

III - BAY VISTA SUB-AREA PLAN

A. EXISTING SITE CONDITIONS

DRAINAGE

Stormwater within the site is conveyed by overland flow and through a rudimentary system of open ditches and enclosed drainage pipes. Outside of the project area, stormwater is conveyed away from the site in open ditches and enclosed drainage systems. Stormwater from the on-site area combines with stormwater from off-site areas in the conveyance systems outside of the project area. There are no known sources of off-site stormwater that is routed through the existing drainage system.

There are no known existing water quality treatment facilities within the Bay Vista site. Stormwater treatment for the redeveloped conditions on the overall site will be provided in accordance with Title 15.04.042 of the City's municipal code. Water quality treatment and flow control facilities will be designed in accordance with the City of Bremerton Public Works and Utilities Standards, using Department of Ecology (Ecology) hydrologic simulation software to calculate flow rates and volumes

Currently, most of the site discharges through two existing outfalls into Oyster Bay. Small portions in the Southeast and Northwest corners of the site discharge to existing Washington State Department of Transportation storm drainage systems ultimately flowing to the Sinclair Inlet and Ostrich Bay Creek. Low Impact Development (LID) techniques, including, but not limited to, pervious pavement, raingardens, bioswales, and roof drain dispersion will be utilized to the greatest extent feasible to treat stormwater and help control flows from the site.

TRANSPORTATION

Regional transportation facilities bounding the Bay Vista site include SR 3, Kitsap Way and Oyster Bay Avenue. SR 3 is a four-lane, north-south freeway serving Central Kitsap County. Kitsap Way is a five-to-seven lane, limited access, principal arterial that connects West

Bremerton to Central Kitsap County (via SR 3). SR 3 and Kitsap Way intersect just northwest of the Bay Vista site. Access to the site is provided by Oyster Bay Avenue, Sinclair Drive, Arsenal Way and Sand Dollar Drive.

Kitsap Transit provides public transit service to the City of Bremerton. Routes No. 24 and 26 serve the Bay Vista site, with stops along Kitsap Way (Route 24), at the Firs Apartments on Russell Road (Route 26) and within the Bay Vista site. Service on both routes has one-hour headways.

Kitsap Way has a designated bicycle lane, wide shoulders, raised sidewalks on both sides, and painted crosswalks with pedestrian call buttons. The City of Bremerton has recently upgraded or added new accessible ramps at various intersections along Kitsap Way. A mid-block pedestrian crossing is located east of Oyster Bay Avenue. Oyster Bay Avenue includes raised sidewalks on one side of the street.

Two intersections of Kitsap Way – at Oyster Bay Avenue and Pershing Avenue – have relatively high accident rates (based on the last three-year average)

Existing levels of service at major intersections meet City of Bremerton standards. Those experiencing the highest delays are Kitsap Way at Marine Drive, and Kitsap Way at the SR 3 southbound ramps.

CRITICAL AREAS

The Bay Vista site does not contain wetlands or streams, based on preliminary analysis. These resources are presently adjacent to the site, however, and on-site activities (e.g., stormwater runoff) will need to be managed to protect off-site water quality and habitat. The site's trees and vegetation provide a valuable environmental and visual amenity, but do not provide habitat for designated threatened, endangered or sensitive species. Critical aquifer recharge areas are not present. Some steep slopes do occur and will be addressed through site planning consistent with City requirements.

SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

Based on natural features, site location and expressed public and private planning objectives, the Bay Vista site possesses significant opportunities for redevelopment. There are also a number of constraints that will be addressed through the sub-area planning and master planning processes.

- ▶ The site's topography is varied and dramatic. Three high points within the site will most likely create beautiful views towards Oyster Bay.
- ▶ Bay Vista is bounded by State Road 3 and Kitsap Way. These two primary roads carry high volumes of traffic, which creates a perceptible level of noise within the site.
- ▶ A five-minute walking distance (quarter-mile radius) is often used as a benchmark for planning traditional neighborhoods. Most of the site, and portions of the planned Oyster Bay Neighborhood Center commercial area (along Kitsap Way), are within convenient walking distance and are accessible from the surrounding community. Bay Vista residents will provide economic support for on-site and off-site services.
- ▶ The site is not significantly constrained by critical areas (e.g., wetlands, streams, fish and wildlife habitat, aquifer recharge areas). It does contain some steep slope areas that will need to be stabilized and carefully engineered.

Figure 2 – Opportunities and Constraints Diagram



- ▶ Some mature landscaping and significant trees are present on the site in the Preserve. These features are valuable amenities and provide opportunities for integration into a system of parks and open space.

B. SUB-AREA PLAN VISION, GOALS AND OBJECTIVES

The vision of the Bay Vista Sub-Area Plan is to provide a modern, mixed-use, mixed-income, pedestrian-friendly and amenity-rich neighborhood for residents, neighbors and visitors. Redevelopment will create a particular kind of place, one that provides space for the community to gather and interact. Streets, plazas and other public spaces will all be designed with the care and attention to detail required to make them function as outdoor public “living rooms” of the new Bay Vista.

The pedestrian-oriented design is reflected in a clearly defined “main street”, small-scaled blocks, and pedestrian-scale buildings on landscaped streets. Public art parks, and stands of significant trees also contribute to this definition. The Sub-Area Plan’s overall goals and objectives include the following:

1. Promote a Mixed-use, Mixed-income Neighborhood
 - ▶ Promote a livable, walkable community through traditional neighborhood-making principles

- ▶ Provide a varied set of housing and lot types to promote a mixed-income neighborhood
- ▶ Encourage development of new neighborhood retail along Arsenal Way and at the intersection of Kitsap Way and Oyster Bay Avenue
- ▶ Connect to and re-use existing infrastructure where appropriate

2. Create a Pedestrian-oriented Environment

- ▶ Conceal retail parking to enhance the public realm for pedestrians along the street
- ▶ Improve pedestrian and bicycle connections within and outside of the Bay Vista site
- ▶ Encourage the use of public transit
- ▶ Provide and enhance trails through existing wooded and landscaped areas

3. Maintain and enhance existing view landscape and corridors

- ▶ Take advantage of views north to Oyster Bay
- ▶ Maintain and enhance trees and landscape along the south side of Kitsap Way and in the Preserve
- ▶ Develop public neighborhood parks and greens adjacent to existing landscape features and views



4. Enhance the civic realm and create more usable public open spaces.
 - ▶ Provide outdoor amenities
 - ▶ Create smaller pocket parks throughout the neighborhood to promote walkability and security
 - ▶ Improve and create parks and civic spaces
5. Promote economic development through provision of commercial activities and services.
 - ▶ Develop a Village Center that will provide local jobs, help finance redevelopment of the site, and generate revenue to the City.
 - ▶ Provide a full range of services to meet the everyday needs of local residents.
6. Integrate low impact development approaches into the site master plan where possible and practical.
 - ▶ Reduce street widths where appropriate to help reduce impervious surfaces
 - ▶ Maintain and integrate open space into the site plan
 - ▶ Investigate stormwater design that uses bioswales and infiltrates stormwater where appropriate
 - ▶ Use pervious asphalt where soil conditions permit

OPEN SPACE GOALS

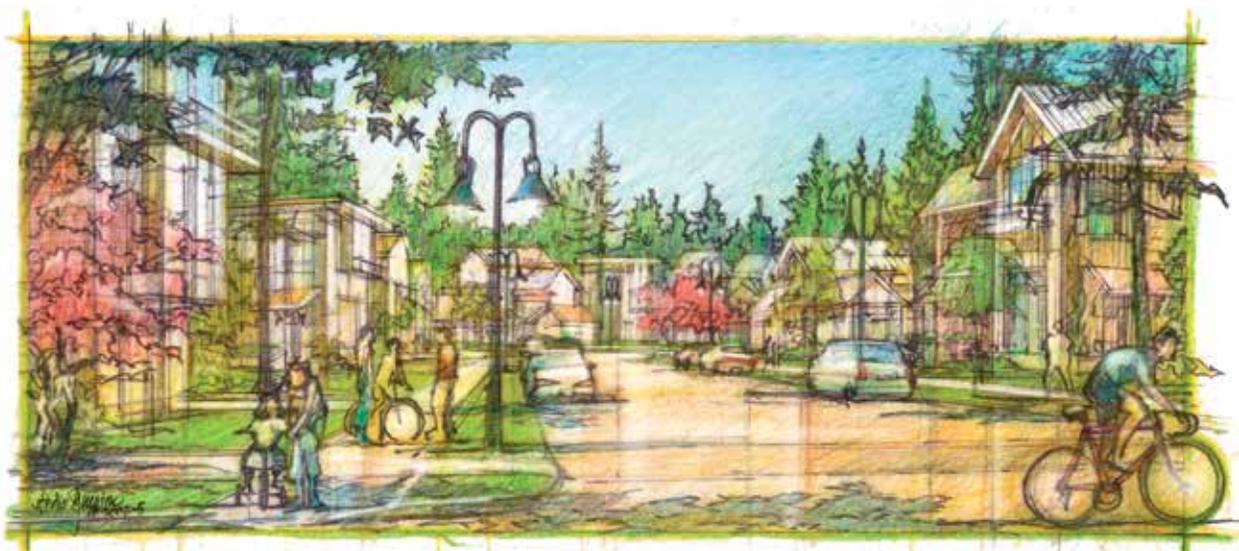
- ▶ Create parks that enhance the community and encourage and support social interaction.

- ▶ Create open spaces easily accessible to residents.
- ▶ Create parks that appeal to a wide range of age groups. A diversity of park types should be established to offer a diversity of passive and active uses.
- ▶ Use the 'eyes-on-the-park' to create safe active environments. Lighting, layout and visibility are key factors in the design of active parks.

Provide trash and recycling bins for the parks that meet the needs of the users.

- ▶ Use resilient materials that reduce maintenance costs.
- ▶ Increase community participation through direct access for residents from their homes to adjacent parks.
- ▶ Create public viewing areas.
- ▶ Provide for an urban trail through the natural area and along Kitsap Way.
- ▶ Provide for wildlife through preservation and enhancement of the natural area.

Bay Vista's landscape will also serve to enhance the site's architecture and relate to the local environment. The topography of the site allows for varied relationships of architecture and landscape, which will help distinguish sub-neighborhoods from each other. Open and accessible outdoor spaces and convenient seating will encourage human interaction and create a safe and visible environment for children. Pedestrian



scale lighting will enhance the streetscape, alleys and parks. Narrower streets will calm traffic and protect pedestrians.

C. SUB-AREA PLAN ELEMENTS

The Bay Vista Sub-Area Plan addresses the following elements:

1. Land Use, including the master site plan map and identification of major land uses.
2. Housing, including the expected number of for-sale, rental, market-rate and low-income units; and planned densities.
3. Open Space, landscaping and amenities.
4. Roads and Infrastructure, including vehicular and non-vehicular circulation systems, storm water management, and site utilities.

Bay Vista will be a mixed-use, mixed-income community drawing on the best of traditional neighborhood design and the rich history of Bremerton, while employing modern amenities and taking advantage of the topography, landscape and views. The intent is to build a warm community, where neighbors interact and walk on beautiful tree-lined residential streets, and where pedestrian circulation is emphasized. The areas of the site where retail is proposed will be designed to be lively and energized.

The Land Use Plan is loosely based upon a grid of interconnected streets that provide multiple routes to any destination. This configuration allows easy pedestrian and vehicular circulation throughout the neighborhood by spreading out traffic loads. Sidewalks, street trees, and appropriately scaled street lights and furniture will provide richly detailed streetscapes.

A unique sense of place will be created through the arrangement of vibrant public spaces, a clear hierarchy of pedestrian-friendly streets, a balanced program of residences, retail services, offices, community buildings and spaces, as well as an architecture that responds to the northwest vernacular. Buildings that line public spaces will enclose and frame the public realm, and connect to one another at the scale of the pedestrian.

Foremost, Bay Vista will be a residential community,

offering numerous types, styles and sizes of residential units types, at varying densities, to meet the community's housing needs and to accommodate a spectrum of income groups. The heart and center of the community will be the Bay Vista Preserve, a large open space that will provide opportunities for active recreation and passive enjoyment of significant vegetation. Residential neighborhoods will line the park. Smaller parks and open spaces will be located throughout Bay Vista's neighborhoods and plazas, and more "urban" spaces will be co-located.

Different land uses will be arranged compatibly in distinct neighborhoods, and in mixed-use buildings, some of which will have plazas and other urban open spaces. The site's more intensive land uses including larger high density residential buildings, and a retail/commercial village – will be located along the site's outer edges, closer to (but buffered from) major arterials. All of the site's activities, however, will be within a convenient walk or bike ride via Bay Vista's system of paths and trails.

1. LAND USE

The general arrangement and location of land uses in Bay Vista are shown in *Figure 4*, which indicates the planned, general locations of proposed land uses.

Mix of Land Uses

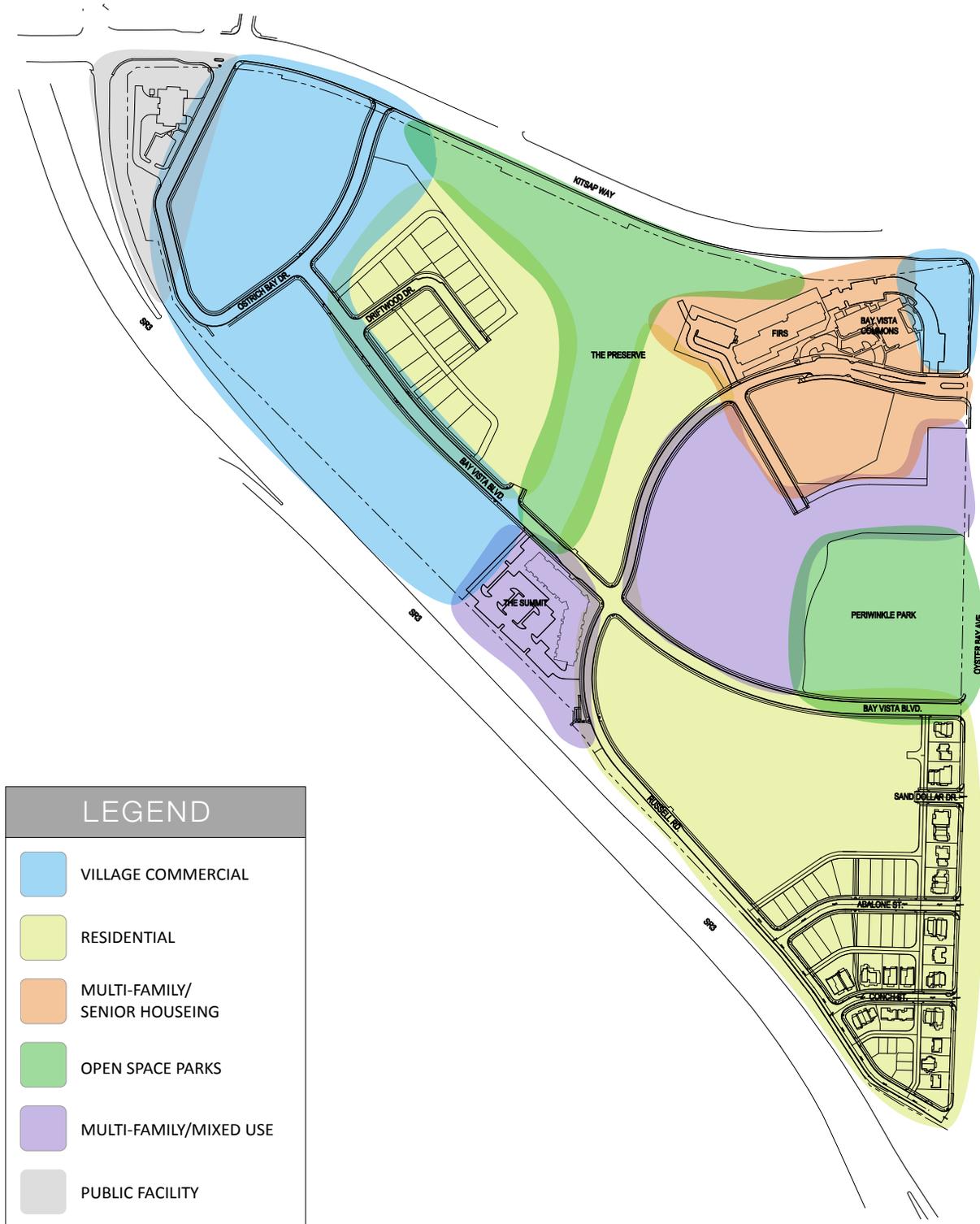
The planned mix of land uses will create a vibrant, attractive and functional community.

Residential uses including single-family attached and detached in a variety of designs, and multi-family will predominate. Retail and service uses will also be provided to meet the everyday needs of residents; these activities will support the more diverse, larger scale commercial activities occurring along Kitsap Way, in the designated Oyster Bay Neighborhood Center. Retail/commercial and residential may occur in mixed-use buildings. More intensive and larger-scale land uses (retail, commercial, and larger multi-family buildings) will generally be located closer to the site's boundaries, transitioning to residential and open space uses in more central portions of the site.

Density

The allowable gross density based on preliminary

Figure 4 – Land Use Plan



plat approval is approximately 12 dwelling units per acre. Individual projects must be within the range that is specified for the type of residential unit in the Sub-Area Plan's development standards. Variations in density are anticipated throughout the site, subject to the limits in the development standards.

2. HOUSING

Housing Program

Bay Vista will include a mix of for-sale and rental units, and market-rate and public/low-income units.

Low-income units will be developed at Bay Vista and will include a mix of residential housing types.

3. OPEN SPACE AND PARKS

Approximately 15 acres of the Bay Vista site will be devoted to various types of parks and open space. As shown on **Figure 4**, open space and parks will be distributed across the site. Together, they express Bay Vista's environmental sensitivity, its desire to enrich the health of the community and the individual, and to establish the character of the neighborhood. Landscaping and preservation efforts also offer opportunities for education. School and conservation programs, community work parties and stewardship opportunities will involve residents in preservation and enhancement of their natural environment. Native wildlife will also provide a vital connection with the environment.

The Bay Vista Preserve is an approximately 10 acre

natural open space that will be preserved in a natural condition. The BHA has conducted a tree survey to identify all significant trees. Low impact trails and limited improvements will also be considered.

4. ROADS AND INFRASTRUCTURE

Roads & Pedestrian Circulation

Bay Vista's thoroughfare system – streets, sidewalks and pedestrian paths, shown in **Figure 4**, is a fundamental element in site design, and will connect areas of the community to each other and to the surrounding neighborhood. The street design promotes pedestrian circulation, while maintaining automobile access for residents and visitors. The street layout provides multiple paths to each home and business, and reduces congestion by distributing traffic across the site.

The design and dimensions of major types of streets are addressed in Section IV of the plan, "Zoning & Development Standards." In general, streets utilize narrower widths to reduce impervious area and to slow vehicle speed. Alleys are used for access to private parking for automobiles to preserve the desired pedestrian-orientation of the streetscape and front façades of residential structures. Basic streets types include the following:

Neighborhood Streets – One-lane or two-lane roads (varying among neighborhoods) with on-street parallel parking. Sidewalks of varying width are provided on both sides of the street. These streets are lined with trees and include landscaping between the street and

Table 1 – Bay Vista Land Use

Land Use Zone	Area (acres)	Maximum Density
Multi-family/Mixed Use	11	Up to 65 d.u./acre
Multi-family/Senior Housing	6	Up to 65 d.u./acre
Village Commercial	14	N/A
Open Space	15	N/A
Residential	21	Up to 38 d.u./acre
Streets	16	N/A
TOTAL	83	Up to 12 d.u./acre

Notes:

(1) See Table A-1 for density and dimensional standards.

the sidewalk.

Bay Vista Boulevard – Provides access to the regional transportation system, is designed as a wider, tree-lined street with two traffic lanes, on-street parking and sidewalks on both sides.

Alleys – Provides access to garages for parking and for deliveries and services for Single- Family Attached, Single-family Detached, and other unit types.

Pedestrian Paths and “Green Streets” – These are separate from vehicle traffic and provide pedestrian-only between Bay Vista streets, connections between Bay Vista neighborhoods, parks and open spaces, retail activities and services. These paths will also connect to the off-site regional trail system.

Infrastructure

Bay Vista will be redeveloped with all new utilities and infrastructure, including sewer and water systems and stormwater management. Stormwater systems will include water quality treatment, which is not currently provided on the site. Low Impact Development (LID) approaches for stormwater management, including the use of pervious pavement in some street sections are being pursued in preliminary engineering and design. If feasible economically and geotechnically, this approach could increase infiltration of stormwater, recharge of groundwater, and could potentially reduce runoff below existing levels. Upgrading of the existing Oyster Bay outfall may not be necessary, in this case, to accommodate flows from Bay Vista.

D. FUTURE CHANGES TO THE SUB AREA PLAN

The Bay Vista Master Plan and Sub-Area Plan are evolving documents and will change incrementally over time in response to changing regional economic conditions, and to ongoing planning, design, environmental review, public involvement and local decision-making. A degree of flexibility is inherent in large-scale, phased master plans; this flexibility is desirable to provide the ability to respond to changes in demographic, economic and market patterns over time.

The initial Sub-Area Plan map, adopted in 2007, reflected the conceptual master plan for the site at that time and stage of planning. Some proposed land use designations allowed flexibility in uses, and contemplated that changes could be proposed in the future. For example, it was recognized that Bay Vista’s on-site population and financial requirements could support and/or require additional compatible retail development on the Bay Vista site. Additional retail development was incorporated in the revised Master Plan and Sub-Area Plan. Any significant changes to the conceptual land use map requires thorough consideration through a public review process, including review and action by the Planning Commission and City Council to amend the Comprehensive Plan. Appropriate environmental analysis is also required. Any changes also need to be consistent with the Sub-Area Plan’s goals and development standards. Such changes were proposed in 2008 to modify the Sub-Area Plan’s boundaries, increase the number of residential units slightly, and to increase the size and intensity of on-site commercial uses.