

AMENDED

**(DRAFT) AGENDA
Regular Meeting – Bremerton Planning Commission
(Subject to PC approval)
February 26, 2024
5:30 P.M.
345 6th Street, Bremerton
First Floor Chambers**

Zoom Meeting Option

<https://us02web.zoom.us/j/89651517986?pwd=b0dnVVhvSmd5KzFGL0ljS1NwVjJ3dz09>

Webinar ID: 896 5151 7986

Password: 948868

Dial by your location:

+1 253 215 8782 US (Tacoma)

+1 669 900 6833 US (San Jose)

Remote Participation:

To be recognized during Call to the Public
“Raise Your Hand” on Zoom, press *9
on your phone

One tap mobile:

+1 253 215 8782 89651517986# *948868#
US (Tacoma)

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF THE AGENDA

IV. APPROVAL OF MINUTES: November 20, 2023 meeting

V. PUBLIC MEETING

A. Call to the Public: Public comments on any item not on tonight’s agenda

B. Workshop:

1. Off-Street Parking Requirements
2. Downtown Subarea Plan, Development Standards

VI. BUSINESS MEETING

A. Chair Report: Nick Wofford

B. Director’s Report: Andrea Spencer

C. Old Business:

D. New Business:

VII. ADJOURNMENT: The next regular meeting of the Planning Commission will be held on March 18, 2024.

DRAFT

CITY OF BREMERTON

PLANNING COMMISSION MINUTES OF REGULAR MEETING November 20, 2023

CALL TO ORDER:

Chair Tift called the regular meeting of the Bremerton Planning Commission to order at 5:30 p.m.

ROLL CALL

Commissioners Present

Chair Tift
Commissioner Wofford
Commissioner Mosiman
Commissioner Pedersen
Commissioner Coviello

Staff Present

Andrea Spencer, Director, Department of Community Development
Garrett Jackson, Planning Manager, Department of Community Development
Christina Raine, Project Assistant, Department of Community Development
Vicki Grover, Engineering Project Manager, Public Works Department

Commissioners Excused

Vice Chair Rich

Quorum Confirmed

ELECTION OF OFFICERS FOR 2024

COMMISSIONER TIFT MOVED TO ELECT COMMISSIONER WOFFORD AS CHAIR OF THE 2024 PLANNING COMMISSION. COMMISSIONER MOSIMAN SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

COMMISSIONER WOFFORD MOVED TO ELECT COMMISSIONER TIFT AS VICE CHAIR OF THE 2024 PLANNING COMMISSION. COMMISSIONER COVIELLO SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

CHAIR CALL FOR MODIFICATIONS TO AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

COMMISSIONER COVIELLO MOVED TO APPROVE THE PLANNING COMMISSION MEETING MINUTES OF OCTOBER 16, 2023, AS PRESENTED. COMMISSIONER MOSIMAN SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC MEETING

Call to the Public (public comments on any item not on the agenda)

Comments from the public were provided by Kathie Lustig and Jim Cline.

Workshop (INFORMATION ONLY):

Update on Transportation Element (including draft community survey) – A Power Point presentation was provided by Department of Community Development Planning Manager Garrett Jackson and Public Works Engineering Project Manager Vicki Grover.

A Comment from the public in regard to the update on Transportation Element (including draft community survey) was provided by Jim Cline.

Questions and comments were submitted by Planning Commissioners Coviello, Mosiman, Pedersen, and Tift with responses provided by Garrett Jackson, and Vicki Grover.

Workshop (INFORMATION ONLY):

Economic Development, Goals & Policies – A Power Point presentation was provided by Department of Community Development Planning Manager Garrett Jackson.

Comments from the public in regard to the update on Economic Development, Goals & Policies – No comments provided

Questions and comments were submitted by Planning Commissioners Coviello, Mosiman, Pedersen, Wofford and Tift with responses provided by Garrett Jackson, Vicki Grover and Andrea Spencer.

BUSINESS MEETING

Chair Report

Chair Tift thanked commissioners for opportunity to be Chair for the last two years and congratulated Commissioner Wofford on being elected Chair for 2024.

Director Report

Director Spencer wanted the Commissioners know that the City has no SEPA authority and does not make land use decisions in the Urban Growth Area. She also advised that Commissioners Coviello and Wofford's reappointments were confirmed by City Council.

Old Business

Commissioner Mosiman requested an update on the security plan with the Navy. Staff did not have an update at this time.

New Business

No new business

ADJOURNMENT

The meeting was adjourned at 7:25 p.m.

Respectively Submitted by:

Andrea L Spencer, AICP
Executive Secretary

Rick Tift, Chair
Planning Commission

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

<p>AGENDA TITLE: Workshop for Comprehensive Plan Update: Parking Standards</p> <p>DEPARTMENT: Community Development</p> <p>PRESENTED BY: Garrett Jackson, Planning Manager; (360) 473.5289</p>

MEETING PURPOSE

As part of the ongoing 2024 Comprehensive Plan Update, this workshop is intended to gather public input on potential off-street parking standards to be presented at a later workshop. This workshop will introduce three potential off-street parking strategies for the Planning Commission to consider: 1) maintain existing parking standards, 2) remove minimum parking standards, 3) reduce parking standards to incentivize community goals.

PROJECT OVERVIEW

“Bremerton2044” is the title of the City of Bremerton’s Comprehensive Plan Update, which focuses on evaluating which aspects of the plan are working and what needs to be adjusted. The update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the City will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton’s population was 43,505 with 44,083 jobs in 2020, this means the City is forecast to increase its population by over 46%, with a 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in Puget Sound Regional Council’s (PRSC) [Vision 2050](#) and County level planning efforts per the Kitsap Regional Coordinating Council (KRCC) [Countywide Planning Policies](#). The overarching principles and general concepts within the 2016 Comprehensive Plan continue to be applicable, however, some alterations are necessary to reflect changes in State and regional planning standards and to ensure that the document still represents the community.

ORDERS OF THE DAY

Staff is requesting the Planning Commission consider public comment received at the Workshop, and provide Staff with direction on which of the three potential off-street parking strategies to further develop.

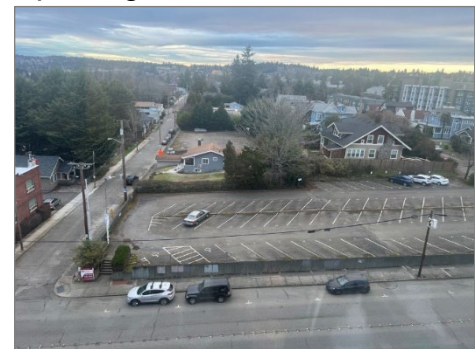
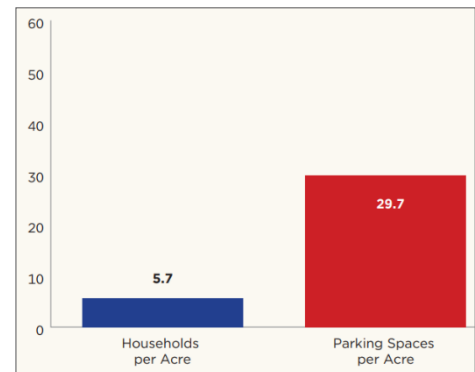
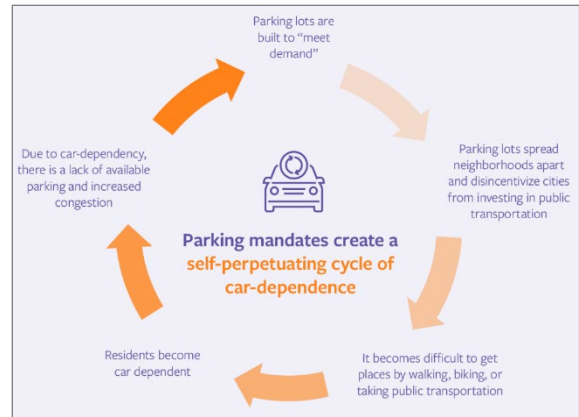
BACKGROUND

Per the American Planning Association, “Few people are interested in parking itself, but parking strongly affects issues people do care strongly about, such as affordable housing, climate change, economic development, public transportation, traffic congestion, and urban design.”ⁱ

Automobiles are the prevalent mode of transportation throughout most of the United States, including Bremerton. Accordingly, there must be sufficient vehicle parking located at each destination for this method of transportation to operate. As more destinations (homes, employers, entertainment, etc.) are added, the need for additional parking becomes greater, reinforcing a paradigm of ever-increasing parking and its overall impact. The image on the right illustrates the cyclical pattern of parking-dependency perpetuating itself, leading to a lack of public transportation, walking, and biking opportunities.ⁱⁱ As the region struggles to add sufficient housing, parking has become an oversized issue. One 2018 study found that in Seattle, total parking supply equated to 5.2 parking spaces per household, or as seen in the adjacent image, 5.7 households per acre versus 29.7 parking spaces per acre.ⁱⁱⁱ

Large areas dedicated to parking are common in Bremerton as well, particularly Downtown. An economic development analysis prepared for the [Joint Compatibility Transportation Plan](#) (JCTP) found that 134 parking lots and/or parking structures exist within Bremerton’s downtown subarea. These parking uses occupy more than 21% of downtown’s land area, 41 of 192 acres. Of these, 56 are pay lots. The 56 pay lots encompass a little over 17 acres of potentially valuable downtown real estate. For an illustrative example, the adjacent image shows both on-street and off-street parking are mostly vacant at 5 o’clock on a Saturday, but valuable acreage is encumbered by these partially utilized parking areas. Per JCTP analysis, the average occupancy rate of privately-owned parking spaces Downtown was 55%.^{iv}

Excessive parking is the result of both market and regulatory forces. A 2017 National Multifamily Housing Council *Renter Preferences Report* ranked parking as renters’ second-most desired community amenity, behind only cell-phone reception.^v So while a community may wish to reduce areas dedicated to parking, doing so may actually result in that area being a less desirable place for renters to locate. According to the book *Shared Parking*, prospective commercial tenants typically requested parking ratios of more than 4 parking spaces per 1,000 square feet, while actual utilized parking was well below that figure at 2.17

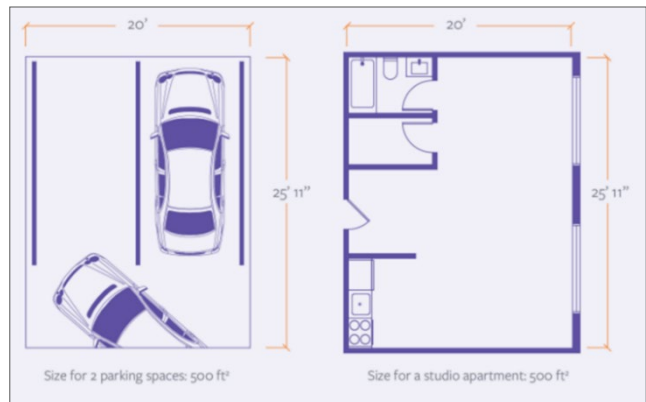


parking spaces per 1,000 square feet. Per industry standards, parking facilities are considered “full” at 85% occupancy.^{vi} As the population feels entitled to free parking, this leads industry to provide greater amounts of parking than is utilized to ensure the perception that there is free parking available at all times. This pressure is also transferred into local regulatory officials who determine *minimum parking requirements*, or the number of parking spaces required for any given use or occupancy. This pattern may be difficult to depart from while Bremerton, and Kitsap County as a whole, have yet to realize a transportation mode shift to frequent transit service.

Housing.

In 2023, when asked about supporting pending legislation to remove parking minimums, Representative Strom Peterson replied, “It’s not about parking. It’s about housing. We’re in a housing crisis. We’re not in a parking crisis.”^{vii} Parking costs a lot to build, and those costs tend to be passed on to tenants. Per the American Planning Association, an additional cost of a unit’s rent attributed to parking can be as much as 17%. Per the book, *Shared Parking*, owning/operating structured parking is three times more expensive that owning/operating surface parking, with underground parking being an even greater expense, “. . . the first level of underground can be 20 to 50 percent more than above-grade parking, the second level down can be 50 to 75 percent more, and so on.”

Per the Department of Commerce, “The cost of parking minimums is high: parking in a new development can cost up to \$40,000 or more per stall depending on site characteristics. Additionally, the more parking that is required on site, the less housing that is possible. To remove barriers to housing provided by parking requirements, best practices are to set parking requirements very low and allow the market to determine how much, if any, parking is needed.”^{viii} The physical space required for parking is also an important topic to consider,



as any parking spaces may literally displace areas that could otherwise be dedicated to housing. The adjacent image illustrates the approximate dimensions of two parking stalls, and associated drive aisle, being equivalent to a 500 square foot apartment unit.^{ix} The Department of Commerce identifies high off-street parking requirements as a barrier to creating additional housing, and conversely, lowering parking requirements as a potential high impact strategy to increasing affordable housing.

In recent years, the State legislature has sought to directly address minimum parking standards through legislation in order to promote the creation of additional housing. State parking regulatory efforts include:

HB 1110 - 2023-24

- No off-street parking requirements for middle housing within ½ mile walking distance of a major transit stop.
- No more than one off-street parking space required per unit for middle housing on lots smaller than 6,000 square feet.

- No more than two off-street parking spaces required per unit for middle housing on lots greater than 6,000 square feet.

Staff Note: This legislation only applied to *middle housing*, it does not apply within mixed-use zones, and the City does not yet have a “major transit stop” as defined by this legislation but will once High-capacity Transit is developed within the next 20-year planning period.

HB 1337 - 2023-24

- No off-street parking for accessory dwelling units within ½ mile walking distance of a major transit stop.
- No more than one off-street parking space per unit for accessory dwelling units on lots smaller than 6,000 square feet.
- No more than two off-street parking spaces per unit for accessory dwelling units on lots greater than 6,000 square feet.

Staff Note: With the exception of proximity to major transit stops, Bremerton code appears to already be in conformance with this statute.

HB 1042 - 2023-24

- No off-street parking requirements for conversion of existing commercial and mixed-use buildings to dwelling units.

Staff Note: Typically, commercial structures require greater amounts of parking than residential uses. This legislation will likely enable the conversion of vacant structures in Bremerton to much needed housing.

RCW 36.70A.620

- No more than .75 parking spaces per unit for very low-income or extremely low-income individuals with ¼ mile of frequent transit.
- No parking requirements for seniors or people with disabilities, other than parking for staff and visitors, with ¼ mile of frequent transit.
- No more than .75 parking spaces per unit for market rate multifamily housing with ¼ mile of frequent transit.

Staff Note: Kitsap Transit representatives have confirmed that while bus service has greatly improved to include wait times of as little as 30-minutes, currently Kitsap does not have the frequency of transit service triggering compliance with this statute.

Urban Design & Transit.

The City Comprehensive Plan will continue to promote multi-modal and active transportation options within Bremerton, however, excessive minimum parking requirements may hinder the ability to provide a community supported with transit, biking, and walking opportunities. Per the book, *Shared Parking*, “Parking minimums increase the distance between destinations, making cities and towns less walkable, thereby perpetuating a cycle of less viable transit and mobility options, the need for more driving and consequently even more parking.”^x As the construction of parking areas reinforce additional automobile traffic, when it comes to parking, the less you build the less you need; this of course assumes a mass transit system is available to support potential mode shift. As the county



celebrates the [return of Sunday bus service](#), it is also a reminder that our transit options are not as developed in Kitsap as they are in the remaining Puget Sound Regional Council jurisdictions (King, Snohomish, and Pierce counties). Cities recognized for removing minimum parking requirements typically already have well developed transit alternatives.^{xi} Per the [National Association of City Transportation Officials](#), “Transit service that is reliable and efficient brings value to people and cities, but slow and inconsistent service will discourage passengers and jeopardize local benefits. If a trip takes significantly longer by transit than by other modes, or if actual trip time ranges so widely as to be unpredictable, people may choose not to take transit and cities will miss out on opportunities to reduce congestion and spur development.” As seen in the adjacent image, Kitsap Transit’s Long-Range Plan identifies a future High-Capacity Transit route from Bremerton to Silverdale which per Kitsap Transit will provide, “. . .high-quality transit service that is frequent, fast, and can accommodate many passengers.” Upgrades required to implement HCT on the Highway 303 Corridor are approximately \$48,000,000 in 2021 dollars. City of Bremerton Transportation Planners will be coordinating with Kitsap Transit staff with the Comprehensive update to ensure forward compatibility with HCT implementation.



Naval Base Kitsap (NBK).

Consideration should also be given to the needs of Naval Base Kitsap (NBK) operations, as our two jurisdictions share great interest in development compatibility. Lowering off-street parking standards may increase the amount of on-street parking utilized Downtown, which would further limit parking options available to NBK military personnel, civilian employees, and contractors. Per the JCTP, NBK employs between 20,000 and 23,000 individuals: 14,000 civilians, 1,000 military personnel, 3,000 sailors per carrier in port, and 2,000 contractors. When one carrier is in port, the daily number of workers commuting to base is between 17,600 and 20,400; an additional carrier could add as much as 15% to trip generation estimates. Approximately 14% of NBK employees utilize public transit, 18% carpool, and 6% walk/bike; overall commuter patterns in Kitsap County exhibit 6% utilization of public transit, 15% carpooling, and 10% walk/bike.

NBK and Kitsap Transit partner to provide [Worker Driver Buses](#) for NBK employees throughout Kitsap County; a service map is seen in the adjacent image. Despite great participation in the Worker Driver program, limited on-base parking options have lead to what’s locally known as the *Bremerton Shuffle*; a scenario where long-term users seek to avoid on-street parking time limits. Access to a vehicle in case of emergencies, childcare options, and other factors likely lead to transit options not being preferable to the *Bremerton Shuffle* for some workers. For instance, the JCTP found that many surveyed NBK workers cited difficulty accessing a vehicle in case of emergency (such as a child that needs to be picked up from school) as a reason why they do not utilize park and rides. If those requiring a Single Occupancy Vehicle were not able to access on-street parking, this may have an effect on



employee retention. The need for flexible on-street parking may be exacerbated with the eventual implementation of the [Shipyard Infrastructure Optimization Program \(SIOP\)](#), as the number of contractors needed for this work could further strain the lack of parking options.

Environment.

Parking areas also have a great effect on the natural environment. Per the Municipal Research & Services Center (MRSC), *“Because it’s convenient, too much free parking also makes it easy to drive, leading to more vehicle miles travelled and more emissions, which impacts the climate and affects air quality and public health. Conversely, too few spaces, especially in busy areas like downtowns, can lead to cars circling while looking for parking, causing congestion and increased emissions. With its impervious surfaces, parking areas also contribute to the heat island effect and increase stormwater runoff.”*^{xii} While pointing out the negative impacts parking has on the environment, MRSC also indicates that insufficient parking may also result in increased emissions.

POTENTIAL OFF-STREET PARKING STRATEGIES

Where do minimum parking requirements come from? Generally they are based on minimum standards provided by the Institute of Transportation Engineers (ITE) Parking Generation Manual, which is now in its 6th edition. The ITE numbers are then filtered through local ordinances to reflect community needs, and are typically also calibrated to ensure consistency with neighboring jurisdictions. It can be a tough task for a jurisdiction regulatory code to require the *right* number of parking spaces for new development. The negative impacts of excessive free parking are discussed at length in this report, however, parking has also been shown to be an important amenity to those seeking to rent a residence, to potentially develop commercial spaces, to our jurisdictional neighbors at Naval Base Kitsap, and also must be provided in sufficient amount to avoid increased emissions in areas like Downtown.

Three general options are provided here for the Planning Commission to discuss. These are three general options, so that Staff can gauge the intent of the Planning Commission, Commissions should expect increased specificity when potential zoning code amendments to the off-street parking section [BMC 20.48](#) are presented at a future workshop.

1. **Maintain Existing Parking Standards.**

The City currently maintains typical minimum parking requirements that are competitive with our neighboring jurisdictions in Kitsap. Parking requirements are lessened within Centers where development is most encouraged to occur. In instances where minimum parking standards may exceed the number required by a specific development, code provisions exist to reduce the number of parking stalls required.

Residential Parking Standards.

The book *Shared Parking* was published with the support of the [Urban Land Institute](#), [International Council of Shopping Centers](#), and [National Parking Association](#); recommended parking ratios for multifamily residential are illustrated in the above table. Per recommended parking ratios a studio apartment requires 1.0 parking space (.85

Type of unit	Base ratio	Example calculation	
		Number of units	Parking demand
Studio	0.85	10	9
1 bedroom	0.9	50	45
2 bedroom	1.65	35	58
3 or more bedrooms	2.5	5	13
Resident spaces	1.25	100	125
Visitors	0.15	100	15
Total spaces	1.40	100	140

spaces + .15 parking spaces for guests). As an averaged number, to account for a development with mix of number of bedrooms and guest parking, 1.39 spaces per unit is recommended.^{xiii} In comparison to the *Shared Parking* table, minimum parking requirements in Centers are generally less than recommended by industry experts. In some zones within the Downtown Subarea Plan, this can include

Type of Use	Number of Bedrooms	Minimum Number of Parking Spaces
(1) ADU		See BMC 20.46.010
(2) Single-unit residential	All	2.0 per dwelling
(3) Two-unit residential	All	2.0 per dwelling
(4) Multi-unit residential	1 or less	1.5 per dwelling
(5) Multi-unit residential	2	1.75 per dwelling
(6) Multi-unit residential	3 or more	2.0 per dwelling
(7) Multi-unit residential located within a center	All	1.0 per dwelling
(8) Group residential facility, Class I Group residential home Adult family home		2.0 plus 1.0 for each bedroom beyond the first 4 plus 1.0 for each 300 square feet of gross floor area used for counseling
(9) Senior housing complex	3 or more	1.0 per dwelling, plus access to alternative transportation such as public transit or on-site shuttle services to access daily goods and services shall be provided

a ratio of .5 parking spaces required per dwelling unit; in other Center areas minimum requirements do not exceed 1 parking space per dwelling unit regardless of the number of bedrooms. Outside of Centers, minimum parking standards are still below what is required per industry standards. Minimum parking requirements per BMC 20.48.060 are illustrated above, Bremerton minimum parking requirements are greater for multifamily units with 1-or-less bedrooms than those recommended in *Shared Parking*; Bremerton minimum standards are less for multifamily developments with 2 or more bedrooms.

Existing Code will need to be updated to reflect recent legislative changes in Washington State for middle housing and conversion of existing building to add dwelling units. While these provisions are not currently included in the municipal code, they are included in this section of the report as they are required for the City to adopt.

HB 1110 - 2023-24

- No more than one off-street parking space required per unit for middle housing on lots smaller than 6,000 square feet.
- No more than two off-street parking spaces required per unit for middle housing on lots greater than 6,000 square feet.

HB 1042 - 2023-24

- No off-street parking requirements for conversion of existing commercial and mixed-use buildings to dwelling units.

Additional changes to parking standards will be necessary when frequency of local transit is increased to criteria established per RCW 36.70A.620, and when High-capacity Transit routes are implemented from Bremerton to Silverdale.

Commercial Parking Standards.

Existing parking standards for commercial development in the City are also much reduced within Centers where better transit options are expected to be available. For instance, an *office* use requires 1 parking space per 300 square feet outside of Centers. Within District Centers, parking is only required to be provided for the number of onsite employees. In the Downtown Subarea Plan, parking is typically exempt for the first 3,000 to 5,000 square feet of any nonresidential use. Some minimum parking standards outside of Centers may seem excessive (1 space per 75 square feet for a barber shop, 1 space per

150 square feet for a restaurant, 15 per 1,000 square feet for a video game arcade, etc.) but these requirements can be reduced through codified parking reductions.

Parking Reductions (Existing Code).

In cases where developers feel that minimum parking standards are excessive, options exists to reduce required parking. The Director may reduce parking further than the prescriptive number required by the code if a Parking-Demand-And-Utilization-Study prepared by a licensed transportation engineer demonstrates sufficient parking is being provided. For residential developments, the following reductions are available without a report from a licensed transportation engineer:

i. Secured Bicycle Storage – maximum 5% reduction. In King County, Metro and Sound Transit have racks, lockers or cages at most transit centers, park & rides and rail stations; an example is illustrated to the right. Bike lockers are secure and weather-protected for your bike (or scooter) and related gear.



ii. Transit Improvements – maximum 15% reduction.

For residential developments of at least 10 dwelling units, or commercial projects consisting of 50 or more employees, developers may work with Kitsap Transit to identify an improvement to the mass transit network for this reduction.

iii. Designated Land Use Centers – maximum 10 space reduction. This reduction applies when a change of use occurs that triggers additional parking spaces. As HB 1042 will prohibit jurisdictions from requiring parking for residential conversions in June of 2025, and commercial conversions are already exempt in Bremerton, this code section may no longer be relevant.

iv. Group Residential Facility – no maximum reduction specified. This reduction may be granted if it can be demonstrated that residents are not likely to drive due to some disabling feature exhibited by the housed population.

2. Remove Minimum Parking Requirements.

There are clear benefits to removing minimum parking standards. Typically projects not subject to minimum parking requirements do construct parking, but in market supported lesser amounts. In 2012 areas of Seattle where parking was reduced or eliminated, 59% of Seattle developments provided less parking than previously required; overall, 40% fewer spaces were constructed in Seattle than under previous code requirements. Prior to code changes, 37% of parking spaces were empty during peak demand periods.^{xiv} After revising permitted housing types, and eliminating parking minimums, Minneapolis added 12% to its housing stock in a five-year period; rents in Minneapolis rose just 1% during that time, while they increased 14% for the remainder of Minnesota.^{xv} These locations, however, are much larger cities than Bremerton with more developed transit systems. There are many areas within the City that are without transit service, bike lanes, and even sidewalks.

If the Planning Commission directs staff to further explore this option, it would likely include the following:

- Ensure Accessible Parking requirements are maintained to ensure conformance with Americans with Disabilities Act (ADA).

- Ensure sufficient loading facilities are planned for site maintenance.
- Retain parking lot design standards to ensure projects that do develop parking meet City standards.
- Further research how regulatory measures like these are implemented in jurisdictions where these measures have been implemented, and present the Planning Commission with *Best Practices* to consider at a later workshop.

3. **Reduce Parking Standards to Incentivize Community Goals.**

Rather than removing minimum parking standards entirely, they could be incentivized to encourage development types sought by the City. Incentivized parking could include goals for increased housing (particularly in Centers), and pedestrian, bicycle, and transit modes of travel. Per *Shared Parking*, “While there’s clearly a trend of reducing parking requirements under way, there is no general pattern. That’s because every community is unique and there’s no one-size-fits-all approach that can provide universal answers. What works in San Francisco may not work in Chattanooga. It’s a matter of “right sizing” parking to meet the distinctive needs of a community. If you are going to eliminate parking requirements, you need strategies in place to assure that the parking supply will be able to satisfy demand.” Here are additional parking reductions strategies for the Planning Commission to consider:

- **General Reduction in Minimum Parking Requirements.** To acknowledge the harmful effects of excessive amounts of parking, one goal could be to ensure a more general reduction in the minimum amount of required parking. An analysis of minimum parking requirements for neighboring Kitsap jurisdictions could be prepared to evaluate how competitive Bremerton is with other standardized minimums. For instance, currently Bremerton requires 1 parking space per 150 square feet of restaurant use, while Kitsap County requires 1 per 200 square feet. With their Comprehensive Plan update, [draft standards](#) for Kitsap County proposed to lower the minimum parking requirements for restaurants to 1 per 400 square feet. Evaluating standards to be consistent with our neighboring jurisdictions will ensure Bremerton offers competitive development regulations, while also ensuring a more consistent development pattern across jurisdictional boundaries.
- **Parking-Demand-And-Utilization-Study Approval Criteria.** While an option exists to reduce parking with the recommendation of a licensed transportation engineer, this code section could be refined to include criteria for approval. A revised code section could include how proposed development will effect existing on-street parking demand, utilizes transit options, and engages with [Travel Demand Management](#) strategies. Providing criteria of approval would ensure a more predictable outcome for proposed development.
- **Make Certain Reductions Nondiscretionary.** Parking reductions for bicycle (up to 5% reduction) and transit improvements (up to 15% reduction) are currently at the discretion of the Department of Community Development. Making these reductions nondiscretionary would provide a more predictable permitting path.
- **Car-sharing.** Alternatives to vehicle ownership are becoming more commonplace. Services like Uber and Lift are already available in Kitsap. Car-sharing services like [Zipcar](#), and alternatives, provide onsite vehicles for resident use; typically associated with a parking reduction of approximately 10%.^{xvi}

- *Affordable Housing in Centers*. For projects located in the Downtown Subarea, Eastside Village Subarea, and District Centers, development for very-low-income (50% AMI) and extremely-low-income residents (30% AMI) should consider a minimum requirement of .5 parking spaces per dwelling unit. Statistically, low income residents own fewer cars, so requiring market rate parking may not be equitable. These Centers are our most transit connected areas, and as mentioned previously in this report, the Department of Commerce notes that reducing parking for affordable housing projects will have a high impact of development of those housing types. Potential parking reductions could be based on the percentage of units provided to low-income residents. For instance, if 50% of residents are very-low-income and/or extremely-low-income, 50% of parking could be provided at a ratio of .5 parking space per dwelling unit.

ORDERS OF THE DAY

Staff is requesting the Planning Commission consider public comment received at the Workshop, and provide Staff with direction on which of the three potential off-street parking strategies to further develop.

SOURCES

ⁱ Donald Shoup FAICP. (February 2020) Zoning Practice: The Pseudoscience of Parking Requirements. *American Planning Association*. <https://www.planning.org/publications/document/9194519/>

ⁱⁱ OpenPlans. *Lift Parking Mandates*.

<https://www.openplans.org/eliminate-parking-mandates#:~:text=%E2%80%9CParking%20Minimums%20are%20Parking%20Mandates,a%20car%20in%20New%20York>

ⁱⁱⁱ Eric Scharnhorst. (2018) Quantified Parking: Comprehensive Parking Inventories for Five U.S. Cities. *Research Institute For Housing America*. https://www.mba.org/docs/default-source/research---riha-reports/18806-research-riha-parking-report.pdf?sfvrsn=d59a2d33_0

^{iv} Community Attributes. (December 23, 2021). City of Bremerton Joint Compatibility Transportation Plan Economic Analysis. *City of Bremerton*.

^v Jeffrey Spivak. (October 2018). People Over Parking. *American Planning Association*. <https://planning.org/planning/2018/oct/peopleoverparking/>

^{vi} Mary Smith PE. (2020). Shared Parking, 3rd ed. *Urban Land Institute, ICSC, and National Parking Association*.

^{vii} Laurel Demkovich. (July 26, 2023). Spokane removed parking minimums for housing near transit. Is the state next? *Washington State Standard*. <https://washingtonstatestandard.com/2023/07/26/spokane-removed-parking-minimums-for-housing-near-transit-is-the-state-next/>

^{viii} Washington State Department of Commerce. (January 2024). Guidance for Updating Your Housing Element. <https://deptofcommerce.app.box.com/s/1d9d517g509r389f0mjpgowh8isjpirlh>

^{ix} OpenPlans. *Lift Parking Mandates*.

<https://www.openplans.org/eliminate-parking-mandates#:~:text=%E2%80%9CParking%20Minimums%20are%20Parking%20Mandates,a%20car%20in%20New%20York>

^x Mary Smith PE. (2020). Shared Parking, 3rd ed. *Urban Land Institute, ICSC, and National Parking Association*.

^{xi} Mary Smith PE. (2020). Shared Parking, 3rd ed. *Urban Land Institute, ICSC, and National Parking Association*.

^{xii} Lisa Pool. (October 12, 2022). Parking Reform Advances Climate Action, Housing Affordability, and More: Part 1. *Municipal Research & Services Center*. <https://mrsc.org/stay-informed/mrsc-insight/october-2022/parking-reform-advances-climate-action>

^{xiii} Mary Smith PE. (2020). Shared Parking, 3rd ed. *Urban Land Institute, ICSC, and National Parking Association*.

^{xiv} Todd Litman. (February 7, 2024). Parking Requirement Impacts on Housing Affordability. *Victoria Transportation Policy Institute*. <https://www.vtppi.org/park-hou.pdf>

^{xv} Laurel Wamsley. (February 17, 2024). The hottest trend in U.S. cities? Changing zoning rules to allow more housing. *National Public Radio*. <https://www.npr.org/2024/02/17/1229867031/housing-shortage-zoning-reform-cities>

^{xvi} Todd Litman. (February 7, 2024). Parking Requirement Impacts on Housing Affordability. *Victoria Transportation Policy Institute*. <https://www.vtppi.org/park-hou.pdf>

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

AGENDA TITLE: Workshop: Downtown Subarea Plan Update
DEPARTMENT: Community Development
PRESENTED BY: Garrett Jackson, Planning Manager; (360) 473.5289

MEETING PURPOSE

As part of the ongoing 2024 Comprehensive Plan Update, this workshop provides draft updated development standards for the Downtown Subarea Plan. The Planning Commission will be presented with potential revisions to the Subarea Plan for comment.

PROJECT OVERVIEW

“Bremerton2044” is the title of the City of Bremerton’s Comprehensive Plan Update, which focuses on evaluating which aspects of the plan are working and what needs to be adjusted. The update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the City will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton’s population was 43,505 with 44,083 jobs in 2020, this means the City is forecast to increase its population by over 46%, with a 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in Puget Sound Regional Council’s (PRSC) [Vision 2050](#) and County level planning efforts per the Kitsap Regional Coordinating Council (KRCC) [Countywide Planning Policies](#). The overarching principles and general concepts within the 2016 Comprehensive Plan continue to be applicable, however, some alterations are necessary to reflect changes in State and regional planning standards and to ensure that the document still represents the community.

ORDERS OF THE DAY

At this workshop Planning Commission should be prepared to direct staff on the adequacy of the following items:

1. Alterations to Downtown Subarea Plan Development Standards as proposed in Attachment A.
2. Provide Staff with direction on which of the three potential off-street parking strategies to further develop.

ATTACHMENTS:

Attachment A: Draft Downtown Subarea Plan, Chapter 6

BACKGROUND

At the [February 27, 2023 Planning Commission Workshop](#), the Planning Commission was provided with information which lead to proposed alterations of the Downtown Regional Center. At the [October 16, 2023 Planning Commission Workshop](#), the Planning Commission was presented with draft development standards for the Subarea Plan. Potential changes to the Subarea Plan that were not included in the October 16, 2023 packet are indicated in [blue underlined text](#) in the attached draft standards. Discussion from the October workshop indicated that the Planning Commission would like Staff to address topics related to Naval Base Kitsap (NBK) code provisions, and potential changes to parking requirements. Staff indicated at the October meeting that feedback would also be sought from local development professionals, to ensure proposed code sections were not prohibited to potential development. The following provides an update on the attached draft code for the Planning Commission to discuss.

UPDATED SUBAREA PLAN, DEVELOPMENT STANDARDS

Development Professionals.

Staff has reviewed proposed development standards with local professionals, including representation from the Kitsap Building Association (KBA), to ensure proposed development standards will not act as a barrier to potential development. The following summarizes points of discussion resulting from that coordination.

- *Minor Definitional Alterations.* Some of the current definitions within the Subarea Plan lack clarity and can cause confusion. Proposed changes to definitions for Articulation, Building Frontage Setback, Façade, and Roofline are proposed in order to provide better direction. In the case of Building Frontage Setback, the definition is proposed to be removed entirely as it is confusing and defined with more clarity in Bremerton Municipal Code (BMC) 20.42.
- *Minor Development Standard Alterations.* Minor changes were proposed to add clarity to design and access requirements proposed with the October 16 Planning Commission draft. Transparency requirements for structures was clarified to only include facades facing a public right of way. Language for screening mechanical equipment was narrowed to only include new development as viewable from an adjacent public right of way. Provisions were added indicating that transparency in excess of base requirements may count as a required façade material. Certain access considerations were incorporated for alleys and loading zones, when approved by the Public Works & Utilities Department.
- *Potential Temporary Use.* A request was made that structured parking should be considered an acceptable temporary use at the ground floor facing the public right of way. Currently, ground floor areas are reserved for *Pedestrian Oriented Uses* to encourage a vibrant Downtown area. Existing exceptions are provided in the code in scenarios where the market will not support Pedestrian Oriented Uses, in those instances, temporary uses may occupy this space if the area is constructed to be *easily adaptable to commercial use*. The Commission should note, that converting parking garages to other uses may not

be an economically feasible choice, per the book [Shared Parking](#), “When detailed studies have been done showing the likely cost of conversion, most owners have concluded it will be far most cost effective to tear down all or part of the facility and build a new building if conversion is appropriate.” The former JC Penney building, now Harborside Garage, converted their retail area to parking decades ago and has yet to see this area converted back to retail, residential, or other use beyond structured parking; the Commission should consider how long these temporary uses may continue to impact Downtown. Planning Commission should provide staff with direction on whether to incorporate structured parking as an allowed temporary use on ground floor facades facing the public right of way.



Naval Base Kitsap (NBK).

Concerns were raised by the Planning Commission regarding potential infringements on property right resulting from proposed code requirements presented at the October 16, 2023 workshop. Staff provided NBK personnel with the minutes and video footage from that meeting to assist with internal NBK discussion, and coordinated on several occasions to discuss potential revisions to the draft code language. The revised language in the draft document was arrived at during collaborative meeting with NBK staff, who continue to engage with City staff to ensure mutually beneficial standards are arrived at which benefit both jurisdictions. The intent of the section has transitioned to encourage continued coordination of mutually beneficial development patterns, rather than the previous draft which would have codified certain conditions of approval based on security concerns. The following provides a synopsis of the updated draft code language:

- NBK Permit Conditions. The initial Subarea Plan draft included language enabling the Director of Community Development to apply conditions of approval related to security measures (open space, rooftop access, key card entry, and limitations to structure height) to permits. These provisions have been removed.
- Required Noticing. The initial Subarea Plan draft included language for required noticing to NBK, this language has been updated to require notice to NBK for developments that trigger public notice per BMC 20.02. This section notes that City staff may elect to provide additional public notice to NBK staff at their discretion. Please see the attached draft for specific language.

Planning Commission, Parking Options.

Planning Commission members requested staff provide information on potential parking options within the Downtown Subarea Plan. Item VB. 1 *Parking Standards* provides an in-depth analysis for potential parking standards within the City Center; please refer to that report for additional detail. The Planning Commission should be prepared to direct staff on how to proceed in crafting parking standards for the Downtown Subarea Plan base on the following options:

- Maintain Existing Parking Standards.** The previous staff report relays how existing parking standards encourage development Downtown by providing minimum parking requirements that are well below industry standards. This has led to previous surface commercial parking areas Downtown to convert to new mixed-use developments. Both the Marina Square and Bill Mahan apartments (currently under construction on 5th Street) were previous commercial parking lots. The report also indicated that consistent with HB 1042, the City will be prohibited from requiring additional parking when an existing structure adds residential uses within the existing buildings envelope. This will likely result in vacant building Downtown converting to residential uses in the future. Existing provisions also exist for potential parking reductions when bike shelters and transit improvement are incorporated into a project. Existing parking standards, potential reductions for bike/transit infrastructure, augmented with new allowances from the State, may be sufficient to ensure continued redevelopment of the Downtown Regional Center.



- Remove Minimum Parking Requirements.** Larger jurisdictions have demonstrated that removing minimum parking requirements results in positive outcomes like increased housing and less land dedicated to parking areas. In 2012 areas of Seattle where parking was reduced or eliminated, 59% of Seattle developments provided less parking than previously required; overall, 40% fewer spaces were constructed in Seattle than under previous code requirements. After revising permitted housing types, and eliminating parking minimums, Minneapolis added 12% to its housing stock in a five-year period; rents in Minneapolis rose just 1% during that time, while they increased 14% for the remainder of Minnesota.

The previous report indicates that while High-Capacity Transit service is planned within the next 20-year planning period, existing transit service in Bremerton is not as developed as our other jurisdictional partners at the Puget Sound Regional Council (PSRC), and so removing minimum parking standards without an alternative means of transportation could result in unintended negative consequences. Consideration should also be given to Naval Base Kitsap needs for parking, particularly given the potential parking needed for the impending [Shipyard Infrastructure Optimization Program \(SIOP\)](#). The Planning Commission should provide clear direction to Staff if more information on the elimination of parking minimums should be provided for consideration.

- Reduce Parking Standards to Incentivize Community Goals.** A third option, intended to reduce overall parking developed with new projects and to create to housing and commercial opportunities, would be to provide select parking reductions that would further existing goals in the community. The following are potential code provisions that could

reside in Bremerton Municipal Code (BMC) 20.48.100, that would also be applicable to the Downtown Subarea Plan:

- i. *Parking-Demand-And-Utilization-Study Approval Criteria.* Currently the municipal code has provisions where a study can be submitted by a licensed traffic engineer that recommends alternative parking requirements than that prescriptively required in the municipal code. There are, however, no criteria for approval in this code section which leads to confusion and a lack of utilization. Making this a more predictable process could encourage increased usage, leading to site specific recommendations that are more appropriate.
- ii. *Nondiscretionary Parking Reductions.* Currently, reductions for bicycles and transit improvements are at the discretion of the Department. By making these reductions nondiscretionary, it would provide a more predictable path toward utilization.
- iii. *Car-sharing.* Reductions could be provided for developments that incorporate onsite car-sharing. Essentially, this involves rental cars being available onsite at all times, in sufficient number to ensure that a vehicle is available any time a resident needs a car.
- iv. *Affordable Housing in Centers.* In order to incentivize the creation of affordable housing, a reduction in parking could be provided based on the amount of affordable housing provided by individual projects. Qualifying projects would be able to develop .5 parking spaces per residential unit available to very-low-income (50% AMI) and extremely-low-income residents (30% AMI) residents. For instance, if a project provides 50% of units to low-income residents, 50% of their parking could be provided at .5 parking spaces per unit.

ORDERS OF THE DAY

At this workshop Planning Commission should be prepared to direct staff on the adequacy of the following items:

1. Alterations to Downtown Subarea Plan Development Standards as proposed in Attachment A.
2. Provide Staff with direction on which of the three potential off-street parking strategies to further develop.

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 supersede where they diverge from the BMC. Topics not explicitly 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 exterior facades of the building include vertical and horizontal modulation.

“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.

“Crime Prevention Through Environmental Design (CPTED)” is an urban design practice that seeks to reduce crime in public spaces, commercial zones, and residential areas through specific design features.

“Daylighting” Daylighting means providing primarily natural rather than artificial 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.

“Easily Adaptable to a Commercial Use” means the space is constructed to meet International Building Code (IBC), International Fire Code (IFC), and utility requirements for minimum standards accepted by the Department for a Type-B occupancy.

“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 fenestration and other architectural details.

“Floor Area Ratio (FAR)” is a figure that expresses the total floor area as a multiple of the lot area. This figure is determined by dividing the floor area of all buildings by the lot area.

“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 commercial 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 storm-water management practices that allows sustainable 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

“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 floor devoted to residential uses in a primarily commercial building, means the development of a site or building with a combination of residential and nonresidential uses in a single or physically integrated group of buildings.

“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.

“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 as bicycle/sporting-equipment storage areas, exercise rooms, party rooms, libraries, conference rooms, spas, 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.
4. ~~*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.~~

“Roof Peak” The highest point of the building.

“Roof Line” A horizontal rooflines that provide architectural interest to a structure. This may include the top of a roof, building parapet, or weather protection in instances where weather protection is provided on at least 75% of the façade.

INCLUDE
EXAMPLE
ILLUSTRATION

“Scale, Human” means architectural and structural proportions that relate to the human form and/or that exhibits through its structural or architectural 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 structural 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 height.

~~**“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 requesting a departure from Subarea Plan and Bremerton Municipal Code (BMC) Title 20 prescriptive standards within the Subarea with four or more residential units or 5,000 GSF commercial shall undergo Design Review per BMC 20.02.085.150. 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, consistent with BMC 20.44.220, 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.~~

6.2.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

All new development shall submit a CPTED plan to the City demonstrating how CPTED has been integrated into the proposed development. This could include elements such as how public surveillance of the site is maintained, lighting in alleys and parking areas, and control of access entry/exit points.

6.2.5 NAVAL BASE KITSAP-BREMERTON (NBK) CONSIDERATIONS

1. Intent: To ensure forward compatibility with Naval Base Kitsap operations, Downtown Subarea regulations seek to ensure continued communication with NBK on potential development. Naval Base Kitsap-Bremerton is part of a major Navy installation and tenants include: Puget Sound Naval Shipyard & Intermediate Maintenance Facility and homeported aircraft carriers. As identified in the 2015 Joint Land Use Study (JLUS), development near the fence line or development that have *line-of-sight* into the installation may have Navy compatibility concerns.
2. Early Coordination with Naval Base Kitsap (NBK): Applicants for development proposed south of 6th Street within the Downtown Subarea Plan are highly encouraged to engage in early communication and work cooperatively with NBK in the design of proposed development in order to address elements that will promote compatibility with Navy operations and to mutually benefit both parties.
3. Notice: The City shall provide notice to Naval Base Kitsap for projects requiring public notice pursuant to BMC 20.02. The City may elect to provide additional notice to NBK at their discretion.

6.2.6 CHANGE OF USE OR REHABILITATION OF EXISTING BUILDING.

When an existing building or structure is remodeled, improved or a change in use or tenancy occurs, it shall be exempt from off-street parking requirements; provided, that the structure is not enlarged, extended or structurally altered outside the existing building envelope. The number of off-street parking spaces shall not be not decreased, except in cases where the resulting decrease in parking conforms to the minimum number required by this chapter. No parking spaces shall be available for commercial or satellite parking uses unless demonstrated to be surplus from minimum parking standards of the zone for new development. Development shall otherwise conform to requirements per RCW 43.21C.450; RCW 35A.21; RCW 35.21 RCW; and RCW 19.27A RCW or as amended by the State.

6.2.7 EASILY ADAPTABLE TO A COMMERCIAL USE

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 a Commercial Use. To be considered adaptable,

ground floor facades must meet the minimum floor to ceiling height of the zone, 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.

6.2.8 PROHIBITED USES.

Any use not listed as a permitted, conditional, or accessory use by the zone; or any use not determined to be a similar use pursuant to BMC 20.40.150; or any use not found to be an allowable accessory use to the principal use shall be prohibited within that zone unless allowed otherwise by law.

DRAFT

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 a Commercial Use. ~~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 have a minimum FAR of 1.0 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 market driven pursuant to (see figure 6.3).
- (2) Minimum street wall height 30'
- (3) Maximum street wall height 45' (see setback standards)
- (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 Frontage 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 [on ground floor facades facing the public right of way.](#)
- (2) Minimum Required Entrances One (1) entrance per fifty (50) lineal feet of sidewalk.
- (3) Weather Protection 75% of front facade.
- (4) Top and Base. Buildings shall convey a visually distinct base and top. A "base" can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.
- (5) Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
- (6) Blank Facades. Building facades shall not present a blank facade to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the facade.
- (7) Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment [for new development](#) shall be screened from [adjacent](#) public right-of-way. Screening materials shall be architecturally similar to the primary structure.
- (8) Facade may not continue in an unbroken line for more than thirty (30) feet.
- (9) Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front facade.
- (10) Facade Materials. At least three (3) different facade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). [Transparent doors, windows, or other transparent facade features may be considered as a required facade material when exceeding transparency requirements per 6.3.6\(B\)\(1\) by at least 10%.](#)

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. Exceptions may be considered when recommended by the Design Review Board if continuous public open space area is located between towers, and is at least

30-feet in width.

6.3.98 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.

6.3.109 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. Loading zones may be permitted when approved by the Public Works & Utilities Department.
- (2) For surface parking lots greater than five thousand (5,000) sq ft should provide clearly identifiable, lighted and landscaped 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 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.

6.3.110 VEHICULAR ACCESS

- (1) Parking and vehicular access from an alley is required where alleys exist. If the Public Works & Utilities Department determines that the alley is inadequate for vehicular access, alternatives will be considered. ~~Where no alley exists vehicular access is preferred from 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. shall conform to requirements per Public Works & Utilities Department *Driveway and Intersection Sight Triangles* (std. 3123).~~

6.3.124 LANDSCAPING

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

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 DOWNTOWN 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. 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 a Commercial Use.

6.4.3 LOT REQUIREMENTS

- (1) Development shall have a minimum FAR of 1.0
~~Development shall comply with the following floor area ratio, defined as the net floor area divided by the lot area.~~
- (2) ~~Minimum allowed FAR _____ 1.0~~
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~~12) feet floor to ceiling.

6.4.5 AMENITY SPACE REQUIREMENTS

- (1) Open space required per unit 75 sq. ft.
- (2) Properties within the Waterfront Overlay shall provide a public walkway promenade along the entire width of the property. Promenade shall be a minimum of 8-feet in width. Promenade

connections shall be provided to the public right of way and adjacent properties. Where no adjacent property promenade exists, designs shall be forward compatible to enable future connection. 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. Access shall not be gated or similarly obstructed at any time.

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 on ground floor facades facing the public right of way.](#)
- (2) Minimum Required Entrances: One (1) entrance per fifty (50) lineal feet of sidewalk.*
- (3) Weather Protection: 75% of front facade.
- (4) Top and Base. Buildings shall convey a visually distinct base and top. A "base" can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.
- (5) Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
- (6) Blank Facades. Building facades shall not present a blank facade to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the facade.
- (7) Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment [for new development](#) shall be screened from [adjacent public right-of-way](#). Screening materials shall be [architecturally similar to the primary structure](#).
- (8) Facade may not continue in an unbroken line for more than thirty (30) feet.
- (9) Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front facade.

(10) Facade Materials. At least three (3) different facade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). Transparent doors, windows, or other transparent façade features may be considered as a required façade material when exceeding transparency requirements per 6.4.6(B)(1) by at least 10%.

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

~~6.4.7~~ TOWER MAXIMUM ALLOWABLE FLOORPLATE ~~10,000~~ GSF

~~6.4.78~~ 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. Exceptions may be considered when recommended by the Design Review Board if continuous public open space area is located between towers, and is at least a minimum 30-feet in width. Open space area shall comply with view corridor requirements per the Bremerton Shoreline Master Program.

~~6.4.89~~ 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.

~~6.4.910~~ 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

~~6.4.101~~ LANDSCAPING

Landscaping standards are pursuant to BMC 20.765.090 except where conflicting the principles of this Chapter supersede.

~~6.4.112~~ SIGN STANDARDS

Sign standards are pursuant to BMC 20.765.100

~~6.4.13~~ CHANGE OF USE OR REHABILITATION OF EXISTING BUILDING

~~Pursuant to BMC 20.75.110~~

6.5 EMPLOYMENT DISTRICT (ED)

6.5.1 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.~~



6.5.2 USE STANDARDS

(1) 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~~ Industrial
- 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.

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

6.5.3 LOT REQUIREMENTS

(1) Development shall have a minimum FAR of 1.0

(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

6.5.4 HEIGHT REQUIREMENTS

(1) Maximum Height	80'
(2) Minimum Floor to Ceiling Height	16' first floor 12' upper ground 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~~

6.5.5 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. ~~Building Frontage 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.~~

(1) Top and Base. Buildings shall convey a visually distinct base and top. A "base" can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.

(2) Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.

(3) Minimum Transparency. At least fifty (50) percent of all facades facing a public street between two (2) and eight (8) feet in height shall be comprised of transparent windows or doors on ground floor facades facing the public right of way.

(4) Blank Facades. Building facades shall not present a blank facade to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the facade.

(5) Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment for new development shall be screened from adjacent public right-of-way. Screening materials shall be architecturally similar to the primary structure.

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

(7) Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front facade.

(8) Facade Materials. At least three (3) different facade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). Transparent doors, windows, or other transparent facade features may be considered as a required facade material when exceeding transparency requirements per 6.5.5(B)(3) by at least 10%.

C. Window to Wall Ratio

~~(1) Buildings shall be designed in order to contain an appropriate window to wall ratio to optimize daylight 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

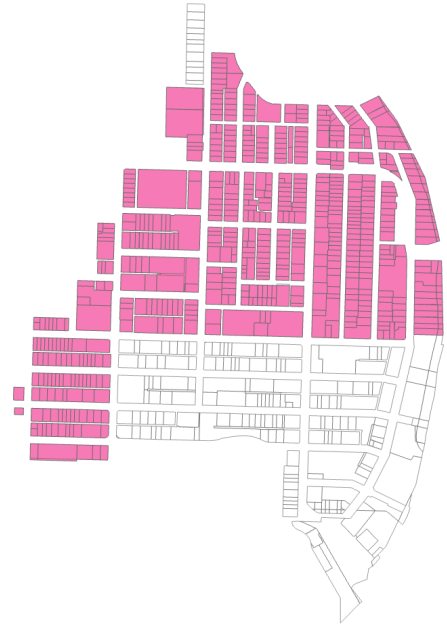
6.5.6 PARKING REQUIREMENTS

- (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.

6.6 DOWNTOWN MIXED USE (DMU)

6.6.1 PURPOSE AND INTENT

- (1) This zone is designed to create a transit supportive, pedestrian friendly environment, permitting residential uses that feature pedestrian oriented uses on the ground floor.
- (2) Design standards encourage development that exhibits the physical design characteristics of pedestrian-oriented, storefront style shopping streets, teamed with increased street-facing open space areas.
- (3) Parking requirements are lowered in order to promote alternative modes of transportation, and enable more compact development patterns.



6.6.2 USE STANDARDS

- (1) Pursuant to BMC 20.70.020
- (2) Pedestrian oriented uses required on a minimum of fifty (50) 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 a Commercial Use.

6.6.3 LOT REQUIREMENTS

Minimum FAR 1.0

6.6.4 OPEN SPACE REQUIREMENTS

- (1) Open space per residential unit 75 sq. ft.
- (2) In addition to landscape requirements per 6.6.11, street-facing open space located within the front yard is required meeting the following criteria:
 - i. At a minimum, open space shall be 10-feet in depth along the entire street frontage. Alternative configurations will be considered for proposals retaining equivalent area, that maintain at least a 10-foot wide connection to the ROW.
 - ii. Properties with more than one (1) street frontage may satisfy requirements based on the length of the shortest frontage (alleys not included).
 - iii. Trees shall be planted throughout the required area in a manner that ensures tree canopy coverage of the area within 10-years of planting.
 - iv. The following intrusions are permitted with no additional requirements, if conformance with 6.9.4(2)(iii) is maintained: 1) Fencing that preserves visual access of the entire area from the ROW. 2) Walkways of 3-feet or less in width.
- (3) Properties within the Waterfront Overlay shall provide a public walkway promenade along the entire width of the property. Promenade shall be a minimum

INCLUDE
EXAMPLE
ILLUSTRATION

of 8-feet in width. Promenade connections shall be provided to the public right of way and adjacent properties. Where no adjacent property promenade exists, designs shall be forward compatible to enable future connection. Properties located within the Waterfront Overlay are exempt from 6.9.4(2).

6.6.5. HEIGHT REQUIREMENTS

- (1) Maximum structure height is eighty (80) feet.
- (2) All commercial space provided on the ground floor must have a twelve (12) foot minimum floor to ceiling heights.

6.6.6 DESIGN STANDARDS

A. Setbacks Downtown Mixed Use

	Height Condition	Building Frontage (Front Setback)	Minimum Side	Minimum Rear
Building Base	0-18'	0*	5'**	5'**
Building Mid	19'-45'	0	10'	0
Building Top	45' up	8'	10'	10'

**Structures within the Highland Avenue Overlay shall be limited to 35-feet in height within 20-feet of the primary front lot line.*

***When development is located adjacent to a residential uses, a 6-foot tall sight obscuring fence shall be installed along the side and rear property lines outside of a 15-foot front yard setback. Fencing shall be composed of materials that are architecturally complimentary to the primary structure.*

B. Building Facade

- (1) Top and Base. Buildings shall convey a visually distinct base and top. A "base" can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.
- (2) Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
- (3) Minimum Transparency. At least fifty (50) percent of all facades facing a public street between two (2) and eight (8) feet in height shall be comprised of transparent windows or doors on ground floor facades facing the public right of way.
- (4) Blank Facades. Building facades shall not present a blank facade to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the facade.
- (5) Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment for new development shall be screened from adjacent public right-of-way. Screening materials shall be architecturally similar to the primary structure.
- (6) Facade may not continue in an unbroken line for more than thirty (30) feet.

(7) Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front facade.

(8) Facade Materials. At least three (3) different facade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). [Transparent doors, windows, or other transparent façade features may be considered as a required façade material when exceeding transparency requirements per 6.6.6\(B\)\(3\) by at least 10%.](#)

6.6.7 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) Vehicular and loading access shall be from rear alleyways.

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. One spaces required per 1,000 GSF.

6.6.11 LANDSCAPING REQUIREMENTS

(1) Subject to BMC 20.50 except where conflicting the principles of this Chapter supersede.

6.7 DOWNTOWN NEIGHBORHOOD BUSINESS

6.7.1 PURPOSE AND INTENT

- (1) The predominate use for the zone is residential and all uses must be compatible with residential uses.
- (2) This zone permits commercial uses on the first floor in order to promote a transition into the Regional Center.

6.7.2 USE STANDARDS:

- (1) Uses as pursuant to BMC chapter 20.82.020 with the following additions:
 - i. Residential is permitted as a primary use

6.7.3 LOT REQUIREMENTS

- (1) Maximum Building Coverage 70%
- (2) Required open space per residential unit 75 sq. ft.

6.7.4 HEIGHT

- (1) Maximum Height 45'

6.7.5 DESIGN STANDARDS

A. Setbacks

Building Frontage Setback	10'
Minimum Side	5'
Minimum Rear	5'

B. Building Façade

- (1) Top and Base. Buildings shall convey a visually distinct base and top. A "base" can be emphasized by a different masonry pattern, more architectural detail, visible plinth above which the wall rises, storefront, canopies, or a combination. The top edge is highlighted by a prominent cornice, projecting parapet or other architectural element that creates a shadow line.
- (2) Orientation. All properties adjacent to a public right-of-way shall orient structures toward the primary street. Properties located at intersections should orient their structures toward the intersecting corner.
- (3) Minimum Transparency. At least forty (40) percent of all facades facing a public street between two (2) and eight (8) feet in height shall be comprised of transparent windows or doors on ground floor facades facing the public right of way.
- (4) Blank Facades. Building facades shall not present a blank facade to view from public rights-of-way, common parking areas, or residential properties. Such facades may be broken by windows, trellises, columns, variations in plane, or other devices that add variation and interest to the facade.
- (5) Mechanical Equipment Screening. Rooftop and ground-level mechanical equipment for new development shall be screened from adjacent public right-of-way. Screening materials shall be architecturally similar to the primary structure.



- (6) Facade may not continue in an unbroken line for more than thirty (30) feet.
- (7) Multiple Roof Lines. Structures shall have at least three (3) horizontal roof lines, as viewed from the front facade.
- (8) Facade Materials. At least three (3) different facade materials shall be incorporated into the exterior appearance of the structure (wood, brick, stucco, tile, shingles, other). [Transparent doors, windows, or other transparent façade features may be considered as a required façade material when exceeding transparency requirements per 6.7.5\(B\)\(3\) by at least 10%.](#)

6.7.6 OFF-STREET PARKING REQUIREMENTS

- (1) One (1) space per residential unit
- (2) For free standing commercial establishments, 2,000 GSF or less no customer parking requirement.
- (3) One (1) space per 1,000 GSF of commercial space.

6.7.7 LANDSCAPING REQUIREMENTS

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

6.8H BONUS AMENITY PROGRAM

Within the Downtown Regional Center 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 requests a structure height exceeding 65-feet, up to the height permitted in the zone.

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 I-6.

Public Amenity or Benefit Tier One— (40%) of total sq ft	Land Use Ratio		Exemption from FAR Calc.	Design Criteria
	DC	DW		
Structures greater than 65-feet in height are required to include one item from the Bonus Amenity table. Structures greater than 80-feet in height are required to include three items from the Bonus Amenity table.				
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 Recommend deleting unless this is in addition to SMP requirements	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/Alley Vehicular Pedestrian Promenade	1:20	N/A	Car and pPedestrian way bisecting the depth of a long blocks, street to street with a minimum 8' wide walkways, lighting, 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 Cales	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 for a period of no less than ninety-nine (99) years) 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 Floor 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: This a CTED issue?	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, <u>minimum 25% roof area.</u>
13	Sculpture, Public Art:	1:1	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	1:1	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:	1:1	1:1		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. Projects contributing to Downtown historic preservation efforts.

					Development must have written confirmation of their contribution to Downtown historic preservation from the Downtown Business Association, or their designee, to qualify.
19	LEED Certification:	**	**		Projects meeting the USGBC LEED certification . Alternative green building standards, either equivalent or exceeding LEED Certification, may be approved via the Design Review Board process . 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	Y e s	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:	1:3 0	1:1 0	Y e s	<u>Secured</u> Bbicycle storage rooms, associated shower & locker rooms.