(DRAFT) AGENDA

Virtual Meeting – Bremerton Planning Commission
Held via Zoom Meeting Application
(Subject to PC approval)
June 15, 2020
5:30 P.M.

Join Zoom Meeting
https://us02web.zoom.us/s/87658471077?pwd=TEtNZkxCMlJuakRtSGhxNWlGZFgvdz09

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I. CALL TO ORDER
II. CLERK CONFIRMATION OF QUORUM
III. CHAIR CALL FOR MODIFICATIONS TO AGENDA
IV. APPROVAL OF MINUTES:
- May 18, 2020 meeting

V. PUBLIC MEETING

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

B. Public Hearing:
1. Eastside Employment Center Subarea Plan & Planned Action EIS

VI. BUSINESS MEETING

A. Chair Report: Nick Wofford

B. Director Report: Andrea Spencer

C. Old Business:

D. New Business:

VII. ADJOURNMENT: The next regular meeting of the Planning Commission is Monday, July 20, 2020

Planning Commission meeting packets are available on-line at
http://www.BremertonWA.gov/AgendaCenter/Planning-Commission-4

DRAFT
Subject June 15, 2020 Approval

CITY OF BREMERTON

PLANNING COMMISSION
MINUTES OF VIRTUAL MEETING
(Via Zoom)

May 18, 2020

CALL TO ORDER:

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

ROLL CALL

Commissioners Present
Chair Wofford
Vice Chair Tift
Commissioner Coughlin
Commissioner Mosiman
Commissioner Pedersen
Commissioner Rich

Staff Present
Andrea Spencer, Director, Department of Community Development
Allison Satter, Planning Manager, Department of Community Development
Isaac Gloor, Planner, Department of Community Development
Sarah Lynam, DCD Project Assistant, Department of Community Development

Commissioners Excused
None

Quorum Certified

APPROVAL OF AGENDA

VICE CHAIR TIFT MOVED TO APPROVE THE AGENDA AS PRESENTED. COMMISSIONER MOSIMAN SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

APPROVAL OF MINUTES

The Commission approved the minutes of April 20, 2020 as presented.

PUBLIC MEETING

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

Chair Wofford asked if there were any comments from citizens. Seeing none, he closed the public portion of the meeting.

Public Workshop: Discussion on Accessory Dwelling Units with Focus on Washington Legislature E2SHB 1923

Ms. Satter reminded the Commission that the Comprehensive Plan is a blueprint document that sets the vision, goals and policies for the City for the next 20 years, and the Zoning Code is a supporting document outlining the specific development standards. The Comprehensive Plan can only be amended once each year, but the Zoning Code can be amended multiple times throughout the year. She reviewed that the Washington State Legislature recently issued guidelines for increasing urban residential building capacity. The intent is for local jurisdictions with populations greater than 20,000 to adopt code amendments that are consistent with the recommendations of state guidelines.

Ms. Satter explained that the purpose of the workshop is to discuss potential Zoning Code amendments for Accessory Dwelling Units (ADUs). The amendments to Bremerton's code are related to size requirements, parking requirements and owner-occupancy and ownership requirements. Staff is seeking enough direction from the Commission to move forward with a comprehensive environmental review and agency outreach. Following environmental review, the proposed amendments will be presented to the Commission for a public hearing and recommendation to the City Council. The City Council will make the final decision.

Ms. Satter advised that ADUs are essentially additional living quarters on a single-family lot that are independent of the primary unit. An ADU must include a kitchen and bathroom and may be detached from or attached to the main unit. New ADUs must meet all building and fire code regulations, including fire separation. She noted that there are many different types of ADUs (attached, detached, converted garage, basement conversion, etc.)

Ms. Satter reviewed the amendments that were adopted in 2017 relative to ADUs. The Commission's recommendation to the City Council at that time was to remove the owner-occupancy requirement, which staff pointed out was difficult to regulate. However, there was some citizen concern about removing the requirement due to the perception that the properties might not be adequately maintained. Staff recommended some additional design criteria in lieu of the owner-occupancy requirement. The City Council adopted the design criteria, but decided to extend the owner-occupancy requirement from 6 to 12 months a year.

Ms. Satter said the City is still permitting a few ADUs in the City each year, even after the 2017 amendments were adopted. However, staff believes that the current code requirements are an impediment to this housing type. In recent years, it has become clear that more housing capacity is needed within the City, and the state has asked cities to reconsider amending their zoning codes to provide more housing opportunities. In addition, ADUs were identified in the City's Infill Toolkit as potential options for increasing residential capacity without significantly impacting existing neighborhoods.

Ms. Satter further reviewed that, in an effort to encourage increased residential capacity in larger jurisdictions throughout the State, the Washington State Legislature passed House Bill (HB) 1923, which took effect on July 28, 2019. While the bill does not mandate the requirements, it strongly encourages local jurisdictions to implement them. The intent is to increase residential development capacity, as well as local government emphasis on affordable housing. The bill provides multiple housing recommendations for local jurisdictions to consider, and the City has decided to focus on ADUs and cluster housing. The bill also provides incentives for cities to participate, and the City has received grant funding to implement Zoning Code amendments. The amendments must be adopted by April of 2021.

Ms. Satter referred to Attachment A of the Staff Report, which outlines the requirements of HB1923 in mark-up format, and invited Mr. Gloor to provide a summary of the bill and its associated requirements.

Mr. Gloor explained that the City's current code does not meet the State's ADU recommendations related to parking, size and occupancy/ownership requirements. However, the City's current code does satisfy the State's recommendations relative to types and the sale of ADUs. He reviewed each of the requirements as follows:

- **Size (Amendment A).** The City currently restricts ADUs to no more than 60% of the floor area of a single-family residence, but HB1923 doesn't allow the City to restrict ADU size below 1,000 square feet. Many houses in Bremerton are quite small, so potential ADUs would have to be extremely small. The current code acts as a small-house penalty for these homeowners. The proposed amendment would allow a maximum ADU square footage of 60% of the floor area of a home or 1000 square feet, whichever is larger. For large houses, the proposed amendment would still allow ADUs that are greater than 1,000 square feet. Based on a 2014 study in Vancouver, Washington, the primary desire of most ADU residents was for more interior living space. Potential impacts of the proposed amendment, such as larger ADUs, could

be mitigated via design standards and development coverage standards. For example, in the R-10 zone, the maximum development coverage is 60%.

Commissioner Mosiman asked for clarification about whether the guidelines in HB1923 were recommendations or requirements.

Mr. Gloor explained that guidelines in HB1923 are recommendations from the State and not mandates.

- **Parking (Amendment B).** The City's current code requires one parking space for an ADU and two parking spaces for the primary residence, but HB1923 doesn't allow the City to require on-site parking for ADUs. Many ADUs serve aging, young or disabled family members as an alternative form of housing. These people might not use vehicles, and requiring parking might be expensive and unnecessary. According to the U.S. Census Bureau, Bremerton has very low vehicle access compared to the rest of Washington. 14.4% of Bremertonians do not have access to a vehicle compared to just 7% of Washingtonians and 17% of Seattleites. Portland, Oregon doesn't require parking for ADUs, but 63% include parking anyway. In a 2014 study by the State of Oregon, it was determined that the fear that ADUs harm parking conditions had little rational basis. Because ADUs are typically dispersed throughout a city, there wouldn't be a large increase in parking in any one area. The potential amendment would eliminate the parking requirement for an ADU, provided the underlying parking requirement for the zone is met. For example, in the R-10 zone, all properties with ADUs would have a minimum of two parking spaces. If a single-family residence in the R-10 zone doesn't have two parking spaces, an additional space must be added before an ADU can be granted occupancy.

- **Occupancy (Amendment C).** Currently, the City requires that owners must live on the property year-round, and HB1923 does not allow the City to require owner-occupancy at all. Removing the owner-occupancy requirement is becoming commonplace in the Pacific Northwest. For example, Gig Harbor, Bainbridge Island, Olympia, Lacy, Vancouver and Seattle have all removed the requirement. The City Council expressed some concern in 2017 that removing the requirement would lead to absentee landlords. However, there is little evidence that renters maintain units worse than owners, and Bremerton is close to 50% renter occupied anyway. There is currently no code that requires owners of single-family residences to live on the premises and nothing stops owners from renting out stand alone single-family residences. Other cities have removed the requirement without ill effects. Portland has not had an owner-occupancy requirement since 1998, yet 64% of the ADUs remain owner-occupied. Lastly, the Bremerton Municipal Code (BMC) requires owners to maintain their units whether they reside in them or not. The proposed amendment would remove the owner-occupancy requirement. Instead, a provision would be added to require property owners to abide by Chapter 3, Section 302 of the International Property Maintenance Code and all applicable provisions in BMC Chapter 6 regarding health and sanitation. Staff anticipates that most properties would remain owner-occupied and all properties would be required to be maintained regardless of owner occupancy.

- **Types.** HB1923 requires that the City authorize both attached and detached ADUs, and the City's current code satisfies this requirement. Attached and detached ADUs are allowed on all lots that contain single-family residences.

- **Rent/Sale.** HB1923 requires that the City allow ADUs to be rented and/or sold separately from the main unit, and the City's current code satisfies this requirement. Currently, the code is silent on the sale or renting of ADUs.

Mr. Gloor summarized that if the proposed amendments are adopted, ADUs could be added wherever a single-family residence currently exists and could be sold independently of the main dwelling. In addition, ADUs could be up to 1,000 square feet regardless of the sizes of the main dwelling or greater than 1,000 square feet if the main dwelling is 1,350 square feet or greater. No additional parking would be required if the main dwelling already has as many spaces as the underlying zone requires, and ADUs could be rented out alongside the main dwelling. All other code provisions related to ADUs would still apply, including height limits and setbacks for accessory structures.

Vice Chair Tift asked how an owner would sell an ADU separate from the main dwelling. Would a short plat be required, or would the land be leased to the new owner? **Ms. Satter** said the property could be subdivided into two primary units if the density requirements of the zone could be met. Another option would be to condominiumize the ADU. Other cities try to limit who can sell and who can buy rental ADUs, but the City's code is silent on how to deal with this issue. It would be difficult to separate an ADU to be sold separately from the main residence.

Commissioner Coughlin asked staff to verify the 1,350 square foot number that was mentioned earlier by Mr. Gloor. He suggested that the correct number would be 1,660 square feet. Secondly, he asked if someone who wants to renovate a basement as a separate unit would have to have it permitted as an ADU in order for it to be considered legal, livable space. **Ms. Satter** answered that if the space is rented out as a separate unit, it must be permitted as an ADU. The intent is to make sure that the ADU meets all of the building codes for safety, etc.

Ms. Satter recalled that, as discussed in 2017, a two-story residential structure could be divided into two units (upper and lower) as long as the structure meets the building code requirements.

Chair Wofford asked how the City would guarantee access to both structures if an ADU and primary residence are sold to separate owners. **Ms. Satter** said the condominium process is outlined by State law, and it would include provisions to ensure access to both units. **Director Spencer** clarified that, in the condominiumization process, an owner would sell the unit, but not the land. A complex legal agreement would be required, as well as a notice on title, so the new owner would be fully aware of what is being purchased. **Ms. Satter** said no one has approached the City with a request to sell the two units separately, and staff is not proposing any changes to the current provisions related to sell and rental.

Commissioner Mosiman pointed out that if a property is of sufficient size, it could be subdivided so that the units could be sold separately. If that were the case, the ADU would be considered a single-family residence and parking would be required as per the code. **Ms. Satter** agreed that parking would be required as part of a short-plat, and the ADU would be considered a primary residence.

In addition to amending the Zoning Code to meet the requirements of HB1923, **Ms. Satter** said staff is proposing amendments to the **ADU Design Standards (Amendment D).** She reviewed that the design criteria were increased as part of the 2017 update using the model ordinance that was provided by the State in 1998. As per the current criteria for all ADUs, the roof pitch must match the single-family home, have 12-inch eaves, have the appearance of a single-family home, and architecturally blend into the neighborhood. In addition, detached ADUs must provide four of the following architectural features: dormers, gables, recessed entries, covered porches, offset in building face or roof, bay windows, shutters, decorative cornices and rooflines, brickwork/masonry/stucco, or alternative features.

Ms. Satter requested feedback from the Commission on whether the current design provisions are appropriate and adequate or if amendments are needed. One option is to remove the design standards entirely. Another option would be to simplify the design standards. A potential amendment, patterned after Bainbridge Island, would require that ADUs preserve the appearance of the primary dwelling as a single-family residence. Another potential amendment, patterned after Lacey, would require that the ADU be integrated into the main unit and that the design present the overall appearance of the structure as an individual single-family residence. Designs that give the impression of a "duplex" would not be permitted. A third option would be to maintain the current standards with no changes. She summarized that, while amending the design standards is not required, it would help the City accomplish its goal to allow more residential capacity and would meet the state's requirement by removing additional impediments.

Ms. Satter said the current ADU code says that and ADUs entrance cannot be on the same façade as the main entrance. The intent of the provision is to avoid the appearance of a duplex, but it limits some homes from converting interior space. She shared examples to illustrate **optional façade designs (Amendment E)** and requested feedback from the Commission about whether or not the façade definition should be amended.

Ms. Satter said the Commission's order of the day is to consider public testimony and provide direction to staff on the proposed changes. Staff will conduct environmental review and public outreach prior to the public hearing before the Commission.

Chair Wofford opened public comments

Alex Marcus, Bremerton, said he owns property in the Manette Neighborhood. He and his wife have considered building an ADU to support their potentially growing family, but they ran into all of the issues that have been discussed by staff. Specifically, the owner-occupancy and architectural requirements were show-stoppers for them. While they currently live in their home full time, they don't know what the future will hold. They would like to have the ability to rent either or both units, if necessary, in the future. The ala carte architectural requirements seem a little overbearing, dictating how specific the designs

must be and increasing the cost of construction. He said he supports the State's recommendation to eliminate the owner-occupancy requirement.

Russ Shiplet, Executive Officer, Kitsap Building Association, said the association has been a strong proponent of the infill toolkit and everything that staff has been trying to do over the last few years. All of the recommendations presented by staff make sense. Most importantly, the proposed amendments address affordable housing. It makes sense to remove roadblocks and make it easier for people to build affordable housing in Bremerton. Building associations throughout the United States are seeing similar trends, and are in favor of changes such as those being proposed. While they are interested in giving builders more work, the changes make sense for promoting affordable housing. Building associations are doing their part to address the need, and they hope that cities and counties are doing so, too. He said he supports all of the proposed changes and appreciates the City staff's efforts.

There were no other public comments.

Commissioner Coughlin asked if the current design requirements for ADUs are the same as those for new single-family residential construction. **Ms. Satter** said the design criteria for new single-family residential construction is minimal. **Commissioner Coughlin** commented that Bainbridge Island's requirement that an ADU maintain a single-family residential appearance on the outside seems too subjective. **Ms. Satter** said the City's current code requires that the ADUs appearance is complimentary to the main residence. She agreed that it can become subjective and based on the opinion of the planner who is reviewing the application.

Chair Wofford asked if the 5-foot side setback is measured from the side of the house or the eave. **Ms. Satter** the setback is measured 5 feet from the primary structure, but the eaves can extend up to 16 inches into the setback. **Chair Wofford** commented that if the eave requirement is removed, the size of the ADU could potentially be increased. **Ms. Satter** explained that the front setback requirement is 15 feet, and 20 feet for a garage entrance. The side setback is typically 5 feet. However, you can build an ADU up to 3 feet from the property line in the rear or side, provided you can do fire-rated construction (no windows or openings). The footprint of the ADU could be larger, but the 60% lot coverage limitation would still apply.

The Commissioners provided comments on each of the amendments as follows:

- **Amendment A – Size Requirement. Commissioner Mosiman** said he likes the proposed Amendment A, and the remainder of the Commissioners concurred. However, **Vice Chair Tift** observed that, as proposed, an ADU could be significantly larger than the primary residence. Would the ADU then be considered the primary residence? **Ms. Satter** clarified that, as proposed, property owners with homes less than about 1,600 square feet would be allowed to build an ADU up to 1,000 square feet. In cases where the ADU is larger than the initial structure, the ADU would become the primary structure. However, ADUs associated with larger homes would be limited to 60% of the square footage of the primary residence.

- **Amendment B – Parking Requirement. Commissioner Pedersen** said he supports the proposal to eliminate the parking requirement for ADUs. **Commissioner Mosiman** commented that the language in the staff's presentation appears to be prohibitive in nature so that a property owner could not provide parking for an ADU. He said he likes the language in the Staff Report better. It indicates that off-street parking would not be required for an ADU, but it doesn't prohibit a property owner from providing off-street parking. **Mr. Gloor** agreed that the language was not intended to be prohibitive. The Commissioners indicated general support for the proposed amendment, as presented in the Staff Report.

- **Amendment C – Owner-Occupancy Requirement. Commissioner Mosiman** and **Commissioner Rich** indicated support for Amendment C, which would eliminate the owner-occupancy requirement. **Chair Wofford** said he would prefer to have an owner-occupancy requirement. **Ms. Satter** noted that there are concerns that eliminating the requirement will lead to people not caring for their properties. It is important to note that the amendment includes additional language to emphasize that property owners will be required to comply with existing code requirements related to health and sanitation. **Commissioner Coughlin** said he also supports removing the owner-occupancy requirement, with the logic that someone could rent out a very large single-family residential house without having to even be a City resident. It seems inconsistent to impose an owner-occupancy requirement on ADUs.

- **Amendment D -- ADU Design Standards and Amendment E – Optional Façade Design. Commissioner Mosiman** recalled that staff offered three options: remove the design standards entirely, amend/simplify the design standards or keep the design standards as is. He said that, in principle, he likes the Bainbridge Island approach that requires ADUs to preserve the appearance of the primary dwelling as a single-family residence, but he is concerned it would be too subjective. **Ms. Satter** said it appears the Commissioners are interested in a proposal that meets somewhere in the middle—a few specific standards, as well as some guiding policies to address what is important to Bremerton. **Chair Wofford** said he appreciates the cost factor involved, but he likes the idea of loosening the standards somewhat while still requiring the incorporation of architectural design elements that make a house look more than a box. **Ms. Satter** said she looks forward to presenting some middle ground with the goal of loosening up the standards without being too subjective. **Commissioner Pederson** suggested the City could reduce the number of desired design features from four to three or two. This would still require ADUs to be more than simple boxes without significantly increasing construction costs.

BUSINESS MEETING

Chair Report

Chair Wofford did not have any items to report.

Director Report

Director Spencer reported that the Department of Community Development staff is doing a great job. All are working remotely to continue the City's business. She thanked the Commissioners and citizens for their willingness to participate in a Zoom meeting, which she anticipates will be the case next month, too. It is important to remain nimble, as it is not possible to predict what each day will be like.

Director Spencer further reported that the Department had another record-breaking month in April, approving permits for nearly $19 million in construction. There are a number of permits waiting for issuance as soon as the governor releases the order to move forward with new construction. A new Building Inspector will join the team on June 1st.

Old Business

There was no old business.

New Business

There was no new business.

ADJOURNMENT

The meeting was adjourned at 6:54 p.m.

Respectively Submitted by:

Andrea L Spencer, AICP Executive Secretary	Nick Wofford, Chair Planning Commission

CITY OF BREMERTON, WASHINGTON
PLANNING COMMISSION AGENDA ITEM

AGENDA TITLE:	First Public Hearing on: Eastside Employment Center Subarea Plan & Planned Action EIS
DEPARTMENT:	Department of Community Development
PRESENTED BY:	Allison Satter, Planning Manager, Allison.Satter@ci.bremerton.wa.us or (360) 473-5845

EXECUTIVE SUMMARY

The City of Bremerton has been working on the Eastside Employment Center Subarea Plan. Products of the planning effort include a Subarea Plan and a Planned Action Environmental Impact Statement (EIS) evaluates possible environmental impacts of the plans and alternatives.

A Subarea Plan is developed to provide a more coordinated, efficient and effective structure for neighborhood planning. With Harrison Hospital leaving the area, the Subarea Plan will help provide vision and direction for this area.

A planned action has been prepared based on the EIS and provides more detailed environmental analysis during an areawide planning stage rather than at the project permit review stage. Designating a planned action streamlines environmental review for development proposals consistent with EIS mitigation measures that are adopted in a planned action ordinance. Planned actions would be allowed if they meet or exceed proposed land use and environmental performance standards. This tool has been used elsewhere by local governments in Washington State, including Bremerton (e.g. for Puget Sound Industrial Center-Bremerton).

ORDERS OF THE DAY

Due to only being allowed to do virtual meetings due to Covid-19, the proposal is to have two Public Hearings on this proposal (on June 15, 2020 and on July 20, 2020). At this first public hearing, the Planning Commission conduct a public hearing on the Draft Preferred Eastside Employment Center Subarea Plan, and Draft Planned Action Ordinance, consider public testimony, and deliberate. At the second Public Hearing, the Planning Commission will do the same as the first, but also provide a recommendation to the City Council for adoption on the proposal.

SUMMARY OF UPDATES TO SUBAREA PLAN

The table below identifies some of the key changes to the March 2020 Draft Subarea Plan. Primarily updates have been developed to respond to the Preferred Alternative direction the Planning Commission provided at your April 2020 meeting.

Subarea Plan Section	Summary of Change
Introduction	• Added walkshed map with brief narrative describing the regional reach and role of the center.
Vision and Guidance Framework	• Added policy that supports automated or other innovative models of transportation that improve mobility and connections to respond to comments about need to support micro mobility from WSDOT. • Added explanation of green infrastructure in sidebar.
Land Use Plan	• Added Planning Commission Preferred Plan. • Moved prior alternatives to an appendix.
Zoning and Development Regulations	• Added overlay intent statements respond to Planning Commission comments on adding high-density residential on vacant site along Sheridan, flexibility and small businesses in the middle of the center where there is a hodgepodge of uses now, and active uses in a core in the southern part of the center. • Added typical building forms to zone intent statements. • Added big box commercial and commercial parking lot to uses that are prohibited across the center. • Overlay specific use allowances and restrictions added. • Added section on existing development with a tiered approach to proportional compliance to respond to comments to provide more detail on the "graceful transition" guiding principle. • Updated Dimensional and Development Standards Matrix based on ground conditions from example projects. • Added bicycle parking requirements to respond to comments from WDOT and community members. • Updated incentives to add additional options that apply to overlays. • Added Block Frontage and Urban Design Framework Development Standards that summarize requirements by street typology. • Street typology map acknowledges climbing lane for bicycles on Wheaton Way instead of Cherry to respond to comments from bicycle advocates. • Added cross sections for street typologies.
Design Guidelines	• Moved zone specific intent/guidance to zone intent statements. • Design guidelines amended to focus on three main categories – site design, pedestrian emphasis, and architectural character. Each has guidelines that list intent, recommended ways to meet the guideline and features that are not recommended.
Infrastructure Investments	• Based on the street typologies added list of improvements and potential methods of implementation. (In progress.) • Adapted stormwater discussion to Preferred Alternative. Reference potential for stormwater park. See Appendix for information on high-level feasibility of stormwater park per review by Herrera Environmental Consultants.

PLANNED ACTION ORDINANCE

The Draft EIS issued in March 2020 included a framework of the ordinance in appendices. A more complete draft of the ordinance is included in your packet, pulling in the mitigation measures from the EIS and the proposed improvements for transportation with mechanisms to collect fair share of costs for transportation, and to incentivize investments in park improvements. The transportation costs may be further refined with review by Community Development and Public Works.

ATTACHMENTS

Attachment I: Draft Eastside Employment Center Subarea Plan
Attachment II: Draft Planned Action Ordinance for the Eastside Employment Center

Draft documents will also be located on the City of Bremerton website for this proposal:
www.BremertonWA.gov/EastsideCenter

Attachment A: Eastside Employment Center Subarea Plan

City of Bremerton

Draft June 9, 2020

Eastside Employment Center Subarea Plan

Prepared by
BERK Consulting
MAKERS
Herrera Environmental
Fehr & Peers
Stowe Development

Acknowledgements

Pending

City of Bremerton

Staff Sounding

Board Planning

Commission City

Council Consultant

Team Public

Appreciation

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Background & Purpose

Background

The Eastside Employment Center (EEC) is a long-standing employment center with a medical center, small businesses, housing, and parks and urban forests. Now a key anchor in the center is moving. Harrison Medical Center has been the center of the EEC since its opening in 1965. The Medical Center has been, until recently, the hub of many related medical services in this area. Harrison has begun a transition to a new campus in Silverdale and many of the associated medical uses surrounding their facility in Bremerton are also making this transition. It is expected that the first phase of the Harrison transition will be nearly complete by 2020, with the full departure of the hospital expected to be completed by 2023.

The City desires to ensure that the EEC remains an economically vital center with both jobs and housing. With this goal, the City commissioned the preparation of a subarea plan for the EEC. The plan builds on past planning efforts and economic and market analysis to describe a vision, land use and design, and action strategies for the EEC. Upfront environmental review is part of the plan and will help bring about desired change and development.

This Eastside Employment Center Subarea Plan is a comprehensive 20-year plan that establishes the general patterns for future land use, transportation and other infrastructure needs in the area. The purpose of this plan is to provide greater detail, guidance, and predictability to future development within the Eastside Employment Center.

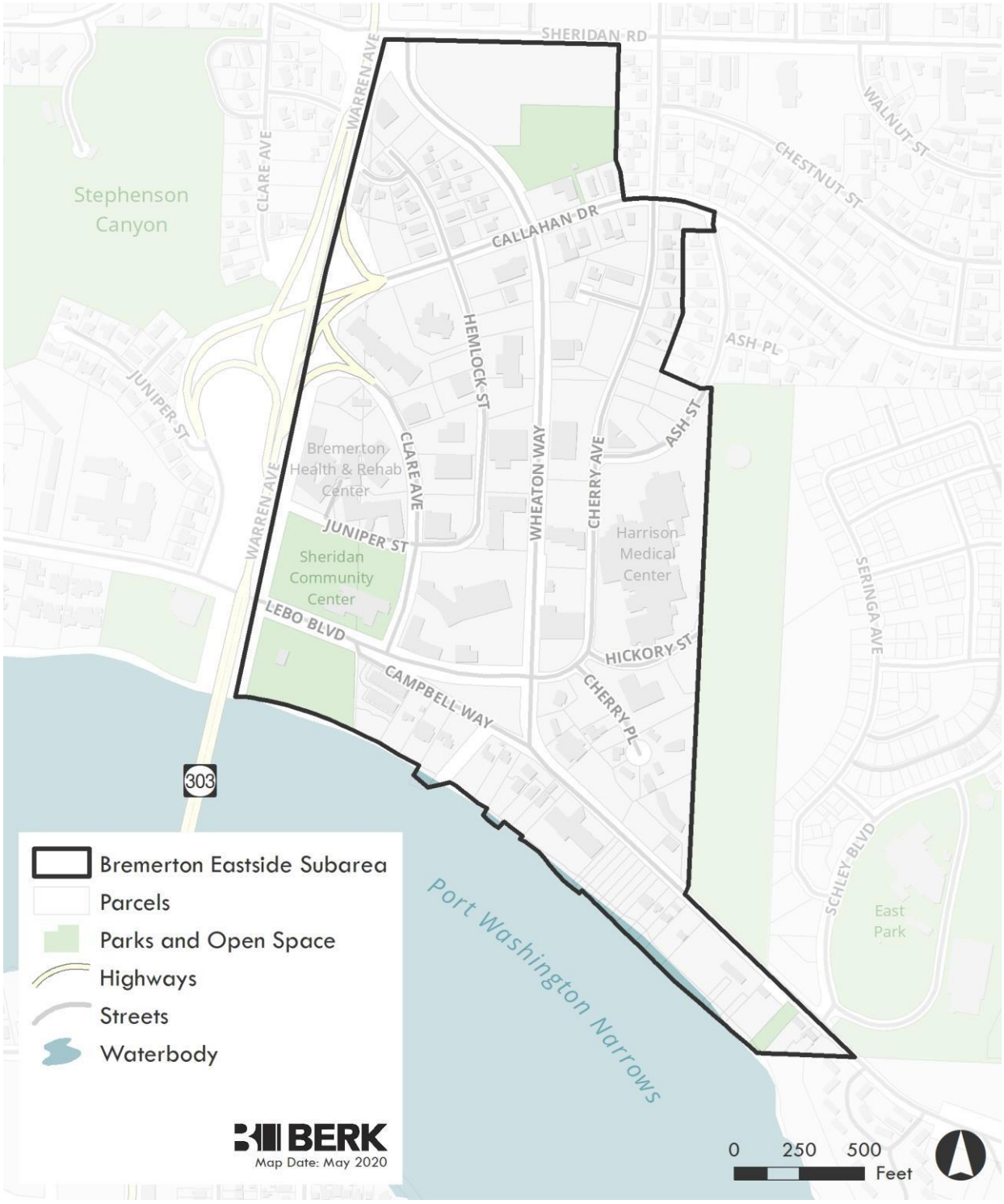
Study Area

The EEC is approximately 80 acres in size and contains a variety of uses that include single family residential, apartments, commercial, and medical uses. See Exhibit 1. Less than 15% of the land area is undeveloped, though many of the commercial structures are vacant or soon to be vacant.

The Center is well connected to residential neighborhoods to the West and has a large green space to the east. Nearby Olympic College is well known as a talent pipeline for employers offering degree programs that are connected to local employers' workforce needs.

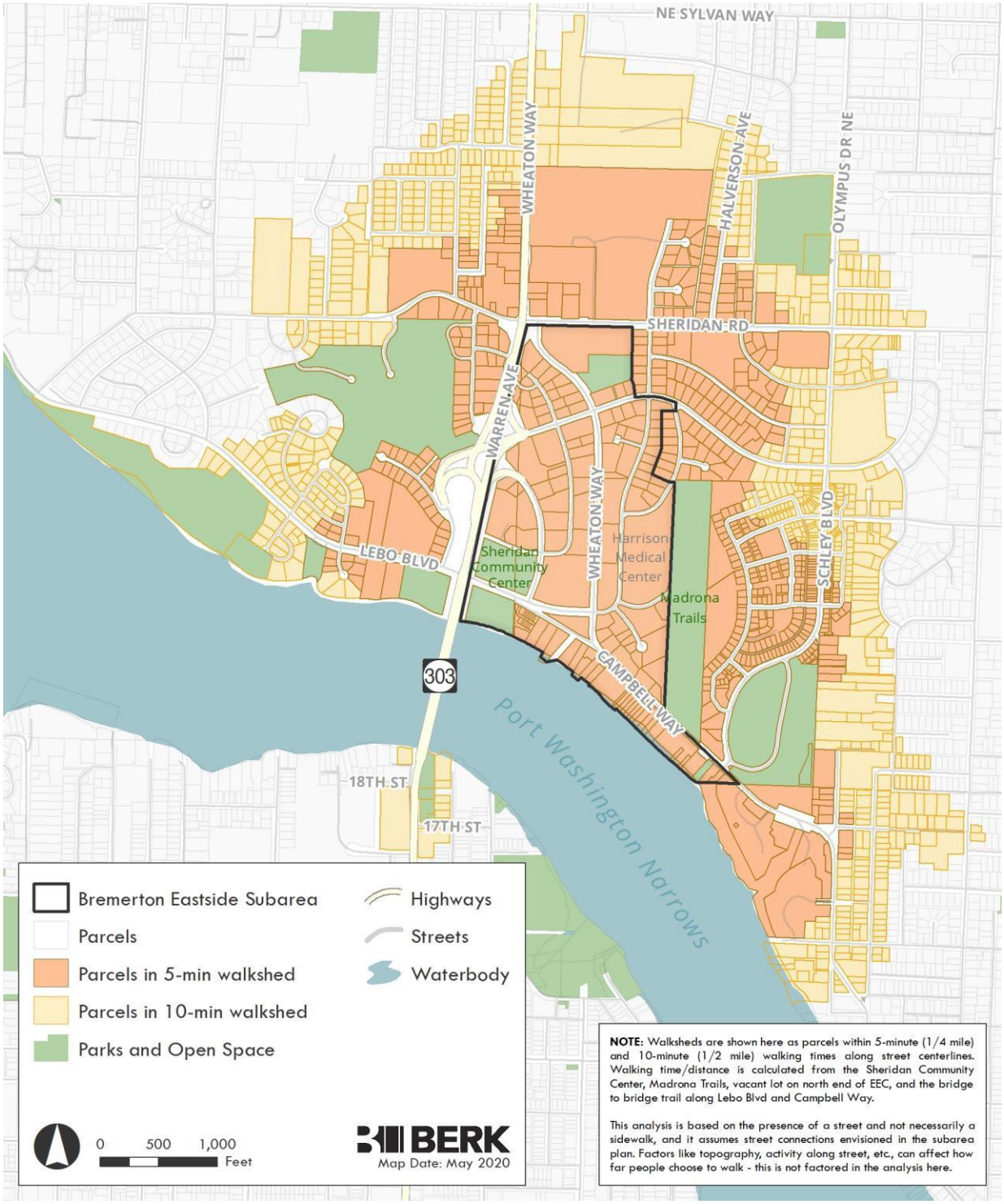
The Eastside Center is a regional attractor for a range of users inside and outside the center. The map below shows the reach and impact of the center's major attractors such as the Madrona Trails open space in the east, the Bridge to Bridge trail in the south, and the Sheridan Park Community Center in the west. In terms of acreage, roughly 320 net acres or 690 individual parcels are within a five-minute walk of the center. See Exhibit 2.

Exhibit 1. Study Area, 2019



Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

Exhibit 2. Study Area Walkshed, 2019



Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

Creating a Vision

This Subarea Plan and its associated EIS examined alternatives for the future of the Study Area, now called the Eastside Employment Center (EEC), but proposed to be re-named the Eastside Center (EC) to encompass a range of visions. The Draft Plan and Draft EIS reviewed the following alternative visions:

Vision 1: A residential focused center.

- In this scenario, uses in the Center would shift to provide more options for multifamily housing, including apartments and townhomes. A complete neighborhood to support these new residents will be promoted through resident-serving new retail and commercial uses. A small amount of office uses will also be encouraged in the Center to provide live/work options within the neighborhood.
- Housing options in this scenario would include existing assets such as the presence of older adult housing. New and existing housing would be supported with retail, services, and multi- modal investments to build an age-friendly community that meets the needs of a wide variety of households, from young families, single households to older residents.

Vision 2: An employment-focused center.

- In this scenario, the role of the Center in supporting employment uses will continue but will be aligned to future needs after the Harrison Medical Center is relocated. New office development will provide opportunities to attract new businesses.
- Existing businesses and office developments would be retained. Limited residential and retail uses will also be encouraged to support a mix of uses in the Center. Similar to the residential focused center investments in multi modal connections and public spaces would make the Center more pedestrian-friendly.

These two visions tested a range of land use and growth options in the subarea. A Preferred Alternative was identified after public outreach and comment opportunities on the Draft Subarea Plan and Draft EIS concluded in winter 2020. The Preferred Alternative vision is for a residential focused center with diverse, high density housing types for all ages and incomes supported by a commercial core and flexible opportunities for employment-generating uses.

The Draft and Preferred alternatives are compared in a Final EIS. See the Appendix of this Subarea Plan for additional information on the planning process and the alternatives.

Community Engagement

Public Outreach

Ongoing community participation was an essential part of developing the Subarea Plan. The planning process included an economic and market analysis and an integrated SEPA and subarea plan process. In addition, the City led a separate comprehensive study of the SR 303 (Warren/Wheaton) corridor. This study will identify transportation options that improve livability and attract investment to the area along the corridor. Given these plan components and related projects, community involvement strategies were divided into four phases:

- **Phase 1: Building Awareness** focused on building outreach materials and tools to inform the public about upcoming engagement activities and ways to participate.
- **Phase 2: Visioning** focused on soliciting comments and feedback about the community vision through a variety of activities, including open house meetings, online tools, interviews, pop-up events etc.
- **Phase 3: Alternatives and Draft Plan Feedback** provided an opportunity to share the draft subarea plan with the community and gather feedback and comments.
- **Phase 4: Final Plan Feedback** provided opportunities to provide input on the final plan and to close the conversation and the planning process with the release of the final subarea plan and EIS.

Starting in June 2019, the City and consultant team worked to engage a broad range of people in the planning process including those who may be potentially under-represented to gather input. This includes residents with lower incomes, older residents, youth, and residents with special needs. The City and consultant team identified ways to make the public involvement inclusive and hear from a diverse range of people. Strategies that were implemented include:

- Offering multiple ways to engage – web, phone, in-person, and paper tools.
- Design of activities to address key barriers to participation such as using short add-on events to popular community events.
- Leveraging local champions (schools, senior centers, food bank, libraries, faith community, special events).
- Monitoring and adjusting engagement activities throughout the process to target gaps.

Stakeholders included area residents, businesses and property owners, community organizations, public entities and agencies, potential developers and investors, and other interested parties.

Outreach and engagement efforts were extensive and included the following:

Project Webpage

The City of Bremerton has established a project website at www.bremertonwa.gov/eastsidecenter. It includes information about the project, links to draft products, and a comment form.

EIS Scoping

Public, tribal, and agency comments were solicited by the City as lead agency in an extended written scoping period from September 26, 2019 to November 15, 2019. Scoping notices and a meeting announcement were sent by mail to each property owner in the Eastside Employment Center, and to a list of federal, state, and local agencies and tribes. The City also sent these documents by email to lists of persons interested in planning issues in the city. The scoping notice was published in the Kitsap Sun to notify any other persons having an interest in the project.

Stakeholder Interviews

As part of the market analysis and existing conditions analysis, the project team interviewed three stakeholders knowledgeable about the Eastside Employment Center to gather additional insights on the project. The interviewees included property owners, real estate experts and representatives from Naval Base Kitsap.

- Rick Cadwell, The Cadwell Group
- Mark Goldberg, MBG Co.
- Lynn Wall, Naval Base Kitsap

Pop-up Events

Bridging Bremerton

The project team set up a table at this popular community event with informational materials and boards. This was an opportunity for community members to share ideas for the Eastside Center's

future and to learn about the planning process. More than twenty-one people provided input.

Kitsap Library Pop-up

The project team set up a table at this popular location for people to learn about the project and have their say through a quick, fun exercise and a short survey. Roughly twenty-five people participated.

Door to Door Outreach

Project staff conducted door-to-door outreach to local businesses in order to invite local business participation in the conversation. More than fifteen local business owners provided input.

Public Kickoff & Vision Workshop

Similar to the pop-up events, this event was an opportunity for community members to share ideas for the Eastside Employment Center's future and to learn about the planning process. More than twenty people attended this event held at the Sheridan Park Community Center on August 13, 2019.

Online Storymap & Survey

An online Story Map and feedback tool provided another option for the public to learn about the project provide comments. 41 responses were received to the survey.

Preferred Alternatives Workshop

The City will host a one-day design workshop in spring 2020 to engage community members in developing a preferred alternative and community vision plan for the Eastside Employment Center.

Sounding Board Advisory Committee

An Advisory Committee, composed of representatives from Bremerton City Council, Bremerton Mayor, Kitsap Transit, Harrison Hospital, and the US Navy, convened at key project milestones to address issues and concerns for the Eastside Employment Center Subarea Plan. On November 13, 2019, the Advisory Committee met to review outreach and engagement activities, existing conditions analysis, and provide direction on the range of Eastside Employment Center land use alternatives. In March 2020, the Advisory Committee reviewed the Draft Plans and Draft EIS that evaluated the range of alternatives. The Advisory Committee provided direction on a preferred plan for the Eastside Employment Center and was briefed on public comments regarding this plan and related Eastside Employment Center documents.

City Council & Planning Commission

The Bremerton Planning Commission hosted a special meeting on March 16, 2020 with a community open house to discuss the draft EIS followed by a workshop. The Bremerton Planning Commission will forward its recommendations to the City Council in June 2020. The Council is anticipated to take final action in July 2020. [To be updated]

Summary of Input

The following major themes and concerns were heard through the multiple activities of the engagement process.

- **Affordable and diverse housing:** Participants talked about their struggle to find suitable housing in Bremerton. Housing needs included more rental housing, more housing located close to transit, and a variety of housing choices at diverse price points.
- **Services:** Participants expressed their desire to see more services and resources for daily living, such as grocery stores, restaurants, health care, and recreation within or in close proximity to the Eastside Center.
- **Walkability:** Most travel to and from the Eastside Center currently occurs by car. The neighborhood structure of the Eastside Center makes it a challenging environment to walk in. The street network does not follow a typical grid pattern and is limited in locations. Curving roadways and varying topography throughout the Study Area add to challenges facing pedestrians. While most streets in the Eastside Center have sidewalks, their condition varies. Poor sidewalk conditions on streets such as Clare Avenue, Hemlock Street, Cherry Avenue, and Callahan Drive as well as the relative lack of walkable destinations were raised as concerns by several participants.
- **Open space assets:** Participants saw the area's open space assets, especially the Madrona forest and its trails, as distinctive and authentic elements of the character of this area. Many participants expressed their desire to see better connections between these open assets and

to other open spaces such as to Lions Park, Stephenson Canyon, recreational amenities in the Old East Bremerton High School, and to the YMCA.

- **Economic opportunity:** Participants expressed their desire for the Eastside Center to support businesses of all sizes that provide jobs, income, revenue, and a path to economic opportunity. Institutional uses, such as those focused on workforce training, and medical uses, were brought up by many participants as potential uses of the Harrison Hospital site and other vacant lands.
- **Bicycling:** The limited extent of bicycle infrastructure within the Eastside Center (only dedicated bicycle lanes on Lebo Boulevard and Wheaton Way south of Lebo Boulevard) was seen by some residents as a need to be addressed in the future. Better connections to Downtown through a shared use path along the Warren Avenue Bridge, shared use lanes for Cherry Avenue from Wheaton Way to the north, and along Sheridan Road west of SR 303 were seen as high priority needs.

2Vision & Guidance Framework

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Vision

The *Eastside Center's* vision and guidance framework grew from ideas shared during the public engagement activities listed above and describe the future that the community aspires to achieve. This Plan lays out policies and actions that will help achieve this vision.

The Subarea Plan envisions redefining the Eastside Employment Center as the Eastside Center to reflect the area's mixed-use, residential focus and its location in East Bremerton.

Vision

In 2040, the Eastside Center is vibrant and active, with commercial, residential, and institutional uses, and development design and intensity that supports walkable streets.

The Eastside Center is known for expansive territorial views and is framed by Madrona Trails Park on the east, marine views of Port Washington Narrows on the south, and a newly improved multimodal SR 303 on the west. Wheaton Way and Lebo Boulevard are tree-lined streets with ample sidewalks and pedestrian friendly mixed-use street frontages. It is easy to walk and bike in the neighborhood and reach retail and services at mid-block crossings. Residents, visitors, and employees, find parks, plazas, and commercial nodes at the shoreline and hilltops.

The Eastside Center encourages a wide range of commercial uses and diverse housing types. Flexible development regulations allow a complementary collection of uses to emerge. The presence of increased housing options for a range of incomes and ages, walkable, accessible streets and open spaces and the mix of existing uses with new development ensures that growth in the center has been inclusive. By encouraging a mix of uses and high-quality, walkable development, the center has assured its long-term viability as a quality residential neighborhood with housing for all ages and incomes supported by commercial nodes and waterfront entertainment.

Environmentally sensitive areas have been retained and enhanced and new development is located and constructed to ensure growth is balanced with environmental protection.

Guiding Principles

The following four guiding principles, also summarized in the vision statement, and goals and policies, form the guidance framework for the Eastside Employment Center's future. These principles are intended to guide change, improve the investment climate, and market perception of the area, and create opportunities for employment, housing, retail, and services growth.

Economic Vibrancy

- Provide opportunities for a broad range of economic activities so that the Eastside Employment Center can accommodate both smaller-scale office uses, retail uses, employers, as well as existing and new employment-generating uses.
- Provide opportunities for businesses that create jobs that pay good wages and are accessible to people with all levels of education.

Livability, Health, and Mixed Uses

- Integrate mixed-use development, including a diverse range of housing, and concentrated development in some locations, to create active, lively areas integrated with employment and retail services.
- Invest in amenities and features to support community health, and reflect the growing demand for walkable, amenity-rich places by employers and our residents.
- Support an intergenerational neighborhood with affordable, varied, and quality housing options for all stages of life.
- Coordinate the provision of public space, and neighborhood retail and services, to support residential development.

Connectivity

- Ensure that residents, employees, and visitors of the Eastside Employment Center enjoy access to open space and the ability to walk and bike safely throughout the Center.
- Promote coordinated shoreline access that emphasizes pedestrian amenities, community gathering, and views.
- Improve access to safe, reliable, and frequent transit.

Environmental Stewardship

- Identify and protect critical areas and shoreline ecological function.
- Prioritize areas to be protected and restored.
- Promote green infrastructure for both new and existing facilities.

Coordinated Planning

- Create incentives for new development that fits the vision.
- Plan in coordination with SR 303 Corridor study.
- Fulfill goals of the state legislative appropriation to Bremerton to develop a new vision, plan, regulations, and planned action for the EC.
- Support the City's pending Comprehensive Plan Update and the regional growth strategy in Vision 2050 that seek additional housing and jobs in Bremerton, a core city.

Transition over Time

- Encourage a graceful transition of land use to meet center goals as redevelopment occurs over time. Consider market forces, incentives, and other tools to facilitate transitions.
- Provide special provisions to accommodate existing uses that may not be part of the area's long-term envisioned future.

Goals & Policies

This section includes goals and policies that would direct specific actions by the City of Bremerton in the Eastside Center. Goals and policies are based on the guidance framework and are designed to guide the land use plan as well as zoning, environmental regulations, and capital plans for the Eastside Center.

Urban Design

The Comprehensive Plan envisions a walkable, connected future for its centers, including the Study Area. However, the Study Area's existing auto-oriented character, limited street systems, large blocks, site sizes, and topography create barriers for walkability. As the Study Area transitions to different uses and a more walkable – potentially even mixed-use environment – foundational changes to its auto-oriented urban form may be necessary.

The Study Area enjoys several assets that can be built upon. These include views, access to open space systems, and connections to established residential areas.

Goal EC-1: The Eastside Center is a cohesive and accessible neighborhood structure that creates a positive identity for the neighborhood, supports business expansion and investment, strengthens existing neighborhood assets, and improves quality of life.

- **Policy EC-1:** Adopt design guidelines to ensure that future development is aligned with the Subarea Plan's urban design vison, especially related to the creation of an attractive, pedestrian-oriented environment.
- **Policy EC-2**: Consider realigning Wheaton Way north of Callahan Drive to create opportunities for a commercial campus and facilitate traffic movement.
- **Policy EC-3**: Improve streetscape design along Wheaton Way within the Eastside Center to visually unify the corridor and link potential employment-oriented nodes with "signature" character.
- **Policy EC-4**: Support SR 303 multimodal improvements. Leverage the planned new roundabout as a signature entry feature that provides opportunity to highlight employment nodes in the northern end of the Eastside Center.
- **Policy EC-5**: Plan for small retail nodes to allow businesses that serve residents and employees.

Land Use & Housing

Zoning in the Study Area allows a wide range of potential uses, including residential, retail, office, and institutional activities.

Currently vacant sites and existing, older buildings offer redevelopment opportunities throughout the Study Area. The hospital-owned parcels (both the parcel with the hospital building and the vacant parcel north of it), the City-owned site across from the Sheridan Community Center, and smaller parcels along Lebo Boulevard and Campbell Way are all potential opportunity sites.

Existing housing consists mainly of apartments and senior housing or care facilities, and those living in the Study Area tend to live alone. The City's Comprehensive Plan focuses new residential growth in centers and anticipates adding 350 dwellings (about 750 people) in the Study Area by 2036. New mixed-use housing or intergenerational housing could change the demographic makeup of the area in the future.

Goal EC-2: The Eastside Center accommodates a range of development to ensure anticipated citywide growth is focused in Centers.

- **Policy EC-6**: Allow horizontal and vertical mixed-use development to offer greater flexibility in business and housing choices.
- **Policy EC-7**: Allow a range of housing types, including townhomes, apartments, and other multifamily housing formats configured and connected to increase housing diversity and supply.
- **Policy EC-8**: Encourage the development of high-quality office development to bring jobs to the Center.
- **Policy EC-9**: Allow commercial development in the Center to promote the provision of supportive services and amenities for residents, employees, and visitors.
- **Policy EC-10**: Support the transformation of underutilized lands, such as surplus public property, parking lots, or environmentally contaminated lands that are cleaned up, to higher-density, mixed-use development, or amenities, aligned with the vision for the area.
- **Policy EC-11**: Apply Multi-Use Zoning at appropriate locations to provide sites with maximum development flexibility while ensuring new uses are aligned with the Subarea Plan's urban design goals.
- **Policy EC-12:** Ensure land use compatibility by applying a transition area of Low-Density Residential zoning where the Study Area is adjacent to a single-family residential neighborhood.

Goal EC-3: Future development in the Eastside Center is inclusive and age-friendly.

- **Policy EC-13**: The Eastside Center includes safe, reliable, and user-friendly travel options that increase mobility for a diverse range of households across income, family size and age.
- **Policy EC-14**: Encourage designs for parks and other public spaces, streets, and sidewalks that allow them to be used and enjoyed by people of all ages and abilities.

Goal EC-4: Housing in the Eastside Center meets the needs of a diverse range of people and supports intergenerational living.

- **Policy EC-15**: Encourage a variety of housing and unit types to provide housing that meets the needs of a range of households including families, younger adults, older adults, singles, and couples.
- **Policy EC-16**: Encourage the development of multifamily housing to increase the supply of available housing and to provide more housing options.
- **Policy EC-17**: Continue to allow assisted living and nursing home facilities to accommodate the diverse needs of older adults.
- **Policy EC-18**: Ensure that development standards make it simple and cost-effective to build a variety of housing units that meet the needs of the community.
- **Policy EC-19**: Collaborate with local and regional agencies and stakeholders on strategies to reduce homelessness.
- **Policy EC-20**: Invest in amenities and services that make the Eastside Center an attractive place to live for a variety of households at various income levels and stages in their life.

Goal EC-5: Future development in the Eastside Center is attractive with high quality architectural and urban design.

- **Policy EC-21**: Adopt design standards that address development, including the massing, location and orientation of buildings, connections to public spaces, and streetscapes.
- **Policy EC-22**: Provide opportunities for homeownership by supporting housing that is affordable to households at a variety of incomes and with a variety of needs.
- **Policy EC-23**: Adopt design standards tailored for new development, retrofits, as well as the fit of newer buildings with older, existing development.

Circulation

The Study Area's existing transportation network functions well for transit and vehicle traffic, with all study intersections operating better than the City's LOS standard. There are opportunities to provide more designated pedestrian and bicycle facilities. Increased transportation network connectivity for all modes could be considered to allow more direct and convenient travel between land uses.

Goal EC-6: The Eastside Center connects seamlessly with motorized and non-motorized transportation networks.

- **Policy EC-24:** Create a hierarchy of streets that safely accommodate cars, bicycles, and pedestrians.
- **Policy EC-25:** Plan for future street connections to ensure a complete, continuous, and efficient street network.
- **Policy EC-26:** Develop a network of multi-use trails, sidewalks, and bike lanes that connects important destinations, places, and services people use daily including employment uses, commercial and cultural uses, schools, parks, and transit stops.
- **Policy EC-27:** Ensure that individual developments within the Eastside Center are linked by streets and multi-use trails. Require developments to provide street and trail extensions and

frontage improvements to be designed consistent with Subarea Plan cross sections and city standards.

Goal EC-7: Residents, employees, and visitors of the Eastside Center use modes other than single occupant vehicle (SOV).

- **Policy EC-28**: Develop and implement code regulations that require Transportation Management Programs for buildings meeting a minimum size.
- **Policy EC-29**: Develop and implement a Transportation Management Association tailored to the Eastside Center's travel characteristics and opportunities.
- **Policy EC-30**: Encourage employers or multifamily properties to provide transit passes for employees and residents.
- **Policy EC-31**: Allow unbundled parking to encourage residents to forgo owning a private vehicle.
- **Policy EC-32**: Develop and implement a program for area-wide parking management, including shared parking, time limits, and/or paid parking.
- **Policy EC-33**: Support automated or other innovative models of transportation that improve mobility and connections to key destinations for residents, visitors, and employees.

Goal EC-8: Cost-efficient multimodal improvements are made to the Eastside Center transportation network.

- **Policy EC-34**: Pursue operational improvements to improve traffic flow before investing in more costly capacity expansion.
- **Policy EC-35**: Prioritize the implementation of non-motorized projects that connect the Eastside Center to nearby neighborhoods and/or make travel within the neighborhood safer and more convenient.
- **Policy EC-36**: Collaborate with Kitsap Transit to install transit amenities at all Eastside Center stops currently missing shelters and benches.
- **Policy EC-37**: Consider potential pedestrian desire lines as development occurs and implement mid-block connections where feasible.
- **Policy EC-38**: Require new development to build frontage improvements consistent with urban design standards.
- **Policy EC-39**: Develop transportation connections supportive of the findings of the SR 303 Corridor Study.

Environment

The marine shoreline is a valuable natural resource along the southern boundary of the EC. Regulations that protect resources in this area will require compliance with all relevant permitting processes. This will add cost and time constraints to proposed development activities with potential to impact regulated resources; however, this development is feasible as long as it complies with those regulations.

Goal EC-9: Environmental stewardship is integrated into the landscape of the Eastside Center.

- **Policy EC-40:** Protect ecological functions and values of the shoreline and critical areas such as fish and wildlife habitat conservation areas, aquifers, and geologic hazards through Shoreline Master Program and critical area regulations.
- **Policy EC-41**: Require stormwater management that is integrated with or mimics natural systems.

Economic Development

Current Comprehensive Plan designation of the Study Area as an Employment Center (EC) support large-scale employment activities with significant commercial space, with supporting residential and commercial amenities. Mixed-use development is supported.

The relocation of Harrison Hospital would affect a large amount of jobs in the city; this subarea plan focuses on different alternatives to address employment and mixed-use options.

Goal EC-10: A vibrant and diverse employment base in the Eastside Center serves both citywide and neighborhood needs and creates opportunities for jobs for city and neighborhood residents.

- **Policy EC-42:** Recruit, grow and retain a wide spectrum of employment opportunities in the Eastside Center.
- **Policy EC-43:** Provide flexibility in use and development standards to allow for a collection of multiple uses that complement each other.
- **Policy EC-44**: Ensure that the Eastside Center includes a variety of housing opportunities and types to provide a broad range of housing choices for a local workforce.

Goal EC-11: The Eastside Center benefits from partnerships and collaboration to create holistic strategies for economic development

- **Policy EC-45**: Collaborate with the Washington State Department of Commerce, the Kitsap Economic Development Alliance, Naval Base Kitsap Bremerton, and local and regional stakeholders to recruit employers and capitalize on any opportunities for development in the Eastside Center.
- **Policy EC-46:** Pursue ongoing dialogue with the Harrison Medical Center regarding the types of redevelopment opportunities that will be considered on its property, to ensure that future development and use of the site are consistent with the City's vision.
- **Policy EC-47**: Continue Dialogue with Naval Base Kitsap Bremerton to capitalize on any opportunities for off-base uses that would be suitable for the Eastside Center or specifically the Harrison Medical Center site.

- **Policy EC-48**: Pursue proactive approaches to create market opportunities. This could include the following:
  - Identifying companies with "C-suite officers" that live in Bremerton to highlight marketing opportunities for satellite offices, with access to improved amenities, high quality of life, and lower cost of living.
  - Identifying other businesses with a regional presence that would be interested in siting new offices in locations with improved affordability and high quality of life.
  - Working with property owners and venture capital investors on opportunities for business incubators, accelerators, and coworking spaces that can support smaller businesses with growth potential to locate in the neighborhood.
- **Policy EC-49**: Consider providing financial and tax incentives to attract desired development into the neighborhood.
- **Policy EC-50:** Consider monitoring the execution of subarea planning and implementation and keep the public and stakeholders informed about ongoing progress with the neighborhood.

Goal EC-12: Workforce development programs provide a pipeline of skilled workers to the Eastside Center.

- **Policy EC-51**: Partner with the Olympic College and other local academic institutions to support workforce development, and research and development.

Goal EC-13: The Eastside Center enjoys a business climate that encourages development aligned with the Subarea Plan Vision and provides clarity and certainty to developers and property owners.

- **Policy EC-52**: Streamline application, review and approval processes for engineering, building, and planning permits for new development and expansion of existing businesses.

Public Services & Infrastructure

Public Services: Law and safety services are provided by the Bremerton Police Department and Bremerton Fire Department operating from facilities in the downtown area. There are no schools in the Study Area, but several are located nearby and serve it.

About 10% of parcel acres (9.5 acres) in the Study Area offer park, recreation, and open space opportunities. The Study Area is also surrounded by other parks and natural areas, including East Park Nature Area / Madrona Trails, East Park, and Sheridan Park. There is an existing gap in Neighborhood Park service area coverage in the Study Area.

Utilities: The City has enough water supply to meet demand beyond 2032, but should continue conservation education efforts to reduce future water demand. Water conservation incentives in the EC could also reduce the need for capital improvements to system conveyance.

Redevelopment projects in the EC could occur simultaneously with any need for future wastewater system improvements to maximize efficiency. Redevelopment will be required to provide treatment for runoff from pollutant generating impervious surfaces when the size of development exceeds thresholds in the stormwater manual.

Opportunities to address stormwater problems in the Cherry Avenue basin may arise as redevelopment proceeds, such as eliminating stormwater connections to the wastewater system, installing new storm mains to provide adequate stormwater conveyance capacity along Cherry Avenue, reducing peak flow rates, and improving stormwater treatment upstream of the sensitive marine shoreline.

Goal EC-14: Ensure availability of utilities at appropriate levels of service to support the Eastside Center's existing and planned development.

- **Policy EC-53**: Consider opportunities for joint use of utility corridors and facilities as pedestrian facilities, open spaces, and amenities.

Goal EC-15: The Eastside Center is efficiently served by public services and infrastructure.

- **Policy EE-54:** Require development to pay its fair share of costs toward infrastructure and public services.
- **Policy EC-55:** Ensure the timing and scale of public investments is balanced with private investments to make sure that the EC is a feasible opportunity for new development.
- **Policy EC-56**: Update City Water, Sewer, & Stormwater comprehensive plans to include growth anticipated in the EC and ensure that primary public infrastructure planned for.

Goal EC-16: The Eastside Center is enhanced with open spaces that adds a focus for the surrounding area, takes advantage of neighborhood assets, and connects to adjacent resources.

- **Policy EC-57**: Explore a shared street along Campbell Way in which both pedestrians, bicycles and low speed vehicles share the roadway.
- **Policy EC-58**: Ensure that all development in the Eastside Center is connected to a network of open spaces.
- **Policy EC-59**: Explore connections to the proposed Bridge to Bridge trail.
- **Policy EC-60:** Consider ways to leverage a cluster of spaces (undeveloped street ends, underutilized parcels north of and along Campbell Way) along the waterfront into a public space and amenity.

- **Policy EC-61**: Consider alternative uses for city-owned waterfront property used as a laydown site.
- **Policy EC-62:** Ensure land use compatibility by applying a transition area of Residential Low-Density zoning where the Study Area is adjacent to a single-family residential neighborhood.

Goal EC-17: The stormwater system is planned, constructed, and operated in a way that protects property, public safety, water quality, and enhances the natural environment in and around the Eastside Center.

- **Policy EC-63**: Establish development code and green street standards that make LID/GSI the preferred approach to stormwater management, where feasible, including code that minimizes impervious surfaces, native vegetation loss, and stormwater runoff. Develop standards for lined facilities where infiltration is not feasible or advisable.
- **Policy EC-64**: Encourage Public Works and Parks to collaborate and identify opportunities to partner on projects to locate regional stormwater facilities in parks that provides water quality benefits and enhancements to park function. Require new development to install stormwater treatment for the right of way when building frontage improvements consistent with urban design standards.
- **Policy EC-65**: Complete capital projects to eliminate system deficiencies prior to, or concurrent with, private development.
- **Policy EC-66**: Pursue outside funding, such as water quality improvement grants and loans when appropriate, to leverage City infrastructure investment.

Goal EC-18: Stormwater management strategies employed by the City promote community health and healthy

LOW IMPACT DEVELOPMENT (LID) AND GREEN STORMWATER INFRASTRUCTURE (GSI)

- The term low impact development (LID) refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater to protect water quality and associated aquatic habitat.
- The term green stormwater infrastructure refers to the management of wet weather flows using these processes, and to refer to the patchwork of natural areas that provide habitat, flood protection, cleaner air and cleaner water.
- At both the site and regional scale, LID/GI practices aim to preserve, restore and create green space using soils, vegetation, and rainwater harvest techniques.
- LID is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product.
- There are many practices that have been used to adhere to these principles such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels and permeable pavements.
- By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions. (Source: US EPA)

lifestyle choices within the EC.

- **Policy EC-67:** Apply LID/GSI as the preferred approach for stormwater management on right-of-way improvement projects where feasible.
- **Policy EC-68:** Incentivize green building standards that promote the use of LID/GSI for stormwater management.

Goal EC-19: Water supply to the EC reliably meets the fire flow and general potable water demand to support development.

- **Policy EC-69.** Run the water system model to identify deficits in water supply system on the preferred alternative.
- **Policy EC-70.** Incorporate projects in the water system capital improvement plan as necessary to address any identified deficits and ensure they are accounted for in financial planning.

Goal EC-20: Water use per single family household is maintained below 180 gallons per day on a 3-year average.

- **Policy EC-71.** Increase water efficiency with standards that require water conserving fixtures such as ultra-low flush toilets and low-flow shower heads and by incentivizing green building standards.
- **Policy EC-72.** Require landscaping to use drought-tolerant native plant species and include water-efficient irrigation when irrigation is used.

Goal EC-21: Businesses are provided industry-specific water efficiency information that can reduce their use.

- **Policy EC-73.** Develop and provide educational material to businesses to encourage water efficiency

Goal EC-22: The wastewater system reliable conveys wastewater away from the Eastside Center and provides adequate wastewater treatment prior to discharge of effluent to the environment.

- **Policy EC-74.** Utilize the wastewater conveyance system model to identify deficiencies in wastewater conveyance on the preferred alternative.
- **Policy EC-75.** Incorporate projects in the water system capital improvement plan as necessary to address any identified deficiencies and ensure they are accounted for in financial planning.

Goal EC-23: Wastewater pumping and treatment costs are reduced through projects that reduce inflow and infiltration and standards and incentives that reduce wastewater generation.

- **Policy EC-76.** Expand the stormwater conveyance system where needed to eliminate stormwater flow into the wastewater system.
- **Policy EC-77.** Reduce wastewater generation with standards that require water conserving fixtures such as ultra-low flush toilets and low-flow shower heads and by incentivizing green building standards.

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Community Design Overview

This Chapter lays out six urban design strategies that provide the foundation for the Eastside Center. Sections following provide a discussion of these strategies and summarize their application within the Subarea.

Sensitive Infill

A majority of anticipated development within the subarea will concentrate development on vacant or underutilized property. Infill development of appropriate scale will ensure that land in the subarea is used efficiently.

The Subarea Plan calls for several key changes to encourage infill, including higher densities and flexible development standards. Urban design issues such as height, bulk and scale, streetscape design and housing variety have also been considered.

Walkability

New development in the Subarea is envisioned to help transition the Eastside Center to a more walkable environment. The Plan emphasizes urban design features that support walkability such as smaller blocks, a highly connected grid like street network, mixed land uses that put many destinations close to each other, small storefronts or ground floor retail in to support housing and employees, sufficiently high densities, and community hubs and civic places that promote activity and social interaction.

Placemaking for Economic Development

An important goal of the Subarea Plan is to attract employers to the area. A focus is thus on urban design qualities that appeal to prospective employers, such as availability and quality of workforce housing, urban living infrastructure, access to and connectivity to bikeways and sidewalks, and multi-modal mobility.

Parks & Public Spaces

A community's quality of life has a significant impact on its ability to attract and retail businesses. Parks and public spaces enhance community quality of life and are tied to regional economic development.

Waterfront as Amenity

Visual access to the water is an important asset of the Eastside Center. Given this, the Subarea plan envisions future development that considers visual connections to the water and makes good use of topography.

Equity & Inclusive Growth

Access to efficient transportation options, affordable housing, and easy access to services, make workers more productive and firms more robust. These investments increase job quality and lead to long-term access to economic opportunity for all. Given this, a focus of the Subarea Plan is on infrastructure investments and housing variety.

A diverse set of employers is another key piece of economic health. The Subarea Plan envisions the retention of existing businesses, as well as the addition of new businesses, to diversify the job base of the area.

4Land Use Plan

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Overview

This section describes existing policies and regulations for the Eastside Center, its history of development, and existing land use patterns. Alternatives that were studied through the EIS and the preferred vision are also described.

Current Comprehensive Plan designation of the Study Area as an Employment Center (EC) support large-scale employment activities with significant commercial space, with supporting residential and commercial amenities. Mixed-use development is supported.

The EC zoning district applies to the entire Study Area and allows a wide range of potential uses, including residential, retail, office, and institutional activities. Height limits range from 80 feet for residential uses (and mixed-use projects that are primarily residential), and 60 feet for non-residential uses.

Opportunities for redevelopment are spread across the Study Area. These include both currently vacant sites as well as redevelopment of older, existing buildings. The hospital-owned parcels, including both the parcel with the hospital building and the vacant parcel north of it, the City-owned site across from the Sheridan Community Center, as well as smaller parcels along Lebo Boulevard and Campbell Way are potential opportunity sites.

Background

An Economic and Market Analysis was also done to inform this effort to develop a new vision and regulatory environment to support new development in Bremerton's Eastside Center as it prepares for the departure of the Harrison Medical Center.

The following findings were derived from this research:

- **Strategies for the Center should include a long-term conceptual vision and a clear plan for implementation**. In reviewing the guiding visions and examples of strategies from other contexts, a clear approach appears necessary to provide guidance and eliminate regulatory and planning obstacles to long-term success. The City should pursue a series of development actions to clarify the use of the Harrison Medical Center site, develop and implement and vision for the City's intent for the area, and monitor results and realign strategies as necessary over the longer term.
- **There will be challenges in attracting new technical, scientific, and professional employment to the Eastside Center, especially in the short term**. The Eastside Center will be significantly challenged by the loss of medical service employment, as these jobs will not be easily replaced by another employer. Outside of government employment, there has been only a nominal increase in employment in other sectors, and professional, technical, and scientific industries have even reported declines in local employment. This suggests that while new business attraction and retention campaigns might yield results in the future,

natural trends in local business growth are not likely to lead to the substantive demand for new office space in the Center.

- **Military-related uses face restrictions that would limit their ability to be accommodated in the Eastside Center.** For Naval Base Kitsap-Bremerton and the Puget Sound Naval Shipyard, there are recognized space limitations for both government and private-sector contractor activities. However, directives from the Department of Defense limit the use of leased space outside of government facilities for military use. Even in the case of exceptions, leased properties are typically required to comply with anti-terrorism force protection guidelines. For private-sector contractors, office space may not be required directly in Bremerton, especially for uses that do not require a constant physical presence. Although there could be the potential for future military-related uses in the Center, these limitations will complicate any efforts to encourage development in the short term.
- **Short-term redevelopment opportunities will be related to mew multifamily residential development with supporting retail uses**. A stronger market case can be made for promoting new multifamily development in the Eastside Center. Available multifamily units in the city tend to be older, with significant pre-war development in the downtown and 1970s–1980s development for housing units elsewhere. Increasing housing quality and availability can help to address expected needs, and appropriate neighborhood retail can be incorporated into mixed-use projects to support new residents and help provide for a complete neighborhood.

The report also offers strategic directions to address the transformation of the Eastside Center to address obstacles and identify opportunities, actions, and investments that could occur in the short and long-term to create a durable and vital center.

Existing Policies & Regulations

Bremerton Comprehensive Plan

The City of Bremerton's Comprehensive Plan is the community's vision for Bremerton over the next 20 years (2016-2036). The Comprehensive Plan's land use strategy envisions Bremerton as a vital, economically strong, and desirable place to live and work. Called the Centers Concept, this strategy intends to capitalizes on new demographic trends and opportunities. The Comprehensive Plan envisions the City's communities and established neighborhoods to have a distinctive focus, yet walkable and well connected to each other. See Exhibit 3.

The following policies implement this land use strategy.

> *LU1(A): Designate neighborhoods, communities, and centers throughout the City and encourage the implementation of design guidelines for new development and redevelopment that complement the designated purpose and scale.*
> *LU4(B): Provide multimodal options and standards that have connectivity throughout the City, especially linking centers and neighborhoods for all modes of transportation.*

In addition, the Plan identifies five types of centers, and center policies applicable to all centers. These include the following:

> *LU1-Cen(A): Development regulations should encourage pedestrian oriented mixed-use design in Centers and address such issues as: (1) Locating buildings or features in the core of the Center at sidewalk edge, (2) Providing windows and other architectural features that foster pedestrian interest along street fronts, (3) Adopting sign standards that reflect pedestrian scale, (4) Encouraging and/or requiring architectural features that are of a scale and type appropriate for viewing by pedestrians at the building front and immediately nearby, and (5) Development projects should be encouraged to provide amenities such as street furniture, street trees, small public spaces and plazas, etc.*
>
> *LU1-Cen(B): Provide for advanced utility planning to offer upgraded, ready-to-serve services for development designed to achieve maximum density.*
>
> *LU1-Cen(C): Building facades shall utilize architectural features that provide for horizontal and vertical modulation.*
>
> *LU1-Cen(D): Alternative circulation for automobiles should be provided as much as possible with consideration for freight circulation for local businesses. The goals of alternative circulation designs should include: (1) reducing traffic in pedestrian oriented core of the Center, and (2) placing parking away from the street.*
>
> *LU1-Cen(E): Consider the existing built environment when creating development regulations.*

LU1-Cen(F): Implement parking ratios that reflect the least amount of spaces required for development approval where transportation options other than the automobile are available to serve travel needs.

LU2-Cen(A): Pre-qualify key areas and sites for environmental permitting through such tools as subarea plans and related programmatic Environmental Impact Statement's. Work toward enabling development in Centers to proceed as a Planned Action under the State Environmental Protection Act (SEPA) including coordination with the local tribal government for protection of treaty cultural and natural resources.

LU2-Cen(B): Coordinate with Kitsap Transit to provide transit access to centers.

LU2-Cen(C): Provide incentives and flexibility that encourage and enable development in Centers, including alternative parking options like payment in lieu of parking spaces.

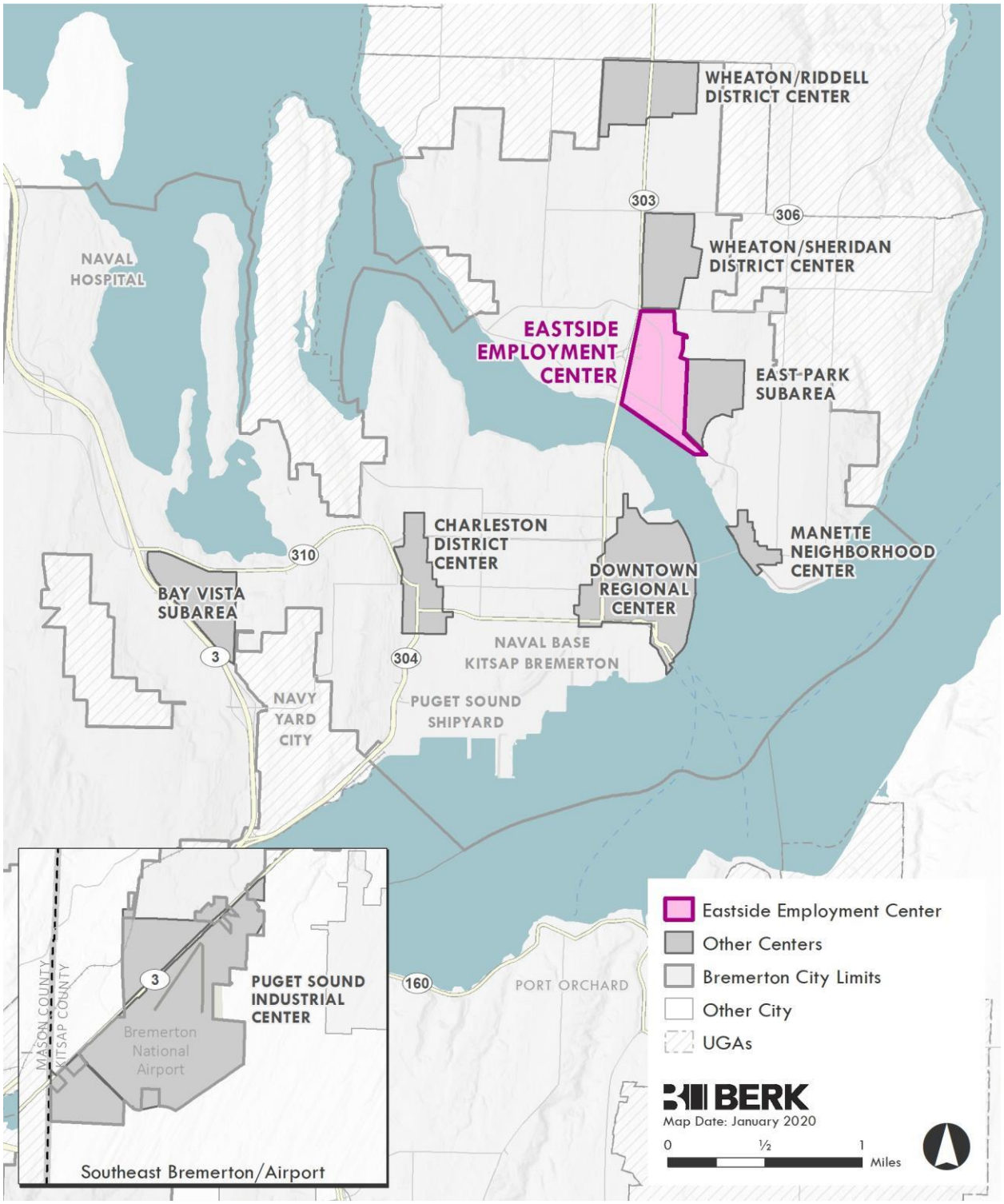
LU3-Cen(A): Provide recreation opportunities within centers including access to the shoreline.

LU4-Cen(A): Improve and provide for walkability, and other nonmotorized transportation routes throughout Centers and provide links between the centers and neighborhoods.

The Comprehensive Plan also includes a policy specific to the Eastside Employment Center:

LU2-EC(A): Provide flexibility in the setback, height, density, building footprint, and lot area development regulations to encourage redevelopment of this area and promote use of Low Impact Development (LID) techniques and Best Management Practices (BMPs).

Exhibit 3. Bremerton Comprehensive Plan Centers, 2019



Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2020.

Growth Management Act

Bremerton's strategy for growth is consistent with the Growth Management Act (GMA), which restricts urban growth to urban areas to prevent sprawl. This is represented in the following GMA goals:

> *(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
>
> *(2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
>
> Source: RCW 36.70A.020

PSRC Vision 2040 & Kitsap County Countywide Policies

Both the Puget Sound Regional Council's Multi-County Planning Policies (MCPPs) and the Kitsap County Countywide Planning Policies (CWPPs) direct cities toward a centers strategy, in which urban growth is concentrated in designated regional and local centers, consistent with Bremerton's land use strategy. Regional centers, such as Bremerton's Downtown, are designated in the MCPPs, but local centers are also recognized as important to regional growth:

> *MPP-DP-2: Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.*
>
> *Goal: Subregional centers, such as those designated through countywide processes or identified locally, will also play important roles in accommodating planned growth according to the regional vision. These centers will promote pedestrian connections and support transit-oriented uses.*
>
> *MPP-DP-11: Support the development of centers within all jurisdictions, including town centers and activity nodes.*

In the CWPPs, the overarching goal for development patterns, Element C and centers policy C-1 support prioritizing centers for resource allocation and population growth.

> *Element C Overarching Goal: Centers and their boundaries are intended to be locally determined by the County and the Cities where a community-wide focal point can be provided, significant population and/or employment growth can be located, and the increased use of transit, walking and bicycling can be supported.*

Designated Centers are intended to define the pattern of future residential and commercial/industrial growth and incorporate opportunities for parks, civic, and public space development in Kitsap County.

In decisions relating to population growth and resource allocation supporting growth, Centers have a high priority.

PSRC is currently updating its regional plan that extends the time horizon for regional planning. A draft version of the VISION 2050 plan was provided to the public in July 2019, detailing how the four-county region would work to accommodate 5.8 million people and 3.4 million jobs by the year 2050. This document is currently under review, and a final version is expected to be approved in 2020.

As part of the Regional Growth Strategy included in VISION 2050, the region has been divided into nine different geographies: *Metropolitan Cities*, *Core Cities*, *High Capacity Transit Communities*, *Cities and Towns*, *Urban Unincorporated Areas*, *Rural Areas*, *Natural Resource Lands*, *Major Military Installations*, and *Tribal Lands*. These geographies are used to allocate forecasted population and employment growth by county according to the general type of community.

A major focus of the revised VISION 2050 is on promoting growth in areas supported by transit, with greater shares of growth allocated to redevelopment within communities serviced by high-capacity transit. This is promoted through the proposed Regional Growth Strategy Policies:

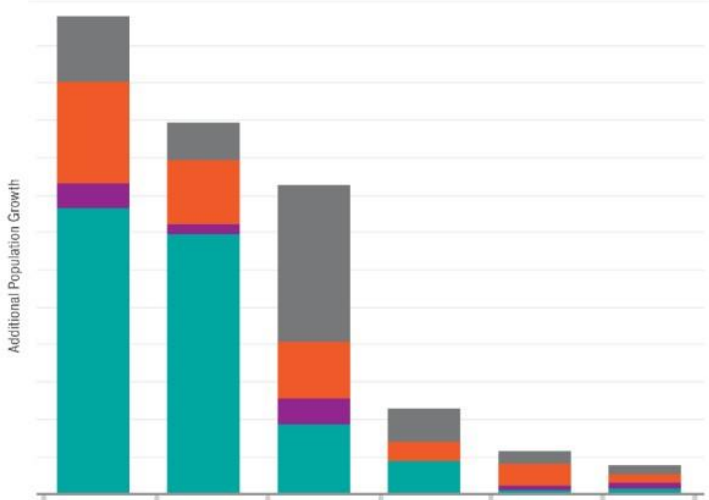
MPP-RGS-6: Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.

MPP-RGS-7: Attract 65% of the region's residential and 75% of the region's employment growth to high capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

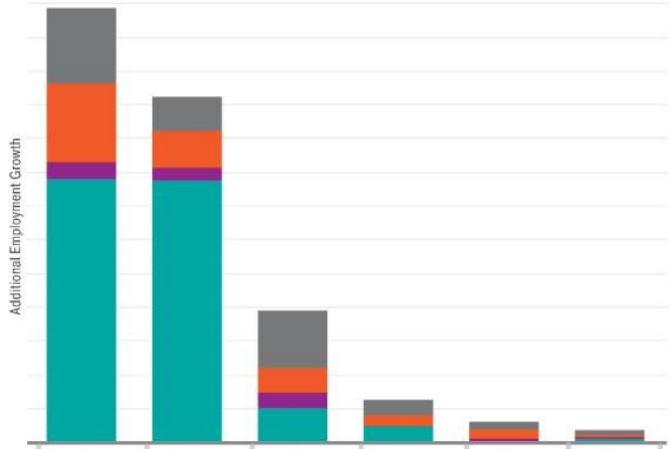
MPP-RGS-11: Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.

Under VISION 2050, Bremerton and the Bremerton UGA are designated as a "Metropolitan City," and a greater share of growth is allocated to the city and surrounding area as locations with by high-capacity transit. The Regional Growth Strategy provides an estimate of an additional 33,000 residents and 20,000 jobs in the community by 2050. This represents a notable increase over previous estimates and highlights an increased role of the City of Bremerton as an urban center in the County. See Exhibit 4.

Exhibit 4. Vision 2050 Population and Employment Growth, 2017-50, Preferred Alternative



	Metropolitan Cities	Core Cities	High Capacity Transit Communities	Cities & Towns	Urban Unincorporated	Rural	Total
Snohomish	20% • 87,000	12% • 51,000	50% • 210,000	11% • 45,000	4% • 18,000	3% • 13,000	24% • 424,000
Pierce	38% • 137,000	23% • 85,000	21% • 77,000	7% • 25,000	8% • 29,000	3% • 11,000	21% • 364,000
Kitsap	34% • 33,000	16% • 15,000	36% • 34,000	0% • 0	6% • 6,000	8% • 8,000	5% • 97,000
King	44% • 381,000	40% • 346,000	11% • 92,000	5% • 44,000	0% • 4,000	1% • 6,000	50% • 872,000
TOTAL GROWTH	36% • 637,000	28% • 497,000	24% • 413,000	6% • 114,000	3% • 57,000	2% • 38,000	100% • 1,756,000
2017 BASE	1,222,000	921,000	878,000	338,000	172,000	536,000	4,067,000



	Metropolitan Cities	Core Cities	High Capacity Transit Communities	Cities & Towns	Urban Unincorporated	Rural	Total
Snohomish	39% • 89,000	17% • 39,000	30% • 68,000	8% • 18,000	3% • 7,000	2% • 4,000	19% • 225,000
Pierce	48% • 94,000	23% • 44,000	15% • 29,000	6% • 13,000	6% • 12,000	2% • 3,000	17% • 195,000
Kitsap	35% • 20,000	26% • 15,000	32% • 18,000	0% • 0	2% • 1,000	5% • 3,000	5% • 57,000
King	46% • 311,000	45% • 310,000	6% • 40,000	3% • 18,000	0% • 1,000	0% • 3,000	59% • 682,000
TOTAL GROWTH	44% • 514,000	35% • 407,000	13% • 155,000	4% • 49,000	2% • 21,000	1% • 13,000	100% • 1,158,000
2017 BASE	1,047,000	642,000	269,000	100,000	81,000	95,000	2,233,000

Source: PSRC, 2020.

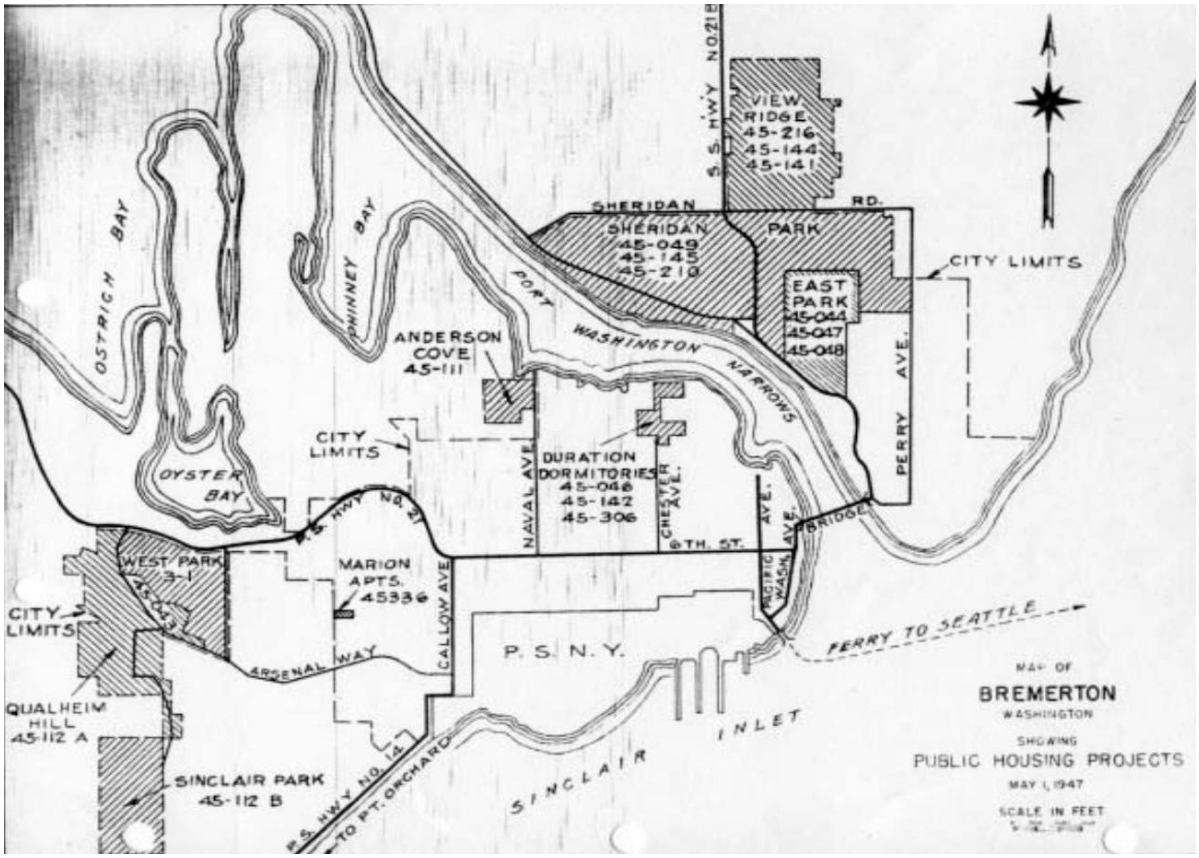
History of Development

Like the City, the Study Area's development as an urban area is closely tied to the Navy's ship building and repair yard, and the ebb and flow of activity at the shipyard. In the 1940s, at the peak of World War II, Bremerton grew from a population of 15,134 to an estimated 82,000 residents. The heavy workload of shipbuilding, repair, and maintenance required for the Pacific war effort was behind this growth. Bremerton's Housing Authority, working with the Federal Public Housing Authority (FPHA) constructed roughly 6,000 war housing units and dormitories for roughly 1,500 residents to keep up with the housing demand from residents. These included Sheridan Park in the Study Area, in addition to West Park, West Park Addition, View Ridge, East Park, Anderson Cove, and Sinclair Park. See Exhibit 5.

At the close of the war, need for housing decreased as the influx of wartime workers returned to their homes. By 1946, much of the housing, especially the dormitories constructed south of the Study Area, were no longer needed for housing, and the buildings were offered to schools for their use. The Bremerton School District acquired some of the dormitory buildings and used them for the newly founded Olympic Junior College.

The development of wartime housing in the Bremerton area was driven by the needs of the growing shipyard workforce, and government housing was not segregated. Many of the workers who came to the shipyard were drawn from the Midwest, upper Mississippi River Valley, cities of the rust belt and even East Coast urban centers like Philadelphia. These wartime workers came from a range of economic, social, and cultural backgrounds and changed the demographics of Bremerton.

Exhibit 5. Wartime Housing Map, 1947



Source: Bremerton Housing Authority, U.S. National Archives and Records Administration, Pacific Alaska Region Facilities, Seattle Record Group No. 181, Naval Districts and Shore Establishment, 13th Naval District.

Originally the City of Bremerton Hospital, the Harrison Medical Center has evolved over the years. Community efforts were involved at various points to draw and sustain the hospital, starting with Angie Harrison and community volunteers in 1918 to a citizen campaign launched in 1961 to build a new hospital. In 1965 Harrison Memorial Hospital was opened in the Study Area. See Exhibit 6.

Exhibit 6. Citizen Campaign to Build New Hospital, Circa 1961

Source: CHI Franciscan.

Completed in 1965, Harrison Hospital has been an anchor land use for this area, employing roughly 1,200 workers, and providing key medical services for the region. Today, the Study Area is home to a diverse range of medical services businesses and housing, with roughly 2,851 jobs and 450-620 residents. In 2017, CHI Franciscan Health announced that the operations of the Harrison Medical Center would be transferred to new facilities in Silverdale. The first phase of this relocation is expected to be completed by 2020, with the final relocation expected in 2023.

Existing Land Use Pattern

Medical services use, including Harrison Hospital and smaller medical/dental offices surrounding it, are the predominant land use in the Study Area occupying roughly 34% of the total acreage. See Exhibit 7 and Exhibit 9.

Exhibit 7. Acreage and Building Area by Land Use, 2019

General Assessor Land Use Category	Parcel Acres	Parcel Acres (%)
Residential	14.3	18%
Commercial & Retail	8.3	10%
Medical Services	27.3	34%
Other Services	4.1	5%
Warehouse	0.5	1%
Parks, Recreation, & Open Space	4.3	5%
Public/Utilities	5.2	6%
Parking	5.6	7%
Vacant	11.2	14%
Total	**80.7**	**100%**

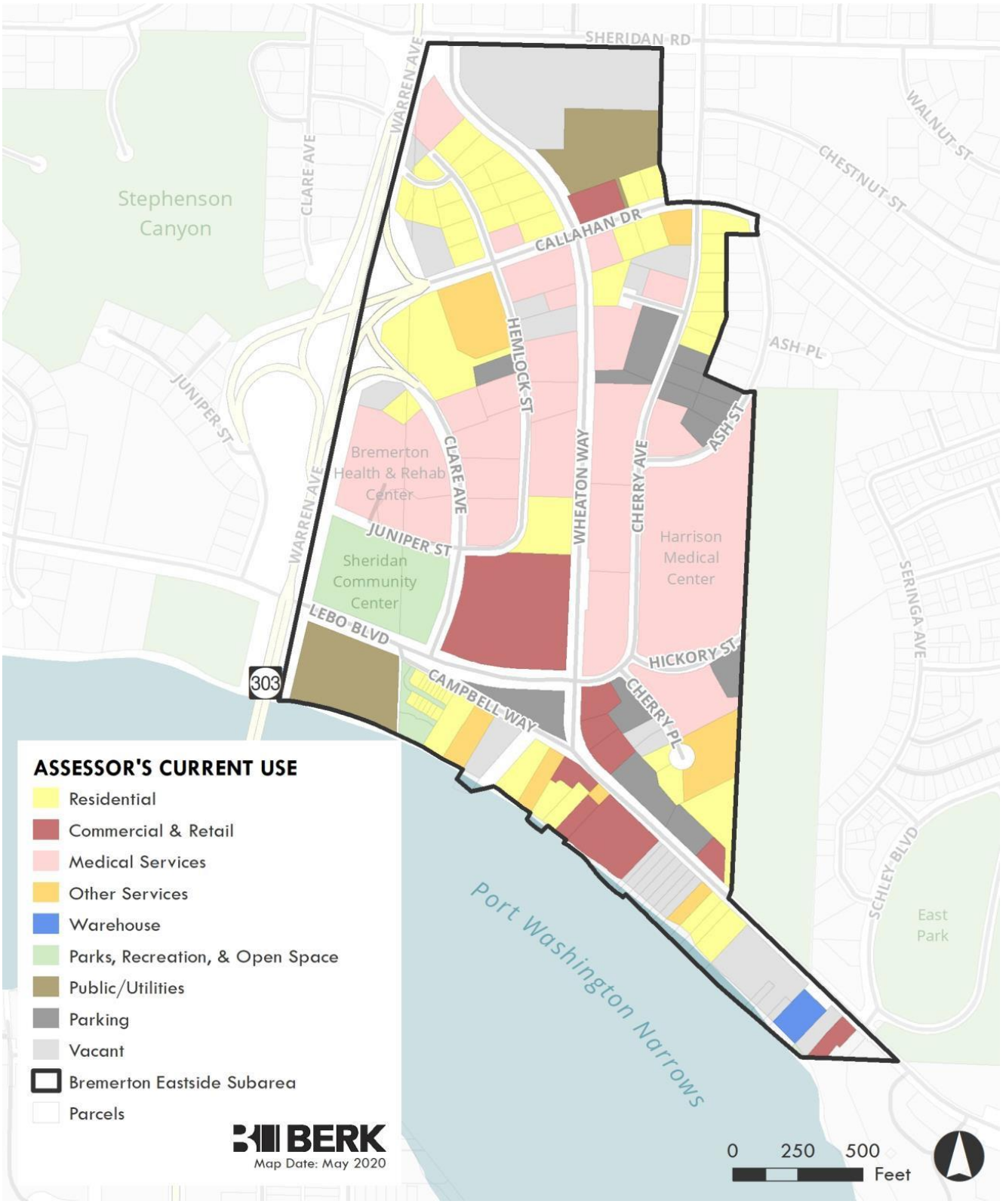
Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

The Hospital and surrounding medical service uses are in the central core of the Study Area, west of the Madrona Forest. See Exhibit 8.

Exhibit 8. Harrison Hospital

Source: Harrison Hospital, 2019.

Exhibit 9. Current Land Use, 2019



Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

Older adult services, including assisted living facilities and a hospice, dominate the western edge of the Study Area, bordering the medical services cluster. The Sheridan Village shopping center and the Sheridan Park Community Center border the medical services cluster on the south.

In the northeastern corner, surface parking for the Madrona Forest separates the cluster of medical services use from housing in the Callahan and Chestnut neighborhoods to the north. The northern edge of the Study Area bordering Sheridan Road and Wheaton Way includes a large undeveloped parcel owned by Harrison Hospital. A water reservoir owned by the City of Bremerton is located on the southeast corner of this undeveloped parcel. Smaller pockets of residential use, both single-family homes and duplexes, are found in the northwestern corner, west of Callahan Drive and Cherry Avenue.

Southwest of the Hospital is the Sheridan Park Community Center. Across the street from the Sheridan Park Community Center is a City- owned parcel used by the Parks Department as a laydown site. Adjacent to this parcel is a development with relatively recent multi-family housing. The area further southeast along Lebo Boulevard and Campbell includes older, lower value housing, and smaller scale commercial uses and surface parking lots.

While this southern area is close to the shoreline, actual access to the water is limited by steep topography.

Source: BERK, 2019.

Edges & Adjacent Neighborhoods

The Study Area is bordered on the north by the Wheaton-Sheridan District Center. This center is anticipated to become an urban village that provides housing within easy walking distance of transit, employment, and shopping. It currently includes a range of smaller resident-serving commercial uses, such as a mobile gas station, and smaller services uses, including medical offices. The School District owns a large vacant parcel in this center, the former location of the East Bremerton High School. Redevelopment of this site and smaller sites within the abutting center is anticipated in the future.

Residential neighborhoods border the Study Area on the west and east. Wheaton Way forms a strong edge on the west, separating the Study Area from residential neighborhoods further west. The Study Area is bordered on the south by the Port Washington Narrows. Multifamily housing, currently the' Sea Glass' apartment complex, forms the southeastern edge of the Study Area.

East Park located off Lower Wheaton Way, and one of the designated centers in the city, is located on the east side of the Study Area. East Park is in the final phase of residential redevelopment. Plans for the final phase include 261 single-family homes and 100 multifamily units, with the potential for some commercial space along lower Wheaton Way.

A rare grove of native Madrona trees, referred to as the "Madrona forest," is sandwiched between Harrison Medical Center in the Study Area and East Park. Madrona forests such as this one are relatively rare in the regional landscape, especially in unfragmented, unlogged conditions free of nonnative species. Madrona trees are important for the conservation of biological diversity due to their rarity, declining trend, threats, and limited distribution.

This roughly 16-acre forested area includes several trails. This land is protected and can only be used for recreational use. Any changes to non-recreational use would require federal approval from the National Park Service.

Planning Commission Preferred Alternative

The Planning Commission considered community engagement results including the Sounding Board in March 2020, the community meeting in April 2020, and Draft EIS alternatives and comments. See Appendix A for the range of alternatives including current zoning.

The Planning Commission provided guidance on a Preferred Alternative at their April 2020 meeting. The Draft Subarea Plan has been amended to reflect the conceptual land use and transportation linkages including:

- Center Residential Areas with High Densities
- Center Retail Mixed Use Area
- Flexible Multi-Use Areas with overlays to share a desired vision:
  - Multi-Use High Density Residential Overlay
  - Multi-Use Innovation and Entrepreneurial District Overlay
  - Multi-Use Residential-Commercial Core Overlay
- Street Connections with a realigned Wheaton Way at Sheridan, mid-block connection at Juniper Street, and bicycle and pedestrian improvements addressing the City's priority bicycle and pedestrian streets.

See Exhibit 10 for the zoning district acres, for overlay acres, and Exhibit 11 for a map.

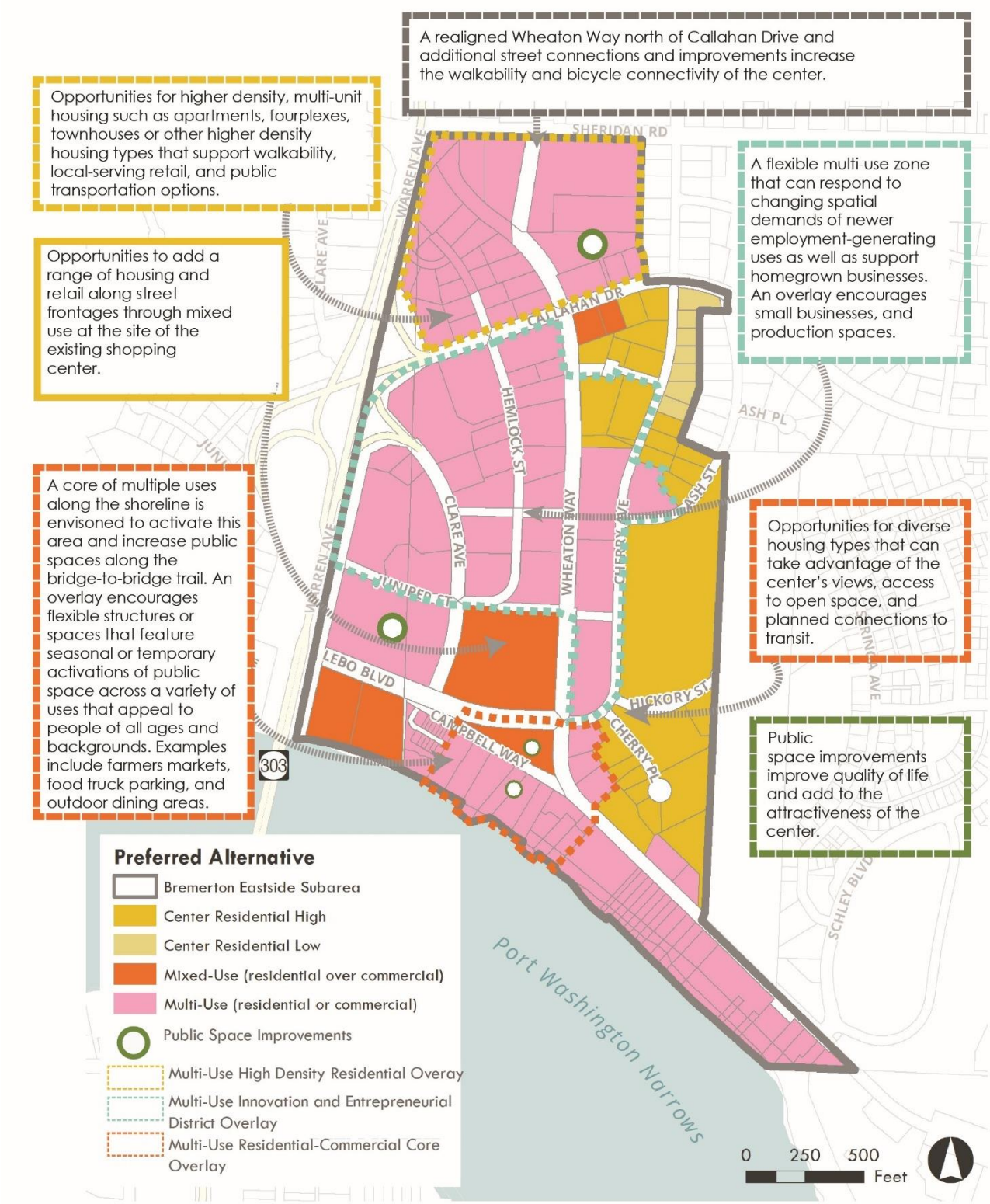
Exhibit 10. Zoning District Acres

Land Use	Acres	Name	Acres
Mixed Use	8.22	Multi-Use High Density Residential Overlay	16.34
Multi-Use	54.33	Multi-Use Innovation and Entrepreneurial District Overlay	31.06
Center Residential High	18.45	Multi-Use Residential-Commercial Core Overlay	7.63
Center Residential Low	1.56	Total	55.03
TOTAL	82.56		

Source: BERK 2020.

The Preferred Alternative would increase residential capacity above existing levels by about 3,000 people, 1,650 dwellings, and 425 jobs.

Exhibit 11. Planning Commission Preferred Alternative and Vision



Source: BERK, 2020

5Eastside Center Zoning & Development Regulations

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1. Introduction

1.010 Purpose

A. The EC Zoning and Development Standards establish zoning provisions, minimum development standards, and design criteria that will guide all development in the Eastside Center Subarea. The purpose of these development standards is to:

1. Implement the vision and policy direction contained in Chapter 3: Vision and Guidance Framework.
2. Promote economic competitiveness and long-term vitality through standards and guidelines that encourage and reward walkable, holistic development that connects residential and employment uses, with retail, services, amenities, and multi-modal connections.
3. Promote compact mixed-use development on suitable sites well-served by infrastructure.
4. Provide a streamlined review process for development that is consistent with Land Use and Economic Developments Goals of Chapter 3 and related SEPA Planned Action.

B. The standards address the following elements:

1. Introduction, including a description of the purpose, content, applicability and administration of the Zoning and Development Standards.
2. Definitions.
3. Land Use Zones, including purpose statements for each zone, zoning map, and standards for uses, and heights.

1.020 Applicability

A. The Zoning and Development Standards provide minimum requirements applicable to development in the Eastside Center Subarea. The purposes outlined in this subsection are intended to be achieved through compliance with all mandatory standards and consideration of the design guidelines.

B. Conflict of Provisions and Severability 1. The standards contained in this Chapter are specific to Eastside Center and are intended to supplement or modify standards contained in the Bremerton Municipal Code (BMC Title 20).

1. In the event of a conflict between the standards contained in this Chapter and those contained in the Bremerton Municipal Code, the standards in this Section shall prevail.
2. In the event that a provision of this Chapter is held invalid, the remaining provisions shall remain in full force.

2. Definitions

All definitions contained with the Bremerton Municipal Code (BMC) apply in Eastside Employment Center, unless specifically modified by the definitions below.

Specific land uses are defined in BMC Chapter 20.42. If a specific term is not defined or referenced herein or in BMC Chapter 20.42, it shall take its normal and customary meaning within the context of how it is used.

2.020 List of Defined Terms

Income-restricted housing: Affordable housing for families and individuals with incomes at or below 50% of the Bremerton/Silverdale area median income.

Microenterprise: A business operating on a very small scale, especially one with a sole proprietor and fewer than six employees.

Transitional setbacks: Setbacks applicable in areas when a higher density use abuts a single-family zone, intended to ensure that future development lessens the adverse impacts on the adjoining lower density residential zone, and provides for a smooth transition between them.

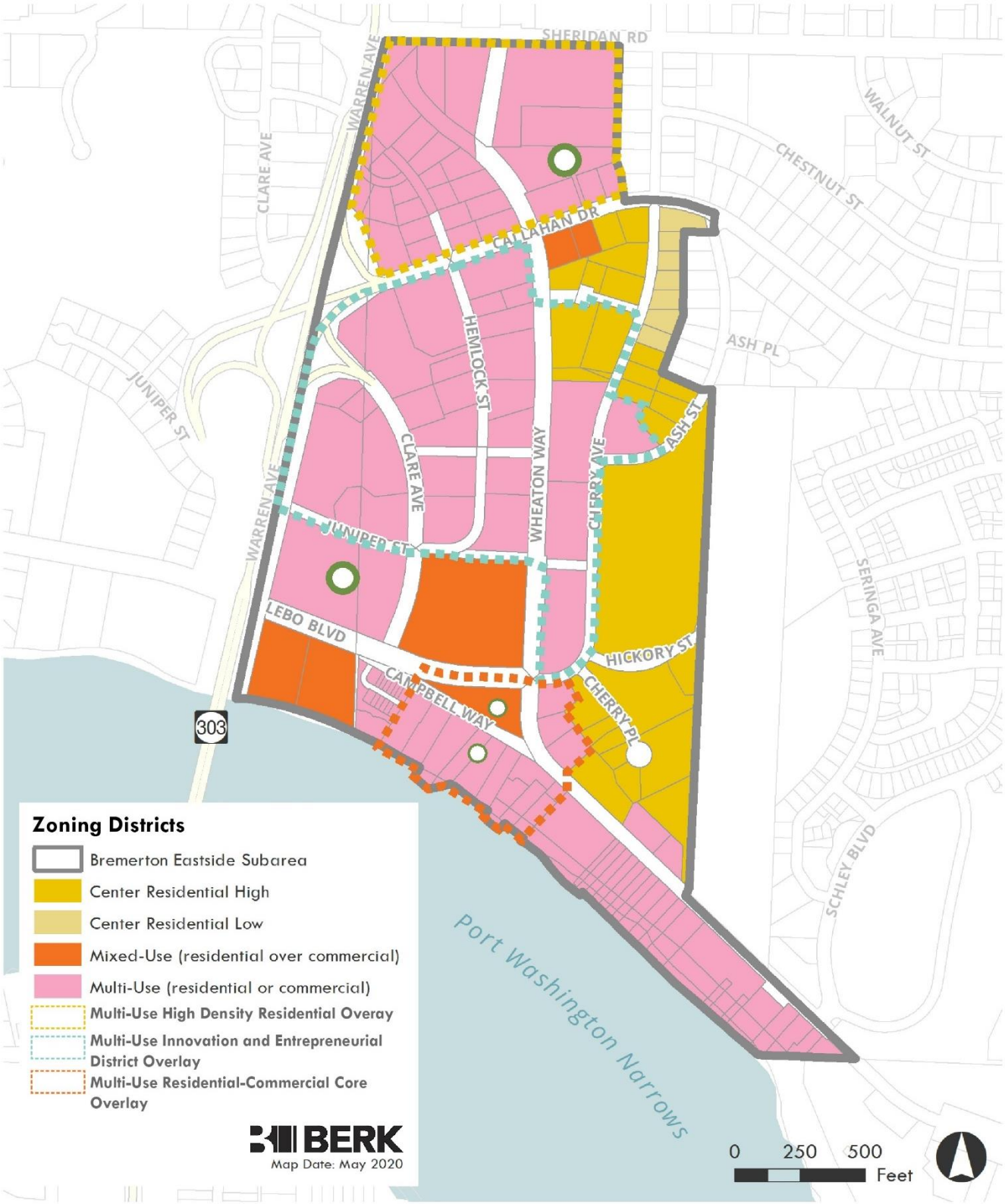
3. Zoning Districts & Uses

3.010 Zone Intent

The following zones are hereby established within the Eastside Center to protect the public health, safety, and general welfare by implementing the goals and policies adopted in Chapter 2.

These goals include encouraging employment growth, focusing growth, and encouraging compact, higher-density mixed-use development. Specific intent statements listed for each zone shall serve as a guide in determining the appropriate location of uses, conditions for development and in interpreting the standards. Zoning has been identified for all lots in the center, and the majority of this area will also be required to comply with the Overlay as shown in the dotted lines. See Exhibit 12

Exhibit 12. Eastside Center Zoning and Overlay Districts



Source: Makers, 2019; BERK, 2019.

Center Residential – High (CR-H)

The intent of this zone is to:

- Promote high density residential development configured and connected to form a livable neighborhood and provide a range of housing options for a broad spectrum of the public.
- Encourage high-density multi-family housing styles including high to mid-rise apartments as well as uses that are compatible with and support a multi-family environment, including parks and playgrounds.
- Encourage the development of building types with a clear relationship to the street to promote activity, community-wide safety, and livability. Visual prominence of surface parking or garages are contrary to the pedestrian oriented housing characteristic of this zone.
- Encourage development to take advantage of unique views and nearby amenities such as recreational opportunities, or access to transit.

Existing single-family and other existing lower density housing units are permitted provided they do not lose their nonconforming status (Per BMC 20.54). New single-family housing is not permitted.

Outdoor storage, either as a primary use or accessory to an allowed primary use, is not allowed.

<u>Typical Building & Development Forms</u>

Residential buildings of 4-5 stories with the ground floor occupied by ground related housing units in which each unit has its own entrance from the outside, or parking. Multifamily buildings may be configured in a variety of layouts such as "L" or "U" shaped buildings.

A typical street facing multi-family building.

A higher density multi-family building with open space.

Parking and service areas should be accessed from alleys wherever possible.

Note: The figures cited reflect the typical ranges of envisioned development but are not regulatory recommendations

Center Residential – Low (CR-L)

The intent of this zone is:

- Allow low density residential development configured and connected to form a livable neighborhood and provide housing options for a broad spectrum of the public.
- Encourage lower density ground-related housing, such as townhouses, as well as uses that support a low-density residential environment, including parks and playgrounds.
- The development of building types will have a clear relationship to the street to promote activity, community-wide safety, and livability.
- Visual prominence of surface parking or garages is contrary to the pedestrian oriented housing characteristic of this zone.
- Existing single-family and other existing lower density housing units are permitted provided they do not lose their nonconforming status (Per BMC 20.54). New single-family housing is not permitted.
- Outdoor storage, either as a primary use or accessory to an allowed primary use, is not allowed.

Typical Building & Development Forms

"Ground related residential buildings" in which each residence has direct access to the outside. Building types recommended include townhouses (in which 2-3 story units abut one another with no side yard - but with individual parking spaces and entries) and "courtyard complexes" (in which townhouse-like units are arranged around a central courtyard – parking may be individual or in a common lot.

Raised and setback for ground related units

A townhouse-courtyard complex with common open space and pathways. Note the variety of passive and active open spaces and combined parking areas.

An alley view of townhouses with second story decks over the parking area – an efficient and convenient configuration

Note: The figures cited reflect the typical ranges of envisioned development but are not regulatory recommendations

Eastside Mixed Use Core (EMUC)

The intent of this zone is:

- Have sidewalk oriented development with one or more floors of commercial or institutional uses (typically retail and commercial services such as shops, cafes, restaurants, health clubs, salons, etc. that serve the general public), building entries, along pedestrian-oriented street fronts and multi-family residential uses above.
- Encourage development to take advantage of unique views and nearby amenities such as shorelines, recreational opportunities, access to regional connections, or transit.
- Allow both vertical and horizontal mixed use while requiring retail on ground floor street frontages.
- The development of building types will have a clear relationship to the street to promote activity, community-wide safety, and livability. Visual prominence of surface parking or garages are contrary to the pedestrian oriented character of this zone.
- Existing single-family and other existing lower density housing units are permitted provided they do not lose their nonconforming status (Per BMC 20.54). New single-family housing is not permitted.
- Outdoor storage, either as a primary use or accessory to an allowed primary use, is not allowed.

<u>Typical Building & Development Forms</u>

Mixed use buildings with 3-5 stories of residential units over ground floor uses. Structured parking is encouraged.

A large block development.

A 3-story mixed-use building with a restaurant.

An attractive, pedestrian oriented ground floor is very important.

Note: The figures cited reflect the typical ranges of envisioned development but are not regulatory recommendations.

Eastside Multi-Use zone (EMU)

The intent of this zone is:

- Allow a range of commercial, office, residential and retail uses with improved non-motorized connections and amenities. In this zone, allowed uses and standards provide sites with maximum development flexibility to be single-purpose employment uses, residential uses, or uses mixed in a horizontal or vertical format.
- The development of building types will have a clear relationship to the street to promote activity, community-wide safety, and livability. Visual prominence of surface parking or garages are contrary to the pedestrian oriented housing characteristic of this zone.
- Heavy industrial and uses that need outdoor storage (yards} are not permitted in this zone.
- Existing single-family and other existing lower density housing units are permitted provided they do not lose their nonconforming status (Per BMC 20.54). New single-family housing is not permitted.
- Outdoor storage, either as a primary use or accessory to an allowed primary use, is not allowed.

Typical Building and Development Forms

Since this designation allows retail, office, residential and other uses, buildings may be quite diverse and vary from one site to another, development could range from 1 to 5 stories with a variety of building design characteristics and configurations.

Typical Intensities

Intensity will vary with uses.

In addition to the zoning districts, the following three overlay districts apply to the center as shown in Exhibit 12. Eastside Center Zoning and Overlay Districts.

Eastside Multi-Use High Density Residential Overlay

The intent of this overlay zone is to:

- Encourage cohesively designed, walkable settings with a range of uses including multi-unit, higher density ownership and rental housing (apartments, fourplexes, townhouses) integrated with a range of complementary retail, commercial, and public spaces.
- Promote a fine-grained built environment with building types oriented to the street, street activating uses along major streets, and pedestrian-oriented designs.

Eastside Multi-Use Innovation and Entrepreneurial District Overlay

The intent of this overlay zone is to:

- Promote flexible spaces that can adapt to reflect rapid changes in technologies, consumer demands, and market forces.
- Support innovative formats and diverse employment-generating uses based on the changing nature of work, retail, and commercial market trends, and shifts.

- Provide opportunities for local entrepreneurial activity, including local production spaces, small business services, artisan industrial spaces, temporary uses, and incubator spaces for home occupations.
- Provide flexible spaces (spaces that can be used in a variety of ways) in an area with existing infrastructure and connections to transit to support the diverse needs of early-stage companies and small businesses.
- Promote a walkable fine-grained built environment with building types oriented to the street, street activating uses along major streets, and small-scale structures oriented to pedestrians.

Multi-Use Residential-Commercial Core Overlay

The intent of this overlay zone is to:

- Provide for vertical mixed-use and horizontal mixed-use, in close proximity to each other, and oriented towards waterfront public open space, the Bridge to Bridge trail, and a community gathering space in Campbell Way. In gathering spaces allow green infrastructure, recreation, entertainment, restaurants, retail, and other commercial uses in an outdoor or pavilion setting.

3.020 Uses

The following use regulations shall apply to all zones within the EC Subarea.

A. Permitted Uses: Provided that they are consistent with the intent of the Zone as specified in Section 3.010 of this chapter, all uses are permitted outright, except for those uses set forth as conditional, those uses prohibited, and provided that the Development Standards specified in Chapter 6 of the Subarea Plan are satisfied. The applicant shall bear the burden of proving that a proposed use achieves the stated intent of the particular zone.

B. Prohibited Uses – All Districts: The following uses are specifically prohibited across all zoning districts of the Eastside Employment Center.

   1. Prohibited Residential Uses:

      a. Recreational vehicle (RV) park

      b. Group Residential Facilities – Class II

      c. New Dwelling, single-unit structure (single-family)

      d. New Dwelling, single-unit attached

   2. Prohibited Commercial Uses:

      a. Adult entertainment business

      b. Automobile sales, service and repairs as defined in BMC 20.42

c. Big box retail uses which is defined as larger than 50,000 square feet

d. Stand-alone surface parking lots

e. Car wash

f. Gas station

3. Prohibited Industrial/Manufacturing Uses:

a. Heavy industrial/manufacturing

b. Junk yard

c. Mini-storage or self-storage

d. Recycling center

e. Recycling collection station

f. Storage yard, outdoor storage

g. Warehousing

4. Other Prohibited Uses:

a. Outdoor athletic fields

b. Stadium and sports complex

C. Administrative Conditional Use: The following uses are allowed administratively provided conditions are met:

1. Group Residential Home
2. Education, school, and college of thirteen (13) or more students
3. Transportation facility

D. Center Residential – High (CR-H)

In addition to the uses set forth as prohibited, the following uses are specifically prohibited in this district.

1. Bed and breakfast
2. Commercial uses larger than 20,000 SF
3. New Dwelling, duplex and Single-Family dwelling unit attached and detached

E. Center Residential – Low (CR-L)

In addition to the uses set forth as prohibited, the following uses are specifically prohibited in this

district.

1. Bed and breakfast
2. Group residential
3. Senior housing complex

F. Eastside Mixed Use Core

In addition to the uses set forth as prohibited, all uses except commercial uses are specifically prohibited on the first floor in this district, except for lobbies for upstairs offices, apartments, and hotel rooms. The Director may permit other ground floor uses that activate the street frontage provided the ground floor height of 15 feet is met, the depth of ground floor space is provided up to 30 feet, and this space is constructed in a manner that can be easily converted at a future date to serve a commercial entity.

G. Eastside Multi-Use

In addition to the uses set forth as conditional or prohibited, the following uses are specifically prohibited in this district.

1. Bed and breakfast
2. New Dwelling, duplex and Single-Family dwelling unit attached and detached

H. Eastside Multi-Use High Density Residential Overlay

In addition to the uses set forth as conditional or prohibited in the Multi-Use zone, the following uses are specifically prohibited in this overlay district.

1. Non-residential space over 15,000 SF unless part of a mixed-use commercial- residential development.

I. Eastside Multi-Use Residential-Commercial Core Overlay

In addition to the uses set forth as conditional or prohibited in the Multi-Use zone, the following uses are specifically prohibited in this overlay district.

2. Ground floor non-commercial use on a designated pedestrian-oriented street.

3.030 Existing Development and Uses

A. **Purpose.** The establishment of new zones and design standards to implement the EC Plan resulted in the creation of nonconforming development and uses. This section defines how nonconforming developments and uses are to be updated to meet the Eastside Center design standards for street frontage, site design, and landscaping when incremental changes occur.

B. **Applicability.** This section applies to all nonconforming development and existing uses in the EC. It supplements the standards and requirements for nonconformities in BMC 20.54.050 through 20.54.100.

C. **Proportional Compliance.** Building additions, remodels, alterations, or other improvements to the existing structure or site will activate the requirement to make improvements to the nonconforming lot/building to reduce the extent of the nonconformity. The degree to which the standards are applied shall be evaluated on a project specific basis and related to the improvement proposed. Three different thresholds have been established to gauge how the standards described are applied to such projects:

- **Level 1 Improvements**: These include all exterior remodels, building additions, and/or site improvements commenced within a three year period (based on the date of applicable permit issuance) that affect the exterior appearance of the building/site and/or increase the building's gross floor area by up to 50 percent. The requirement for such improvements is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, if new windows are proposed to be installed, the project should address standards related to window transparency and weather protection (if located on a designated street frontage). The Director shall determine the type, location, and phasing sequence of proposed proportional compliance.
- **Level 2 Improvements**: These include all improvements commenced within a three-year period (based on the date of applicable permit issuance) that increase the building's gross floor area by more than 50 percent, but not greater than 100 percent. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II Improvements. The Director shall determine the type, location, and phasing sequence of proposed proportional compliance.
  - **Level 3 Improvements:** These include all improvements commenced within a three-year period (based on the date of applicable permit issuance) that increase the building's gross floor area by more than 100 percent. Such developments shall conform to all applicable standards.

E. Any legally established single-family structures or duplexes that exist are allowed to continue, subject to the following provisions:

1. Single-family uses or duplexes may expand up to 25 percent of their square footage; except that expansion may not occur if it is necessary to purchase additional property. The expansion shall meet the development standards of the zone such as setbacks, lot coverage and building height.

2. No additional dwelling units may be added.

3. Structures may be rebuilt after a fire or other disaster to original dimensions unless a health or safety impact would occur. Once converted to another use permitted by the zone the single-family use shall cease.

3.040 Zoning Districts within Study Area

Exhibit 12 depicts the location and extent of land use zones within the Eastside Center Subarea. The interpretation of the zoning district boundary shall be consistent with BMC 20.40.100.

1. The overlay districts follow designated property boundaries, provided that the Director may extend the overlay: To properties across a street to create a consistent pattern of uses and development types on facing block fronts.
2. To abutting parcels to allow for a reasonable transition of land uses and allow for mixed use, residential, and economic opportunities consistent with the Eastside Center Vision.

3.050 Dimensional and Development Standards

The purpose of this section is to ensure that site development is accomplished in a manner that is compatible with neighboring uses, while providing flexibility.

Dimensional and Development Standards Matrix

Minimum site development standards apply as shown in Exhibit 13. The base standards represent the maximum standards if no incentives are provided. The maximum standards here represent the additional development capacity allowed when incentives are provided.

In addition to the standards below, the development provisions related to block frontage and street typologies in section 4.080 -4.120 will also apply.

Exhibit 13. Dimensional and Development Standards

Standards	Center Residential – High (CR-H)	Center Residential – Low (CR-L)	Eastside Mixed Use Core	Eastside Multi-Use
Minimum Ground floor height (feet)	15'	10'	15'	15'
Base Height (feet)*	35'	25'	35'	35'
Maximum Height (feet)	65'	35'	65'	65'
Minimum FAR	--		0.45	0.45
Base FAR	--		1.0	0.75
Maximum FAR	--		1.5	1.5
Minimum Density (du/ac)	20	6	15	15
Base Density (du/ac)	40	20	40	25
Maximum Density (du/ac)	60	30	50	40
Maximum Building Coverage (% site)	70%	70%	70%	70%
Maximum Impervious Coverage (% site)	80%	80%	80%	80%
Front Street Setback	10'	10'	0	0
Min Side Setback	5'	5'	0	5'
Min Rear Setback	0'	0'	0	0
Transitional Setback	15'	15'	15'	15'
Ground-floor Retail	NA	NA	Required	NA

Parking Requirements

A. Parking rates shall apply in accordance with Exhibit 14, unless a parking reduction is granted per subsection C.

Exhibit 14. Parking Standards

Use	Unit of Measure	Stalls per Unit
Residential	Dwelling unit	1
Senior housing complex	Dwelling unit	0.5
Assisted Living	Dwelling unit	0.33
Nonresidential uses	per 1,000 GSF	Minimum 1 space
Ground floor commercial space	First 3,000 square feet	Exempt from off street parking requirements

B. Office, residential, institutional, retail, and education uses are required to provide bicycle parking pursuant to the following standards:

1. Ratio.

- One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf.
- One space per every 10 dwelling units for residential uses.

2. Location. Minimum bicycle parking requirement shall be provided on site. Multi-unit housing, such as townhouses or 4-plexes without garages are not required to have standalone bike parking structures.

3. Covered spaces. At least 50 percent of required parking shall be protected from rainfall by cover.

4. Racks. The rack(s) shall be securely anchored and a bicycle six feet long can be securely held with its frame supported so the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

5. Size Requirement. Each required bicycle parking space shall be accessible without moving another bicycle.

C. The Director may grant a parking reduction in the following cases:

- Remodel, expansion, or alteration of existing structure may receive a reduction of up to ten (10) spaces.
- Provision of common bicycle storage room or other bicycle storage space with convenient

access from street for use by all residents may receive a reduction up to 25%.

- For residential developments over 10 units, participation in a carshare program that includes dedicated car sharing spaces up to a maximum reduction of 20%.

D. Drive-Through facilities are allowed, provided the following conditions are met:

- Drive-through facilities are limited to one drive-through lane per establishment;
- Drive-through facilities must have a primary customer entrance and cannot provide customer service exclusively from a drive-through or walk-up window;
- Drive-through facilities shall be designed so that vehicles, while waiting in line to be served, will not block vehicle or pedestrian traffic in the right-of-way;
- Drive-through lanes shall only be placed parallel to a road if separated by a distance of 30 feet, or if fully screened by a 15-foot landscape setback with a designed landscape berm (six feet high at center of berm in 15-foot landscape setback) or three-and-one-half-foot decorative masonry wall;
- Drive-through lanes oriented perpendicular to a public right-of-way shall include landscape screening to shield headlights from shining directly into an abutting or adjacent street right-of-way.

E. Where a development provides structured or underbuilding parking the structure is allowed an additional 10' in height.

Common and Private Open Space Standards

A. Common Open Space Sizing and Dimensions

1. Each mixed-use or residential development shall provide a common open space sized based on 100 square feet per dwelling unit. Common open space means an open air area intended for use by all residents, guests, employees or patrons of a site and may include lawns, gardens, squares, plazas, courtyards, terraces, barbecue and picnic areas, games court or multi-use recreational areas, and other types of built space.
2. Space shall have a minimum dimension of 20 feet in any direction to provide functional leisure or recreational activity. This dimension can be adjusted by the Community Development Director based on site conditions such as topography or irregular lot geometry.

B. Common Open Space Design

1. The space shall be oriented to receive sunlight.
2. The common open space may include multi-use stormwater detention facilities, if the SEPA Responsible Official determines that the facilities are designed to function as common open

space by providing an enhanced nature or visually aesthetic design.

3. The common space shall be designed to ensure that the open space network addresses Crime Prevention Through Environmental Design (CPTED) principles such as security and surveillance from residential units. Common recreational spaces shall be located and arranged to allow windows to overlook them.
4. No more than thirty five (35) percent of the area may be covered by a structure. The space must be accessible from the dwelling units. The space must be oriented to encourage activity from local residents.

C. Private Open Space: Each dwelling unit shall have a private open space, at a minimum of 48 square feet with a minimum width or depth of 6 feet. Private open space includes individual decks, balconies, or patios.

Shoreline Open Space Standards

Development subject to the City's Shoreline Master Program that provide a shoreline promenade of 12' width extending the full shoreline frontage of the subject property beyond minimum required will be allowed an additional 10' in height.

Plaza

Where a development provides a plaza open to public of 2,000 square feet beyond minimum required by the minimum required in design standards or guidelines will be allowed an additional 10' in height.

Sign Standards

Development applications shall comply with BMC Chapter 20.52, Sign Standards.

Environmental Standards

The critical areas regulations in BMC 20.14, Critical Areas, and Bremerton Shoreline Master Program policies, shall apply.

Design Guidelines

Development applications shall be subject to design guidelines in this Subarea Plan.

Landscaping Standards

Development applications shall comply with BMC Chapter 20.50, Landscaping, and the design guidelines of this Subarea Plan.

Special Development Standards

Unless superseded by this Subarea Plan and Code, development shall comply with the following standards in BMC 20.46.

30.060 Incentive System

A. Development applicants may request approval of maximum heights, maximum floor area ratios, or parking reductions specified in above subsections when consistent with the following incentives and when documenting incentives are provided in accordance with subsection

B. Exhibit 15 below illustrates the percentage increase in height, FAR, or density above the base allowances, and the percentage parking that may be reduced. In no case shall the maximum standards be exceeded. For example, the EC-CC zone allows a base height of 55 feet and a maximum height of 75 feet. If development provides underbuilding parking 50% of the height increase can be achieved, or up to 65 feet. If a development also provides green stormwater retrofits above the standard requirements such as in recommended green infrastructure improvements in this plan, another 50% of the incentive or another 10 feet is allowed up to 75 feet.

Exhibit 15. Conceptual Incentives Table – Increase between Base Allowance and Maximum Allowance

Incentive Category	Applicable Zones	Land Uses	Maximum Height	Maximum FAR	Maximum Density
Green stormwater retrofits that provide water quality benefits beyond standard requirements by code	All	Zone Uses	50%	50%	50%
Intergenerational Housing designed for Students and Seniors	All	Zone Uses	100%	100%	100%
Income-restricted units*	All	Zone Uses	50%	50%	50%
Flexible structure or space that features seasonal and temporary activations of public space across a variety of uses that appeal to people of all ages and backgrounds. Examples include farmers markets, food truck parking, and outdoor dining areas.	Multi-Use Residential-Commercial Core Overlay	Zone Uses	50%	50%	50%
Higher density, multi-unit housing such as	Multi-Use High Density	Residential	50%	50%	50%

Incentive Category	Applicable Zones	Land Uses	Maximum Height	Maximum FAR	Maximum Density
apartments, fourplexes, townhouses or other higher density housing types that support walkability, local-serving retail, and public transportation options	Residential Overlay				
Rental or ownership housing affordable to households with incomes between 51-80% of the area median income (AMI).	Multi-Use High Density Residential Overlay	Residential	50%	50%	50%
Work-live developments designed to accommodate both business and residential uses in the same area.	Multi-Use High Density Residential Overlay	Zone Uses	25%	25%	25%

*Income restricted housing is subsidized housing or affordable housing available for people earning at or below 50% of Bremerton/Silverdale area medium income. This is supported in the EC give the access to jobs and planned transit in the area. **.

C. Documenting Incentives. Applicants shall provide:

1. A narrative describing the nature of the incentive and how it is incorporated into the development. This should include illustrations, architectural sketches, photos, or drawings to assist in understanding and visualizing the design and use of the completed proposed development.

2. A site plan demonstrating the location of the implemented feature for physical improvements.

30.070 Business and Occupation Tax Exemptions

The Bremerton business and occupation tax (B & O tax), or gross receipts tax, is applied to the gross revenue that businesses earn within the city. It is measured on the value of products, gross proceeds of sales or gross income the business receives. For ground floor micro enterprises, small businesses engaged in production activities and *Bremerton-based local businesses within the Eastside Multi-Use Innovation and Entrepreneurial District Overlay, the first $330,000 of taxable gross revenue that you earn in Bremerton is exempt from Bremerton B & O tax. Applicants should provide appropriate documentation along with the tax filing form consistent with BMC 3.48.

**This includes businesses moving within the center, businesses moving from home occupations to more formalized settings or businesses moving from anywhere within the city of Bremerton to the center*

4. Block Frontage and Urban Design Framework Development Standards

4.010 Purpose & Applicability

a) Purpose/Intent. This section identifies a hierarchy of block frontage types, sites that warrant special design treatment, and future vehicular and/or pedestrian connections that need to be implemented with future development. It also includes standards for the various block frontage types. The intent of the local street grid is to introduce a public right-of-way system that improves mobility by increasing access for local vehicular and pedestrian traffic throughout the Eastside Center. Eastside Center's circulation system includes streets, sidewalks, and multi-use paths. This system is a key element in site design and provides connectivity on and off-site. All standards shall be in accordance with BMC Title 11 with the following additions and/or revisions as detailed in this Section.

b) Where Required. The block frontages and urban design framework applies to all development within the entire center. For additions, remodels and site improvements associated with them see the Existing Conditions section. The City may approve modifications to the local street grid to respond to specific site conditions, property ownership, and phasing considerations; provided, that the modified local street grid satisfies the intent of this section and meets the applicable standards below.

4.020 Applicable Standards

1. **Street Grid.** New and redevelopment must demonstrate the plan supports and accommodates the expansion of the public street grid to improve circulation for vehicles, pedestrians, and bicyclists. A circulation plan must be submitted for review by the City as part of any development permit in the Eastside Center unless waived by the City upon finding the project will not impact circulation or the enhancement of the public street grid.

2. **Private Streets.** Private streets shall only be permitted when the City has determined there is no public benefit for circulation in the Eastside Center. All private streets must be constructed to public standards.

3. **Block Size.** The maximum block size is 400' and the maximum distance permitted between public streets (is also 400'? This sentence feels incomplete). New public street alignments shall be consistent with the preferred street typologies map. The City may approve modifications to the street alignments and waive the 400' maximum block size to take advantage of existing travel corridors, the location of utilities, and required improvements.

4. **Mid-block Connections.** A minimum 20' wide mid-block connection shall be provided at the midpoint along each block face or every 200' to 400' with spacing to be determined by the Director based on topography, feasibility regarding existing and proposed buildings, and connections to abutting properties. The mid-block connections shall be designed to accommodate pedestrian use and be free from permanent obstructions.

5. **Street Sections**. The typical street sections provided in the Streetscape chapter below are the minimum requirements for the design of public streets. The City may approve modifications to the typical street section based on localized conditions and adjacent land uses. Modifications may include adding or removing on-street parking, wider sidewalks, loading zones, bicycle facilities, and transit accommodations.

6. **Building Articulation**. Building facades longer than 120' will need articulation to create variety in the streetscape experience and support human-scale design. Buildings with nonresidential uses on the ground floor shall include articulation features every 50 feet (maximum). The City may approve modifications to this requirement based on site specific conditions including parcel ownership and configuration. Multifamily buildings shall include articulation features at intervals that relate to the location/ size of individual units within the building, or no more than every 30 feet, to break up the massing of the building and add visual interest.

4.30 Block Frontage and Street Typologies

Exhibit 16indicates the typologies of streets within the Eastside Center. This includes Pedestrian Oriented Streets, Signature Roads, Shared Use Streets, Neighborhood Streets and Signature Street Corners. These public improvements to streets are complemented by development frontage improvements required as a condition of development. Development improvements may include both regulatory standards for private properties such as use, landscaping and setback requirements as well as requirements to for improvements to sidewalks and planting strips along the properties' fronts. Capital street improvements are illustrated in street sections that follow and development standards specific to street typology are described after the street sections.

Specific recommendations for public transportation and access improvements include:

- A realignment of Wheaton Way north of Callahan Drive to intersect Sheridan Road near Spruce Avenue
- Bicycle improvements on Wheaton Way
- A bicycle lane on Clare Street to connect bicycle circulation from northbound 303 to the Bridge to Bridge Trail on Lebo Boulevard and Campbell Way.
- Conversion of Campbell Way to a low speed "shared street" that mixes bicycle, pedestrian, and vehicle access in a safe environment.
- Striped bicycle lanes on Callahan Drive and a safe non-motorized vehicle route as part of the proposed intersection improvements at SR 303.
- A new roadway along the Juniper Street alignment connecting Clare Street to Cherry Avenue
- A new pedestrian/bicycle pathway connecting Cherry Avenue to Wheaton Way roughly in the vicinity of Ash Street

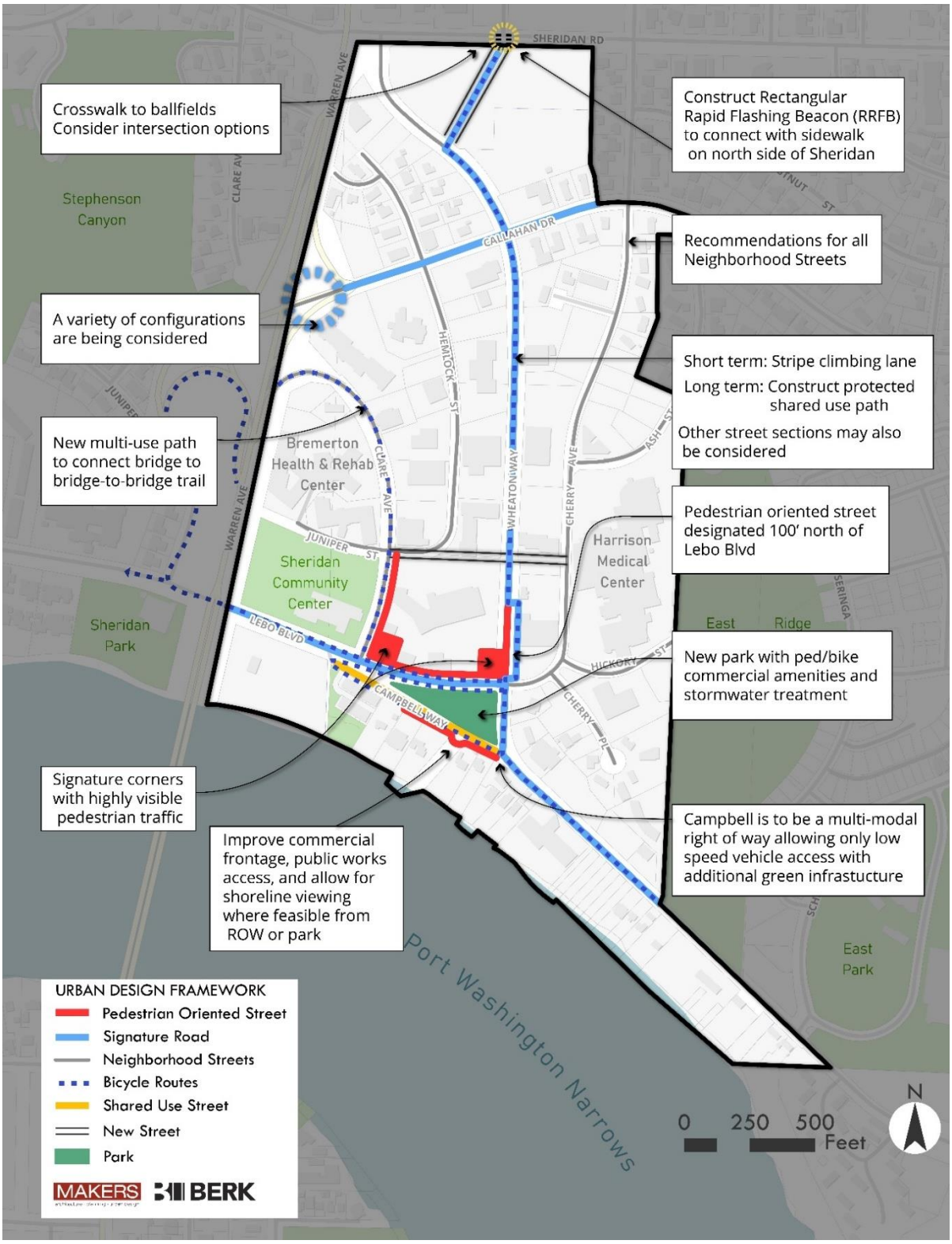
Recommended street front requirements include provisions for the following street types:

- Pedestrian Oriented Streets: Standards that emphasize pedestrian oriented circulation, amenity and attractions that require non-residential ground floor uses, pedestrian oriented facades and

parking restrictions plus sidewalk and streetscape standards.

- Signature Streets: Standards to ensure that the subarea's high visibility streets are attractive that address building façade character, landscaping and parking location plus sidewalk and streetscape improvements.
- Shared Use Streets: Standards to ensure a low speed, non-motorized focused street.
- Neighborhood Streets: Standards to ensure that multi-use and residential areas feature attractive and accessible streetscapes that require inviting entries, attractive landscaping plus sidewalk and streetscape standards.
- Signature Street Corners: Requirements to highlight prominent intersection corners by prohibiting parking, encouraging access, and requiring a prominent architectural element, artwork, or other feature.

Exhibit 16. Block Frontage and Street Typologies Map



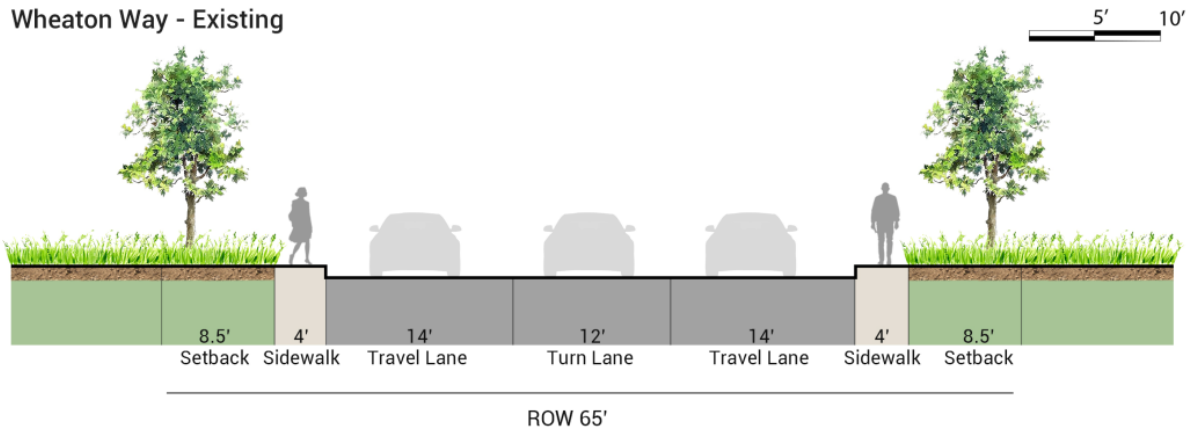
Source: Makers, 2020.

4.040 Wheaton Way

Wheaton Way is an important bike route as well as the spine of the Subarea. To identify feasible measures that improve bicycle access and safety, the alternative lane configurations illustrated below were explored. Some involve restriping lanes while others include some construction of engineering systems.

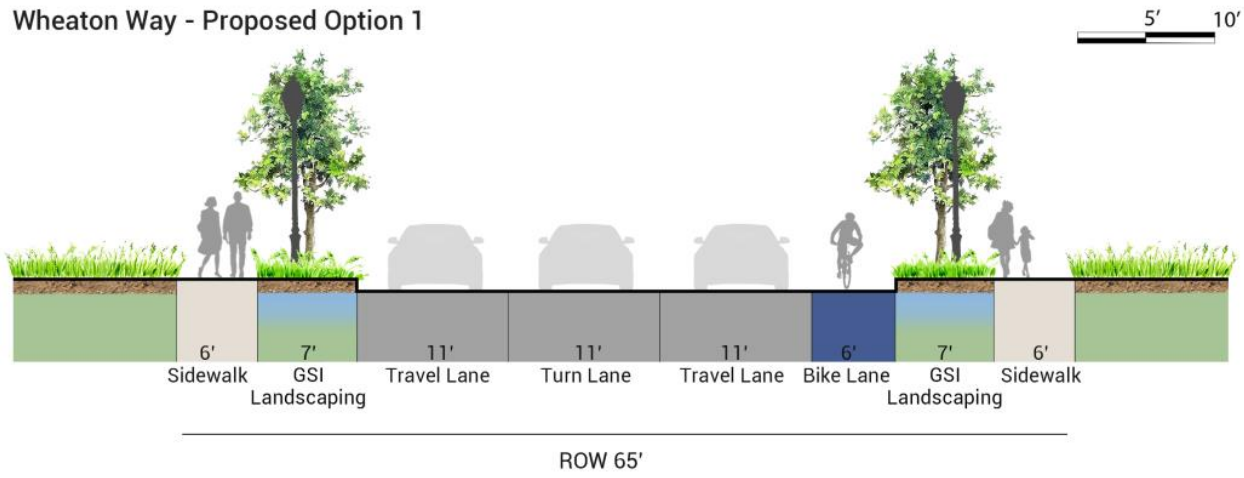
Of the three lane alternatives shown, the least expensive is alternative 1. This option would allow a north-bound climbing lane on the east side of the street. As the diagram indicates the current 40 feet curb to curb configuration could be restriped to 3-11' lanes with a 7 feet bicycle lane. The south-bound lane would feature a sharrow under this option. This configuration could be enhanced by converting the western most 6' of the roadway into a planting strip separating a 13-1/2' multi-use trail from traffic. The multi-use pathway would be 2-way for both pedestrians and cyclists according to NACTO standards. Typical dimensions and characteristics of multi-use pathways are provided in the Multiuse Pathway section. It appears that one viable option for upgrading Wheaton Way as a Signature Roadway for the area would be to stripe a bike lane as shown in Alternative 1, and when funds are available, add the multi-use trail improvements on the east side of the street as in Alternative 4.

Exhibit 17. Wheaton Way Existing Conditions



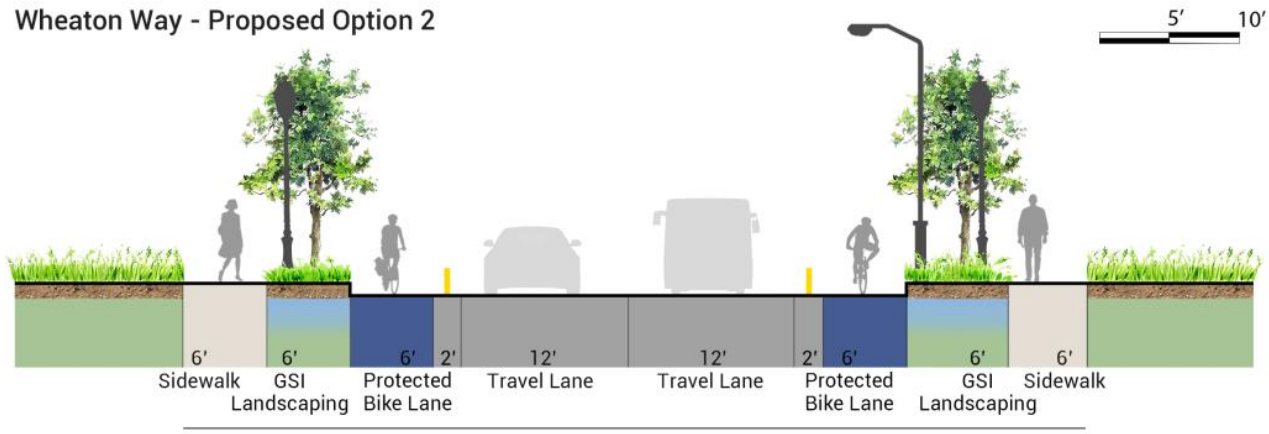
Source: Makers, 2020.

Exhibit 18. Proposed Option 1



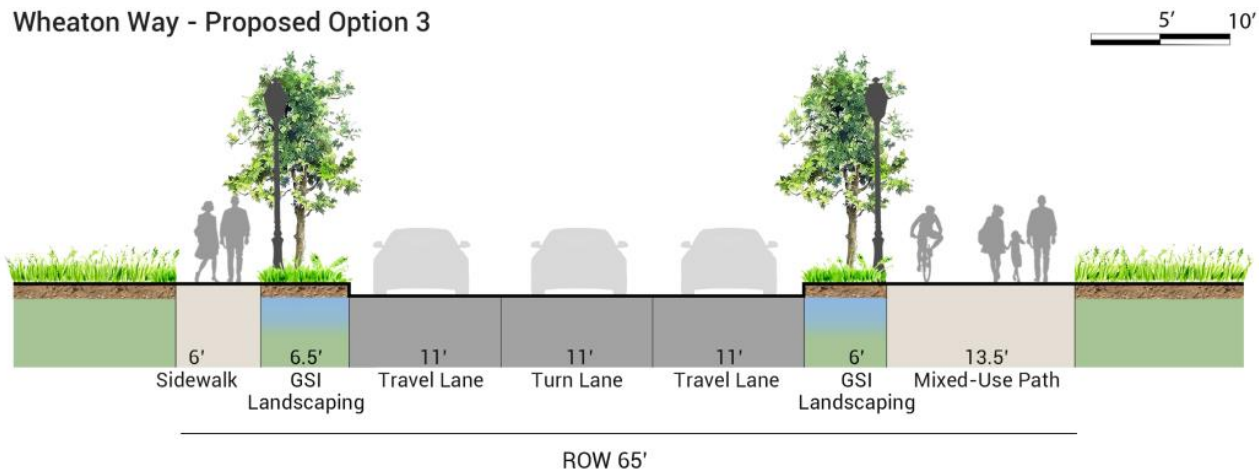
Source: Makers, 2020.

Exhibit 19. Proposed Option 2



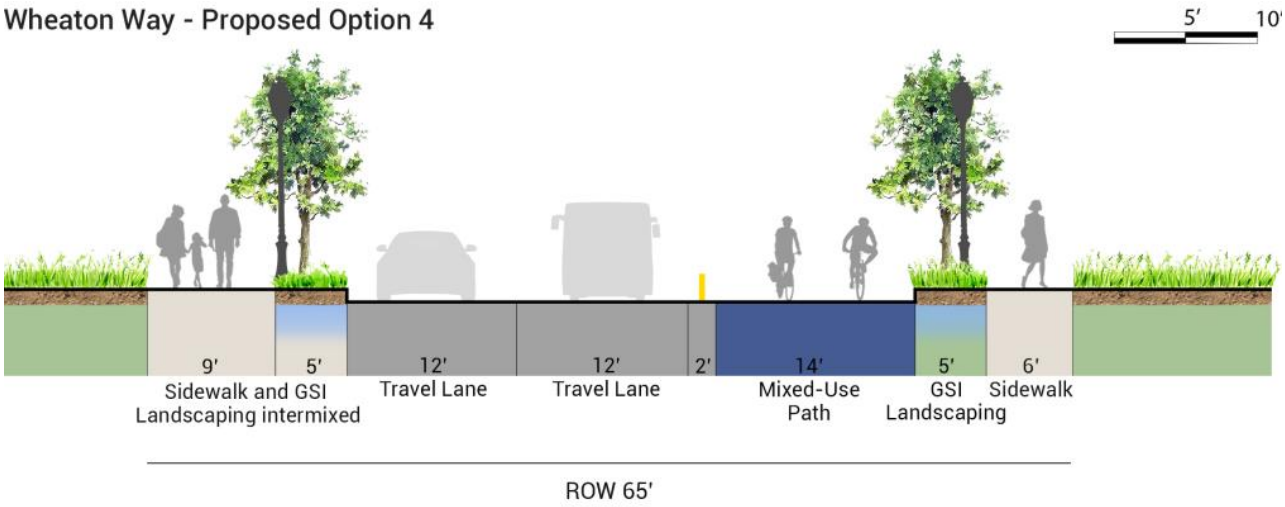
Source: Makers, 2020.

Exhibit 20. Proposed Option 3



Source: Makers, 2020.

Exhibit 21. Proposed Option 4



Source: Makers, 2020.

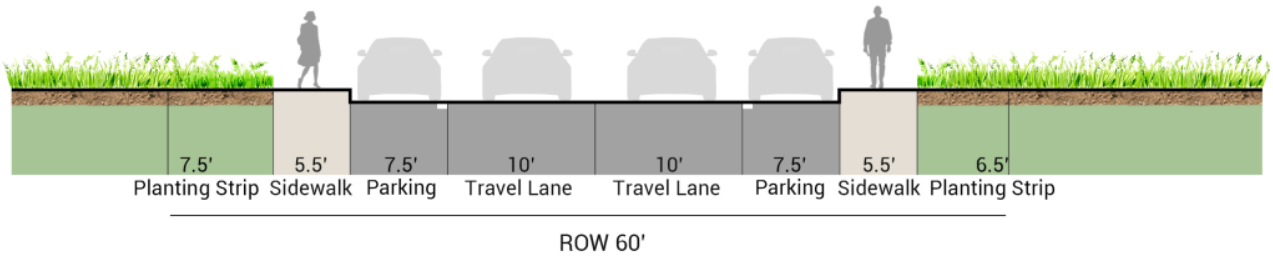
Note: All street section studies were done without the benefit of accurate survey or as-built information regarding current conditions. Therefore, they represent only the most preliminary alternatives to be further studied. However, some interesting options arose so very preliminary recommendations are presented for each street. Green Stormwater Infrastructure (GSI) was identified as a priority amenity for these streets and therefore has been included in many of the preliminary recommendations.

4.050 Callahan

East of the SR 303 ramps Callahan Drive features a 60 feet ROW and a roughly 35 feet curb to curb cross section with two travel lanes and no on-street parking. This pavement width and configuration will allow two 5 feet wide bicycle lanes. The challenge is that west of Hemlock Street, the pavement narrows to fit two travel lanes under the SR 303 overpass. Because of the narrow width and the sight lines from the ramps, this section may be hazardous for cyclists.

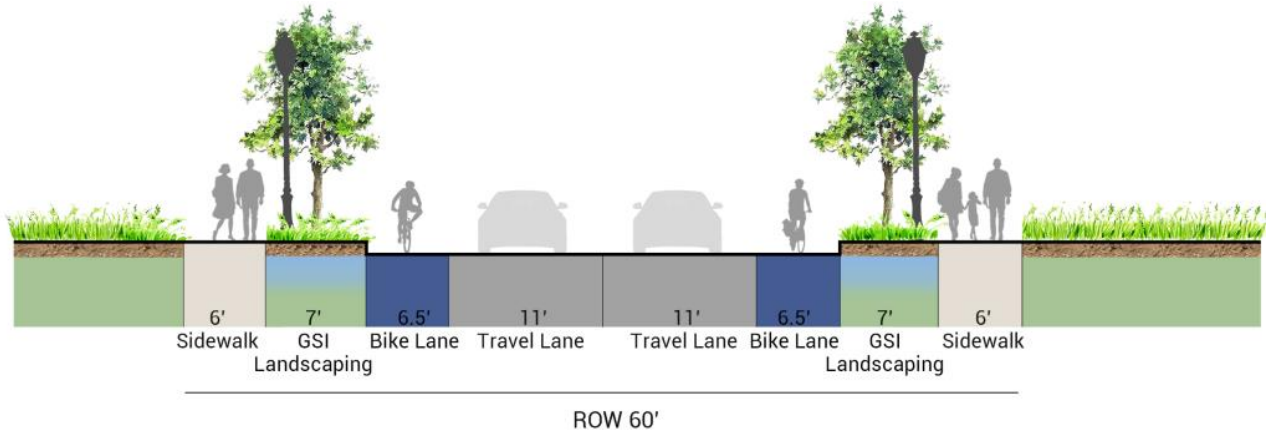
The City's Public Works department is currently evaluating options for an upgraded intersection between Callahan Road and SR 303. The upgraded intersection design will include safe, convenient east-west bicycle connections so this problem will be alleviated. Additionally, the revised intersection should include a connection between the bicycle lanes on Callahan and the path on Clare Street. [To be updated based on SR 303 intersection details.]

Exhibit 22. Callahan Drive - Existing



Source: Makers, 2020.

Exhibit 23. Callahan Drive - Proposed



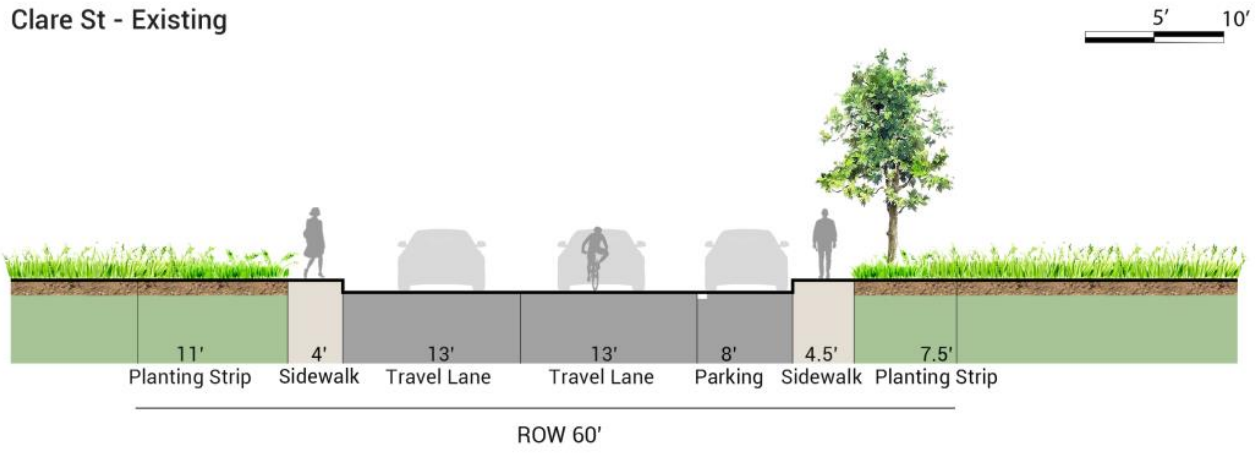
Source: Makers, 2020.

4.060 Clare

The primary objective on Clare street is to connect the north-bound bicycle lane coming off the SR 303 bridge to the Bridge to Bridge Trail running along the north side of the Inlet. Clare Street provides an excellent opportunity to accomplish this vital connection. At a minimum, the 40' existing curb to curb street cross section could be restriped to allow 2-11 feet travel lanes, a 7 feet parking lane on the east side of the roadway and an 11 feet wide 2-way protected "cycle track" on the west side. If parking on both sides can be reduced, then landscaping and additional pedestrian space can be added.

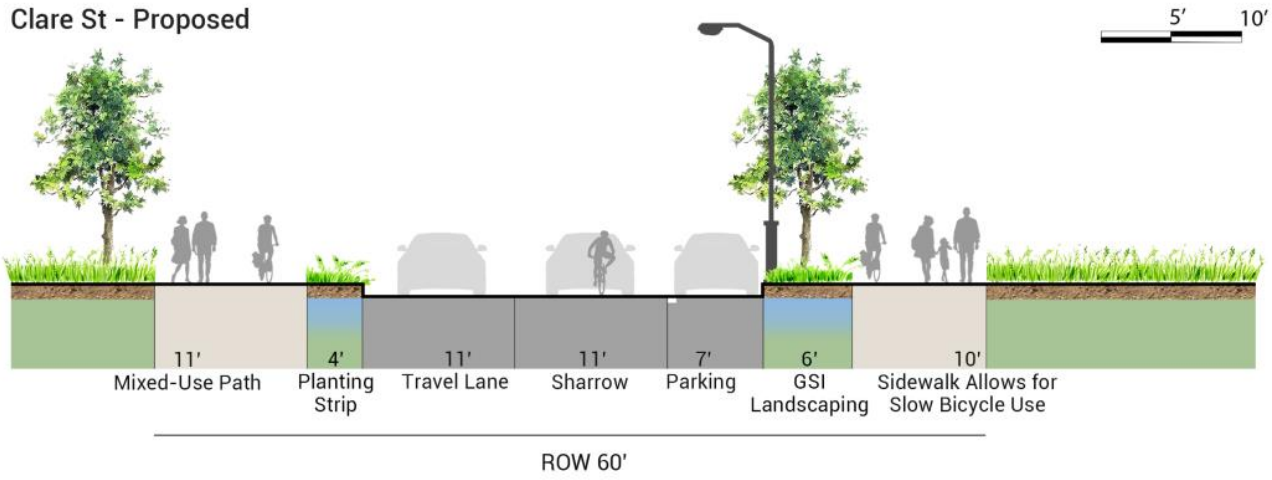
Exhibit 26 shows existing bicycle movement onto and off of the 303 corridor.

Exhibit 24. Clare Street Existing Conditions



Source: Makers, 2020.

Exhibit 25. Clare Street Existing Conditions

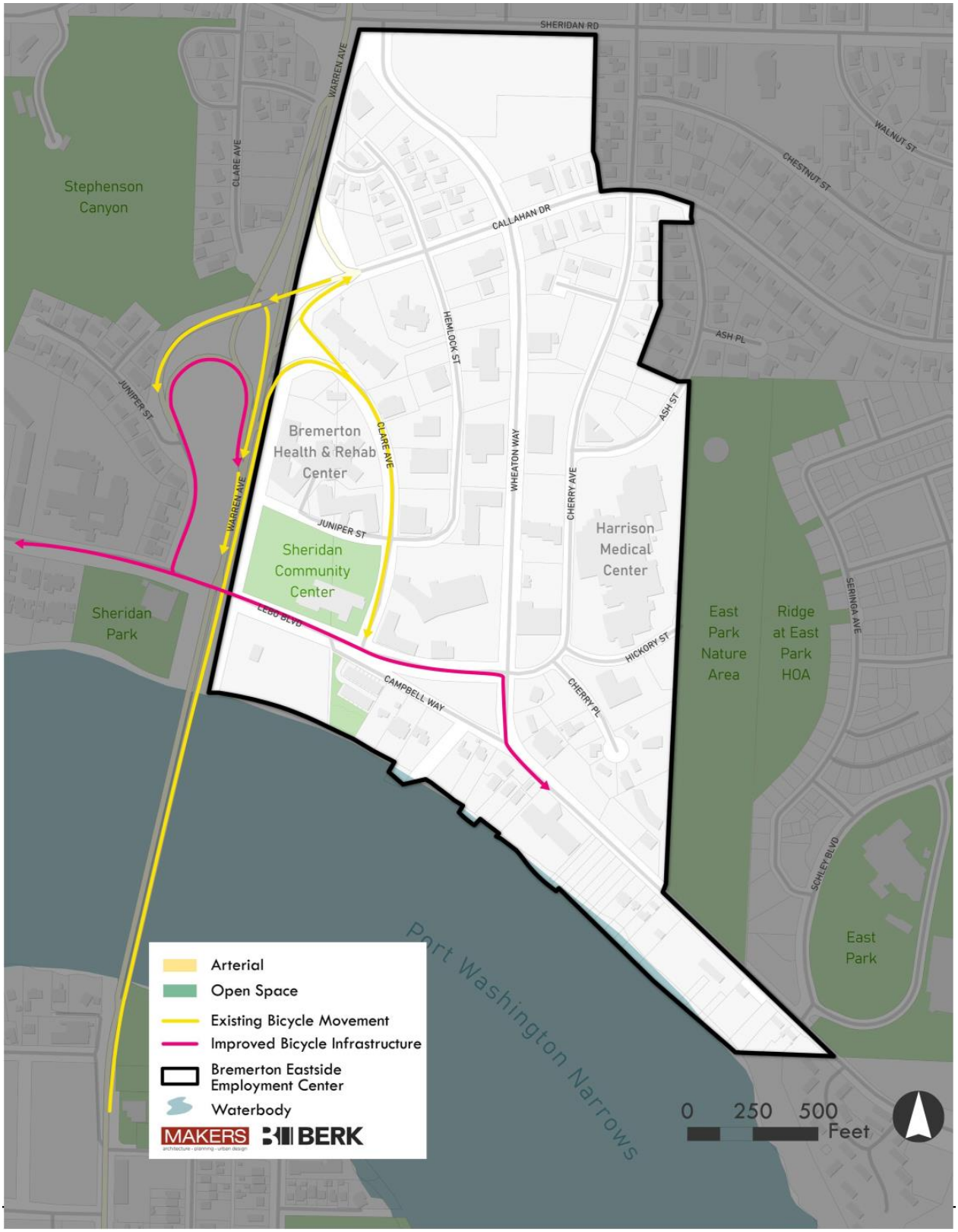


Source: Makers, 2020.

The diagram illustrates the SR 303-to-Clare connection showing why the west side south-bound bike lane. The right side proposes a section looking north providing a bicycle lane with shy distance

An example of a bike lane with shy distance

Exhibit 26. Existing Bicycle Movement onto and Off of the 303 Corridor



Source: Makers, 2020.

4.070 Campbell Way

While Wheaton and Lebo are major access points. Campbell Way will be a low speed, non-motorized focused neighborhood street. Campbell Way is proposed as a "Shared Street" that mixes pedestrian, bicycle, and local auto traffic. There have already been significant improvements to the right of way of Campbell, the western section of the roadway has recently been improved with new pavements and curbs, gutters, and sidewalks. Therefore the physical improvements required would focus on stormwater treatment and better utilization of the right of way. To keep speeds very low and avoid accidents, traffic calming elements such as bollards speed tables, chicanes, etc. are usually applied to Shared Streets. The intent of this proposal is to improve bicycle safety and amenity at this location as well as encourage commercial or mixed-use development – while protecting the privacy and comfort of residents living on the street. Shared streets are sometimes called "woonerfs" meaning "people streets" in Dutch. Pike Place in Seattle is an example of a shared street.

The proposal is to convert the 24 feet section to a two-way shared street with all modes occupying the same lanes. The near-term proposal is to close the street to vehicular through traffic but allow local access for residents, food trucks and other incidental uses. This could be accomplished with planters or bollards rather than larger constructed improvements. To provide for pick-up, drop off and other vehicular access, short term parking on selected sections of the northernmost 7 feet of the paved street is recommended. The gravel strip north of the pavement, where parking currently occurs, should be converted to green infrastructure landscaping. Undergrounding of overhead wiring and placement of conduit for future pedestrian lights should be considered with any improvements. The actual section could be narrowed to 20 feet clear (still allowing for emergency vehicle access) with bollards or planters. Or, the street could be upgraded with new development. Commercial development is envisioned along a small portion of the street near the storm water outfall. Here, the section might be widened for drop-off/pick-up and to integrate with development. No change is recommended to the recent improvements except, perhaps, traffic calming and intersection realignment near Lebo Boulevard.

Exhibit 27. Campbell Way Existing Conditions

West End

Re-purpose existing pavement to allow for pedestrian, low speed bicycle and very low level, local access only vehicle traffic only

Allow parking on new paving along north edge. Food trucks and other amenities are possibility.

Re-allocate gravel parking area for GSI infrastructure

East End

Encourage flexible use of remainder of improved ROW where no sidewalk exists

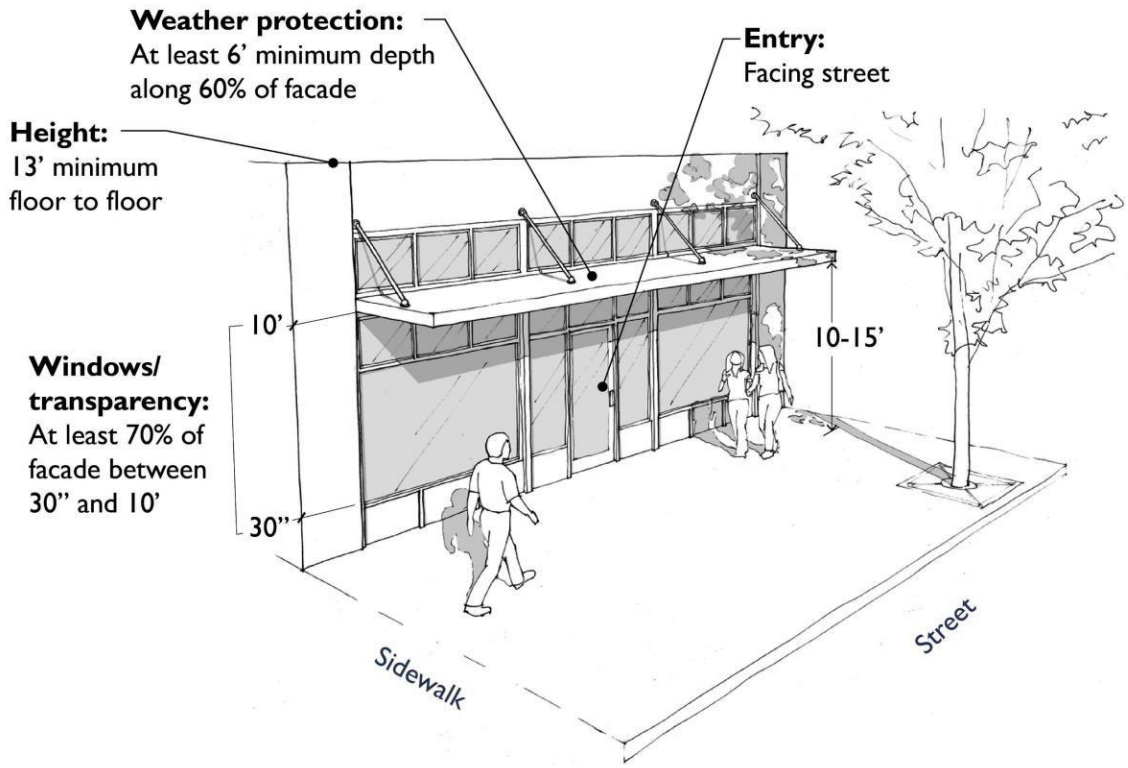
Consider pedestrian lights and under-grounding overhead wiring when improvements are constructed

Source: Makers, 2020.

4.080 Pedestrian Oriented Streets

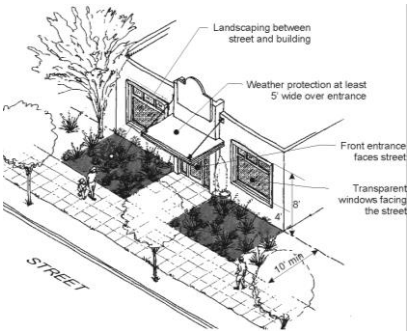
a) Purpose/intent: Pedestrian-Oriented Streets are intended to be the most vibrant and activated areas in the subarea, with storefronts or other active ground floors that enclose the street to create the sense of an outdoor room.

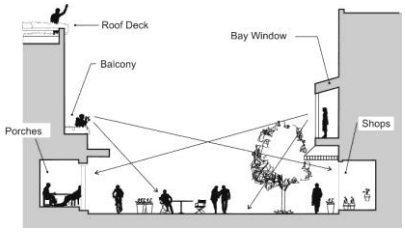
b) Vision



c) Where required: Designated pedestrian-oriented streets include Lebo Boulevard from Clare Avenue to Wheaton Way, the east side of Clare Avenue from Lebo Boulevard to Juniper Street, and the West side of Wheaton Way from Lebo Boulevard to a point 100' north of the corner of the property at the intersection of Lebo Boulevard and Wheaton Way. See Exhibit 16. Block Frontage and Street Typologies Map.

d) Applicable Standards: The table below lists applicable standards for ground floor use, ground floor height, building placement, building entrances, façade and site planning, façade transparency, weather protection, parking and driveways, streetscape, and sidewalk width.

Element	Standards	Examples and Notes
Ground Floor Land Use	▪ Active ground floors with pedestrian-oriented non-residential uses are required. Ground floors may include retail, restaurants, office, innovation spaces (e.g., "makers spaces" and small business incubators), galleries, sports clubs, spas, studios, hotel lobbies, and other commercial uses. ▪ The Director may allow entries for upper story residences and recreation or common rooms serving residents on ground floors provided that the facades adhere to the physical requirements above.	
Ground Floor Height	▪ 15' minimum floor to floor	
Building Placement	▪ The ground floor shall extend to (abut) the property/right of way unless the setback from the curb required to achieve a 12' wide sidewalk applicable. (For example, align the building along the right of way unless the resulting sidewalk area is less than 12' wide from back of curb to the first-floor building wall at grade.) ▪ Up to 80% of a building front (measured parallel to the right of way line) may be set back up to 60' from the right of way provided the setback is occupied by pedestrian oriented open space such as a plaza or landscaped area with public pedestrian access. Façades facing the open space must meet the ground floor façade requirements for building a Pedestrian Oriented Street.	
Building Entrances	▪ Must face the street. For corner buildings, entrances may face the street corner.	 Adding landscaping, a prominent entry and transparent windows to the street facing front of new development.
Façade and Site Planning	Buildings directly facing pedestrian-oriented streets must adhere to the following:	

Element	Standards	Examples and Notes
	▪ Feature ground floor setbacks at least 12' from the face of curb. Upper stories may extend to the property/right of way line. ▪ Areas for outdoor displays or sales of large items are prohibited. Outdoor displays that are returned to the building's interior each day (e.g., sidewalk displays) are acceptable.	
Façade Transparency	▪ At least 70% of ground floor between 30" and 10' above the sidewalk	 Active and transparent facades promote "Crime Prevention Through Environmental Design" (CPTED) principles including the concept of "passive surveillance" in which residents have views of common open spaces and service areas where residents typically use.
Weather Protection	▪ Weather protection at least 6' in average depth along at least 60% of façades. Retractable awnings may be used to meet the requirements.	
Parking and driveways	▪ Surface vehicle parking directly fronting, and ground floor structured parking directly adjacent to a Pedestrian Oriented Street is prohibited. ▪ All vehicle access shall be from another street or alley unless the City determines that there is no other way to provide safe vehicle access. ▪ Walkways, fences, lighting, signage, and landscape should clearly guide people and vehicles to and from the proper entrances.	
Streetscape	▪ Development must provide for improvements that adheres to the following streetscape standards: ▪ Provide a landscape strip - minimum 5 feet wide unless there is on- street parking directly adjacent to the curb or if the space is constrained and the City determines that trees in grates meet the intent of buffering pedestrians from the street and enclosing the street with trees. In these exceptions, a paved area must be substituted for the landscaped strip so that the sidewalk is at least 12' wide	

Element	Standards	Examples and Notes
	▪ The planting strip must include at least one street tree for every 30 feet of street front (average) and ground cover or shrubs conforming to the City's landscape standards.	
Sidewalk Width	▪ 8 feet minimum between curb edge and storefront (area includes clear/ buffer zone with street trees in grates) OR established historic pattern (whichever is more).	▪

a) Alternatives to the above standards will be considered provided they meet the intent of the standards.

4.090 Signature Streets

a) Purpose/intent: This designation applies to high visibility streets that contribute to the visual character of the community and are important for the circulation through the area. The intent of the Signature Road designation is to add visual continuity and a sense of quality to the streetscape.

b) Vision:

[Image to be added here]

c) Where required: Designated Signature Streets include portions of Wheaton Way, Lebo Boulevard and Callahan Drive that are not otherwise designated Pedestrian-Oriented Streets. See Exhibit 16. Block Frontage and Street Typologies Map.

d) Applicable Standards: The table below lists applicable standards for ground floor use, ground floor height, building placement, building entrances, façade and site planning, façade transparency, weather protection, parking and driveways, streetscape, and sidewalk width.

Element	Standards	Examples and Notes
Ground Floor Land Use	▪ Uses should include Commercial, Residential, or other uses.	
Ground Floor Height	▪ 15' minimum floor to floor	
Building Placement	▪ Development setbacks should be as follows: ▪ **Commercial and mixed-use** buildings requirements: o Front maximum: 15 feet from the right-of-way.	

Element	Standards	Examples and Notes
	○ Front minimum: Enough to allow for a 12-foot sidewalk/planting strip and planting area. ▪ **Residential** building requirements: ○ Front maximum: 25 feet (10 to 15 feet is preferred) ○ Front minimum: 10 feet unless the building features a pedestrian oriented facade. ○ Side: Zero-lot-line is encouraged in multifamily zones except where that would conflict with fire code and safety regulations. ▪ **Exceptions:** Departures from maximum setbacks may be allowed to preserve existing large trees, address grade changes or if the proposed site plan meets the Signature Road intent stated above.	
Building Entrances	▪ Building entrances facing the street are preferred. Alternatively, building entrances facing pedestrian-oriented space, but visible from the street are permitted. ▪ **Residential** buildings on Signature Streets located within 30 feet of the ROW must feature a covered porch, stoop, or patio for individual unit entries (preferred), or a clearly recognizable, covered shared entry.	 A prominent, well-lit, and accessible building entrance facing the street is important
Façade and Site Planning	▪ For **Commercial** building facades facing the Street(s) and located within 15 feet of the ROW: ▪ Areas for outdoor displays or sales of large items (e.g., cars, RVs) are prohibited. Outdoor displays that are returned to the building's interior (e.g., sidewalk displays) are acceptable. ▪ Unpainted chain link fences are prohibited between the street and the building.	

Element	Standards	Examples and Notes
	▪ For Residential buildings on Signature Streets located within 30 feet of the ROW: ▪ No garages or storage space along the front façade on the ground floor. ▪ **Residential** building facades on Signature Streets located within 30 feet of the ROW must feature: ▪ No garages or storage space along the front façade on the ground floor.	
Façade Transparency	▪ For Commercial buildings: at least 50% transparency on the ground floor façade between 3 and 8 feet above grade ▪ For Residential buildings: at least 15% transparency on the front façade	
Weather Protection	▪ For **Commercial** buildings: Weather protection at least 5 feet deep along at least 60% of street-facing façade. ▪ For all other development: Weather protection at least 5 feet deep over primary entries.	
Parking and driveways	▪ All parking for residential and non-residential uses must be located beside, behind, underneath, or above the ground floor use facing the street (I.e., no parking is allowed between the building and the street). Parking is limited to 50% of the street front as measured parallel to the street, or 65 feet, whichever is greater. All parking areas along the street must be screened. Access to parking and service areas must be from an alley or Neighborhood Street if one is available. ▪ Walkways, fences, lighting, signage, and landscape should clearly guide people and vehicles to and from the proper entrances.	

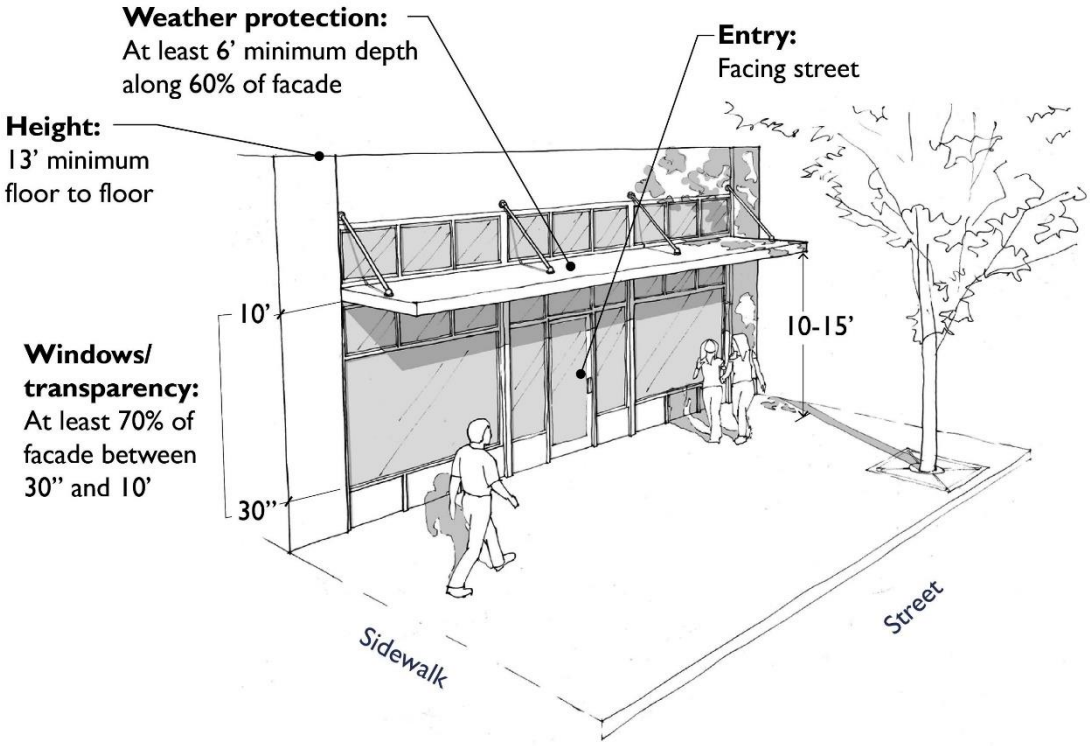
Element	Standards	Examples and Notes
Streetscape	▪ Provide a landscape strip, minimum 5 feet wide, between sidewalk and street ▪ Street trees provided at least every 40 feet (average) on center and low shrubs or ground cover to cover the entire strip within 2 years of planting. ▪ The City may allow pavement and tree pits in lieu of shrubs and ground cover if there is on-street parking adjacent to the curb.	 Landscaping, setback dimensions and consistent streetscape features such as lighting and paving can help unify a streetscape even if the architecture and uses vary
Sidewalk Width	▪ At least 6 feet wide (clear)	

e) Alternatives to the above standards will be considered provided they meet the intent of the standards.

4.100 Shared Streets

a) Purpose/intent: The intent of this street type is to encourage development and uses that enhance the Bridge to Bridge Trail and provide for safe, pleasant movement by pedestrians, bicycles, and motor vehicles. Standards on Shared Streets depend on whether or not the street section abuts a Multi-Use or Mixed-Use land use zone.

b) Vision:



c) Where required: This designation applies to Campbell Way from Lebo Boulevard to Wheaton Way See Exhibit 16. Block Frontage and Street Typologies Map.

d) Applicable Standards: The table below lists applicable standards for ground floor use, ground floor height, building placement, building entrances, façade and site planning, façade transparency, weather protection, parking and driveways, streetscape, and sidewalk width.

Element	Standards	Examples and Notes
Ground Floor Land Use	▪ Uses could include commercial, residential, or other use, except: ▪ Development fronting on Shared Use streets in the Mixed-Use zone must feature active ground floors with pedestrian-oriented non-residential uses. Ground floors may include retail, restaurants, and small business incubators, galleries, sports clubs, spas, studios, hotel lobbies, and other commercial uses. ▪ Entries for multifamily for upper story residences and recreation or common rooms serving residents may also be allowed on ground floors provide that the facades adhere to the physical requirements below.	
Ground Floor Height	▪ For buildings in the Mixed-Use zone facing a Shared Use Street: 15' minimum floor to floor	
Building Placement	▪ For buildings in the Mixed-Use zone facing a Shared Use Street: Must feature ground floor setbacks at least 12 feet from the face of curb. Upper stories may extend to the property/right of way line. ▪ Buildings with residential units or structured parking on the ground floor must be setback at least 10 feet from the front property line. The setback must be landscaped according to City standards. ▪ Other building types must be set back at least 10 feet unless the ground floor includes a pedestrian oriented use such as retail, restaurants, office, innovation spaces (e.g., "makers spaces" and small business incubators), galleries, sports clubs, spas, studios, hotel lobbies, and other commercial uses. The setback must be landscaped according to City standards.	

Element	Standards	Examples and Notes
Building Entrances	▪ For buildings in the Mixed-Use zone facing a Shared Use Street: entrances must face the street.	
Façade and Site Planning	▪ For buildings in the Mixed-Use zone facing a Shared Use Street: Areas for outdoor displays or sales of large items (e.g., cars, RVs) are prohibited. Outdoor displays that are returned to the building's interior (e.g., sidewalk displays) are acceptable.	
Façade Transparency	▪ For buildings in the Mixed-Use zone facing a Shared Use Street: At least 70% of ground floor between 30" and 10' above the sidewalk	
Weather Protection	▪ For buildings in the Mixed-Use zone facing a Shared Use Street: Weather protection at least 6' in average depth along at least 60% of façades. Retractable awnings may be used to meet the requirements. ▪ For building fronting portions of Shared Use Streets (not in the Mixed-Use Zone: weather protection at least 4 feet wide by 4 feet deep over primary entrances.	
Parking and driveways	▪ For buildings in the Mixed-Use zone facing a Shared Use Street: Surface vehicle parking directly fronting, and ground floor structured parking directly adjacent to a Shared Street adjacent to a Mixed-use zone shall be limited to ½ the building frontage and be screened per City standards. ▪ For building fronting portions of Shared Use Streets (not in the Mixed-Use Zone: Development with garages or structured parking the garage or structured parking must be set back from the roadway so that it is at least 5 feet further away from the front property line than the building's front entrance.	

Element	Standards	Examples and Notes
	▪ Walkways, fences, lighting, signage, and landscape should clearly guide people and vehicles to and from the proper entrances.	
Streetscape	▪ All development must provide a 5 feet wide landscaped planting strip with 1 tree for every 30 feet of property frontage. The City may modify this requirement based on the configuration and dimensions of Campbell Way. ▪ For new development along Shared Use Streets in the Mixed-Use zone, development must provide for improvements according to the City's direction (which will depend on the street's configuration and means for providing safe travel for all modes). At a minimum, one street tree is required for every 30 feet of street frontage.	
Sidewalk Width	▪ 8 feet minimum between curb edge and building face (area includes clear/ buffer zone with street trees in grates) OR established historic pattern (whichever is more).	▪

e) Alternatives to the above standards will be considered provided they meet the intent of the standards.

4.110 Neighborhood Streets

f) Purpose/intent: The intent of this designation is to provide safe and accessible pedestrian and bicycle connections, accommodate safe and convenient vehicle traffic, provide a pleasant streetscape, and accommodate access to allowable uses.

g) Vision:

[Image to be added here]

h) Where required: This section applies to all streets in the EEC that are not otherwise designated as Pedestrian Oriented Streets, Signature Streets or Shared Streets. See Exhibit 16. Block Frontage and Street Typologies Map.

i) Applicable Standards: The table below lists applicable standards for ground floor use, ground floor height, building placement, building entrances, façade and site planning,

façade transparency, weather protection, parking and driveways, streetscape, and sidewalk width.

Element	Standards	Examples and Notes
Ground Floor Land Use	▪ Uses could include commercial, residential, or other use.	
Building Placement	▪ Buildings with residential units or structured parking on the ground floor must be setback at least 10 feet from the front property line. The setback must be landscaped according to City standards. ▪ Other building types must be set back at least 10 feet unless the ground floor includes a pedestrian oriented use such as retail, restaurants, office, innovation spaces (e.g., "makers spaces" and small business incubators), galleries, sports clubs, spas, studios, hotel lobbies, and other commercial uses. ▪ The setback must be landscaped according to City standards.	 Townhouses along a landscaped walkway. Note setback Residential example with raised and landscaped setback
Building Entrances	▪ All buildings must feature a front entrance directly facing the street	 A traditionally scaled and designed 3 story residential building. The covered entry facing the street is important and the rhythmic window patterns and variety of materials add interest.
Façade and Site Planning	▪ Areas for outdoor displays or storage are prohibited. Outdoor displays that are returned to the building's	

Element	Standards	Examples and Notes
	interior (e.g., sidewalk displays) are acceptable.	
Façade Transparency	▪ For retail uses, at least 60% of ground floor between 30" and 12' above the sidewalk is required. ▪ Other buildings with non-residential uses on the ground floor within 10 feet of sidewalk, at least 30% of the ground floor between 4-8 feet above the sidewalk. ▪ Other buildings with non-residential uses on the ground floor within 20 feet of the sidewalk, at least 20% of the ground floor between 4-8 feet above the sidewalk. ▪ Residential buildings, at least 15% of the entire façade (all vertical surfaces generally facing the street).	
Weather Protection	▪ All buildings must feature weather protection at least 4 feet wide by 4 feet deep over primary entrances.	
Parking and driveways	▪ Walkways, fences, lighting, signage, and landscape should clearly guide people and vehicles to and from the proper entrances. ▪ Vehicle access to all buildings must be from an alley if one is available. If no alley is available, then the access to parking lot (driveway) must be no greater than 20 feet wide at the curb line. ▪ For single family residences, duplexes, townhouses, and other residential buildings where the dwelling units have individual driveways, driveway widths shall not be greater than 12 feet. ▪ For development with garages or structured parking the garage or structured parking must be set back from the roadway so that it is at least 5 feet further away from the front property line than the building's front entrance.	

Element	Standards	Examples and Notes
Streetscape	▪ On Neighborhood Streets, development must provide for street improvements that adhere to the following streetscape standards: ▪ A landscape strip, minimum 5 feet wide, between sidewalk and street with: ▪ Street trees provided at least every 30 feet (on average) and low shrubs or ground cover to cover the entire strip within 2 years of planting.	.
Sidewalk Width	▪ At least 6 feet wide (clear)	▪

j) Alternatives to the above standards will be considered provided they meet the intent of the standards.

4.120 Signature Street Corners

a) Purpose/intent: The intent of this requirement is to provide a prominent visual element and/or pedestrian connection from the development to the street.

b) Where Required: This section applies to the northwest corner of the intersection of Lebo Boulevard and Wheaton Way and to the northeast corner of Lebo Boulevard and Clare Street.

c) Applicable Standards:

- Off street parking, storage and service areas are prohibited within 50 feet of a signature corner unless they are completely separated from a public right of way by a building.
- All development proposals located at designated Signature Street Corners shall locate a building or structure within 15 feet of the street corner and include design features approved by the City that accentuate the street corner. Alternatively, the building can be configured with a corner plaza.
- All development proposals located at designated Signature Street Corners must feature at least one of the following:
  - A prominent architectural element such as a turret, tower, curved surface or similar feature, a cropped building corner with a special entry feature, decorative use of building materials at the corner, distinctive façade articulation, sculptural architectural element, or other decorative elements that the City determines meet the intent of the standards.

4.130 Multiple Street Fronts

a) Where a property fronts onto multiple streets and frontage designations, each frontage shall comply with the applicable standard for the applicable block frontage designation.

4.140 Non-Motorized Facilities

b) Purpose/intent: Non-motorized facilities in the Eastside Center can range from traditional sidewalk design to a multi-use path. Multi-use pathways allow for both pedestrians and cyclists. They can be one-way or two-way. The ones proposed for the subarea are intended as two-way.

c) Vision:

d) Applicable Standards: Multi-use pathways are usually at least 10' wide, ideally with 2' shy distance (space without an obstruction) on either side. Sometimes a multi-use pathway is an excellent substitute for narrow sidewalks on each side of a street. Because they accommodate bicycles as well as pedestrians. Bicycle travel speed can be an issue in crowded conditions.

5. Administration

5.010. Permits

Development applications shall be subject to BMC Section 20.58.080 which requires a technical site plan review for all projects involving new development or expansion of existing structures or other exterior improvements that will change the physical condition of the site.

6Design Guidelines

1: Introduction

The Eastside Center Subarea Design Guidelines that follow support and complement the community vision described in the Subarea Plan that is part of the City's adopted Comprehensive Plan. These Design Guidelines are based on the Regulating Plan in the preceding section.

Design Guidelines are intended to complement standards and offer a flexible, explanatory tool for quality and innovation. There are many ways to meet a guideline. Design guidelines offer a descriptive template for promoting the desired character of the EC without prescribing a specific style.

Each new development within the Eastside Center land use district must comply with the intent of the Design Guidelines contained in this section, and document to the satisfaction of the Director which guidelines are incorporated and which guidelines are infeasible and not incorporated. The provisions of the Design Guidelines will be applied pursuant to the review requirements of site plans under BMC 20.58.080.

1.010 Purpose & Applicability

a. The following required guidelines are intended to create a pedestrian-oriented, visually cohesive neighborhood. Recommended guidelines are intended to complement zoning and development regulations and provide illustrative examples of how high-quality urban design can be achieved.

b. All applicants are encouraged to meet the basic written purpose of each section and consider the implementation suggestions in the design of the project.

c. Design Flexibility. In recognition of the unique nature of certain sites and mix of uses, including structures and activities, flexibility shall be provided. Where it is determined by the Director that it is infeasible for a particular use to comply with certain design standards or guidelines, the Director may waive or modify the specific standard(s). Such development shall comply with these standards to the maximum extent feasible.

1.020 Design Guidelines Overview

a. The City considers the following design features to be desirable elements of Eastside Center project design and guidelines are intended to facilitate the incorporation of these features into projects:

- **Site design** that considers the center's natural features.
- **Development that promotes a more walkable center** with a priority on easy and convenient pedestrian access throughout the Eastside Center. Attention to ground floors of buildings to provide a continuous, transparent street edge, using corner entries to reinforce intersections

as important places for pedestrian interaction and activity, direct and extensive pedestrian routes, including sidewalks, mid-block connections and trails are recommended.

- **Provision of open space amenities for residents, employees, and visitors.** Integration of the natural environment with new development, providing a smooth transition and easy access between the natural and built environments and siting buildings to take advantage of and connect to the natural environment are recommended.
- **Creation of a variety of outdoor spaces** such as plazas, courtyards and pedestrian use areas that can be used as gathering and recreation spaces.
- **Architectural character** that emphasizes building definition and massing to create a comfortable sense of enclosure, a well-defined ground floor, and high-quality materials are encouraged.

1.030 Site Design Guidelines

a) Intent: Encourage development that takes advantage of the center's natural features and promotes walkability.

b) Guideline: Site and building design should take advantage of important elements of the natural environment, Madrona Trails natural area, shoreline and planned park and open space. Designs should incorporate open space amenities for residents, employees, and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments.

c) Recommended:

- Consider solar access and shade when designing buildings, landscaping, and site features.
- Integrate and enhance natural water features, where present, with new development. Consider site and building layout concepts that reduce the demand for water use.
- Incorporate existing trees and habitat into new development.
- Consider stormwater management techniques that treat rainwater runoff from all surfaces, including parking lots, roofs, and sidewalks.
- Integrate stormwater management facilities as environmental and visual amenities.
- Configure the site to enhance access to and through the site to reduce vehicular trips.

d) Not Recommended:

- Scattered planting clusters within large, automobile-oriented parking lots.
- Water quality enhancement projects that negatively affect the compact, walkable, urban character of the area.

1.040 Pedestrian Emphasis Guidelines

a) Intent: promote a walkable environment where the comfortable pedestrian movement is the highest priority.

i. Guideline: Define the pedestrian environment by encouraging a continuous ground floor that provides a sense of enclosure, and an active street edge for pedestrians.

- Recommended:
  - Windows that are transparent or have displays at the street level.
  - Signs and lighting at the ground level at the human scale.
- Not Recommended
  - Blank, flat, walls that do not include any entries, visual interest, or detail at the street level.

ii. Guideline: Provide continuous sidewalks or paths that encourage walking.

- Recommended:
  - Pedestrian routes that connect to the street system to reduce reliance on the car.
  - Buildings with clear pedestrian access to a public sidewalk.
  - Walkways and other paths through parking lots.
  - Mid-block connections.
  - Crosswalks are required when a walkway crosses a paved area accessible to vehicles.
- Not Recommended
  - Discontinuous pedestrian routes.
  - Circuitous pedestrian routes.

iii. Guideline: Protect pedestrians from wind, sun, rain, sleet, and snow.

- Recommended:
  - Awnings and canopies or other design treatments that provide weather protection at least 6' deep along 60% of the façade.
  - Weather protection integrated with the design of the façade.
  - Retractable awnings may be used to meet requirements.
- Not Recommended
  - Oversized signs on awnings

iv. Guideline: Encourage well-defined, comfortable, and inviting outdoor public space that supports pedestrian activity.

- Recommended:
  - Courtyards and plazas with active adjacent ground floor uses.
  - Comfortable seating that is accessible to a range of people.
  - Secure and safe spaces.
  - Spaces in locations that users can easily access and use, rather than left-over or undevelopable spaces where little pedestrian traffic is likely.
  - Landscaping that adds visual or seasonal interest to the space.

- Movable seating.
- Not Recommended
  - Public space adjacent to parking lots or other inhospitable areas without adequate buffer treatment.
  - Public space adjacent to dumpsters or service areas.

1.050 Architectural Guidelines

a) Intent: Encourage high-quality development that reflects the character of the area and provides a sense of permanence.

i. Guideline: Use building massing and articulation to reduce scale, create visual interest and complement the pedestrian environment.

- Recommended:
  - Use design techniques to identify the buildings' top, middle, and bottom for buildings over three stories.
  - Avoid long expanses of plain building frontage both horizontally and vertically.
  - Use articulation features such as windows, columns, entries, and balconies, to reduce the scale of buildings, add visual interest, and contribute to the pedestrian environment.
  - Multifamily buildings shall include articulation features at intervals that relate to the location/size of individual units within the building (or no more than every 30 feet) to break up the massing of the building and add visual interest.
- Not Recommended
  - Long expanses of untreated building frontage or large volume of building without vertical or horizontal articulation.

ii. Guideline: Promote high quality materials.

- Recommended:
  - Use wall and building materials that convey a sense of quality and permanence including but not limited to brick, finished concrete, stone, terra cotta, cement stucco, and wood.
  - Not Recommended
  - Simulated rock or brick.
  - Faux finishes.
  - Synthetic stucco (EIFS).
  - Simulated wood siding, wood veneer, clapboard, or other types of residential siding.
  - Aluminum, plastic, or vinyl siding.
  - Corrugated metal siding.
  - Exposed plastic.

iii. Guideline: Building should exhibit roofing design and materials that add visual interest.

- Recommended:
  - Green roofs.
  - Consolidated and screened mechanical units.
  - Synthetic stucco (EIFS).
- Not Recommended
  - Exposed rooftop mechanical or electrical units visible from public spaces.

iv. Guideline: Building facades should include small-scale design details and features, especially at the ground-floor level, that contribute to the pedestrian environment.

- Recommended:
  - Architectural treatments that emphasize entries.
  - Transparency that creates a sense of connection between the street and the interior.
  - Entry treatments that meet the intent of the standards.
  - Building lighting that emphasizes entries.
  - Entries on pedestrian-oriented and signature streets are required to have a higher degree of transparency, orientation towards the street, and design detail than other portions of the subarea.
- Not Recommended:
  - Glazing that does not create a connection between the street and the interior.
  - Visual and physical obstructions near the entry.

v. Guideline: Design parking structures to be compatible with development.

- Recommended:
  - Designing sidewalk facing parking garage frontages like other buildings in the area.
  - Adding usable spaces to garage frontages while providing adequate ventilation.
- Not Recommended:
  - Visible sloping floors and parked cars from the street.

vi. Guideline: Integrate lighting with building design to contribute to the pedestrian environment.

- Recommended:
  - Pedestrian-scaled lighting along walkways and public spaces.

- Light sources integrated into building design where possible.
- Reasonable hiding of wiring and electrical sources from public view.
- Lighting treatments are emphasized on pedestrian-oriented and signature streets.

- Not Recommended:
  - Flashing or colored lights.

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Transportation

Context

Most travel to and from the Eastside Center currently occurs by vehicle. The Eastside Center is located immediately east of SR 303, a north-south arterial connecting north to SR 3 in Silverdale and south to SR 304 in Downtown Bremerton. Within the interior of the Eastside Center, the local roadway network is made up of two-lane roadways all of which are stop controlled. The only signalized intersection in the Study Area is SR 303 and Sheridan Road at the northwest corner of the Eastside Center. The street network does not follow a typical grid pattern and has curving roadways and varying topography throughout the Study Area. Speed limits range from 10 mph to 25 mph, with 30 mph to 35 mph speed limits on SR 303. Vehicles move through the Eastside Center with little delay during the PM peak hour with all intersections currently operating above the City's minimum level of service standard.

Most roadway segments in the Eastside Center have sidewalks on both sides of the street. The SR 303 bridge has a separated path along each side with stairs connecting to Lebo Boulevard. In general, areas that are more likely to have higher volumes of pedestrian activity, such as the Harrison Medical Center, areas served by transit, and the commercial land uses along Wheaton Way and Lebo Boulevard have complete sidewalks. Sidewalk gaps and sidewalks on one side of the street tend to be in more residential settings. Sidewalk conditions vary from excellent new facilities along Lebo Boulevard and Wheaton Way including wide sidewalks with landscaped buffers to poor conditions on streets including Clare Avenue, Hemlock Street, Cherry Avenue, and Callahan Drive with narrow sidewalks, no curb separation, or extruded curbs. Most major intersections on Lebo Boulevard, Wheaton Way, and SR 303 have well-marked crossing facilities, and there are two mid-block crossings on Wheaton Way and Cherry Avenue near the Harrison Medical Center.

Bicycle infrastructure is limited within the Eastside Center with the only dedicated bicycle lanes on Lebo Boulevard and Wheaton Way south of Lebo Boulevard. The steep topography of the area makes bicycling challenging and bicycle volumes within the Eastside Center are relatively low. A proposed shared use path along the Warren Avenue Bridge would provide a high-quality connection to Downtown Bremerton. Shared use lanes are proposed for Wheaton Way to the north (as an alternative to Cherry Avenue) and along Sheridan Road west of SR 303 and east of Cherry Avenue.

Public transit in the Study Area is provided by Kitsap Transit. Route 225, which between the Wheaton Way Transit Center and Bremerton Transportation Center, loops through the Eastside Center and has stops along Lebo Boulevard, Cherry Avenue, Callahan Drive, and Wheaton Way. In addition, three routes (2, 15, and 217) run along the edge of the Eastside Center on SR 303/Wheaton Way.

Proposed Improvements

The Transportation Element for 2016-2036 and the City's six year Capital Improvement Program (CIP) list capital projects that the City intends to implement and helps the City fulfill its GMA requirements by implementing the transportation projects needed to support growth.

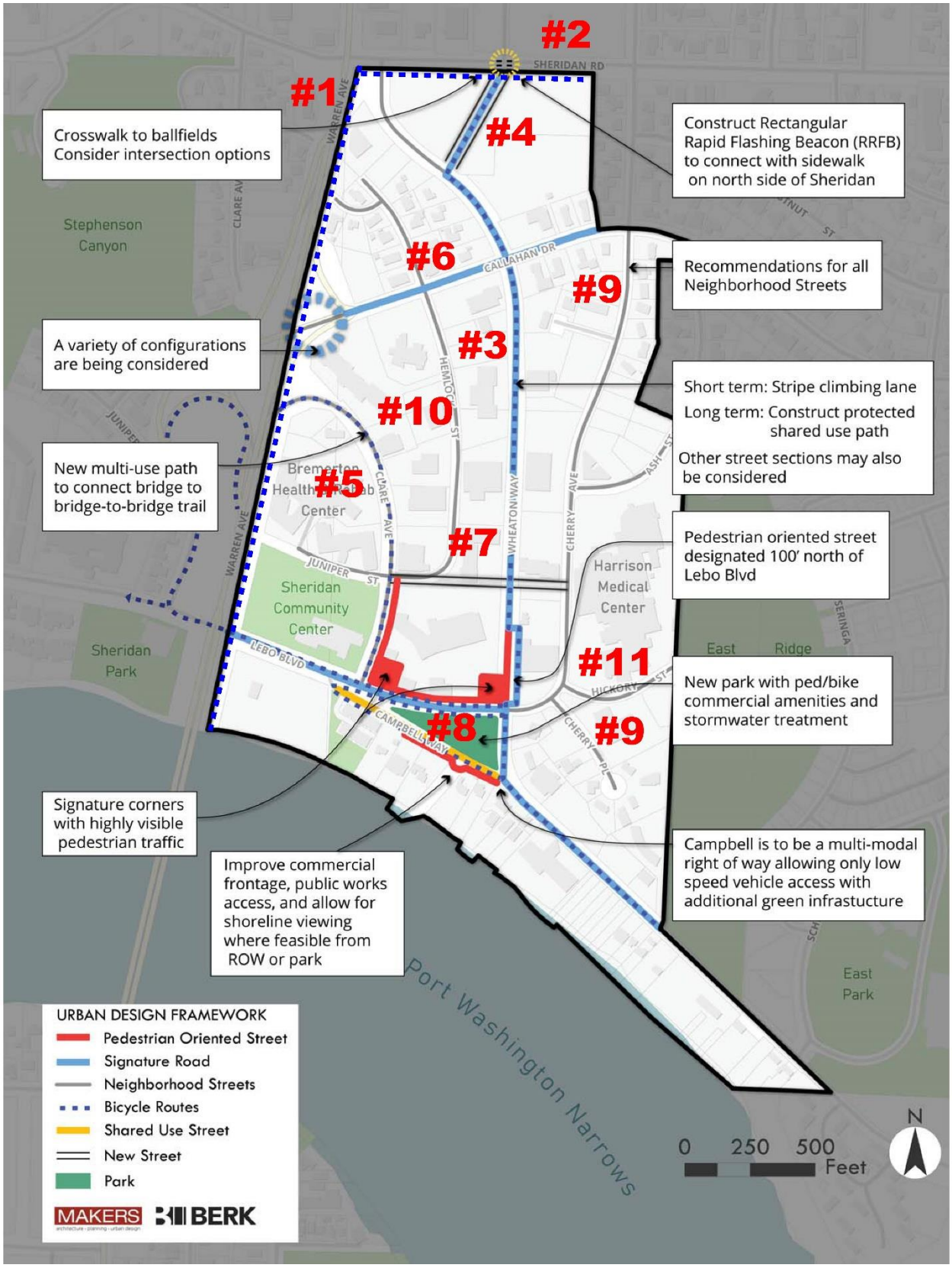
This Subarea Plan includes capital improvements as noted on Exhibit 28 and Exhibit 29. Total costs are under review. Potential means of implementation include frontage requirements, mitigation fees, and grants. [Note: costs are under development and are in ranges pending confirmation.]

Exhibit 28. Multimodal Transportation Improvements

Number	Street	Pedestrian Priority	Bike Priority	Transit Priority	Urban Design Framework	Cost (Prelim, Millions)
Improvements to Priority Routes and Pedestrians, Bicycle, Transit, and Intersection Levels of Service						
Segments						
1	SR 303: Ped/Bike	X	X			TBD
2	Sheridan Road	X	X	X		TBD
3	Wheaton Way	X	X*	X	Signature	TBD
4	Wheaton Way	X	X*	X	Signature	TBD
Subtotal						**$10.6-$34.6**
Signals						
A	Cherry/Sheridan					TBD
B	Clare/Lebo					TBD
Subtotal						**$1.0-$1.5**
Other Frontage Improvements to Meet Cross Section						
5	Clare Avenue				Bicycle Route	TBD
6	Juniper Street				Neighborhood	TBD
7	Callahan Drive			X	Signature	TBD
8	Campbell Way				Shared Use	TBD
9	Cherry Avenue		*	X	Neighborhood	TBD
10	Hemlock Street				Neighborhood	TBD
11	Hickory Street				Neighborhood	TBD
Subtotal						**$9.0-$13.4**
Total						**$20.6-$49.5**

*Note: *Proposed bike route to be shifted from Cherry Avenue to Lower Wheaton Way.*

Exhibit 29. Multimodal Transportation Improvements



Pedestrian and bicycle infrastructure includes a proposed project to construct eight-foot shared use pathways on both sides of the Warren Avenue Bridge. The project would allow pedestrians and bicycles to more comfortably travel across the bridge and improve ADA accessibility. New shared-use lanes are to be located on Lower Wheaton Way and Sheridan Road.

- SR 303 Warren Avenue Bridge – new shared use path;
- Lower Wheaton Way from Lebo Boulevard to Sheridan Road (alternative to Cherry Avenue) – new shared use lane[1];
- Callahan Drive from SR 303 to Wheaton Way – new bike lane connecting between priority bike routes;
- Clare Avenue – Bike route connecting from SR 303 to the Bridge to Bridge Trail at Lebo Boulevard; and
- Sheridan Road – new shared use lane.

In addition to these improvements, the Preferred Alternative would include more mid- block connections, boulevard treatments, and pedestrian oriented street fronts to create a walkable community.

The Preferred Alternative would include the following pedestrian and bicycle improvements:

The Preferred Alternative would include two roadway improvements:

- Realigning Wheaton Way to the east such that its connection with Sheridan Road allows a northbound left turn; and
- A roundabout at the SR 303/Callahan Drive/Clare Avenue intersection with a pedestrian and bicycle connection to SR 303 from Callahan Drive.

As locations for mid-block connections are identified, the City could consider associated crossings and appropriate pedestrian treatments such as marked crosswalks, Rectangular Rapid Flashing Beacons, pedestrian signal, and/or lighting.

Transportation Intersection Mitigation

Based on a traffic operations analysis, the combination of proposed land use alternatives and transportation improvements are expected to require additional investments to maintain the City's intersection level of service standard. These improvements are listed by alternative in Exhibit 30.

As shown in the exhibit, two intersections—Sheridan Road & Cherry Avenue and Lebo Boulevard & Clare Avenue—are expected to fail if side street stop control remains in place. Although all- way stop control would improve the overall intersection LOS, it would result in queuing along arterials that currently have no stop control (Sheridan Road and Lebo Boulevard). Therefore, signalization is the recommended mitigation measure for both locations at such time as the City determines each intersection meets a signal warrant.

[1] The City may consider Lower Wheaton Way as an alternate north-south bicycle route through the study area.

Exhibit 30. Transportation Intersection Mitigation

Location	Mitigation Measure	ACTION ALTERNATIVES		
		Residential Focus	Employment Focus	Preferred Alternative
Sheridan Rd & Cherry	Signalize intersection		X	TBD
Lebo Blvd & Clare Ave	Signalize intersection		X	TBD
Sheridan Rd & SR 303	Revise signal timing and phasing (remove east-west split phasing, add protected- permitted phasing for westbound left turn and shorten cycle	X	X	X

Source: Fehr & Peers, 2020.

Travel Demand Management

Managing demand for auto travel is another important way to potentially reduce capital costs. Employers with at least 100 employees will continue to be required to participate in the State Commute Trip Reduction (CTR) law, which is administered by Kitsap Transit. In addition, the City could build upon its existing travel demand management programs and coordination with local transit agencies, businesses, and multifamily buildings to explore additional demand management programs that encourage non-SOV travel to and from the Eastside Center. These could include Transportation Management Programs (TMPs) for property owners of newly constructed buildings through its municipal code; transit pass provision for employees and residents; an Eastside Center transportation management association to provide programs, services, and strategies specific to the Eastside Center's needs; or changes to parking code to influence travel behavior and provide more flexibility to residents who choose to forgo owning a private vehicle.

Transportation Systems Management & Operations

The City can pursue projects that increase the capacity of its existing infrastructure without building new infrastructure through transportation systems management and operations (TSMO). TSMO refers to operational improvements that can improve traffic flows without building new capacity, for example traffic signal coordination, intelligent transportation systems such as adaptive signals or transit signal priority, ramp management, and traffic incident management.

Parking Management

The City could implement programs to manage its on-street parking supply such that demand does not routinely exceed the supply. There are multiple strategies the City could pursue, such as time limits, paid parking, and restricted parking zones. For example, many cities price their on-street parking spaces to aim for an average 85 percent occupancy, which equates to having one or two available spaces per block. The City could also use time limits to encourage short- term parking for visitors to local businesses on key blocks while allowing longer term parking in other locations.

Stormwater

Context

The Bremerton Public Works Department Stormwater Utility is responsible for the operation and maintenance of the City's stormwater collection and conveyance system within the Study Area. Stormwater is captured by catch basins and conveyed through a network of open ditches, pipes, catch basins, culverts, and several different types of stormwater management facilities.

Some stormwater treatment best management practices (BMPs) were installed along Lebo Boulevard during the recent street upgrade, but otherwise, most of the Study Area lacks stormwater treatment.

Stormwater is discharged to the Port Washington Narrows through two outfall pipes. Most of the stormwater is discharged through the Main Street Outfall, a 36-inch HDPE pipe with an energy diffuser located on the shoreline near the intersection of Campbell Way and Wheaton Way. The southeastern corner of the Study Area, including about 0.75 acres of Wheaton Way discharges through the Bay Bowl Outfall, a 12-inch pipe near the Bay Bowl.

The stormwater infrastructure within the Eastside Center is listed in Exhibit 31.

Exhibit 31. Stormwater Infrastructure in the Eastside Center

Infrastructure	Count
Pipe (LF)	30,238
Catch Basins	301
Stormwater Facilities	6

Sources: City of Bremerton, Herrera, 2019.

Stormwater Requirements, Opportunities, and Constraints

Most of the pollutant generating impervious surface in the Study Area does not receive treatment for stormwater pollutants prior to discharge to Port Washington Narrows. Under both Action Alternatives, individual redevelopment projects and right-of-way improvements would be required to comply with stormwater management requirements from the stormwater manuals referenced in the City code. Projects that include 5,000 square feet or more of pollutant generating hard surface or ¾ of an acre of pollutant generating pervious surface would be required to construct stormwater treatment facilities; therefore, redevelopment would result in a net improvement in stormwater quality. Because the entire EC drains directly to marine waters, and not to streams,

redevelopment in the EC is exempt from flow control, however, stormwater detention may be required by the City on a case by case basis to address capacity concerns in the stormwater system and beach erosion at the outfall.

Because the area is flow control exempt, the requirements for on-site stormwater management (i.e. low-impact development [LID] or green stormwater infrastructure [GSI]) are also limited but following requirements do apply and these practices must be applied where feasible:

- All lawn and landscape must meet soil quality and depth requirements.
- Roof downspouts require consideration of infiltration trenches, downspout dispersion, or perforated stub-out connections.
- Roads, parking lots, and sidewalks need to consider sheet flow and concentrated flow dispersion.

A coarse scale assessment of infiltration potential in the City of Bremerton performed in 2017, classified much of the Study Area as having moderate shallow and deep infiltration potential (AESI 2017). The western and southern portions of the Study Area are mapped as glacial outwash soils, which are more conducive to infiltration than till soils. However, there are several factors that create challenges and uncertainty regarding infiltration potential:

- The land surface slope, and associated setbacks from geologic hazards, will make stormwater infiltration infeasible or challenging in much of the Study Area. Permeable pavement and bioretention can be deemed infeasible at slopes above 6% and 8% respectively. On sloped sites the fate of the infiltrated water must be well understood to avoid infiltrated water re-emerging as a surface water seep or causing nuisance flooding/.
- The geomorphology of the entire Study Area is mapped as artificial fill, modified land, meaning it has been modified by grading and filling, which makes soil conditions unpredictable and unreliable for infiltration. Existing underground utilities were not designed with green stormwater infrastructure in mind so utility conflicts will need to be identified and avoided or addressed.

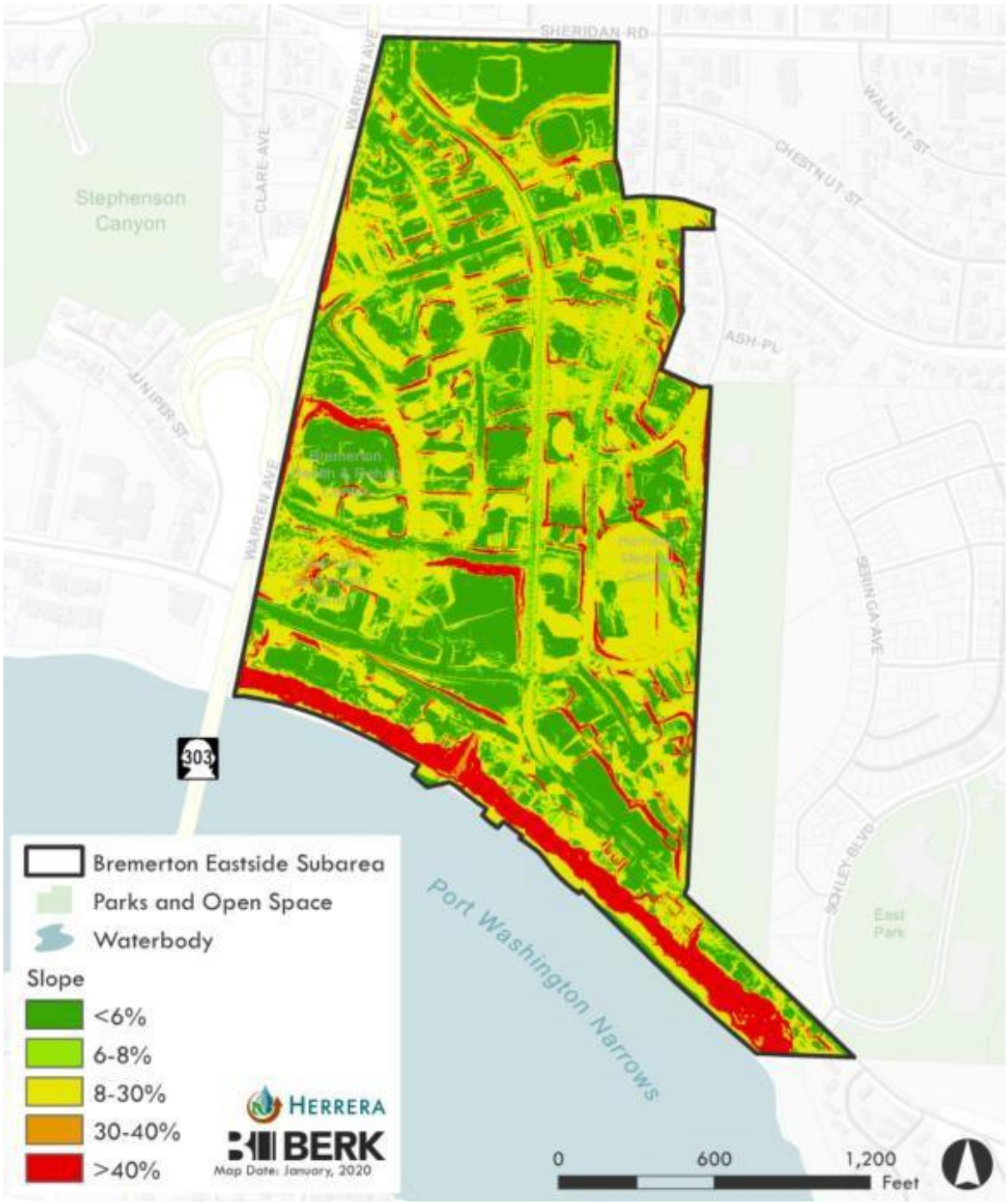
Despite the lack of a regulatory driver, LID/GSI (including bioretention, permeable pavement, green roofs, and street trees) can be a preferred approach to stormwater management in the Study Area where feasible. LID/GSI has numerous" co- benefits" beyond stormwater mitigation which can add value to the urban landscape (EPA 2020):

- Groundwater recharge where infiltration is feasible or allowed.
- Air quality improvements by reducing ground level ozone and particulate matter.
- Reduced urban heat island effects by shading, deflecting radiation, and releasing moisture into the atmosphere.
- Habitat for native species, including bird and pollinators and other insects.
- Health benefits through encouraging outdoor activity and recreation.
- Aesthetic enhancement and Increased property values.

LID/GSI can also be integrated into right of way design in ways that improve safety. In addition to the above benefits, the City's NPDES Phase II Municipal Stormwater Permit (Ecology 2019) requires

the City to require LID Principles and LID BMPs when updating, revising, and developing new and local development-related codes, rules, standards, and other enforceable documents.

Exhibit 32. Lidar-Based Ground Surface Slope Within the Study Area



Source: Hererra, 2020.

Proposed Improvements

The current 6-year CIP plan for the stormwater utility does not include any improvements within the EC; however, the City has identified one significant problem along Cherry Avenue and is in the initial planning stages of developing, prioritizing, and implementing a capital project as described below. There are also several areas in the EC that lack stormwater conveyance and these areas are also described below.

Cherry Ave Improvements

Several portions of the stormwater system in the Cherry Avenue basin, including areas around Harrison Hospital, need improvement. Along Cherry Avenue, between Callahan Drive on the north and Ash Street on the south, some of the stormwater still flows into the wastewater system. Elsewhere on Cherry Avenue, catch basin connections to the wastewater system have been plugged, but new stormwater conveyance has not been provided. This forces stormwater to surface-flow down the street to downgradient catch basins that are connected to the stormwater system. The City occasionally receives drainage complaints related to the amount of stormwater flowing along the road in this area. New stormwater mains need to be installed along Cherry Avenue to address this problem and a more detailed assessment is needed to define the project more specifically. Approximately 1,7000 linear feet of new and replacement stormwater main is needed and the project is expected to cost between $1M and $500,000 depending on the complexity of underground utility conflicts and ability for this project to be combined with other right of way improvements that would add projectefficiency.

Stormwater Conveyance Needs in Other Areas of the EC

Stormwater conveyance piping is also needed on Wheaton Way between Sheridan Road and Callahan Dr, on Clare Ave (a 250 linear foot extension beginning 230 feet north of Juniper running towards Callahan Dr), and on Cherry Place to provide service in an area where stormwater currently flows into the wastewater system. Most of the piped system is in the EC was installed more than 50 years ago and may either need to be replaced or lined to extend the service life of the pipe. For efficiency, the City will seek to integrate these improvements into other right-of-way improvements in the EC and SR 303 corridor improvements near the north end of the Warren Avenue Bridge.

New Park with Stormwater Features at Lebo Blvd and Campbell Way

Stormwater improvements could be constructed in coordination with a new recreation facility, including stormwater treatment BMPs for pollutant generating surfaces and post construction soil quality and depth for all lawn and landscape. BMPs may also be able to treat a portion of the street right-of-way. A park relocation from a portion of the park laydown site along Lebo Boulevard presents an opportunity to create a park that provides stormwater benefits through stormwater

BMPs that treat roadway runoff, or possibly a percentage of the runoff from the Campbell Way outfall, as well as aesthetic and educational benefits by creating a park amenity that would communicate the connection between stormwater in the urban environment and water resources, which could create a larger opportunity for stormwater treatment. However, the flow rates in the Campbell Way outfall are very high, so designing an offline stormwater treatment facility in the relocated Sheridan Park would require a careful feasibility and cost-benefit evaluation to find a solution that is feasible, effective, and is an appropriate park amenity.

See the appendix for a preliminary concept of such a facility and its ability to provide water quality for a large basin.

Improve Sheridan Park

Sheridan Park Improvements present an opportunity to treat stormwater from SR 303 within the improved park area south of Lebo Boulevard. Like the park relocation project under the Residential Focus Alternative, constructing a stormwater facility along with other park improvements could provide water quality improvements and other co-benefits.

New Mid-block Connections

The new mid-block connections for the Preferred Alternative represents significant new and replaced pollutant generating impervious surfaces. Permeable pavement feasibility would be considered for these new connections and stormwater treatment BMPs would be installed to provide treatment.

Pedestrian Street Fronts

Pedestrian oriented street front improvements are primarily at intersections, LID/GSI or other stormwater BMPs can be used to treat stormwater from multiple road surfaces in a single BMP, as well as provide habitat, amenity, air quality improvements, traffic calming elements, and shortening crossing distances for pedestrians if bulb-outs are used.

However, there are several steep slopes adjacent to the proposed street front improvements, including along Juniper Street, that could make infiltrating stormwater BMPs infeasible.

Pedestrian streetscape improvements along Wheaton Way have a greater potential for water quality benefits because Wheaton Way is a larger street with higher traffic volume, which will create an opportunity for LID/GSI to be used to be an aesthetic amenity and provide stormwater treatment, habitat, air quality, and other co-benefits.

New Road Connection from Sheridan Road to Callahan Drive & New Roundabout at SR 303 and Clare Avenue / Callahan Drive

Both new road connections will create significant new and replaced pollutant generating impervious surface thus triggering code required stormwater mitigation. These new high-volume

streets will need to provide stormwater treatment BMPs which could be lined or unlined LID/GSI facilities to treat runoff from the road surface.

Water

Context

Potable water in the Study Area is provided by the City of Bremerton Water Utility. The Study Area is included in pressure zones E398 and E240 within the Bremerton Main Water System. 12- inch and 20-inch water mains supported on bridges crossing over the Port Washington Narrows supply water to the Study Area. There is one below-ground concrete reservoir tank in the Study Area as well as an above ground reservoir on the eastern boundary of the Study Area along the Madrona Trails park. The latter is configured to provide emergency supply to the Harrison Hospital vicinity if needed. The water infrastructure within the Study Area is listed in Exhibit 33.

Exhibit 33. Water Infrastructure in the Study Area

Infrastructure	Count
Mainline (LF)	23,160
Service line (LF)	4,601
Valves	128
Below-ground concrete tank located at 844 Callahan in East Bremerton (Reservoir 11)	1
Above-ground 2-million-gallon storage reservoir located just outside the Eastside Center on the edge of the Madrona Forest (Reservoir 19)	1
East 240 Zone pump station located at Reservoir 11 with a total capacity of 1,400 gallons per minute. This pump station transfers water from Reservoir 11 to Reservoirs 12 and 13 in the East 398 Zone	1

Sources: City of Bremerton, Herrera, 2019.

The water provided to the Study Area is supplied by surface water from the Union River, groundwater from 10 production wells, and interties with the West 517 Zone (Bremerton 2012). The Union River watershed is protected by the Watershed Control Plan and the Bremerton Land Management Plan which include regular water quality monitoring. Groundwater sources are protected by Bremerton's Wellhead Protection Plan (1996). The water supplied from these sources is controlled through the Supervisory Control and Data Acquisition (SCADA) system. Ductile iron and cast-iron pipe comprise most of the distribution system.

The City has enough water supply to meet demand beyond 2032 (City of Bremerton 2012). If Bremerton had to rely on groundwater supply only, there is no anticipated shortfall in the short term

(City of Bremerton 2012). Because the current surface water source from Union River is unfiltered, and in case of extreme weather events including storms and drought caused by climate change, the groundwater supply should be able to meet demand on its own. Strategies proposed to meet future demands without relying on surface water sources include:

- Pursue water rights applications for 3 existing wells (Well Numbers 9, 21, and 22).
- Increase use of current groundwater certificate capacity.
- Pursue formal aquifer storage and recharge (ASR) recognition.
- Consider treatment and filtration for Anderson Creek and Gorst Creek surface water sources as alternatives to the Union River source.

Bremerton has a plan to replace substandard water mains (less than 3-inch diameter pipes) annually based on head loss, pipe age, size, and maintenance problems. Bremerton is in the process of updating the Water System Plan for the city.

Proposed Improvements

There are anticipated to be new water lines constructed as part of the building of new roadways. When these new roadways are built, the associated water infrastructure will be built at the same time. These three potential water system improvements may need to be added to the City's water capital improvement plan:

- Constructing a new water main on the new road connection between Sheridan Road and Callahan Drive.
- Relocating or replacing water mains if needed in relation to the new traffic circle.
- Constructing new water mains on new midblock connections.

Further Evaluation

Because there are two reservoirs and large water mains bisecting the Study Area, major upgrades to the water system are not expected to be required, but the preferred alternative should be evaluated by the City using the water system model to determine whether any capital improvements are needed address fire flow requirements or general water supply.

Wastewater

Context

The Bremerton Department of Public Works and Utilities provides wastewater service for the Study Area. Most of the Study Area is in the Cherry Avenue Basin, a combined 214-acre basin that is 82% sewered. Combined sewer overflow Outfall OF-3, one of the overflows for the East Bremerton Beach Main, is at the downstream edge of the basin, though sewer flow is not directed to this outfall under normal operation. Analysis from the 2014 Wastewater Comprehensive Plan indicates that the East Bremerton Beach Main can accommodate flow from new service areas. Under normal operations, wastewater flows by gravity out of the basin and crosses under the Port Washington Narrows to a pump station, where it is pumped to the wastewater treatment plant. The wastewater infrastructure within the Eastside Center is shown in Exhibit 34.

Exhibit 34. Wastewater Infrastructure in the Eastside Center

Infrastructure	Count
Force Main (LF)	1,496
Gravity Main (LF)	15,907
Manholes	65

Sources: City of Bremerton, Herrera, 2019.

The City recently installed cured-in-place pipe (CIPP) in 2014 along all of Cherry Avenue. No wastewater capital improvement projects are scheduled in the Eastside Center between 2019 and 2026, which is the current capital project planning period.

Proposed Improvements

There are anticipated to be new sewer lines constructed as part of the building of new roadways. When these new roadways are built, the associated sewer infrastructure will be built at the same time. These three potential sewer system improvements may need to be added to the City's sewer capital improvement plan:

- Constructing a new sewer main on the new road connection between Sheridan Road and Callahan Drive.
- Relocating or replacing the sewer main, if needed, in relation to the new traffic circle.
- Constructing new sewer mains on new midblock connections. The new midblock connections present an opportunity to improve wastewater service along Wheaton Way if those improvements are needed.

In the past, the sanitary sewer on Cherry Avenue from Ash Street to Cherry Place has become overloaded during large storms, resulting in flooding of commercial businesses. Backwater valves have been installed at the right-of-way for businesses on Cherry Avenue in this vicinity and a portion of the main has been lined. The installation of a new storm drain pipe (described above in the Stormwater Section) will eliminate this problem by preventing stormwater from entering the wastewater system.

Other Measures

Though the Preferred Alternative is not expected to have a significant impact on the wastewater system, the City should continue to pursue projects that reduce inflow and infiltration to the wastewater system. See the Stormwater Section for a proposed stormwater improvement that will reduce inflow.

8References

References

[Pending]

9Appendix A

Land Use Designations & Zoning Districts

The Study Area is designated as an Employment Center (EC) in the Comprehensive Plan. See Exhibit 35. The Plan anticipates future land use changes as well as desired intensity and character for the area:

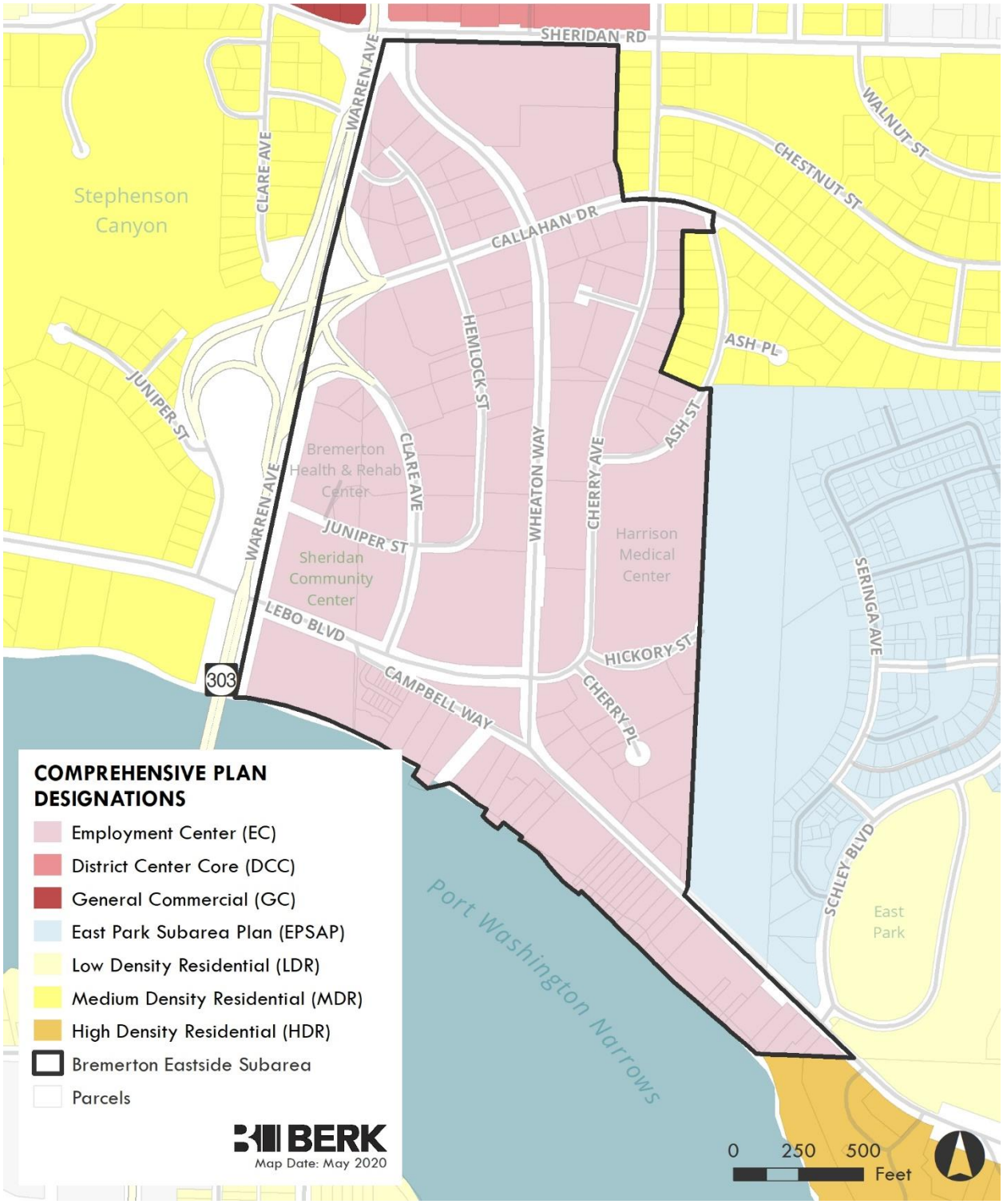
Employment Centers are intended to be mixed-use environments characterized by co-location of employment activities, residential, and commercial amenities for workers. The center type allows for large scale employment activities that may draw workers from a large geographic area, where workers can also choose to live and shop near work. Land uses in the center can include mixed-use, residential, commercial, retail and offices. Employment Centers are anticipated to have significant commercial space for jobs that are well integrated with areas that provide a mix of housing types nearby. Mixed-use or stand-alone residential uses should be supported. Land use intensity is envisioned to be 40 units/acre with six to eight stories of height.

In terms of character, the EC is envisioned to include mixed-use design. It integrates employment activities with housing and commercial activities scaled to serve employees at the center. Development standards should support additional residential uses to the area which as a result will increase support for commercial services. Development should be compatible with minimal impacts to neighboring residential uses. Nearby living opportunities for employees will reduce commuting as well as employee parking demands.

The Comprehensive Plan references the transition of Harrison Hospital and changes of use on this site. The Plan calls for the implementing regulations of the EC designation to have maximum flexibility for building re-use.

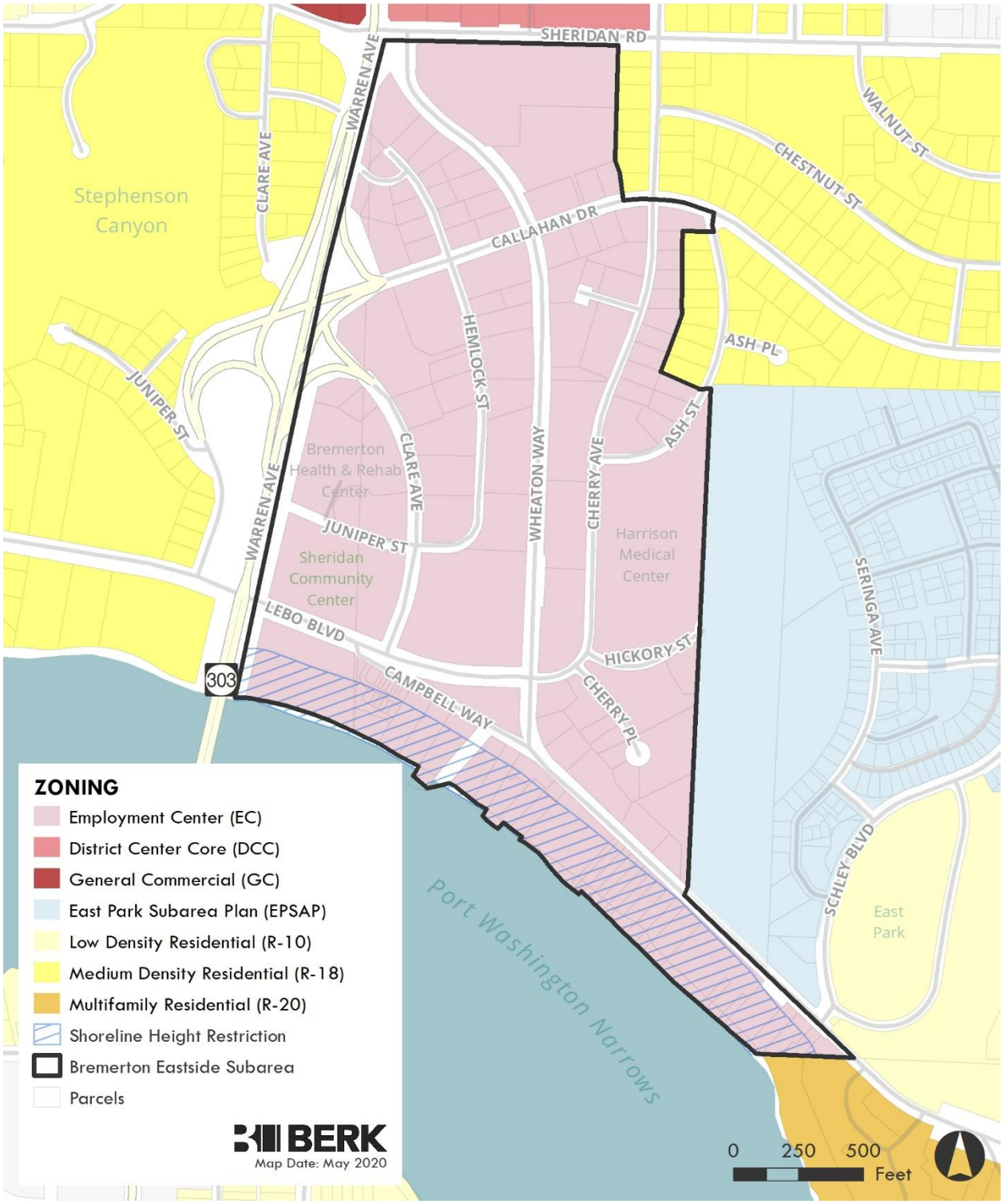
Zoning follows the Future Land Use Designations with EC as the primary zone, and its description is similar to the Comprehensive Plan designation. The minimum allowed residential density in the EC is 15 dwelling units per acre. Allowed building heights are 80' for residential uses and 60' for nonresidential uses. For mixed uses, allowed building height will be based on the use that predominantly (50% or greater) occupies the structure. See Exhibit 36 for a zoning map and Exhibit 37 for a chart of standards.

Exhibit 35 Comprehensive Plan Future Land Use Designations, 2019



Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

Exhibit 36 Current Zoning Within Study Area



Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

Development Standards Under Current Zoning

Exhibit 37 Maximum Development Standards for Current Zoning

Zone	Maximum Density (dwelling units/acre)	Maximum Height (feet)	Maximum Building Coverage (percent)
Employment Center (EC)	15	Residential: 80' Non-residential: 60'	65% (up to 85% with bonuses)

Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

Anticipated Growth & Development Capacity

Population in Bremerton is expected to grow from approximately 39,650 in 2012 to 53,407 in 2036. The total new population of 13,757 persons (approximately 6,400 household units) expected in the community by 2036 will live in a variety of single-family households and multi-family settings within and outside centers. See Exhibit 38.

Bremerton's targeted employment growth is for roughly 18,800 jobs by 2036. This reflects an increase from the 28,167 jobs in 2012 to 18,782 jobs by 2036. Of the total increase of about 18,800 jobs, 13,000, or about 80% are expected to be in the various centers, including the Downtown and the Puget Sound Industrial Center-Bremerton. The Study Area, the Eastside Employment Center, is expected to have 750 people, 350 housing units and 450 jobs. This equates to roughly 2.3% of planned employment growth. In comparison, Downtown is anticipated to accommodate 18.4% of employment growth while the Wheaton Riddell District Center is anticipated to accommodate 3.5% of employment growth.

Exhibit 38 Estimates of Population and Employment, 2012-2036

	Total Acres	Avg. Residential Density	Sum of Population	Sum of Households	Sum of Employment
Centers					
Downtown Regional Center (DRC)	138	40	4,355	2,188	3,463
District Center – Wheaton/Riddell	94	20	1,910	909	670
District Center – Wheaton/Sheridan	77	20	1,288	613	318
District Centers – Charleston	125	20	489	232	124
Neighborhood Center – Manette	19	15	106	51	50
Employment Center (EC)	82	40	750	350	450
Bay Vista	73	20	550	255	70
East Park	58	15	320	150	20

	Total Acres	Avg. Residential Density	Sum of Population	Sum of Households	Sum of Employment
Puget Sound Industrial Center – Bremerton	3,072	—	—	—	7,777
Non-Centers					
Freeway Commercial (FC)	324	0	0	0	1075
General Commercial (GC)	273	30	450	210	825
Neighborhood Business (NB)	18	15	30	15	35
Higher Education (HE)	47	20	90	190	76
Industrial (I)	390	0	0	0	1,525

Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

Buildable Lands Capacity

Within the Eastside Center, the Comprehensive Plan anticipates 350 new dwelling units and 450 new jobs by 2036 (Table LU-G, Comprehensive Plan Land Use Appendix). Bremerton's Comprehensive Plan transportation modeling reviewed approximately 455 new dwellings and 890 new jobs. Prior land capacity estimates were prepared in 2014 and 2015 prior to the City's Comprehensive Plan update in 2016 and showed a range of results and assumptions.

Exhibit 39 Comprehensive Plan Eastside Center Growth Estimates

Source	Population	Housing	Jobs
Table LU-G Comp Plan Land Use Appendix 2016 Adopted Plan	750	350	450
Comprehensive Plan Transportation Model 2016	789*	455 (households)	889

*Note: * Estimated with a household size based on PSRC estimates of households and population in 2018.*
Source: City of Bremerton, 2019; BERK, 2019.

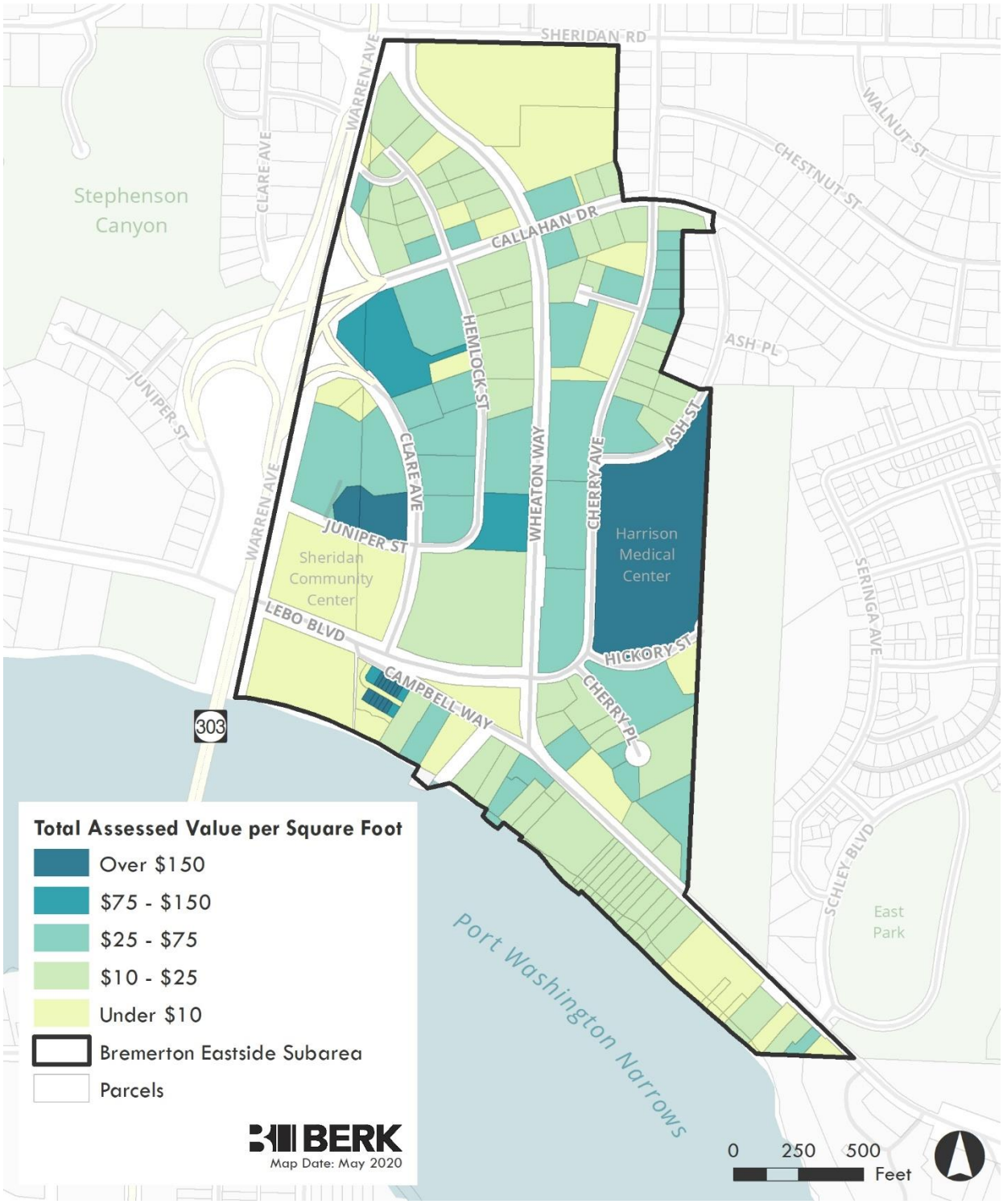
Redevelopment Potential

Assessed value per square foot of land is one metric used to identify parcels that may be likely to redevelop. Parcels where the assessed value per square foot is low, such as parcels with older, low value buildings, and vacant parcels, may be under-utilized. Some of these under-utilized parcels may be likely to redevelop under given market conditions and based on property owner interests. In some cases, parcels that are not under-utilized may also redevelop based on property owner interests or other changes. The site of Harrison Hospital is an example of this.

Assessed value per square foot is mapped in Exhibit 40. The map shows that potential opportunities for redevelopment are spread across the Study Area. Under-utilized parcels, both vacant and those with low assessed value per square foot, the hospital-owned parcels, including both the parcel with the hospital building and the vacant parcel north of it, the City-owned site across from the Sheridan Community Center, as well as smaller parcels along Lebo Boulevard and Campbell Way are potential opportunity sites.

Assessed value per square foot is one way of considering potential change. Other factors play into which sites are ready for redevelopment such as site attributes, zoning allowances, market conditions, owner preferences, etc.

Exhibit 40 Assessed Value Per Square Foot



Source: City of Bremerton, 2019; Kitsap County, 2019; BERK, 2019.

Draft Alternatives & Public Comment

As part of the planning process and the Environmental Impact Statement (EIS), three alternatives described below were studied. The Alternatives are further detailed in Chapter 2 of the EIS.

- **No Action Alternative** – The Current Comprehensive Plan and Zoning would be retained and allow modest residential and job increases. Given current market conditions and less investment in the subarea, the relocation of the hospital is likely to result in a net loss of jobs.
- **Residential Focus Alternative**: The Residential Focus Alternative recognizes market conditions are favorable for high density residential development for all ages and income levels. Higher density residential uses would be located to the north, east, and west sides of the Study Area taking advantage of topography, open space amenities, and water views. Mixed use waterfront restaurant and retail destinations support residents and visitors. Flexible multi-use designations would offer professional office, commercial, or residential development opportunities in the core. Mid-block connections, boulevard treatments, and pedestrian oriented street fronts create a walkable community. New park spaces offer community gathering opportunities. This alternative supports the most, new residential dwellings, replacing current employment areas such as the hospital. This alternative adopts a Subarea Plan and a Planned Action Ordinance to guide growth and facilitate environmental review.
- **Employment Focus Alternative** – The Employment Focus Alternative creates a new mix of businesses in corporate campus and multi-use settings, replacing current jobs and adding more jobs. The alternative also adds more housing in higher density formats. Investments would be made in roads including new streets and a roundabout. Parks would be improved and added. The Employment Focus Alternative would adopt a Subarea Plan to guide future development and adopt a Planned Action Ordinance to help facilitate environmental review of new development and redevelopment.

Through the Draft EIS public outreach opportunities during the comment period and in response to comments, a Preferred Alternative will be developed that is anticipated to be in the range of the alternatives above and may mix and match features.

No Action Alternative

The current intent for the Eastside Employment Center is for a well-planned and designed environment where a potentially large employee population is offered the option to live near places of employment. The No Action Alternative would continue the current Comprehensive Plan designation and Zoning. No Planned Action would be adopted to facilitate environmental review of new development or redevelopment.

Employment Focus Alternative

The Employment Focus Alternative creates a new mix of businesses including: two corporate campuses on the north near Sheridan Road and on the current hospital site; multi-use areas along major routes flexibly allowing office, residential, or mixed use commercial; and a retail core at Campbell Way and Wheaton Way. A node of high and low residential density dwellings would be located to the northeast largely respecting existing development. See Exhibit 42.

A new connecting road extending from Sheridan Road to Callahan Drive and a round-about at Clare/Callahan Drive and SR 303 provide additional circulation options to support employment uses. Mid-block crossings improve walkability and access. Improved park space at Sheridan Community Center and Sheridan Park, and added park space would be located in proximity to the water tower near Callahan Drive. See Exhibit 43

The Employment Focus Alternative would replace current jobs as the Medical Center transitions away and allows for net growth rounded to 1,320 jobs as well as 840 dwelling and 1,580 population by 2040, consistent with the horizon year of the SR 303 Corridor Study. See Exhibit 41.

Exhibit 41. Employment Focus Alternative: Current and Planned Growth

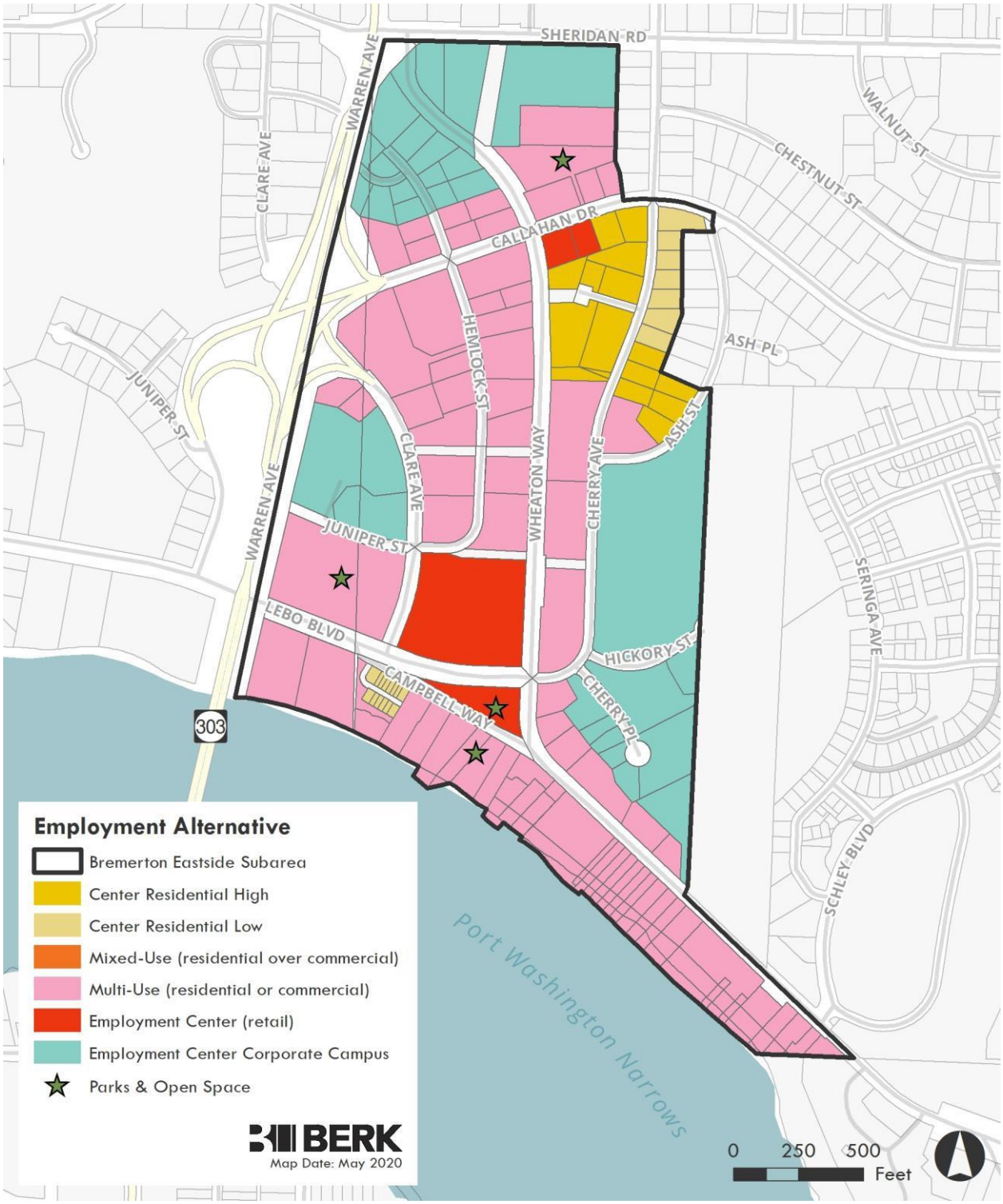
	Existing	Employment Focus: 2040	Net Change*
Population	451	2,030	1,579
Dwellings (*including Convalescent Care)*	332	1,170	838
Jobs	2,851	4,171	1,320

* Net change compared to existing

Source; PSRC 2019; Fehr & Peers 2019: BERK, 2019.

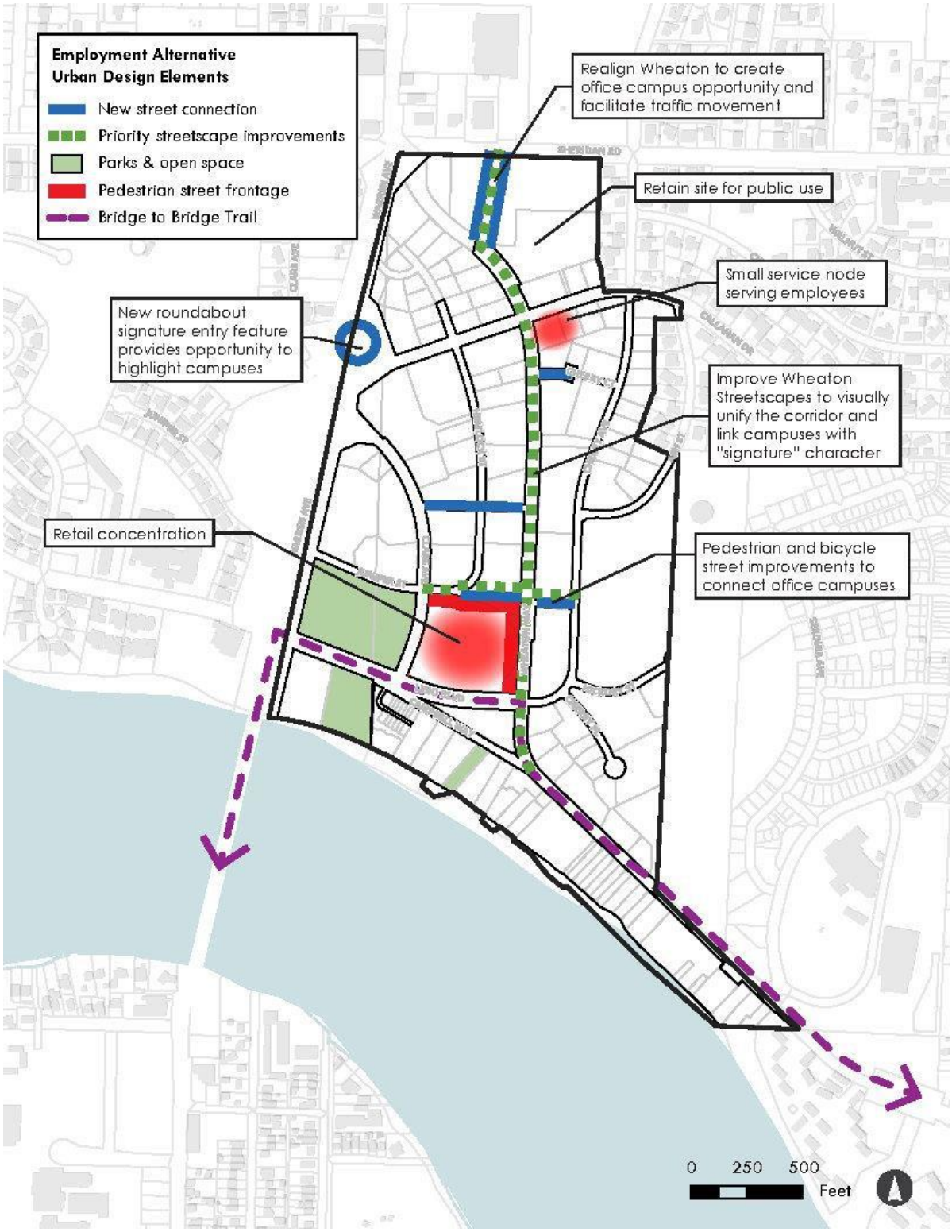
The Employment Focus Alternative would adopt a Subarea Plan to guide future development and adopt a Planned Action Ordinance to help facilitate environmental review of new development and redevelopment.

Exhibit 42.Employment Focus Alternative



Source: Makers, 2019; BERK 2019.

Exhibit 43. Employment Focus Alternative Street and Park Improvements



Source: Makers, 2020.

Residential Focus

The Residential Focus Alternative would recognize market conditions that are favorable for high density residential development. Residential uses would be designed to take advantage of topography, open space, and water views and be supported by quality commercial services and mixed waterfront restaurant and retail destinations. High density residential development would be newly established on the Harrison Medical Center site at Cherry Avenue and along Wheaton Way north. Areas of flexible multi-use would be placed along central and lower Wheaton Way offering professional office, commercial, or residential development opportunities. Mixed uses with one floor of commercial and multiple floors of residential uses would be centrally focused around Lebo Way and Wheaton Way. See Exhibit 45

Mid-block connections, boulevard treatments, and pedestrian oriented street fronts, alongwith park space relocated along Campbell Way and located at the water tower at Callahan Drive would add amenities and improve circulation. See Exhibit 46.

This alternative supports net increases of residential development rounded to 1,825 dwellings, and 3,290 population. Since residential would be a focus on current employment areas, this alternative would see a net decrease of -1,395 jobs, rounded. See Exhibit 44.

Exhibit 44.Residential Focus Alternative: Current and Planned Growth

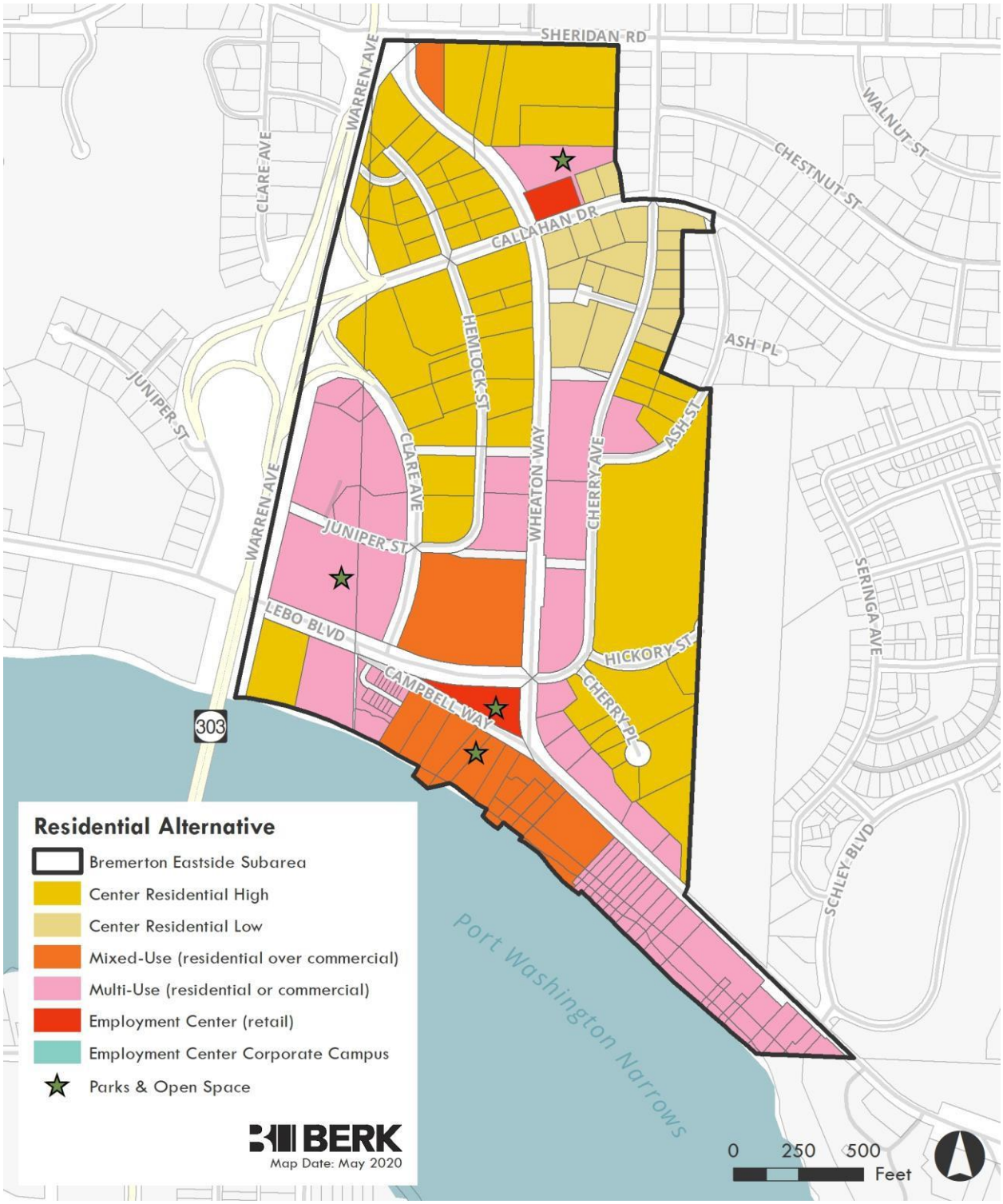
	Existing	Residential Focus	Net Change*
Population	451	3,739	3,289
Dwellings *(including Convalescent Care)*	332	2,155	1,823
Jobs	2,851	1,457	(1,394)

*Net change compared to existing.

Source: PSRC 2019; Fehr & Peers 2019: BERK, 2019.

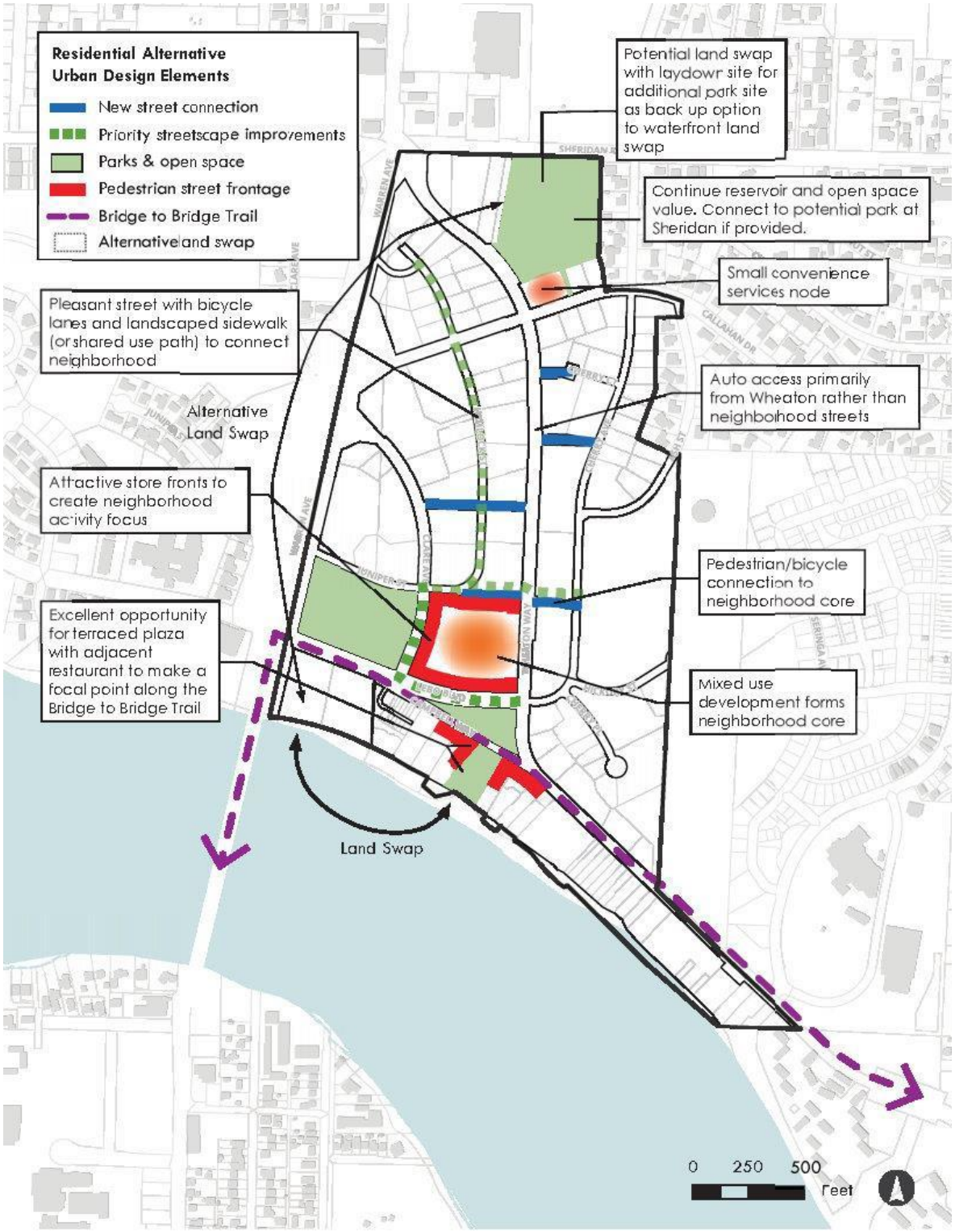
The Residential Focus Alternative would adopt a Subarea Plan to guide future development and adopt a Planned Action Ordinance to help facilitate environmental review of new development and redevelopment.

Exhibit 45. Residential Focus Alternative



Source: Makers, 2019; BERK, 2019.

Exhibit 46.Residential Focus Alternative Street and Park Improvements



Source: Makers, 2020.

Land Use Comparisons

Alternative Comparisons

Major features of the alternatives are described and compared below.

Land Use

Each alternative proposes a different focus of land use. The No Action Alternative has a single zone allowing multiple uses, the Employment Center designation. The Employment Focus Alternative emphasizes Multi-Use and Employment Corporate Campus designations. The Residential Focus Alternative emphasizes Center Residential High and Multi-Use designations.

The Employment Focus Alternative assumes the tallest buildings at 5-7 stories for Corporate Campus and mid-rise for Multi-Use at 3-5 stories. Center Residential High is the most emphasized designation in the Residential Focus Alternative with a maximum of 5 stories. Densities would increase under both action alternatives to a range of 20 to 60 units per acre.

Exhibit 47. Land Use / Zoning Designations Building Types and Development Intensity

Color	Designation	Typical Building Types*	Typical Development per acre (/ac)
	Center Residential High	5 story multi-family building	40-60 du/ac
	Center Residential Low	Townhouses + courtyard apartments	20-30 du/ac
	Multi-Use	Office building – 3-5 story Residential – Retail**	20-40 du/ac and13-15,000 retail sf/ac
	Mixed Use	3-5 story multi-family over 1 story commercial	40-50 du + 6-7,000 retail sf/ac
	Employment Center Retail	Commercial buildings	13-15,000 retail sf/ac
	Employment Center Corporate Campus	5-7 story office buildings with some structured parking	20-30,000 sf/ac

Note: *Existing single-family and other existing lower density housing would be allowed. **Residential may be 3-5 stories over 1 story of retail.

Source: Makers, 2019.

Comprehensive Plan Amendments

It is anticipated the following changes to existing Bremerton Plans and codes would be made:

- The Comprehensive Plan Land Use Map would be amended to replace Employment Center (illustrated on Exhibit 35) with a designation called "Subarea Plan".
- Goals and Policies in Land Use Element would be amended to refer to Subarea Plan Goals and Policies. See Chapter 2 Vision & Guidance Framework.
- Infrastructure and park concepts would be integrated into the Community Services Appendix and eventually into functional plans. See Chapter 7 Infrastructure Investments, and Chapter 3 Urban Design Concepts, respectively, for infrastructure and park concepts. The City's Noise Provisions (BMC 6.32.010(c)) shall be updated to reference this plan
- Repeal BMC 20.92 Employment Center as this SAP supersedes it.

10 Appendix B

Preliminary Concept for New Park with Stormwater Features at Lebo Blvd and Campbell Way

The City of Bremerton is considering acquiring and developing a parcel near the intersection of Lebo Boulevard and Campbell Way for use as a stormwater park. The park would be used as a dual-purpose facility to provide water quality treatment and serve as a public gathering space within the Eastside Center. As part of this analysis, Herrera conducted a high-level assessment of existing background information, researched precedent images for regional stormwater parks, and identified key opportunities and challenges for potentially developing this parcel into a stormwater park.

The purpose of this technical memorandum is to conduct a high-level review of the feasibility and potential benefit of a stormwater park at this site. The results are intended to help the City decide whether to include the stormwater park concept in the Eastside Center subarea plan and potentially invest more effort into conceptual engineering design and grant application preparation for this multi-benefit opportunity.

Methods of Analysis

The potential park site is located on an existing 36,120 sf parcel (R121490531200). As a starting point, it was assumed that up to half of the parcel (approximately 18,000 sf) could be devoted to water quality treatment facilities and the other half to park facilities (hardscape, paths, benches, gathering spaces). The actual area for stormwater treatment facilities may be smaller or larger depending on whether some additional right of way area is used to provide treatment or if a larger gathering area is desired.

The primary stormwater outfall for the Eastside Center is a 21-inch storm drainage pipe that flows under the middle of the triangle site (approximately 12- to 15-ft below ground surface) and discharges to the Puget sound at the Campbell Way Outfall south of the triangle site. Herrera reviewed the approximate profile of this pipe to confirm that it may be feasible to bypass a portion of the stormwater from the storm main to the site by constructing a diversion structure upgradient from the triangle site.

The tributary area upstream of this outfall is approximately 200-acres and has a modeled 2-year peak flow rate of 48.75 cubic feet per second (Personal communication from City of Bremerton [Outfall Modeling Summary]). An adjacent 30-acre drainage basin (East Park) was analyzed by Herrera in 2010. Based on these analyses, the off-line water quality flow rate for the basin is estimated to be between 20 cfs and 30 cfs; 25 cfs was used to estimate the potential water quality treatment benefit of the stormwater park opportunity by varying the potential stormwater treatment facility sizes from 9,000 sf to 18,000 sf and a range of potential infiltration rates of treatment media from 3 inches per hour (representing conventional bioretention media with safety

factors) to 100 inches per hour (representing proprietary stormwater treatment media types). Cartridge-type stormwater treatment systems were not evaluated, though they should be considered as an option during preliminary design.

Results

Based on examining a range of available stormwater treatment facility footprints and infiltration rates of filter media, it may be feasible to treat 100 percent of the offline water quality flow rate from the Campbell Way drainage basin (assumes at least 18,000 sf is available for stormwater treatment facility surface area and an infiltration rate of 60 inches per hour for the filter media used). Assuming 20 acres of pollutant generating surfaces in the Campbell Way drainage basin (rough estimate of 10% of the basin), this project may be able to meet the stormwater treatment requirements of the Stormwater Management Manual for Western Washington for the full 20 acres. However, these results are based on high-level analysis; the actual water quality benefits could be much less depending on available space for stormwater treatment facilities, the type of media used, and potential unidentified site constraints.

Summary of Opportunities and Challenges

Opportunities

- **Stormwater Treatment** The park could provide water quality treatment for all pollutant generating surfaces from the Campbell Way drainage basin. (*Note*: *Further design development is needed to refine the estimate of potential water quality treatment benefit*)
- **Educational Benefits** The park could have aesthetic and educational benefits by creating an amenity that could communicate the connection between stormwater in the urban environment and aquatic resources that depend on clean water, thereby fostering better environmental stewardship.
- **Community benefits** The park would revitalize a parcel that is well-situated near the Puget Sound, improve the pedestrian experience and enhance public offerings within the City of Bremerton.

Challenges

1. **Pipe Depth** The parcel is generally flat and somewhat sloped toward the water. The existing storm drainage system is approximately 12 to 15 feet below surface grade of the existing parcel. In order to route stormwater flow into the park via gravity flow, a diversion structure would need to be installed approximately 150 to 300 feet upstream underneath Wheaton Way and a new storm drain pipe would be required to route the water quality flow rate into the park. After treatment, stormwater would be routed back into the existing stormwater system and discharged into the Puget Sound. Alternatively, stormwater could be mechanically pumped from the existing storm drainage piping underneath the parcel, routed through the water quality treatment system in the park and discharged back into

the existing storm drainage system. The technical feasibility, cost, and maintenance requirements related to these options would need to be studied in more detail.

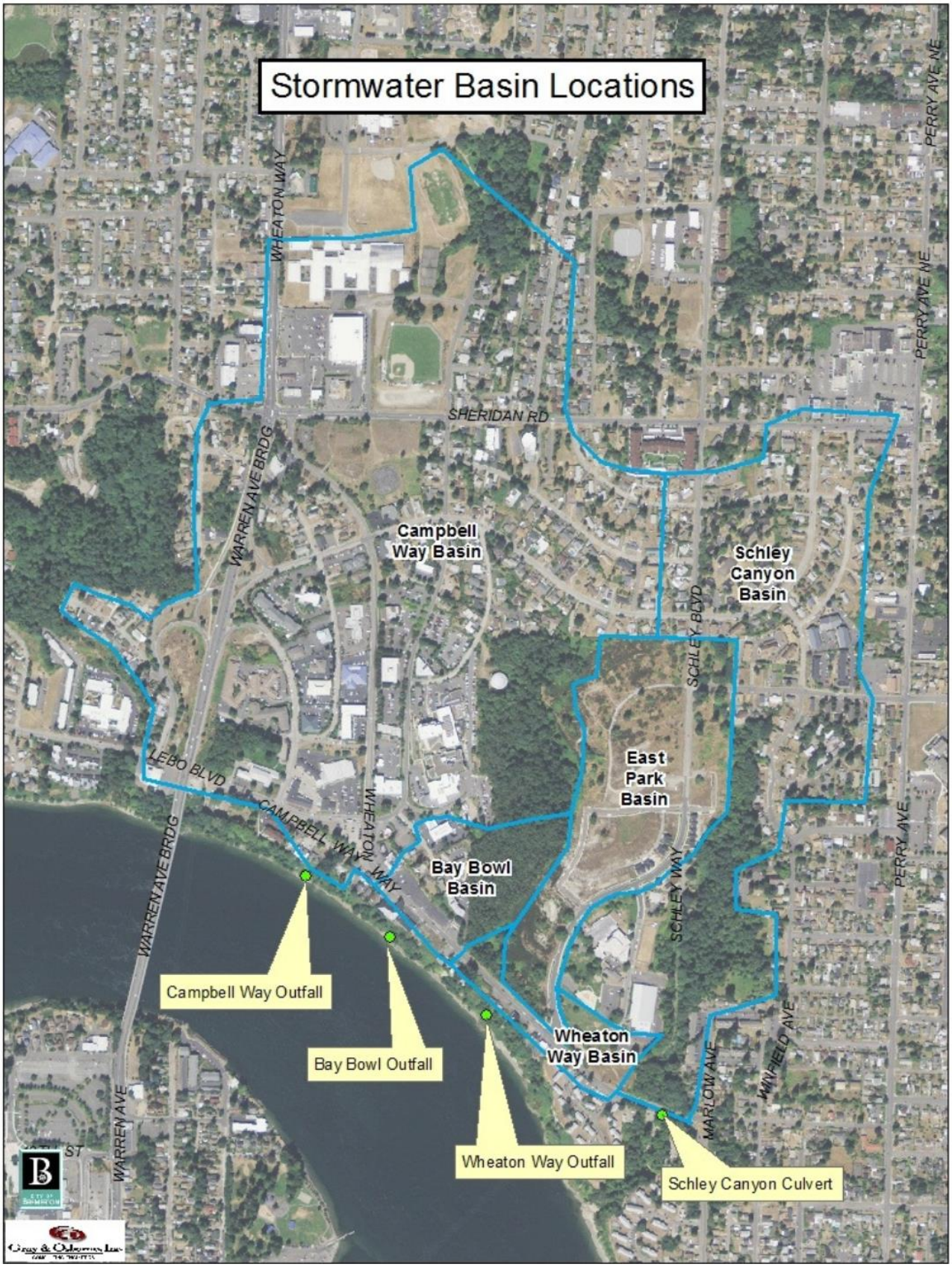
2. **Stormwater from Mixed Sources.** Because the park would be at the downstream end of the basin, stormwater from multiple sources is mixed together in the existing storm main (i.e. the flow contains runoff from some cleaner surfaces [roofs] and some dirtier surfaces [roads]). The stormwater park would tread the mixed flow, as it would likely be financially infeasible to separate out runoff from pollution generating surfaces into a separate pipeline. As a result, the facility will need to treat a higher flow rate than if it were treating runoff from only pollution generating impervious surfaces.

3. **Baseflow**. The Campbell Way basin is likely to have baseflow most of the wet season, and possibly year-round. Baseflow can negatively affect performance of stormwater treatment BMPs and will need to be carefully considered during design.

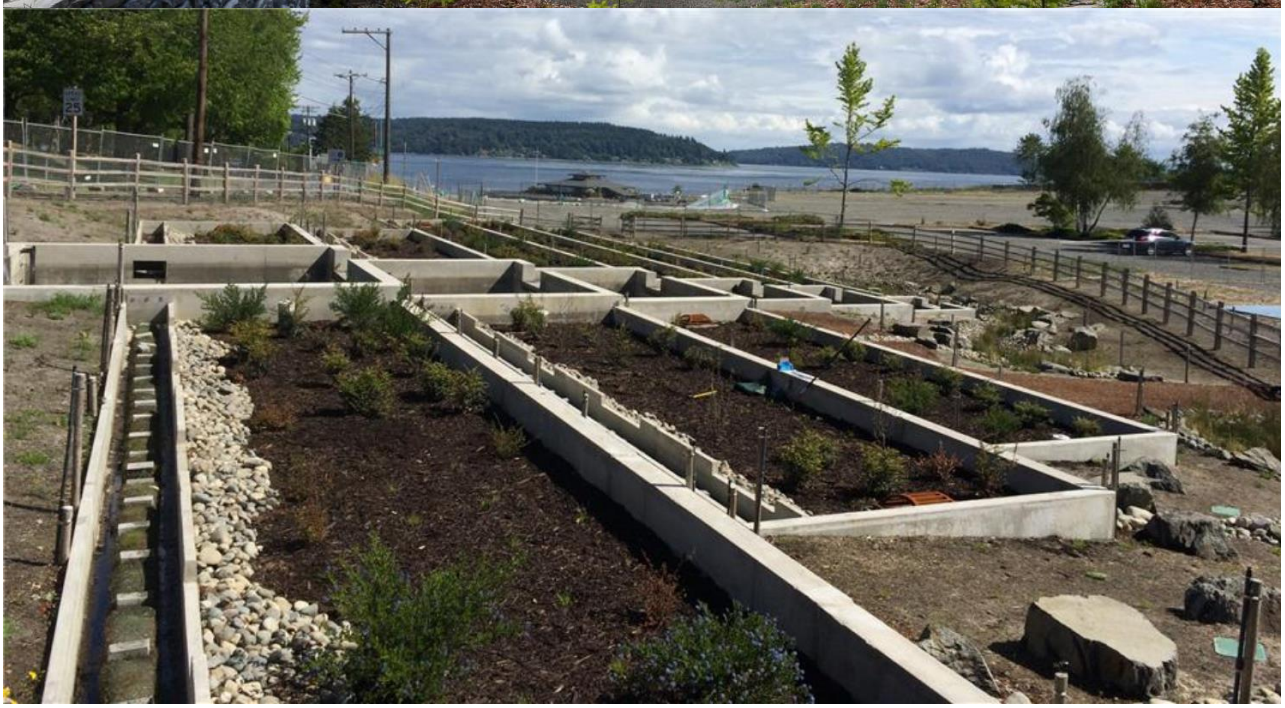
The following images are included to support for discussion or urban design development:

- Google Earth Pro aerial with parcel location.
- Google Earth Pro aerial with approximate profile of existing grades.
- Campbell Way basin map and outfall location.
- City of Bremerton Storm Sewer system GIS information.
- Precedent images from Manchester Stormwater Park, Whispering Firs Stormwater Park, Point Defiance Stormwater Treatment Facility and Rochester Infiltration Pond.

Wheaton Way
92 ft
747 ft
-0.3%
Campbell Way
Lebo Blvd
© 2020 Google
Google Earth
1994
Imagery Date: 5/13/2018
47°34'52.59" N 122°37'38.07" W elev 92 ft eye alt 841 ft
Graph: Min, Avg, Max Elevation: 7, 95, 134 ft
Range Totals: Distance: 1154 ft Elev Gain/Loss: 8.64 ft, -135 ft Max Slope: 12.0%, -42.6% Avg Slope: 2.0%, -11.0%
134 ft
100 ft
75 ft
50 ft
25 ft
7 ft
92 ft
-0.3%
250 ft
500 ft
747 ft
1000 ft
1154 ft


Stormwater Basin Locations
WHEATON WAY
SHERIDAN RD
WARREN AVE BRDG
Campbell Way Basin
Schley Canyon Basin
SCHLEY BLVD
East Park Basin
LEBO BLVD
CAMPBELL WAY
WHEATON WAY
Bay Bowl Basin
SCHLEY WAY
PERRY AVE NE
PERRY AVE
Campbell Way Outfall
Bay Bowl Outfall
Wheaton Way Basin
Wheaton Way Outfall
MARLOW AVE
WAYFIELD AVE
Schley Canyon Culvert
WARREN AVE
ST

Bremerton Sewer Storm
ArcGIS World Geocodir
Sheridan Village
Eastpark Nature Area
Lents Landing
100ft
47.581 -122.625 Degrees
County of Kitsap, Esri, HERE, Garmin, iPC



Attachment B: Eastside Employment Center Planned Action Ordinance

ORDINANCE NO._____

AN ORDINANCE of the City Council of the City of Bremerton, Washington, establishing a planned action for the Eastside Center pursuant to the State Environmental Policy Act

WHEREAS, the State Environmental Policy Act (SEPA) and implementing rules provide for the integration of environmental review with land use planning and project review through designation of "Planned Actions" by jurisdictions planning under the Growth Management Act (GMA); and

WHEREAS, the City has adopted a Comprehensive Plan complying with the GMA; and

WHEREAS, the City has received a legislative appropriation to conduct a market study, subarea plan, and planned action environmental impact statement for the Eastside Employment Center, retitled Eastside Center through this planning process; and

WHEREAS, to guide Eastside Center's growth and redevelopment, the City has engaged in extensive subarea planning and has adopted amendments to the Bremerton Comprehensive Plan including the Eastside Center Subarea Plan; and

WHEREAS, the City desires to designate a Planned Action for the Eastside Center; and

WHEREAS, designation of a Planned Action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a Planned Action environmental impact statement (EIS), and thereby encourages desired growth and economic development; and

WHEREAS, the Eastside Center Planned Action EIS identifies impacts and mitigation measures associated with planned development in the Eastside Center; and

WHEREAS, the City has adopted development regulations and ordinances which will help protect the environment, and is adopting regulations specific to the Eastside Center which will guide the allocation, form, and quality of desired development; and

WHEREAS, the City's SEPA Rules, set forth in BMC 20.04.205 provide for Planned Actions within the City; and

WHEREAS, the City as lead agency provided public comment opportunities through an EIS scoping period from September 26 to November 15, 2019, and a public comment period for the Eastside Center Draft Subarea Plan and Draft Planned Action EIS from March 6, 2020 to April 6, 2020, and held public meetings and hearings as part of a coordinated Eastside Center public participation program throughout 2019 and 2020; and

WHEREAS, the City provided legal notice of a community meeting on March 18, 2020 by emailing to all affected federally recognized tribal governments and agencies with

jurisdiction over the future development anticipated for the planned action, in compliance with RCW 43.21C.440; and

WHEREAS, the City held a community meeting on April 6, 2020 in compliance with RCW 43.21C.440; and

WHEREAS, on XX, 2020 the City provided notification of a public hearing to be held on XX, 2020 to all parties of record and all affected federally recognized tribal governments and agencies with jurisdiction over the future development for the Eastside Center Subarea Plan; and

WHEREAS, the City Council held a public hearing on XX, 2020, considered public comment and approved the Eastside Center Subarea Plan as Ordinance XXXX; and

WHEREAS, on XX, 2020 the City provided legal notice in the Kitsap Sun of a public hearing to be held on XX, 2020 for the planned action; and

WHEREAS, on XX, 2020 the City provided notification of a public hearing to be held on XX, 2020 to all parties of record and all affected federally recognized tribal governments and agencies with jurisdiction over the future development anticipated for the planned action; and

WHEREAS, the City Council held a public hearing on XX, 2020 and considered public comment; NOW, THEREFORE,

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

SECTION 1. *Recitals*. The recitals set forth in this ordinance are hereby incorporated as if fully set forth herein.

SECTION 2. *Purpose*. The City Council declares that the purpose of this ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, City codes and ordinances together with the mitigation measures in the Eastside Center Planned Action EIS to mitigate environmental impacts and process planned action development applications in the Planned Action Area;

B. Designate the Eastside Center as a Planned Action Area for purposes of environmental review and permitting of subsequent, implementing projects pursuant to SEPA, RCW 43.21C.440;

C. Determine that the EIS prepared for the Eastside Center Subarea Plan meets the requirements of a Planned Action EIS pursuant to SEPA;

D. Establish criteria and procedures, consistent with state law, that will determine whether subsequent projects within the Planned Action Area qualify as Planned Actions;

E. Provide the public with information about Planned Actions and how the City will process implementing projects within the Planned Action Area;

F. Streamline and expedite the land use permit review process by relying on the EIS completed for the Planned Action; and

G. Apply the City's development regulations together with the mitigation measures described in the EIS and this Ordinance to address the impacts of future development contemplated by this Ordinance.

SECTION 3. *Findings*. The City Council finds as follows:

A. The City is subject to the requirements of the GMA (RCW 36.70A), and is applying the Planned Action to a UGA [Urban Growth Area]; and

B. The City has adopted a Comprehensive Plan complying with the GMA, and is amending the Comprehensive Plan to incorporate a subarea element specific to the Eastside Center; and

C. The City is adopting development regulations concurrent with the Eastside Center Subarea Plan to implement said Plan, including this ordinance; and

D. An EIS has been prepared for the Planned Action Area, and the City Council finds that the EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area; and

E. The mitigation measures identified in the Eastside Center Planned Action EIS and attached to this ordinance as Exhibit B, incorporated herein by reference, together with adopted City development regulations, will adequately mitigate significant impacts from development within the Planned Action Area; and

F. The Eastside Center Subarea Plan and Planned Action EIS identify the location, type and amount of development that is contemplated by the Planned Action; and

G. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public and enhance economic development; and

H. The City provided several opportunities for meaningful public involvement in the Eastside Center Subarea Plan and Planned Action EIS, including a community meeting prior to the publication of notice for the planned action ordinance; have considered all comments received; and, as appropriate, have modified the proposal or mitigation measures in response to comments;

I. Essential public facilities defined in RCW 47.06.140 are excluded from the Planned Action and not eligible for review or permitting as Planned Actions unless they are accessory to or part of a project that otherwise qualifies as a planned action; and

J. The Planned Action applies to a defined area that is smaller than the overall City boundaries and smaller than overall County designated UGAs; and

K. Public services and facilities are adequate to serve the proposed Planned Action, with implementation of Subarea Plan and mitigation measures identified in the EIS.

SECTION 4. *Procedures and Criteria for Evaluating and Determining Planned Action Projects within Planned Action Area.*

A. Planned Action Area. This Planned Action designation shall apply to the area shown in **Exhibit A**, incorporated herein by reference.

B. Environmental Document. A Planned Action determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Draft EIS issued by the City on March 6, 2020 and the Final EIS published on XX, 2020. The Draft and Final EIS documents shall comprise the Planned Action EIS for the Planned Action Area. The mitigation measures contained in **Exhibit B,** attached to this Ordinance and incorporated herein by reference, are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework that the City

will use to apply appropriate conditions on qualifying Planned Action projects within the Planned Action Area.

C. Planned Action Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Subsection 4(D) and the mitigation measures contained in **Exhibit B**, are designated Planned Actions or Planned Action Projects pursuant to RCW 43.21C.440. A development application for a site-specific Planned Action project located within Planned Action Area shall be designated a Planned Action if it completes the modified SEPA Checklist in **Exhibit B** and meets the criteria set forth in Subsection 4(D) of this Ordinance and all other applicable laws, codes, development regulations and standards of the City are met. [Another option is to use standard SEPA Checklist.]

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined the Eastside Center Subarea Plan and are considered Planned Actions:

i. Mixed Use and Multi Use Development: Mixed Use and Multi Use zoned uses including but not limited to retail, hotel, office, services, townhomes, and apartments in horizontal or vertical patterns consistent with zone requirements.

ii. Residential: Center Residential-High, Center Residential-Medium, and Center Residential-Low uses including but not limited to attached single family, cottages, townhomes, apartments, and accessory dwelling units consistent with zone requirements.

iii. Commercial: Center Employment Corporate Campus or Retail commercial uses including retail, hotel, office, and services consistent with zone requirements.

iv. Open Space, Recreation: Active and passive parks, recreation, and open space facilities consistent with zone requirements.

(b) Planned Action Uses: A land use shall be considered a Planned Action Land Use when:

i. it is within the Planned Action Area as shown in Exhibit A;

ii. it is within the one or more of the land use categories described in subsection 1(a) above; and

iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action may be a single Planned Action use or a combination of Planned Action uses together in a mixed use development. Planned Action uses include accessory uses.

(c) Public Services: The following public services, infrastructure and utilities are also Planned Actions: Multi-modal transportation improvements, water and sewer improvements, and stormwater improvements, considered in capital plans associated with the Eastside Center Subarea Plan.

i. Applicants for public services, infrastructure and utilities projects shall demonstrate consistency with the Eastside Center Subarea Plan, Bremerton Shoreline Master Program, and Bremerton Critical Areas Ordinance.

ii. Essential public facilities defined in RCW 47.06.140 are excluded from the Planned Action and not eligible for review or permitting as Planned Actions unless they are accessory to or part of a project that otherwise qualifies as a planned action.

(2) Development Thresholds:

(a) Land Use: The following amounts of various new land uses are contemplated by the Planned Action:

Table D2a-1. Alternative Comparison of Total and Net Growth

	Existing	No Action	Net Change*	Residential Focus	Net Change*	Employment Focus	Net Change*	Preferred	Net Change
Population	451	1,240	789	3,740	3,289	2,030	1,579	3,430	2,979
Dwellings *(including Conv Care)*	332	787	455	2,155	1,823	1,170	838	1,980	1,648
Jobs	2,851	3,740	889	1,457	(1,394)	4,171	1,320	3,275	424

**Net change compared to existing.*
Source; PSRC 2019; Fehr & Peers 2019: BERK, 2020.

(b) Shifting development amounts between land uses in Subsection 4(D)(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS and are mitigated consistent with Exhibit B.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action or combination of Planned Actions exceed the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The maximum number of PM peak hour trips anticipated in the Planned Action Area and reviewed in the EIS is as follows:

Table D3a-1. PM Peak Hour Vehicle Trips Generated, All Alternatives

Alternative	PM Peak Hour Vehicle Trips	Net Change in Trip Generation Compared to No Action Alternative
No Action Alternative	1,656	—
Residential Focus Alternative	1,568	-88
Employment Focus Alternative	1,972	316
Preferred Alternative	TBD	TBD

Source: Fehr & Peers, 2020.

(b) Concurrency. All Planned Actions shall meet the transportation concurrency requirements and the level of service (LOS) thresholds established in the Bremerton Comprehensive Plan and Chapter 11.12 BMC Transportation Development Code.

(c) Traffic Impact and Mitigation. The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 4.D(3)(a) are not exceeded, that the project meets the concurrency standards of Subsection 3.D(3)(b), and that the project has mitigated impacts consistent with **Exhibit B**. In lieu of the requirements of BMC 11.12.060, planned action applicants shall provide the following documentation:

(i) Trip generation and total trips in relation to the trip bank in Subsection 3.D(3)(a) and (d).

(ii) Site-specific access design and consistency with City standards.

(iii) Implementation of required frontage improvements per Exhibit B-3.

(iv) Share of cost on areawide mitigation per Exhibit B-3.

(d) Discretion. The City Engineer or his/her designee or his/her designee shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City Engineer at his or her sole discretion, for each project permit application proposed under this Planned Action.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS, would not qualify as a Planned Action.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action designation is no longer applicable until supplemental environmental review is conducted.

(6) Substantive Authority. Pursuant to SEPA Substantive Authority at BMC 20.04.010 and Comprehensive Plan Policies, impacts shall be mitigated through the measures included in **Exhibit B**.

E. Planned Action Review Criteria.

(1) The City's SEPA Responsible Official may designate as "planned actions", pursuant to RCW 43.21C.030, applications that meet all of the following conditions:

(a) The proposal is located within the Planned Action area identified in **Exhibit A** of this ordinance;

(b) The proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 4(D) of this ordinance;

(c) The proposal is within the Planned Action thresholds and other criteria of Subsection 4(D) of this ordinance;

(d) The proposal is consistent with the City of Bremerton Comprehensive Plan and the Eastside Center Subarea Plan;

(e) The proposal's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) The proposal's significant impacts have been mitigated by application of the measures identified in **Exhibit B**, and other applicable City regulations, together with any modifications or variances or special permits that may be required;

(g) The proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) The proposal is not an essential public facility as defined by RCW 36.70A.200(1), unless the essential public facility is accessory to or part of a development that is designated as a planned action under this ordinance.

(2) The City shall base its decision on review of a Planned Action SEPA checklist (Exhibit B), or an alternative form approved by state law, and review of the application and supporting documentation.

(3) A proposal that meets the criteria of this section shall be considered to qualify and be designated as a planned action, consistent with the requirements of RCW 43.21C.030, WAC 197-11-164 et seq., and this ordinance.

F. Effect of Planned Action.

(1) Designation as a Planned Action Project by the SEPA Responsible Official means that a qualifying proposal has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein, and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the proposal meets the criteria of Subsection 4(D) and qualifies as a planned action, the proposal shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA.

G. Planned Action Permit Process. Applications for planned actions shall be reviewed pursuant to the following process:

(1) Development applications shall meet all applicable requirements of the Bremerton Municipal Code (BMC). Applications for planned actions shall be made on forms provided by the City and shall include the Planned Action SEPA checklist (Exhibit B).

(2) The City's SEPA Responsible Official shall determine whether the application is complete as provided in BMC Chapter 20.02.

(3) If the application is for a project within the Planned Action Area defined in Exhibit A, the application will be reviewed to determine if it is consistent with the criteria of this ordinance and thereby qualifies as a Planned Action project.

(a) The decision of the City's SEPA Responsible Official regarding qualification of a project as a Planned Action is a Type 1 decision. The SEPA Responsible Official shall notify the applicant of his/her decision. Notice of the determination on Type 1 decisions involving a planned action shall also be mailed or otherwise verifiably delivered to federally recognized tribal governments and to agencies with jurisdiction over the planned action project, pursuant to RCW 43.21C.440.

(b) If the project is determined to qualify as a Planned Action, it shall proceed in accordance with the applicable permit review procedures specified in BMC Chapter 20.02, except that no SEPA threshold determination, EIS or additional SEPA review shall be required.

(c) Notice of the application for a planned action project shall be consistent with Chapter 20.02 BMC.

(4) If notice is otherwise required for the underlying permit, the notice shall state that the project has qualified as a Planned Action. If notice is not otherwise required for the underlying permit, no special notice is required by this ordinance. See Subsection 4(G)(3)(a) regarding notice of the Type 1 decision.

(5) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action project, consistent with RCW 36.70B.170 et seq.

(6) If a project is determined to not qualify as a Planned Action, the SEPA Responsible Official shall so notify the applicant and prescribe a SEPA review procedure consistent with the City's SEPA regulations and the requirements of state law. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action.

(7) Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

SECTION 5. *Monitoring and Review.*

A. The City should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of this ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five years from its effective date. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action area, the impacts of development, and required mitigation measures. The SEPA Responsible Official shall also consider the implementation of Public Agency Actions and Commitments in Exhibit C. Based upon this review, the City may propose amendments to this ordinance and/or may supplement or revise the Planned Action EIS.

SECTION 6. *Conflict.* In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any Ordinance or regulation of the City, the provisions of this Ordinance shall control, except that the provision of any International Building Code shall supersede.

SECTION 7. *Severability*. If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

SECTION 8. *Effective Date*. This ordinance shall take effect and be in force ten (10) days from and after its passage, approval and publication as provided by law.

PASSED by the City Council the_____ day of _____, 2020

_____
Eric Younger, Council President

Approved this _____ day of _____, 2020

_____
Greg Wheeler, Mayor

ATTEST:

_____
Angela Hoover, City Clerk

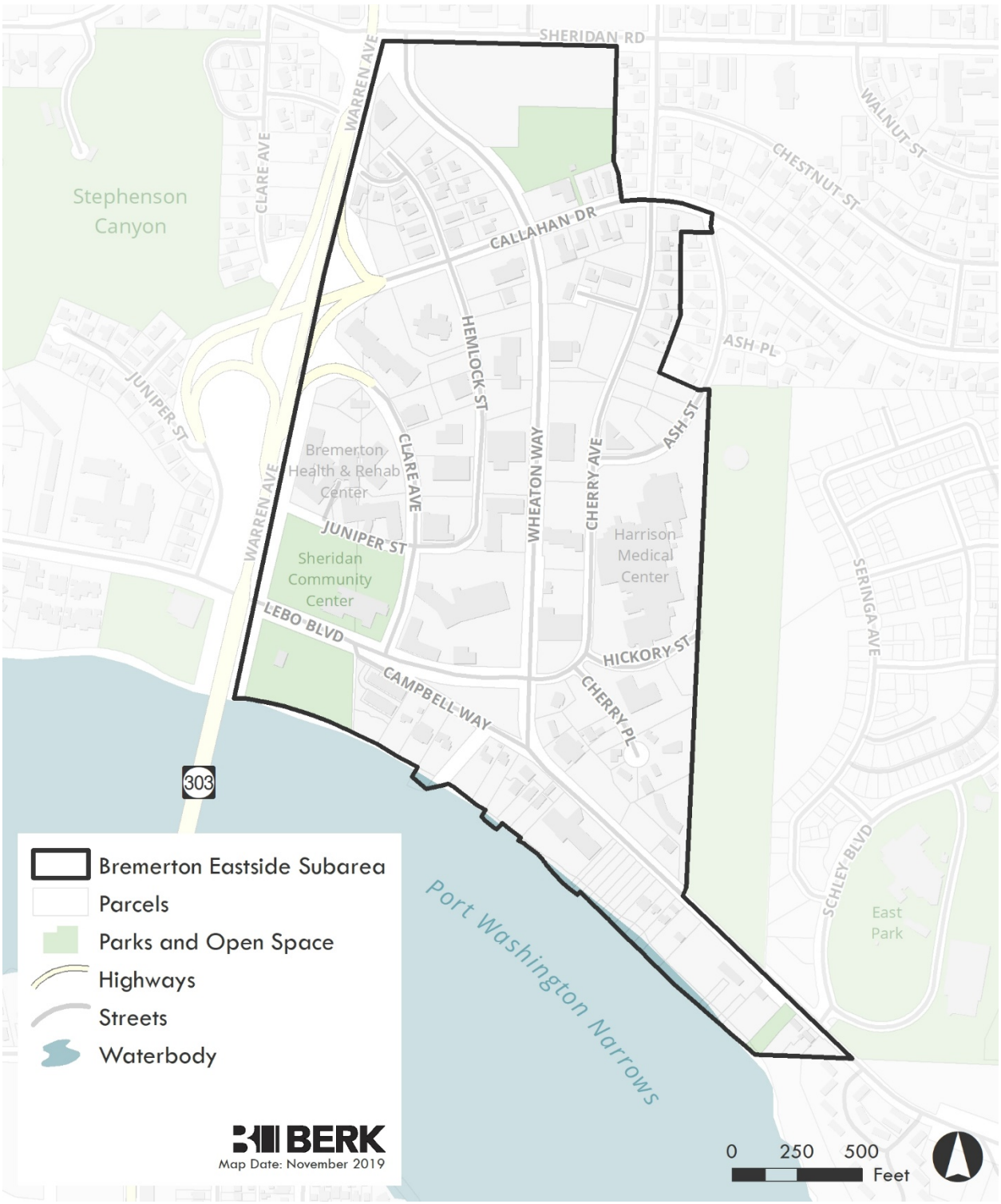
APPROVED AS TO FORM:

_____
Roger A. Lubovich, City Attorney

PUBLISHED the_____ day of _____, 2020
EFFECTIVE the _____day of _____, 2020

ORDINANCE NO. _____

Exhibit A: Eastside Subarea Planned Action Area



Source: City of Bremerton, Kitsap County Assessor; BERK, 2019.

Exhibit B. SEPA Checklist and Mitigation Measures

Exhibit B: Example Environmental Checklist and Required Mitigation Document

INTRODUCTION

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that are likely to have adverse impacts upon the environment. In order to meet SEPA requirements, the City of Bremerton issued the Eastside Center Planned Action Draft Environmental Impact Statement (EIS) on March 6, 2020, and the Final EIS was issued on XX, 2020. The Draft and the Final EIS together are referenced herein as the "EIS". The EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts.

On XX, 2020, the City of Bremerton adopted Ordinance No. _____ establishing a planned action designation for the Eastside Center studied as Planned Action in the EIS (see **Exhibit A**). SEPA Rules indicates review of a project proposed as a planned action is intended to be simpler and more focused than for other projects (WAC 197-11-172). In addition, SEPA allows an agency to utilize a modified checklist form that is designated within the planned action ordinance (see RCW 43.21c.440). This **Exhibit B-1** provides a modified checklist form adopted in the Eastside Center Planned Action Ordinance.

MITIGATION DOCUMENT

A Mitigation Document is provided in **Exhibit B-2**, and also summarized in the environmental checklist. **Exhibit B-2** establishes specific mitigation measures, based upon significant adverse impacts identified in the EIS. The mitigation measures shall apply to future development proposals which are consistent with the Planned Action scenarios reviewed in the EIS, and which are located within the Eastside Center Planned Action Area (see **Exhibit A**). In addition **Exhibit B-3** provides details of transportation and parks mitigation requirements.

APPLICABLE PLANS AND REGULATIONS

The EIS identifies specific regulations that act as mitigation measures. These are summarized in **Exhibit B-4** by EIS topic, and are advisory to applicants. All applicable federal, state, and local regulations shall apply to Planned Actions, including the regulations that are adopted with the Preferred Alternative. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

INSTRUCTIONS TO APPLICANTS

This environmental checklist asks you to describe some basic information about your proposal. The City of Bremerton will use this checklist to determine whether the project is consistent with the analysis in the Eastside Center Planned Action EIS and qualifies as a planned action, or would otherwise require additional environmental review under SEPA. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information. In most cases, you should be able to answer the questions from your own project plans and the Eastside Center Planned Action EIS without the need to hire experts.

EXHIBIT B-1 MODIFIED SEPA CHECKLIST

A. Proposal Description

Date:			
Applicant:			
Property Owner:			
Property Address	Street:	City, State, Zip Code:	
Parcel Information	Assessor Parcel Number:	Property Size in Acres:	
Give a brief, complete description of your proposal.			
Property Zoning	District Name:	Building Type:	
Permits Requested (list all that apply)	Land Use: Building:	Engineering: Other:	
	All Applications Deemed Complete? Yes __ No __ Explain:		
	Are there pending governmental approvals of other proposals directly affecting the property covered by your proposal? Yes __ No __ Explain:		
Existing Land Use	Describe Existing Uses on the Site:		
Proposed Land Use – Check and Circle All That Apply	Mixed Use Residential	Commercial Open Space, Recreation	
Dwellings	# Existing Dwellings: #____ Dwelling Type _____ #____ Dwelling Type _____	# Proposed Dwellings Units: #____ Type _____ #____ Type _____	Proposed Density (du/ac):
	Dwelling Threshold Total in Ordinance: XXX	Dwelling Bank Remainder as of _____20__ _____dwellings	
Non-residential Uses: Building Square Feet	Existing:	Proposed:	
	Employment in Ordinance: XXX	Job Remainder as of _____20__ _____ square feet	

<table>
<tr><td>Building Height</td><td colspan="2">Existing Stories:
Existing Height in feet</td><td colspan="2">Proposed Stories:
Proposed Height in feet:</td></tr>
<tr><td>Parking Spaces</td><td colspan="2">Existing:</td><td colspan="2">Proposed:</td></tr>
<tr><td>Impervious Surfaces</td><td colspan="2">Existing Square Feet:</td><td colspan="2">Proposed Square Feet:</td></tr>
<tr><td rowspan="2">PM Peak Hour Weekday Vehicle Trips</td><td>Existing Estimated Trips Total:</td><td colspan="2">Future Estimated Trips Total:</td><td>Net New Trips:</td></tr>
<tr><td colspan="2">Source of Trip Rate: ITE Manual ___ Other ____</td><td colspan="2">Transportation Impacts Determined Consistent with BMC Chapter 11.12 Transportation Development Code:
Yes ____ No ____</td></tr>
<tr><td>Proposed timing or schedule (including phasing).</td><td colspan="4"></td></tr>
<tr><td>Describe plans for future additions, expansion, or further activity related to this proposal.</td><td colspan="4"></td></tr>
<tr><td>List any available or pending environmental information directly related to this proposal.</td><td colspan="4"></td></tr>
</table>

B. Environmental Checklist and Mitigation Measures

NATURAL ENVIRONMENT CHECKLIST AND MITIGATION MEASURES

Geology/Soils Checklist and Mitigation Measures

1. Description of Conditions A. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____ B. What is the steepest slope on the site (approximate percent slope)? _____ C. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? _____	**Staff Comments:**
2. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.	
3. Has any part of the site been classified as a "geologically hazardous" area? (Check all that apply) □ Landslide Hazards □ Erosion Hazards □ Seismic Hazards □ Liquefaction Hazards □ Other: _____ Describe:	
4. Proposed Measures to control impacts including **Exhibit B-1 and B-4 regarding** Mitigation Required for Development Applications and **Exhibit B-3** Applicable Regulations**:** □ Temporary erosion and sediment controls □ Compliance with grading and fill standards □ Compliance with Critical Area Regulations Explain:	

Water Resources/Stormwater Checklist and Mitigation Measures

5. Will the proposal require or result in (check all that apply and describe below): □ any work over, in, or adjacent to (within 200 feet) Port Washington Narrows? □ fill and dredge material that would be placed in or removed from surface water or wetlands? □ surface water withdrawals or diversions? □ discharges of waste materials to surface waters? □ groundwater withdrawal or discharge? □ waste materials entering ground or surface waters?	**Staff Comments:**
6. Describe the source of runoff (including stormwater) and method of collection, treatment, and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.	
7. Is the area designated a critical aquifer recharge area? If so, please describe:	

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Water Resources/Stormwater Checklist and Mitigation Measures

8. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?	
9. **What measures are proposed to reduce or control water resources/stormwater impacts?** Proposed Measures to control impacts including **Exhibit B-1 and B-4 regarding** Mitigation Required for Development Applications and **Exhibit B-3** Applicable Regulations **(check all that apply):** ◻ Compliance with construction-related stormwater requirements, including temporary erosion and sediment control, and development and implementation of a stormwater pollution and spill prevention plan. ◻ Determination of necessary permanent, long-term water quality treatment requirements. ◻ Low Impact Development (LID) techniques employed, consistent with BMC 15.04.020 and the Eastside Center Subarea Plan? ◻ Adequate erosion protection at outfalls. ◻ Other: Explain:	

Plants and Animals Checklist and Mitigation Measures

10. Check or circle types of vegetation found on the site: ◻ Deciduous tree: Alder, maple, aspen, other _____ ◻ Evergreen tree: Fir, cedar, pine, other ◻ Shrubs ◻ Grass ◻ Pasture ◻ Crop or grain ◻ Wet soil plants: Cattail, buttercup, bullrush, skunk cabbage, other ◻ Water plants: Water lily, eelgrass, milfoil, other _____ Other types of vegetation: _____	**Staff Comments:**
11. Are there wetlands on the property? Please describe their acreage and classification.	
12. Is there riparian habitat on the property?	
13. What kind and amount of vegetation will be removed or altered?	
14. List threatened or endangered species known to be on or near the site	
15. Are there plants or habitats subject to Critical Areas and/or Shoreline Master Program?	
16. Is the proposal consistent with critical area regulations, shoreline regulations, and requirements of the Eastside Center Subarea Plan? Please describe.	
17. Proposed landscaping, use of native plants, buffers, or other measures to preserve or enhance vegetation on the site, if any:	

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Plants and Animals Checklist and Mitigation Measures

18. Proposed Measures to control impacts including **Exhibit B-1 and B-4 regarding** Mitigation Required for Development Applications and **Exhibit B-3** Applicable Regulations **(check all that apply):** ☐ Compliance with Critical Areas Ordinance ☐ Compliance with Shoreline Master Program ☐ Implementation of on-site or street frontage green infrastructure ☐ Other: Explain:	

LAND USE/POPULATION, EMPLOYMENT, AND HOUSING/HISTORIC RESOURCES CHECKLIST AND MITIGATION MEASURES

Population/Employment/Housing Land Use Checklist and Mitigation Measures

19. What is the current use of the site and adjacent properties?	**Staff Comments:**
20. Describe any structures on the site. Will any structures be demolished? If so, what type, dwelling units, square feet?	
21. The current Comprehensive Plan designation is "Subarea Plan". What is the current zoning classification of the site?	
22. What is the current Comprehensive Plan designation and zoning classification of adjacent sites?	
23. If applicable, what is the current shoreline master program designation of the site?	
24. What is the planned use of the site? List type of use, number of dwelling units and building square feet.	
25. Approximately how many people would reside or work in the completed project?	
26. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.	
27. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.	
28. Approximately how many people would the completed project displace?	
29. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national or state preservation registers? If so, specifically describe.	
30. Are there any landmarks, features, or other evidence of Indian or historic use or occupation. This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.	

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Population/Employment/Housing Land Use Checklist and Mitigation Measures

Proposed Measures to control impacts including **Exhibit B-1 and B-4 regarding** Mitigation Required for Development Applications and **Exhibit B-3** Applicable Regulations **(check all that apply):** ◻ Compliance with Eastside Center Subarea Plan. ◻ Compliance with other applicable land use and shoreline policies and development regulations. ◻ Compliance with tribal, federal, or state consultations or permits for cultural or eligible historic resources. ◻ Other Explain:	

TRANSPORTATION CHECKLIST AND GREENHOUSE GAS MITIGATION MEASURES

Transportation Checklist and Mitigation Measures

31. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.	**Staff Comments:**
32. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?	
33. How many parking spaces would the completed project have? How many would the project eliminate?	
34. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).	
35. How many PM peak hour vehicular trips per day would be generated by the completed project?	
36. Is the land use addressed by the EIS Greenhouse Gas Analysis?	
37. Proposed Measures to control impacts including **Exhibit B-1 and B-4 regarding** Mitigation Required for Development Applications and **Exhibit B-3** Applicable Regulations **(check all that apply):** ◻ Evaluate and mitigate roadways consistent with Planned Action Ordinance Section 4.D(3). ◻ Transportation Management Programs (TMPs) ◻ Parking Reduction Incentive ◻ Other: Explain:	

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AESTHETICS CHECKLIST AND MITIGATION MEASURES

Aesthetics Checklist and Mitigation Measures	
38. What is the tallest height of any proposed structure(s)?	**Staff Comments:**
39. Would any views in the immediate vicinity be altered or obstructed?	
40. Would the proposal produce light or glare? What time of day would it mainly occur?	
41. Could light or glare from the finished project be a safety hazard or interfere with views?	
42. What existing offsite sources of light or glare may affect your proposal?	
43. Would shade or shadow affect public parks, recreation, open space, or gathering spaces?	
44. Proposed Measures to control impacts including **Exhibit B-1 and B-4 regarding** Mitigation Required for Development Applications and **Exhibit B-3** Applicable Regulations **(check all that apply):** ☐ Compliance with Eastside Center Subarea Plan. ☐ Use of Incentives for Height including public benefits in exchange for increased height? ☐ Compliance with other applicable land use and shoreline policies and development regulations. ☐ Other: Explain:	

PUBLIC SERVICES AND UTILITIES CHECKLIST AND MITIGATION MEASURES

Public Services and Utilities Checklist	
45. Water Supply: Would the project result in an increased need for water supply or fire flow pressure? Can City levels of service be met?	**Staff Comments:**
46. Wastewater: Would the project result in an increased need for wastewater services? Can City levels of service be met?	
47. Police Protection: Would the project increase demand for police services? Can City levels of service be met?	
48. Fire and Emergency Services: Would the project increase demand for fire and/or emergency services? Can levels of services be met?	
49. Schools: Would the project result in an increase in demand for school services? Can levels of services be met? Is an impact fee required?	

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Public Services and Utilities Checklist	
50. Parks and Recreation: Would the project require an increase in demand for parks and recreation? Can levels of services be met?	
51. Other Public Services and Utilities: Would the project require an increase in demand for other services and utilities? Can levels of services be met?	
52. Proposed Measures to control impacts including **Exhibit B-1 and B-4 regarding** Mitigation Required for Development Applications and **Exhibit B-3** Applicable Regulations **(check all that apply):** ☐ Capital Facility Plan has been considered, and development provides its fair share of the cost of improvements consistent with applicable local government plans and codes. ☐ Law enforcement agency has been consulted, and development reflects applicable code requirements. ☐ Fire protection agency has been consulted, and development complies with Uniform Fire Code. ☐ School district has been consulted, and appropriate mitigation has been provided, if applicable. ☐ Onsite park/recreation is required, or fee-in- lieu. ☐ Developer has coordinated with City to ensure that sewer lines, water lines, or stormwater facilities will be extended to provide service to proposed development site where required. ☐ General facility charges have been determined to ensure cumulative impacts to utilities are addressed. ☐ Other Measures to reduce or control public services and utilities impacts: Explain:	

C. Applicant Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:	
Date:	

D. Review Criteria

REVIEW CRITERIA

The City's SEPA Responsible Official may designate "planned actions" consistent with criteria in Ordinance No. _____ Subsection 4.E.

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Criteria	Discussion
(a) the proposal is located within the Planned Action area identified in Exhibit A of this Ordinance;	
(b) the proposed uses and densities are consistent with those described in the Eastside Center Planned Action EIS and Section 4.D of this Ordinance;	
(c) the proposal is within the Planned Action thresholds and other criteria of Section 4.D of this Ordinance;	
(d) the proposal is consistent with the City of Bremerton Comprehensive Plan and the Eastside Center Subarea Plan;	
(e) the proposal's significant adverse environmental impacts have been identified in the Planned Action EIS;	
(f) the proposal's significant impacts have been mitigated by application of the measures identified in Exhibit B, and other applicable City regulations, together with any modifications or variances or special permits that may be required;	
(g) the proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation;	
(h) the proposal is not an essential public facility as defined by RCW 36.70A.200(1), unless the essential public facility is accessory to or part of a development that is designated as a planned action under this ordinance.	

DETERMINATION CRITERIA

Applications for planned actions shall be reviewed pursuant to the process in Ordinance No. ____ Section 4.G.

Requirement	Discussion
Applications for planned actions were made on forms provided by the City including this Eastside Center Environmental Checklist and Mitigation Document.	

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Requirement	Discussion
The application has been deemed complete in accordance with BMC Chapter 20.02.	
The proposal is located within Planned Action Area pursuant to Exhibit A of this Ordinance	
The proposed use(s) are listed in Section 4D of the Ordinance and qualify as a Planned Action.	

E. SEPA Responsible Official Determination

A. Qualifies as a Planned Action: The application is consistent with the criteria of Ordinance_____ and thereby qualifies as a Planned Action project.
It shall proceed in accordance with the applicable permit review procedures specified in _____, except that no SEPA threshold determination, EIS or additional SEPA review shall be required.
Notice shall be made pursuant to BMC Chapter 20.02. as part of notice of the underlying permits and shall include the results of the Planned Action determination. If notice is not otherwise required for the underlying permit, no special notice is required. See Section 4.G(3)(a) regarding notice of the Type 1 decision.
The review process for the underlying permit shall be as provided in BMC Chapter 20.02.
NOTE: If it is determined during subsequent detailed permit review that a project does not qualify as a planned action, this determination shall be amended.

Signature	
Date:	

B. Does not Qualify as Planned Action: The application is not consistent with the criteria of Ordinance _____, and does not qualify as a Planned Action project for the following reasons:

Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

SEPA Process Prescribed:

C. Responsible Official Signature

Signature:	
Date:	

EXHIBIT B-2 MITIGATION DOCUMENT

A Mitigation Document is provided in this Exhibit B-1 to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action EIS. The mitigation measures in this Exhibit B-1 shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action EIS and which are located within the Planned Action Area (see Exhibit A).

Where a mitigation measure includes the words "shall" or "will," inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. Where "should" or "would" appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

The City's SEPA Responsible Official's authorized designee shall determine consistency with this mitigation document.

Natural Environment

1. Planned Actions shall be consistent with subarea plan dimensional and development standards including maximum impervious coverages.
2. Planned Actions shall implement required street frontages in the subarea plan, including landscaping and green infrastructure.
3. Planned Actions may incorporate development incentives for green stormwater retrofits that provide water quality benefits beyond standard requirements by code.
4. Planned Actions must provide onsite open space per dwelling unit. Per Exhibit B-3 development may achieve a portion of the open space standard via in-lieu fees applied to common park space including green infrastructure.

Population, Employment, and Housing

5. Planned Actions are subject to regulations applied to existing development and uses in the subarea plan including but not limited to proportional compliance intended to allow existing development and progress towards the subarea plan vision and zoning intent.

Land Use and Aesthetics

6. Planned Actions shall be consistent with subarea plan development standards and guidelines.
7. Planned Actions shall provide site and building design features to protect public views of the Downtown and Port Washington Narrows from public properties or public streets near Lower Wheaton Way and Callahan Drive consistent with the subarea plan.
8. Within shoreline jurisdiction, Planned Actions must be consistent with cultural resources policies and regulations. Outside of shoreline jurisdiction, Planned Actions shall be conditioned to be consistent with Inadvertent Human Remains Discovery Language recommended by the State of Washington Department of Archaeology and Historic Preservation as a condition of project approval consistent with RCWs 68.50.645, 27.44.055, and 68.60.055.

Transportation

9. Planned Actions shall implement parking standards consistent with the subarea plan.
10. Planned Actions shall implement required street frontage improvements consistent with the subarea plan and Exhibit B-3.

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11. Planned Actions shall contribute mitigation fees for areawide multimodal transportation improvements based on each development's demand consistent with Exhibit B-3.

Public Services

12. Planned Actions shall demonstrate consistency with crime prevention through environmental design principles through compliance with subarea plan development standards and guidelines.

Utilities

13. Planned Actions shall meet City standards for adequate water and sewer service, pay applicable general facility charges, and incorporate water and sewer infrastructure improvements in street frontage improvements as appropriate.
14. Planned Actions shall implement required street frontages, including stormwater improvements, consistent with the subarea plan and Exhibit B-3.
15. Planned Action shall implement the required stormwater manual and implement necessary stormwater improvements. If a regional stormwater facility is approved by the City, an applicant may request or the City may condition development to pay a fee based on the area of new and replaced impervious surface subject to the applicable stormwater management manual in place at the time of application.

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EXHIBIT B-3 ADDITIONAL MITIGATION REQUIREMENTS & PROCEDURES

Transportation

Frontage Improvements

A. When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the Bremerton Municipal Code (BMC 11.12.110).

B. If right-of-way (or an easement) is needed, it also must be dedicated to the City by the Planned Action Application property owner. The City has developed specific cross sections in the Eastside Center Subarea Plan, which must be implemented as part of required street frontage improvements.

C. Planned Action applicants may request and the City may consider a fee-in-lieu for some or all of the frontage improvements that are the responsibility of the property owner consistent with criteria in BMC 11.12.110 and agreements pursuant to RCW 82.02.020 or other instrument deemed acceptable to the City and applicant.

Mitigation Fees

D. Areawide Improvements: Implementation of improvements identified in Table B.3-1 and Table B.3-2 shall occur through a SEPA fair share fee program such that new development contributes its share of the cost for these projects.

E. Cost Basis: Unless amended, or replaced with a transportation impact fee, mitigation fees consistent with the proportionate share of costs shall be applied to planned action applications.

F. A Planned Action's trips calculated per Section 4.D(3)(d) will be used to determine a development's demand and mitigation payment.

G. Mitigation Fee Payable at Permit Issuance: The mitigation fee shall be payable at the time of building permit issuance.

H. Credit: The City shall provide a credit for the value of dedication or improvement to or new construction of any system improvements provided by the developer in Table B.3-1 and Table B.3-2. The applicant shall be entitled to a credit for the value of the land or actual costs of capital facility construction against the fee that would be chargeable under the formula in subsection D above.

   a. The dedication, improvement, or construction shall be conducted at suitable sites and constructed at acceptable quality as determined by the City. Such improvement or construction shall be completed, dedicated, or otherwise transferred to the City prior to the determination and award of a credit.

   b. The value of a credit for right of way and easements shall be established based on an average deviation of sales value compared to assessed value using Kitsap County Assessor information. If there is a disagreement on value, the appraisal and review shall be prepared by a licensed appraiser in good standing with the State of Washington and at the expense of the applicant.

I. The Planned Action Share Transportation Fees will be incorporated into the City master fee schedule. Fees shall be subject to biennial review to affirm the cost basis.

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Figure B.3-1. Multimodal Transportation Improvements

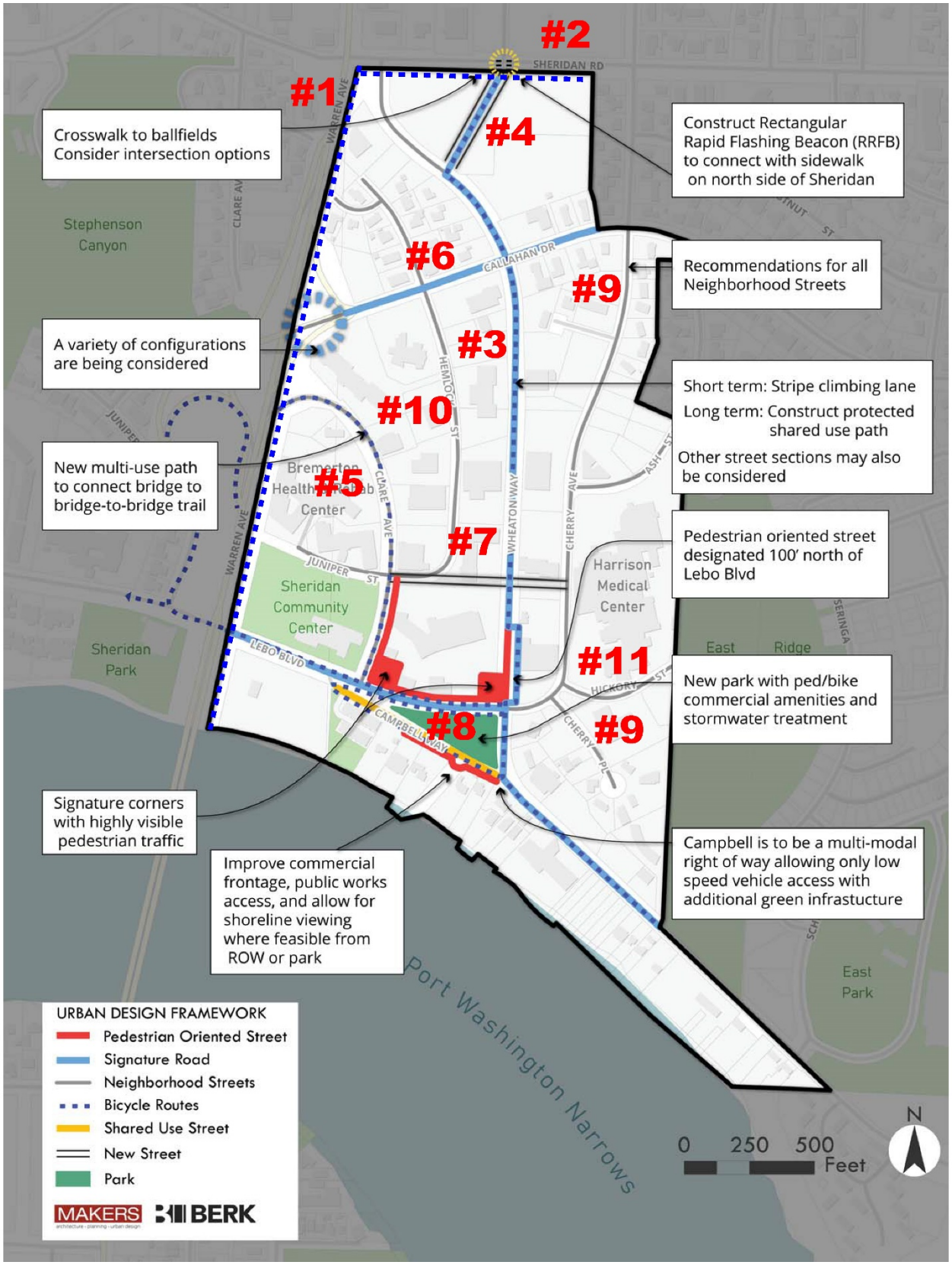

Table B.3-2. Multimodal Transportation Improvements

Number	Street	Pedestrian Priority	Bike Priority	Transit Priority	Urban Design Framework	Cost (Prelim, Millions)
Improvements to Priority Routes and Pedestrians, Bicycle, Transit, and Intersection Levels of Service						
Segments						
1	SR 303: Ped/Bike	X	X			TBD
2	Sheridan Road	X	X	X		TBD
3	Wheaton Way	X	X*	X	Signature	TBD
4	Wheaton Way	X	X*	X	Signature	TBD
Subtotal						**$10.6-$34.6**
Signals						
A	Cherry/Sheridan					TBD
B	Clare/Lebo					TBD
Subtotal						**$1.0-$1.5**
Other Frontage Improvements to Meet Cross Section						
5	Clare Avenue				Bicycle Route	TBD
6	Juniper Street				Neighborhood	TBD
7	Callahan Drive			X	Signature	TBD
8	Campbell Way				Shared Use	TBD
9	Cherry Avenue		*	X	Neighborhood	TBD
10	Hemlock Street				Neighborhood	TBD
11	Hickory Street				Neighborhood	TBD
Subtotal						**$9.0-$13.4**
Total						**$20.6-$49.5**

*Note: *Proposed bike route to be shifted from Cherry Avenue to Lower Wheaton Way.*

Table B.3-3. Cost Basis and Per Trip Fee: Preferred Alternative Planned Action Share

Scenario	Planned Action Share of Cost	Fee Per Trip
PM Peak Hour Trips*		XXX
Transportation Intersection Mitigation	$ XXX	$ XXX
Multi-model Improvements	$ XXX	$ XXX
Total	**$ XXX**	**$ XXX**

** The per trip mitigation fee was determined using the net number of PM peak hour vehicles trips generated by the Bremerton transportation demand model and the application of the MXD tool applied in the EIS for mixed use development, and accounts for internal capture and other discounts. The share of cost is based on the new demand for improvements to meet City standards and fair share.*

Parks and Open Space

A. A Planned Action shall provide the common and private open space required per dwelling in the Eastside Center Subarea Plan.

B. A development may pay a fee in lieu of providing up to 50% common open space or up to 50% of the private open space onsite. The in-lieu fee shall be equal to the average fair market value of the land otherwise required to be provided in on-site common or private open space. The in-lieu fees shall support park land purchase and improvements or shoreline access and improvements within the 10-minute walk service area in Figure B.3-2 for any park, trail, stormwater park, or shoreline access identified in the Eastside Center Subarea Plan, Parks, Recreation, and Open Space Plan, and Capital Facility Plan.

C. The payment shall be held in a reserve account by the City and may only be expended to fund a capital improvement for parks and recreation facility identified in the Eastside Center Subarea Plan. The payment shall be expended in all cases within five years of collection. Any payment not so expended shall be refunded with interest to be calculated from the original date the deposit was received by the City and at the same rate applied to tax refunds pursuant to RCW 84.69.100; however, if the payment is not expended within five years due to delay attributable to the developer, the payment shall be refunded without interest.

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Figure B.3-2. 10-Minute Walk Area

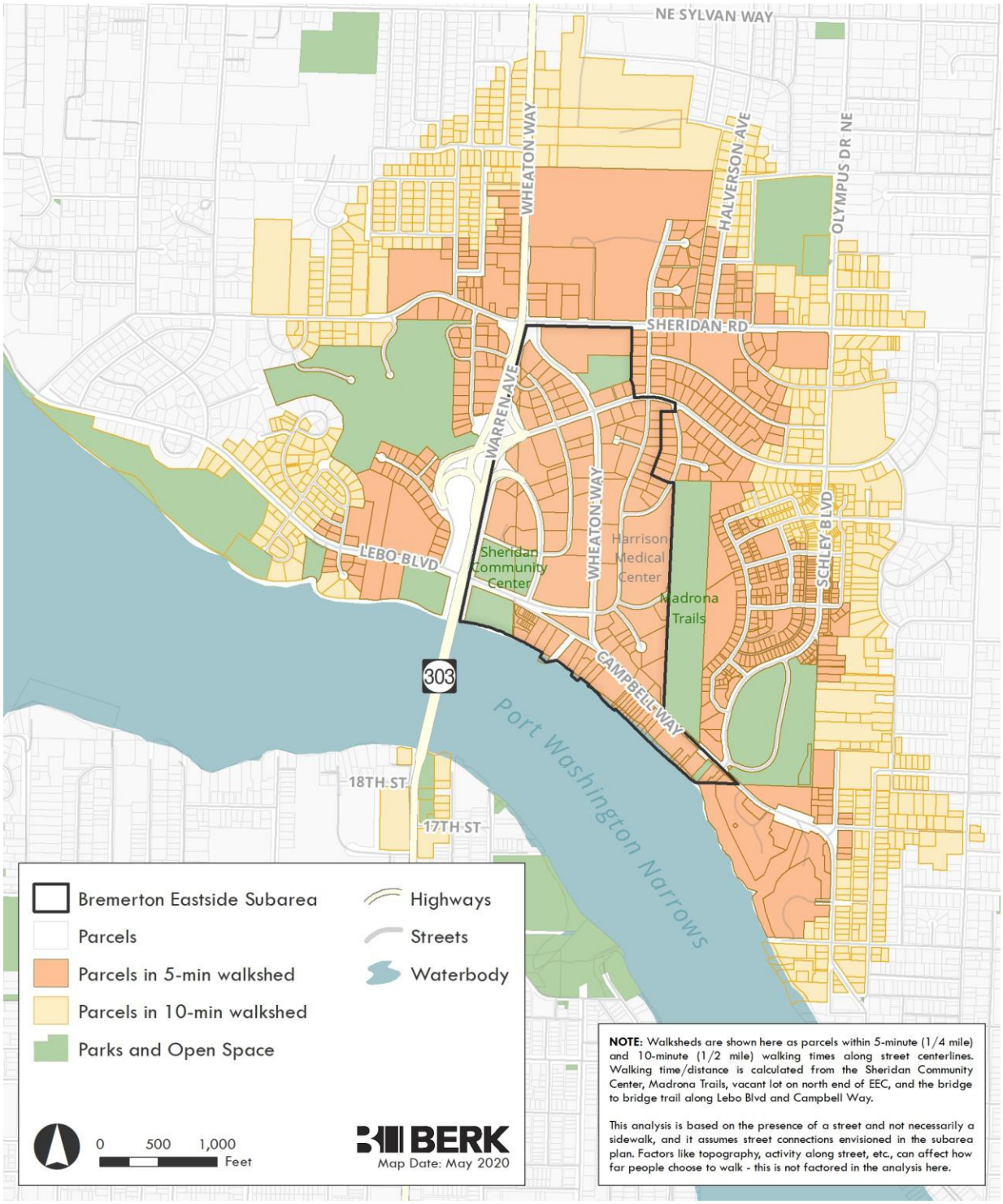

EXHIBIT B-4 APPLICABLE REGULATIONS AND ADVISORY NOTES

The Eastside Employment Center Subarea Plan includes goals, policies, and development regulations as well as capital investments. In addition, the following regulations may apply.

Natural Environment

Development and redevelopment projects within the study area that have the potential to impact environmentally sensitive natural resources will require compliance with federal, state, and local regulations. Mitigation sequencing to avoid, minimize, and mitigate environmental impacts is typically required for all applicable permitting reviews and authorizations. The table below provides a regulatory permit matrix for actions requiring local, state, and federal authorizations. Appropriate mitigation measures specific to project alternatives will need to be proposed when alternatives are farther along in the planning process. This may include preservation, enhancement, and restoration of wetland and marine shoreline buffer.

Environmental Regulations

Jurisdictional Agency	Regulations/Authorizations
City of Bremerton	Pre-Application submittal Conference SEPA Determination (No Action Alternative) Planned Action Consistency Determination (Action Alternatives) Shoreline Exemption or Substantial Development Permit Critical Areas Review
Washington State Department of Ecology (Ecology)	Section 401 Water Quality Certification Construction Stormwater General Permit Coastal Zone Management Act Consistency Certification
Washington Department of Fish and Wildlife (WDFW)	Hydraulic Project Approval (HPA)
Department of Archaeology and Historic Preservation (DAHP)	Cultural Resources Review Form EZ1
U.S. Army Corps of Engineers	Section 404 Clean Water Act Section 10 Rivers and Harbor act Requires Compliance with: Section 7 of Endangered Species Act Section 106 Historic Preservation Act Magnuson-Stevens Act

Sources: City of Bremerton Municipal Code; Herrera 2020.

Population, Employment, and Housing

None.

Land Use and Aesthetics

Bremerton's Municipal Code contains regulations that help to ensure land use compatibility.

- Title 20 Land Use Code, except where regulated by the Subarea Plan and associated development regulations.

- Bremerton Shoreline Master Program (SMP).

In terms of historic and cultural resources the following local, state, and federal laws or rules apply:

- Bremerton's SMP includes policies and regulations that would require appropriate cultural review by tribal and other agencies.
- State funded capital projects require Governor's Executive Order 0505 review. Implementation of the Executive Order requires all state agencies implementing or assisting capital projects using funds appropriated in the State's biennial Capital Budget to consider how future proposed projects may impact significant cultural and historic places.
- Section 106 of the National Historic Preservation Act requires that each federal agency identify and assess the effects its actions may have on historic buildings.

Transportation

The following regulations address transportation:

- Travel Demand Management (TDM): Washington State Commute Trip Reduction (CTR) law requires employers with 100 or more employees and located in high-population counties to implement TDM programs.
- Bremerton 2016 ADA Transition Plan
- Bremerton Complete Streets Ordinance
- Bremerton Capital Improvement Program
- The following sections of the BMC:
  - 11.12.090 Dedication of Right-Of-Way.
  - 11.12.110 Street Frontage Improvements.

Public Services

The following regulations address public services:

- Title 18 Fire – Includes requirements for fire suppression.
- City Services Element and Appendix – Addresses levels of service and capital improvements for fire, police, and parks. This is updated every eight years with the Comprehensive Plan.
- Parks, Recreation, and Open Space (PROS) Plan 2020 – Establishes a plan for 2020-2025 and a 20-year plan including capital projects.
- Bremerton School District Levy 2020 – Addresses Capital Replacement projects to ensure proper function of current schools.

Utilities

Water

When evaluating new construction, Bremerton Public Works and Utilities Department personnel determine the ability of the water system to meet fire flow requirements at that location with a minimum of 20 psi residual pressure throughout the distribution system. If the water system cannot provide the required fire flow for the specific project, the developer is required to revise building construction and/or make the necessary improvements to the distribution system to meet the project's fire flow requirements as established by the Fire Marshal.

BMC Chapter 15.02 includes provisions for service connections and mains to be upgraded by developers during redevelopment if required to meet engineering design and construction standards. Chapter 15.02 also includes provisions for installation of pumps if required to achieve adequate pressure during peak demands.

Wastewater

BMC Chapter 15.03 includes provisions for wastewater service connections and extensions when existing connections are inadequate or sewer mains are not present along the frontage of a property.

Stormwater

BMC Chapter 15.04 includes provisions that require redevelopment to meet stormwater management requirements of the Stormwater Management Manual for Western Washington related to stormwater treatment. Under all the alternatives these requirements are expected to result in a net improvement in the quality of stormwater that is discharged to the Port Washington Narrows. Because the entire EC drains directly to marine waters, and not to streams, redevelopment in the EC is exempt from flow control, however, stormwater detention may be required by the City on a case by case basis to address capacity concerns in the stormwater system and beach erosion at the outfall.

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20.04.100 USE OF CATEGORICAL EXEMPTIONS.

(a) Whenever a department within the City receives an application for a license or, in the case of governmental proposals, the department within the City initiates the proposal, the Planning Department shall determine whether the license and/or the proposal is exempt. The Planning Department's determination that a proposal is exempt shall be final and not subject to administrative review. If a proposal is exempt, none of the procedural requirements of this chapter apply to the proposal. The City shall not require completion of an environmental checklist for an exempt proposal.

(b) In determining whether or not a proposal is exempt, the Planning Department shall make certain that the proposal is properly defined, and shall identify the governmental licenses required (WAC 197-11-060). If a proposal includes exempt and nonexempt actions, the Planning Department shall determine the lead agency even if the license application that triggers the Department's consideration is exempt.

(c) If a proposal includes both exempt and nonexempt actions, the City may authorize exempt actions prior to compliance with the procedural requirements of this chapter, except that:

(1) The City shall not give authorization for:

(i) Any nonexempt action;

(ii) Any action that would have an adverse environmental impact; or

(iii) Any action that would limit the choice of alternatives;

(2) The responsible official may withhold approval of an exempt action that would lead to modification of the physical environment, when such modification would serve no purpose if nonexempt action(s) were not approved; and

(3) The responsible official may withhold approval of exempt actions that would lead to substantial financial expenditures by a private applicant when the expenditures would serve no purpose if nonexempt action(s) were not approved.

(d) Threshold Levels for Categorical Exemptions in Bremerton, excluding the Eastside Center. Pursuant to WAC 197-11-800(1)(c) and (1)(d), cities may adopt raised levels of threshold exemptions for certain types of actions, except as provided in WAC 197-11-305 and 197-11-800(1)(a). As authorized pursuant to WAC 197-11-800(1)(c) and (1)(d), the following threshold exemptions are adopted:

(1) The construction or location of thirty (30) or fewer single-family residential units.

(2) The construction or location of sixty (60) or fewer multifamily residential units.

(3) The construction of an office, school, commercial, recreational, service or storage building with thirty thousand (30,000) square feet of gross floor area, and with associated parking facilities designed for ninety (90) parking spaces.

(4) The construction of a parking facility designed for ninety (90) parking spaces.

(5) Any landfill or excavation of one thousand (1,000) cubic yards throughout the lifetime of the fill or excavation, and any fill or excavation classified as Class I, II, or III forest practice under RCW 76.09.050 or regulations thereunder.

(e) Threshold Levels for Categorical Exemptions in Eastside Center. As authorized pursuant to WAC 197-11-800(1)(b), except as provided in WAC 197-11-305 and 197-11-800(1)(a), the following threshold exemptions are adopted. Developments greater than this scale are subject to the Eastside Center Planned Action Ordinance (XXX).

(1) The construction or location of four (4) or fewer single-family residential units.

(2) The construction or location of four (4) or fewer multifamily residential units.

(3) The construction of an office, school, commercial, recreational, service or storage building with four thousand (4,000) square feet of gross floor area, and with associated parking facilities designed for twenty (20) parking spaces.

(4) The construction of a parking facility designed for twenty (20) parking spaces.

(5) Any landfill or excavation of one hundred (100) cubic yards throughout the lifetime of the fill or excavation, and any fill or excavation classified as Class I, II, or III forest practice under RCW 76.09.050 or regulations thereunder.