus Drive to change the land use designation from General Commercial to Low Density Residential (Amendment 5). The City Council supports the Planning Commission's recommendation; and

WHEREAS, City Council concurred with the Planning Commission recommendation on denial of two amendments regarding the Land Use Map change for 3530 and 3536 Arsenal Way (Amendment 6) and limiting the heights of the downtown core (Amendment 2(b)). These amendments are not presented in this ordinance and relevant code shall remain as is, but were discussed at the City Council's Public Hearing on the 2018 Comprehensive Plan Docket; and

WHEREAS, the Planning Commission recommended approval for an amendment to the Downtown Subarea Plan to allow market-rate parking, up to zero, for affordable housing (Amendment 2(a)). City Council did not support this recommendation and therefore it is not part of this ordinance, but this was discussed at the Public Hearing; and

WHEREAS, on November 27, 2018, the public was notified by a legal advertisement in the Kitsap Sun of the opportunity to make comment and participate in the public hearing by the City Council; and

WHEREAS, on December 5, 2018 the City Council conducted a public hearing and considered all testimony prior to their decision; and

WHEREAS, the proposal meets requirements of the GMA; and

WHEREAS, the proposal is consistent with Kitsap County Countywide Planning Policies ("KCCPP"); NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF BREMERTON, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

**SECTION 1. Findings and Recitals Incorporated.** The findings and recitals set forth above are hereby incorporated by reference.

**SECTION 2.** The City of Bremerton considered the following proposed amendments as part of the 2018 docket but were neither accepted nor adopted:

- Amendment 2(a): Increase parking into the Downtown core, but allow an incentive to reduce parking if affordable housing was provided; and
- Amendment 2(b): Limit the height in the Downtown core to 75’ unless affordable units are provided; and
- Amendment 6: Change the land use designation for 3530 and 3536 Arsenal Way from Neighborhood Business to General Commercial.

**SECTION 3.** The City of Bremerton Comprehensive Plan is hereby amended by approving and adopting docket items 1-7 as follows:

**Docket Items:**

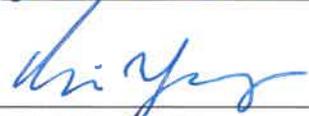
1. **Affordable Housing Initiatives.** Amend the Comprehensive Plan’s Land Use Element as follows, more particularly described in **Exhibit A** affixed hereto as replacement pages.
  - a. *Land Use Element: Medium Density Residential Description, Page LU-33:* Amend “Intensity and Density” and “Character” description to increase the density within the Medium Density Residential designation. This is classified as Comprehensive Plan Amendment 1(a) within this Ordinance.
  - b. *Land Use Element: Low Density Residential Description, Page LU-31:* Amend allowed “Land Uses” and add policy LU1-LDR(D) in “Low Density Residential Specific Policies” to allow a variety of housing types within the Low Density Residential designation. This is classified as Comprehensive Plan Amendment 1(b) within this Ordinance.
  - c. *Land Use Element: General Commercial Description, Page LU-26:* Amend “Intensity and Density” description to remove the density requirement within the General Commercial designation. This is classified as Comprehensive Plan Amendment 1(c) within this Ordinance.
2. **Downtown Subarea Plan:** Amend the Downtown Subarea Plan as follows, more particularly described in **Exhibit B** affixed hereto as replacement pages.
  - a. Amendment 2(a), which was neither accepted nor adopted.
  - b. Amendment 2(b), which was neither accepted nor adopted.
  - c. *Urban Design Strategy: 3.3 Design Review, Page 3-20:* Amend the Design Review Board process to clarify when approval is required for accessory structure and façade improvements for larger projects.
  - d. *Development Standards: 6.10 Warren Avenue Corridor (WC) Pages 6-138 and throughout the Subarea Plan:* Rename the Warren Avenue Corridor to Downtown Support District (DSD) throughout the Subarea Plan, revise intent and allowed uses to allow commercial and residential development, but reserve key intersections for ground-floor commercial development on Page 6-138.

3. **Puget Sound Industrial Center-Bremerton Subarea Plan:** Amended the Puget Sound Industrial Center-Bremerton Subarea Plan to allow gravel “pavement” in certain circumstances, more particularly described in **Exhibit C** affixed hereto as replacement pages of C-15 through C-17.
4. **Update Equivalence Table:** Amend the Comprehensive Plan Land Use Element’s Equivalence Table to correct omissions, more particularly described in **Exhibit D** affixed hereto as a replacement pages of LU-44 and LU-45.
5. **Land Use Map:** Amend the Land Use Map #1 (Pg. LU-10) to change the land use designate of two City-owned parcels at 3027 Olympus Drive from General Commercial to Low Density Residential, more particularly described in **Exhibit E** affixed hereto;
6. Amendment 6, which was neither accepted nor adopted.
7. **Land Use Map:** Amend the Land Use Map #3 and #4 (Pg. LU-12 and LU-13) to change the land use designate of the area adjacent to Kitsap Way and Highway 3 from Freeway Corridor to General Commercial, more particularly described in **Exhibit F** affixed hereto;

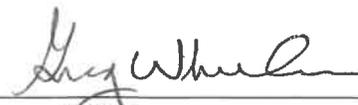
**SECTION 4. Severability.** If any provision of this ordinance is held invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity or constitutionality of the remainder of this ordinance. Provided however, that if any provision of this ordinance is held invalid or unconstitutional, then the provision in effect prior to the effective date of this ordinance shall be in full force and effect for that individual provision as if this ordinance had never been adopted.

**SECTION 5. Effective Date.** This Ordinance shall take effect and be in force ten (10) days from and after its passage, approval, and publication as provided by law.

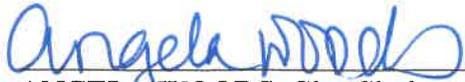
PASSED by the City Council the 5th day of December, 2018.

  
 ERIC YOUNGER, Council President

Approved this 7th day of December, 2018.

  
 GREG WHEELER, Mayor

ATTEST:

  
ANGELA WOODS, City Clerk

APPROVED AS TO FORM:

  
ROGER A. LUBOVICH, City Attorney

PUBLISHED the 11th day of December, 2018.  
EFFECTIVE the 21st day of December, 2018.  
ORDINANCE NO. 5363

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## MDR (Medium Density Residential)

### Purpose/Intent

To create a designation that recognizes the existing built environment of medium density-type development and encourages redevelopment opportunities. This designation will be for neighborhoods which are primarily developed with duplexes and similar uses.

### Location

Neighborhoods that consist primarily of duplex type structures as mapped.

### Land Uses

Single family dwelling units (attached or detached), duplexes, and townhomes. Low intensity compatible uses such as churches, schools, senior housing, and parks.

### Intensity/Density

- ~~10~~ 18 dwelling units per acre
- Three to four stories

### Character

The designation consists of neighborhoods that are currently developed predominantly with duplexes. As many of these duplexes were constructed from the World War II boom, much of this area could benefit from redevelopment. By outrightly allowing duplexes, single family homes, and townhouses, this area may be able to be revitalized and continue to provide a wide variety of housing types.

~~This designation is similar to LDR in regards to density and scale, however medium density type development is encouraged.~~

### Medium Density Residential Specific Policies

#### **LU1: Plan for Growth**

*LU1-MDR(A): Provide wider variety in residential designations throughout the city to achieve a greater diversity of housing.*

#### **LU2: Encourage Economic Development**

*LU2-MDR(A): Encourage adaptive reuse and preservation of existing commercial spaces that are compatible with surrounding community.*

#### **LU3: Protect the Environment**

*LU3-MDR(A): Encourage clustering to reduce total site footprint and help maintain natural hydrologic characteristics of the site.*

#### **LU4: Promote Community Health**

*LU4-MDR(A): Promote neighborhoods that foster interaction among residents, contribute to well-being of citizenry, and create and sustain a sense of community and personal safety.*

*LU4-MDR(B): Develop pedestrian connections between residential areas and neighborhood services. Ensure street design and orientation that encourage pedestrian and bicycle use.*

## LDR (Low Density Residential)

### Purpose/Intent

To create new and support existing single family neighborhoods.

### Location

Residential neighborhoods located throughout the city as mapped.

### Land Uses

Single family residential homes, **duplexes and townhouses**, and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged.

### Intensity/Density

- 5 to 10 dwelling units per acre
- Three stories and conditionally allowed uses may be four stories

### Character

The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood.

### Low Density Residential Specific Policies

#### **LU1: Plan for Growth**

*LU1-LDR(A): Promote neighborhoods that foster interaction among residents, contribute to well-being of citizenry, and create and sustain a sense of community and personal safety.*

*LU1-LDR(B): Use front yard averaging to encourage residential infill that is consistent with the existing neighborhood's built environment.*

*LU1-LDR(C): Allow accessory units associated with, and subordinate to, existing or new single family dwellings when appropriate.*

*LU1-LDR(D): Allow a variety of small residential development in the LDR as infill development, including duplexes and townhouses, provided the underlying density is met and design criteria within the Zoning Code is adopted to safeguard the character of the neighborhood.*

#### **LU2: Encourage Economic Development**

*LU2-LDR(A): Encourage adaptive reuse and preservation of existing commercial structures that are compatible with surrounding community.*

*LU2-LDR(B): Support mineral extraction in limited areas on larger undeveloped parcels as long as there are no adverse effects on other environmental resources or living systems, or on public health, safety, and welfare.*

*Discussion: A Mineral Resource Overlay allows for mineral extraction in areas where the grading could prep a site for future residential development, including areas in West Bremerton.*

# Land Use

## Designation: General Center

### GC (General Commercial)

To provide locations for general commercial uses serving the entire community while buffering impacts to adjacent residential areas. The designation accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor.

#### Location

Along high traffic corridors/primary arterials as mapped such as Kitsap Way and Wheaton Way. Also includes area near 15<sup>th</sup> Street and Pennsylvania Avenue, Perry Avenue, and Olympus.

#### Land Uses

Commercial uses, Mixed-use, and stand-alone residential if it is located away from major arterials.

#### Intensity/Density

- ~~30 units per acre~~ **No residential density requirement**
- Three to five stories

#### Character

The General Commercial designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include encouraging multistory buildings near the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions should be utilized to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is encouraged to be located behind or beside street-fronting structures. Sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses. Stand-alone residential uses are encouraged provided they are not located on a major arterial.

#### General Commercial Specific Policy

##### **LU1: Plan for Growth**

*LU1-GC(A): Encourage the formation and continuance of a compatible and economically healthy environment for uses which benefit from being located in close proximity to each other; and to discourage any encroachment by uses capable of adversely affecting the basic commercial character of the district.*

URBAN DESIGN STRATEGY

3-20

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) or (2) above, and are:
  - a. Retrofitting the exterior of an existing building that increase 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 of the Subarea Plan.

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.

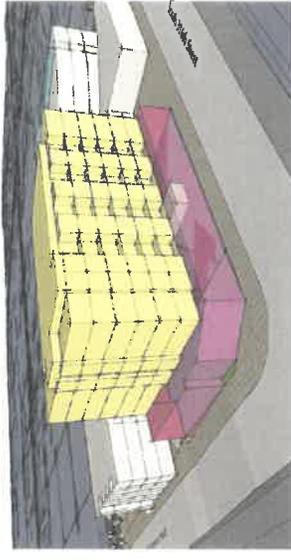
- Design Review Community Benefits:*
- Reviews and analyzes proposed projects to provide early design guidance
  - Provides an avenue for public feedback

*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.

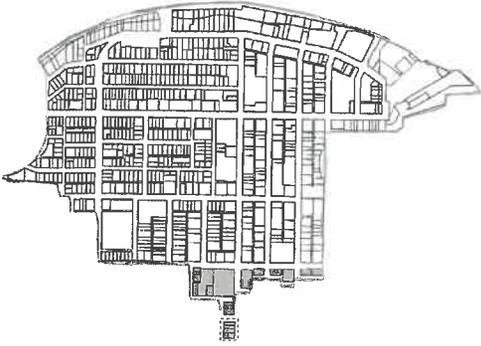
Chapter 4: District Character contains a set of Urban Design Principles for each Character District. These principles are a guide for the DRB's review and conditioning of development proposals. The DRB will also be responsible for interpreting the adequacy of public amenity features with developments 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





**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. Residential uses are considered secondary to commercial uses.**
- (2) Design standards encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront style shopping streets.
- (3) Warren Avenue is a major regional serving arterial with limited local access.

**6.10.2 USE STANDARDS**

- (1) Pursuant to BMC Chapter 20.74.020
- (2) **Requirement for mixed-use or commercial. For parcels at the intersections 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 sidewalk 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

**6.10.6 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 or outdoor seating areas.

**6.10.7 DENSITY**

- (1) No maximum density within the WC zone

- c. Minimum Building Energy Efficiency. For all new construction, development shall meet at least one of the requirements, as described in LEED-ND GIB Prerequisite 2: Minimum Building Energy Efficiency, or functional equivalent standard as determined by the Director.

**4.040 Transportation, Parking, Circulation, and Pedestrian Access**

- a. The purpose of this section is to reduce the visual impact of parking, reduce vehicle trips, encourage alternate modes of transportation, and reduce greenhouse gas emissions within PSIC. Parking is regulated through standards that address the design, location, and size of parking areas. Right-of-way standards and requirements for sidewalks, trails, and driveways are contained in Chapter C.5. Traffic requirements and parking development shall be in accordance with the provisions of the Bremerton Municipal Code, including Title 10 (Traffic), Chapter 11.12 (Transportation Development), Chapter 20.48 (Off-Street Parking), with the following revisions and exceptions.

**b. Commute Trip Reduction**

- 1. The requirements of BMC Chapter 10.40, Commute Trip Reduction (CTR) Plan, shall apply, except as provided in paragraph (2) below.
- 2. Once total new employment within PSIC has exceeded 2,000 new employees (resulting from actions permitted under the Planned Action Ordinance), all employers with 50 or more employees shall be required to participate in the CTR Program.

- c. Minimum Parking Requirements. Minimum parking standards shall be in accordance with BMC Chapter 20.48 Off-Street Parking Requirements, except as specified in Paragraph (1) of this subsection as well as in Subsection (e) below.

- 1. Parking reductions may be allowed, at the discretion of the Director, if a parking analysis is completed and indicates that sufficient parking is available to meet demand.

**d. Parking Location and Design**

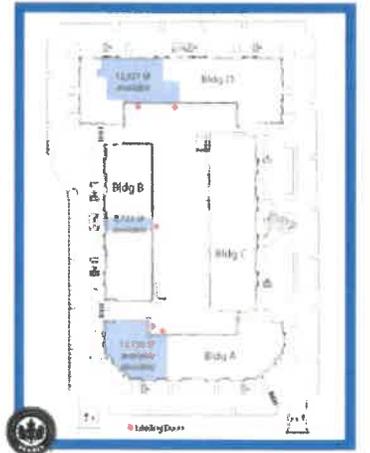
- 1. Parking areas that accommodate more than 125 vehicles shall be divided into a series of smaller connected lots, located behind structures, and/or fully screened with Type I landscaping.

**e. Shared Parking Area Reductions**

- 1. The amount of off-street parking required in Subsection (c) above may be reduced where multiple buildings/tenants share a common, centrally-located parking area. Reduction shall be based on the type and mix of uses, as follows, except that these reductions shall not be used in conjunction with reductions specified in Subsection (c) above:
  - a. Properties with only industrial or support retail and service uses: 30% reduction
  - b. Properties with retail or other uses: 10% reduction
  - c. Mixed retail/office uses with at least a 4:1 ratio of retail to office: 20% reduction
  - d. 50% reduction for retail uses of less than 5,000 sq. ft. when they are developed as part of a business park that contains at least 60% industrial or support retail and service uses.



**CEDAR RIVER CORPORATE PARK**  
 2200 Lind Avenue SW, Everett, WA [www.cedarrivercorporatepark.com](http://www.cedarrivercorporatepark.com)



Site plan using internal service court to avoid vehicular and pedestrian conflicts and to screen service and storage activities. Site plan courtesy of Cedar River Corporate Park, LLC.



Example of intensive, compact industrial development with shared parking and loading areas screened from rights-of-way.

***Shared Vision,  
Shared Direction***

*See Strategies T 2.2 and LU 1.3  
for policies that support shared  
parking and coordinated access.*



Separation of parking from pedestrian pathway with landscaping and weather covering.

- e. Parking Stall and Aisle Design. Shall be in accordance with BMC 20.48.080.
- f. Loading and Vehicle Storage Areas
  - 1. Loading and vehicle storage areas shall not be located within required building setbacks.
  - 2. Vehicle loading docks and long-term vehicle storage areas shall be screened from public rights-of-way with Type I Visual Screening, walls, or other methods, as approved by the Director.
  - 3. The Director may waive or modify these standards where it is deemed infeasible for a particular industrial or manufacturing use.
- g. Pedestrian Access
  - 1. Projects shall include an on-site pedestrian system connecting all parking areas and entrances to each other and the public right-of-way.
  - 2. Pedestrian paths shall be integrated with the parking lot landscaping required in BMC 20.48.080 and BMC 20.50.050(c)(3).
  - 3. Bicycle circulation shall be considered in site design and appropriate measures taken to accommodate bicycle circulation on-site.
  - 4. Where feasible, provide steps and ramps across retaining walls and slopes.
  - 5. Pedestrian paths shall be well lit.
  - 6. Adjacent landscaping shall not block visibility to and from a pedestrian path, especially where it approaches a roadway or driveway.
  - 7. Refer to Chapter D.3 for more specific Design Guidelines.
    - i. Bicycle Facilities. Bicycle parking shall be provided at 10% of the required automobile spaces. Please see BMC 20.48.180(b) for bicycle parking requirements and Section D.3.170 for recommended Design Guidelines.
    - j. Neighborhood Electric Vehicles. Neighborhood Electric Vehicles (NEV) and Electric Golf Carts shall be allowed on all pedestrian pathways within PSIC that are constructed to the standards contained in Section C.5.050. NEVs shall also be allowed on all public roadways in PSIC where their use is not otherwise prohibited by state or local law (e.g. roadways with a maximum speed limit of 25 miles per hour or less are suitable).

**f. Gravel Paving Exception. The intent of this code is to allow gravel "paving" for Industrial complexes and similar uses and developments in areas that do not typically have to-and-go daily traffic, but shall be for those areas that are driven on infrequently or have vehicles/equipment that will be typically parked/stationary for an extended period of time. Gravel "paving" shall not be used for daily customer parking. The following is minimum standards to allow gravel paving:**

- 1. Gravel paving is allowed within Industrial complexes and similar uses, and developments in the following areas.
  - i. Surplus parking. This is parking beyond what is required for the development, such as a special event parking for occasional events.
  - ii. Areas used primarily for industrial sales or rentals provided it does not require frequent trips on-and-off the gravel area onto the all-weathered surface.
  - iii. Contractor storage yard.
  - iv. Logging/mining access road, or
  - v. Similar applications that do not require frequent trips on-and-off the gravel area.

2. An issued site development permit or a building permit with associated parking is required for the establishment of a gravel parking lot or driveway. At no time shall a gravel parking lot or driveway be installed without a permit approval.
3. The gravel paved areas are intended to run with the land regardless if the property or business is sold or re-occupied. However, for the life of the project, any on-site changes to the occupancy, business or use that utilize the gravel "paving" that violates any portion of this code, will require the gravel "paving" to be paved with an all-weather surface.
4. The property owner provides a letter of request, provides a site plan (to scale) that clearly indicates where gravel or other pervious surfacing area will be placed, quantification of the area and can demonstrate that the gravel or other pervious surfacing areas are designed and will be maintained in accordance with or exceeding the requirements contained in the City currently adopted Stormwater manual (or as amended);
5. Gravel parking facilities shall be surfaced with no less than three inches of crushed gravel and shall be maintained on a regular basis;
6. Dust is controlled throughout the site, and control measures are provided and accepted by the City;
7. Rock and other debris is not tracked off site; and
8. To ensure pollution generating equipment is controlled within the area of gravel paving, an emergency spill control plan shall be prepared and implemented.
9. Protection of Roads & Trails. To ensure non-bound materials, such as gravel, does not enter into a lane of travel, the criteria below is applicable.
  - (a) This requirement is only for those parcels that access directly to a public or private street. This requirement is not applicable to areas that access a gravel easement or tract unless there is an approved Site Plan or Planning Document that identifies that the area is becoming a private or public street.
  - (b) Driveway and similar road approaches shall be paved with an all-weather paved surface, from at least 100 feet back from the property line of the paved right-of-way to ensure gravel or other non-bound material has been removed from the vehicle and tires.
  - (c) If the gravel drive lane crosses an existing or under-construction paved urban trail for pedestrians and/or bicyclist, a minimum of ten (10) feet on both sides of the trail shall have an all-weather paved surface.

#### 4.050 Landscaping

- a. The purpose of this section is to ensure that site landscaping within PSIC reflects key goals related to sustainable development and stewardship of critical areas. The retention of existing trees and vegetation is important to help promote the utilization of natural systems for environmental benefits, reduce the impacts of development on the storm drainage system, moderate the urban heat island effect and provide a better transition between various land uses within the City. The requirements of BMC Chapter 20.50 shall apply, except as modified or supplemented in this subsection. Please also see Chapter D.4. for recommended design guidelines.
- b. Vegetation Preservation
  1. To the greatest extent feasible, existing healthy significant trees defined in BMC 20.50.050(d)(4) shall be retained on site.
  2. Site design shall attempt to preserve existing trees where feasible. However, should a proposal include the removal of all or portions of a site's significant tree cover a certified arborist or professional forester shall be retained by the applicant to inventory the tree(s) and make recommendations regarding the protection, retention, preservation, removal and replacement of the tree(s). A copy of the report and recommendations shall be submitted to the City as part of the site development process and prior to clearing.
  3. If any trees in required landscaped areas are deemed to be hazardous and must be removed, the following replacement standards are required:



Indoor bicycle parking facility. Image courtesy of FHWA.



Multilayered landscaping used to screen industrial loading area from adjacent street.



Example of retained vegetation in an industrial parking area.

# Land Use

## Designation: Equivalence Table

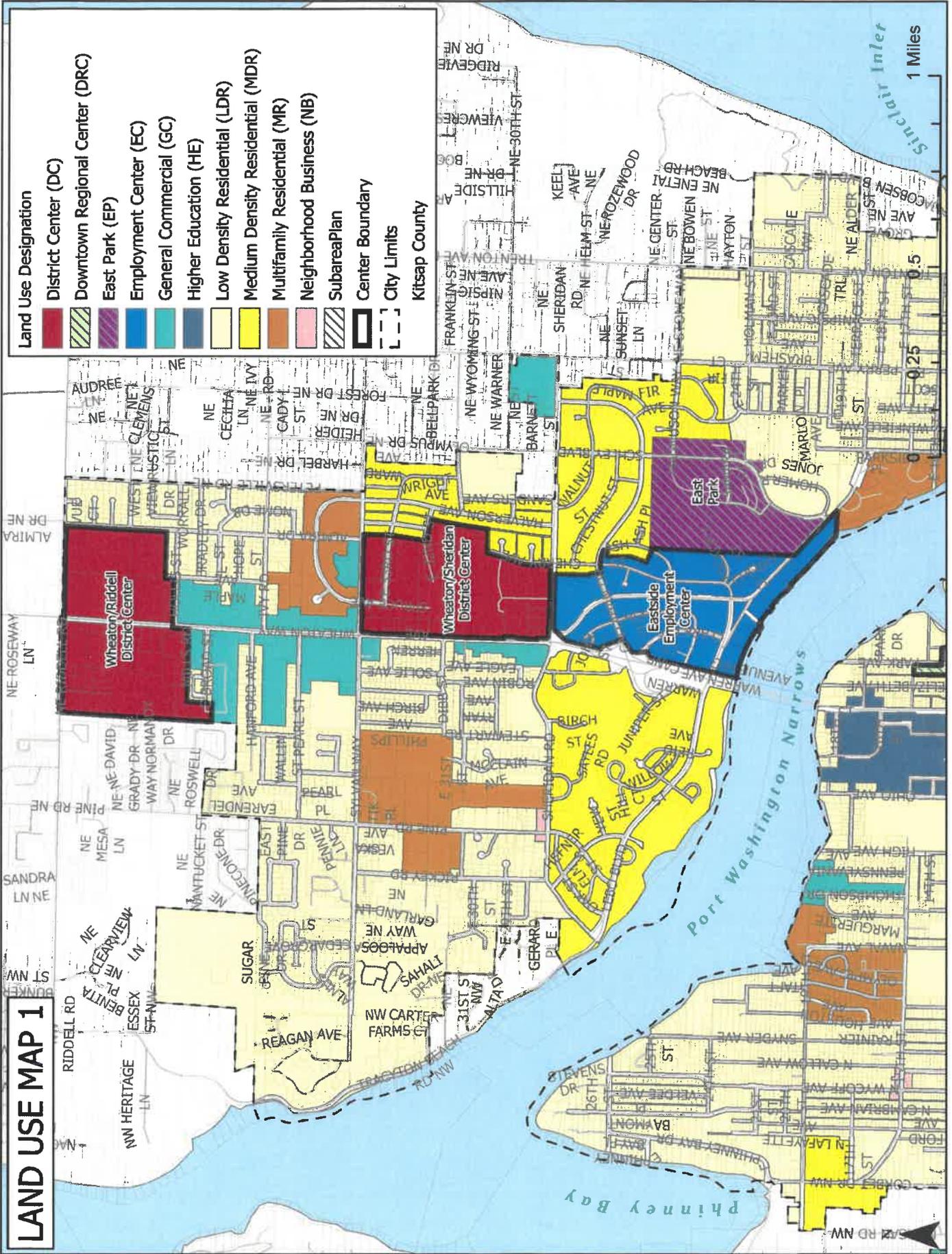
### Equivalence Table

As discussed in the previous section of this chapter, the Urban Growth Areas (UGAs) are areas within the County that the City will be expanding into as the city grows. To assist with that transition of annexation, the following chart illustrates equivalent Kitsap County Land Use designations to corresponding City designation for all the City's UGAs. For some of the City's UGAs, we have lead subarea planning efforts, such as Gorst and Puget Sound Industrial Center – Bremerton (formerly the South Kitsap Industrial Center). For those areas, their adopted Subarea Plan's designation would become enacted at the point of annexation.

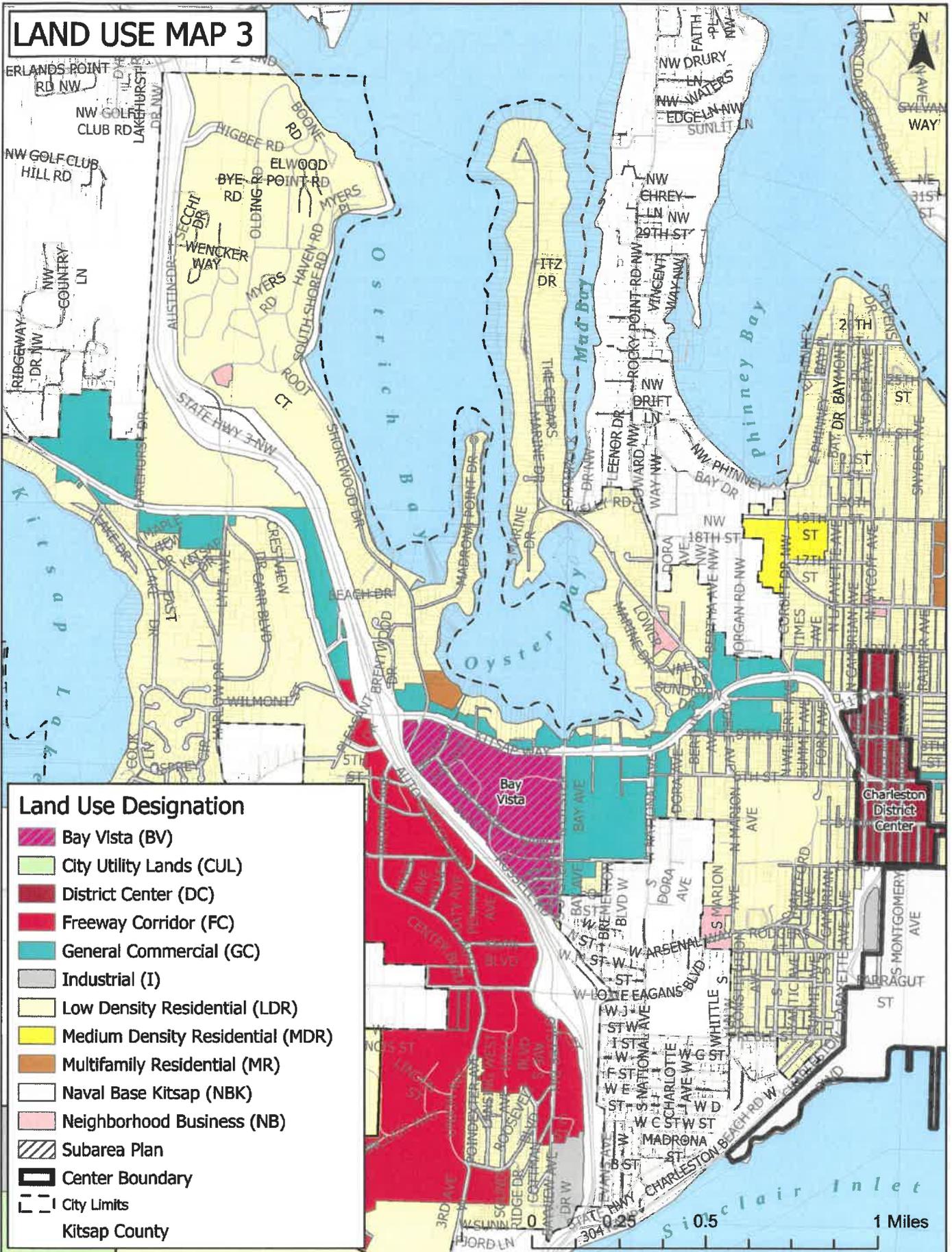
Kitsap County Land Use District	Kitsap County Zoning	Allowed Uses	City of Bremerton (COB) Land Use Equivalent	COB Land Consistent Zoning
Urban and Rural Industrial	Business Center	Intended to provide for integrated grouping of medium to large size businesses within an attractive park-like setting. The Zone allows business dedicated to office use, warehousing, and/or light manufacturing operations. Permitted businesses are intended to support the creation, development and retention of primary wage employment in the professional and technical fields.	General Commercial	General Commercial
	Business Park	Provides for integrated grouping of small to medium size businesses within an attractive park-like setting. The zone allows flexibility in the amount of space within each business dedicated to office use, warehousing, and/or light manufacturing operations. Permitted businesses are intended to support the creation, development and retention of primary wage employment in the professional and technical fields, and not intended for the general retail commercial needs of the area.	General Commercial	General Commercial
	Industrial	Allows a wide range of industrial activities including heavy industry such as fabrication, warehousing, processing of raw materials, bulk handling and storage, construction, and heavy transportation. This zone is intended to provide sites for activities which require processing, fabrication, storage, and wholesale trade.	Industrial	Industrial
Urban High Intensity Commercial	Commercial	<u>Provides for those commercial establishments which serve the shopping and service needs for large sections of the county and provides visitor services and accommodations for both destination and en route travelers</u>	<u>General Commercial</u>	<u>General Commercial</u>

# Land Use Equivalence Table

Kitsap County Land Use District	Kitsap County Zoning	Allowed Uses	City of Bremerton (COB) Land Use Equivalent	COB Land Consistent Zoning
Urban Low Intensity Commercial	Neighborhood Commercial	Provide for the quick stop shopping needs of the immediate neighborhood in which they are located. These centers should be based upon demonstrated need and shall be sized in a manner compatible with a residential setting.	Neighborhood Business	Neighborhood Business
Urban Low-Density Residential	Urban Restricted	Applied to areas within urban growth areas that have been identified with a significant concentration of critical areas regulated, or are planned as greenbelts, and are therefore appropriate for lower-density development.	Low Density Residential	Low Density Residential
	Greenbelt	Applied to those areas which have identified parcels constrained by critical areas of fifty percent or greater and are within certified wildlife corridors.	Low Density Residential	Low Density Residential
	Urban Low Residential	Recognize, maintain, and encourage urban low density residential areas by including a full range of urban services and facilities that are adequate at the time of development.	Low Density Residential	Low Density Residential
Urban Medium-Density Residential	Urban Medium Residential	Intended to provide for higher densities where a full range of community services and facilities are present or will be present at the time of development.	Medium Density Residential	Medium Density Residential
Urban High-Density Residential	Urban High Residential	Provide for multiple-family residential and professional office development based upon compatibility with surrounding land uses. The primary use of this zone is intended to be high density residential. Professional office use is intended to compliment and support the residential use within the zone.	Multifamily Residential	Multifamily Residential
Public Facilities	Parks	Parks and County facilities are located within this zone. The City does not have a Parks specific zone and delineates these areas to low density residential.	Low Density Residential	Low Density Residential
	<u>Urban Restricted</u>	<u>Areas within urban growth areas that have been identified with a significant concentration of critical areas, greenbelts, or watershed protection properties.</u>	<u>Watershed</u>	<u>Watershed</u>



# LAND USE MAP 3



## Land Use Designation

- Bay Vista (BV)
- City Utility Lands (CUL)
- District Center (DC)
- Freeway Corridor (FC)
- General Commercial (GC)
- Industrial (I)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Multifamily Residential (MR)
- Naval Base Kitsap (NBK)
- Neighborhood Business (NB)
- Subarea Plan
- Center Boundary
- City Limits
- Kitsap County

1 Miles

**LAND USE MAP 4**

